

## 5. Environmental Analysis

### 5.9 LAND USE AND PLANNING

This section of the DEIR evaluates potential impacts to land use in the city of Torrance from implementation of the proposed project. While CEQA analysis may identify areas of inconsistency between the project and General Plan (CEQA Guidelines § 15125(d)), the inconsistency itself does not necessarily equate with a physical impact on the environment, which is the primary concern of CEQA analysis. The CEQA statute and guidelines do not require perfect conformity between a proposed project and the applicable General Plan. Physical impacts associated with the proposed project are evaluated in the Chapters 5.1 through 5.8 and 5.10 through 5.14 of this DEIR.

Fifty-seven comments relating to land use and planning were received in response to the Initial Study (IS)/Notice of Preparation (NOP) circulated for the proposed project, primarily related to the proposed General Plan and zoning amendments, as well as the potential for the proposed project to conflict with the Hillside Overlay District. The potential impacts relating to land use and planning from implementation of the proposed project have been analyzed in this section.

#### 5.9.1 Environmental Setting

##### 5.9.1.1 REGULATORY FRAMEWORK

This section summarizes key regional and City regulations and policies pertaining to land use and planning that are applicable to the proposed project. Other than CEQA, there are no federal or State regulations applicable to the proposed project with regards to land use and planning. Coastal California gnatcatcher is federally listed as threatened (FT) and is a Species of Special Concern. Coastal California gnatcatchers generally prefer open sage scrub habitats with California coastal sagebrush as a dominant or co-dominant species. Nest placement is typically in areas of less than 40 percent slope gradient. No California gnatcatcher pairs or individuals were observed within the study area during focused surveys conducted for coastal California gnatcatcher between April 2015 and June 2016. Additionally, the terrain in the study area is steeper than typically preferred by this species, and there is poor connection to existing known populations. While the project site is in federally designated critical habitat (Unit 8: Palos Verde Peninsula Subregion), it is unlikely that coastal California gnatcatchers would inhabit coastal sage scrub habitats mapped within the property boundary, including the proposed project development footprint, due to the steep terrain, proximity of the habitat to roads and disturbance, and the minimal and fragmented amount of suitable habitat present within the study area.

#### Regional Regulations

This section describes regional land use plans and regulations applicable to the proposed project.

##### *The 2016 – 2040 Regional Transportation Plan/ Sustainable Communities Strategy*

The Southern California Association of Governments' (SCAG) current Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) was adopted in April 2016 with two subsequent amendments on April 6, 2017 and July 6, 2017. The RTP/SCS sets a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas

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(GHG) emissions from cars and trucks beyond the per capita reduction targets identified by the California Air Resources Board (CARB). The overarching strategy described in the RTP/SCS calls for a more compact development pattern, centered around transportation hubs. While the RTP/SCS identifies High Quality Transit Areas which are projected to accommodate 46 percent of future residential growth through 2040, it is noted in the RTP/SCS that SCAG supports local control for local land use decisions.

#### *South Bay Cities Council of Governments Strategic Plan*

The South Bay Cities Council of Governments (SBCCOG) is a joint power authority (JPA) comprised of sixteen cities and portions of unincorporated Los Angeles County in the South Bay region of Los Angeles County. The SBCCOG Strategic Plan was adopted on March 27, 2014 and contains goals and strategies aimed at achieving the mission of the organization, which is to “provide a leadership forum for South Bay local governments to act collaboratively and advocate for regional issues with a focus on improving transportation and the environment, and strengthening economic development.”<sup>1</sup> Through SBCCOG’s strategic planning process the following four goals were identified:

- Goal A: Environment, Transportation and Economic Development. Facilitate, implement and/or educate members and others about environmental, transportation and economic development programs that benefit the South Bay.
- Goal B: Regional Advocacy. Advocate for the interests of the South Bay.
- Goal C: Member Networking and Communications. Sustain and strengthen Board and member commitment to SBCCOG and its initiatives.
- Goal D: Organizational Stability. Be a high performing organization with a clear path to long-term financial health, staffing continuity and sustained board commitment.

