

**APPENDIX A**  
**Environmental Checklist**

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## ENVIRONMENTAL CHECKLIST

### 2019 Addendum to the 2000 Mitigated Negative Declaration for the Toyota South Campus Plan Project (SCH No. 2000101085)

**General Note:** The CEQA Initial Study Checklist categories and topics presented below conform to the suggested content presented in the 2019 CEQA Guidelines, Appendix G. In certain instances, the 2019 CEQA Initial Study Checklist content differs from that presented in the 2000 MND. Additional or new environmental topics considered in the 2019 CEQA Initial Study Checklist, and not reflected in the 2000 MND, are recognized in the discussions below. Other 2000 MND discussions have been restructured or paraphrased to align with the format and content of the 2019 CEQA Initial Study Checklist, with no substantial effect on environmental findings or conclusions.

### 1. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Have a substantial adverse effect on a scenic vista?						X
b) Substantially damage visible scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?						X
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?						X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?					X	

***Substantiation:***

a – c) *No Impact.*

**2000 MND Conclusions:** As stated with the 2000 MND, the subject site is located within an industrial area, and its development would not affect any scenic vistas. The 2000 MND notes further that the office buildings proposed by the Original Project would incorporate landscaping acting to enhance views of the subject site (2000 MND, p. 3). Accordingly, the 2000 MND concluded that there was no potential for the Original Project to: a) Have a substantial adverse effect on a scenic vista; b) substantially damage visible scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; or c) substantially degrade the existing visual character or quality of the site and its surroundings.

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** The 2019 Modified Project Site accommodates vacant office buildings and appurtenant uses within an industrialized urban area. The 2019 Modified Project does not propose elements that would affect scenic vistas or scenic resources within a designated scenic highway. As with the Original Project, the 2019 Modified Project would incorporate internal and perimeter landscape/hardscape features acting to screen views of the developed site and enhance views the 2019 Modified Project Site from off-site vantages.

Final designs of the 2019 Modified Project facilities including, but not limited to, the proposed buildings and landscape/hardscape features would be required to conform to all applicable City design and development standards, and would be subject to City review and approval. Conformance with City design and development standards would ensure that the 2019 Modified Project would not substantially degrade the existing visual character or quality of the site and its surroundings.

Based on the preceding, the 2019 Modified Project impacts to scenic vistas, scenic resources, and the existing visual character or quality of the area would be the same as those identified within the 2000 MND.

**2019 Modified Project Mitigation Measures:** None.

d) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**2000 MND Conclusions:** The 2000 MND recognized that development of the site would introduce new sources of light and glare and noted that any light/glare impacts of the Original Project would not substantively affect ambient conditions and would therefore be less-than-significant.

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** The site and surrounding development comprise existing sources of urban light. Additionally, adjacent streets and properties are illuminated with streetlights and carry nighttime traffic. Lighting proposed by the 2019 Modified Project would not substantively alter or adversely affect area ambient lighting conditions.

More specifically, final design, configuration, and orientation of lighting features and fixtures under the 2019 Modified Project would be required to conform to all applicable City design and development standards, and would be subject to City review and approval. Conformance with City design and development standards would ensure that lighting and light sources implemented under the 2019 Modified Project would be compatible with, and would complement, architectural and site designs; and further that 2019 Modified Project lighting would be compatible with and would not adversely affect off-site land uses.

**2019 Modified Project Mitigation Measures:** None.

As substantiated by the preceding discussions, no new or substantially increased aesthetic impacts would occur as a result of the 2019 Modified Project.

**Sources:** 2000 MND for the Toyota South Campus Plan Project (City of Torrance) November 17, 2000; 2019 Modified Project Design Concepts.

**2. AGRICULTURE AND FORESTRY RESOURCES**

Would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR or EIR	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?						X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?						X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?						X
d) Result in the loss of forest land or conversion of forest land to non-forest use?						X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use, or conversion of forest land to non-forest use?						X

**Substantiation:**

a) *No Impact.*

**2000 MND Conclusions:** The 2000 MND notes that the subject site does not contain farmlands or agricultural uses, and further that the Original Project does not propose or

require conversion of agricultural land. On this basis, the 2000 MND concluded that the Original Project had no potential to result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively, "Farmlands") to non-agricultural use (2000 MND, p. 3).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** Agricultural resources conditions at the subject site have not changed since preparation of the 2000 MND. As with the Original Project site, the 2019 Modified Project Site is not designated Farmlands. More specifically, the 2019 Modified Project Site is developed with (vacant) office buildings and appurtenant uses. No changed or new information has been identified to indicate that any potential Farmland impacts resulting from the 2019 Modified Project would be different from those previously determined. The 2019 Modified Project would have no impact in this regard.

**2019 Modified Project Mitigation Measures:** None.

b) *No Impact.*

**2000 MND Conclusions:** The 2000 MND notes that the subject site does not contain farmlands or agricultural uses, and further that the Original Project does not propose or require conversion of agricultural land. On this basis, the 2000 MND determined that the Original Project uses would not conflict with any agricultural zoning or contracts, and that no portion of the site was currently in agricultural use or under a Williamson Act contract (2000 MND, p. 3).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** Agricultural resources conditions at the subject site have not changed since preparation of the 2000 MND. The 2019 Modified Project Site is currently designated as Business Park (I-BP) by the City General Plan and is zoned Heavy Manufacturing (M-2). No Williamson Act contracts are in place for the subject site. The 2019 Modified Project would therefore have no impact on, and would not conflict with,

any existing agricultural zoning designations, or any existing Williamson Act contract(s). The 2019 Modified Project would have no impact in this regard.

**2019 Modified Project Mitigation Measures:** None.

c) *No Impact.*

**2000 MND Conclusions:** This environmental topical concern has been added to the *CEQA Guidelines Appendix G, Environmental Checklist Form* since the adoption of the 2000 MND and was therefore not specifically addressed in the 2000 MND.

**2000 MND Mitigation Measures:** N/A

**2019 Modified Project:** Agricultural resources conditions at the subject site have not changed since preparation of the 2000 MND. The 2019 Modified Project Site is not zoned for forest land, timberland, or timberland zoned Timberland Production. The 2019 Modified Project would therefore have no impact on forest land or timberland.

**2019 Modified Project Mitigation Measures:** None.

d) *No Impact.*

**2000 MND Conclusions:** Similar to Checklist Item c, above, this question has been added to the *CEQA Guidelines Appendix G, Environmental Checklist Form* since the adoption of the 2000 MND and was therefore not specifically addressed in the 2000 MND.

**2000 MND Mitigation Measures:** N/A

**2019 Modified Project:** Agricultural resources conditions at the subject site have not changed since preparation of the 2000 MND. No forest land is located on the 2019 Modified Project Site or in the vicinity. The 2019 Modified Project would therefore have no impact on forest land.

**2019 Modified Project Mitigation Measures:** None.

e) *No Impact.*

**2000 MND Conclusions:** The 2000 MND notes that the subject site does not contain Farmlands or agricultural uses, and further that the Original Project does not propose or require conversion of agricultural land. On this basis, the 2000 MND determined that the Original Project uses would not involve other changes in the existing environment that could result in conversion of Farmlands to non-agricultural use (2000 MND, p. 3).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** Agricultural resources conditions at the subject site have not changed since preparation of the 2000 MND. As with the Original Project, the 2019 Modified Project does not require or propose other changes to the environment which could result in the conversion of farm land or forest land to other uses. The 2019 Modified Project would therefore have no impact on the existing environment that could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

**2019 Modified Project Mitigation Measures:** None.

As substantiated by the preceding discussions, no new or substantially increased agricultural resources impacts would occur as a result of the 2019 Modified Project.

*Sources:* *Toyota South Campus Plan Mitigated Negative Declaration* (City of Torrance) October 17, 2000; 2019 Modified Project Design Concepts.



### 3. AIR QUALITY

Would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?					X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?					X	
d) Expose sensitive receptors to substantial pollutant concentrations?						X
e) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?						X

**Substantiation:**

Information presented below is summarized in part from *Torrance Commerce Park Air Quality & Greenhouse Gas Memorandum* (Urban Crossroads, Inc.) June 13, 2019 (AQ/GHG Analysis). The AQ/GHG Analysis is presented at Appendix B of this Addendum.

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**2000 MND Conclusions:** The 2000 MND determined that the Original Project would result in significant impacts related to the potential to conflict with, or obstruct implementation of, the applicable air quality plan (2000 MND, pp. 3 – 4). The 2000 MND noted however that the Original Project would not result in significant and unavoidable air quality impacts not already identified in the 1992 City of Torrance General Plan Final EIR and recognized in the City General Plan EIR Statement of Overriding Consideration (SOC) addressing significant air quality impacts.<sup>1</sup>

<sup>1</sup> Similarly, the 2009 General Plan Update EIR concluded that implementation of the General Plan would result in significant and unavoidable AQMP air quality impacts (General Plan EIR, p. 6-1, et al.).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** Criteria for determining consistency with the applicable Air Quality Management Plan (AQMP) are presented below:

- **Criterion No. 1:** The project under consideration will not result in an increase in the frequency or severity of existing NAAQS/CAAQS air quality violations or cause or contribute to new NAAQS/CAAQS violations; or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Criterion No. 2:** The project under consideration will not exceed the assumptions in the AQMP or increments based on the years of Project build-out phase.

As substantiated in these discussions, the 2019 Modified Project uses would not result in any potentially significant air quality impacts. Additionally, incorporation of contemporary energy-efficiency/energy conservation technologies and operational programs; and compliance with SCAQMD emissions reductions and control requirements would act to reduce stationary-source air emissions resulting from the 2019 Modified Project. These 2019 Modified Project attributes and features are consistent with and support AQMP air pollution reduction strategies and promote timely attainment of AQMP air quality standards. Based on the preceding discussion, the 2019 Modified Project is determined to be consistent with the Criterion No. 1.

The AQMP assumptions reflect development within the South Coast Air Basin that conforms to adopted General Plans or other established land use plans. The 2019 Modified Project does not propose or require any change in City of Torrance General Plan Land Use designations, nor any increase in development intensity beyond that currently anticipated for the subject site under the City General Plan. On this basis, the 2019 Modified Project would conform to Criterion No. 2.

Based on the preceding, the 2019 Modified Project would not conflict with or obstruct implementation of the AQMP.

**2019 Modified Project Mitigation Measures:** None.

b, c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**2000 MND Conclusions:** The 2000 MND determined that the Original Project's potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation; or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard would be significant (2000 MND, pp. 3 – 4).

