



## DRAFT INITIAL STUDY AND NEGATIVE DECLARATION SCH # 2021040754

**Project Name:** City of Torrance General Plan Housing Element Update (6<sup>th</sup> Cycle) Project

**Project Location:** Citywide project that encompasses the entirety of the City of Torrance

**Project Applicant:** City of Torrance, Community Development Department  
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**Public Review Period:** November 1, 2021 through November 30, 2021

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This Draft Initial Study/ Negative Declaration has been prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). It is available for a 30-day public review period as shown above.

Comments regarding this document should focus on the sufficiency of the document in identifying and analyzing the potential impacts on the environment that may result from the proposed project, and the ways in which any potentially significant effects are avoided or mitigated. **All comments must be made in writing** and addressed to Mr. Gregg Lodan, Planning Manager, Community Development Department, City of Torrance, 3031 Torrance Boulevard, Torrance, CA. 90503, Contact: Gregg Lodan, Planning Manager. Comments may be sent by e-mail to Glodan@Torranceca.gov Comments must be received in the Community Development Department office no later than 5:00 P.M. on the last day of the public review period noted above.

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# Chapter 1

## INTRODUCTION

### CEQA Overview and Process

The City of Torrance (City or Torrance) Community Development Department has prepared this Draft Initial Study/Negative Declaration (IS/ND) to evaluate the potential environmental effects associated with the proposed City of Torrance General Plan Housing Element Update Project (project or proposed project). As part of the approval process, the proposed project is required to undergo an environmental review pursuant to CEQA. One of the main objectives of CEQA is to disclose to the public and decision makers the potential environmental effects of proposed projects.

CEQA requires that the lead agency prepare an Initial Study (IS) to determine whether an Environmental Impact Report (EIR), Negative Declaration (ND), or a Mitigated Negative Declaration (MND) is needed. The City of Torrance, Community Development Department is the lead agency for the proposed project under CEQA, and per State CEQA Guidelines Section 15070 has determined that an ND would be prepared. A description of the proposed project is found in Chapter 2 of this document.

Once it has been determined that an activity is a project subject to CEQA, it is then determined whether the project is exempt from CEQA. CEQA contains a statutory exemption associated with the Regional Housing Needs *Allocation* (RHNA):

CEQA Guidelines §15283: Housing Needs Allocation. CEQA does not apply to regional housing needs determinations made by the Department of Housing and Community Development, a council of governments, or a city or county pursuant to Section 65584 of the Government Code.

Therefore, while the Southern California Association of Governments (SCAG) was not required to prepare a CEQA compliance document for the RHNA, this CEQA statutory exemption does not apply to the preparation of an updated General Plan Housing Element to reflect the updated 6<sup>th</sup> Cycle RHNA (2021- 2029).

### Public Outreach and Involvement

Public outreach for the CEQA document, beyond the required CEQA public notices, will continue to be integrated with the public outreach efforts on the Housing Element Update. The City has also conducted outreach to local Tribes as part of the CEQA process for AB 52 and SB 18 compliance.

To initiate the CEQA process, the City issued a Notice of Preparation (NOP) of an IS on April 30, 2021. The NOP was published by the Governor's Office of Planning and Research/State Clearinghouse for a period of 30 days. The City also published the NOP on the City website, sent it via eblast and mailed hard copies to interested parties and stakeholders including Native American Tribes, on the NOP Mailing List.

A copy of the NOP and NOP Mailing List are on file with the City and are available for review on the City's website at <https://www.torranceca.gov/home/showpublisheddocument/69157/637687021540430000> and at City Hall Monday through Friday from 8 AM to 5PM with alternating Fridays closed.

In response to the NOP, the City received letters from the following public agencies and stakeholders:

- California Department of Transportation, District 7 (DOT)
- California Native American Heritage Commission (NAHC)
- California Department of Fish and Wildlife, South Coast Region 5 (CDFW)
- Native American Heritage Commission (NAHC)
- Southern California Association of Governments (SCAG)

- South Coast Air Quality Management District (SCAQMD)

Copies of the NOP comment letters are on file with the City and are available for public review on the City's website at <https://www.torranceca.gov/home/showpublisheddocument/64723/637553756112930000> and at City Hall Monday through Friday 8AM to 5PM with alternating Fridays closed. The NOP comment letters have been reviewed by the City and were used to inform the scope and content of the CEQA analysis that follows.

After the Draft Housing Element Update has been through the public review process, including review by the State of California, Department of Housing and Community Development (HCD), it will be scheduled for formal consideration at one or more in-person public hearings. It is currently anticipated that the first public hearing will be held by the Planning Commission in December 2021 and the second public hearing will be held by the City Council in January 2022. Due to the COVID-19 pandemic, public engagement prior to workshop #3 was held virtually.

As required by State law, the Housing Element Update must be adopted by the Torrance City Council and submitted to the State no later than February 12, 2022, which includes the allowable 120-day grace period.

## Authority

The preparation of this IS/ND is governed by two principal sets of documents: CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). Specifically, the preparation of an IS and an ND is guided by the State CEQA Guidelines; Section 15063 describes the requirements for an IS, and Sections 15070–15073 describes the process and requirements for the preparation of an ND. Where appropriate and supportive to an understanding of the issues, reference will be made either to the CEQA statutes or State CEQA Guidelines. This IS/ND contains all of the contents required by CEQA, which includes a project description, a description of the environmental setting, potential environmental impacts, mitigation measures for any potentially significant effects, consistency with plans and policies, and names of preparers.

## Scope

This IS/ND evaluates the proposed project's potential effects on the following resources / topics:

- aesthetics
- agriculture and forest resources
- air quality
- biological resources
- cultural resources
- energy
- geology and soils
- greenhouse gas emissions
- hazards and hazardous materials
- hydrology and water quality
- land use planning
- mineral resources
- noise
- population and housing
- public services
- recreation
- transportation
- tribal cultural resources
- utilities and service systems
- wildfire
- mandatory findings of significance

## Chapter 2

# ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

## Proposed Project Description

The proposed project evaluated in this CEQA document is the City of Torrance (City) General Plan Housing Element Update (HEU) project.

The City's existing General Plan was most recently updated and adopted on April 6, 2010 and is the official land use planning and policy document for future development and redevelopment in the City and has a planning horizon year of 2035. The General Plan includes an Introductory Chapter and consists of six elements: 1) Land Use; 2) Circulation and Infrastructure; 3) Community Resources; 4) Safety; 5) Noise; and 6) Housing. The 5<sup>th</sup> Cycle Housing Element Update was adopted on October 1, 2013. All elements carry equal weight and are designed to be consistent with each other.

The General Plan guides the pattern of land development, including residential, commercial, industrial mixed use and all other land use types and includes policies and programs intended to shape community development over the long term through buildout. The General Plan describes how the City will grow and/or change over time, and is the mechanism by which community character is intended to be preserved and enhanced.

All local governments in California are required by State Housing law to adequately plan to meet their share of the State's overall housing need. The State of California, Department of Housing and Community Development (HCD) is responsible for administering Housing Element Law and for identifying the State's overall housing need.

The Housing Element Update sets goals, objectives, policies, and programs that are implemented after the plan is adopted. When a new housing program, project, or idea is considered, the Housing Element provides guidance for local decision-makers to evaluate the proposal.

The revised Housing Element must be adopted by the Torrance City Council and submitted to HCD no later than February 12, 2022, including the 120-day grace period available to the City.

## Housing Element Update: Summary Overview and Key Elements

The Housing Element is Chapter 6 of the City's General Plan. The Housing Element is designed to provide the City with a coordinated and comprehensive strategy for promoting the production of safe, decent, and affordable housing within the community. Being an older City in the midst of a well-established urban area, Torrance is virtually built out, with limited land available for future residential development.

The Housing Element addresses existing and future housing needs of all types for persons of all economic groups in Torrance. The Housing Element is a tool for use by citizens and public officials in understanding and meeting the housing needs in the city.

Recognizing the importance of providing adequate housing in all communities, the state of California (state) mandated a Housing Element within every General Plan since 1969. It is one of the seven required elements. Article 10.6, Section 65580 – 65589.8, Chapter 3 of Division 1 of Title 7 of the Government Code sets forth the legal requirements of the Housing Element and encourages the provision of affordable and decent housing in communities to meet statewide goals. Specifically, Section 65580 states the element shall consist of "...an identification and analysis of existing and projected housing needs and a



statement of goals, policies, quantified objectives, financial resources and scheduled programs for the preservation, improvement, and development of housing.” The contents of the element must be consistent with the other elements of the General Plan [Government Code § 65300.5].

Meeting the housing needs established by the state is an important goal for the City of Torrance (the City or City, as the local government). As the population of the state continues to grow and scarce resources decline, it becomes more difficult for local agencies to create adequate housing opportunities while maintaining a high standard of living for all citizens in the community. State law recognizes that housing needs may exceed available resources and, therefore, does not require that the City’s quantified objectives be identical to the identified housing needs. This recognition of limitations is critical, especially during this period of financial uncertainties as a result of the COVID-19 pandemic in both the public and private sectors.

Section 65583(b)(2) states, “It is recognized that the total housing needs...may exceed available resources and the community’s ability to satisfy this need within the content of the general plan requirements... Under these circumstances, the quantified objectives need not be identical to the total housing needs. The quantified objectives shall establish the maximum number of housing units by income category, including extremely low income, that can be constructed, rehabilitated, and conserved...”

The 2021-2029 City of Torrance Housing Element is prepared in compliance with state law and covers the period of October 15, 2021, through October 15, 2029 which is the 6<sup>th</sup> Update Cycle) for all jurisdictions in the Southern California Association of Governments (SCAG) region. This Housing Element builds upon the other Elements and is consistent with the General Plan’s policies and proposals. The Housing Element draws upon the development capacity levels given in the Land Use Element to determine the appropriate location for affordable housing development. Several programs identified in HEU identify revisions to the Land Use Element needed to maintain internal General Plan consistency. When any element of the General Plan is amended in the future, the City will review the Housing Element and, if necessary, amend it to ensure continued consistency among elements.

It is important to note that compliance with the assigned RHNA is essentially non-discretionary for the local jurisdiction. Further, the RHNA is an eight-year planning goal, not a housing production requirement. The HEU does not grant any development entitlements or authorize construction development. No physical development, construction or other ground disturbance is proposed at this time. Therefore, no direct physical impacts to the environment would occur from HEU adoption.

To satisfy and meet the RHNA planning goal assigned to the City by the Southern California Association of Governments (SCAG), the City completed a Citywide parcel-specific land inventory that includes sites capable of accommodating the 6<sup>th</sup> Cycle RHNA allocation. These sites are shown in Figures C-1 through C-6 of Appendix C of the HEU. In total, the housing opportunity sites inventory includes 464 candidate housing sites, 321 of which are new to the 6<sup>th</sup> Cycle RHNA 2021-2029 HEU. Consideration of 143 of the 464 sites was previously evaluated under the 5<sup>th</sup> Cycle HEU CEQA compliance document which consisted of an Addendum to the 2010 General Plan Final EIR.

The HEU does not grant any land use entitlements or authorize development in areas not already designated for residential development including development of low income housing on religious institution property as allowed by current State law.

## Background

Since 1969, California has required that all local governments adequately plan to meet the housing needs of everyone in the community. The Housing Element is a State-mandated policy document within the

General Plan that guides the implementation of various programs to meet future housing needs for residents of all income levels as determined through the Regional Housing Needs Assessment (RHNA).

Every eight years, “housing need”—both the total number of units and the distribution of those units by affordability levels—is determined by HCD for the entire State. HCD then distributes this housing needs assessment to each regional planning body in California; this housing needs assessment is the amount of housing that must be planned for by each region. Periodic updates are required as housing is essential to supporting economic prosperity and quality of life throughout the State. The update also helps to ensure that jurisdictions are responding to residents’ changing needs.

State Housing Element law requires “An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs.” The law requires:

- An analysis of population and employment trends;
- An analysis of household characteristics;
- An inventory of suitable land for residential development;
- An identification of a zone or zones where emergency shelters are permitted by right;
- An analysis of the governmental and non-governmental constraints on the improvement, maintenance and development of housing;
- An analysis of special housing needs;
- An analysis of opportunities for energy conservation;
- An analysis of publicly assisted housing developments that may convert to non-assisted housing developments; and
- An assessment of fair housing practices in order to develop policies and programs designed to affirmatively further fair housing.

The purpose of these requirements is to develop an understanding of the existing and projected housing needs within the community and to set forth policies and schedules, which promote preservation, improvement and development of diverse types and costs of housing throughout the City of Torrance.

The 5th Cycle Housing Element update covered the period from 2013 through 2021 and provided a foundation for the current 6th Cycle update. Please refer to the City’s Draft 6th Cycle Housing Element for more detail on the City’s goals, policies, and programs available at the link below: <https://www.torranceca.gov/home/showpublisheddocument/69157/637687021540430000>

It should be noted that CEQA compliance for various HEU components has already been completed, or will be completed, as follows:

- 5th Cycle Projects (143 of the 464 sites on the site inventory have been carried forward from the last HEU and were subject to previous environmental review by the City )
- Pipeline Projects (32 units/projects are in the active entitlement process and are subject to their own site-specific, project-level environmental review/compliance efforts)
- Entitled Projects (i.e., 201 units/projects approved by the City with their own environmental compliance effort but building permits have not yet been issued)
- Other CEQA Exempt projects: 800 ADU’s, infill, affordable housing projects and single family homes

In addition to the General Plan HEU (proposed project and subject of the CEQA analysis herein), the City is also preparing a Housing Corridor Study (HCS) that will be subject to separate future environmental review process pursuant to CEQA. The HCS was initiated in 2021 and is intended to provide an understanding of existing policies and programs related to the opportunity areas identified in the City's HEU. The HCS will include an overview of local land use and housing policies and programs, as well as those from statewide and regional agencies. It is anticipated that the HCS will include a list of regulatory recommendations and preliminary design concepts for the City. The HCS will be developed through an iterative process and will be based on input received from the community members and other stakeholders and will outline a full range of market-supported housing products and types available for implementation in the City.

The purpose of the HCS is to promote housing development by creating housing corridors. This can be accomplished by rezoning properties and amending the Land Use Code to allow such development by right, which supports the Housing Element by providing additional sites that contribute to the City's RHNA (see HEU Chapter 4, Housing Resources). Although the two plans were on different schedules, with the Housing Element required to be adopted by February 12, 2022, the City acknowledges the important nexus between the two efforts and included the Housing Corridor Study in the community outreach efforts described below, so that community input could inform both efforts.

## **6<sup>th</sup> Cycle HEU for the 2021-2029 Planning Period**

The City of Torrance has been assigned a RHNA of 4,939 units for the 2021-2029 RHNA period. Torrance is a built-out community with a long-standing goal of maintaining a balance of commercial, industrial, and residential land uses. The extremely limited amount of remaining vacant land creates a significant challenge for the City to promote a variety of individual choices regarding tenure, type, location, and affordability of housing throughout the community that accommodates the 6th Cycle RHNA, while maintaining the balance of land uses that is important to maintain a desirable quality of life for existing and future residents, and a healthy economy.

The City held three Community Workshops during the preparation phase of the 6th Cycle Housing Element. The first two workshops were held in a virtual format due to the COVID-19 pandemic; the third workshop was held in person. The City provided noticing for the workshops in a number of ways. They published display ads in the Daily Breeze newspaper and on Facebook, Twitter, Digital Sign, and on COVID-19 Today. Notices were posted on the City's Housing Element Website, and the City Council announced the upcoming workshops/meetings at City Council meetings during orals. The City also distributed workshop flyers using mailing lists of interested residents, stakeholders, developers, community groups, faith-based organizations, housing groups and sponsors, HOA's, social service agencies, and others, including those who specifically requested to be notified of housing-related meetings.

Community Workshop 1 was held April 28, 2021, at 7 pm, hosted by the City Planning Commission at a special meeting devoted exclusively to the Housing Element. Community Workshop 2 was held July 28, 2021, at 6 pm. Due to technical difficulties, the meeting started at 6:30 pm. Community Workshop 3 was held October 20, 2021, as part of a regularly scheduled Planning Commission meeting.

In addition, to the community workshops, two focus group sessions were held on May 19, 2021, to gather input from housing developers, both those who build market rate housing and those involved with building affordable housing. Due to the COVID-19 pandemic, these sessions were held in a virtual format.

The residential sites inventory consists of both vacant and underutilized land with capacity to yield at least 4,939 new units. These sites can accommodate the City's RHNA for all income levels through year 2029. Since the City's existing Land Use Element, Zoning Code, and Zoning Map do not provide or formally

“designate” or allow adequate sites, the City will need to take additional future subsequent actions identified below during the 6<sup>th</sup> cycle planning period (2021-2019) to designate and rezone sites in accordance with the HEU Sites Inventory:

- Within three years of the statutory deadline of the 6th Cycle Housing Element, the City will revise the Land Use Element to implement the density ranges assumed for the Sites Inventory to accommodate the 6th Cycle RHNA.
- Within three years of the statutory deadline of the 6th Cycle Housing Element, the City will revise the Zoning Code and Zoning Map to implement the density ranges assumed for the Sites Inventory to accommodate the 6th Cycle RHNA.
- Within three years of the statutory deadline of the 6th Cycle Housing Element, the City will revise the Zoning Code and Zoning Map to add a new Residential/Mixed Use 1 Housing Overlay on properties designated in the Sites Inventory to allow stand-alone multi-family residential and mixed-use without discretionary action.
- Within three years of the statutory deadline of the 6th Cycle Housing Element, the City will revise the Zoning Code and Zoning Map to revise the minimum density standards for the zones identified in the Sites Inventory to accommodate the City’s allocated RHNA.
- Within three years of the statutory deadline of the 6th Cycle Housing Element, the City will establish an ordinance to incentivize the production of housing at or above the expected density that is identified in the Land Use Element (existing Table LU-2, and as updated pursuant to the subsequent amendment of the Land Use Element to implement various Program 1 objectives). The ordinance will establish the expected density as the “target” density for production of future housing. The ordinance will consider various options to incentivize housing production at the target density and/or will include disincentives if the project proposes housing below the target density.
- Within three years of the statutory deadline of the 6th Housing Element, update the Hawthorne Boulevard Corridor Specific Plan to add Mixed Use to the HMD and H/PCH districts and add objective design standards.
- Within three years of the statutory deadline of the 6th Housing Element, implement results of the Housing Corridor Study, which is an SB 2 grant-funded plan to facilitate planning activities to promote housing development in identified areas of the city. (See also Program 8)
- In 2022, develop a procedure to monitor no net loss requirements pursuant to SB 166 on an annual basis.
- Maintain an inventory of available sites for residential development and provide it to prospective residential developers upon request.

The City’s Draft Housing Element Update was made available for public review on October 1, 2021 and was submitted to the State’s HCD on October 15, 2021.

To comply with State law, each jurisdiction’s Housing Element is updated to ensure its policies and programs can accommodate its share of the number of housing units identified by the State as being required. For the 6<sup>th</sup> Cycle Housing Element update, the City’s share of the RHNA is units, divided among a range of income or affordability levels (based on Area Median Income, or AMI), as shown in Table 2-1.

**TABLE 2-1 6<sup>TH</sup> CYCLE RHNA FOR THE CITY OF TORRANCE**

<b>Income Category/Affordability Level*</b>	<b>Number of Units</b>	<b>Percent of Total Units</b>
Very Low Income (0-50% of AMI)	1,621	33%
Low Income (50-80% of AMI)	846	17%
Moderate Income (80-120% of AMI)	853	17%
Above Moderate Income (More than 120% of AMI)	1,619	33%
<b>TOTAL UNITS</b>	<b>4,939</b>	<b>100%</b>

*\*Income/affordability categories are grouped into the four categories shown in the table above; average median income (AMI) is the average household income for each Metropolitan Statistical Area. The AMI for Los Angeles County is currently \$77,300 for a 4-person household.*

Table 2-1 above presents the SCAG Final RHNA Allocation Plan for the City of Torrance as adopted by SCAG Regional Council on March 4, 2021. Pursuant to California’s “No Net Loss” Law, the City is required to ensure that sufficient adequate sites to be available at all times throughout the RHNA planning period. Based on this, the HEU recommends that the City include a buffer in the Sites Inventory of 15-30% more capacity than required for lower and moderate income RHNA as housing projects are sometimes built out at lower density than allowed or assumed in the 6<sup>th</sup> Cycle HEU. See HEU Table H-42 for the target densities assumed in the housing capacity estimates.

Key components of the Housing Element Update include the following:

- An updated demographic profile and analysis of population growth and trends;
- Identification and analysis of existing and projected housing needs for all economic segments of the community;
- Identification of adequate sites currently zoned, or can be rezoned, to allow housing and available within the 8-year housing cycle to meet the city’s RHNA at all income levels as prescribed by SCAG;
- Provision for additional potential housing opportunities to provide a recommended 15-30% surplus or buffer above and beyond the RHNA for very low, low and moderate incomes in the event that future residential projects do not get built out at the allowable maximum densities assumed in the HEU to help the City comply with SB 166 (No Net Loss) and maintain an inventory of residential sites to accommodate the City’s total RHNA throughout the 6th Cycle planning period;
- An evaluation of local constraints and/or barriers to housing development as well as opportunities to develop housing; and
- Housing goals, policies, objectives and programs to preserve, improve and develop housing within the City.

Through the HEU process, the City is required to demonstrate that it has the land use plans, policies and programs to accommodate its assigned RHNA plus an additional 15-30% buffer or surplus units. After accounting for development credits, anticipated ADUs, and realistic capacity of vacant and underutilized sites, the City has identified surplus capacity of units in all income categories as shown in Table 2-2.

**TABLE 2-2 ADEQUACY OF SITES TO ACCOMMODATE 2021-2029 RHNA**

Income	RHNA	Entitled/ Pending Permits	Pipeline Projects	ADU's	Sites Inventory Capacity	Total	% Surplus
Very Low	1,621	--	--	480	2,655	3,135	27.1
Low	846	--	--				
Moderate	853	--	--	48	888	936	9.7
Above Moderate	1,619	201	32	272	2,397	2,902	79.2
<b>Total</b>	<b>4,939</b>	<b>201</b>	<b>32</b>	<b>800</b>	<b>5,940</b>	<b>6,973</b>	<b>41.2</b>

1 Includes Extremely Low and Very Low.

2 Mixed Income is assumed at 80% above moderate income and 20% lower income; the mixed income total has been divided among, and added to, their respective above-moderate & lower income categories.

New in this HEU are accessory dwelling units (ADU). An ADU is an attached or detached residential unit that provides complete independent living facilities for one or more people. A Junior Accessory Dwelling Unit (JADU) is an ADU contained entirely within a single-family residence.

New state laws passed since 2017 (including AB 68, AB 881, AB 587, AB 671, and SB 13) have substantially relaxed the development standards and procedures for the construction of ADUs. As a result, the City has seen increases in ADUs in the community, increasing from just a few units in 2017 and 2018 (3 and 16 permits issued, respectively) to 40 in 2019 and 46 in 2020. As of September 2, 2021, permits for 100 ADUs have already been issued during the first eight months of the year, putting the City on track to issue a potential of approximately 133 by the end of 2021. Based on this steeply upward trend and the City’s plans to incentivize the production of ADUs (see HEU Program 6), the City assumes 100 ADUs annually for a total of 800 ADUs over the eight-year planning period of the Housing Element for the purpose of RHNA credits.

State legislation promotes the construction of new ADUs and JADUs and also limits the ways cities can regulate their design. Under current state law the City may adopt regulations governing the design of ADUs, but no lot coverage, floor area ratio, open space, or minimum lot size can preclude the construction of a “statewide exemption ADU,” which is an ADU with an area up to 800 square feet, height up to 16 feet, and 4-foot side and rear yard setbacks.

The City is not required to construct the housing identified in the HEU and RHNA. Rather, the actual development of housing is anticipated to be constructed by land developers and individual property owners. However, the City is required to demonstrate through the HEU that it has the policies and programs in place and the sites available to accommodate housing to meet the needs of all income levels of the SCAG assigned (i.e., allocated) RHNA over the eight-year planning period.

Identification of potential sites and related site housing capacity does not guarantee that construction will occur on that site as the City is not required to construct the housing. If there are insufficient sites and capacity to meet the RHNA allocation, the Housing Element is required to identify a rezoning program to accommodate the required capacity.