#### **Local Regulations**

This section describes the City of Torrance’s local land use regulations applicable to the proposed project.

#### *City of Torrance General Plan*

The City’s most recent General Plan update was adopted by the City of Torrance City Council on April 6, 2010. The General Plan was prepared and adopted to codify goals and policies which will guide the City’s continued change. It contains chapters relating to land use, circulation, community resources, safety, noise, and housing.

The seven State-mandated General Plan elements (Land Use, Circulation, Conservation, Housing, Open Space, Noise, and Safety) are contained in the City’s General Plan as follows:

- 1. Land Use Element
- 2. Circulation and Infrastructure Element
- 3. Community Resources Element
- 4. Safety Element

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<sup>1</sup> South Bay Cities Council of Governments, March 2014, South Bay Cities Council of Governments Strategic Plan, page 2

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- 5. Noise Element
- 6. Housing Element

### *General Plan Land Uses*

The City's General Plan currently designates the project site as Low-Density Residential (R-LO). This designation allows for a residential density of up to nine dwelling units per acre (du/ac). The General Plan envisions that development on properties with this designation be characterized generally by detached single-family dwellings on individual lots forming a cohesive neighborhood. As described in Chapter 3 of this DEIR, approval of the proposed General Plan Amendment (GPA16-00001) component of the proposed project would redesignate the project site as Low-Medium Density Residential (R-LM). The R-LM General Plan land use designation allows for residential development with a residential density of 9.1 to 18 du/ac. This density range is intended to accommodate small-lot single-family homes, duplexes, attached multi-family developments, and mobile home parks. The proposed project results in a blended 10.0 du/ac ratio when accounting for the entire 24.68 acres comprising the site. If viewed as an independent parcel, Lot 1's proposed 43.4 du/ac would require a Medium-High Residential (R-MH) designation which allows a density range of 31.1-44 du/ac. In this scenario, the remainder of the site would be designated as Public/Quasi-Public/ Open Space (PUB).

### *City of Torrance Municipal Code*

The existing zoning onsite is A-1 (Light Agricultural District) (Hillside Overlay District). The A-1 District permits single-family residences on lots of at least 6,000 square feet each; certain agricultural uses such as flower and vegetable gardens, orchards, tree crops, and berry or bush crops; day care uses in residences; and schools. The project applicant is seeking a zone change (ZON16-00001) from A-1 (Light Agricultural) (Hillside Overlay District) to PD (Planned Development) (Hillside Overlay District) (PUD16-00001). All property within a PD District shall be used only for those purposes permitted by the General Plan of the City and any Development Plan approved by the City (Torrance Municipal Code Section 91.42.1). The Hillside Overlay District sets forth the following requirements for planning and design of construction, remodeling, and enlargement projects in the Overlay District:

- The proposed development will not have an adverse impact upon the view, light, air and privacy of other properties in the vicinity.
- The development has been located, planned and designed so as to cause the least intrusion on the views, light, air and privacy of other properties in the vicinity.
- The design provides an orderly and attractive development in harmony with other properties in the vicinity.
- The design will not have a harmful impact upon the land values and investment of other properties in the vicinity.
- Granting such application would not be materially detrimental to the public welfare and to other properties in the vicinity.

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- The proposed development will not cause or result in an adverse cumulative impact on other properties in the vicinity.

#### 5.9.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:<sup>2</sup>

- LU-1 Physically divide an established community.
- LU-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

The Initial Study for the proposed project, included as Appendix A of this DEIR, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold LU-1
- Threshold LU-3<sup>3</sup>

These thresholds will not be addressed in the following analysis. Although the property boundary is within USFWS-designated critical habitat for the coastal California gnatcatcher, this species has a low chance of occurring within the study area based on the negative results of focused coastal California gnatcatcher surveys conducted in the study area in 2016, the small extent of coastal scrub and chaparral habitats within the study area, the steep slopes in which most of this habitat occurs, and the isolation of the site. The closest documented occurrence for coastal California gnatcatcher is approximately two miles south of the property boundary, and the study area is surrounded by development to the north, east, and south, with no suitable gnatcatcher habitat to the west. Thus, there is a low potential for coastal California gnatcatcher to occur within the study area, no further analysis is required, and impacts to this species are not anticipated.

