COUNCIL MEETING OF
January 19, 2010

SUPPLEMENTAL #1 TO ITEM 10A

Honorable Mayor and Members
of the Torrance City Council
City Hall
Torrance, California

Members of the City Council:

SUBJECT: 2009 Draft General Plan and Environmental Impact Report

Correspondence was received after Item 10A was prepared and is attached herewith for your consideration.

Respectfully submitted,

Jeffery W. Gibson
Community Development Director

By _____
Ted Semaan, Manager
Redevelopment & General Plan Divisions

Noted:

_____
Jeffery W. Gibson
Community Development Director

_____
LeRoy J. Jackson
City Manager

Attachment:
A. Correspondence

10A

ATTACHMENT A

-----Original Message-----
From: Raymie McCoy [mailto:swcseabee@att.net]
Sent: Monday, January 18, 2010 10:25 PM
To: CDDGeneralPlan
Subject: Inclusion of Save Historic Old Torrance as Community Resource Element in City of Torrance General Plan

Mayor/Councilmembers,
Your unwillingness to include Save Historic Old Torrance (SHOT) as a "Community Resource Element" on matters pertaining to historic preservation is disappointing, disturbing, and a dis-service to the citizens of Torrance.

Looking at the past, my comments are clear and sensible. Back in 2004, former Mayor Dan Walker encouraged and approved the unpopular escalation of construction projects in, and near, "Old Torrance." The increased number of construction projects meant an alarming number of Old Torrance tear downs and the merging of lots to build of more units on larger lots. As the Walker-led City Council approved more projects, these projects became unpopular in Old Torrance and a grass-roots movement began. This pro-historic preservation, pro-smart building movement took hold as a consequence.

At this time NOT A SINGLE NON-PROFIT ORGANIZATION, INCLUDING THE TORRANCE HISTORICAL SOCIETY (THS) AND THE OLD TORRANCE NEIGHBORHOOD ASSOCIATION (OTNA), WAS WILLING TO FIGHT MAYOR WALKER ON THE TEARDOWNS AND RAMPANT DEVELOPMENT. It's not in their mission statement. However, due to tear downs and excessive development, SHOT's mission has been, is, and will always be, to protect architecturally significant structures.

In it's 6 years of existence, SHOT HAS PROVEN TO BE A VERY INFLUENTIAL, REPUTABLE 501C non-profit organization. This organization has directly caused developers to design projects consistent to surrounding architecture, provided expert preservation information to the City of Torrance, hosted countless preservation seminars and workshops to hundreds of people, and continually demonstrates to be the City's primary guardian in matters of historic preservation.

Since Save Historic Old Torrance MEETS AND EXCEEDS ALL the City of Torrance's requirements for inclusion as a General Plan "Community Resource Element" and has proven itself to be an influential, sustainable 501c3 entity, I urge the Torrance City Council to add Save Historic Old Torrance to the General Plan as a "Community Resource Element."

To exclude SHOT from the General Plan would be to turn your back on the 200+ members who demand a tried and true organization which will not be afraid to face adversity and fight for them, their neighborhood, the structures they live in and near.

Thank you.

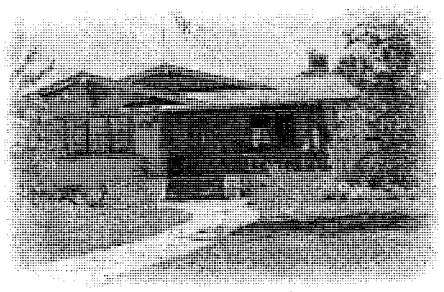
r/
Raymie McCoy
1918 West 220th St
Torrance, Ca. 90501

From: Don Barnard [mailto:save_historic_old_torrance@msn.com]
Sent: Monday, January 18, 2010 3:12 PM
To: Council Member Paul Nowatka; Brewer, Tom; Numark, Cliff; Furey, Pat; Barnett, Gene; Rhilinger, Susan; Scotto, Frank; CDDGeneralPlan
Subject: Agenda Item 10 A

Hello Council Members,

Attached is the letter from Bonnie Mae Barnard on behalf of the Executive Board of the Olmsted Districts Preservation Organization aka Save Historic Old Torrance. Thank you for taking the time to carefully read and consider each part of it.