The HEU identifies necessary future implementation actions such as revisions to the Land Use Element of the General Plan and the Zoning Code to accommodate the RHNA. Other revisions may be necessary to bring the Zoning Code into compliance or maintain compliance with other State-mandated housing laws, such as the accessory dwelling unit ordinance, emergency shelter ordinance, transitional and supportive

housing ordinances and low barrier navigation center ordinances, density bonus ordinance, and other ordinances as appropriate.

The 6th cycle RHNA covers a planning period that is approximately 8.3 years, from June 30, 2021, through October 15, 2029. Housing units built, under construction, or approved June 30, 2021 onward, can be credited towards meeting the City's RHNA. Units in various stages pending City approval (i.e., pipeline projects) also can be credited toward the RHNA. These units can be subtracted from the City's share of regional housing needs. The City must demonstrate in this Housing Element its ability to meet the remaining housing needs, through the provision of sites, after subtracting credited units.

The City desires to retain and support its commercial and service establishments. Mixed use land use designations and zones are proposed to be retained in an effort to encourage development of new residential uses and maintenance of the community's commercial core. The RHNA also estimates the construction of additional ADU's/JADUs in the coming years consistent with recent development trends.

## Existing Setting

The City of Torrance incorporated in 1921 and is approximately 21 square miles in area. The City is located in the highly urbanized South Bay region of southwestern Los Angeles County (see Figure 1-1- Regional Location Map in Attachment A). Specifically, the City is adjacent to the cities of Redondo Beach, Lawndale, Los Angeles, Hermosa Beach, Gardena, Lomita, Rolling Hills Estates, Rancho Palos Verdes, as well portions of unincorporated Los Angeles County. The Pacific Ocean is adjacent to the City on the west (see Figure 1-2 - Vicinity Map in Attachment A) and a portion of the City is in the Coastal Zone. Existing General Plan designated land uses are shown in Figure 1-3, Attachment A.

According to the City's 2010 General Plan Guiding Principles:

- Future development will occur consistent with the high standards we have set and that make Torrance a desirable place to live.
- Development decisions will be based upon the availability of infrastructure, schools, and public services to meet anticipated needs and to avoid compromising high service levels to established homes and businesses.
- All development will reflect the special characteristics that distinguish the City's many neighborhoods and districts by considering the scale, urban form, design, character, and quality of the existing community.
- Modest growth will be encouraged at the City's periphery parcels where the gradual turnover and enhancement of uses can improve districts and neighborhoods and enhance property values.
- The City will preserve its valuable industrial core and jobs base.
- The City will accommodate a diverse range of commercial uses at locations throughout Torrance to meet the local shopping and service needs of residents, and to create opportunities for revenue generation at regional centers.
- The City will encourage the revitalization and conversion of older, underperforming, blighted commercial and industrial areas.
- Modest residential growth will accommodate a diverse demographic and maintain the City's family-friendly environment.
- The City recognizes the demand and need to increase housing opportunities for working families and seniors.

- On a limited basis, the City will support mixed-use development approaches where such development is compatible with the surrounding uses.
- Future growth will be respectful towards the City's cultural resources and architectural heritage. The City will encourage the preservation of Old Torrance's distinct character and encourage preservation of its unique characteristics, such as the street layout and its structures.
- The City will encourage alternative modes of transportation such as walking, bicycling, and transit. New development will be encouraged to provide pedestrian linkages between commercial sites, and between residential neighborhoods and commercial districts.
- The City will seek ways to enhance the level of service of the roadway system while minimizing traffic intrusion into residential neighborhoods.
- The City will continue to maintain a high level of public services to the community by protecting and enhancing public resources such as schools, libraries, the airport, hospitals, parks and open space, and community centers.

Table 2-3 shows population growth in Torrance and other cities in the region over the last two decades. A look at historical growth rates demonstrate very slight growth over the past decade. The average household size in Torrance is 2.61 average persons per household according to the Source: U.S. Census 2000, 2010, and ACS 2014-2018 5-year estimates.

Table 2-3 shows the population increase for Torrance between 2000 and 2010 was 5.4 percent and 0.07% growth between 2010 and 2020. SCAG estimates that the population of Torrance will top 159,800 by the year 2040, however these estimates were based on a higher forecasted growth estimate for 2020 than what the actual count was from the 2020 Census, as reported below. No 2030 growth estimate is included in the most recent 2016 SCAG RTP forecast. Therefore, the 2040 estimate may be overstated. The COVID 19 pandemic may further affect SCAG's growth forecast.

**TABLE 2-3 REGIONAL AND LOCAL POPULATION GROWTH**

Jurisdiction	2000	2010	2020	% Change 2000-2010	% Change 2010-2020
Torrance	137,946	145,438	145,546	5.4%	0.07%
Carson	89,730	91,714	93,108	2.2%	1.5%
Gardena	57,746	58,829	60,937	1.9%	3.6%
Hawthorne	84,112	84,293	86,903	0.2%	3.1%
Hermosa Beach	18,566	19,506	19,614	5.1%	0.6%
Los Angeles	3,694,820	3,792,621	4,010,684	2.6%	5.7%
Lomita	20,046	20,256	20,549	1.0%	1.4%
Manhattan Beach	33,852	35,135	35,250	3.8%	0.3%
Redondo Beach	63,261	66,748	66,994	5.5%	0.4%
Los Angeles County	9,519,338	9,848,605	10,014,009	3.5%	1.7%

Sources: U.S. Census 2000 and 2010. CA Department of Finance, 2020.

## Existing Land Uses in the City

The Torrance General Plan and Zoning Code provide for a range of land use designations/zones in the city that can accommodate residential units. Existing General Plan designated land uses in the City are shown



in Figure 1-3 in Attachment A. Land uses within the City include a mix of residential, commercial and industrial. According to the existing General Plan Land Use Element (Figure LU-4), approximately 49% of the land area in the City is residential, 22% is industrial, 12% is commercial, 12% is public/quasi-public or open space, 3% comprises the City-owned Torrance Municipal Airport and surrounding City-owned properties, 1% is vacant and 1% of land area in the City is existing public right-of-way.

While the City of Torrance is primarily built out, it retains a natural landscape that balances its heavily urbanized character. There are numerous aesthetic features, including a municipal beach, various recreational and natural open spaces, mature trees, and an ecologically significant wetland.

According to the HEU (see Table HE-22), the composition of the city's housing stock has remained relatively consistent over the over the past decade with single-family detached homes comprising the majority of the housing stock in the City. The composition of the city's housing stock has remained virtually unchanged over the timeframe, with single-family detached and attached homes comprising the majority of the housing stock in Torrance (58.7 percent). The remaining share of homes in Torrance consists of multi-family units and mobile homes, which together accounted for approximately 41.3 percent of units.

Torrance experienced very modest housing growth between 2010 and 2021. The housing stock increased by 231 units, from 58,377 to 58,608, representing an increase of 0.4 percent. This slight increase in the housing stock was in contrast to the 4.7 percent increase experienced by the County, but was comparable to the other nearby cities of Manhattan Beach and Redondo Beach, where the increase in number of units was also 1 percent or less. Carson, Gardena and Hawthorne each experienced small increases in the number of housing units in the same time period. Torrance has very little remaining vacant land for development, and the majority of vacant parcels are infill parcels to be redeveloped.

It is anticipated that the City will conduct an update to the Zoning Code after HEU adoption to address changes to certain land uses, development standards, and permit processes to address constraints and inconsistencies associated with the 6<sup>th</sup> Cycle HEU. It is anticipated that the updated Zoning Code will be adopted by the City following the adoption of the 6th Cycle Housing Element in late 2021 or early 2022.

#### **ADDITIONAL APPROVALS**

The California HCD has to review and certify the City's Housing Element. The California Coastal Commission is also required to review the updated Housing Element Update. There is no Certified Local Coastal Program in effect in the City of Torrance.

#### **TRIBAL CONSULTATION**

California Native American tribes traditionally and culturally affiliated with lands in the City that have requested consultation pursuant to CEQA Statute § 21080.3.1 have been contacted by the City as part of the CEQA NOP process. City staff conducted notification and consultation with these Tribes per the requirements of CEQA Statute § 21080.3.2.

Although no cultural or tribal cultural concerns were raised during the consultation process due to the nature of the project as it does not involve any ground disturbing activities, standard resource protection measures are included in this document and in Attachment 2 for Cultural Resources and Tribal Cultural Resources are applicable to future land development projects. These standard measures and conditions are included herein consistent with the Mitigation Measures contained in the City's General Plan EIR and are intended to support the consultation process for future land development projects in the City.

## Chapter 3

# INITIAL STUDY ENVIRONMENTAL CHECKLIST

## Project Information

<b>PROJECT TITLE:</b>	City of Torrance General Plan Housing Element Update Project
<b>LEAD AGENCY NAME AND ADDRESS:</b>	City of Torrance, Community Development Department 3031 Torrance Boulevard Torrance, CA. 90503
<b>CONTACT PERSON:</b>	Gregg Lodan, Planning Manager Glodan@Torranceca.gov 310-618-5990
<b>PROJECT LOCATION:</b>	This is a Citywide project
<b>PROJECT APPLICANT:</b>	City of Torrance, Community Development Department 3031 Torrance Boulevard Torrance, CA. 90503
<b>GENERAL PLAN DESIGNATION:</b>	Various as this is a Citywide project
<b>ZONING DESIGNATION:</b>	Various as this is a Citywide project
<b>DESCRIPTION OF PROJECT:</b>	See Chapter 2, Proposed Project Description.
<b>SURROUNDING LAND USES AND SETTING:</b>	See Chapter 2, Proposed Project Description.
<b>OTHER PUBLIC AGENCY APPROVALS:</b>	The City is required to submit the Draft 2021 – 2029 Housing Element Update to the State of California Housing and Community Development Department (HCD) for review, comment and certification.

## Environmental Factors Potentially Affected

Based upon the initial evaluation presented in the following IS, it is concluded that the proposed project would not result in significant adverse environmental impacts.

### ENVIRONMENTAL DETERMINATION

On the basis of the initial evaluation of the attached Initial Study:

- I find the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the project could have an effect on the environment there will not be a significant effect in this case because standard General Plan EIR Mitigation Measures are included and will apply to future land development projects in the City. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

*Gregg Lodan*

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Gregg Lodan, Planning Manager, City of Torrance

October 28, 2021

Date

## Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analyses Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a. the significance criteria or threshold, if any, used to evaluate each question; and
  - b. the mitigation measure identified, if any, to reduce the impact to less than significance

**IMPACT TERMINOLOGY**

The following terminology is used to describe the level of significance of impacts:

- A finding of *no impact* is appropriate if the analysis concludes that the project would not affect the particular topic area in any way.
- An impact is considered *less than significant* if the analysis concludes that it would not cause substantial adverse change to the environment and requires no mitigation.
- An impact is considered *less than significant with mitigation incorporated* if the analysis concludes that it would not cause substantial adverse change to the environment with the inclusion of environmental commitments that have been agreed to by the applicant.
- An impact is considered *potentially significant* if the analysis concludes that it could have a substantial adverse effect on the environment.

<b>I. Aesthetics</b> <i>Except as provided in Public Resources Code Section 21099, would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 a 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**a. & b. LESS THAN SIGNIFICANT IMPACT.** Visual resources can be valued both objectively and subjectively based on their uniqueness, prominence, quality, relationship to community identity, and economic contributions, such as to land values and tourism. Visual resources are important from an aesthetic perspective when, based on the characteristics listed above, they are identified as containing significant scenic value. Within this understanding, a scenic vista can be defined as the public view of an area that is visually or aesthetically unique, such as a valley or a mountain range.

A substantial adverse effect to visual resources could result in situations in which a development project introduces physical features that are not characteristic of current development, obstructs an identified public scenic vista, impairs views from other public areas, or has a substantial change to the natural landscape.

While the City of Torrance is primarily built out, it retains a natural landscape that balances its heavily urbanized character. There are numerous aesthetic features, including a municipal beach, various recreational and natural open spaces, mature trees, and an ecologically significant wetland. The City lies at the northern end of the Peninsular Ranges. The Palos Verdes Hills are the westernmost onshore component of the Peninsular Range. Near the City’s southern boundary, the sedimentary rock is tilted to the north and northeast. Elevation ranges from 60 to 100 feet above mean sea level (amsl) in the area of the El Segundo Sand Hills to approximately 1,480 feet (amsl) in the Palos Verdes Hills.

The relatively flat topography of the City of Torrance creates opportunities for many views of the community and surrounding natural features. The hillsides along the City’s western and southern boundaries create scenic opportunities. The distant San Gabriel Mountains can be viewed to the north. In addition, the

hillsides of the Riviera neighborhood provide panoramic views of the Pacific Ocean that are valuable to the residents of the community.

The City of Torrance is served by one interstate and four state highways. The San Diego Freeway (I-405) and Pacific Coast Highway (SR-1) traverse the City in an east-west direction. Western Avenue (SR-213), and Hawthorne Boulevard (SR-107) traverse the City in a north-south direction. These segments of I-405, SR-1, SR-213, and SR-107 have not been officially designated as scenic highways by the California Department of Transportation.

The project would not result in any direct physical ground disturbance or housing construction but would provide a planning and policy framework to support future opportunities for housing development throughout the City. The proposed HEU would not result in a significant adverse effect on a scenic vista as no construction is proposed at this time and no new or additional entitlements would be granted by the project. All future housing development facilitated by the HEU would be subject environmental review under CEQA, the City's development review process, and required to demonstrate consistency with General Plan policies and compliance with City's Municipal Code development standards.

Compliance with General Plan Policies which require that new developments be subjected to visual analyses, integration with the surrounding environment, compliance with design guidelines and community design elements, and preservation of public views, would be required. Therefore, implementation of the proposed project would not substantially damage scenic resources, and significant impacts would not occur.

**C. LESS THAN SIGNIFICANT IMPACT.** The proposed project is located within a highly urbanized area of southwestern Los Angeles County. The project does not involve any physical changes to the environment and therefore would not substantially degrade the existing visual character or quality of the City. Future construction of housing projects would be subject to landscape and design requirements consistent with applicable City ordinances, policies, and guidelines. Future projects would be required to be designed consistent with the development controls and design standards identified in the General Plan Land Use Element. Future development projects would undergo environmental and design review to ensure visual compatibility with and enhancement of the surrounding environment. Furthermore, development would be guided by policies in the general plan update, especially the land use element and the community resources element which encourage the enhancement of the existing community character.

Policy areas include but are not limited to encouraging the maintenance and upgrading of existing development; preserving, protecting, and maintaining open space, parks, and recreation facilities; requiring that new development be visually and functionally compatible with existing residential neighborhoods and industrial and commercial areas; requiring the provision of on-site open space in new developments; and making the preservation of scenic vistas an integral factor in land development decisions. Therefore, with adherence to the municipal code and review of projects with the policies of the general plan update, implementation of general plan update would not substantially degrade the existing visual character and quality of Torrance. As the proposed project involves adoption of housing policies and programs only, and no physical changes to the environment, project implementation would result in less than significant impacts.

**d. LESS THAN SIGNIFICANT IMPACT.** The proposed project does not involve construction and therefore would not create a new substantial source of light or glare. Future construction would be developed consistent with Zoning Codes for Outdoor Lighting Standards. As a result, the project would not create a significant, substantial source of light or glare within the City. In addition, architectural plans for any future buildings would be reviewed by the City prior to the issuance of building permits, including whether the exterior

building materials or exterior lights would produce substantial glare. Conformance with the policies in the City's General Plan Land Use and Community Resources Element, the Municipal Code, permit plan checks, and reviews by City Staff would ensure that substantial lighting and glare impacts from future building and development would not be created. Therefore, significant impacts would not occur with project implementation.

**STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project.



<b>II. Agriculture and Forest Resources</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

**a - e. No IMPACT.** There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the City according to the most recent maps of the California Department of Conservation’s Farmland Mapping and Monitoring Program. The City is an urbanized and built out area which supports primarily residential and commercial uses. There is no property used for agriculture, nor properties impacted by Williamson Act contracts in City. There is no property zoned or used for forest land, timberland or timberland zoned Timberland Production within city. As a result, the proposed project would not convert any farmland to non-agricultural use, or forest land to non-forest use, or conflict with existing agricultural, or timberland zoning or Williamson Act contracts. Therefore, implementation of the proposed project would not result in any impacts to agricultural or forestry resources.

**STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project.

<b>III. Air Quality</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SETTING**

**EXISTING CONDITIONS**

The city is located in the South Coast Air Basin (SCAB), an area of approximately 6,745 square miles bounded by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. The terrain and geographical location determine the distinctive climate of the SCAB, which is a coastal plain with connecting broad valleys and low hills.

The SCAB lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the SCAB is a function of the area’s natural physical characteristics (weather and topography) as well as human-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the SCAB, making it an area of high pollution potential.

The greatest air pollution impacts in the SCAB occur from June through September, mainly because of the combination of large amounts of pollutant emissions, light winds, and shallow vertical atmospheric mixing. This frequently reduces pollutant dispersion, causing elevated air pollution levels. Pollutant concentrations in the SCAB vary with location, season, and time of day. Ozone concentrations, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the SCAB and adjacent desert.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

The SCAQMD is the regulatory agency responsible for improving air quality in the SCAB. The SCAQMD is responsible for controlling emissions primarily from stationary sources of air pollution. These can include anything from large power plants and refineries to the corner gas station. There are about 28,400 such businesses operating under SCAQMD permits. Many consumer products are also considered stationary

sources; these include house paint, furniture varnish, and thousands of products containing solvents that evaporate into the air. About 25% of the SCAB's ozone-forming air pollution comes from stationary sources, both businesses and residences. The other 75% comes from mobile sources—mainly cars, trucks and buses, but also construction equipment, ships, trains and airplanes. Emission standards for mobile sources are established by state or federal agencies, such as the California Air Resources Board (CARB) and the U.S. Environmental Protection Agency (U.S. EPA), rather than by local agencies such as SCAQMD.

### LOCAL AIR QUALITY

The SCAQMD has divided the SCAB into air monitoring areas and maintains a network of air quality monitoring stations located throughout the SCAB. The nearest monitoring station to the city of Torrance is the Long Beach Webster Street Monitoring Station, in the City of Long Beach at 2425 Webster Street. Criteria pollutants monitored at the Long Beach Webster Street Station include nitrogen dioxide (NO<sub>2</sub>), ozone, and coarse particulate matter (PM<sub>10</sub>). **Table AQ-1** displays air quality monitoring data from the Long Beach Webster Street Monitoring Station for the last three years (2017-2019).

**TABLE AQ-1 AIR QUALITY MONITORING DATA FROM NEAREST MONITORING STATION (2017-2019)**

Pollutant	Standard <sup>1</sup>	2017	2018	2019
<b>Ozone</b>				
Maximum Concentration (1-hour/ 8-hour average)	ppm	0.082/0.068 <sup>1</sup>	0.074/0.063 <sup>1</sup>	0.075/0.064 <sup>1</sup>
Number of days State standard exceeded (1-hour/ 8-hour)	0.09/0.070	0/0	0/0	0/0
Number of days National standard exceeded (8-hour)	0.070	0	0	0
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>				
Maximum Concentration (1-hour)	ppm	0.090	0.085	0.072
Annual Average Concentration	ppm	0.018	0.017	0.016
Number of days 1-hour standard exceeded (State/National)	0.180/0.100	0/0	0/0	0/0
State Annual Average Exceeded?	0.030	No	No	No
<b>Coarse Particulate Matter (PM<sub>10</sub>)</b>				
Maximum Concentration (24-hour)	µg/m <sup>3</sup>	<b>79.0</b> <sup>1</sup>	<b>84.0</b> <sup>1</sup>	<b>155.8</b> <sup>1</sup>
Annual Average Concentration	µg/m <sup>3</sup>	-- <sup>2</sup>	<b>32.5</b> <sup>1</sup>	<b>29.5</b> <sup>1</sup>
Number of days 24-hour standard exceeded (State/National)	50/150	-- <sup>2</sup>	26/0	24/6
State Annual Average Exceeded?	20	-- <sup>2</sup>	Yes	Yes

Source: California Air Resources Board, iADAM: Air Quality Data Statistics, <https://www.arb.ca.gov/adam/topfour/topfourdisplay.php>

ppm = parts per million, µg/m<sup>3</sup> = micrograms per cubic meter

<sup>1</sup> **bold values** exceeded the State and/or National standard.

<sup>2</sup> Insufficient data to determine value.

### FEDERAL CLEAN AIR ACT

The 1970 Federal Clean Air Act (FCAA) authorized the establishment of national health-based air quality standards and also set deadlines for their attainment. The FCAA Amendments of 1990 changed deadlines

for attaining national standards as well as the remedial actions required of areas of the nation that exceed the standards. Under the FCAA, State and local agencies in areas that exceed the national standards are required to develop State Implementation Plans to demonstrate how they will achieve the national standards by specified dates. The FCAA requires that all projects receiving federal funds demonstrate conformity to the approved State Implementation Plan and local air quality attainment plan for the region.

### **CALIFORNIA CLEAN AIR ACT**

The California Clean Air Act (CCAA) provides local air quality districts with authority to regulate indirect sources and mandates that air quality districts focus particular attention on reducing emissions from transportation and area-wide emission sources. CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the CCAA. Each nonattainment district is required to adopt a plan to achieve a five percent annual reduction, averaged over consecutive three-year periods, in district-wide emissions of each nonattainment pollutant or its precursors. A Clean Air Plan shows how a district would reduce emissions to achieve air quality standards. Generally, the State standards for these pollutants are more stringent than the national standards.

### **CRITERIA AIR POLLUTANTS**

Concentrations of criteria air pollutants are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), particulate matter less than 10 micrometers (coarse or PM<sub>10</sub>), particulate matter less than 2.5 micrometers (fine or PM<sub>2.5</sub>), and lead. However, ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> are the criteria air pollutants of primary concern in the SCAB due to their nonattainment status with respect to the applicable National Ambient Air Quality Standards (NAAQS) and/or California Ambient Air Quality Standards (CAAQS). The SCAB is in nonattainment for 1-hour and 8-hour ozone CAAQS and NAAQS, 24-hour and annual PM<sub>10</sub> CAAQS, and 24-hour and annual CAAQS and NAAQS. The SCAB is in attainment or unclassified for all other criteria pollutants.

### **SCAQMD 2016 AIR QUALITY MANAGEMENT PLAN**

SCAQMD recently approved the 2016 Air Quality Management Plan (AQMP) on March 3, 2017 that demonstrates attainment of the 1-hour and 8-hour ozone NAAQS as well as the latest 24-hour and annual PM<sub>2.5</sub> standards. The 2016 AQMP includes the integrated strategies and measures needed to meet the NAAQS. The 2016 AQMP also includes transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS).

### **SCAQMD RULES AND REGULATIONS**

All projects are subject to adopted SCAQMD rules and regulations in effect at the time of construction. Specific rules applicable to the construction of the project may include but are not limited to the following:

- Regulation IV, Rule 402: Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause or have natural tendency to cause injury or damage to business or property.
- Regulation IV, Rule 403: Fugitive Dust. The developer or contractor is required to implement Best Available Control Measures for all sources, and all forms of visible PM are prohibited from crossing any property line.

- Regulation XI, Rule 1113: Architectural Coatings. The manufacturer, distributor, and end user of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- Regulation XII, Rule 1186: PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations. The purpose of this rule is to reduce the amount of PM entrained in the ambient air as a result of vehicular travel on paved and unpaved public roads.
- Regulation XIV, Rule 1403: Asbestos Emissions from Demolition/Renovation Activities. The owner or operator of any demolition or renovation activity is required to have an asbestos study performed prior to demolition and to provide notification to SCAQMD prior to commencing demolition activities.

### SCAQMD SIGNIFICANCE THRESHOLDS

The SCAQMD recommends that its quantitative air pollution thresholds be used to determine the significance of project emissions. Projects in the SCAB would generate significant emissions if daily emissions would exceed the regional thresholds of significance shown in **Table AQ-2**.

**TABLE AQ-2 SCAQMD REGIONAL THRESHOLDS OF SIGNIFICANCE**

Pollutant	Construction (pounds per day)	Operations (pounds per day)
NO <sub>x</sub>	100	55
VOC	75	55
PM10	150	150
PM2.5	55	55
SO <sub>x</sub>	150	150
CO	550	550

*Source: South Coast Air Quality Management District, South Coast AQMD Air Quality Significance Thresholds, April 2019.  
<http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>*

### SENSITIVE RECEPTORS

Some people are particularly sensitive to air pollution, including persons with respiratory illnesses or impaired lung function because of other illnesses, the elderly, and children. Facilities and structures where these people live or spend considerable amounts of time are known as sensitive receptors. The SCAQMD defines land uses considered to be sensitive receptors as long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities.