#### 5.9.3 Environmental Impacts

The following impact analysis addresses the threshold of significance for which the Initial Study disclosed as having a potentially significant impact. The applicable threshold is identified in brackets after the impact statement.

Potential physical impacts associated with the proposed General Plan Amendment to change the General Plan land use designation from Low-Density Residential (R-LO) to Low-Medium-Density Residential (R-LM) and the Zone Change from A-1 (Light Agricultural) (Hillside Overlay District) to PD (Planned Development) (Hillside Overlay District) are evaluated below. However, since these actions are prerequisites for the other

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<sup>2</sup> The significance thresholds set forth here are from the CEQA Guidelines Update approved by the California Office of Administrative Law in December 2018.

<sup>3</sup> Threshold 3 was deleted from CEQA Guidelines Appendix G in the CEQA Guidelines Update approved in December 2018.

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discretionary permits included as part of the proposed project, in evaluating the proposed Conditional Use Permit and Precise Plan of Development, the provisions of the resultant General Plan land use designation and zone would apply, as described further below.

**Impact 5.10-1: Project Implementation would not conflict with several Planning and Design Guidelines of the City of Torrance Hillside and Coastal Overlay Zone. Project development would be consistent with relevant policies of the City’s General Plan. [Threshold LU-2]**

**Impact Analysis:** Upon completion of clearing and site grading of the 5.71 acres of the former diatomaceous earth mine, the project site would be developed with 248 apartment units in three 5-story buildings, each consisting of four residential floors above a ground-level parking garage, and the development of an 89,545-square foot, 242-space, 6-story parking structure that would include a roof deck with a pool and spa area. Additionally, the proposed project would include a 4,980-square-foot community room/gym and approximately 96,385 square feet of landscaped open space. The three residential buildings with garages total 371,309 square feet. The footprints of the four buildings would total 109,400 square feet or approximately 2.5 acres. Units by size per building are listed in Table 3-1, *Proposed Apartment Units by Size and Building*. The configuration of the proposed buildings and land uses within the site is shown in Figure 3-6, *Site Plan*.

The proposed project would require a General Plan Amendment (GPA16-00001) to change the land use designation from Low-Density Residential (R-LO) to Low-Medium-Density Residential (R-LM). Additionally, the project applicant would seek a zone change (ZON16-00001) from A-1 (Light Agricultural) (Hillside Overlay District) to PD (Planned Development) (Hillside Overlay District) (PUD16-00001), and a conditional use permit (CUP16-00004), precise plan of development and planned development, and vesting tentative tract map.

Below is an evaluation of the proposed project’s consistency with applicable City plans and programs that have been adopted for the purpose of avoiding or mitigating an environmental effect.

**General Plan Consistency**

A detailed analysis of the proposed project’s consistency with the applicable goals and policies of the City of Torrance General Plan is provided below in Table 5.9-1, *Torrance General Plan Consistency Analysis*. Although the City’s General Plan contains numerous additional goals and policies beyond those discussed in the following table, those goals and policies are not closely related to the “purpose of avoiding or mitigating an environmental effect” and are therefore not analyzed in the table.