Best Wishes,
Don & Bonnie Mae Barnard
Olmsted Districts Preservation Association
Working to "Save Historic Old Torrance"
for the kids of Tomorrow



Olmsted Districts Preservation Association

aka Save Historic Old Torrance

Zamperini House, 2028 Gramercy Ave, Torrance, CA 90501

310 320 0269 501 C3 Tax ID # 450527270

Email: save_historic_old_torrance@msn.com Website: www.savehistoricoldtorrance.com

Torrance City Council

30310 Torrance Blvd.,

Torrance, CA 90503

January 18, 2010

Re: January 19, 2010 Council Meeting Agenda Item # 10A Updating the General Plan

Dear Mayor and Council Members:

The Olmsted Districts Preservation Association aka Save Historic Old Torrance has been presenting the need and benefits of historic preservation for the city of Torrance before your honorable body, at Community Development & Design Committee Meetings, at updating the General Plan Meetings under the prior mayor, at the City Council Meetings, at 2009 updating the General Plan Meetings, and in the public arena.

We are an organization of 200 + working people, not people of leisure, who have given of their time, talent and treasure to promote historic preservation in our community for the last six years. We have advocated for an Historic Preservation Ordinance, the Mills Act, we even brought Yolanda Gonzales, a representative from the LA County Assessors office to present the benefits and procedures of the Mills Act to the Community Development and Design Committee, and at a budget meeting we offered to raise $10,000, the volunteers, and an architectural historian who would do the survey of our architectural treasures for $38,000, so that we could move the process along; we've advocated for the California Historic Building Code to assure historically accurate renovation of our city's early architecture, and have advocated for an Historic Preservation Overlay Zone (commonly called historic districts), or more than one district to benefit our city. In 2003 Save Historic Old Torrance, also known as the Olmsted Districts Preservation Association was founded, as some of you can attest because we began appearing before you to promote the need of historic preservation in the city of Torrance.

In 2004, when the oldest Fosters Freeze in L.A. County, located at 1624 Cravens Avenue was scheduled for demolition, we raised public awareness so that, together with the city, the demolition was stopped, and our Fosters Freeze still serves our community as it has since 1948.

We have advocated that new construction within Old Torrance blend with the existing neighborhood, something finally written into the Strategic Plan approved in 2008, we have worked with homeowners and developers to come up with designs that are appropriate for the charming area we call Old Torrance Founded 1912. We continue to make the public aware that not one building in our city is protected from demolition, and that an Historic Preservation Overlay Zone is the only sure means of protection for our city's historical architecture.

The organization's mission statement is "Save Historic Old Torrance has a twofold mission of advocacy and education regarding historic preservation. Save Historic Old Torrance works to preserve the architectural treasures in the City of Torrance, its cultural heritage and charm, as well as its streetscape, open space, and sense of neighborhood and community through education and preservation strategies." You may verify this at http://www.savehistoricoldtorrance.com

The Olmsted Districts Preservation Association AKA Save Historic Old Torrance is the city' of Torrance's only organization dedicated to historic preservation. As such, we have many concerns regarding the proposed general plan and ask that the following changes be made:

Concern: The omission of the city's only organization dedicated solely to historic preservation in the wording of the General Plan. Specifically, we request the following changes:

1. **Olmsted Districts Preservation Association aka Save Historic Old Torrance be inserted into all places where currently only the Torrance Historical Society is listed**.

2. **Under OBJECTIVE CR.12, Policy CR.12.2:**
   A. **Change To:** "Support the work of local preservation groups such as Save Historic Old Torrance/Olmsted Districts Preservation Association, and historical groups such as the Torrance Historical Society

3. **Community Resource Element 3.3.1 Historic Preservation (first sentence)**

   A. **Insert**: Olmsted Districts Preservation Association AKA Save Historic Old Torrance.

4. **Community Resource Element 3.3.1 Historic Preservation (third sentence):**

   A. **Remove unclear sentence**: "Over time, additional neighborhoods and districts or structures within them may be recognized as historic and representative of specific architectural periods or events" is misleading and unclear. "Additional

neighborhoods" refers to what? There are currently no neighborhoods recognized as historic districts.

B. **Change it to**:

"The City will continue to encourage historic preservation efforts and make it an integral part of the community's planning process, including the addition of districts and/or structures within them that may be recognized as historic and/or representative of architectural periods, events, or cultural significance.