### DISCUSSION

**a. LESS THAN SIGNIFICANT IMPACT.** SCAQMD's 2016 AQMP includes the integrated strategies and measures needed to meet the NAAQS. The 2016 AQMP also includes transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The SCAQMD is currently preparing the 2022 AQMP to address the requirements for meeting the 2015 ozone NAAQS, which will represent a comprehensive analysis of emissions, metrology, regional air quality modeling, regional growth projections and impact of existing and proposed control measures. The 2022 AQMP will be based upon the regional growth projections from the SCAG 2020 RTP/SCS. The regional growth projections from the SCAG 2020 RTP/SCS includes the RHNA for the region. Thus, the 2022 AQMP will include the growth accommodated by the

project. Furthermore, the project would comply with applicable SCAQMD Rules and Regulations. Therefore, this impact would be less than significant.

**b. LESS THAN SIGNIFICANT IMPACT.** There is no specific proposed development under the project at this time. Future development proposals consistent with the HEU would be subject to separate environmental review pursuant to CEQA to identify and mitigate potentially significant air quality impacts. Because the details regarding future development are not known at this time, construction and operational emissions are analyzed qualitatively.

#### **CONSTRUCTION-RELATED EMISSIONS**

Construction activities associated with individual development projects under the HEU would generate an increase in criteria air pollutants. SCAQMD has developed project-level thresholds for construction activities. Subsequent environmental review of future development projects would be required to assess potential impacts under SCAQMD's project-level thresholds. Construction emissions from buildout of future projects within the City would primarily be: (1) exhaust emissions from off-road diesel-powered construction equipment; (2) dust generated by demolition, grading, earthmoving, and other construction activities; (3) exhaust emissions from on-road vehicles; and (4) off-gas emissions of VOCs from application of asphalt, paints, and coatings. Individual development projects under the HEU would be subject to adopted SCAQMD rules and regulations in effect at the time of construction, such as Regulation IV, Rule 403, which limits fugitive dust and Regulation XI, Rule 1113, which limits VOC emissions in architectural coatings. Since no specific development projects are proposed at this time and future development projects resulting from the HEU would be subject to separate environmental review pursuant to CEQA, this impact would be less than significant.

#### **OPERATIONAL-RELATED EMISSIONS**

The operation of individual development projects under the HEU would generate an increase in criteria air pollutants. SCAQMD has developed project-level thresholds for construction activities. Subsequent environmental review of future development projects would be required to assess potential impacts under SCAQMD's project-level thresholds. Operational emissions from buildout of future projects within the City would primarily be: (1) exhaust emissions from on-road vehicles; (2) exhaust emissions from landscaping equipment; and (3) off-gas emissions of VOCs from application of paints and typical household chemicals. As discussed in Impact a), SCAQMD's 2022 AQMP will include the growth accommodated by the HEU including the mobile emissions based on regional growth projections from the SCAG 2020 RTP/SCS. Furthermore, operation of the project would comply with applicable SCAQMD Rules and Regulations. Since no specific development projects are proposed at this time and future development projects resulting from the HEU would be subject to separate environmental review pursuant to CEQA, this impact would be less than significant.

**c. LESS THAN SIGNIFICANT IMPACT.** The SCAQMD defines land uses considered to be sensitive receptors as long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, childcare centers, and athletic facilities. In 1998, CARB classified diesel particulate matter (DPM) as a toxic air contaminant (TAC), citing its potential to cause cancer and other health problems. U.S. EPA concluded that long-term exposure to diesel engine exhaust is likely to pose a lung cancer hazard to humans and can also contribute to other acute and chronic health effects.

Construction associated with future individual development projects under the HEU would temporarily generate TACs from onsite construction equipment and haul trucks that could expose existing sensitive receptors to TACs. Furthermore, the siting of individual development projects within close proximity to existing sources of TACs (i.e. stationary sources permitted by SCAQMD, highways and freeways) could

expose future sensitive receptors to TACs. Future development projects would be subject to SCAQMD's health risk thresholds of significance on a case-by-case basis at the discretion of the City based on the specific construction details and locations of future projects. Since no specific development projects are proposed at this time and future development projects consistent with the HEU would be subject to separate environmental review pursuant to CEQA, this impact would be less than significant.

**d. LESS THAN SIGNIFICANT IMPACT.** Future individual development projects under the HEU would not include sources of objectionable odors or other emissions that could adversely affect a substantial number of people. Residential projects do not create substantial odors, thus this impact would be less than significant.

#### **STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project. However, the list below contains the standard Mitigation Measures included in the City's General Plan Program EIR that are applicable future land development projects in the city.

**AQ-1:** The City of Torrance Community Development Department shall require that all new construction projects incorporate feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:

- Requiring fugitive dust control measures that exceed SCAQMD's Rule 403, such as:
  - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
  - Applying water every four hours to active soil-disturbing activities.
  - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or more restrictive exhaust emission limits.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Using super-compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufacturers can be found on the SCAQMD's website.

**AQ-2:** The City of Torrance shall evaluate new development proposals in the City for potential air quality incompatibilities according to the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective (April 2005). New development that is inconsistent with the recommended buffer distances shall only be approved if feasible mitigation measures, such as high-efficiency minimum efficiency reporting value filters, have been incorporated into the project design to protect future sensitive receptors from harmful concentrations of air pollutants as a result of proximity to existing air pollution sources.

<b>IV. Biological Resources</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
a. Have a substantial adverse effect, either directly or through habitat modifications, 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 Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

**a. - f. NO IMPACT.** The project would not result in direct housing construction but would facilitate and provide a policy framework for future housing development throughout the City. Additionally, given the City’s existing developed/urbanized nature, the candidate housing sites mostly include properties that are developed and adjacent to existing development. However, future housing development could impact candidate, sensitive, or special status wildlife or plant species through direct or indirect disturbance or elimination of essential habitat.

The project involves the adoption of goals, policies and programs intended to provide future housing opportunities in the City. Given their nature and scope, the proposed General Plan Housing Element



programs and policies would not result in physical environmental impacts. Additionally, the HEU does not grant any development entitlements or authorize development. Therefore, the project does not have the potential to result in a “taking” of a species listed, or proposed for listing, or a candidate for listing under the state and/or federal Endangered Species Act, or protected by the Migratory Bird Treaty Act, or otherwise considered to have a special status in local plans, or to substantially modify the habitat for such species.

All future housing development facilitated by the HEU would be subject to environmental review under CEQA and the City’s development review process, which includes site-specific analysis where sensitive vegetation communities are assumed to be present. Surveys would verify and confirm the presence of sensitive vegetation communities and determine the extent of any potential impacts and the need for mitigation. All future housing development facilitated by the HEU would be required to demonstrate compliance with federal, state, and local requirements aimed at protecting biological resources, including those in the City’s General Plan. Additionally, all future housing development facilitated by the HEU would be required to comply with Mitigation Measures listed below and included in Attachment B (which includes General Plan EIR and standard City Mitigation Measures for avoiding and minimizing construction and operations impacts to riparian habitat or other sensitive vegetation communities. Therefore, the HEU would not result in substantial adverse effect, either directly or indirectly, on any sensitive vegetation communities.

The project would not result in any changes to habitat value or species composition, such as habitat fragmentation, removal of understory, alteration to drainage patterns, disruption of the canopy, and/or removal of a significant number of trees.

The project would not result in a net loss of important wetland area or wetland habitat value, either through direct or indirect impacts to wetland vegetation, degradation of water quality, or threaten the continuity of wetland-dependent animal or plant species. The project would not affect wildlife access, use, and dispersal in wetland areas and between contiguous habitats through riparian areas. The project would not affect hydrological conditions of any wetlands. The project would not affect wildlife movement within the Madrona Marsh Preserve or in the bluffs above Torrance Beach.

The project would not include removal of any trees protected by the City including trees in the public right-of-way.

All future housing development facilitated by the HEU would be subject to the City’s development review process, which includes site-specific analysis. All future housing development would be required to demonstrate compliance with federal, state, and local regulations aimed at protecting biological resources, including those in the City’s General Plan policies in the Land Use Element, Open Space Objective and Policies and Community Resources Element, Wildlife Habitat Objectives and Policies.

There is no approved Habitat Conservation Plan, Natural Community Conservation Plan, or other habitat conservation plan applicable to the City.

Consequently, implementation of the proposed project would not conflict with any local policies or ordinances protecting biological resources. Upon implementation of regulatory requirements and standard conditions of approval, impacts would be less than significant.

#### **STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project. However, the list below describes standard Mitigation Measures applicable to future ground disturbing land development projects in the City.

**BIO-1: Habitat Assessment and Focused Surveys for Special-Status Species:**

Prior to the issuance of any grading, building, or other construction permit for undeveloped parcels (excludes previously developed parcels) in the Project area, a habitat assessment shall be conducted for the parcel to determine whether the potential exists for special-status species to occur. If the habitat assessment identifies potentially suitable habitat for threatened and endangered species, focused surveys shall be conducted by a qualified biologist to determine presence or absence. Early consultation with the wildlife agencies (i.e., USFWS, CDFG) shall be undertaken for ESA- and CESA-listed species to ensure avoidance to the greatest extent feasible and appropriate “take” authorization.

If threatened and endangered species are observed/detected, project-specific mitigation measures shall be developed to mitigate impacts on threatened and endangered species to below a level of significance. This shall apply to all projects if there is a potential to disturb habitat, including grading and other ministerial construction permits.

**BIO-2: Birds Nest Avoidance:** If construction activities occur between January 15 and August 31, a preconstruction survey (within 7 days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within or adjacent to the area proposed for development in order to avoid the nesting activities of breeding birds/raptors.

**BIO-3:** If nesting activities within 200 feet of the proposed work area are not detected, construction activities may proceed. If nesting activities are confirmed, construction activities shall be delayed within an appropriate buffer from the active nest until the young birds have fledged and left the nest or until the nest is no longer active as determined by a qualified biologist. The size of the appropriate buffer shall be determined by a qualified biologist based on field conditions.

**BIO-4:** Prior to the initiation of future development projects within the Project area that have the potential to adversely affect sensitive habitat including ministerial grading and other construction-related actions, a habitat assessment shall be conducted when warranted in areas undisturbed by prior development to determine whether sensitive natural communities (including riparian vegetation) are present. If the habitat assessment identifies sensitive natural communities, a biological report shall be prepared to address impacts on sensitive natural communities resulting from the proposed future project. The report shall identify mitigation measures to reduce all significant impacts to below a level of significance. Mitigation measures shall include, but are not limited to the following, as determined appropriate by a qualified biologist in consultation with the wildlife agencies.

- Early consultation with the wildlife agencies (i.e., USFWS, CDFG) for ESA- and CESA-listed species to ensure avoidance to the greatest extent feasible and appropriate “take” authorization.
- Provision of a qualified biological monitor on site during all earth-disturbing activities to ensure avoidance of sensitive habitats.
- The use of fencing or flagging to identify and avoid sensitive areas and to ensure that the areas are protected from direct and indirect impacts.
- Appropriate siting of staging areas within developed or disturbed areas, ensuring such areas are outside of existing sensitive habitats.

- Provision of mitigation at a minimum of a 1:1 ratio to ensure no net loss of sensitive habitat. Consultation with the wildlife agencies or professional best practices may result in higher ratios.

**BIO-5:** If a habitat assessment identifies potential federal and/or state jurisdictional waters, a formal jurisdictional delineation shall be prepared. This document will map the jurisdictional waters present and overlay it on the grading footprint of the project, thereby allowing a calculation of the total impacts. If jurisdictional waters are to be affected, mitigation is required at a minimum 1:1 ratio, but coordination with United States Army Corps of Engineers (through the Section 404 process) and California Department of Fish and Wildlife (through the Section 1602 Streambed Alteration Agreement process) may determine a higher ratio is required. Mitigation will be achieved through a combination of in-kind creation, restoration, and/or enhancement as determined to be appropriate for each site through consultation with the resource agencies. Mitigation will first be considered on site, then with an approved mitigation bank, and thirdly through offsite mitigation. The appropriate permit applications will be submitted to state and federal regulatory agencies. The permits issued by these agencies will finalize the mitigation requirements.

**BIO-6:** If a habitat assessment identifies that a specific development project will interfere substantially with wildlife movement or established wildlife corridors, avoidance and minimization measures shall be developed that ensure the continued movement of wildlife through a specific corridor or area. Measures shall be specific to each project and be determined by a qualified biologist during project design; however, the following minimization measures shall be incorporated where appropriate, as determined by a qualified biologist:

- Project design shall be sensitive to wildlife movement and, if a corridor is determined to be located on site, the project shall be designed to avoid segmentation of the corridor and the continued viability of the corridor.
- Street lighting shall be designed such that it does not increase the overall ambient lighting and glare in the natural area. This may be accomplished by designing street lighting with internal baffles to direct the lighting towards the ground and so there is a zero side angle cut off to the horizon.
- Potential noise, motion, and human intrusion impacts shall be minimized by incorporating setbacks, berms, or walls into the project design. Construction-related noise shall be mitigated consistent with the City's Noise Ordinances by limiting construction activities to daytime hours and requiring construction equipment to be equipped with mufflers.
- Plant species acceptable for the project's landscaping must not include any invasive species, as identified by the California Invasive Plant Council (<http://www.cal-ipc.org/ip/inventory/index.php>).
- When culverts are included in a project design within areas known to be used as wildlife crossings, they shall be placed in locations suitable for use by wildlife and shall be sized and shaped such as to facilitate wildlife movement through the culvert.

**BIO-7:** Prior to issuance of any building permit for a new structure or expansion of the footprint of an existing structure no matter how small, or for the addition of a second story, grading permit, or permit for demolition, the applicant shall submit a tree plan to the City. The tree plan shall provide the following information and is subject to all provisions listed below:

- The location of any protected trees as defined in the City Municipal Code. For all projects requiring discretionary City review, tree identification tags that correspond with the submitted plan shall be installed for field verification. For projects on non-residential property, all trees shall be indicated.
- The plan shall show the location, size, and species of all trees to be removed, the reason for removal, and all trees to be retained. Any trees proposed for removal due to poor health or condition shall have the condition of the tree documented in a letter report prepared and signed by an arborist certified by the International Society of Arboriculture (ISA).
- The plan shall show the existing and proposed grades, existing and proposed improvements, and septic tanks and utility lines located within 30 feet of potentially removed trees, retained trees, and trees to be planted.
- During the construction phase, all applicants shall comply with tree protection guidelines as defined in City Municipal Code.
- The director of community development shall notify the applicant of the requirement to obtain a tree removal permit for those trees on the tree plan that are intended to be removed and which are subject to the provisions of the City Municipal Code.
- Arborist review of the tree plan may be required per the determination of the director of community development or his/her designee.

<b>V. Cultural Resources</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**a. LESS THAN SIGNIFICANT IMPACT.** Based on National Register of Historical Places (NRHP) guidelines, generally, structures 50 years of age or older could be a historic resource. Project implementation has the potential for development over the next eight years. All candidate housing sites, except vacant sites, are developed. The existing buildings/structures on the candidate housing sites could be 50 years of age or older, or could reach 50 years during HEU implementation. Therefore, any candidate housing site that is presently developed has the potential to contain a historical structure(s) during HEU implementation.

As previously noted, the project would not result in direct housing construction, but would facilitate future housing development, which is anticipated to occur in urbanized areas throughout the City. As no construction or ground disturbing activities would occur, the project would not adversely affect any historic resources including those in the City’s Historic Registry. Therefore, implementation of the proposed project would have no adverse impacts on any historic resources.

**b - c. LESS THAN SIGNIFICANT IMPACT.** Tribal consultation was coordinated by the City per the requirements of AB 52 and SB 18 as part of the CEQA NOP process in April 2021. All tribal contacts provided by the Native American Heritage Commission (NAHC) were contacted. No comment letters on the NOP were received by local tribes requesting consultation as the project would not involve any ground disturbing activities.

**IMPACTS ON ARCHEOLOGICAL RESOURCES**

As noted above, no ground disturbing activities are proposed by the project. Therefore, no effects on known significant archeological resources under CEQA would occur with the project. Future land development projects would be required to conduct a sacred lands records search, review maps and aerials photos, as well conduct pedestrian surveys. Given the cultural sensitivity of the City, there is a potential for unknown subsurface cultural resources (pre-contact and historic) to be discovered during ground disturbing activities (such as grading) during future development. The inadvertent discovery of unknown subsurface archeological resources associated with future potential ground disturbing projects would be a potentially significant impact under CEQA. However, with the implementation of Mitigation Measures listed below and included in Attachment B, potentially significant impacts to archaeological resources as a result of future ground disturbing activities would be reduced to less than significant levels.

**IMPACTS ON HUMAN REMAINS**

The project would not affect any dedicated cemeteries as no construction or ground disturbing activities are proposed by the project. Therefore no impacts on human remains or cemeteries would occur with project implementation.

**STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project. The list below contains the standard Mitigation Measures included in the City's General Plan EIR or are standard mitigation measures applicable to future ground disturbing land development projects in the City. Please also refer to the Mitigation Measures included in Section XVIII, Tribal Cultural Resources.

- CR-1:** In the event that any archaeological materials are encountered during construction activities, all activities must be suspended in the vicinity of the find. An archaeologist shall be obtained and empowered to halt or divert ground disturbing activities, coordinate with Native American Tribal or Band monitors interested in monitoring the remaining onsite grading and excavation activities and establish a Cultural Resources Treatment and Monitoring Agreement between the property owner and participating Band or Tribe. Such agreement must include terms for compensation for on-site monitoring and address the treatment and final disposition of any tribal cultural resources, sacred sites and human remains that are discovered during project grading and excavation. Said agreement must be instituted and completed before ground-disturbing activities can recommence in the area of the find to allow for the recovery of the find. The archaeologist shall describe the find in a professional report which shall receive reasonable wide distribution. Any recovered finds shall be prepared to the point of identification. The property owner shall relinquish ownership of all Native American cultural resources to the appropriate local Tribe or Band for treatment and disposition. If determined to be of non-Native American scientific/historical value, recovered materials shall be deposited with a local institution with facilities for their proper curation, analysis, and display. Final disposition and location of the non-Native American recovered materials shall be determined by the City of Torrance.
- CR-2:** If human remains of any kind are found during construction, the requirements of CEQA Guidelines Section 15064.5(e) and Assembly Bill 2641 shall be followed. According to these requirements, all construction activities must cease immediately, and the Los Angeles County Coroner and a qualified archaeologist must be notified. The Coroner will examine the remains and determine the next appropriate action based on his or her findings. If the coroner determines the remains to be of Native American origin, he or she will notify the Natural American Heritage Commission (NAHC). The NAHC will then identify the most likely descendants (MLD) to be consulted regarding treatment and/or reburial of the remains. If an MLD cannot be identified, or the MLD fails to make a recommendation regarding the treatment of the remains within 48 hours after gaining access to them, the Native American human remains and associated grave goods shall be buried with appropriate dignity on the property in a location not subject to further subsurface disturbance.

<b>VI. Energy</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**BUILDING ENERGY CONSERVATION STANDARDS**

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission [CEC]) in June 1977 and are updated every three years (Title 24, Part 6, of the California Code of Regulations). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On June 10, 2015, the CEC adopted the 2016 Building Energy Efficiency Standards, which went into effect on January 1, 2017. On May 9, 2018, the CEC adopted the 2019 Building Energy Efficiency Standards, which went into effect on January 1, 2020. The 2022 Building Energy Efficiency Standards will be adopted during 2021 and will go into effect January 1, 2023.

The 2016 Standards improved upon the 2013 Standards for new construction of and additions and alterations to residential and nonresidential buildings. Under the 2016 Standards, residential buildings are 28 percent more energy efficient and nonresidential buildings are five percent more energy efficient than under the 2013 Standards. Buildings that are constructed in accordance with the 2013 Standards are 25 percent (residential) to 30 percent (nonresidential) more energy efficient than the 2008 Standards due to better windows, insulation, lighting, ventilation systems, and other features.

Under the 2019 Standards (which went into effect on January 1, 2020), residential buildings are expected to be about seven percent more energy efficient compared to the 2016 Standards, and when the required rooftop solar is factored in for low-rise residential construction, residential buildings built to meet the 2019 Standards would use about 53 percent less energy than those built to meet the 2016 Standards. Nonresidential buildings are expected to use about 30 percent less energy due mainly to lighting upgrades.

**CALIFORNIA GREEN BUILDING STANDARDS CODE (TITLE 24, PART 11)**

The California Green Building Standards Code (CALGreen) is Part 11 of Title 24, California Code of Regulations. CALGreen is the first-in-the-nation mandatory green building standards code, developed to meet the goals of California’s landmark initiative AB 32, which established a comprehensive program of cost-effective reductions of greenhouse gas (GHG) emissions to 1990 levels by 2020. CALGreen includes a waste diversion mandate, which requires that at least 65 percent of construction materials generated during new construction or demolition projects are diverted from landfills.

**SENATE BILL 1078**

SB 1078 (Chapter 516, Statutes of 2002) establishes a renewable portfolio standard (RPS) for electricity supply. The RPS required that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide 20 percent of their supply from renewable sources by 2017.

**SENATE BILL 350**

SB 350 was signed into law in September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 100 (discussed below) was signed into law September 2018 and increased the required RPSs.

**SENATE BILL 100**

On September 10, 2018, Governor Brown signed SB 100. Under SB 100, the total kilowatt-hours of energy sold by electricity retailers to their end-use customers must consist of at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also establishes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

**CITY OF TORRANCE CLIMATE ACTION PLANS**

The City's Climate Action Plan (CAP) (2017) serves as a guide for action by setting GHG emission reduction goals and establishing strategies and policies to achieve desired outcomes over the next 20 years. The strategies included in the CAP are voluntary, however the city has committed to the targets outlined in the CAP. The targets are consistent with California's AB 32 goals and will help the State meet its long-term goal of 80% below 1990 levels by 2050. The City's CAP also includes the City's Energy Efficiency Climate Action Plan (EECAP) (2015) as an appendix. Through the City's EECAP, the City has established goals and policies that incorporate environmental responsibility into its daily management of its community and municipal operations.

**a. LESS THAN SIGNIFICANT IMPACT.** There is no specific proposed development under the project at this time. Future development proposals consistent with the HEU would be subject to separate environmental review pursuant to CEQA to identify and mitigate potentially significant energy impacts. Because the details regarding future development are not known at this time, construction and operational energy use is analyzed qualitatively.

**CONSTRUCTION-RELATED ENERGY IMPACTS**

Construction activities associated with individual development projects under the HEU would require the consumption of petroleum fuels (gasoline and diesel fuel) by construction workers travelling to and from the site, transportation of site and building materials, and equipment for on-site construction activities. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities except where electricity is available and feasible, thus electricity use during future construction activities is considered to be minor. Energy usage during future construction activities associated with individual development projects would be temporary in nature and would only utilize the energy required, and would not be wasteful, inefficient, or unnecessary. Furthermore, future demolition and construction activities would be subject to CALGreen, which includes a waste diversion mandate, which requires that at least 65 percent of construction materials generated during new construction or demolition projects are diverted from landfills. Since no specific development projects are proposed at this time and future development



projects resulting from the HEU would be subject to separate environmental review pursuant to CEQA, this impact would be less than significant.

#### **OPERATIONAL-RELATED ENERGY IMPACTS**

Operational activities associated with individual development projects under the HEU would require the consumption of petroleum fuels for automobiles, and electricity and natural gas for appliances, heating, cooling, etc. Individual development projects would be required to comply with the *current* Building Energy Efficiency Standards, which are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. For instance, the 2019 Building Energy Efficiency Standards require rooftop solar in construction of new residential units (with some exceptions). Individual development project would also be subject to CALGreen, which addresses a variety of aspects of sustainable building practices involving water and energy conservation. Because individual development projects would be subject to the current Building Energy Efficiency Standards and CALGreen, energy usage during the operation of individual development projects would not be wasteful, inefficient, or unnecessary. Since no specific development projects are proposed at this time and future development projects resulting from the HEU would be subject to separate environmental review pursuant to CEQA, this impact would be less than significant.

**b. LESS THAN SIGNIFICANT IMPACT.** As discussed in Impact a), the Building Energy Efficiency Standards and CALGreen mandate a variety of energy conservation and efficiency standards to be implemented through building design and construction. The city enforces these standards through their local building code, plan check, and permitting procedures. Additionally, electricity supplied to the project by SCE would comply with the State's RPS.