The 2000 MND noted however that the Original Project would not result in significant air quality impacts not already identified in the 1992 City of Torrance General Plan Final EIR; and recognized in the City General Plan EIR Statement of Overriding Consideration (SOC) addressing significant air quality impacts.<sup>2</sup>

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:**

#### *Construction-Source Air Quality Impacts*

It is assumed that mass grading and construction activities for facilities that would be implemented under the 2019 Modified Project would parallel the time frames and the scope of construction activities reflected and evaluated in the 2000 MND analysis, with comparable peak construction-source emissions impacts. More likely however, contemporary construction techniques and current construction equipment emissions controls required of the 2019 Modified Project would result in comparative reductions in peak construction-source emissions. Construction-source air pollutant emissions resulting from the 2019 Modified Project would therefore not result in any significant air quality impacts.

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<sup>2</sup> Similarly, the 2009 General Plan Update EIR concluded that implementation of the General Plan would result in significant and unavoidable criteria pollutant (volatile organic compounds [VOC], carbon monoxide [CO], oxides of nitrogen [NO<sub>x</sub>], particulate matter [PM<sub>10</sub> and PM<sub>2.5</sub>] and ozone [O<sub>3</sub>]) air quality impacts (General Plan EIR, p. 6-1, et al.).

### ***Operational-Source Air Quality Impacts***

The AQ/GHG Analysis quantifies and compares operational-source criteria pollutant emissions of the Original Project General Office uses and the Modified Project uses. Criteria pollutant emissions were modeled employing the latest version of the California Emissions Estimator Model™ (CalEEMod™ v2016.3.2). Emissions modeling outputs are appended/attached to the AQ/GHG Analysis.

Maximum daily operational-source criteria pollutant emissions generated by operations of the 2019 Modified Project are summarized at Table 3-1. As indicated, criteria pollutant emissions generated by operations of the 2019 Modified Project would not exceed any applicable South Coast Air Quality Management District (SCAQMD) regional thresholds of significance. Moreover, under all criteria pollutant categories, peak criteria daily emissions generated by the 2019 Modified Project would be incrementally reduced when compared to emissions generated by the Original Project.

**Table 3-1  
Comparison of Maximum Daily Operational-Source Emissions**

Summer Scenario	Maximum Daily Emissions (pounds per day)					
	VOC	NOx	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2019 Modified Project	21.93	37.81	95.28	0.40	31.87	8.71
Original Project	25.87	59.87	155.55	0.57	44.95	12.42
<i>Variance (2019 Modified Project – Original Project)</i>	<i>-3.94</i>	<i>-22.06</i>	<i>-60.28</i>	<i>-0.17</i>	<i>-13.08</i>	<i>-3.71</i>
SCAQMD Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Winter Scenario	Maximum Daily Emissions (pounds per day)					
	VOC	NOx	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2019 Modified Project	21.65	38.67	86.31	0.38	31.87	8.72
Original Project Entitlements	25.31	61.10	145.61	0.54	44.95	12.28
<i>Variance (2019 Modified Project – Original Project)</i>	<i>-3.66</i>	<i>-22.42</i>	<i>-59.30</i>	<i>-0.16</i>	<i>-13.08</i>	<i>-3.56</i>
SCAQMD Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Torrance Commerce Park Air Quality & Greenhouse Gas Memorandum (Urban Crossroads, Inc.) June 13, 2019.

Based on the preceding, operational-source criteria air pollutant emissions resulting from the 2019 Modified Project would not result in any significant air quality impacts.

**2019 Modified Project Mitigation Measures:** None.

d) *No Impact.*

**2000 MND Conclusions:** The 2000 MND concluded that the Original Project would have no potential to expose sensitive receptors to substantial pollutant concentrations (2000 MND, p. 4).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** Because the 2019 Modified Project uses could potentially generate heavy-duty truck traffic, a Health Risk Assessment (HRA) was prepared as one component of the AQ/GHG Analysis. The HRA evaluated non-cancer and cancer risks that could result from Diesel Particulate Matter (DPM) emissions generated truck traffic accessing the 2019 Modified Project.

The greatest potential for exposure to these DPM emissions would occur at the northwest corner of 195th Street and S Western Avenue just north of the 2019 Modified Project Site. At greater distances from the 2019 Modified Project uses, DPM emissions concentrations would dissipate, and potential health risks associated with exposure to DPM emissions would be decreased.

At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to the DPM emissions generated by the 2019 Modified Project uses is estimated at 1.04 in one million, which is less than the SCAQMD threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.0004, which would not exceed the applicable SCAQMD threshold of 1.0. As such, the 2019 Modified Project uses would not cause a significant human health or cancer risk. The 2019 Modified Project uses do not otherwise comprise facilities or operations that would generate

emissions or emissions concentrations that would substantively affect sensitive receptors (AQ/GHG Analysis, p. 7).

Based on the preceding, as with the Original Project, the 2019 Modified Project would not expose sensitive receptors to substantial pollutant concentrations.

**2019 Modified Project Mitigation Measures:** None.

e) *No Impact.*

**2000 MND Conclusions:** The 2000 MND determined that there was no potential for the Original Project to create objectionable odors affecting a substantial number of people (2000 MND, p. 3).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** Temporary and intermittent odor releases may occur during construction of Modified Project uses. Potential construction-source odors include but are not limited to diesel exhaust, asphalt/paving materials, glues, paint, and other architectural coatings.

The 2019 Modified Project does not propose facilities or on-going operations that would create objectionable odors affecting a substantial number of people. Construction-source and operational-source odor impacts are controlled as a byproduct of hazardous/potentially hazardous materials handling plans and Best Management Practices implemented under SCAQMD Rule 402 et al. The 2019 Modified Project would comply with all SCAQMD Rules regulating and controlling odors and odor sources.

Based on the preceding, and as with the Original Project, the 2019 Modified Project would have no potential to create objectionable odors affecting a substantial number of people.

**2019 Modified Project Mitigation Measures:** None.

As summarized in the preceding discussions, air pollutant emissions generated by the 2019 Modified Project would not exceed applicable SCAQMD thresholds. Nor would the 2019 Modified Project otherwise generate or result in air pollutant emissions or air pollutant emissions concentrations that would result in potentially adverse impacts.

Moreover, in comparison to the Original Project, air quality impacts in the aggregate would be diminished under the 2019 Modified Project. The City’s previous SOC regarding significant air quality impacts resulting from the Original Project would, if anything, likely overstate the significance of air quality impacts attributable to the 2019 Modified Project.

**Sources:** *Toyota South Campus Plan Mitigated Negative Declaration* (City of Torrance) October 17, 2000; *Torrance Commerce Park Air Quality & Greenhouse Gas Memorandum* (Urban Crossroads, Inc.) June 13, 2019; 2019 Modified Project Design Concepts.

#### 4. BIOLOGICAL RESOURCES

Would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?						X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies and regulations; or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?						X

Would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?						X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?						X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?						X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?						X

**Substantiation:**

a) *No Impact.*

**2000 MND Conclusions:** The 2000 MND noted that the Conservation Element of the 1992 Torrance General Plan and the 1992 General Plan EIR do not identify any threatened or endangered species in the City of Torrance.<sup>3</sup> The 2000 MND notes further that the Original Project site is not a wetland area and is not used by wildlife. On this basis, the 2000 MND concluded that the Original Project would have no impact on any candidate, sensitive, or special status species (2000 MND, pp. 4 – 5).

<sup>3</sup> As also discussed in the 2009 General Plan EIR, continued absence of protected habitat or threatened or protected species is representative of conditions within the majority of the City (2009 General Plan EIR, p. 5.3-3). Limited areas of the City considered to be potentially significant habitat or that could potentially accommodate threatened or endangered species are precluded from development (2009 General Plan EIR, pp. 5.3-13 – 5.3-15).



**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** Biological resources conditions at the subject site have not changed since preparation of the 2000 MND. Consistent with the summary analysis presented in the 2000 MND, the subject site remains devoid of threatened or endangered species. Nor does the subject site evidence wetlands or accommodate wildlife or wildlife movement. The 2019 Modified Project Site has been heavily disturbed and is located in a largely urbanized area bordered by development on all sides. No candidate, sensitive, or special status species have been identified on the 2019 Modified Project Site. Nor does the 2019 Modified Project propose or require uses or facilities that would result in potentially significant impacts to offsite candidate, sensitive, or special status species. As with the Original Project, the 2019 Modified Project would have no potential to have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species.

**2019 Modified Project Mitigation Measures:** None.

b, c) *No Impact.*

**2000 MND Conclusions:** The 2000 MND noted that the Conservation Element of the 1992 Torrance General Plan and the 1992 General Plan EIR do not identify any threatened or endangered species in the City of Torrance.<sup>4</sup> The 2000 MND notes further that the Original Project site is not a wetland area and is not used by wildlife. On this basis, the 2000 MND determined that the Original Project would have no impact on riparian habitat, sensitive natural community, or federally protected wetlands (2000 MND, pp. 4 – 5).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** Biological resources conditions at the subject site have not changed since preparation of the 2000 MND. Consistent with the summary analysis

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<sup>4</sup> Ibid.

presented in the 2000 MND, the subject site remains devoid of threatened or endangered species. Nor does the subject site evidence wetlands or accommodate wildlife or wildlife movement. The 2019 Modified Project Site has been heavily disturbed. Riparian habitat, sensitive natural community, or federally protected wetlands do not exist within the subject site. Nor does the 2019 Modified Project propose or require uses or facilities that would result in potentially significant impacts to offsite riparian habitat, sensitive natural community, or federally protected wetlands. As with the Original Project, the 2019 Modified Project would have no potential to have a substantial adverse effect on any riparian habitat, sensitive natural community, or federally protected wetlands.

**2019 Modified Project Mitigation Measures:** None.

d) *No Impact.*

**2000 MND Conclusions:** The 2000 MND noted that the Conservation Element of the 1992 Torrance General Plan and the 1992 General Plan EIR do not identify any threatened or endangered species in the City of Torrance.<sup>5</sup> The 2000 MND notes further that the Original Project site is not a wetland area and is not used by wildlife. On this basis, the 2000 MND concluded that the Original Project would have no impact on fish or wildlife movement or wildlife migratory corridors (2000 MND, pp. 4 – 5).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** Biological resources conditions at the subject site have not changed since preparation of the 2000 MND. Consistent with the summary analysis presented in the 2000 MND, the subject site remains devoid of threatened or endangered species. Nor does the subject site evidence wetland or accommodate wildlife or wildlife movement. As previously mentioned, the 2019 Modified Project Site has been heavily disturbed and is located in an urbanized area bordered by development on all sides, substantively constraining wildlife movement in the area. No designated migratory corridors or linkages exist within or traverse the subject site. Nor is there evidence that

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<sup>5</sup> Ibid.

the 2019 Modified Project Site otherwise functions as a movement corridor for fish or wildlife movement. The 2019 Modified Project Site is designated for industrial/business park uses, does not function as, nor is intended to function as a native wildlife nursery site. Nor does the 2019 Modified Project propose or require uses that would discernibly affect off-site wildlife movement, wildlife migratory corridors, or wildlife nursery sites. On this basis, as with the Original Project, there is no potential for the 2019 Modified Project to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

**2019 Modified Project Mitigation Measures:** None.

e, f) *No Impact.*

**2000 MND Conclusions:** The 2000 MND concluded that the Original Project would have no potential to conflict with any local policies or ordinances protecting biological resources; or to conflict with an adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan (2000 MND, pp. 4 – 5).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** Biological resources conditions at the subject site have not changed since preparation of the 2000 MND. Consistent with the summary analysis presented in the 2000 MND, there are no biologically significant resources within the 2019 Modified Project Site; nor are there any local or area-wide preservation or conservation plans or policies applicable to the subject site. As with the Original Project, there is no potential for the 2019 Modified Project to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

**2019 Modified Project Mitigation Measures:** None.

As substantiated by the preceding discussions, no new or substantially increased biological resources impacts would occur as a result of the 2019 Modified Project.