5. **Appendix A:**

Updating the General Plan should correspond in-like to the already approved Strategic Plan (August 12, 2008) **The Strategic Plan (approved by Torrance City Council August 12, 2008) Page 16:**

States:

As a strategic priority, the Appearance, Character and Quality of the Community means enhancing and maintaining the image and **preserving the rich heritage of Torrance (bolded mine)**. It places emphasis on the need for the City and the community to work together to ensure the highest standards of a well-planned, designed, and maintained City. Appearance refers to improving the aesthetics and look of the entire community, including public and private property, the City's streetscape, and its image at City entrances. **Character includes preserving the carefully planned residential, commercial and industrial balance of Torrance, as well as the unique attributes that give it its identity (bolded mine)**.

Those unique attributes are the historic structures and streetscape.

In addition, the Strategic Plan reflects the sentiments of the community regarding historic preservation. It states:

Data from the 2008 Strategic Plan update reflected the community's continued desire to preserve and improve the appearance, character and quality of the community (bolded mine). The majority of residents surveyed rated Torrance as an excellent or good place to live. The vision for a city with a balance of residential, industrial and business development continues to be highly valued. The issue of balance was especially important to residents, as there was a perception that residential development had become too dense and too prevalent over the previous several years and had been placed in areas previously zoned for other uses. The visual appearance of the community continues to be an important priority. The maintenance of local streets, sidewalks, street medians, trees, and public areas and removal of graffiti are among the services provided by the City that respondents deemed as important. **There is also a growing interest in historic preservation in the Old Torrance neighborhood (bolded mine). . . . (page 16).**

The Strategic Plan states, under "Appearance, Character, and Quality of the Community" in its third bullet states:

> Addition of sub-goals regarding a historic preservation program and intensification of efforts to revitalize Downtown Torrance.

This indicates a goal of the strategic plan is historic preservation. Each of the items requested has to do with historic preservation. In the General Plan Draft **Appendix A, we request the following changes:**

6. **Appendix A**
   A. **Bullet # 1 Delete:** Establishing voluntary architectural design guidelines for Downtown" This had already been done and is available through the Community Development Department

   B. **Bullet # 2 Change From**: Establishing a program for cable television to record historical sites

   C. **Bullet # 2 Change To:** Establishing a program with the Cable TV Advisory Board and the Olmsted Districts Preservation Association, and the Torrance Historical Society for educational programming of historical sites.

   C. **Bullet # 3 Change From:** Increasing access to information on the benefits of voluntary historic preservation programs.
   D. **Bullet # 3: Change To:** Increasing access to information on the benefits of historic preservation programs (don't limit the kind of preservation information available to our community)
   E. **Bullet # 5:**
      i. **Change From** "Continuing to investigate methods for the preservation of local historical sites

      ii. **Change To**: Investigate and institute methods for the preservation of local historical sites such as an Historic Preservation Ordinance, the California Historic Building Code, and Historic Preservation Overlay Zones.

   F. . **Bullet # 6:**
      i. **Change from:** Continuing to investigate methods for the preservation of local historical sites.
      ii. **Bullet # 6 Change To:** Continuing to investigate and implement methods for the preservation of local historical sites.

   H. Bullet # 7: Change from: Creating a voluntary historical preservation ordinance that will create opportunities for participation in the Mills Act Property Tax Abatement
   Bullet #7: Change To: Create an historic Preservation Ordinance and opportunities to participate in the Mills Act Property Tax Abatement Program

G. Time Frame:

1. **Change from: 3-5 years.**
2. **Change To: 1-3 years as soon as possible**

The time frame seems too distant for a city that states, "The City will continue to encourage historic preservation efforts and make it an integral part of the community's planning process (bolded mine)" (3.1.3 HISTORIC PRESERVATION OBJECTIVES AND POLICIES: first paragraph), and whose strategic plan calls for historic preservation.

Let's not pass this on to another City Council in the distant future, but let's make Torrance proud of its historic resources and offer the benefits of them to its residents and business owners as soon as possible. Make it part of your legacy.

The Olmsted Districts Preservation Association AKA Save Historic Old Torrance offers its services, resources and volunteers to aid the city in its efforts to promote historic preservation and its implementation.