At the local level, the city approved an EECAP in 2015, which was developed through South Bay Cities Council of Governments through its local government partnership with SCE. Through the City's Energy Efficiency CAP, the City has established goals and policies that incorporate environmental responsibility into its daily management of its community and municipal operations. Therefore, impacts would be less than significant.

#### **STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project.

<b>VII. Geology and Soils</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**a1. LESS THAN SIGNIFICANT IMPACT.** Torrance is subject to seismic activity from the Palos Verdes Fault zone. Regionally, several active faults are considered capable of affecting properties within the city. The Palos Verdes Hills are the westernmost onshore uplift in the Peninsular Ranges province (Catalina Island is an

example of an offshore uplift). The hills are geologically complex, the sedimentary rock layers having been folded and faulted into a dome-like structure with the north and south limbs dipping downward from the center of the hill. This structure is complicated locally by smaller-scale folding and faulting. Near the City's southern boundary, the rock is tilted to the north and northeast, generally in the range of about 15 to 45 degrees. At the base of the hills, within City limits, the major structural feature is the northwest-trending Palos Verdes fault zone, which is continuous for about 60 miles, mostly offshore. This fault zone is a steeply dipping oblique-slip fault, and although it has not been zoned by the state under the provisions of the Alquist-Priolo Earthquake Fault Zone Act, the fault is considered by researchers to be an active structure, capable of producing moderate earthquakes.

The purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to mitigate the hazard of surface faulting by preventing the construction of buildings used for human occupancy over an area with known faults. Unlike damage from ground shaking, which can occur at great distances from the fault, impacts from fault rupture are limited to the immediate area of the fault zone where the fault breaks along the ground surface. Damage to existing or future structures from a rupture of the Palos Verdes Fault Zone could occur at any time with or without the project. The HEU does not involve the development of any new structures or construction. Therefore, impacts from fault rupture would be expected to be less than significant.

**a2 – a4. LESS THAN SIGNIFICANT IMPACT.** The project area (City of Torrance), like most of southern California, is subject to strong ground shaking from seismic events. Consequently, people and/or structures could be exposed to seismic ground shaking at any time. The ground motion characteristics of any future earthquakes in the region would depend on the characteristics of the generating fault, the distance to the epicenter, the magnitude of the earthquake, and the site-specific geologic conditions. Major faults in the region could be a source of a strong seismic-related movement at the project site. The closest known seismically active area is the City is the Palos Verdes Fault Zone which traverses the southern portion of the City.

Any parcel containing a structure has the potential to be affected by seismic activity. Torrance is within a seismically active area that has experienced damaging earthquakes in the past. Seismic events can result in soil failure causing damage to structures, creating potential safety hazards to humans.

The City requires geologic and soils reports for many new development applications to assess potential geologic hazards and to determine if these hazards can be adequately mitigated. All projects that include basements and most projects associated on sites with slopes or hillsides require review and approval of a geotechnical engineering report. The applicable report would identify hazards onsite and if impacts are potentially significant and if special design is required. Compliance with City General Plan Safety Element policies (currently being updated as of October 2021) would be required for all future land development/construction projects.

Additionally any/all future new housing units would be constructed in compliance with the seismic safety standards set forth in the California Building Code (CBC), as amended.<sup>1</sup> Compliance with the CBC would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structure so that it would withstand the effects of strong ground shaking. In addition, the City's Building Department would review the building plans through building plan checks, issuance of a building permit, and inspection of the residences during construction, which would ensure that all required CBC seismic

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<sup>1</sup> The CBC incorporates relevant sections of the Uniform Building Code of the International Conference of Building Officials.

safety measures are incorporated into all residential development. Compliance with the CBC and the Building Department's review process, permit application, and inspection would result in less than significant impacts, and no mitigation measures are required.

Any/all future construction projects would require a geotechnical analysis/report addressing risks and identifying appropriate geotechnical mitigation for projects proposed within a mapped Seismic Hazard Zone. Recommendations for site-specific geotechnical investigations pursuant to the Seismic Hazards Mapping Act would be adhered to. Compliance with City General Plan Safety Element policies would also be required per the Seismic Hazards Mapping Act.

In accordance with the CBC, seismic structure design requirements will be based on the Seismic Design Category for the proposed structures, which is based on the Occupancy Category for the structure and on the level of expected soil modified seismic ground motion. The final determination of the Seismic Design Category will be made at the time of building plan submittal and review of a site-specific soils report. Future construction plans would be reviewed pursuant to latest edition of the California Building Code and the State Seismic Hazards Mapping Act, if applicable. For any hillside development qualifying as a project as defined by the Seismic Hazards Mapping Act, the City would require preparation of a site-specific geotechnical investigation that includes an evaluation of geologic related hazards. Reports shall be prepared by qualified, California-licensed professional personnel (i.e., geotechnical engineer (GE) and certified engineering geologist (CEG) and would be independently peer reviewed by the City or its designee. The City enforces the recommendations of all site-specific geotechnical investigations via the building permit process.

As the project does not involve construction or land development, the project would not directly expose people and structures to potential seismic-related ground failure, including liquefaction as no construction or new structures are proposed. Liquefaction is a phenomenon in which a saturated cohesionless soil causes a temporary transformation of the soil to a fluid mass, resulting in a loss of support. Because of the relatively dense/stiff nature of the soil materials and the lack of shallow groundwater, the potential for liquefaction or seismically induced dynamic settlement in the City is considered low. Compliance with the CBC would include the incorporation of seismic safety features to minimize any potential for significant effects as a result of seismic-related ground failure, resulting in less than significant impacts.

**b - d. LESS THAN SIGNIFICANT IMPACT.** As identified within the City's National Pollution Discharge Elimination System (NPDES) MS4 Permit, City's Building Code, and the California Green Building Standards Code, the recommendations in any soils or geotechnical reports must be followed during grading and site preparation activities for any future development projects arising out of the HEU. All future construction sites would be required to implement Best Management Practices (BMPs) to control erosion, debris, and construction-related pollutants. Compliance with the City's Low Impact Development Standards, CASQA Construction BMP Online Handbook ([www.casqa.org/resources/bmp-handbooks](http://www.casqa.org/resources/bmp-handbooks)), Caltrans Stormwater Quality Handbooks, Construction Site Best Management Practices (BMP) Manual ([www.dot.ca.gov/hq/construc/stormwater/manuals.htm](http://www.dot.ca.gov/hq/construc/stormwater/manuals.htm)) is also required by the City.

With implementation of soils and/or geotechnical recommendations, as well as the required application of standard erosion control measures and storm water construction BMPs, less than significant impacts are anticipated regarding soil erosion or loss of topsoil during any future construction project.

The potential for landslides, lateral spreading, liquefaction, or seismically induced dynamic settlement to occur would be identified in site specific geotechnical evaluations and any/all recommendations would be required. Compliance with the City's adopted Building Code and any specific recommendations of any

future site-specific geotechnical investigations would be required). With these protocols in place, potential impacts would be less than significant.

Soils with the potential for expansion or compression would be identified in site specific geotechnical evaluations and any/all recommendations would be required to be followed. With these protocols in place, potential impacts would be less than significant. Given the remedial grading requirements and recommendations that the City requires in submittals for a Grading Permit, less than significant impacts would arise from the compressible or expansive soils.

**e. LESS THAN SIGNIFICANT IMPACT.** The proposed project does not involve any construction and any future construction projects for new housing units would tie into existing sewers avoiding the need for new or additional septic tanks or alternative wastewater disposal systems. Any existing septic systems would be removed in the future during the first phase of any future project. Therefore, no impacts would occur.

**f. LESS THAN SIGNIFICANT IMPACT.** The probability of discovering paleontological resources depends on the geologic formation being excavated, and the depth and volume of the excavation. Sedimentary rocks, such as those found in coastal areas, usually contain fossils. Granite rocks, such as those found in inland areas, generally will not contain fossils. While the project would not result in direct housing construction, it would facilitate and provide a policy framework for future housing development throughout the City. Therefore, there is a likelihood that earthwork activities associated with future housing development facilitated by the HEU would encounter a paleontological resource. Direct impacts to paleontological resources could occur when earthwork activities (e.g., grading) cut into sensitive paleontological areas, thereby directly damaging the resource, or exposing paleontological resources to potential indirect impacts (e.g., surficial erosion, uncontrolled specimen collection).

All future housing development facilitated by the HEU would be subject to environmental review under CEQA, the City's development review process, and required to demonstrate consistency with General Plan policies protecting paleontological resources. General Plan policies require that sites proposed for future development are to be evaluated by certified archaeologists and/or paleontologists in accordance with CEQA. The General Plan Policy as well as City's development review process may require additional studies if paleontological resources are suspected to be impacted by future development on future candidate housing sites. In these instances, a project applicant would be required to provide written proof that a qualified paleontologist has been retained to observe all earth-disturbing activities. All fossil materials recovered during monitoring would be required to be cleaned, identified, cataloged, and analyzed in accordance with standard professional practices. The results of the field work and laboratory analysis shall be submitted in a technical report and the entire collection transferred to an approved fossil curation facility. Compliance with Mitigation Measure listed below and the established regulatory framework would ensure potential impacts from future housing development concerning the destruction of a unique paleontological resource or unique geologic feature would be less than significant.

#### **STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project. However, the list below contains a standard Mitigation Measure applicable to future ground disturbing land development projects in the City.

**GEO-1:** In the event that any unique paleontological resources or geographic features are encountered during construction activities, all activities must be suspended in the vicinity of the find. A paleontologist shall be obtained and empowered to halt or divert ground disturbing activities and monitor the remaining onsite grading and excavation activities. The paleontologist shall describe the find in a professional report which shall receive reasonable wide distribution. Any recovered finds shall be prepared to the point of identification. Recovered materials shall be

deposited with a local institution with facilities for their proper curation, analysis, and display. Final disposition and location of recovered materials shall be determined by the City of Torrance.

<b>VIII. Greenhouse Gas Emissions</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**BACKGROUND AND GENERAL PRINCIPLES**

“Global warming” and “global climate change” are the terms used to describe the increase in the average temperature of the earth’s near-surface air and oceans since the mid-20th century and its projected continuation. Warming of the climate system is now considered to be unequivocal, with global surface temperature increasing approximately 1.33 degrees Fahrenheit (°F) over the last 100 years. Continued warming is projected to increase global average temperature between 2 and 11°F over the next 100 years.

Natural processes and human actions have been identified as the causes of this warming. The International Panel on Climate Change (IPCC) concludes that variations in natural phenomena such as solar radiation and volcanoes produced most of the warming from pre-industrial times to 1950 and had a small cooling effect afterward (IPCC, 2014). After 1950, however, increasing greenhouse gas (GHG) concentrations resulting from human activity such as fossil fuel burning, and deforestation have been responsible for most of the observed temperature increase. These basic conclusions have been endorsed by more than 45 scientific societies and academies of science, including all of the national academies of science of the major industrialized countries. Since 2007, no scientific body of national or international standing has maintained a dissenting opinion.

Increases in GHG concentrations in the earth’s atmosphere are thought to be the main cause of human-induced climate change. The IPCC is now 95 percent certain that humans are the main cause of current global warming (IPCC, 2014). GHG naturally trap heat by impeding the exit of solar radiation that has hit the earth and is reflected back into space. Some GHG occur naturally and are necessary for keeping the earth’s surface inhabitable. However, increases in the concentrations of these gases in the atmosphere during the last 100 years have decreased the amount of solar radiation that is reflected back into space, intensifying the natural greenhouse effect and resulting in the increase of global average temperature.

Gases that trap heat in the atmosphere are referred to as GHG because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG has been implicated as the driving force for global climate change. The primary GHG are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), ozone, and water vapor.

While the presence of the primary GHG in the atmosphere are naturally occurring, CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O are also emitted from human activities, accelerating the rate at which these compounds occur within earth’s atmosphere. Emissions of CO<sub>2</sub> are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices, coal mines, and landfills. Other GHG include

hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes.

CO<sub>2</sub> is the reference gas for climate change because it is the predominant GHG emitted. The effect that each of the aforementioned gases can have on global warming is a combination of the mass of their emissions and their global warming potential (GWP). GWP indicates, on a pound-for-pound basis, how much a gas is predicted to contribute to global warming relative to how much warming would be predicted to be caused by the same mass of CO<sub>2</sub>. CH<sub>4</sub> and N<sub>2</sub>O are substantially more potent GHG than CO<sub>2</sub>, with GWP of 28 and 265 times that of CO<sub>2</sub>, respectively (IPCC, 2014).

In emissions inventories, GHG emissions are typically reported in terms of pounds or metric tons of CO<sub>2</sub> equivalents (CO<sub>2</sub>e). CO<sub>2</sub>e are calculated as the product of the mass emitted of a given GHG and its specific GWP. While CH<sub>4</sub> and N<sub>2</sub>O have much higher GWP than CO<sub>2</sub>, CO<sub>2</sub> is emitted in such vastly higher quantities that it accounts for the majority of GHG emissions in CO<sub>2</sub>e.

Fossil fuel combustion, especially for the generation of electricity and powering of motor vehicles, has led to substantial increases in CO<sub>2</sub> emissions (and thus substantial increases in atmospheric concentrations of CO<sub>2</sub>). In pre-industrial times (c. 1860), concentrations of atmospheric CO<sub>2</sub> were approximately 280 parts per million (ppm). By December 2020, atmospheric CO<sub>2</sub> concentrations had increased to 414 ppm, 48 percent above pre-industrial concentrations (NOAA, 2021).

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity (CalEPA, 2006).

## REGULATORY FRAMEWORK

### STATE OF CALIFORNIA

State regulations and standards applicable to the project are listed below.

Solid Waste Sources - The California Integrated Waste Management Act of 1989, as modified by AB 341, requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; (2) diversion of 50 percent of all solid waste on and after January 1, 2000; and (3) diversion of 75 percent of all solid waste on or after 2020, and annually thereafter. The California Department of Resources Recycling and Recovery (CalRecycle) is required to develop strategies, including source reduction, recycling, and composting activities, to achieve the 2020 goal.

CalRecycle published a discussion document, entitled *California's New Goal: 75 Percent Recycling*, which identified concepts that would assist the State in reaching the 75 percent goal by 2020. Subsequently, in August 2015, CalRecycle released the *AB 341 Report to the Legislature*, which identifies five priority strategies for achievement of the 75 percent goal: (1) moving organics out of landfills; (2) expanding recycling/manufacturing infrastructure; (3) exploring new approaches for State and local funding of sustainable waste management programs; (4) promoting State procurement of post-consumer recycled content products; and (5) promoting extended producer responsibility.

California Code of Regulations Title 24 - Although not originally intended to reduce greenhouse gas emissions, Title 24 of the California Code of Regulations, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, were first established in 1978 in response to a legislative



mandate to reduce California's energy consumption. The standards are updated periodically to allow for the consideration and possible incorporation of new energy efficiency technologies and methods. Energy efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for water heating) results in GHG emissions. Therefore, increased energy efficiency results in decreased GHG emissions. Accordingly, Title 24 in the CALGreen Building Code is now a part of the statewide strategy for reducing GHG emissions and is the only statewide plan for reduction of GHG emissions that every local agency must adopt in a public hearing by adopting the state building code. Consistent with CALGreen, the state recognized that GHG reductions would be achieved through buildings that exceed minimum energy-efficiency standards, decrease consumption of potable water, reduce solid waste during construction and operation, and incorporate sustainable materials. Compliance with Title 24 of the CALGreen Building Code is thus a vehicle to achieve statewide electricity and natural gas efficiency targets, and lower GHG emissions from waste and water transport sectors. The Title 24 Building Energy Efficiency Standards were updated in 2019 and buildings whose permit application are dated on or after January 1, 2020 must comply with the 2019 Standards.

Pavley Standards - California AB 1493 (Pavley) enacted on July 22, 2002, required the California Air Resources Board (CARB) to develop and adopt regulations that reduce greenhouse gases emitted by passenger vehicles and light duty trucks for model years 2009–2016, which are often times referred to as the “Pavley I” standards. The CARB obtained a waiver from the USEPA that allows for implementation of these regulations notwithstanding possible federal preemption concerns.

Executive Order (EO) S-3-05 - EO S-3-05, signed by Governor Schwarzenegger on June 1, 2005, calls for a reduction in GHG emissions to 1990 levels by 2020 and for an 80 percent reduction in GHG emissions below 1990 levels by 2050. EO S-3-05 also calls for the California EPA (CalEPA) to prepare biennial science reports on the potential impact of continued GCC on certain sectors of the California economy. The first of these reports, “Our Changing Climate: Assessing Risks to California,” and its supporting document “Scenarios of Climate Change in California: An Overview” were published by the California Climate Change Center in 2006.

Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 - In September 2006, Governor Schwarzenegger signed AB 32 into law. AB 32 required that, by January 1, 2008, the California Air Resources Board (CARB) shall determine what the statewide GHG emissions level was in 1990 and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. The CARB adopted its *AB 32 Scoping Plan* in December 2008, which provided estimates of the 1990 GHG emissions level and identified sectors for the reduction of GHG emissions. In 2011, the CARB developed a *Supplement to the AB 32 Scoping Plan* which updated the emissions inventory based on current projections and included adopted measures such as the Pavley Fuel Efficiency Standards and 20 percent Renewable Portfolio Standard (RPS) requirement.

In 2014, the CARB published its *First Update to the Climate Change Scoping Plan*. This update indicated that the State is on target to meet the goal of reducing GHG emissions to 1990 level by 2020. The *First Update* tracks progress in achieving the goals of AB 32 and lays out a new set of actions that will move the State further along the path to achieving the 2050 goal of reducing emissions to 80 percent below 1990 levels. While the *First Update* discusses setting a mid-term target, the plan does not yet set a quantifiable target toward meeting the 2050 goal.

In January 2017, the CARB released the draft of *the 2017 Climate Change Scoping Plan Update: The Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target (Second Update)*. This update addresses the statewide emissions reduction target established pursuant to Senate Bill (SB) 32 and

Executive Order B-30-15, as discussed below. The major elements of the *Second Update*, as proposed in the CARB's January 2017 draft, include (but are not limited to) achieving the following milestones by 2030: a 50 percent Renewable Portfolio Standard (discussed below); a more stringent Low Carbon Fuel Standard (discussed below) that requires an 18 percent reduction in carbon intensity; deploying additional near-zero and zero emissions technologies in the transportation sectors; increasing the stringency of the SB 375 (discussed below) reduction targets for 2035; a 20 percent reduction in GHG emissions from the refinery sector; and, continued deployment of a declining emissions cap under the Cap-and-Trade Program.

Senate Bill (SB) 97 - SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. SB 97 directed the Governor's Office of Planning and Research (OPR) to develop draft CEQA guidelines "for the mitigation of greenhouse gas emissions or the effects of OPR published a technical advisory on CEQA and climate change on June 19, 2008. The guidance did not include a suggested threshold but stated that the OPR had asked the CARB to "recommend a method for setting thresholds which will encourage consistency and uniformity in the CEQA analysis of greenhouse gas emissions throughout the state."

The OPR technical advisory does recommend that CEQA analyses include the following components:

- Identification of greenhouse gas emissions;
- Determination of significance; and
- Mitigation of impacts, as needed and as feasible.

On December 31, 2009, the California Natural Resources Agency adopted the proposed amendments to the State CEQA Guidelines. These amendments became effective on March 18, 2010.

SB 375 - The Sustainable Communities and Climate Protection Act of 2008 (SB 375) finds that GHGs from autos and light trucks can be substantially reduced by new vehicle technology, but even so "it will be necessary to achieve significant additional greenhouse gas reductions from changed land use patterns and improved transportation. Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." Therefore, SB 375 requires that regions with metropolitan planning organizations adopt sustainable communities' strategies, as part of their regional transportation plans, which are designed to achieve certain goals for the reduction of GHG emissions from mobile sources.

SB 375 also includes CEQA streamlining provisions for "transit priority projects" that are consistent with an adopted sustainable communities' strategy. As defined in SB 375, a "transit priority project" shall: (1) contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 and 50 percent nonresidential uses, a floor area ratio of not less than 0.75; (2) provide a maximum net density of at least 20 dwelling units per acre; and (3) be within 0.5 mile of a major transit stop or high quality transit corridor.

Low Carbon Fuel Standard - Executive Order S-1-07 requires a 10 percent or greater reduction in the average fuel carbon intensity for transportation fuels in California regulated by the CARB by 2020. In 2009, the CARB approved the Low Carbon Fuel Standard regulations, which became fully effective in April 2010. The regulations were subsequently re-adopted in September 2015 in response to related litigation.

Advanced Clean Cars Program - In 2012, the ARB approved the Advanced Clean Cars (ACC) program, a new emissions-control program for model years 2017-2025. (This program is sometimes referred to as "Pavley II.") The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, new automobiles will emit 34 percent fewer GHGs.

Zero Emission Vehicles - Zero emission vehicles (ZEVs) include plug-in electric vehicles, such as battery electric vehicles and plug-in hybrid electric vehicles, and hydrogen fuel cell electric vehicles. In 2012, Governor Brown issued Executive Order B-16-2012, which calls for the increased penetration of ZEVs into California's vehicle fleet in order to help California achieve a reduction of GHG emissions from the transportation sector equaling 80 percent less than 1990 levels by 2050. In addition, the Executive Order also requires the California Public Utilities Commission to establish benchmarks that will: (1) allow over 1.5 million ZEVs to be on California roadways by 2025, and (2) provide the State's residents with easy access to ZEV infrastructure. CALGreen requires new residential construction to be pre-wired to facilitate the future installation and use of electric vehicle chargers (Section 4.106.4 of 2019 CALGreen Standards).

EO B-30-15 - In April 2015, Governor Brown signed Executive Order B-30-15, which established the following GHG emission reduction goal for California: by 2030, reduce GHG emissions to 40 percent below 1990 levels. This Executive Order also directed all state agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the new interim 2030 goal, as well as the pre-existing, long-term 2050 goal identified in Executive Order S-3-05.

Senate Bill 32 and Assembly Bill 197 - Enacted in 2016, SB 32 codifies the 2030 emissions reduction goal of Executive Order B-30-15 by requiring the ARB to ensure that statewide GHG emissions are reduced to 40 percent below 1990 levels by 2030. SB 32 was coupled with a companion bill: AB 197. Designed to improve the transparency of the CARB's regulatory and policy-oriented processes, AB 197 created the Joint Legislative Committee on Climate Change Policies, a committee with the responsibility to ascertain facts and make recommendations to the Legislature concerning statewide programs, policies and investments related to climate change. AB 197 also requires the ARB to make certain GHG emissions inventory data publicly available on its web site; consider the social costs of GHG emissions when adopting rules and regulations designed to achieve GHG emission reductions; and include specified information in all Scoping Plan updates for the emission reduction measures contained therein.

Climate Action Plan - The City's Climate Action Plan (CAP) (2017) serves as a guide for action by setting GHG emission reduction goals and establishing strategies and policies to achieve desired outcomes over the next 20 years. The strategies included in the CAP are voluntary, however the city has committed to the targets outlined in the CAP. The targets are consistent with California's AB 32 goals and will help the State meet its long-term goal of 80% below 1990 levels by 2050. The City's CAP also includes the City's Energy Efficiency Climate Action Plan (EECAP) (2015) as an appendix. Through the City's EECAP, the City has established goals and policies that incorporate environmental responsibility into its daily management of its community and municipal operations.

**a - b. LESS THAN SIGNIFICANT IMPACT.** The City's CAP targets include a 15 percent reduction from 2005 levels by 2020 and a 49 percent reduction from 2005 levels by 2035. The city has achieved its 2020 goals for municipal emissions and the community needs to reduce emissions a further 12 percent from the levels measured in 2012 to meet the 2020 goals. Since 2012, several initiatives implemented in the community will assist in meeting this goal. For example, many homes in the city have chosen to install solar panels and in 2019, the city became a SolSmart Gold level City for efforts undertaken to remove barriers and soft costs to these installations. In addition, grid modernization, moving towards locally sourced water, the California Green Building Code, and increased electric vehicle ownership will all help the city to reduce the community-wide emissions levels and achieve these goals. <sup>2</sup>

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<sup>2</sup> City of Torrance, Climate Action Plan, <https://www.torranceca.gov/our-city/community-development/sustainability/greenhouse-gas-emissions-and-climate-change>

Construction and operational activities associated with individual development projects under the HEU would generate an increase in GHG emissions. Subsequent environmental review of future development projects would be required to assess potential impacts under applicable GHG significance thresholds. Individual projects would be required to comply with the current Building Energy Efficiency Standards and CALGreen, which would reduce GHG emissions through energy efficiency and renewable energy. Operational GHG emissions would decrease over time through the State's RPS, LCFS, Advanced Clean Cars Program, and increases in ZEVs. Since no specific development projects are proposed at this time and future development projects resulting from the HEU would be subject to separate environmental review pursuant to CEQA, the project would not result in a cumulatively considerable global climate change impact and this impact would be less than significant.

**STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project. However, below contains the standard Mitigation Measure included in the City's General Plan Program EIR that are applicable future land development projects in the city.

**GHG-1:** Pursuant to a goal of overall consistency with the sustainable communities strategies, the City of Torrance shall evaluate new development with the development pattern set forth in the sustainable communities strategies plan or alternative planning strategy, upon adoption of the plan by the Southern California Association of Governments or South Bay Cities Council of Governments.

<b>IX. Hazards and Hazardous Materials</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**a - c. LESS THAN SIGNIFICANT IMPACT.** The project would not result in direct housing construction but would facilitate and provide a policy framework to accommodate future housing needs in the City as calculated by HCD and SCAG. As noted in above, the future housing development facilitated by the HEU would result in a population growth of 12,891 (4,939 units x 2.61 persons per household) if all occupants of the RHNA units were to move to the City from elsewhere.

Torrance has a long history of industrial development, which is still apparent in its current land uses (see Figure1-3 in Attachment A). Industrial uses, which are the primary hazardous-waste-generating facilities in the City, are currently concentrated in the central portions of the City near the Torrance Airport and the oil

and gas extraction facilities. Buildout of the general plan would allow for 75 acres of additional nonresidential development over existing land use conditions in the City. According to the proposed land use plan, the proposed industrial development would be contained in areas already designated for industrial land use. Certain general plan policies and objectives are meant to reduce the risks related to industrial land uses. Land Use Policies call for the reduction of oil extraction facilities in residential areas to reduce the exposure of residents to these hazards. The Safety Element has a number of policies and objectives that reduce the impacts of oil extraction and production and the transport, use, and storage of hazardous materials. Additionally, the Torrance Building Code provides restrictions on development within hazard areas and with hazardous material use in general to prevent the placement of persons and public use areas near hazardous materials and operations.

Exposure of the public or the environment to hazardous materials can occur through transportation accidents; environmentally unsound disposal methods; improper handling of hazardous materials or hazardous wastes (particularly by untrained personnel); and/or emergencies, such as explosions or fires. The severity of these potential effects varies by type of activity, concentration and/or type of hazardous materials or wastes, and proximity to sensitive receptors.

The project would not result in direct housing construction, but would facilitate and provide a policy framework for future housing development throughout the City. Demolition and construction activities associated with future housing development facilitated by the HEU would require transport of hazardous materials (e.g., asbestos containing materials, lead-based paint, and/or contaminated soils). This transport would be limited in duration. Compliance with handling measures is required by the City, County's Department of Environmental Health, and the South Coast Air Quality Management District during construction and operational phases of future development projects. These measures include standards and regulations regarding the storage, handling, and use of hazardous materials.

Future housing development facilitated by the HEU would not involve ongoing or routine use of substantial quantities of hazardous materials during operations (occupancy of future housing). Only small quantities of hazardous materials would be anticipated including cleaning solvents, fertilizers, pesticides, and other materials used in regular maintenance. On the local level, the Torrance Fire Department routinely provides inspections to ensure the safe storage, management, and disposal of any hazardous materials in accordance with the federal, state, and local regulations. Impacts associated with the transport, use, or disposal of hazardous materials would be less than significant.

Based on the age of the buildings on any given future identified land development site, asbestos-containing materials (ACM) and lead based paints (LBP) may be present inside or outside the buildings. For these redevelopment sites, or on sites where demolition is required, prior to any site disturbing activities, the City would require than the Applicant and/or Owner conduct testing for the presence of ACM and LBP. If the testing determines that ACM and/or LBP are present on-site, removal of these potential hazardous building materials shall occur in accordance with all regulatory procedures prior to on-site demolition activities. Any materials exported from the site must be properly managed and transported to an appropriately permitted facility if it is characterized as a regulated or hazardous waste.

Future construction projects located within one-quarter mile of an existing or proposed school that emit hazardous emissions or handle hazardous materials would be required to prepare a special study to determine the potential health impacts on school children, teachers, and faculty.

For any projects involving site disturbing activities, the Applicant and/or Owner would be required to prepare a soil management plan to the satisfaction of the City. The goal of this soil management plan is to prevent exposure to contaminated soils on-site during excavation, grading, and septic tank removal. The

soil management plan shall delineate the horizontal and lateral limits of any soils containing detectable concentrations of organochlorine pesticides at concentrations exceeding the Regional Water Quality Control Board (RWQCB) Tier1 SSL, since any reported concentrations of constituents of concern besides metals would be considered a regulated waste. Any soil exported from the site must be properly managed and transported to an appropriately permitted facility if it is characterized as a regulated or hazardous waste.

Typically, residential uses do not generate, store, dispose of, or transport quantities of hazardous substances. Likewise, construction equipment that would be used to build the proposed project also has the potential to release relatively small amounts of oils, greases, solvents, and other finishing materials through accidental spills. While the release of any of these materials could have the potential to impact surrounding land uses, a release of a significant amount of these hazardous substances is not likely due to the relatively small amount of material that would be stored or used on-site.

Nevertheless, federal, State, and local regulations would be in effect to reduce the effects of such potential hazardous materials spills. In addition, the City enforces State, and federal hazardous materials regulations through plan check review. The California Fire Code, which includes regulations concerning hazardous materials spill mitigation, and containment and securing of hazardous materials containers to prevent spills. In addition, the State Fire Marshal enforces oil and gas pipeline safety regulations, and the federal government enforces hazardous materials transport pursuant to its interstate commerce regulation authority. Compliance with all of these requirements is mandatory as standard permitting conditions during plan reviews and inspections of completed projects and would minimize the potential for the accidental release or upset of the noted hazardous materials, thus ensuring public safety. Therefore, impacts would be less than significant.

**d – e. LESS THAN SIGNIFICANT IMPACT.** For any future land development projects arising out of the HEU implementation, federal, State and local environmental databases will be required to be reviewed by Environmental Data Resources Inc. for information pertaining to documented and/or suspected releases of regulated hazardous substances and/or petroleum products within specified search distances, including the Cortese List database.

A portion of the City is located within the Torrance Municipal Airport Land Use Plan. However, the proposed project is a policy document and does not authorize any new construction or entitle any development projects. All proposed land uses within the boundaries for each airport must coincide with the restrictions of the Comprehensive Land Use Plan for the Torrance Airport which includes an Airport Influence Area, runway protection (safety) zones, noise contours, and the Airport planning boundary. Therefore, implementation of the proposed project would not result in any changes to existing airport safety hazards for people in the City.

**f – g. LESS THAN SIGNIFICANT IMPACT.** Currently, areas identified as having a fire hazard, as defined by the California Department of Forestry and Fire Protection (CAL FIRE) as moderate, high, and very high, are referred to as state responsibility areas (SRAs) or local responsibility areas (LRAs). These are nonfederal lands covered wholly or in part by timber, brush, undergrowth, or grass, for which the state has the primary financial responsibility of preventing and suppressing fires. CAL FIRE has the primary responsibility for fire protection in these areas. South of the City, , in the adjacent jurisdictions of Palos Verdes Estates and Rolling Hills, are areas designated by CalFire as Very High Fire Hazard Severity Zones (VHFHSZ). The City's General Plan Safety Element is scheduled to be updated in 2022 after the completion of the HEU. The updated Safety Element will include more stringent policies to: ensure development review requires the use of current fire safe design methods; improve emergency evacuation procedures; enhanced education

and communication of public safety and mitigation practices; and ensure accessibility for emergency responders and their vehicles.

Future discretionary permit applications would be reviewed by the City for compliance with the requirements of the City's Building Division, the Los Angeles County Department of Public Health Department, and the State Department of Toxic Substances Control. Projects would also be reviewed by the City's Fire Department in accordance with the latest adopted Building and Fire Code requirements, including the provision of fire sprinklers, upgraded fire apparatus access and fire hydrants, as determined necessary on a project by project or site specific basis for future projects. The proposed project would not impair or physically impact any adopted emergency response plan or evacuation plan and in fact the primary goal of the Safety Element Update is to promote and enhance public safety in the City. The proposed project would not require the closure of any public or private streets or roadways and would not impede access of emergency vehicles to the project site or any surrounding areas. Therefore, significant impacts to emergency response would not be anticipated to occur and no significant increase in risk of loss, injury or death would arise from adoption of the updated HEU.

#### **STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project. However, the list below contains the standard Mitigation Measures applicable to future ground disturbing land development projects in the City.

**HAZ-1:** Phase I, Phase II, or Phase III Environmental Site Assessment Prior to Development of Sites Related to the Use, Transport, or Storage of Hazardous Materials Sites. Prior to the issuance of any grading permits for any future project under the General Plan Update that would take place on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List), or on a site that was previously occupied by a land use that used or generated hazardous materials or wastes, the project applicant shall complete a Phase I, II, or III Environmental Site Assessment (ESA), prepared by a Registered Environmental Assessor (REA). Any recommendations for remediation or further analysis, such as a Phase II or Phase III ESA, shall be implemented prior to issuance of any grading permit. If monitoring during construction is recommended, the project applicant shall provide a letter of verification to the Community Development Director, stating that an REA has been retained to implement the monitoring program during construction activities. The program shall detail the pollutants or evidence of pollutants whose presence is being monitored, as well as the actions to be taken should any pollutant or evidence of pollutant be uncovered. If such a pollutant or evidence of the pollutant is encountered during construction activities (e.g., grading, clearing, or demolition activities), it should be evaluated by an REA and handled in accordance with applicable environmental laws and regulations.

1. A Phase I ESA is required for the development or redevelopment of a property suspected of historically containing hazardous materials and shall include, but not be limited to the following:
  - A comprehensive records search.
  - Consideration of historical information.
  - Onsite evidence of hazardous material use, storage, or disposal.
  - A recommendation as to whether a Phase II soil testing and chemical analysis is required.



2. If the results of the Phase I ESA conclude that a Phase II ESA is necessary, the Phase II ESA shall include, but not be limited to, the following:
  - A work plan that includes the number and locations of proposed soil/monitoring wells, sampling intervals, drilling and sampling methods, analytical methods, sampling rationale, site geohydrology, field screening methods, quality control/quality assurance, and reporting methods. Where appropriate, the work plan is approved by a regulatory agency such as the DTSC, RWQCB, or County HMD.
  - A site-specific health and safety plan signed by a Certified Industrial Hygienist.
  - Necessary permits for encroachment, boring completion, and well installation.
  - A sampling program (fieldwork) in accordance with the work plan and health and safety plan. Fieldwork is completed under the supervision of a State of California registered geologist.
  - Hazardous materials testing through a State-certified laboratory.
  - Documentation, including a description of filed procedures, boring logs/well construction diagrams, tabulations of analytical results, cross-sections, an evaluation of the levels and extent of contaminants found, and conclusions and recommendations regarding the environmental condition of the site and the need for further assessment. A remedial action plan will be developed as determined necessary by the Principal Investigator. Contaminated groundwater will generally be handled through the NPDES/dewatering process.
  - A disposal process, including transport by a State-certified hazardous material hauler to a State-certified disposal or recycling facility licensed to accept and treat the identified type of waste.
3. If hazardous materials are determined to be present, a Phase III ESA shall be prepared and the responsible party shall contact the local CUPA or applicable regulatory agency to oversee the remediation of the property in compliance with all applicable local, county, state, and federal laws. The property owner, developer, or responsible party shall be responsible for funding or securing funding for the site remediation and shall provide proof to the City that the site contaminants have been properly removed in compliance with all applicable laws and regulations prior to project development.

<b>X. Hydrology and Water Quality</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**a - e. LESS THAN SIGNIFICANT IMPACT.** The project would not result in direct housing construction, but would facilitate and provide a policy framework for future housing development to meet the local share of regional housing needs in the City.

As a generally topographically flat City, the City is only subject to landslides and related slope failures and seasonal mudflows in the southern part of the City. The City regulates site disturbing activities such as grading and excavations on sites with an average slope of 15 percent or greater. Site grading and building design are primary concerns of the City and new development must meet stringent requirements for

geologic and soils stability. The City's Zoning Code includes provisions that specifically address site grading to enhance the safety precautions.

The Los Angeles County Department of Public Works provides for the planning, development, operation, and maintenance of flood control facilities on a County-wide basis. The City is responsible for providing drainage from developments in the City and ensuring that storm drains properly feed into the ocean, sumps, or regional system. Upgrades to existing public storm drains or on-site detention of stormwater may be necessary as undeveloped parcels are converted to urban uses, particularly in areas where flood-related problems occur. The payment of development impact fees (DIF) by developers will also help to fund storm drain enhancement projects that would help resolve system deficiencies.

According to the City's General Plan, no portion of the City is located within a 500-year flood zone. Two areas of the City are within a 100-year flood zone (Del Amo Basin and Madrona Basin). Here is also a coastal area subject to coastal (ocean) flooding. These areas comprise a small area of the City, which means that little land is constrained by potential flooding concerns.

Future housing construction could result in potential impacts related to water quality over three different periods:

- During the earthwork and construction phase, where the potential for erosion, siltation, and sedimentation would be the greatest;
- Following construction, before the establishment of ground cover, when the erosion potential may remain relatively high; and
- After project completion, when impacts related to sedimentation would decrease markedly but those associated with urban runoff would increase.

Urban runoff, both dry and wet weather, discharges into storm drains, and in most cases, flows directly to creeks, rivers, lakes, and the ocean.

Short-term impacts related to water quality can occur during the earthwork and construction phases of future housing development projects. During this phase, the potential for erosion, siltation, and sedimentation would be the greatest. Additionally, impacts could occur prior to the establishment of ground cover when the erosion potential may remain relatively high. All future housing development facilitated by the HEU would be subject to environmental review under CEQA, the City's development review process, and compliance with the established regulatory framework pertaining to water quality.

If future developments disturb more than one acre of land surface, they would be required to obtain coverage under the National Pollution Discharge Elimination System (NPDES) storm water program. The NPDES Construction General Permit program calls for the implementation of best management practices (BMPs) to reduce or prevent pollutant discharge from these activities to the Maximum Extent Practicable for urban runoff and meeting the Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology standards for construction storm water. Construction activities would be required to comply with a project-specific Stormwater Pollution Prevention Program (SWPPP) that identifies erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction Activity General Permit to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. Additionally, the future development projects facilitated by the HEU would be required to comply with the City's Stormwater Management ordinance or compliance with the City's NPDES MS4 Permit.

All new development would also be required to incorporate LID practices into their stormwater drainage plans. The incorporation of LID practices would include the following: (a) minimizing pollutant loading and changes in hydrology; (b) ensuring that post-development runoff rates from a site do not negatively impact downstream erosion and stream habitat; (c) minimizing the amount of stormwater guided to impermeable surfaces; (d) maximizing percolation of stormwater into the ground where appropriate; (e) preserving wetlands, riparian corridors, and buffer zones; (f) establishing reasonable limits on the clearing of vegetation from a project site; and (g) requiring incorporation of structural and non-structural best management practices to mitigate projected increases in pollutant loads and flows to ensure that, during a wet weather event, all stormwater remains on site. The incorporation of BMPs such as the use of tree boxes, retention basins, bioswales, rain gardens, and roof gardens will minimize impacts on the groundwater basins by allowing stormwater to percolate into the groundwater basins.

All future development in the City would be subject to the issuance of a grading or building permit to prepare an Urban Storm Water Management Plan (USWMP). Implementation of the USWMP would require peak stormwater runoff rates from new development to not exceed predevelopment levels.

Future land development projects would be required to be consistent with the Los Angeles Regional Water Quality Control Plan [https://www.waterboards.ca.gov/losangeles/water\\_issues/programs/basin\\_plan/](https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/)

### **CONSTRUCTION ACTIVITIES**

Short-term erosion impacts during the construction phase of the project would be prevented through implementation of an erosion control plan. The erosion control plan would include construction BMPs such as:

- Silt Fence, Fiber Rolls, or Gravel Bag
- Street Sweeping and Vacuuming
- Storm Drain Inlet Protection
- Stabilized Construction Entrance/Exit
- Vehicle and Equipment Maintenance, Cleaning, and Fueling
- Hydroseeding
- Material Delivery and Storage
- Stockpile Management
- Spill Prevention and Control
- Solid Waste Management
- Concrete Waste Management

### **OPERATIONS**

Due to the built-out nature of the City, most surface flows are directed toward existing stormwater drainage facilities. The project would not result in direct housing construction, but would facilitate future housing development and enhanced public safety throughout the City. All candidate housing sites, except those on vacant sites, are developed and, therefore, future development would not create substantial amounts of impervious surfaces that would substantially increase off-site runoff.

All future housing development facilitated by the HEU would be subject to environmental review under CEQA, the City’s development review process, to install, implement, and maintain BMPs including, but not limited to erosion management; materials storage; inspection, maintenance, repair, upgrade of BMPs; and preparation of SWPPP. Additionally, future developments would be required to comply with the City’s requirements pertaining to Residential BMP requirements including minimum BMPs specified for landscaping, home care and maintenance, and motor vehicle maintenance.

All new development would also be required to comply with existing water quality standards and waste discharge regulations set forth by the State Water Quality Control Board (SWQCB). Future developments facilitated by the HEU would comply with these regulations and waste discharges would be connected to the public wastewater system.

Future housing development facilitated by the HEU would be required to adhere to all federal, state, and local requirements for avoiding violation of water quality standards during construction and operations. Considering these requirements, future housing development facilitated by the HEU would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Therefore, impacts would be less than significant.

**TYPES OF POST-CONSTRUCTION BMPs**

LID Site Design BMPs are intended to minimize impervious surfaces and promote infiltration and evaporation of runoff before it can leave the location of origination by mimicking the natural hydrologic function of the site. Integrated Management Practices (IMPs) facilities are used in conjunction with LID BMPs as they provide small-scale treatment, retention, and/or detention that are integrated into site layout, landscaping and drainage design. Source Control BMPs are intended to minimize, to the maximum extent practicable, the introduction of pollutants and conditions of concern that may result in significant impacts generated from site runoff to off-site drain systems. Treatment Control BMPs are intended to treat storm water runoff before it discharges off-site. Specific localized treatment control BMPs are more effective at reducing or minimizing pollutants of concern than other types of BMPs. Each type of BMP that could be implemented in future site specific construction projects is shown in Table HWQ-1, below.

**TABLE HWQ-1 EXAMPLE BMPs**

Type of BMP	Description of BMP
<p style="text-align: center;"><b>LID Site Design</b></p>	<p><b>Minimize Impervious Areas:</b> Installation of permeable pavers and installation of landscaping.</p>
	<p><b>Runoff Collection:</b> Bioretention facilities could be proposed onsite.</p>
	<p><b>Landscaping with Native or Drought Tolerant Species:</b> Projects can be landscaped with native and drought tolerant plant species.</p>
	<p><b>Minimize Soil Compaction:</b> Areas of bioretention will minimize soil compaction.</p>
	<p><b>Impervious Area Dispersion:</b> Impervious areas to drain to pervious areas before leaving the site.</p>
<p style="text-align: center;"><b>Source Control</b></p>	<p><b>Landscape/Outdoor Pesticide Use:</b> Landscape/outdoor pesticides to be applied per local requirements.</p>
	<p><b>Prevent Illicit Discharges:</b> Storm drain stenciling, or signage can be provided that prohibits illicit discharge to on-site storm drain inlets and structural BMPs. All sewer lines to be connected to the separate sanitary sewer system.</p>
	<p><b>Storm Drain Stenciling or Signage:</b> Storm drain stenciling, or signage will be provided at each storm drain inlet, and at each inlet to the structural BMPs.</p>
	<p><b>Protect Trash Storage Areas from Rainfall, Run-On, Runoff, and Wind Dispersal:</b> Trash storage areas</p>

Type of BMP	Description of BMP
	<p>can be covered to provide protection from rainfall. Trash storage areas to be graded and surrounded by curb or wall to prevent run-on, run-off, and wind dispersal.</p> <p><b>Need for future indoor &amp; structural pest control:</b> Indoor and structural pest control to be provided per local requirements.</p> <p><b>Plazas, Sidewalks and Parking lots:</b> Patios, sidewalks, and parking areas to be swept and kept free of trash and debris.</p> <p><b>Additional BMPs Based on Potential Sources of Runoff Pollutants:</b> Biofiltration; parking garages to be disconnected by pervious areas. Professional pest control company to manage pest control needs. Fire sprinkler test water will flow into landscaped areas.</p>
<p><b>Treatment Control</b></p>	<p><b>Biofiltration Basin with Hydromodification Capacity:</b> Stormwater from rooftops to drain into small bioretention areas.</p>

The goal of these measures is to ensure storm water is released in a controlled manner with adequate erosion control protection to the downstream reach. Proposed future development would be required to be designed to not substantially alter existing drainage patterns in a manner which would increase erosion or siltation onsite or offsite. No streams or rivers would be allowed to be altered or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on the site or offsite.

**FLOOD HAZARD, TSUNAMI AND SEICHE IMPACTS**

The City is not within a 100-year flood hazard zone, tsunami, or seiche zone. Consequently, significant impacts would not occur.

**WATER QUALITY CONTROL PLAN AND GROUNDWATER MANAGEMENT PLAN IMPACTS**

The project would not result in direct housing construction, but would facilitate and provide a policy framework for future housing development and important public safety goals policies and programs throughout the City. Consequently, significant impacts to groundwater resources are not anticipated with the proposed project.

**STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project. However, the list below contains standard Mitigation Measures applicable to future ground disturbing land development projects in the City.

**HYD-1:** Comply with the City’s Stormwater Management ordinance by preparing an Urban Stormwater Mitigation Plan (USWMP), which requires peak stormwater runoff rates from new development to not exceed predevelopment levels.

**HYD-2:** All new developments shall be required to incorporate LID practices into their stormwater drainage plans. The incorporation of LID practices would include the following (a) minimizing pollutant loading and changes in hydrology; (b) ensuring that post-development runoff rates from a site do not negatively impact downstream erosion and stream habitat; (c) minimizing the amount of stormwater guided to impermeable surfaces; (d) maximizing percolation of stormwater into the ground where appropriate; (e) preserving wetlands, riparian corridors, and buffer zones; (f) establishing reasonable limits on the clearing of vegetation from a project site; and (g) requiring incorporation of structural and non-structural best management practices to mitigate projected increases in pollutant loads and flows to ensure that, during a wet weather event, all stormwater remains on site. The incorporation of BMPs such as the use of tree boxes,

retention basins, bioswales, rain gardens, and roof gardens will minimize impacts on the groundwater basins by allowing stormwater to percolate into the groundwater basins.

**HYD-3:** Implementation of all applicable and relevant BMP's.

**HYD-4:** All developments subject requiring the issuance of a grading or building permit to prepare an Urban Storm Water Management Plan (USWMP). Implementation of the USWMP would require peak stormwater runoff rates from new development to not exceed predevelopment levels.

**HYD-5:** Low Impact Development (LID) Practices. All new developments shall be required to incorporate LID practices into their stormwater drainage plans. The incorporation of LID practices would include the following measures: (a) minimizing pollutant loading and changes in hydrology; (b) ensuring that post-development runoff rates from a site do not negatively impact downstream erosion and stream habitat; (c) minimizing the amount of stormwater guided to impermeable surfaces; (d) maximizing percolation of stormwater into the ground where appropriate; (e) preserving wetlands, riparian corridors, and buffer zones; (f) establishing reasonable limits on the clearing of vegetation from a project site; and (g) requiring incorporation of structural and non-structural best management practices to mitigate projected increases in pollutant loads and flows to ensure that, during a wet weather event, all stormwater remains on site. The incorporation of BMPs such as the use of tree boxes, retention basins, bioswales, rain gardens, and roof gardens will minimize impacts on the groundwater basins by allowing stormwater to percolate into the groundwater basins.

<b>XI. Land Use and Planning</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**a. LESS THAN SIGNIFICANT IMPACT.** Projects that divide an established community can involve large scale linear infrastructure projects, such as freeways, highways, and drainage facilities that bisect an established community or create barriers to movement within that community. “Locally undesirable land uses” such as prisons or landfills sited within economically depressed areas can also divide an established community. The project would not result in direct housing construction, but would facilitate and provide a policy framework for future housing development throughout the City.