**Sources:** *City of Torrance 1992 General Plan EIR; Toyota South Campus Plan Mitigated Negative Declaration (City of Torrance) October 17, 2000; 2019 Modified Project Design Concepts.*

**5. CULTURAL RESOURCES**

Would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?						X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?						X
c) Disturb any human remains, including those interred outside of formal cemeteries?						X

**Substantiation:**

a – c) *No Impact.*

**2000 MND Conclusions:** The 2000 MND noted that per the 1992 Torrance General Plan and 1992 General Plan EIR, there is no evidence of historic resources, archaeological resources, or presence of human remains at the Original Project site. The 2000 MND therefore concluded that the Original Project would have no impact on historic, archaeological, or paleontological resources; and further that the Original Project had no potential to disturb any human remains (2000 MND, p. 5).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** Cultural resources conditions at the subject site and the surrounding area have not changed since the preparation of the 2000 MND. That is, the area remains devoid of any evident historic resources, archaeological resources, or presence of human remains. Moreover, the subject site has been heavily disturbed by past human activities and is currently developed with paved surfaces. Any cultural resources that may have been present at one time have likely been destroyed.

To confirm the continued absence of potentially significant cultural resources, at the direction of the Lead Agency, the Applicant has requested, and has received a California Historical Resources Information System (CHRIS) Records Search for the 2019 Modified Project Site.<sup>6</sup> The CHRIS Records Search identified no known potentially significant cultural resources within the 2019 Modified Project Site. The CHRIS Records Search also provides recommendations for monitoring of construction activities to ensure that as yet unknown cultural resources that may be encountered be protected/preserved as may be required by the Lead Agency. The Applicant would comply with recommendations of the CHRIS Records Search as required by the Lead Agency pursuant to the Conditions of Approval.

As with the Original Project, there is no substantiated potential for the 2019 Modified Project to cause or result in an adverse change in historic resources, archaeological resources, or to disturb human remains.

No new or substantially increased cultural resources impacts would occur under the 2019 Modified Project.

**2019 Modified Project Mitigation Measures:** None.

As substantiated by the preceding discussions, no new or substantially increased cultural resources impacts would occur as a result of the 2019 Modified Project.

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<sup>6</sup> South Central Coastal Information Center (SCCIC) File # 18297.4314, 11/27/2017; available through the City of Torrance Planning Division.

*Sources: Toyota South Campus Plan Mitigated Negative Declaration (City of Torrance) October 17, 2000; 2019 Modified Project Design Concepts.*

**6. ENERGY**

Would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?						X
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?						X

**Substantiation:**

a – b) *No Impact.*

**2000 MND Conclusions:** This environmental topical concern has been added to the *CEQA Guidelines* Appendix G, Environmental Checklist Form since the adoption of the 2000 MND and was therefore not specifically addressed in the 2000 MND.

**2000 MND Mitigation Measures:** N/A

**2019 Modified Project:** The 2019 Modified Project in total would be required to comply with incumbent performance standards established under the Building Energy Efficiency Standards contained in the California Code of Regulations (CCR), Title 24, Part 6 (Title 24, Energy Efficiency Standards). The current Title 24 standards are more stringent than those applied to the Original Project and would incrementally reduce energy consumption when compared to energy consumption of the Original Project. Additionally, the 2019 Modified Project would be required to conform to applicable CALGreen provisions (CCR, Title 24, Part 11 – CALGreen). CALGreen was not in place

at the time the Original Project was approved. CALGreen was implemented in 2007 to support the goals of the State's greenhouse gas reduction and building energy efficiency programs and would provide for further energy efficiencies not realized under the Original Project.

Lastly, developers and owners/tenants generally have vested financial incentives to avoid imprudent energy consumption practices. In this regard, there is growing recognition among developers and owners/tenants that energy-efficient and sustainable practices yield both environmental and economic benefits.

Based on the preceding, the 2019 Modified Project would not result in or cause wasteful, inefficient, and unnecessary consumption of energy; and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

No new or substantially increased energy impacts would occur under the 2019 Modified Project.

**2019 Modified Project Mitigation Measures:** None.

As substantiated by the preceding discussions, no new or substantially increased energy resources impacts would occur as a result of the 2019 Modified Project.

**Sources:** *Toyota South Campus Plan Mitigated Negative Declaration* (City of Torrance) October 17, 2000; 2019 Modified Project Design Concepts.

## 7. GEOLOGY AND SOILS

Would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:						
(i) rupture of a known earthquake fault;					X	
(ii) strong seismic ground shaking;					X	
(iii) seismic-related ground failure, including liquefaction; or						X
(iv) landslides?						X
b) Result in substantial soil erosion or the loss of topsoil?						X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?						X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?						X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?						X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?						X



**Substantiation:**

(a) i, ii) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**2000 MND Conclusions:** The 2000 MND recognizes location of the City of Torrance within a seismically active area, and that potential impacts related to rupture of a known earthquake fault and/or strong seismic shaking are adequately addressed through compliance with applicable provisions of the Uniform Building Code (UBC). On this basis, the 2000 MND determined that impacts due to rupture of a known earthquake fault or strong seismic ground-shaking would be less-than-significant (2000 MND, pp. 5 – 6).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** Underlying geology/soils conditions at the subject site and the surrounding area have not changed since the preparation of the 2000 MND. No active or potentially active faults are known to exist at the site. In addition, the subject site does not lie within an Alquist-Priolo Earthquake Fault Zone.

As part of the City’s standard review and approval of development projects, the 2019 Modified Project is required to comply with requirements of a final City-approved geotechnical report, and applicable provisions of the UBC and California Building Code (CBC). All final plans would be required to incorporate design- and site-appropriate means to avoid or minimize any fault rupture or seismic shaking concerns. The 2019 Modified Project would therefore not result in new, additional, or different fault rupture or seismic ground shaking impacts than were considered and addressed in the 2000 MND.

**2019 Modified Project Mitigation Measures:** None.

(a) iii) *No Impact.*

**2000 MND Conclusions:** The 2000 MND noted that the Original Project would be subject to approval of a grading permit, thereby ensuring conformance with the requirements of

the Torrance Municipal Code and the UBC with regard to soil compaction and drainage. On this basis, the 2000 MND determined that there was no potential for the Original Project to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction (2000 MND, pp. 5 – 6).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** Underlying geology/soils conditions at the subject site and the surrounding area have not changed since the preparation of the 2000 MND. As with the Original Project, the 2019 Modified Project would conform with the requirements of the Torrance Municipal Code and the UBC with regard to soil compaction and drainage. As with the Original Project, the 2019 Modified Project would therefore have no potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

**2019 Modified Project Mitigation Measures:** None.

(a) iv) *No Impact.*

**2000 MND Conclusions:** The 2000 MND notes that the subject site is level and that any proposed grading would not substantively affect existing topographic conditions. On this basis, the 2000 MND concluded that there was no potential for the Original Project to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides (2000 MND, pp. 5 – 6).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** Topographic conditions at the subject site and the surrounding area have not changed since the preparation of the 2000 MND. Moreover, the subject site and surrounding properties are substantively developed with improved/paved surfaces and buildings and are essentially level and exhibit little or no topographic relief. There is no evidence of recent or historic landslides affecting the subject site or vicinity properties.

As with the Original Project, the 2019 Modified Project would have no potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

**2019 Modified Project Mitigation Measures:** None.

b) *No Impact.*

**2000 MND Conclusions:** The 2000 MND notes that potential erosion impacts of the Original Project would be controlled by standard measures imposed in conjunction with the issuance of a grading permit. On this basis, the 2000 MND concluded that the Original Project would have no potential to result in substantial erosion or the loss of topsoil.

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** The subject site and surrounding properties are substantively developed with improved/paved surfaces and buildings, diminishing the potential for erosion or soil loss impacts. As with the Original Project, potential erosion and soil loss impacts resulting from the 2019 Modified Project would be controlled by standard measures imposed in conjunction with the issuance of a grading permit. On this basis, as with the Original Project, the 2019 Modified Project would have no potential to result in substantial soil erosion or the loss of topsoil.

**2019 Modified Project Mitigation Measures:** None.

c, d) *No Impact.*

**2000 MND Conclusions:** The 2000 MND noted that the Original Project would be subject to approval of a grading permit, thereby ensuring conformance with the requirements of the Torrance Municipal Code and the UBC with regard to soil compaction and drainage. On this basis, the 2000 MND concluded that the Original Project would have no potential to be located on a geologic unit or soil that is unstable, or that would become unstable as

a result of the Original Project; or be located on expansive soil, creating substantial risks to life or property.

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** The subject site and surrounding properties are substantively developed with improved/paved surfaces and buildings, evidencing absence of substantive constraints regarding unstable surface or subsurface conditions. As with the Original Project, the 2019 Modified Project would be subject to approval of a grading permit, thereby ensuring conformance with the requirements of the Torrance Municipal Code and the UBC with regard to soil compaction and drainage. On this basis, as with the Original Project, the 2019 Modified Project would have no potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Original Project; or be located on expansive soil, creating substantial risks to life or property.

**2019 Modified Project Mitigation Measures:** None.

e) *No Impact.*

**2000 MND Conclusions:** Sewer infrastructure was available to the Original Project, and the Original Project did not propose or require septic tanks or other alternative wastewater systems. The 2000 MND concluded that the Original Project would result in no impacts regarding soils supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available.

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** As with the Original Project, the 2019 Modified Project would connect to the City's sanitary sewer system. No septic tanks or other alternative wastewater disposal systems are proposed. On this basis, the 2019 Modified Project would have no impacts relative to septic tanks or alternative waste water disposal systems.