7. **Section 3.1.1 TORRANCE HISTORY**

We are so proud of our city's beginnings and which for it to be represented as accurately as possible in our city documents. Therefore, we offer the following recommendations::

a. Section **3.1.1 TORRANCE HISTORY. (First paragraph)**

Change From: Frederick Law Olmsted seemingly only the son of a famous father. In fact, the designer of the city of Torrance, Mr. Frederick Law Olmsted Jr., was *the most world renown landscape architect and city planner in the world during that time!* That is why when he was hired to design our city, the news made front page news in both the *Herald Examiner* and the *LA Times.*

We respectfully request this be added to the above paragraph:

Mr. Frederick Law Olmsted Jr., the protégé of Olmsted Sr., and President of the American Society of Landscape Architects, major author of the McMillan Plan, the comprehensive blueprint for transforming the nucleus of Washington, D.C. into further development of the nation's capital, Professor of Architecture at Harvard University, creator of Harvard curriculum for landscape architects and city planners, and the president of the first National Conference of City Planning, appointed by U.S. President Taft to the Fine Arts Commission, which provided supervising authority in aesthetic architectural, and planning matters in the nation's capital, President of National Conference on City Planning and the Problems of Congestion in Washington, D.C., and Director of USHC Town Planning Commission in Bridgeport and Waterbury, Connecticut; designer of Vandergrift, Pennsylvania; Forest Hills Gardens, New York; Palos Verdes, Estates, California designed the city of Torrance, California.

b. **3.1.1 TORRANCE HISTORY. (second paragraph) needs corrections**

Change From: Although the firm was the Olmsted Brothers at the time of the hiring, it was Frederick Law Olmsted Jr. who designed the city, as Charles Olmsted, his brother was ill during

this time. **Change To:** Please correct first sentence of this paragraph to state **Mr. Frederick Law Olmsted Jr. included in his plan . . .**

Change From: In addition, in that same paragraph it states that the city **The original y-shaped city** (bolded mine) plan was designed to separate the industrial areas from the residential areas. **The boundaries of the original Torrance Tract were Dominguez Street to the north, Western Avenue to the east, Plaza Del Amo to the south and Crenshaw Boulevard to the west (bolded mine).**

Change To: In fact, the original map of the city, housed with the City Manager and the Torrance Historical Society, and portrayed in Save Historic Old Torrance's book, *Old Torrance Olmsted Districts*, **clearly shows a city that includes an Industrial District (the livelihood of the city) , and that Industrial District went beyond Dominguez, past 206th St, apparently to 190th Street. Furthermore, looking at the map of the original city, it does not appear at all to be a Y shape.**

Therefore, we recommend substitute wording:

The original city, designed by Olmsted was divided into districts. The three main districts were Industrial, Business and Residential, which created a balanced design and community which fulfilled Mr. Jared Sidney Torrance's vision of a community in which its residents would comfortably live and work and remain as contributing members of a thriving community.

Thank you for your service to our community and your consideration of the above items.

On behalf of the Executive Board of the Olmsted Districts Preservation Association aka Save Historic Old Torrance, and its membership,

Bonnie Mae Barnard

Bonnie Mae Barnard
Vice President
Olmsted Districts Preservation Association
Aka Save Historic Old Torrance

Joe, Kevin

From: Cessna, Linda
Sent: Tuesday, January 19, 2010 4:06 PM
To: Joe, Kevin
Subject: FW: General Plan - Update to Attachment D by Arciuch

More for the supplemental.

lcessna@TorranceCa.gov

From: joarc22@aol.com [mailto:joarc22@aol.com]
Sent: Tuesday, January 19, 2010 3:42 PM
To: Cessna, Linda; Scotto, Frank; Barnett, Gene; Sutherland, Bill; Furey, Pat; Brewer, Tom; Rhilinger, Susan; Numark, Cliff; Giordano, Mary
Subject: General Plan - Update to Attachment D by Arciuch

TO: Linda Chessna
FROM: Joe Arciuch
Date: January 19, 2010
Subject: General Plan Update, Attachment D, pages 162-163

The following material of 5 pages contains additional comments to those appearing in Attachment D of the Jan. 19, 2010 Agenda package under the heading "TO: COMMUNITY DEVELOPMENT, FROM: Joe Arciuch, SUBJECT: General Plan Update, Date: January 7, 2010.

The additional comments cover the subjects raised by me at our January 7 meeting. This update is meant to replace the January 7, 2010 part of Attachment D, pages 162-163.

Thank for your help and cooperation.

Joe Arciuch

CC: City Council and City Deputy Manager Mary Giordano

Pages 162 63

TO: COMMUNITY DEVELOPMENT

FROM: Joe Arciuch

SUBJECT: General Plan Update

Date: January 7, 2010

COMMENT:

7.2 Torrance Municipal Airport

Airport Land Use

The Torrance Municipal Airport, located in the southern portion of the city, is a general purpose aviation facility, owned by the City of Torrance. The airport occupies roughly 500 acres of land, 140 acres of which is leased to commercial (non-aeronautical) tenants and 360 acres is devoted to aeronautically-related uses (two runways, hang tie downs, General Aviation Center, Robinson Helicopters and other FBOs).The main runway is 5,000 feet long by 150 feet wide, and the secondary runway is 3,000 feet long by 75 feet wide.