All future housing development facilitated by the HEU would occur in existing residential, commercial, or industrial areas, thus, would not divide an established community. In some areas, residential uses would be required to be part of a mixed-use project in order to comply with zoning where both commercial and residential land uses are allowed. It is not anticipated that future housing development facilitated by the HEU would require substantial road-widenings or other features which could divide the established community. Further, the increase in housing availability within the City facilitated by the HEU would be consistent with City goals to accommodate the RHNA and complement the community as a whole by providing additional housing opportunities for a wide range of income levels over the next eight years (2021 – 2029). Candidate housing sites have been identified throughout the City, and primarily along existing transportation corridors, rather than concentrated in a single area, thus would not divide an established community. Therefore, a less than significant impact would occur.

**b. LESS THAN SIGNIFICANT IMPACT.** The 6th Cycle HEU does not propose any development or entitle any construction projects, including ADU’s. Future related projects would be subject to the City’s development permit review, plan check process. The HEU includes 464 candidate housing opportunity sites for future housing development to meet the City’s RHNA allocation of 4,939 DU. As previously noted, the project would not result in direct housing construction, but would facilitate future housing opportunities. Future housing development facilitated by the HEU, which would occur as market conditions allow and at the discretion of the individual property owners. The HEU identifies a series of implementing actions to increase the City’s housing capacity incrementally over the long term. As part of the HEU, additional housing units would be accommodated on the candidate housing opportunity sites that are ultimately selected through revisions to the City’s Housing Element. Future housing development facilitated by the HEU is anticipated to increase the City’s housing stock where capacity exists.

Future housing development facilitated by the HEU would be subject to environmental review under CEQA, the City’s development review process, and required to comply with applicable federal, state, and local



laws and local policies and regulations, as applicable to new housing development. The HEU is subject to comply with applicable State Housing law. As such, the HEU would be consistent with applicable land use and planning policies in the state, regional, and local context as necessary to meet that legislation. This includes consistency with the General Plan. Future housing development facilitated by the HEU would therefore be consistent with all applicable land use and planning policies and regulations intended to minimize environmental effects.

Any conflict with identified plans could be considered a potentially significant impact. Plans include SCAQMD air quality plans and the SCAG Regional Transportation Plan/Sustainable Communities Plan. As noted in Sections III, Air Quality of this IS, implementation of the proposed project would be consistent with SCAQMD air quality plans.

An analysis of the project’s consistency with the main goals of the SCAG RTP/SCS is provided in Table LU-1 below. As shown below, the project is consistent with all applicable plans and as a result, significant impacts would not occur.

**TABLE LU-1 CONSISTENCY WITH SCAG CONNECT SOCIAL GOALS**

SCAG Connect SOCIAL Goal	Analysis
Goal #1: Encourage regional economic prosperity and global competitiveness	Consistent: The project provides a wide range of housing opportunities for all income levels and is intended to promote a balance of jobs and housing, reduce vehicle miles traveled (VMT) by allowing more people to work closer to home or provide additional housing opportunities in the community in which they work to accommodate anticipated future local and regional growth.
Goal #2: Improve mobility, accessibility, reliability and travel safety for people and goods	Consistent: The addition of 4,939 (plus identified surplus / buffer units) new RHNA residential units within an existing developed and built out community necessarily means that housing and population density will increase over the eight year planning horizon for the HEU if the units are constructed.
Goal #3: Enhance the preservation, security, and resilience of the regional transportation system	Consistent: Locating new housing opportunity sites within and along existing established transportation corridors that serve both the City and the Region is intended to support a reduction in VMT and increase and optimize utilization of the existing regional transportation network.
Goal #4: Increase person and goods movement and travel choices within the transportation system	Consistent: The project would locate new housing opportunity sites, within a City that is largely built out, and along existing established transportation corridors serves to promote a reduction in VMT by increasing pedestrian orientation and walkability within close proximity to the downtown and existing commercial centers thereby increasing travel choices of residents.
Goal #5: Reduce greenhouse gas emissions and improve air quality	Consistent: The project would locate new housing opportunity sites, within a City that is largely built out, and along existing established transportation corridors serves to promote a reduction in VMT by increasing pedestrian orientation and walkability within close proximity to the downtown and existing commercial centers. Reductions in VMT translates results in fewer vehicle emissions and cleaner air locally and for the region.
Goal #6: Support healthy and equitable communities	Consistent: Increasing residential intensities and unit availability for all income levels, in developed commercial areas of the City promotes pedestrian activity and is intended to reduce reliance on personal vehicles.
Goal #7: Adapt to a changing climate and support an integrated regional development pattern and transportation network	Consistent: Increasing residential intensities in an urbanized community promotes VMT reductions which in turn supports environmental goals defined in the City’s CAP to reduce climate change effects in the City.

SCAG Connect SOCAL Goal	Analysis
Goal #8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel	This goal is not directly applicable or relevant to the City's HEU.
Goal #9: Encourage development of diverse housing types in areas that are supported by multiple transportation options	Consistent: The project provides additional housing choices for all income categories in a wide range of housing options along local and regional transportation corridors.
Goal #10: Promote conservation of natural and agricultural lands and restoration of habitats	Consistent: The project relies on existing developed sites and increases housing opportunities in a built out community while seeking to minimize effects on natural lands or native habitats. There is no agricultural land in the City.

**STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project.

<b>XII. Mineral Resources</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION**

**a - b. No IMPACT.** The project would not result in direct housing construction, but would facilitate and provide a policy framework for future housing development throughout the City. According to the state Mining and Geology Board, the majority of land within Torrance is classified MRZ-1 and MRZ-3. However, this land is not in mineral production, but is developed with residential land uses. A small strip of land within the City, south of Pacific Coast Highway and east of Hawthorne Boulevard, is designated MRZ-2. The development of the City in accordance with the HEU would not significantly impact mineral resource extraction in the City. The overall layout of the City would not change substantially and the areas currently identified for mineral resource extraction would be used for this purpose to the extent considered economically viable by the City. As a result, implementation of the proposed project would not result in the loss of availability of a regionally or locally known mineral resource; therefore, no impacts would occur.

**STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project.

<b>XIII. Noise</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**NOISE DESCRIPTORS**

All noise level or sound level values presented herein are expressed in terms of decibels (dB), with A-weighting (dBA) to approximate the hearing sensitivity of humans. All references to dB in this analysis will be A-weighted unless noted otherwise. Time-averaged noise levels are expressed by the symbol Leq, with a specified duration. The Community Noise Equivalent Level (CNEL) is a 24-hour average, where noise levels during the evening hours of 7:00 p.m. to 10:00 p.m. have an added 5 dB weighting, and noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. have an added 10 dB weighting. This is similar to the Day Night sound level (L<sub>dn</sub>), which is a 24-hour average with an added 10 dB weighting on the same nighttime hours but no added weighting on the evening hours. These metrics are used to express noise levels for both measurement and municipal regulations, as well as for land use guidelines and enforcement of noise ordinances.

**REGULATORY FRAMEWORK**

City of Torrance Municipal Code

Chapter 6, Article 7, Section 46.7.2 of the City of Torrance Municipal Code contains exterior noise limits on residential land.

**46.7.2 NOISE LIMITS.**

To provide for methodical enforcement and to give reasonable notice of the performance standards to be met, the foregoing intent is expressed in the following numerical standards.

- a) Noise Limits on Residential Land. It shall be unlawful for any person within the City of Torrance (wherever located) to produce noise in excess of the following levels as received on residential land owned or occupied by another person within the designated regions. In addition to the noise limits stated herein, the noise limits set forth in Section 46.7.2 b) shall also be complied with.

1) For noise receivers located on residential land, for measurement positions five hundred (500) feet or more distant from the boundaries of Regions 1 (Region 1 includes the predominantly industrial areas in and around the refineries and industrial uses on the western edge of the City) and 2 (Region 2 includes the area in and around the airport and includes the commercial and industrial uses south of Lomita Boulevard and north of Pacific Coast Highway), the limits in Table NOI-1 apply.

**TABLE NOI-1 EXTERIOR NOISE LIMITS**

Region (In Which Noise Receiver is Located)	Daytime Noise Level	Nighttime Noise Level
3	50 dB	45 dB
4	55 dB	50 dB

*Source: City of Torrance Municipal Code Section 46.7.2*

2) For noise receivers located on residential land, for positions within five hundred (500) feet from the boundary of Region 1 or 2, the following limits apply:

- Five (5) dB above the limits set forth in Section 46.7.2.a) 1 above, or 5 dB above the ambient noise level, whichever is the lower number.
- b) Corrections to the Noise Limits: The numerical limits given in Sec 46.7.2.a) shall be adjusted by addition of the following corrections where appropriate in Table NOI 2.

**TABLE NOI-2 CORRECTION TO EXTERIOR NOISE LIMITS**

Noise Conditions	Correction to the Limits
1. Noise contains a steady, audible tone, such as a whine, screech or hum	-5 dB
2. Noise is a repetitive impulsive noise, such as hammering or riveting	-5 dB
3. If the noise is not continuous, one of the following corrections to the limits shall be applied: a) Noise occurs less than 5 hours per day or less than 1 hour per night b) Noise occurs less than 90 minutes per day or less than 20 minutes per night c) Noise occurs less than 30 minutes per day or less than 6 minutes per night	+ 5 dB + 10 dB +15 dB
4. Noise occurs on Sunday morning (between 12:01 am and 12:01 pm Sunday)	- 5 dB

*Source: City of Torrance Municipal Code Section 46.7.2*

City of Torrance General Plan Noise Element

The city’s General Plan Noise Element establishes the noise/land use compatibility guidelines the city uses in determining whether a new use is appropriate within a given noise environment. Low density residential, low medium density residential, and medium density residential land uses have a maximum exterior noise level of 60 dB Ldn or CNEL, and a maximum exterior noise level of 65 dB Ldn or CNEL with noise-reduction features in project design and construction. Medium high density residential land uses have a maximum exterior noise level of 65 dB Ldn or CNEL, and a maximum exterior noise level of 70 dB Ldn or CNEL for

multi-family housing. High density residential land uses have a maximum exterior noise level of 70 dB Ldn or CNEL. All residential land uses have a maximum interior noise level of 45 dB Ldn or CNEL. For aircraft noise, the maximum acceptable exposure for new residential development is 60 dB CNEL.

## **DISCUSSION**

**a. LESS THAN SIGNIFICANT IMPACT.** There is no specific proposed development under the project at this time. Future development proposals consistent with the HEU would be subject to separate environmental review pursuant to CEQA to identify and mitigate potentially significant noise impacts. Because the details regarding future development are not known at this time, construction and operational noise is analyzed qualitatively.

### **CONSTRUCTION-RELATED NOISE IMPACTS**

Construction activities associated with individual development projects under the HEU would generate temporary noise increases. Noise impacts from construction activities associated with the future development would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. Subsequent environmental review of future development projects would be required to assess potential conflicts with the City's Municipal Code. Since no specific development projects are proposed at this time and future development projects resulting from the HEU would be subject to separate environmental review pursuant to CEQA, this impact would be less than significant.

### **OPERATIONAL-RELATED NOISE IMPACTS**

The siting of individual development projects could expose future residents of individual development projects under the HEU to noise levels that exceed the City's Noise/Land Use Compatibility Guidelines in the General Plan Noise Element. Subsequent environmental review of future development projects would be required to assess potential exceedances of the City's General Plan Noise Element Noise/Land Use Compatibility Guidelines and to implement mitigation measures, if necessary.

Operation of individual development projects under the HEU could generate a permanent noise increase. Operational noise associated with the future development would primarily consist of motor vehicle use by new residents and stationary noise sources such as HVAC. Subsequent environmental review of future development projects would be required to assess potential exceedances of the city noise standards.

Since no specific development projects are proposed at this time and future development projects resulting from the HEU would be subject to separate environmental review pursuant to CEQA, this impact would be less than significant.

**b. LESS THAN SIGNIFICANT IMPACT.** Construction activities associated with individual development projects under the HEU would generate temporary vibration increases. Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. At the highest levels of vibration, damage to structures is primarily architectural and rarely results in any structural damage. A peak particle velocity (ppv) threshold of 0.5 inches per second or less is sufficient to avoid structural damage (Caltrans, 2013). Vibrational effects from typical construction activities are only a concern within 25 feet of existing structures (Caltrans, 2002). Subsequent environmental review of future development projects would be required to review proposed construction activities and to assess potential exceedances of Caltrans vibrational standards. Since no specific development projects are proposed at this time and future development projects resulting from

the HEU would be subject to separate environmental review pursuant to CEQA, this impact would be less than significant.

**C. LESS THAN SIGNIFICANT IMPACT.** Torrance Municipal Airport is a general aviation facility that accommodates both propeller and jet aircraft (although jet traffic is limited by the fact that jet fuel is not sold at the airport). The Torrance Municipal Code includes stringent noise standards intended to make the airport compatible with adjacent land uses. The airport follows the Federal Aviation Administration's (FAA) land use restrictions, which regulate land uses surrounding airports and flight paths. In addition to safety concerns, these restrictions also restrict incompatible land uses near airports because of noise concerns. The city also has adopted a strict Airport Noise Abatement Program. Noise monitors report excessive aircraft noise to City staff, and staff works with pilots to find ways to meet the established noise limits. Subsequent environmental review of future development projects would be required to assess potential exceedances of the City's aircraft noise standards.

Since no specific development projects are proposed at this time and future development projects resulting from the HEU would be subject to separate environmental review pursuant to CEQA, this impact would be less than significant.

#### **STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project. However, the list below contains the standard Mitigation Measures used by the city and those included in the City's General Plan EIR that are applicable to land use development projects in the city.

- NOI-1:** Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 60 dBA CNEL contour along major roadways, freeways, or railway, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Guidelines and the California State Building Code and California Noise Insulation Standards (Title 24 of the California Code of Regulations).
- NOI-2:** Individual projects that involve vibration-intensive construction activities, such as pile drivers, jackhammers, and vibratory rollers, near sensitive receptors shall be evaluated for potential vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceeds the Federal Transit Administration vibration-annoyance criteria of 78 VdB during the daytime), additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).
- NOI-3:** Prior to the issuance of building permits for any project that involves a vibration-sensitive use directly adjacent to a railway, the development project application shall retain an acoustical engineer to evaluate potential for trains to create perceptible levels of vibration indoors. If vibration-related impacts are found, mitigation measures shall be implemented, such as use of concrete, iron, steel, or masonry materials, to ensure that levels of vibration amplification are within acceptable limits to building occupants, pursuant to the Federal Transit Administration vibration-annoyance criteria.
- NOI-4:** Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Mitigation measures—such as installation of

temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing nonessential idling of construction equipment to no more than five minutes—shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible.

- NOI-5:** During all project excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers.
- NOI-6:** The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- NOI-7:** Equipment shall be shut off and not left to idle when not in use.
- NOI-8:** The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.
- NOI-9:** Jackhammers, concrete saws, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.
- NOI-10:** The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.



<b>XIV. Population and Housing</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**a. LESS THAN SIGNIFICANT IMPACT.** The project would not result in direct housing construction, but would facilitate and provide a policy framework for future housing development throughout the City. The RHNA is a planning goal and not a construction mandate. To meet the City’s RHNA of 4,939 units, the HEU identifies a series of implementing actions to increase the City’s housing capacity that would accommodate SCAG projected/planned population growth in the City. Future housing development facilitated by the HEU would be subject to environmental review under CEQA and the City’s Development Review process and would occur as market conditions allow and at the discretion of the individual property owners. Any future housing development facilitated by the HEU would occur in urbanized locations near existing infrastructure (roads, utilities) and served by all public utilities.

SCAG’s regional growth assessment contains population projections for the City, which are based on the current City’s General Plan. Based on the HEU, the City’s population was 145,546 in 2020. Based on SCAG forecasts, the City’s population is anticipated to reach 159,000 persons by 2040 (SCAG, 2020).

The forecast population growth from future housing development facilitated by the HEU is presented in Table PH 1-1 below, Population Increase from Housing Element Update.

**TABLE PH-1 POPULATION INCREASE PROJECTED FROM HOUSING ELEMENT UPDATE**

<b>Definition</b>	<b>6th Cycle Housing Element</b>
Number of Units	4,939
Persons per household	2,61
Forecast Population Growth with HEU (2021-2029)	12,891
2020 Population Estimate	145,546
SCAG 2040 Forecast Population with HEU Total	159,800

**Table 2-3** (See Chapter 2 of this document) shows population growth in Torrance and other cities in the region over the last two decades. A look at historical growth rates demonstrates very slight growth over the past decade. The average household size in Torrance is 2.61 average persons per household according to the Source: U.S. Census 2000, 2010, and ACS 2014-2018 5-year estimates.

Table 2-3 shows the population increase for Torrance between 2000 and 2010 was 5.4 percent and 0.07% growth between 2010 and 2020. SCAG estimates that the population of Torrance will top 159,800 by the year 2040, however these estimates were based on a higher forecasted growth estimate for 2020 than what the actual count was from the 2020 Census, as reported below. No 2030 growth estimate is included in the most recent 2016 SCAG RTP forecast. Therefore, the 2040 estimate may be overstated. The COVID 19 pandemic may further affect SCAG's growth forecast.

As previously noted, the HEU update would result in a significant impact if it would "induce substantial unplanned population growth in an area." As indicated in **Table PH-1**, the forecast population growth resulting from future housing development facilitated by the HEU is within the 2040 population growth projection as determined by SCAG.

The slight variation in population forecasts is not considered substantial given it would theoretically occur over an extended eight year planning period (i.e., 2021 through 2029). Additionally, the future housing development facilitated by the HEU is intended to be dispersed throughout the City to accommodate projected population growth. Importantly, the RHNA is not a housing construction mandate and the City is not required to construct the housing; rather the City is required to demonstrate that it can accommodate the 6th Cycle RHNA. Therefore, since the projected housing growth is mandated (RHNA compliance is non-discretionary for the local jurisdiction), the associated population growth would not be considered "unplanned" population growth.

All future housing development facilitated by the HEU would be subject to environmental review under CEQA as part of the City's development review process, and would be assessed on a project-by-project basis for potential effects concerning population growth. Additionally, future housing development would be subject to compliance with all federal, state, and local requirements for minimizing growth-related impacts. Therefore, the HEU would not induce substantial unplanned population growth in the City directly or indirectly, a less than significant impact would occur.

**b. LESS THAN SIGNIFICANT IMPACT.** SB 166 (2017) requires a City to ensure that its Housing Element inventory can accommodate its share of the regional housing need throughout the eight year planning period of 2021-2029. It prohibits a City from reducing, requiring, or permitting the reduction of the residential density to a lower residential density than what was utilized by the HCD for certification of the Housing Element, unless the City makes written findings supported by substantial evidence that the reduction is consistent with the adopted General Plan, including the Housing Element.

Compliance with SB 166 would minimize the potential for future housing displacement. The candidate housing site inventory would be sufficient to accommodate the City's RHNA allocation, and all HEU actions would occur such that there is no net loss of residential unit capacity. Therefore, the HEU's potential impacts, including from future development facilitated by the HEU, concerning displacement of existing people or housing, and need to construction replacement housing elsewhere would be less than significant.

#### **STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project.

<b>XV. Public Services</b> <i>a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for 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 of the public services:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
1. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**a1 – a5. LESS THAN SIGNIFICANT IMPACT.**

The City charges development impact fees (DIF) to ensure that services and infrastructure are in place to cover the cost of added services required by new residential development and are necessary to maintain the quality of life within the community. Torrance’s impact fees include a Dwelling Unit Fee (established by the City in 1989 and adjusted periodically according to the Consumer Price Index); Parks and Recreation Facilities Fee (established by the City in 1975 for the acquisition, improvement and expansion of public park, playground and/or recreation facilities); and Torrance Unified School District Fees. Development Impact Fee (adopted in 2005 and updated in 2020 with a phased-in adjustment (70%, 85%, 100%) over next 5 years) Los Angeles County provides sewer to the City and charges a separate sewer connection fee. The fees are intended to provide funds to recoup the cost of providing infrastructure and services to the developments,

The City collects Development Impact Fees (DIF) for residential, commercial and industrial development projects to offset the increases in demands for public services and utilities associated with individual development projects. According to the City’s DIF fee schedule, which lists the City’s DIF for fiscal year 2020 through 2025, the fee schedule has a built in escalation rate over time. The City’s DIF schedule is based on a per unit cost for residential developments including single family homes, ADU’s and multi-family residential projects. For commercial and industrial projects, the DIF are assigned on a per SF basis. The City imposes and collects these fees for land development projects in order to ensure that existing levels of service for both public services and utilities are not diminished over time due to increasing development intensity or population growth.

**FIRE PROTECTION SERVICES**

The project would not result in direct housing construction, but would facilitate and provide a policy framework for future housing development and enhanced public safety throughout the City. South of the

City, in the adjacent jurisdictions of Palos Verdes Estates and Rolling Hills, are areas designated by CalFire as Very High Fire Hazard Severity Zones (VHFHSZ).

The City's General Plan Safety Element is scheduled to be updated in 2022 after the completion of the HEU. Future housing development facilitated by the HEU and the resulting population growth (See Section XIV, Population and Housing) would incrementally increase the demand for fire protection services in the City over the HEU 6<sup>th</sup> cycle planning horizon.

The Torrance Fire Department (TFD) provides fire protection and emergency services to the City from six fire stations and a Fire Prevention and Hazardous Materials Administration office. TFD provides safety, environmental protection, and property conservation through the provision of the following response programs: emergency medical services, direction and control, fire suppression, hazardous materials emergency services, hazardous materials administration, public education, specialized emergency response services, technical rescue services, and fire prevention.

As most of the candidate housing sites are developed, and all are urban infill sites, they are already served by the TFD. Future housing development facilitated by the HEU would incrementally increase the demand for fire protection services to those vacant areas. However, the proposed vacant sites are in urbanized locations near existing infrastructure (e.g., roads and utilities) and would be located near areas already served by the TFD. Therefore, because the construction of new fire protection facilities to serve the future housing development facilitated by the HEU is not anticipated, the project would not result in physical impacts in this regard. No impact is anticipated concerning construction of fire protection facilities.

During the development review process, City staff and staff from TFD review water flow and distribution requirements for new development projects to ensure adequate water pressure for firefighting. The City also will work with the local water districts listed above to encourage them to evaluate the adequacy of emergency water line capacity as it relates to fire flow requirements, and both test and evaluate the reliability of the water infrastructure. All future housing development facilitated by the HEU would be subject to environmental review under CEQA, the City's development review process, and required to adhere to the version of the California Fire Code in effect at the time of the future development and the Torrance Municipal Code (Chapter 5 Fire Prevention). Additionally, future housing developments would be required to submit a will-serve letter or service questionnaire in conjunction with their applications to ensure that both fire protection services are available to serve the proposed housing development. Compliance with the established regulatory framework would minimize impacts to fire protection services.

The project does not include any ground disturbing activities or new development. All new residential units in the City would be required to meet all of the applicable fire codes set forth by the State Fire Marshal, TFD, and the City's building code. Implementation of the proposed project may result in a future incremental increase in the demand for emergency services; however, the future development would be located within existing urbanized areas of the City primarily in the form of urban infills sites. The locations of future development are not anticipated to place an undue hardship on the TFD since they are presently servicing the City from six locations. In addition, the TFD reviewed the Draft HEU (and is expected to review the Safety Element Update when it is updated in the future) to provide recommendations to reduce potential future impacts to fire protective services. These comments have been incorporated in the Draft HEU. The TFD would also review future building plans when they are submitted to the City and would also identify and provide additional recommendations to reduce any potential impacts. In addition, prior to final project approval, the Fire Marshal would verify that future projects have been designed to conform to all applicable codes. Therefore, implementation of the proposed project would not exceed the capacity of TFD

to serve the City with existing fire protection services and resources. The proposed project would result in less than significant impacts to fire protective services.