**2019 Modified Project Mitigation Measures:** None.

f) *No Impact.*

**2000 MND Conclusions:** The 2000 MND stated that there was no evidence of paleontological resources or unique geological features at the site, and concluded that development of the site would have no impact in this regard (2000 MND, p. 5).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** Conditions at the site in this regard have not changed since the preparation of the 2000 MND. On this basis, the 2019 Modified Project would have no impacts relative to paleontological resources or unique geological features.

**2019 Modified Project Mitigation Measures:** None.

As substantiated by the preceding discussions, no new or substantially increased geology/soils impacts would occur as a result of the 2019 Modified Project.

*Sources:* Toyota South Campus Plan Mitigated Negative Declaration (City of Torrance) October 17, 2000; 2019 Modified Project Design Concepts.

**8. GREENHOUSE GAS EMISSIONS**

Would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?					X	

Would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?					X	

**Substantiation:**

Information presented below is summarized in part from *Torrance Commerce Park Air Quality & Greenhouse Gas Memorandum* (Urban Crossroads, Inc.) June 13, 2019 (AQ/GHG Analysis). The AQ/GHG Analysis is presented at Appendix B of this Addendum.

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**2000 MND Conclusions:** This environmental topical concern has been added to the *CEQA Guidelines* Appendix G, Environmental Checklist Form since the adoption of the 2000 MND and was therefore not specifically addressed in the 2000 MND.

**2000 MND Mitigation Measures:** N/A

**2019 Modified Project:** GHG emissions impacts of the Original Project, and the 2019 Modified Project are compared within the following discussions. GHG emissions were modeled employing the latest version of the California Emissions Estimator Model™ (CalEEMod™ v2016.3.2). Emissions modeling outputs are appended/attached to the AQ/GHG Analysis.

The Original Project uses would generate an estimated 11,471.22 metric tons of carbon dioxide equivalent/year (MTCO<sub>2</sub>e/year) (AQ/GHG Analysis, p. 6). The 2019 Modified Project uses would generate an estimated 8,542.92 metric tons of carbon dioxide equivalent/year (MTCO<sub>2</sub>e/year) (AQ/GHG Analysis, p. 6). GHG emissions generated by the Modified Project uses would be incrementally reduced when compared to the

Original Project. Moreover, GHG emissions generated by the 2019 Modified Project would not exceed the applicable SCAQMD screening level threshold of 10,000 MTCO<sub>2e</sub>/year and would therefore be less-than-significant.

The 2019 Modified Project would therefore not result in new or substantively different or substantively increased GHG emissions impacts than the emissions generated by the Original Project.

**2019 Modified Project Mitigation Measures:** None.

b) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**2000 MND Conclusions:** This environmental topical concern has been added to the *CEQA Guidelines* Appendix G, Environmental Checklist Form since the adoption of the 2000 MND and was therefore not specifically addressed in the 2000 MND.

**2000 MND Mitigation Measures:** N/A

**2019 Modified Project:** The City of Torrance has not yet adopted plans policies or regulations for the purpose of reducing GHG emissions. The 2019 Modified Project would nonetheless comply with applicable GHG emissions reductions strategies articulated within the California Air Resources Board (CARB) Scoping Plan and the Regional Transportation Plan and Sustainable Communities Strategy, as summarized below.

#### **California Air Resources Board (CARB) Scoping Plan Consistency**

These measures include but are not limited to: California low carbon fuel standards (LCFS); California Appliance Energy Efficiency regulations; California Building Standards (i.e., CALGreen and the 2016 Building and Energy Efficiency Standards); statewide implementation of the 33 percent Renewable Portfolio Standard (RPS) for all retail sellers of electricity; and corporate average fuel economy (CAFE) standards (e.g., Pavley I and California Advanced Clean Cars [Pavley II]).

## **Regional Transportation Plan and Sustainable Communities Strategy Consistency**

The Southern California Association of Governments (SCAG) is the federally recognized Metropolitan Planning Organization (MPO) for this region, which encompasses over 38,000 square miles, and comprises representatives of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their potential impacts on regional planning programs. As Southern California's MPO, SCAG cooperates with the Southern California Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents.

California's MPOs must prepare a "sustainable communities strategy" (SCS) as part of its regional transportation plan (RTP). The SCS integrates land use, housing, and transportation strategies that, if implemented, would achieve regional GHG emission reduction targets. As adopted by the MPO, the RTP/SCS guides regional transportation policies and investments. The CARB is required to review the adopted SCS to confirm and accept the MPO's determination that the SCS, if implemented, would meet the regional GHG targets.

In 2016, SCAG adopted the *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*. The RTP/SCS vision encompasses general principles and themes that collectively work to shape the Southern California region. The RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. Regional development patterns and integrated transportation systems contemplated under the RTP/SCS would act to reduce per capita Vehicle Miles Traveled (VMT) and associated vehicular-source GHG emissions. The RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the RTP/SCS; rather, the RTP/SCS provides consistency incentives for governments and developers. As demonstrated at Table 8-1, the Project is



consistent with RTP/SCS Goals, and would thereby support the RTP/SCS intent to reduce regional GHG emissions.

**Table 8-1**  
**2019 Modified Project**  
**Consistency with RTP/SCS Goals**

<b>RTP/SCS Goals</b>	<b>Remarks</b>
<i>Goal 1:</i> Align the plan investments and policies with improving regional economic development and competitiveness.	<i>Consistent:</i> The 209 Modified Project proposes contemporary facilities providing an opportunity for investment in light industrial/manufacturing uses and development of a USPS build-to-suit Parcel Handling facility on currently underutilized land.
<i>Goal 2:</i> Maximize mobility and accessibility for all people and goods in the region.	<i>Consistent:</i> Consistent with City requirements, the transportation network in the 2019 Modified Project area would be developed and maintained to meet local and regional transportation demands, and to ensure efficient mobility.
<i>Goal 3:</i> Ensure travel safety and reliability for all people and goods in the region.	<i>Consistent:</i> The 2019 Modified Project would implement those improvements necessary to promote and facilitate the safe movement of people and goods. All transportation modes within the 2019 Modified Project area would be required to comply with incumbent regulatory safety standards.
<i>Goal 4:</i> Preserve and ensure a sustainable regional transportation system.	<i>Consistent:</i> The 2019 Modified Project traffic study assesses all new and existing roadways and identifies required improvements to the existing transportation network. The 2019 Modified Project would construct required improvements, and/or would, to the extent feasible, otherwise offset its incremental contributions to transportation system impacts, acting to ensure sustainable local and regional transportation systems.
<i>Goal 5:</i> Maximize the productivity of our transportation system.	<i>Consistent:</i> Pursuant to adopted plans and programs, local and regional transportation systems would be improved and maintained to encourage their efficiency and productivity. The City of Torrance oversees the improvement and maintenance of all aspects of the public right-of-way on an as-needed basis.
<i>Goal 6:</i> Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	<i>Consistent:</i> The 2019 Modified Project would accommodate and would not interfere with existing or planned bicycle facilities and improvements. The 2019 Modified Project would provide pedestrian access consistent with City requirements

**Table 8-1**  
**2019 Modified Project**  
**Consistency with RTP/SCS Goals**

RTP/SCS Goals	Remarks
<i>Goal 7:</i> Actively encourage and create incentives for energy efficiency, where possible.	<i>Consistent:</i> The 2019 Modified Project in total would comply with incumbent performance standards established under the Building Energy Efficiency Standards contained in the California Code of Regulations (CCR), Title 24, Part 6 (Title 24, Title 24 Energy Efficiency Standards).
<i>Goal 8:</i> Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	<i>Consistent:</i> The 2019 Modified Project proposes uses with proximate access to local and regional transportation facilities. Proposed development of the 2109 Modified Project Site in combination with existing and proposed proximate development acts to focus the transit ridership base, thereby supporting existing and future transit opportunities.
<i>Goal 9:</i> Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	<i>Consistent:</i> The City of Torrance is responsible for monitoring existing and newly constructed roadways and transit routes to determine the adequacy and safety of these systems. The City and other local and regional agencies and organizations (e.g., RTA, Caltrans, and SCAG) cooperatively manage these systems. Security situations involving roadways and evacuations would be addressed through City emergency response plans.

**Sources:** Goal Statements from: 2016–2040 RTP/SCS; Remarks by Applied Planning, Inc.

Based on the preceding, the 2019 Modified Project would comply with applicable plans, policies, or regulations of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Accordingly, no new or substantially increased impacts related to compliance with GHG emissions reduction plans, policies, or regulations would occur as a result of the 2019 Modified Project.

**2019 Modified Project Mitigation Measures:** None.

As substantiated by the preceding discussions, no new or substantially increased GHG emissions impacts would occur as a result of the Modified Project.

**Sources:** Torrance Commerce Park Air Quality & Greenhouse Gas Memorandum (Urban Crossroads, Inc.) June 13, 2019; 2019 Modified Project Design Concepts.

## 9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?						X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?						X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?						X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?						X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?						X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?						X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?						X

**Substantiation:**

a – g) *No Impact.*

**2000 MND Conclusions:** The 2000 MND concluded that the Original Project would have no potential to create or result in a significant increase to the exposure of people to hazardous materials or to other health hazards (2000 MND, pp. 6 – 7).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** The 2019 Modified Project would not result in or cause exposure(s) to hazards or potentially hazardous conditions. That is, uses proposed under the 2019 Modified Project are not considered hazardous.

During the normal course of construction and operation activities, there would be limited transport of potentially hazardous materials (e.g., gasoline, diesel fuel, paints, solvents, fertilizer, etc.) to and from the 2019 Modified Project Site.

As with the Original Project, the 2019 Modified Project would be required to comply with all City and County Hazardous Materials Management Plans and regulations addressing transport, use, storage and disposal of these materials. The 2019 Modified Project does not propose or require uses or activities that would result in atypical transportation, use, storage, or disposal of hazardous or potentially hazardous materials not addressed under current regulations and policies.

Further, any occupancies that would store or use hazardous materials would be required to comply with California Hazardous Materials Business Plan (HMBP) requirements (*California Health & Safety Code, Division 20, Chapter 6.95*) The HMBP contains detailed information on the storage of hazardous materials at regulated facilities. The purpose of the HMBP is to prevent or minimize damage to public health, safety, and the environment, from a release or threatened release of a hazardous material. The HMBP also provides emergency response personnel with adequate information to help them better prepare and respond to chemical-related incidents at regulated facilities.

Based on the preceding, as with the Original Project, the 2019 Modified Project would have no potential to result in a significant increase to the exposure of people to hazardous materials or to other health hazards.

**2019 Modified Project Mitigation Measures:** None.

As substantiated by the preceding discussions, no new or substantially increased hazards and hazardous materials impacts would occur as a result of the 2019 Modified Project.