**Table 5.9-1 Torrance General Plan Consistency Analysis**

Applicable Goals and Policies	Project Consistency
<b>LAND USE ELEMENT</b>	
<b>Objective LU.1: Consistency between the General Plan and Zoning Ordinance</b>	
<b>LU.1.1:</b> Resolve inconsistencies between the General Plan and the Torrance Municipal Code and require that new land use development be consistent with the General Plan.	<b>Consistent.</b> The proposed Planned Development (Hillside Overlay District) (PUD16-00001) Zoning District would be consistent with the proposed Low-Medium-Density Residential (R-LM) General Plan Designation if the dwelling units are assessed on a site as a whole. If viewed independently, the appropriate General Plan

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	<p>designation would be Medium –High Residential (R-MH) for the proposed development parcel.</p> <p>The Low-Medium Density Residential designation provides for the development of small-lot single-family homes, duplexes, attached multi-unit developments, and mobile home parks within a density range of 9.1 to 18 dwelling units per acre. Utilizing the entire 24.68-acre site, the proposed project would be consistent with the Low-Medium Residential Designation.</p>
<p><b>Objective LU.2: A compatible land use pattern</b></p>	
<p><b>LU.2.1:</b> Require that new development be visually and functionally compatible with existing residential neighborhoods and industrial and commercial areas.</p>	<p><b>Consistent.</b> The new development would be substantially taller and denser than existing commercial and residential development on Hawthorne Boulevard. In order to lessen the visual impact of the massing in the project vicinity, the development would conform to the slope of the street along Hawthorne Boulevard. Upon completion of the proposed project, the dominant feature of the project site would remain the remnant slope face from both Hawthorn Boulevard and Via Valmonte.</p> <p>The proposed project would provide for an orderly and cohesive residential development project on vacant undeveloped land that previously was mined for diatomaceous earth. The new development would be surrounded by landscaping which would serve to enhance the existing visual character and reduce the apparent visual mass of the new residential development from surrounding areas along Hawthorne Boulevard. The architectural style of the project, both interior and exterior, would be a contemporary design. Maximum building elevations would be 65 feet for the residential units and 82 feet for the parking garage located adjacent the bluff face.</p> <p>The Lot 1 development area would be improved through the addition of open spaces and increased landscaping, including landscaped courtyards and sidewalks. Approximately 96,385 feet of landscaping is proposed within the development area, primarily along the entrance residential buildings, surface parking area, courtyard, and along the perimeter of Lot 1. In order to lessen the visual impact of the massing in the project vicinity, the development would conform to the slope of the street along Hawthorne Boulevard. The dominant feature of the project site would remain the remnant slope face from both Hawthorne Boulevard and Via Valmonte. Building frontage along both Hawthorne and Via Valmonte would be articulated and varied with landscaping and new street trees to provide a pleasing pedestrian environment. Additionally, the frontage of Building B along Hawthorne Boulevard would be set back from the street by a minimum of 20 feet, and up to 28.5 feet at its widest point.</p>
<p><b>LU.2.7:</b> Protect natural resources by promoting superior sustainable development</p>	<p><b>Consistent.</b> The area to be developed would be within the footprint of the former mine, equaling 5.71 acres in area, while the project would preserve the balance of the site (Lots 2 and 3), 18.92 acres, as natural open space that will remain its current state. As noted above, Lot 2 is 6.0 acres and would be comprised almost entirely of slopes and bluff face. The remaining 12.92 acres of Lot 3 would be maintained as natural open space in its current state. This equates to approximately 75 percent of the property being available as open space.</p>