### **POLICE PROTECTIVE SERVICES**

As previously noted, the project would not result in direct housing construction, but would facilitate future housing development in the City. Future housing development facilitated by the HEU and the resulting population growth (see Section XIV, Population and Housing) would incrementally increase the demand for police protection services. Law enforcement services in the City of Torrance are provided by the Torrance Police Department (TPD). TPD is at 3300 Civic Center Drive, behind City Hall. The department is composed of four components: the Administrative, Services, Patrol, and Special Operations Bureaus. The largest bureau is the Patrol Bureau, which includes Crime Scene Investigation, Gang Detail, Shopping Center Detail, Special Weapons and Tactics (S.W.A.T.), and Canine Detail unit. The department's Community Affairs Division comprises the Community Affairs Section and the Community Lead Officer Detail, which acts as a liaison with the community. The Community Affairs Section coordinates programs such as Neighborhood Watch, Map Your Neighborhood, Business Watch, Partners in Policies, and Teens and Police. They also perform and coordinate functions such as home security inspections, vacation security checks, speaker requests, and tours of the police department. To further the effectiveness of its public safety efforts, the TPD has established focus-based policing, with the aim of empowering area and division commanders to manage unexpected challenges and provide solutions, and to delegate power to line level officers.

As the majority of the candidate housing sites are developed, the majority of the sites are already served by the TPD. As previously mentioned, almost all proposed candidate housing sites currently generate demand for police protection services. Future housing development facilitated by the HEU would incrementally increase the demand for police protection services to vacant sites; however all sites are urban infill sites already within the service area for police and are in urbanized locations near existing infrastructure (e.g., roads and utilities) and would be located near areas already served by the TPD. Given the City's built out nature, future housing development under the HEU is not anticipated to create a need to expand police protection facilities. The City would review future housing development applications to ensure compliance with the established regulatory framework. Compliance with the established regulatory framework would minimize impacts to police protection services. Therefore, the HEU would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities. Therefore, impacts would be less than significant, and no physical environmental impacts would occur.

### **SCHOOLS**

As previously noted, the project would not result in direct housing construction, but would facilitate opportunities for future housing development. Future housing development facilitated by the HEU and the resulting population growth (see Section XIV, Population and Housing) would incrementally increase the demand for school services. The City is primarily served by the Torrance Unified School District (TUSD). The district encompasses all of the City of Torrance, and operates 17 elementary schools, 8 middle schools, 5 high schools (one of which is a continuation school), 3 adult education centers, and a child development center. In addition to these public schools, approximately more than 40 public and private preschools and private K-12 schools serve the City.

As noted above, the project would result in an incremental increase in the city's population over the eight-year SCAG regional growth forecast planning period that could place cumulative demands on local schools or school operations, which could require additional school facilities. Any future housing development facilitated by the HEU would be required to comply with Senate Bill (SB) 50 requirements, which allow

school districts to collect impact fees from developers of new residential projects to offset the cost of new development. Future applicants would be subject to school developer fees from the TUSD. The current school impact fee structure is \$4.08 per SF for residential projects. These fees are evaluated on a yearly basis and would be collected at the time of permit issuance. Pursuant to Government Code §65995(3)(h), “payment of statutory fees is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use or development of real property...”.

Payment of these fees would provide an adequate financial base to construct and equip new and existing schools. Additionally, because the construction of new school facilities to serve the future housing development facilitated by the HEU is not anticipated, the project would not result in physical impacts in this regard. Therefore, impacts would be less than significant, and no physical environmental impacts would occur.

#### **PARKS, LIBRARIES AND OTHER PUBLIC FACILITIES**

As previously noted, the project would not result in direct housing construction, but would facilitate future housing development. Future housing development facilitated by the HEU and the resulting population growth (see Section XIV, Population and Housing) would incrementally increase the demand for parks, library and other public facilities. Any future housing development facilitated by the HEU would occur in urbanized locations near existing facilities that currently provide service to the City’s residents. See also Section XVI, Recreation.

Therefore, it is anticipated that the increased demand would not be substantial or such that it would warrant construction of a new park or library facility. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new public facilities. Impacts would be less than significant.

#### **STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project. However, the list below contains a standard Mitigation Measure applicable to future ground disturbing land development projects in the City.

**PS-1:** New development shall be required to pay all applicable development impact fees. Large urban service area amendments, annexation, and Specific Plans may require additional mitigation measures such as the provision of land for new facilities.

<b>XVI. Recreation</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
a. Would the project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**a. LESS THAN SIGNIFICANT IMPACT.** As previously noted, the project would not result in direct housing construction, but would facilitate opportunities for future housing development to accommodate regionally allocated/projected population growth through the RHNA planning horizon year of 2029. The RHNA is an eight year housing planning goal not a production requirement. Future housing development facilitated by the HEU and the related population growth (see Section XIV, Population and Housing), would incrementally increase the use of existing recreational facilities such that no substantial physical deterioration would occur or be accelerated by the HEU.

Parks and other recreational facilities provide a multitude of benefits to the community, such as open space, conservation of natural and significant resources, buffers between land uses, preservation of scenic views, trails, and other recreational uses. Active and passive recreational facilities in the City of Torrance include the Madrona Marsh Nature Center and Preserve, the ATTIC Teen Center, Charles H. Wilson Park, Columbia Park, Lago Seco Park, the Las Canchas Tennis Facility, Torrance Beach, and Torrance Park. There are also additional mini-parks, neighborhood parks, and community parks located throughout the City. Given the City’s setting within an urbanized area, several park facilities in adjacent jurisdictions are also available for use by Torrance residents, including parks in the cities of Lomita, Redondo Beach, Rolling Hills Estates, Palos Verdes Estates, Los Angeles, and the County of Los Angeles. Torrance Beach, occupying one mile of coastline, is managed by the Los Angeles County Department of Beaches and Harbors, and provides 20 acres of recreation open space. Beach area improvements include five public (including handicapped) access paths, public restrooms, a snack bar, sand volleyball courts, and bike paths.

Additionally, the use of City-owned sump sites, utility easements, rights-of-way, or other marginal lands should be examined as potential recreation use sites. The City intends to increase park space through the development and revitalization of small green and open spaces in local residential areas and communities. For all new development, the Torrance Municipal Code requires that open space be an integral part of a development plan. However, while recognizing the importance of acres per population as a gauge of physical park space provision, the City’s commitment to a high level of public services is more accurately demonstrated through the large quantity and variety of programs and activities offered at City facilities, and the ease of access to parks for the majority of Torrance residents.

All future housing development facilitated by the HEU would be subject to the City's development review process and compliance with City's policies and development standards. To avoid the overuse of existing recreational facilities, including parks and trails, such that substantial physical deterioration would occur, future housing development projects would be subject to the City's development review process. The loss of any land with an existing General Plan land use designation of Open Space or Parks and Recreation and/or zoned Public/Semi-Public (Parks and Recreation or Open Space) and utilized for recreational purposes would be considered a significant impact. During the City's development review process, any future housing development that would result in physical deterioration of the City's existing recreational facilities would be considered a significant impact and mitigation would be required.

However, none of the candidate opportunity sites would be located on land planned or zoned for open space, parks or recreation; therefore, less than significant impacts would occur with implementation of the HEU. All future housing development that involves subdivision of land would be subject to payment of City fees in order help fund the acquisition and development of new or rehabilitating existing park and recreational facilities needed to accommodate added demands created by the addition of residential dwelling units.

Additionally, the HEU's candidate housing sites are dispersed throughout the City to minimize the potential for adverse changes in the neighborhood character and reduce the potential for adverse impacts on existing parks, trails and other recreational amenities. Adherence to mandatory discretionary permit requirements and regulations for providing recreation would support the City's goals as outlined in the General Plan Open Space and Recreation Element for providing sufficient public recreation opportunities for residents through the year 2030. For these reasons, the HEU and future housing development facilitated by the project would not result in substantial physical deterioration of existing neighborhood or regional parks, trails or other recreational facilities. Therefore, impacts would be less than significant.

**b. LESS THAN SIGNIFICANT IMPACT.** As previously noted, the project would not result in direct housing construction, but would facilitate future housing development to accommodate projected future population growth in the City. The project does not propose the construction of new recreational facilities.

Future housing development facilitated by the project and the resulting population growth would incrementally increase the demand for park and recreation land in the City. Per the City of Torrance Municipal Code Chapter 23 – Park and Recreation Facilities Tax, new development is subject to the payment of park impact fees.

The increased demand for park and recreation facilities during the HEU planning period (2021-2029) is anticipated to be nominal as it would be dispersed Citywide over an eight-year period and could be accommodated by the existing public parks, trails and recreational facilities that are located throughout the City as well as adjacent jurisdictions.

All future housing development facilitated by the HEU would be subject to environmental review under CEQA, the City's development review process, and required to demonstrate consistency with General Plan Policies. If in the future it is determined that construction of new recreational facilities is warranted, that proposal would be subject to the City's development review process and CEQA evaluation to determine whether adverse physical effects on the environment would occur. Therefore, a less than significant impact would occur regarding the construction and expansion of recreational facilities.

#### **STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project.



<b>XVII. Transportation/Traffic</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**a. LESS THAN SIGNIFICANT IMPACT.** The proposed project is a planning document which would not directly result in the development or construction of any new housing units. Development within the housing opportunity sites would be required to conduct a project level CEQA assessment, go through a design review process, and acquire the relevant permits prior to construction. The development of new units within the identified housing opportunity sites would still be required to conform to the ordinances in the City’s Municipal Code, the transportation policies outlined in the City’s General Plan Circulation and Infrastructure Element, as well as any other policies or guidelines outlined in other relevant transportation planning documents. Therefore, the proposed project would not conflict with an applicable plan, ordinance, or policy addressing the circulation system. As such, the proposed project’s impact would be less than significant.

**b. LESS THAN SIGNIFICANT IMPACT.** The Housing Element is a tool for use by citizens and public officials in understanding and meeting the housing needs in the City. The Housing Element identifies housing opportunity sites where new and/or increased residential development to occur to help the City meet its housing needs. However, the Housing Element is only a policy document, and its adoption would not result in any direct changes to the City’s General Plan or the underlying zoning throughout the City, at this time. As such, the approval of the proposed project would not directly result in the development or construction of any new housing units. Development within the housing opportunity sites would still be required to conduct a project level CEQA assessment, go through a development review process, and acquire the relevant permits prior to construction. Therefore the proposed project’s impact, as it relates to VMT production, would be less than significant as it would not result in any physical changes to the city at this time.

It should be noted that the proposed project does recommend that the city undertake future efforts to evaluate, and potentially change, the zoning within specific housing opportunity sites. As outlined in Section 5.2 of the Housing Element, these zoning changes would be necessary for the city to meet its RHNA goals. However, additional planning and evaluation will be required prior to the implementation of these zoning changes. These changes would be made as part of subsequent efforts and would be required to go through their own CEQA review process.

Finally, as outlined in CEQA Guidelines section 15283:

*CEQA does not apply to regional housing needs determinations made by the Department of Housing and Community Development, a council of governments, or a city or county pursuant to Section 65584 of the Government Code. Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 65584, Government Code.*

Since the proposed project only sets policies in place to help fulfill the City's housing needs and does not directly result in other changes to the General Plan, CEQA should not apply to this effort, as outlined above.

**c. LESS THAN SIGNIFICANT IMPACT.** The proposed project would not substantially increase hazards due to a design feature or incompatible uses (e.g., farm equipment). The proposed project does not include proposals for new transportation facilities or changes in General Plan land use designations that would introduce new traffic from incompatible uses such as farm equipment to the City's transportation network. In addition, the City design standards establish required roadway cross-section dimensions, design speeds, sight distance, and turning radii requirements which have been formulated to reduce hazards within the City's transportation system. New development within the housing opportunity sites would be required to utilize and conform to these standards; therefore, they would have a less than significant impact.

**d. LESS THAN SIGNIFICANT IMPACT.** The proposed project would not result in inadequate emergency access. New development projects within the City are reviewed by the City of Torrance Fire Department to ensure they provide adequate emergency access. Additionally, new development within the housing opportunity sites will be required to utilize and conform to the standards outlined in the City's Municipal Code and Safety Element; therefore, they would have a less than significant impact.

#### **STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project. However, the mitigation measures listed below is from the City's General Plan EIR and is applicable for future land development projects in the City.

**TR-1:** The General Plan Circulation Element identifies those roadways that are planned to accommodate current development and future growth established by the Land Use Element. The following improvements will be necessary to maintain acceptable levels of service within the anticipated theoretical buildout of the General Plan:

- Anza Avenue/Sepulveda Boulevard – Widen eastbound Sepulveda Boulevard approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane.
- Crenshaw Boulevard/190th Street – Widen the westbound Crenshaw Boulevard approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.
- Crenshaw Boulevard/Pacific Coast Highway (SR-1) – Modify the northbound Crenshaw Boulevard traffic signal phasing to include a northbound right-turn overlap, which will preclude movement from westbound to eastbound Pacific Coast Highway (SR-1).

- Hawthorne Boulevard (SR-107)/Sepulveda Boulevard - Modify the northbound Hawthorne Boulevard (SR-107) traffic signal phasing to include a northbound right-turn overlap, which will preclude U-turn movement from westbound to eastbound Sepulveda Boulevard.
- Hawthorne Boulevard (SR-107)/Lomita Boulevard - Modify the westbound Lomita Boulevard traffic signal phasing to include a westbound right-turn overlap, which will preclude U-turn movement from southbound to northbound Hawthorne Boulevard (SR-107).

<b>XVIII. Tribal Cultural Resources</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
a. Cause a substantial adverse change in the significance of a tribal cultural resources, 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 a landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historic resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) 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 the Public Resources Code Section 5024.1. in applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1., the lead agency shall consider the significance of the resources to a California Native American tribe?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**a-c. LESS THAN SIGNIFICANT IMPACT.** No effects on known tribal cultural resources under CEQA are anticipated with project implementation, as the project would not involve any ground disturbing activities, demolition or construction.

The proposed project would not have an effect on any resources or structures identified on the California Register of Historical Resources or on the City’s Historic Registry as no development, ground disturbance or subsurface excavation is proposed by the project. However, lands within the City having the potential for unknown tribal cultural resources and Native American monitoring for future active ground disturbing activities that arise out of the project is recommended by the City for construction projects.

City staff consulted with California Native American tribal representatives per the requirements of AB 52 and SB 18 on the potential impacts of the project. No concerns regarding tribal cultural resources were raised by local tribes as no impacts to unknown tribal cultural resources are anticipated as no ground disturbance is proposed by the project. Therefore, significant impacts to known or unknown tribal cultural resources would occur with the project.

However, as there is a potential for cultural and tribal cultural resources to be identified during earth disturbing activities, Native American monitoring would be required during the initial ground disturbing activities for any future ground disturbing for housing development projects.

**STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project. However, the list below contains the standard City Mitigation Measures applicable to all future ground disturbing land development projects in the City. Please also refer to the Cultural Resources mitigation measures contained in Section V. of this Initial Study/ Negative Declaration for additional resource protection measures.

**TCR-1:** Retain a Native American Monitor/Consultant: Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 - SB18 (the “Tribe” or the “Consulting Tribe”). A copy of the executed contract shall be submitted to the Lead Agency prior to the issuance of any permit necessary to commence a ground disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the Tribal monitor approved by the Consulting Tribe and a qualified archaeologist if one is present. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue in other parts of the Project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

**TCR-2:** Unanticipated Discovery of Tribal Cultural and Associated Funerary Objects: Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported

to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC and PRC 5097.98 shall be followed.

- TCR-3:** Resource Assessment & Continuation of Work Protocol: Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 100 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).
- TCR-4:** Tribal Procedures for Burials and Funerary Remains: If the Gabrieleno Band of Mission Indians – Kizh Nation is designated as the MLD, the Koo-nas-gna Burial Policy shall be implemented. The term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.
- TCR-5:** Treatment Measures: Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the re-mains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on

the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

**TCR-6:** Professional Standards: Native American and Archaeological monitoring during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of TCR's shall be taken. The Native American monitor must be approved by the Gabrieleno Band of Mission Indians-Kizh Nation. Principal personnel for Archaeology must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in Southern California.

<b>XIX. Utilities and Service Systems</b> <i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**a. – c. LESS THAN SIGNIFICANT IMPACT.**

The City charges development impact fees (DIF) to ensure that services and infrastructure are in place to cover the cost of added services required by new residential development and are necessary to maintain the quality of life within the community. Torrance's impact fees include a Dwelling Unit Fee (established by the City in 1989 and adjusted periodically according to the Consumer Price Index); Parks and Recreation Facilities Fee (established by the City in 1975 for the acquisition, improvement and expansion of public park, playground and/or recreation facilities); and Torrance Unified School District Fees. Development Impact Fee (adopted in 2005 and updated in 2020 with a phased-in adjustment (70%, 85%, 100%) over next 5 years) Los Angeles County provides sewer to the City and charges a separate sewer connection fee. The fees are intended to provide funds to recoup the cost of providing infrastructure and services to the developments,

The City collects Development Impact Fees (DIF) for residential, commercial and industrial development projects to offset the increases in demands for public services and utilities associated with individual development projects. According to the City's DIF fee schedule, which lists the City's DIF for fiscal year 2020 through 2025, the fee schedule has a built in escalation rate over time. The City's DIF schedule is



based on a per unit cost for residential developments including single family homes, ADU's and multi-family residential projects. For commercial and industrial projects, the DIF are assigned on a per SF basis. The City imposes and collects these fees for land development projects in order to ensure that existing levels of service for both public services and utilities are not diminished over time due to increasing development intensity or population growth.

#### **RELOCATED, NEW OR EXPANDED UTILITY OR SERVICE SYSTEM INFRASTRUCTURE**

The proposed project would not result in any new development or ground disturbing activities. Of critical importance to the maintenance of existing housing and development of new housing is the availability of adequate infrastructure, including water facilities, drainage and debris channels, sewage facilities, and streets and related infrastructure.

Potable water is provided to the majority of the City by the Torrance Municipal Water Department (TMWD), with two smaller areas served by the Rancho Dominguez and Hermosa-Redondo Districts of the California Water Service Company (CWS). TMWD forecasts indicate that sufficient existing and projected water supplies are available to meet the demands of the development levels projected in the General Plan.

The Public Works Department maintains local sewer and storm drainage systems. The Sanitation Districts of Los Angeles County (LACSD) is the regional agency responsible for the collection and treatment of wastewater. The nearest wastewater treatment facility to Torrance is the Joint Water Pollution Control Plant (JWPCP) in Carson. The design capacity of the JWPCP is greater than the facility's current wastewater flows. There is sufficient wastewater treatment capacity for the increase in wastewater that projected development levels on the General Plan would generate. With utility and services system providers coordinating their planning and construction consistent with General Plan land use policy, future needs, including the 2021-2029 RHNA, can be met.

Future residential and mixed use developments are expected to concentrate along the major transportation corridors in the City with full complement of existing utilities serving the area. New construction/development would be required to comply with either the LACSD or the City of Torrance requirements for trunk sewer system disposal facilities.

Future housing in the City is anticipated to be on urban infill development/redevelopment sites surrounded by existing development on all sides. All wet and dry public utilities, facilities and infrastructure are in place and available to serve the new housing opportunity sites identified in the HEU for the eight year planning period. While utility and service connections would be needed to accommodate the new housing units, and some utilities and service system would need to be extended or enlarged to and from the new housing opportunity sites (e.g., sewer, storm water runoff, electrical, etc.), these new connections would not result in a need to modify the larger off-site infrastructure.

As the project is a long-term policy planning document to promote housing opportunities, and is within the SCAG 2040 regional growth forecast, the adoption of the updated HEU is not anticipated to be inconsistent with any of the applicable plans or exceed the capacity of any existing system, including but not limited to the Applicable Urban Water Master Plan; Applicable Wastewater Treatment Facility (<https://www.lacsd.org/services/wastewatersewage/default.asp>); Greater Los Angeles Integrated Regional Water Management Plan; or conflict with the City's Stormwater Management requirements. As a result, implementation of the proposed project would have a less than significant impact on water, wastewater treatment, storm water drainage, electrical power, natural gas, or telecommunications facilities or infrastructure.

**d – e. LESS THAN SIGNIFICANT IMPACT.****SOLID WASTE GENERATION**

The project would not result in direct housing construction but would facilitate and provide a policy framework for future housing development throughout the City. To meet the City's RHNA, the HEU identifies a series of implementing actions to increase the City's housing capacity that would accommodate SCAG planned/projected population growth in the City.

Future housing development facilitated by the HEU would be subject to environmental review under CEQA and the City's development review process and would occur as market conditions allow and at the discretion of the individual property owners. Any future housing development facilitated by the HEU would occur in urbanized locations near existing infrastructure (roads, utilities) and served by existing municipal solid waste and recycling services providers serving the City. Therefore, implementation of the proposed project would not generate any solid waste and would not result in an exceedance of the capacity of local landfills, resulting in less than significant impacts.

**COMPLIANCE WITH SOLID WASTE STATUTES AND REGULATIONS**

The City complies with all federal, State, and local statutes and regulations related to solid waste, such as AB 939 and AB 341. The Los Angeles County DEH issues permits to all solid waste facilities in the county. No solid waste would be generated by the project as the HEU is a required/mandated public policy update to ensure adequate housing supply in the City and do not involve any direct development or construction. Therefore, implementation of the project would be consistent with all applicable federal, State and local management and reduction statutes and regulations regarding solid waste, resulting in less than significant impacts.

**STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project.

<b>XX. Wildfire</b> <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SETTING**

**VERY HIGH FIRE HAZARD SEVERITY ZONES (VHFHSZ)**

The California Department of Forestry and Fire Protection (CAL FIRE) maps areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors, pursuant to Public Resources Code §§ 4201-4204 and Government Code §§ 51175-51189. These areas are referred to as Fire Hazard Severity Zones (FHSZs) and are identified for areas where the state has financial responsibility for wildland fire protection (i.e., State Responsibility Area (SRA)), and areas where local governments have financial responsibility for wildland fire protection (i.e., Local Responsibility Area (LRA)). South of the City, in the adjacent jurisdictions of Palos Verdes Estates and Rolling Hills, are areas designated by CalFire as Very High Fire Hazard Severity Zones (VHFHSZ). The City’s General Plan Safety Element is scheduled to be updated in 2022 after the completion of the HEU to address the proximity of the City to these fire hazard areas. This section describes the existing conditions in the City and the surrounding area associated with wildfire hazards.

**WILDFIRE**

A wildfire is an uncontrolled fire in an area of extensive combustible fuel, including vegetation and structures. Wildfires differ from other fires in that they take place outdoors in areas of grassland, woodlands, and brushland areas that act as a source of fuel. Buildings may become involved if a wildfire spreads to adjacent communities. The primary factors that increase an area’s susceptibility to wildfire include slope and topography, vegetation type and condition, and weather and atmospheric conditions and warm, dry summers that dry out vegetation. During the fall a dry and hot wind pattern known as Santa Ana winds further dries out vegetation.

## **DISCUSSION**

**a. LESS THAN SIGNIFICANT IMPACT.** As discussed above, no portion of the City is within a CalFire designated VHFHSZ; however south of the City, in the adjacent jurisdictions of Palos Verdes Estates and Rolling Hills, there are areas designated by CalFire as Very High Fire Hazard Severity Zones (VHFHSZ).

Fires that occur along the wildland-urban interface are more hazardous for people and property as they can spread into urbanized areas. The greatest potential for this hazard occurs at the southern area of the City where the adjacent jurisdictions to the south which have been designated VHFHSZ by CalFire.

Owners of property in areas designated as Wildland Area That May Contain Substantial Forest Fire Risks and Hazards and areas designated Very High Fire Hazard Severity Zone are subject to maintenance requirements of Section 4291 of the Public Resources Code and Section 51182 of the Government Code, respectively.

No construction is proposed by the HEU. However, construction activities for new future development could interfere with adopted emergency response or evacuation plans because of temporary construction activities. However, temporary construction would be subject to the City's permitting process and would be required to implement applicable policies. To provide for adequate emergency vehicle access to residential neighborhoods during red flag alerts, when weather conditions exist to produce an increased risk of fire, a prohibition of on-street parking on one or both sides of the street shall occur, depending on the existing road pavement width. Therefore, implementation of the Project would not impair or physically interfere with an evacuation plan. As a result, impacts would be less than significant, and no mitigation is required.

**b. LESS THAN SIGNIFICANT IMPACT.** The combination of southern California's Mediterranean climate, with its winter and spring rainfall and hot dry summers, a preponderance of highly flammable vegetation within and adjacent to the City, the steep topography within the City, and the frequency of high wind velocity from the Santa Ana winds creates optimum conditions for wildfires. To prevent exacerbating wildfire risks due to slope, new development would be required to comply with Safety Element policies that require that development will only be allowed outside of areas of known slope instability and/or high landslide risk unless fully mitigated.