*Sources:* Toyota South Campus Plan Mitigated Negative Declaration (City of Torrance) October 17, 2000; 2019 Modified Project Design Concepts.

**10. HYDROLOGY AND WATER QUALITY**

Would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?						X
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?						X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:						X
(i) result in substantial erosion or siltation on- or off-site?						X

Would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?						X
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?						X
(iv) impede or redirect flood flows?						X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?					X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?						X

***Substantiation:***

a – c, e) *No Impact.*

**2000 MND Conclusions:** The 2000 MND conclusions regarding hydrology and water quality included the following:

- Drainage and surface runoff related to short term construction activities would be controlled pursuant to the provisions of City grading permit(s);
- That the Master Drainage plan encompassing the Original Project site and surrounding areas requires either a central drain to be constructed prior to issuance of building permits or the provision of on-site retention of stormwater;
- There was sufficient sewer system capacity to serve the Original Project;

- The Original Project is not located near any surface waters and is not located in an area subject to flooding; and
- Pursuant to the Torrance Municipal Code, all wastewater and stormwater discharges generated by the Original Project would be directed to the appropriate receiving and treatment system(s).

Based on the preceding, the 2000 MND determined that the Original Project would have no impacts regarding the potential to:

- Violate any water quality standards or waste discharge requirements;
  - Substantially deplete groundwater supplies or interfere substantially with groundwater recharge;
  - Substantially alter the existing drainage pattern of the site or area;
  - Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
  - Otherwise substantially degrade water quality;
  - Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
  - Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
  - Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or
  - Result in inundation by seiche, tsunami, or mudflow.
- [2000 MND, pp. 7 – 8].

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** As with the Original Project, the 2019 Modified Project would:

- Comply with construction drainage and surface runoff controls pursuant to the provisions of City grading permit(s);

- Connect to available storm drains and, if required by the City, implement on-site retention acting to control stormwater runoff from the developed site;
- Connect to the available sanitary sewer system; and
- Pursuant to the Torrance Municipal Code,<sup>7</sup> all waste water and stormwater discharges generated by the 2019 Modified Project would be directed to the appropriate receiving and treatment system(s).

The 2019 Modified Project would be required to comply with current water quality standards and stormwater discharge requirements established by the City and the Los Angeles County Regional Water Quality Control Board (LARWQCB). The current standards and requirements are globally more stringent than those in effect at the time the 2000 MND was prepared.

Further, the 2019 Modified Project is not located near any surface waters and is not located in an area subject to flooding. The 2019 Modified Project would therefore not implement structures that would impede or redirect flood waters or otherwise affect floodplain or flooding conditions. The 2019 Modified Project does not propose or require housing and would therefore not place housing within a 100-year floodplain. The 2019 Modified Project Site is not located proximate to dams or any substantive bodies of water and is therefore not subject to inundation by dam failure, seiche, or tsunami. The 2019 Modified Project Site and surrounding areas are level and stable and not subject to inundation by mudflow.

Based on the preceding, as with the Original Project, the 2019 Modified Project would have no impacts regarding the potential to:

- Violate any water quality standards or waste discharge requirements;
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge;
- Substantially alter the existing drainage pattern of the site or area;

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<sup>7</sup> Municipal Code Chapter 2, *Sewers*; Municipal Code Chapter 10, *Stormwater and Urban Runoff Pollution Control*; et al.



- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- Otherwise substantially degrade water quality;
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or
- Result in inundation by seiche, tsunami, or mudflow.

**2019 Modified Project Mitigation Measures:** None.

d) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**2000 MND Conclusions:** The 2000 MND notes that while soil absorption rates would be altered due to increased impervious surface areas under the Original Project, requirements of the Torrance Municipal Code and the Uniform Building Code would direct drainage and surface runoff to the available storm drain system. On this basis, the 2000 MND concluded that the potential for the Original Project to substantially alter the existing drainage pattern of the area that would result in flooding on- or off-site was less-than-significant (2000 MND, pp. 7 – 8).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** As with the Original Project, the 2019 Modified Project would comply with requirements of the Torrance Municipal Code and the Uniform Building Code, directing drainage and surface runoff from the 2019 Modified Project to the available storm drain system. As with the Original Project, the potential for the 2019 Modified Project to substantially alter the existing drainage pattern of the area that would result in flooding on- or off-site and would therefore be less-than-significant.

**2019 Modified Project Mitigation Measures:** None.

As substantiated by the preceding discussions, no new or substantially increased hydrology and water quality impacts would occur as a result of the 2019 Modified Project.

*Sources:* Toyota South Campus Plan Mitigated Negative Declaration (City of Torrance) October 17, 2000; 2019 Modified Project Design Concepts.

**11. LAND USE AND PLANNING**

Would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Physically divide an established community?						X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?						X

**Substantiation:**

a, b) *No Impact.*

**2000 MND Conclusions:** The 2000 MND notes that the Original Project site was designated as “Business Park” in in the City’s General Plan. The Business Park designation is intended to promote high quality development of research and development, corporate offices and manufacturing uses (conducted within buildings and producing no significant externalities) in a campus-like setting. As a land use, the Original Project would be consistent with the Business Park designation. Moreover, the Original Project land uses would be permitted or conditionally permitted under the site’s existing M-2 zoning. The Original Project does not propose or require uses or facilities

that would physically divide an established community. The Original Project would conform to applicable City development design and development standards.

On this basis, the 2000 MND concluded that the Original Project would have no potential to:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect; or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

[2000 MND, p. 8]

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** As with the Original Project, land uses and development concepts proposed under the 2019 Modified Project would be allowed under the site's current City General Plan Land Use designation (Business Park, I-BP); and would be permitted or conditionally permitted under the site's current Zoning designation (Heavy Manufacturing, M-2). The 2019 Modified Project does not propose or require a General Plan Land Use amendment or change in Zoning. The 2019 Modified Project is not subject to other land use plans adopted for the purpose of avoiding or mitigating an environmental effect. Based on the preceding, as with the Original Project, the 2019 Modified Project would have no potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect.

The 2019 Modified Project Site currently accommodates various vacant office buildings and ancillary structures in support of the encompassing Toyota Campus business park uses. The 2019 Modified Project would therefore not result in division of established community. Nor would the 2019 Modified Project otherwise result in or require uses or activities that would physically divide an established community. Based on the

preceding, as with the Original Project, the 2019 Modified Project would have no potential to physically divide an established community.

The 2019 Modified Project Site is designated for light industrial/business park uses and is not subject to provisions of a habitat conservation plan or natural community conservation plan. On this basis, the 2019 Modified Project would have no potential to conflict with any applicable habitat conservation plan or natural community conservation plan.

**2019 Modified Project Mitigation Measures:** None.

As substantiated by the preceding discussions, no new or substantially increased land use and planning impacts would occur as a result of the 2019 Modified Project.

*Sources:* Toyota South Campus Plan Mitigated Negative Declaration (City of Torrance) October 17, 2000; City of Torrance 1992 General Plan; 2019 Modified Project Design Concepts.

**12. MINERAL RESOURCES**

Would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?						X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?						X

**Substantiation:**

a, b) *No Impact.*

**2000 MND Conclusions:** The 2000 MND notes that there are no known mineral resources within the Original Project site, and accordingly concludes that the Original Project would have no potential to result in the loss of a known mineral resource of value to the region or the state; or result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan (2000 MND, pp. 8 – 9).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** Underlying conditions at the subject site have not changed since preparation of the 2000 MND, and the subject site remains devoid of any potentially valuable or locally-important mineral resources. On this basis, as with the Original Project, the 2019 Modified Project would have no potential to result in the loss of a known mineral resource of value to the region or the state; or result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

**2019 Modified Project Mitigation Measures:** None.

As substantiated by the preceding discussions, no new or substantially increased mineral resources impacts would occur as a result of the 2019 Modified Project.

**Sources:** *Toyota South Campus Plan Mitigated Negative Declaration* (City of Torrance) October 17, 2000; *City of Torrance 1992 General Plan*; 2019 Modified Project Design Concepts.

**13. NOISE**

Would the project result in:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?					X	
b) Generation of excessive groundborne vibration or groundborne noise levels?						X
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?						X

**Substantiation:**

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**2000 MND Conclusions:** The 2000 MND notes that construction-source noise generated by the Original Project would be regulated pursuant to the City of Torrance Municipal Code; and that long-term noise levels generated by the Original Project would be typical of the surrounding area. On this basis, the 2000 MND concluded that the potential for the Original Project to result in exposure of persons to or generation of noise levels in excess of applicable standards would be less-than-significant; and that the potential for the Original Project to result in a substantial temporary or periodic increase in ambient noise levels in the vicinity would be less-than-significant (2000 MND, p. 9).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** To evaluate the noise levels associated with the 2019 Modified Project, a Noise Impact Assessment was conducted (*Torrance Commerce Center Noise Impact Assessment Memorandum* [Urban Crossroads, Inc.] June 13, 2019), and is presented as Appendix C to this Addendum. The following discussions summarize the findings of the Noise Impact Assessment.

### Ambient Noise Levels

To describe the existing noise environment, ambient noise measurements were taken at six locations in the 2019 Modified Project study area. Daytime ambient noise levels range from 61.0 to 69.2 dBA Leq, while nighttime ambient noise levels range from 54.8 to 66.3 dBA Leq. Please refer also to Table 4 and Exhibit C of the Noise Impact Assessment.

### Sensitive Receivers

To assess the potential for long-term operational and short-term construction impacts, three receiver locations, shown at Exhibit D of the Noise Impact Assessment, were identified as representative locations for analysis. The representative sensitive receivers in the 2019 Modified Project study area include single-family homes identified as receiver locations R1 to R3. Other sensitive land uses in the 2019 Modified Project study area that are located at greater distances and would experience lower noise levels due to the additional attenuation from distance and the shielding of intervening structures.

### Noise Standards

The following standards were utilized in assessing the impacts of the 2019 Modified Project.

**Table 13-1  
Noise Standards**

Construction <sup>1</sup>	50 dBA Leq
Operational <sup>2</sup>	Daytime – 55 dBA Leq Nighttime – 50 dBA Leq
Vibration <sup>3</sup>	0.01 in/sec root-mean-square (RMS) velocity

<sup>1</sup> City of Torrance Municipal Code, Section 46.3.1(a). Construction activities are permitted within the hours of 7:30 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturdays; with no activity allowed on Sundays and holidays. In addition, the Municipal Code identifies an exterior construction noise level limit of 50 dBA Leq for all other time periods outside the permitted hours. As a conservative measure, this analysis uses the 50 dBA Leq threshold.