Ownership

The statement "...the airport was established in 1931 and deeded to the City in 1948. The City has full control of the administration and daily operation at the Airport."

COMMENT:

That statement is incorrect. It implies that the City has had full control of the Airport since 1948.

Prior to 1948, it was the US government who owned the land and used it as a military airport. In 1948 the government, in a quit-claim deed, conveyed the property to the City of Torrance with the requirement that it "be us for public airport purpose." **Subsequently, in 1956, the government followed with another quit-claim deed, in which it granted fee title (clear title) to the city, extinguishing all the reservations, restrictions, covenants an conditions set out in the 1948 deed except for retaining the AEC license for fissionable materials. The Clear Title to City has been confirmed by the Federal Administration Aviation (FAA) in a Memorandum of December 27, 1968, and additionally in its letter dated August 3, 1998, as well as by TICOR Title Company its letter dated August 4, 1986.**

Airport Fund

To manage the financial side of the airport, Article 15 of the City Charter provides for the establishment of Airport Fund. The revenues derived from commercial rents and those of aeronautical operations flow into the Airport Fund rather than into the city's General Fund. According to the charter, first priority shall be given to payment of the bonded indebtedness, second priority applies to operation and maintenance costs and expenses and third, capital improvements. And "... any part of such balance not then needed for such purposes may be used for a lawful purpose."

It should be noted that **Section 1500 of Charter 15 was enacted in 1957** as an inducement **to get the FAA appro releases of the land on the periphery of the airport for commercial leases and industrial uses from the restrictions imposed by the 1948 quit-claim deed. Ironically, the 1948 quit-claim deed was already supersed by the 1956 quit-claim deed that granted the city full title to the land** so there was no need anymore for the cit to apply to the FAA for approvals of commercial leases. In addition, there was **no bond indebtedness left**, so **Section 1500 became obsolete**. There seems to be **NO NEED for Section 1500 to continue restricting the city from using Fund monies for its other uses.** (Incidentally, the pilots filed a suit accusing the city of illegally transferring some of the fund's money into the General Fund--a suit that they lost.)

Regarding the airport revenues, one should be aware that all these years, **the aeronautical operations have been running deficits** *(Los Angeles Times,* "Torrance Airport Operations Are in the Red for Ninth Consecutive Year," June 18, 1989). **The red had to be covered with monies from rents received from business and industrial entit located at the airport periphery property**. **An example:** In 2003 the commercial/industrial leases contributed ab $2 million in annual revenues, but $700,000 of this had to be used to cover the $700,000 aeronautical operations lc so that only $1.3 million went the Airport Fund. Add to this that about $1 million of federal tax payers money was spent on covering the annual cost of maintaining the FAA Airport Tower and you get **the true picture of what ki of an asset the Torrance Airport represents: red ink, aircraft noise, aircraft-generated air pollution and the fear of aircraft accidents.**

4.4.1 Airport Noise Abatement Program

Prior to July 2005, a staff of 3 people, and a noise monitoring system in place, the airport noise abatement ordinances were enforced as required. With subsequent **dismantling of the existing noise monitoring system** (to provide space for a new system) , **and ONLY one-half person assigned to perform the task of airport noise abatement, no enforcement of airport noise ordinances has been possible.**

Pilots were flying as they pleased: low, making turns over the residential area west of Torrance Blvd--instead east of it. Some residents were calling up Noise Abatement to report noisy or low flying aircraft, but since no action could be taken they gave up calling. During that period, Airport Noise Abatement had zero violations to report, along with reduced complains.

The Airport Commission, in its 2008 annual report to the City Council, declared the new monitoring system 100% operational in spite of its inability to provide contract-required tracking capability. This means the system is blind to showing aircraft flight paths, which is of great concern to residential communities.

I PROPOSE THAT THE TORRANCE AIRPORT NOISE MONITORING SYSTEM BE UPRAGED TO THE LEVEL OF CAPABILITY THAT THE LONG BEACH AND LAX SYSTEM PROVIDE.