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<b>Objective LU.3: Planning decisions that recognize the unique characteristics, opportunities, and constraints of the City's diverse neighborhoods and districts while respecting private property rights</b>	
<p><b>LU.3.3:</b> Encourage revitalization of underutilized properties along major corridors such as Crenshaw Boulevard, Western Avenue, and Redondo Beach Boulevard. Ensure that new development along these corridors is of high quality and attractively designed, given their location along the City's prime corridors.</p>	<p><b>Consistent:</b> The project would develop a vacant property along Hawthorne Boulevard, a major corridor, with a high quality, attractively designed development. The proposed project would create a cohesive development on a currently unused, barren site along a major transportation corridor. The new development buildings would be clustered such that the entirety of Lot 3 would be retained in its current as open space. The project would add a modern and cohesive urban design to the Hawthorne Boulevard corridor.</p>
<b>Objective LU.5: High-quality, attractive, residential neighborhoods</b>	
<p><b>LU.5.1:</b> Require that new residential development be visually and functionally consistent in scale, mass, and character with structures in the surrounding neighborhood. Encourage residential development that enhances the visual character, quality, and uniqueness of the City's neighborhoods and districts.</p>	<p>The new development would be substantially taller and denser than existing commercial and residential development on Hawthorne Boulevard. In order to lessen the visual impact of the massing in the project vicinity, the development would conform to the slope of the street along Hawthorne Boulevard. Upon completion of the proposed project, the dominant feature of the project site would remain the remnant slope face from both Hawthorn Boulevard and Via Valmonte. Building frontage along both Hawthorne and Via Valmonte would be articulated and varied with landscaping and new street trees to provide a pleasing pedestrian environment. Additionally, the frontage of Building B along Hawthorne Boulevard would be set back from the street by a minimum of 20 feet, and up to 28.5 feet at its widest point. The four single-family homes adjacent to Slope 1 south of Via Valmonte have property lines situated between 100 and 360 feet from the new building development and are situated at elevations between 3 and 54 feet above the highest point of the new building elevation, which would serve to lessen the impact of the new buildings.</p> <p>The project would provide for a uniform development that enhances the area through high-quality architecture and landscaping along a high-visibility corridor. The architectural style of the project, both interior and exterior, would be a contemporary design, and create a cohesive development within a currently degraded site. Additionally, the project would provide approximately 96,385 square feet of landscaping, nearly all of which would be along the Lot 1 development area perimeter and around the perimeters of the four buildings. The remaining undeveloped 18.92 acres would be maintained as open space in its current state. .</p>
<p><b>LU.5.2:</b> Require the provision of adequate private and common open space for residential units.</p>	<p><b>Consistent:</b> The project would preserve the balance of the site (Lots 2 and 3), 18.92 acres, as natural open space that will remain its current state. As noted above, Lot 2 is 6.0 acres and would be comprised almost entirely of slopes and bluff face. The remaining 12.92 acres of Lot 3 would be maintained as natural open space in its current state and allow public access, consistent with existing conditions.</p> <p>The Lot 1 development area would include 96,385 square feet of landscaping, nearly all of which would be along the Lot 1 development area perimeter and around the perimeters of the four buildings. The development in Lot 1 would include 24,500 square feet of common-area decks consisting of podium (2<sup>nd</sup> level) and roof decks and 15,040 square feet of private patios, for a total of 39,540</p>