<sup>2</sup> City of Torrance Municipal Code, Article 7, Section 46.7.2(a)

<sup>3</sup> Los Angeles County Code, Section 12.08.350

## Construction-Source Noise

Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can result in elevated noise levels. Based on the reference construction noise levels presented at Table 7 of the Noise Impact Assessment, the 2019 Modified Project-related construction noise levels have been projected, as presented at Table 13-2, below.

**Table 13-2**  
**Construction Noise Level Summary**

Location	Construction Noise Levels (dBA Leq)		
	Peak Construction Noise Level	Threshold	Threshold Exceeded?
R1	43.3	50	No
R2	43.0	50	No
R3	46.5	50	No

Source: Torrance Commerce Center Noise Impact Assessment Memorandum (Urban Crossroads, Inc.) June 13, 2019.

As shown above, the construction noise levels, which are expected to range from 43.0 to 46.5 dBA Leq at the receiver locations, will satisfy the construction noise level standard of 50 dBA Leq.

Based on the preceding, and as with the Original Project, the potential for construction-source noise generated by the 2019 Modified Project to result in exposure of persons to or generation of noise levels in excess of applicable standards; or result in a substantial temporary or periodic increase in vicinity ambient noise levels would be less-than-significant.

## Operational-Source Noise

### *Stationary/Area Sources*

The 2019 Modified Project-related noise sources are expected to include: idling trucks, delivery truck activities, backup alarms, as well as loading and unloading of dry goods, roof-top air conditioning units, and parking lot vehicle movements. Using reference noise levels to represent the proposed operations (presented at Table 5 of the Noise Impact Assessment), the resulting 2019 Modified Project operational-source noise levels were calculated at each of the sensitive receiver locations.



**Table 13-3**  
**Operational Noise Level Summary**

Location	Noise Sources			Combined Operational Noise Levels (dBA Leq)	Noise Level Standard		Threshold Exceeded?	
	Unloading/ Docking	A/C	Parking Lot		Day	Night	Day	Night
R1	29.9	23.0	18.1	30.9	55	50	No	No
R2	31.0	20.1	16.2	31.5	55	50	No	No
R3	34.1	24.6	20.2	34.7	55	50	No	No

Source: *Torrance Commerce Center Noise Impact Assessment Memorandum* (Urban Crossroads, Inc.) June 13, 2019.

As shown above, the 2019 Modified Project operational noise levels at the nearby sensitive receiver locations would range from 30.9 to 34.7 dBA Leq. As such, the 2019 Modified Project operational noise levels would satisfy the City of Torrance Municipal Code 55 dBA Leq daytime and 50 dBA Leq nighttime exterior noise level standards.

Further, as noted previously, ambient noise levels in the area approximate 54.8 to 69.2 dBA Leq. The maximum noise level generated by 2019 Modified Project stationary/area sources as received at the nearest residential receptors would approximate 34.7 dBA Leq. This noise level would be indiscernible against and would not affect the existing ambient noise conditions.

### ***Vehicular Sources***

Trip generation under the 2019 Modified Project would be incrementally reduced when compared to trip generation of the Original Project uses (please refer to Table 17-4, presented at Addendum Section 17, *Transportation*). Based on this comparative trip reduction, vehicular-source noise generated by the 2019 Modified Project would be reduced when compared to the Original Project. Vehicular-source noise impacts occurring under the Original Project would be diminished under the 2019 Modified Project.

Based on the preceding, and as with the Original Project, the potential for operational-source noise generated by the 2019 Modified Project to result in exposure of persons to or generation of noise levels in excess of applicable standards; or result in a substantial

temporary or periodic increase in vicinity ambient noise levels would be less-than-significant.

**2019 Modified Project Mitigation Measures:** None.

b) *No Impact.*

**2000 MND Conclusions:** The 2000 MND concluded that the Original Project had no potential to result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels (2000 MND, p. 9).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** The 2019 Modified Project does not propose or require uses or activities that would result in perceptible operational-source vibration at off-site land uses. However, heavy equipment operations during construction of the 2019 Modified Project uses could result in perceptible vibration at off-site land uses.

Using vibration source levels provided by the Federal Transit Administration, maximum received vibration levels at off-site residential land uses would approximate a maximum of 0.0002 in/sec RMS and would therefore not exceed the Los Angeles County Code vibration perception threshold of a 0.01 in/sec RMS (please refer also to Tables 10 and 11 of the Noise Impact Assessment).

Based on the preceding, as with the Original Project, the 2019 Modified Project would have no potential to result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

**2019 Modified Project Mitigation Measures:** None.

c) *No Impact.*

**2000 MND Conclusions:** The Original Project is not subject to provisions of an airport land use plan; and is located approximately 3.5 miles northeasterly of the Torrance Municipal Airport, the nearest public use airport. There are no private airstrips in the vicinity of the Original Project. The 2000 MND concluded that the Original Project would have no potential to expose people of excessive noise from public airports or private airstrips (2000 MND, p. 9).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** Since preparation of the 2000 MND, there has been no change in circumstances regarding proximity to public airports or private airfields or potential exposure to airport/airfield noise that could affect the 2019 Modified Project. That is, the 2019 Modified Project is not subject to provisions of an airport land use plan; and is located approximately 3.5 miles northeasterly of the Torrance Municipal Airport, the nearest public use airport. There are no private airstrips in the vicinity of the 2019 Modified Project. There would be no impacts affecting the 2019 Modified Project related to noise from public use airports or private airstrips. Neither does the 2019 Modified Project propose or require uses that would substantively contribute to public use airport noise or private airstrip airport noise.

**2019 Modified Project Mitigation Measures:** None.

As substantiated by the preceding discussions, no new or substantially increased noise impacts would occur as a result of the 2019 Modified Project.

**Sources:** *Toyota South Campus Plan Mitigated Negative Declaration* (City of Torrance) October 17, 2000; *Torrance Commerce Center Noise Impact Assessment Memorandum* (Urban Crossroads, Inc.) June 13, 2019; City of Torrance Municipal Code, Chapter 6 Noise Regulation; County of Los Angeles Municipal Code, Chapter 12.08; 2019 Modified Project Design Concepts.

## 14. POPULATION AND HOUSING

Would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?						X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?						X

### Substantiation:

a – b) *No Impact.*

**2000 MND Conclusions:** The 2000 MND noted that the subject site is designated for industrial uses, and that the corporate headquarters facilities proposed by the Original Project would not affect adopted population [growth] projections. The 2000 MND also noted that because the site was vacant at the time the 2000 MND was prepared, the Original Project would not displace any housing or displace any persons. On this basis, the 2000 MND concluded that there was no potential for the Original Project to induce substantial population growth; displace substantial numbers of existing housing; or displace substantial numbers of people.

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** The Original Project as implemented to date is consistent with both the General Plan Land Use designation and Zoning requirements of the subject site and has not substantively affected adopted population growth projections. Further, the Original Project as implemented to date has not displaced housing or displaced persons.

The land uses proposed under the 2019 Modified Project are consistent with the General Plan Land Use designation and Zoning requirements of the subject site and would not substantively affect adopted population growth projections. No housing exists or is envisioned for development within the 2019 Modified Project Site. The 2019 Modified Project Site does not accommodate any resident populations. On this basis, as with the Original Project, the 2019 Modified Project would have no potential to induce substantial population growth; displace substantial numbers of existing housing; or displace substantial numbers of people.

**2019 Modified Project Mitigation Measures:** None.

As substantiated by the preceding discussions, no new or substantially increased population and housing impacts would occur as a result of the 2019 Modified Project.

*Sources:* City of Torrance 1992 General Plan; City of Torrance Zoning Map; Toyota South Campus Plan Mitigated Negative Declaration (City of Torrance) October 17, 2000; 2019 Modified Project Design Concepts.

**15. PUBLIC SERVICES**

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any public service:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Fire protection?						X
b) Police protection?						X
c) Schools?						X
d) Parks?						X
e) Other public facilities?						X

**Substantiation:**

a – e) *No Impact.*

**2000 MND Conclusions:** The 2000 MND noted that adequate water service/water flow was available to the Original Project site. The 2000 MND notes further that the Original Project would contribute to cumulative demands for public services; however, the impact of the Original Project alone was not expected to be significant. On this basis, the 2000 MND concluded that the Original Project would have no potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impact (2000 MND, p. 10).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** Consistent with the Original Project, the 2019 Modified Project would be served by existing services, including but not limited to water services noted in the 2000 MND. As no residential component is proposed, no school-aged populations would be generated, and the 2019 Modified Project would not substantively affect school services.

The 2019 Modified Project would, however, incrementally contribute to demands for other public services generally. These demands are offset by purveyor connection and service fees and payment of City Development Impact Fees (DIF). In no instance would service demands of the 2019 Modified Project require the construction of new facilities that would result in potentially significant environmental impacts. On this basis, as with the Original Project, the 2019 Modified Project would have no potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts.

**2019 Modified Project Mitigation Measures:** None.

As substantiated by the preceding discussions, no new or substantially increased public services impacts would occur as a result of the 2019 Modified Project.

*Sources: Toyota South Campus Plan Mitigated Negative Declaration (City of Torrance) October 17, 2000; 2019 Modified Project Design Concepts.*

**16. RECREATION**

Would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) 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?						X
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?						X

**Substantiation:**

a, b) *No Impact.*

**2000 MND Conclusions:** The 2000 MND notes that the Original Project would not generate substantive resident populations. The Original Project would therefore have no potential to 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; or to include or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment (2000 MND, pp. 10 – 11).

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** As with the Original Project, the 2019 Modified Project would not generate substantive resident populations, and therefore would have no potential to 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; or to include or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

**2019 Modified Project Mitigation Measures:** None.

As substantiated by the preceding discussions, no new or substantially increased recreation impacts would occur as a result of the 2019 Modified Project.

*Sources:* Toyota South Campus Plan Mitigated Negative Declaration (City of Torrance) October 17, 2000; 2019 Modified Project Design Concepts.

## 17. TRANSPORTATION

Would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?					X	
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?						X
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?						X
d) Result in inadequate emergency access?						X



**Substantiation:**

a) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**2000 MND Conclusions:** The 2000 MND concluded that with implementation of mitigation, the potential for the Original Project to conflict with a program, plan, ordinance or policy addressing the circulation system would be less-than-significant (2000 MND, pp. 11 – 12). Please refer also to subsequent discussions addressing alternative transportation modes (transit, pedestrian, and bicycle facilities).