Those systems, manufactured by Lochard, display on the Internet aircraft flight tracks, altitude, tail number (if provid destination, and noise level from noise monitors. The same company also installed its system in Torrance. Contractu the Torrance system supposed to provide similar tracking capability as the systems listed above. **While both the LAX and L Beach systems display aircraft activity over Torrance (see Long each Website page), the Torrance's system even can' it in its own backyard.**

Also, it is much desirable to install a noise monitor in the Lomita Blvd-Anza Ave area, most noise sensitive area due to aircraft making right U-turns.

Money for the upgrade could be taken out from the Airport Fund. According to the September 2008 report, it was spent $2 million for such mundane things as a fancy fencing, keycard system & security camera, security lighting and the FAA Tower upgrade. **Now it is time to get the noise monitoring system upgraded, too.**

CHAPTER 5: Noise Element

2.1.4 TORRANCE MUNICIPAL AIRPORT (N-11)

To the right of the illustration, there is a statement that says: **"The City Noise Abatement program has resulted in reduced noise complaints from aircraft activity at Torrance Airport."**

COMMENT:

This statement, and others like this one appear in other chapters covering airport noise, is not factual. Here is why:

There was a gap of about four years between the dismantlement of the old monitoring system and the installation of the new one. During that period no monitoring and noise reporting could be performed except for calling in and reporting complaints to the answering machine. **Realizing that nothing can be done to mitigate the problem, the callers have complained less and less.**

This trend has accelerated when one of the Torrance Pilots Association members distributed in 1995 a letter to homeowners advising that **"noise complaints are public record and the City of Torrance is required to provide this information to all prospective buyers or renters of residential real property who request the number and type of complaints received from that residence."**

OBJECTTIVE N.2: (N-19)

Policy N.2.4: "Ensure that all new development within the identified noise contours of Torrance Municipal Airport will be compatible with existing and projected airport noise levels."

COMMENT:

The criterion noise level of 65 dB in the Community Noise Equivalent Level (CNEL), as established in Noise Standards for

California Airports (Title 21, Chapter 2.5, Subchapter 6, California Administrative Code), **is inadequate in protecting the health and welfare of the residential community adjacent to the Municipal Airport of Torrance.**

Initially, the CNEL 65 dB level contour criterion was developed for airport noise control at air carrier airports such as LAX. For general aviation airports such as Torrance Airport, with much lower single event noise level of aircraft doesn't make any sense., It would require about some 90 takeoffs per hour each day to exceed this criterion. Or it would take 8 general aviation aircraft flying at 80 dbA to match a jet's 89 dbA**. Who would accept this type of scenario?** Indeed, **by the CNEL definition, no general aviation airport in the country can be declared as having a noise problem. "One shoo size fits all" is not a solution.**

A CNEL of 55 dB, and some limit on the number of operations on a daily/ hourly basis, plus a criterion for acceptable single event noise level (such as in Torrance) would be more appropriate for general aviation airports noise control.

Policy N2.5: "Minimize airport operations-related noise violations by maintaining the City's Noise Abatement Program."

COMMENT:

Upgrade the noise monitoring system as proposed above and consider raising the staffing from one-half person to one full person.

Herbers, Sue

From: McCoy, Nina [Nina.McCoy@morganstanley.com]
Sent: Tuesday, January 19, 2010 3:06 PM
To: ddgeneralplan@torranceca.gov
Cc: City Clerk
Subject: Tuesday's City Council General Plan Updating
Attachments: McCoy, Nina L.vcf

Mayor Scotto, City Council Members,

Let me get straight to the point, Please include The Olmsted District Preservation Organization aka SHOT as being listed in the General Plan as one of your Premier and Only Preservation Organizations in the City of Torrance as stated in our Mission Statement.

I would hate to see that the City has discarded any and all time that I and my fellow members have spent dedicated to this organization to be told that we might not be here in ten years or twenty years. Please give us the chance. We are established and we are doing many great things for preservation.

I myself spent countless hours at Preservation Meetings, Mills Act Committee Meetings, and many General Plan Update Meetings, Not to mention Planning Commission and City Council Meetings all in the name of Preservation.

Just because you don't see me in front of you does not mean that I am not involved in Preservation and Protection of our beautiful resources in the City of Torrance

You should really think of us as another partner in the City of Torrance one who is willing to go the distance and one who is willing to fight for what is right.

Please add us as a partner to the General Plan.

Nina McCoy
Senior Registered Client Service Associate
U S Wealth Management
Morgan Stanley Smith Barney
21515 Hawthorne Blvd., Suite 700
Torrance, CA 90503
(310) 543-3936 Fax(310) 543-9956
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