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	square feet of common and private patios (see Figure 3-9). A 5,000-square-foot community room would be along the southern portion of Building B.
<b>LU.5.3:</b> Maintain and encourage visually attractive residential neighborhoods by preserving and adding street trees and other types of streetscape and hardscape, and by encouraging the use of attractive and appropriate private landscaping.	<b>Consistent:</b> The project includes proposed landscaping surrounding the proposed buildings and in the proposed brush management zone; see Figure 3.9, <i>Open Space Plan</i> . Building frontage along both Hawthorne and Via Valmonte would be articulated and varied with landscaping and new street trees to provide a pleasing pedestrian environment. Additionally, the frontage of Building B along Hawthorne Boulevard would be set back from the street by a minimum of 20 feet, and up to 28.5 feet at its widest point. The project will enhance the visual character of the existing project site by providing an attractive development along Hawthorne Boulevard.
<b>LU.5.6:</b> Strictly enforce City codes, including building and safety, zoning and land use regulations, and property maintenance codes, to maintain safe, high-quality residential neighborhoods.	<b>Consistent:</b> The project includes setbacks and rockfall barriers in accordance with California Building Code requirements. The project would comply with the proposed General Plan designations and zoning district.
<b>Objective LU.11: Attractive, high-quality neighborhoods and commercial and industrial districts through the use of innovative design and architectural themes.</b>	
<b>LU.11.6:</b> Encourage site and building design whereby individual projects on separate lots function as unified developments to promote aesthetic and functional cohesiveness, where applicable and within the context of applicable regulations.	<b>Consistent:</b> The project has a unified design of high-quality materials. The site would be designed to conform with the existing slope along Hawthorne Boulevard. Building exteriors would be stucco and trespas, and would be designed in a cohesive and uniform manner.
<b>LU.11.10:</b> Encourage site and building design that integrates low-impact development Principles.	<b>Consistent:</b> The proposed project would comply with the requirements of the Los Angeles County Low Impact Development Standards Manual, as substantiated in Section 5.8, <i>Hydrology and Water Quality</i> , of this DEIR.
<b>HOUSING ELEMENT</b>	
<b>OBJECTIVE H.1: Enhance housing opportunities for all Torrance residents</b>	
<b>H.1.1:</b> Provide a range of different housing types and unit sizes for varying income ranges and lifestyles.	<b>Consistent:</b> The project would develop 248 market-rate 1- and 2-bedroom apartment units.
<b>CIRCULATION AND INFRASTRUCTURE ELEMENT</b>	
<b>Objective CI.5: To meet the parking needs of businesses, residents, and visitors</b>	
<b>CI-5.1:</b> Require new development to accommodate project-generated parking demand on site.	<b>Consistent:</b> the City of Torrance Municipal Code Section 93.2.3 establishes a Multi-Family off-street parking requirement of 2 parking spaces for each dwelling unit of 2-bedrooms or less for residents, and one guest space per 5 units. As such, the proposed project would be required to provide 546 total spaces. Under the Planned Unit Development, the project proposes to provide 484 on-site parking spaces, along with 50 guest spaces, which would be 62 spaces below the standards of the City's Code. Under the proposed project, the parking ratio would be as follows. <ul style="list-style-type: none"> <li>• 1 Bedroom – 1.54 x 135 = 208 spaces</li> <li>• 2 Bedroom – 2 x 113 = 226 spaces</li> <li>• Guest – 5/248 = 50 spaces</li> </ul> Notwithstanding the requirements of City Code, the actual parking requirements for multifamily residential uses have been found to be significantly less than the City's own Code requirement. The Institute of Transportation Engineers (ITE) and the Urban Land Institute (ULI), both recommend a lower rate for determining



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	<p>parking generation for multi-family residential uses (1.2 spaces/unit and 1.5 spaces/unit respectively). Using the ITE recommended standard of 1.2 spaces per unit, the proposed project would be required to provide 298 parking spaces. Using the ULI recommended standard of 1.5 spaces per unit, the proposed project would be required to provide 372 spaces.</p> <p>Also, there is no street parking provided in the project site. The nearest street parking is in the residential area to the northwest of the project site. Due to the lack of overflow of the guest parking spaces, the proposed project does not comply with the City's neighborhood standards.</p> <p>Under the Planned Unit Development, the applicant would be required to show that the proposed project would result in the systematic execution of the general plan and promote good planning, including the deviation of from the City's parking standards. The proposed project would generally be consistent with this policy. While the proposed project would result in 62 fewer spaces than required by Section 93.23, the 484 spaces would be substantially greater than the industry recommended standard for similar development.</p>
<b>OBJECTIVE CI.9: Infrastructure systems that support current and future development.</b>	
<p><b>CI-9.1:</b> Require that developers, prior to issuance of building permits, demonstrate that adequate infrastructure exists or will be provided to serve proposed development and not diminish services to existing uses.</p>	<p><b>Consistent:</b> The project water design analysis determined that infrastructure serving the site has sufficient capacity for project utility demands. As described in Chapter 5.14 (Utilities), the project will require the upsizing from an 8-inch to a 12-inch line for 163 linear feet at the 242<sup>nd</sup> Street segment of the sewer system from the alley to Hawthorne Boulevard and for 259 linear feet in Hawthorne Boulevard from 242<sup>nd</sup> Street to Pacific Coast Highway. The total upsize length is 422 linear feet. With this upsizing, the lines would be sufficient to convey the anticipated generation of wastewater.</p>
<p><b>CI.9.7:</b> Pursue the undergrounding of overhead utilities.</p>	<p><b>Consistent:</b> The project would underground several power poles and power lines along Hawthorne Boulevard.</p>
<b>COMMUNITY RESOURCES ELEMENT</b>	
<b>OBJECTIVE CR.1: To utilize open space as a means of achieving desirable growth patterns</b>	
<p><b>CR.1.2:</b> Require the provision of on-site open space in new developments.</p>	<p><b>Consistent:</b> The project would preserve the balance of the site (Lots 2 and 3), 18.92 acres, as natural open space that will remain its current state. As noted above, Lot 2 is 6.0 acres and would be comprised almost entirely of slopes and bluff face. The remaining 12.92 acres of Lot 3 would be maintained as natural open space in its current state and allow public access consistent with existing conditions.</p>
<b>OBJECTIVE CR.3: To develop and maintain open space for recreational use</b>	
<p><b>CR.3.1:</b> Maximize open space for active and passive recreational uses at strategic and convenient locations throughout the City.</p>	<p><b>Consistent:</b> See analysis of CR.1.2 above.</p>
<b>Objective CR.4: To create and maintain open space as an aesthetic enhancement within the urban environment</b>	
<p><b>CR.4.1:</b> Use landscaping as an open space feature along City arterial and collector roadways, where sufficient right-of-way is available.</p>	<p><b>Consistent:</b> The proposed open space is next to, and partly visible from, Hawthorne Boulevard and Via Valmonte. Building frontage along both Hawthorne and Via Valmonte would be articulated and varied with landscaping and new street trees to provide a pleasing pedestrian environment. Additionally, the frontage of Building B along Hawthorne Boulevard would be set back from the street by a minimum of 20 feet, and up to 28.5 feet at its widest point. Upon completion of the proposed project, the</p>