**2000 MND Mitigation Measures:**

a) *I-405 South Bound ramps at 190th Street. Widen the north side of 190th Street, between I-405 SB ramps and Western Avenue to provide a separate westbound right-turn-only lane on 190th Street. Convert existing right-turn-only lane to a third westbound through lane on 190th Street. Modify signal accordingly.<sup>8</sup>*

b) *Western Avenue at 190th Street. Widen Western Avenue to provide a separate southbound right-turn-only lane. Modify signal accordingly.<sup>9</sup>*

c) *Crenshaw Boulevard at Torrance Boulevard. Restripe Torrance Boulevard to provide a third westbound through lane. This improvement is part of the City's Capital Improvement Program but is not funded. Toyota will fund the implementation of this improvement to mitigate their traffic impacts at this key intersection. Modify signal accordingly.<sup>10</sup>*

d) *Western Avenue at Torrance Boulevard. Relocate the railroad gates and modify existing median island on Western Avenue and restripe to provide a second southbound left-turn lane. This mitigation may require approval by the California Public Utilities Commission to remove and relocate railroad gates.*

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<sup>8</sup> Improvements have been completed; therefore, this mitigation measure has not been carried forward.

<sup>9</sup> Improvements have been completed; therefore, this mitigation measure has not been carried forward.

<sup>10</sup> Improvements have been completed; therefore, this mitigation measure has not been carried forward.

*Furthermore, a field review of existing operating conditions at four additional intersections indicate that access and egress to the Toyota campus and the surrounding area can be improved by additional enhancements which will require widening and/or restriping of existing roadways; including enhancements at Van Ness & 190th, Western & 195th, Van Ness & Del Amo, Western & Del Amo.*

**2019 Modified Project:** As described herein, the 2019 Modified Project would implement up to 760,072 square feet of development comprising a USPS Parcel Handling facility, and mixed light industrial/manufacturing uses. The 2019 Modified Project would replace the Original Project Phase I entitlements for a 26,000-square-foot service garage; 241,680-square-foot customer service center; and a 366,360-square-foot financial service center and parking structure. No other aspects of the Original Project would be substantively affected by the 2019 Modified Project.

Comparative traffic impacts of the 2019 Modified Project and the Original Project Phase I entitlements can be inferred by comparing their estimated trip generation. Trip generation estimates for the 2019 Modified Project are presented at Table 17-1. For the purposes of the trip generation analysis, and consistent with guidance provided by the City, the 2019 Modified Project Building 4 and 5 occupancies are evaluated as Industrial Park uses; the 2019 Modified Project Building 6 occupancy reflects the anticipated USPS Parcel Handling facility.

Within the 2019 Modified Project trip generation estimates, Passenger Car Equivalence (PCE) factors were applied to the heavy truck (large 2-axles, 3-axles, 4+-axles) volumes. PCEs allow truck traffic to be represented as a standardized unit (i.e., passenger cars) to be used for the purposes of capacity and level of service analyses. For example, a 4-axle (or greater) truck is equivalent to 3.0 PCE in terms of its effects on roadway system capacities and LOS. Please refer also to the Table 17-1 footnoted discussions for further assumptions and parameters employed in developing the 2019 Modified Project trip generation estimates.

**Table 17-1**  
**2019 Modified Project Trip Generation**

Land Use/ ITE Code	Quantity	Units <sup>2</sup>	AM			PM			Daily
			In	Out	Total	In	Out	Total	
Buildings 7 and 8									
Industrial Park/130 <sup>1</sup>	155.052	TSF	50	12	62	13	49	62	523
PCE Adjustment <sup>3</sup>	Passenger Vehicles (87%) [1.0 PCE]		44	10	54	11	43	54	455
	2-Axle Trucks (1%) [1.5 PCE]		1	0	1	0	1	1	8
	3-Axle Trucks (1%) [2.0 PCE]		1	0	1	0	1	1	10
	4 or more-Axle Trucks (11%) [3.0 PCE]		17	4	21	4	16	20	173
Total Buildings 7 and 8 (PCE Adjusted)			63	14	77	15	61	76	646
Building 6									
Truck Trips	610.000	TSF	6	6	12	3	3	6	74
PCE Adjustment	6-Axle Trucks (100%) [3.0 PCE]		18	18	36	9	9	18	222
Employee Trips <sup>4</sup>	610.000	TSF	0	0	0	0	0	0	1,880
Total Building 6 (PCE Adjusted)			18	18	36	9	9	18	2,102
2019 Modified Project Total			56	18	74	16	52	68	2,477
Total With PCE Adjustment			81	32	113	24	70	94	2,748

**Source:** Proposed Commerce Center Project Traffic Impact Study Scope of Work (RK Engineering Group, Inc.) May 17, 2019; approved by the City of Torrance May 17, 2019.

**Notes:**

<sup>1</sup> 2017 ITE Trip Generation Manual (10<sup>th</sup> Edition)

<sup>2</sup> TSF = Thousand Square Feet

<sup>3</sup> The ITE Trip Generation Handbook documents that on average, approximately 13 percent of the trips generated by the Industrial Park land use category are truck trips. Since the ITE Trip Generation Handbook does not break down trucks by axle type, this analysis utilizes truck axle breakdown data documented in the Fontana Truck Trip Generation Study (2003).

Based on the Fontana Truck Trip Generation Study (2003), out of the 13 percent total truck traffic, 7.9 percent (equivalent to 1% of total traffic) of Industrial Park truck trips consist of 2 axle trucks, 7.1 percent (equivalent to 1% of total traffic) of Industrial Park truck trips consist of 3 axle trucks, and 85 percent (equivalent to 11% of total traffic) of Industrial Park truck trips consist of 4 or more axle trucks.

<sup>4</sup> Assumes three shifts of 6:00 AM to 2:00 PM (approximately 190 vehicles), 2:00 PM to 10:00 PM (approximately 209 vehicles), and 10:00 PM to 6:00 AM (approximately 228 vehicles). Hence, none of the employee work shifts are expected to begin or end during the traffic peak periods of 7:00 AM to 9:00 AM or 4:00 PM to 6:00 PM. Daily trip generation for employees is based on round trips for a total of 627 vehicles over three shifts (1,254 two-way trips) and assumes fifty percent of the employees leave the site for lunch and come back, resulting in an approximately additional 626 two-way trips, or a total of 1,880 two-way employee trips. This is a conservative assumption since during the night shifts, restaurants, off-site eateries, and other businesses are generally closed.

Consistent with guidance provided by the City, for the purposes of trip generation estimates, the Original Project Phase I entitlements are collectively evaluated as General Office (ITE Land Use Code 710) occupancies. On this basis, the trip generation of the Original Project Phase I entitlements is summarized at Table 17-2.

**Table 17-2**  
**Original Project Phase I Entitlements Trip Generation**

Development Scenario	Land Use	ITE Code	Quantity	Units	AM Peak Hour Trips			PM Peak Hour Trips			Total Daily Trips
					In	Out	Total	Out	In	Total	
Original Project (Phase I)	General Office	710	634.040	TSF	634	101	735	114	615	729	6,176

Source: Applied Planning, Inc.

Notes: Trip Generation Rates from *Institute of Transportation Engineers (ITE) 10th Edition Trip Generation Manual*.

As means of further comparison, trip generation estimates were also developed based on existing land uses within the Original Project Phase I area, as summarized at Table 17-3.

**Table 17-3**  
**Original Project Phase I Area**  
**Existing Land Uses Trip Generation**

Development Scenario	Land Use	ITE Code	Quantity	Units	AM Peak Hour Trips			PM Peak Hour Trips			Total Daily Trips
					In	Out	Total	Out	In	Total	
Existing	General Office (1900 Toyota Way)	710	83.930	TSF	84	14	98	15	81	96	817
Existing	General Office (1850 Toyota Way)	710	65.622	TSF	65	11	76	12	63	75	639
Existing	General Office (19801 Toyota Way)	710	252.309	TSF	252	41	293	46	244	290	2,457
Existing	General Office (19871 Toyota Way)	710	379.596	TSF	379	62	441	70	367	437	3,697
---	<b>Total</b>	---	<b>781.457</b>	<b>TSF</b>	<b>780</b>	<b>128</b>	<b>908</b>	<b>143</b>	<b>755</b>	<b>898</b>	<b>7,610</b>

Source: *Proposed Commerce Center Project Traffic Impact Study Scope of Work* (RK Engineering Group, Inc.) May 17, 2019; approved by the City of Torrance May 17, 2019.

Notes: Trip Generation Rates from *Institute of Transportation Engineers (ITE) 10th Edition Trip Generation Manual*.

Table 17-4 summarizes and compares trip generation under the 2019 Modified Project, the Original Project Phase I entitlements, and the Original Project Phase I Area Existing Land Uses. As indicated at Table 17-4, the Modified Project would result in a net reduction in peak hour and total trips under all scenarios.

**Table 17-4**  
**Trip Generation Comparison**

Development Scenario	AM Peak Hour Trips			PM Peak Hour Trips			Total Daily Trips
	In	Out	Total	Out	In	Total	
2019 Modified Project	81	32	113	24	70	94	2,748
Original Project Phase I Entitlements	634	101	735	114	615	729	6,176
<i>Net Trips</i>	(553)	(69)	(622)	(90)	(545)	(635)	(3,428)
2019 Modified Project	81	32	113	24	70	94	2,748
Original Project Phase I Area Existing Uses	780	128	908	143	755	898	7,610
<i>Net Trips</i>	(699)	(96)	(795)	(119)	(685)	(804)	(4,862)

**Sources:** Proposed Commerce Center Project Traffic Impact Study Scope of Work (RK Engineering Group, Inc.) May 17, 2019; approved by the City of Torrance May 17, 2019; Applied Planning, Inc.

**Notes:** Trip Generation Rates from *Institute of Transportation Engineers (ITE) 10th Edition Trip Generation Manual*. 2019 Modified Project trips expressed as PCE.

Under the 2019 Modified Project, appropriate transportation/traffic mitigation measures from the 2000 MND, or equivalent requirements stipulated through City Conditions of Approval, have been carried forward. The City has determined which of the mitigation measures identified in the 2000 MND have been completed and/or are no longer determined necessary. The remaining measures and additional Conditions of Approval shall be implemented as directed by the City. Of the original mitigation measures, the following remain and are incorporated herein as Mitigation Measures TR-1 through TR-2.

### 2019 Modified Project Mitigation Measures:

*TR-1) Western Avenue at Torrance Boulevard. Relocate the railroad gates and modify existing median island on Western Avenue and restripe to provide a second southbound left-turn lane. This mitigation may require approval by the California Public Utilities Commission to remove and relocate railroad gates.*

TR-2) Furthermore, a field review of existing operating conditions at four additional intersections indicate that access and egress to the Toyota campus and the surrounding area can be improved by additional enhancements which will require widening and/or restriping of existing roadways; including enhancements at Van Ness & 190th, Western & 195th, Van Ness & Del Amo, Western & Del Amo.