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	dominant feature would still be Slope 3 along the southern boundary of the project site.
<b>OBJECTIVE CR.19: To preserve scenic vistas wherever possible</b>	
<b>CR.19.2</b> Look for opportunities to create public open space areas with scenic vistas that all can enjoy.	<b>Consistent:</b> The 12.92 acres of Lot 3 would be maintained in its current state and remain open to the public. The proposed open space affords expansive vistas across the Los Angeles Basin and the Palos Verdes Hills.
<b>SAFETY ELEMENT</b>	
<b>OBJECTIVE S.2: To minimize the risks associated with urban fires and wildland</b>	
<b>S.2.2:</b> Continue to enforce the City's fire prevention and suppression requirements for water supply, water flows, fire equipment access, and vegetation clearance in new and modified developments.	<b>Consistent:</b> The project would include the installation of five fire hydrants to serve the new buildings. In addition, proposed roads and driveways would provide emergency access to all proposed buildings. A brush management zone would extend 100 feet from the residential building exteriors and would encompass approximately 0.99 acre of the project site. The project provides a 0.99-acre brush management zone.
<b>OBJECTIVE S.6: To provide a high level of fire, police, and emergency medical services</b>	
<b>S.6.3:</b> Adopt reasonable safety standards for areas in the City susceptible to hillside wildfires covering such elements as adequacy of nearby water supplies, land use patterns, routes or throughways for fire equipment, clarity of addresses and street signs, and maintenance of vegetation fuel.	<b>Consistent:</b> See analysis of S.2.2 above.
Source: City of Torrance 2009	

### Hillside and Coastal Overlay Zone

Based upon the information provided by the applicant to date, it appears that the proposed project may comply with the requirements of the Hillside and Coastal Overlay Zone. However, relevant information will still be forthcoming when the applicant installs the silhouette structures as required by the City's regulations. Thus, the final determination as to whether or not the proposed project complies with the requirement of Section 91.41.6, Planning and Design, of the City's Municipal Code is a determination that will not be made until the proposed project proceeds through the precise plan process. As discussed in Section 91.41.6, development in the hillside is subject to special review criteria based on view, light, air, and privacy concerns, and new development must be designed in a manner that will not have an adverse impact upon the view, light, air, and privacy of other properties in the vicinity. In addition, development must be located, planned and designed so as to cause the least intrusion on the view, light, air and privacy of other properties in the vicinity. Section 91.41.6 is primarily focused upon a project's impacts on adjoining private properties and other properties in the immediate vicinity. Many of the aspects of the criteria are designed to protect individual property rights, property values, property investments, and personal rights/quality of life issues, such as privacy, rather than the type of significant environmental effects governed by CEQA.

As described in Table 5.1-1, *Hillside Overlay District Consistency Analysis*, the nearest project building would be setback between 118 feet and 362 feet from the four closest single-family homes along Via Valmonte. Figure 5.1.6c, *24648 Visual Simulation*, suggests that although the proposed building height is above the grade of the residence at 24648 Via Valmonte, the existing topography of the berm on the project site, along with vegetation, would effectively block the view of most of the proposed building. These *Visual Simulations* will need to be verified during the precise planning process with the use of the silhouettes. In addition, the silhouettes will be

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necessary to accurately assess whether the scale of the proposed structures is orderly and in harmony with the nearby commercial development and the adjacent residential development. The project's roofline is below the grade of all other residences along Via Valmonte. Additionally, with the implementation of Mitigation Measures AE-1 and AE-2, the proposed project would not result in spill light or glare on the adjacent properties. As such, the proposed project would not result in impacts to adjacent residential uses with regards to light and airflow. The remaining issues, such as impacts on personal privacy, views from adjacent private properties and property values, are contingent upon the assessment of the impacts of the silhouette which will be determined during the precise planning stage. view, light, air and privacy concerns.

#### Conclusion

For the reasons outlined above, implementation of the proposed project would not conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

***Level of Significance before Mitigation:*** With implementation of the general plan, code, and precise plan amendments contained within the proposed project, Impact 5.9-1 would be less than significant.

#### 5.9.4 Cumulative Impacts

Implementation of the proposed project, including the proposed land use amendments, would be consistent with the applicable goals and policies of the Torrance General Plan, as detailed above under Impact 5.9-1. Similarly, the proposed project would be consistent with the Planning and Design Guidelines of the City's Hillside and Coastal Overlay Zone. Compliance with the Hillside and Coastal Overlay Zone would be assessed on a case-by-case basis for future cumulative projects. Cumulative projects would be subject to compliance with the regional and local plans reviewed in this section. It is reasonable to assume that the cumulative projects would implement and support local and regional planning goals and policies. Cumulative projects would be subject to the applicable permit approval process for the City of Torrance and would incorporate any mitigation measures necessary to reduce potential land use impacts. Therefore, upon implementation of cumulative development discussed in Section 4 of this DEIR, cumulative adverse land use impacts would be less than significant.

#### 5.9.5 Existing Regulations and Standard Conditions

##### City of Torrance

- Torrance General Plan
- Torrance Zoning Code (Torrance Municipal Code Division 9, *Land Use*). Land uses permitted in the Hillside and Coastal Overlay Zone are set forth in Municipal Code Sections 91.41.7 and 91.41.8, and Planning and Design Guidelines are set forth in Section 91.41.6.

#### 5.9.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements, the following impacts would be less than significant: 5.9-1.

## 5. Environmental Analysis

### LAND USE AND PLANNING

#### 5.9.7 Mitigation Measures

No mitigation measures are required.

#### 5.9.8 Level of Significance After Mitigation

Impacts would be less than significant.

#### 5.9.9 References

South Bay Cities Council of Governments (SBCCOG). 2014, March. South Bay Cities Council of Governments Strategic Plan.

[http://www.southbaycities.org/sites/default/files/SBCCOG\\_Strategic\\_Plan\\_Adopted\\_March\\_27\\_2014.pdf](http://www.southbaycities.org/sites/default/files/SBCCOG_Strategic_Plan_Adopted_March_27_2014.pdf).

Torrance, City of. 2010. General Plan. <https://www.torranceca.gov/our-city/community-development/general-plan/plan-2009>

———. n.d. Hillside Overlay Area. <https://www.torranceca.gov/our-city/community-development/unordered/hillside>.