Because the 2019 Modified Project uses would generate fewer trips than the Original Project Phase I entitlements and/or existing development within the Original Project Phase I Area, incremental effects of the 2019 Modified Project uses on transportation systems would be diminished when compared to effects of the Original Project. The 2019 Modified Project would implement measures necessary to mitigate potentially significant transportation/traffic impacts pursuant to the 2000 MND and measures required pursuant to City Conditions of Approval. Because mitigated transportation/traffic impacts of the Original Project were determined to be less-than-significant, mitigated transportation/traffic impacts of the 2019 Modified Project would similarly be less-than-significant.

b) *No Impact.*

**2000 MND Conclusions:** *CEQA Guidelines* Section 15064.3, subdivision (b) was added to the *CEQA Guidelines* in 2019. The Vehicle Miles Traveled (VMT) metric established under Section 15064.3 is recognized. The VMT metric is effective as of July 2020. The VMT metric and related provisions were therefore not considered in the 2000 MND.

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** The *CEQA Guidelines* Section 15064.3 VMT metric and related provisions have not yet been adopted or implemented by the City. Pending City adoption and implementation of a VMT analysis methodology/VMT thresholds, current jurisdictional LOS analysis methodologies and LOS deficiency criteria are reflected in this Addendum analysis. The 2019 Modified Project would therefore result in no impacts relative to *CEQA Guidelines* Section 15064.3, subdivision (b).

**2019 Modified Project Mitigation Measures:** None.

As substantiated by the preceding discussions, no new or substantially increased impacts related to *CEQA Guidelines* Section 15064.3, subdivision (b) would occur as a result of the 2019 Modified Project.

c – d) *No Impact*.

**2000 MND Conclusions:** The 2000 MND concluded that the Original Project would have no potential to:

- Substantially increase hazards due to a design feature or incompatible uses;
- Result in inadequate emergency access; or
- Conflict with adopted policies, plans, or programs supporting alternative transportation.

[2000 MND, pp. 10 – 11]

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** The 2019 Modified Project does not propose elements or aspects that would substantially increase transportation/traffic hazards. Moreover, all improvements would be designed and implemented consistent with City traffic engineering and safety standards, thereby minimizing the potential to result in or cause hazardous traffic/transportation conditions.

The 2019 Modified Project would generate urban traffic comparable to and compatible with the vehicle mix and vehicle categories present within the area roadway system. The 2019 Modified Project uses would therefore not cause or result in incompatible vehicle movements or traffic that would substantively increase hazards. Further, based on the projected net decrease in trip generation under the 2019 Modified Project, the potential

for the 2019 Modified Project to result in potential traffic hazards would likely be reduced when compared to the Original Project.

The 2019 Modified Project does not propose or require uses or facilities that would permanently or adversely affect emergency access to the subject or surrounding properties. In conjunction with the review and approval of building permits, the City of Torrance Community Development Department, Fire Department and Police Department would review all plans to assure compliance with all applicable emergency access and safety requirements.

Additionally, pursuant to the Project Construction Traffic Management Plan (please refer to Addendum Section 2, *2019 Modified Project Description, 2.3.9 Construction Traffic Management Plan*), the 2019 Modified Project would be required to maintain appropriate access during construction activities.

The 2019 Modified Project would implement pedestrian and bicycle access pursuant to City Conditions of Approval. The 2019 Modified Project does not propose or require facilities or operations that would adversely affect or conflict with alternative transportation plans or policies. On this basis, the 2019 Modified Project would not result in or cause impacts to public transit or alternative transportation modes that are substantively greater than or different than those considered and addressed in the 2000 MND.

Based on the preceding, as with the Original Project, the 2019 Modified Project would have no potential to:

- Substantially increase hazards due to a design feature or incompatible uses;
- Result in inadequate emergency access;
- Conflict with adopted policies, plans, or programs supporting alternative transportation.

**2019 Modified Project Mitigation Measures:** None.



As substantiated by the preceding discussions, no new or substantially increased transportation/traffic impacts would occur as a result of the 2019 Modified Project.

**Sources:** 2017 ITE Trip Generation Manual (10th Edition); Urban Crossroads, Inc.; Toyota South Campus Plan Mitigated Negative Declaration (City of Torrance) October 17, 2000; 2019 Modified Project Design Concepts.

**18. TRIBAL CULTURAL RESOURCES**

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or						X
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.						X

**Substantiation:**

a, b) *No Impact.*

**2000 MND Conclusions:** This environmental topical concern has been added to the *CEQA Guidelines Appendix G, Environmental Checklist Form* since the adoption of the 2000 MND and was therefore not specifically addressed in the 2000 MND.

**2000 MND Mitigation Measures:** N/A

**2019 Modified Project:** As discussed previously at Checklist Item 5, *Cultural Resources*, neither the Original Project or the 2019 Modified Project would potentially adversely affect historic, archaeological, or paleontological resources. Neither the Original Project or the 2019 Modified Project would potentially adversely affect human remains.

Additionally, evaluation of impacts to TCR pursuant to *AB 52, Gatto. Native Americans: California Environmental Quality Act* applies only to CEQA projects that are required to file a Notice of Preparation for an Environmental Impact Report, or Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration. Because the 2019 Modified Project would not be required to file any of the mentioned documents, AB 52 addressing potential impacts to tribal resources is not applicable within the context of this Addendum analysis.

**2019 Modified Project Mitigation Measures:** None.

As substantiated by the preceding discussions, no new or substantially increased Tribal Cultural Resources impacts would occur as a result of the 2019 Modified Project.

**Sources:** *AB 52, Gatto. Native Americans: California Environmental Quality Act; Toyota South Campus Plan Mitigated Negative Declaration (City of Torrance) October 17, 2000; 2019 Modified Project Design Concepts.*

**19. UTILITIES AND SERVICE SYSTEMS**

Would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?						X
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?						X
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?						X
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?						X
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?						X

**Substantiation:**

a – e) *No Impact.*

**2000 MND Conclusions:** The 2000 MND concluded that based on demands of the Original Project, the current availability of utilities and services systems, and the residual capacities of those systems, that the Original Project would have no potential to:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Have insufficient water supplies available to serve the project from existing entitlements and resources;
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Exceed serving landfill(s) permitted capacity(ies); or
- Conflict with federal, state, and local statutes and regulations related to solid waste.

[2000 MND, pp. 12 – 13].

**2000 MND Mitigation Measures:** None.

**2019 Modified Project:** Since approval of the Original Project, development of the Toyota Campus in total has been substantively completed, including implementation of any necessary area-serving backbone infrastructure/utility systems improvements. Because the 2019 Modified Project would result in comparable development intensities and related demands on utilities and services when compared to the Original Project, public

services and utilities impacts resulting from the 2019 Modified Project would be similar to those of the Original Project.

The 2019 Modified Project would provide will-serve letters from serving water and sanitary sewer service purveyors and would implement any necessary localized utilities infrastructure realignments or other modifications consistent with City Conditions of Approval and purveyor requirements. On this basis, as with the Original Project, the 2019 Modified Project would have no potential to:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Have insufficient water supplies available to serve the project from existing entitlements and resources;
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Exceed serving landfill(s) permitted capacity(ies); or
- Conflict with federal, state, and local statutes and regulations related to solid waste.

**2019 Modified Project Mitigation Measures:** None.

As substantiated by the preceding discussions, no new or substantially increased utilities and service systems impacts would occur as a result of the 2019 Modified Project.

*Sources: Toyota South Campus Plan Mitigated Negative Declaration (City of Torrance) October 17, 2000; 2019 Modified Project Design Concepts.*

**20. WILDFIRE**

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?						X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?						X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?						X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?						X

**Substantiation:**

a – d) *No Impact.*

**2000 MND Conclusions:** This environmental topical concern has been added to the *CEQA Guidelines* Appendix G, Environmental Checklist Form since the adoption of the 2000 MND and was therefore not specifically addressed in the 2000 MND.

**2000 MND Mitigation Measures:** N/A

**2019 Modified Project:** The 2019 Modified Project site, and City of Torrance as a whole, is a densely urbanized area. According to California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazard Severity Zone Maps, the area is not located within or near a state responsibility area, or within an area classified as a very high fire hazard severity zone.

Fire protection services for the 2019 Modified Project site and vicinity are currently available through the Torrance Fire Department. Adherence to local fire department building and site design requirements, and compliance with codified fire protection and prevention measures during construction and operation of the 2019 Modified Project are required.

**2019 Modified Project Mitigation Measures:** None.

No new or substantially increased wildfire impacts would occur as a result of the 2019 Modified Project.

**Sources:** [https://www.fire.ca.gov/fire\\_prevention/fire\\_prevention\\_wildland\\_zones](https://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_zones); 2019 Modified Project Design Concepts.

**21. MANDATORY FINDINGS OF SIGNIFICANCE**

Does the project:	Substantial Change in Project Requiring Major MND Revisions	Substantial Change in Circumstances Requiring Major MND Revisions	New Information Showing Greater Significant Effects than Previous MND	New Information Showing Ability to Reduce but not Eliminate Significant Effects in Previous MND	No Changes or New Information Requiring Preparation of an MND or EIR	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?						X
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.)						X
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?					X	

**Substantiation:**

a – b) *No Impact.*

**2000 MND Conclusions:** The 2000 MND concluded that based on the analysis in that document, the Original Project would have no potential to:



- Degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory; or
- Have impacts that are individually limited, but cumulatively considerable.

[2000 MND, pp. 13 – 14].

**2019 Modified Project:** As supported by the discussions presented herein, the 2019 Modified Project would not result in or cause any new significant impacts, substantively increased impacts, or substantively different environmental impacts than those previously addressed in the 2000 MND. Specifically, as substantiated by these Addendum discussions, the 2019 Modified Project would not substantially increase, or otherwise affect the potential to:

- Degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory; or
- Result in impacts that are individually limited, but cumulatively considerable; or have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

c) *No Changes or New Information Requiring Preparation of an MND or EIR.*

**2000 MND Conclusions:** The Original Project would result in potentially significant transportation/traffic impacts; but would not otherwise result in environmental effects that could potentially cause substantial adverse effects on human beings, either directly or indirectly. Mitigation presented in the 2000 MND would reduce potentially significant

traffic/transportation impacts of the Original Project to levels that would be less-than-significant. With incorporation of mitigation, the Original Project would not result in environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly.

As discussed herein, when compared to the Original Project, trip generation would be substantively reduced under the 2019 Modified Project, as would resulting potential transportation/traffic impacts. The 2019 Modified Project would incorporate all applicable mitigation measures from the 2000 MND. No new or substantially increased transportation/traffic impacts would occur as a result of the 2019 Modified Project. On this basis, as with the Original Project, the potential for 2019 Modified Project to have environmental effects which could cause substantial adverse effects on human beings, either directly or indirectly would be less-than-significant as mitigated.