New development would also be required to maintain defensible space around their buildings by reducing the availability of combustible materials and ensuring that adequate access is provided. New construction is required to have fire retardant roofing and is required to comply with applicable Board of Forestry and Fire Protection Safe Regulations, and the most current version of the Building Codes and California Fire Code. As a result, adherence to standard City and State policies and regulations regarding fire codes would not result in exacerbating wildfire risks and impacts from wildfire pollution would be less than significant.

**c. LESS THAN SIGNIFICANT IMPACT.** All construction must follow the City's building permit process which includes TFD approval of all new development and preparation of fire protection plans. During the development review process, the City and the TFD review water flow and distribution requirements for new development projects to ensure adequate water pressure for firefighting. New roads or infrastructure could be required to support new development, but, in keeping with State law (SB 1160), new utilities would be placed underground and would not exacerbate fire risk or result in other temporary or ongoing impacts to the environment. As a result, adherence to standard City policies in the installation or maintenance of associated infrastructure would not exacerbate fire risk, and potential impacts would be less than significant.

**d. LESS THAN SIGNIFICANT IMPACT.** With its steep topography in the southern portion of the City and semi-arid Mediterranean-type climate typified by heavy seasonal rainfall, the potential exists for debris flow (i.e., mudslide) hazard. These risks are exacerbated when the land has been denuded due to wildfires, as could occur in the area designated VHFHSZ. In order to reduce the risk of downslope or downstream flooding or landslides, new development must comply with applicable City requirements for fuel modification zones, good site design principals and other fire prevention activities. New development must also comply with the City requirements designed to limit the impact of such development and ensure public safety. As discussed above, future development would be required to conform to Safety Element policies restricting development to areas outside of areas of known slope instability and/or high landslide risk unless fully mitigated. New developments would additionally be required to be planned and designed to avoid flood, mudslide, and subsidence hazards to structures on or near hillside areas, as well as downhill of any project. Prior to construction all hillside development would be required to produce a preliminary soil report and a geotechnical report from a geotechnical engineer or certified engineering geologist. The geotechnical report shall identify geotechnical measures to mitigate hazard to the extent feasible. All construction must follow the City's building permit process which includes TFD approval of all new development and preparation of fire protection plans. As a result, adherence to standard City policies in the installation or maintenance of associated infrastructure would not expose people or structures to significant risks, including downslope or downstream flooring or landslides, as a result of runoff, post-fire slope instability, or drainage changes; therefore, potential impacts would be less than significant.

**STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project.

XXI. Mandatory Finding of Significance	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Does the project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project 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 past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION**

**a. LESS THAN SIGNIFICANT IMPACT.** As proposed, the project would not have the potential to degrade the quality of the environment, reduce the habitat of any sensitive plant or animal species, or eliminate important examples of California history or prehistory as no construction or physical changes to the environment would occur as a result of the 2021 (6<sup>th</sup> Cycle) General Plan Housing Element Update.

Nonetheless, based on a number of factors indicating that the City is generally rich in cultural resources, unknown cultural and tribal cultural resources, and human remains, could be inadvertently discovered during future land development projects and ground-disturbing activities. Therefore, standard City Mitigation Measures are included in Attachment B to ensure that any future impacts would be reduced to less than significant levels.

**b. LESS THAN SIGNIFICANT IMPACT.** Implementation of the proposed project would not result in individually limited, but cumulatively considerable significant impacts. All resource topics associated with the project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts or less-than-significant impacts. In addition, taken in sum with other similar projects in the area, region and state, the project is intended to accommodate anticipated future regional population growth as identified by SCAG. Impacts to environmental resource or issue areas would be evaluated on a project-by-project basis, for projects subject to review under CEQA, including a review for potential cumulatively considerable impacts. Therefore, impacts would be less than significant.

**C. LESS THAN SIGNIFICANT IMPACT.** The project does not propose any uses or activities that would negatively affect any persons directly or indirectly. In addition, all resource topics associated with the project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts or less-than-significant impacts. Standard City Mitigation Measures are included in Attachment B and are intended to be implemented for future land development projects with ground disturbing activities. Consequently, the project would not result in any environmental effects that would cause substantial adverse effects on human beings directly or indirectly.

**STANDARD MITIGATION MEASURES, CONDITIONS OR REQUIREMENTS**

None are applicable to the project as no construction is proposed. However, refer to Attachment B for a list of standard Mitigation Measures that are applicable to future ground disturbing land development projects in the City.

## REFERENCES AND LIST OF PREPARERS

## References

Section 15150 of the State CEQA Guidelines permits an environmental document to incorporate by reference other documents that provide relevant data. The documents listed below are hereby incorporated by reference. The pertinent material is summarized throughout this Initial Study where that information is relevant to the analysis of impacts of the proposed project. Referenced documents that are followed by a star (\*) are on file and available for review at the City of Torrance, Community Development Department, 3130 Torrance Boulevard, Torrance, CA. 90503.

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US Department of Agriculture – Forest Service (USDA). 2021. <https://wildfirerisk.org/explore/0/06/06037/0600039003/>. Accessed September 24, 2021.

## Individuals and Organizations Consulted

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- Gregg Lodan, Planning Manager
- Carolyn Chunn, Senior Planning Associate
- Kevin Joe, Planning Associate
- Linda Cessna, Deputy Community Development Director
- Steve Finton, Deputy Public Works Director & City Engineer
- Mr. Joseph Ontiveros, Cultural Resources Director, Soboba Band of Luiseño Indians
- Andrew Salas, Chairperson, Gabrieleño Band of Mission Indians – Kizh Nation
- Sam Dunlop, Gabrieleño Tongva Tribe
- Andrew Green, Native American Heritage Commission
- Ping Chang, Southern California Association of Governments
- Lijin Sun, South Coast Air Quality Management District

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# Attachment A – Figures

Figure 1 - Regional Location



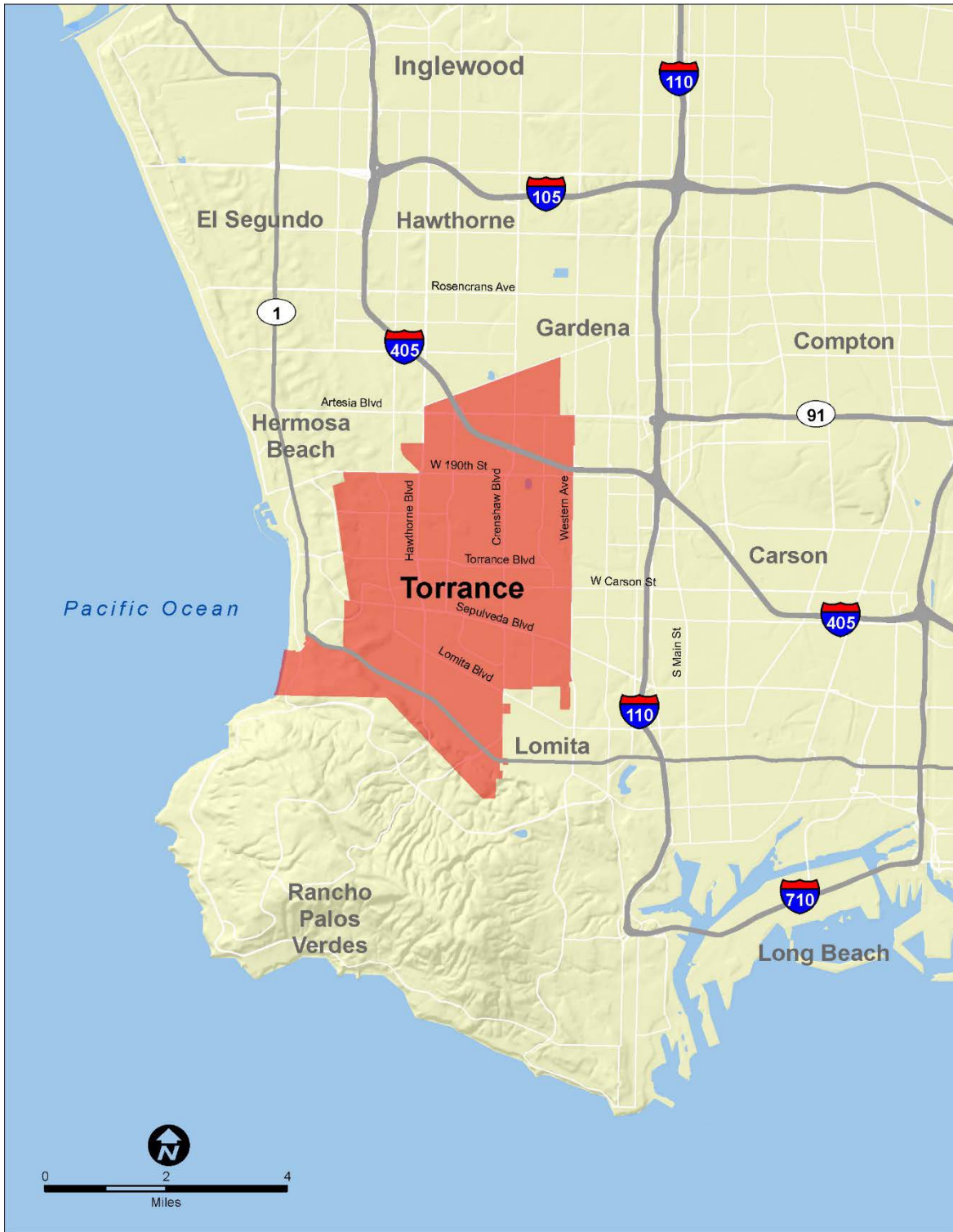
City of Torrance Housing Element

Figure 1  
Regional Location



Source: ESRI Data, 2020

Figure 2 - Project Vicinity



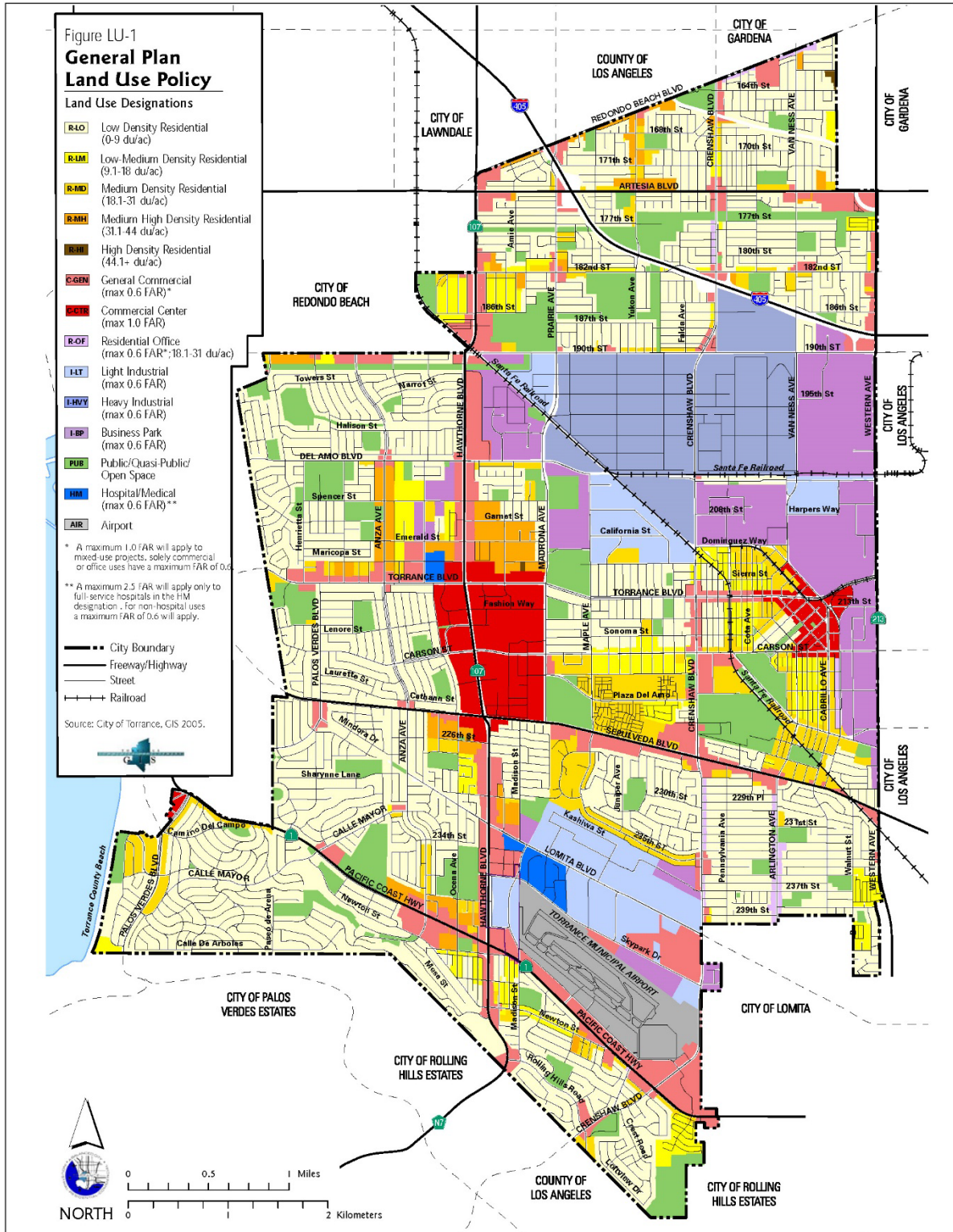
City of Torrance Housing Element

Figure 2  
Project Vicinity



Source: ESRI Data, 2020

Figure 3 - Land Use



City of Torrance Housing Element

Figure 3  
Land Use



Source: Torrance General Plan

# Attachment B – City of Torrance Standard Mitigation Measures

**CITY OF TORRANCE**  
**LIST OF STANDARD MITIGATION MEASURES**  
**OCTOBER 2021**

**PROJECT NAME:** General Plan Housing Element Update Project

**LOCATION:** This is a Citywide project

The following is a comprehensive list of standard Mitigation Measures, Conditions and Requirements that are generally applicable to ground disturbing, land development projects in the City. These mitigation measures include those in the City's adopted 2010 General Plan EIR and 2013 Addendum to the FEIR or are the standard, current Mitigation Measures generally applicable to land development projects in the City.

As determined to be applicable by the City, these measures are to be implemented before, during and after construction and can be incorporated as Conditions of Approval for any future or subsequent ground disturbing, land development projects in the City to ensure all potential impacts are avoided, minimized or reduced to less than significant levels.

Standard Mitigation Measures, Conditions and Requirements		Staff Monitor	Timing of Compliance	Date of Compliance
<b>Air Quality</b>				
AQ-1	<p>The City of Torrance Community Development Department shall require that all new construction projects incorporate feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:</p> <ul style="list-style-type: none"> <li>• Requiring fugitive dust control measures that exceed SCAQMD’s Rule 403, such as: <ul style="list-style-type: none"> <li>• Requiring use of nontoxic soil stabilizers to reduce wind erosion.</li> <li>• Applying water every four hours to active soil-disturbing activities.</li> <li>• Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.</li> </ul> </li> <li>• Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 or more restrictive exhaust emission limits.</li> <li>• Ensuring construction equipment is properly serviced and maintained to the manufacturer’s standards.</li> <li>• Limiting nonessential idling of construction equipment to no more than five consecutive minutes.</li> <li>• Using super-compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufacturers can be found on the SCAQMD’s website.</li> </ul>			
AQ-2	<p>The City of Torrance shall evaluate new development proposals in the City for potential air quality incompatibilities according to the California Air Resources Board’s Air Quality and Land Use Handbook: A Community Health Perspective (April 2005). New development that is inconsistent with the recommended buffer distances shall only be approved if feasible mitigation measures, such as high-efficiency minimum efficiency reporting value filters, have been incorporated into the project design to protect future sensitive receptors from harmful concentrations of air pollutants as a result of proximity to existing air pollution sources.</p>			
<b>Biological Resources</b>				
BIO-1	<p>Habitat Assessment and Focused Surveys for Special-Status Species:</p> <p>Prior to the issuance of any grading, building, or other construction permit for undeveloped parcels (excludes previously developed parcels) in the Project area, a habitat assessment shall be conducted</p>			



Standard Mitigation Measures, Conditions and Requirements	Staff Monitor	Timing of Compliance	Date of Compliance
<p>for the parcel to determine whether the potential exists for special-status species to occur. If the habitat assessment identifies potentially suitable habitat for threatened and endangered species, focused surveys shall be conducted by a qualified biologist to determine presence or absence. Early consultation with the wildlife agencies (i.e., USFWS, CDFG) shall be undertaken for ESA- and CESA-listed species to ensure avoidance to the greatest extent feasible and appropriate “take” authorization.</p> <p>If threatened and endangered species are observed/detected, project-specific mitigation measures shall be developed to mitigate impacts on threatened and endangered species to below a level of significance. This shall apply to all projects if there is a potential to disturb habitat, including grading and other ministerial construction permits. Specific measures shall include, as appropriate:</p> <ul style="list-style-type: none"> <li>• Provision of a qualified biological monitor on site during all earth-disturbing activities to ensure avoidance of impacts on listed species.</li> <li>• The use of fencing or flagging to identify sensitive areas that support the listed species and to ensure that the areas are protected from direct and indirect impacts.</li> <li>• Implementation of noise reduction measures (e.g., noise attenuation structures) within habitats occupied by listed avian species, and noise monitoring during the breeding season.</li> <li>• Identification and transplantation of listed plant species populations in accordance with best practices.</li> <li>• Prohibition on construction activities during the breeding seasons for listed species.</li> </ul>			
<p><b>BIO-2</b> Birds Nest Avoidance: If construction activities occur between January 15 and August 31, a preconstruction survey (within 7 days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within or adjacent to the area proposed for development in order to avoid the nesting activities of breeding birds/raptors.</p>			
<p><b>BIO-3</b> If nesting activities within 200 feet of the proposed work area are not detected, construction activities may proceed. If nesting activities are confirmed, construction activities shall be delayed within an appropriate buffer from the active nest until the young birds have fledged and left the nest or until the nest is no longer active as determined by a qualified biologist. The size of the appropriate buffer shall be determined by a qualified biologist based on field conditions.</p>			
<p><b>BIO-4</b> Prior to the initiation of future development projects within the Project area that have the potential to adversely affect sensitive habitat including ministerial grading and other construction-related actions, a habitat assessment shall be conducted when warranted in areas undisturbed by prior development to determine whether sensitive natural communities (including riparian vegetation) are present. If the</p>			

Standard Mitigation Measures, Conditions and Requirements	Staff Monitor	Timing of Compliance	Date of Compliance
<p>habitat assessment identifies sensitive natural communities, a biological report shall be prepared to address impacts on sensitive natural communities resulting from the proposed future project. The report shall identify mitigation measures to reduce all significant impacts to below a level of significance. Mitigation measures shall include, but are not limited to the following, as determined appropriate by a qualified biologist in consultation with the wildlife agencies.</p> <ul style="list-style-type: none"> <li>• Early consultation with the wildlife agencies (i.e., USFWS, CDFG) for ESA- and CESA-listed species to ensure avoidance to the greatest extent feasible and appropriate “take” authorization.</li> <li>• Provision of a qualified biological monitor on site during all earth-disturbing activities to ensure avoidance of sensitive habitats.</li> <li>• The use of fencing or flagging to identify and avoid sensitive areas and to ensure that the areas are protected from direct and indirect impacts.</li> <li>• Appropriate siting of staging areas within developed or disturbed areas, ensuring such areas are outside of existing sensitive habitats.</li> <li>• Provision of mitigation at a minimum of a 1:1 ratio to ensure no net loss of sensitive habitat. Consultation with the wildlife agencies or professional best practices may result in higher ratios.</li> </ul>			
<p><b>BIO-5</b> If a habitat assessment identifies potential federal and/or state jurisdictional waters, a formal jurisdictional delineation shall be prepared. This document will map the jurisdictional waters present and overlay it on the grading footprint of the project, thereby allowing a calculation of the total impacts. If jurisdictional waters are to be affected, mitigation is required at a minimum 1:1 ratio, but coordination with United States Army Corps of Engineers (through the Section 404 process) and California Department of Fish and Wildlife (through the Section 1602 Streambed Alteration Agreement process) may determine a higher ratio is required. Mitigation will be achieved through a combination of in-kind creation, restoration, and/or enhancement as determined to be appropriate for each site through consultation with the resource agencies. Mitigation will first be considered on site, then with an approved mitigation bank, and thirdly through offsite mitigation. The appropriate permit applications will be submitted to state and federal regulatory agencies. The permits issued by these agencies will finalize the mitigation requirements.</p>			
<p><b>BIO-6</b> If a habitat assessment identifies that a specific development project will interfere substantially with wildlife movement or established wildlife corridors, avoidance and minimization measures shall be developed that ensure the continued movement of wildlife through a specific corridor or area. Measures shall be specific to each project and be determined by a qualified biologist during project design; however, the following minimization measures shall be incorporated where appropriate, as determined</p>			

Standard Mitigation Measures, Conditions and Requirements	Staff Monitor	Timing of Compliance	Date of Compliance
<p>by a qualified biologist:</p> <ul style="list-style-type: none"> <li>• Project design shall be sensitive to wildlife movement and, if a corridor is determined to be located on site, the project shall be designed to avoid segmentation of the corridor and the continued viability of the corridor.</li> <li>• Street lighting shall be designed such that it does not increase the overall ambient lighting and glare in the natural area. This may be accomplished by designing street lighting with internal baffles to direct the lighting towards the ground and so there is a zero side angle cut off to the horizon.</li> <li>• Potential noise, motion, and human intrusion impacts shall be minimized by incorporating setbacks, berms, or walls into the project design. Construction-related noise shall be mitigated consistent with the City’s Noise Ordinances by limiting construction activities to daytime hours and requiring construction equipment to be equipped with mufflers.</li> <li>• Plant species acceptable for the project’s landscaping must not include any invasive species, as identified by the California Invasive Plant Council (<a href="http://www.cal-ipc.org/ip/inventory/index.php">http://www.cal-ipc.org/ip/inventory/index.php</a>).</li> <li>• When culverts are included in a project design within areas known to be used as wildlife crossings, they shall be placed in locations suitable for use by wildlife and shall be sized and shaped such as to facilitate wildlife movement through the culvert.</li> </ul>			
<p><b>BIO-7</b> Prior to issuance of any building permit for a new structure or expansion of the footprint of an existing structure no matter how small, or for the addition of a second story, grading permit, or permit for demolition, the applicant shall submit a tree plan to the City. The tree plan shall provide the following information and is subject to all provisions listed below:</p> <ul style="list-style-type: none"> <li>• The location of all protected trees as defined in the City Municipal Code. For all projects requiring discretionary City review, tree identification tags that correspond with the submitted plan shall be installed for field verification. For projects on non-residential property, all trees shall be indicated.</li> <li>• The plan shall show the location, size, and species of all trees to be removed, the reason for removal, and all trees to be retained. Any trees proposed for removal due to poor health or condition shall have the condition of the tree documented in a letter report prepared and signed by an arborist certified by the International Society of Arboriculture (ISA).</li> <li>• The plan shall show the existing and proposed grades, existing and proposed improvements, and septic tanks and utility lines located within 30 feet of potentially removed trees, retained trees, and trees to be planted.</li> <li>• During the construction phase, all applicants shall comply with tree protection guidelines as defined in the City Municipal Code.</li> </ul>			

Standard Mitigation Measures, Conditions and Requirements	Staff Monitor	Timing of Compliance	Date of Compliance	
<ul style="list-style-type: none"> <li>The director of community development shall notify the applicant of the requirement to obtain a tree removal permit for those trees on the tree plan that are intended to be removed and which are subject to the provisions of the City Municipal Code.</li> <li>Arborist review of the tree plan may be required per the determination of the director of community development or his/her designee.</li> </ul>				
<b>Cultural Resources</b>				
<b>CR-1</b>	<p>In the event that any archaeological materials are encountered during construction activities, all activities must be suspended in the vicinity of the find. An archaeologist shall be obtained and empowered to halt or divert ground disturbing activities, coordinate with Native American Tribal or Band monitors interested in monitoring the remaining onsite grading and excavation activities and establish a Cultural Resources Treatment and Monitoring Agreement between the property owner and participating Band or Tribe. Such agreement must include terms for compensation for on-site monitoring and address the treatment and final disposition of any tribal cultural resources, sacred sites and human remains that are discovered during project grading and excavation. Said agreement must be instituted and completed before ground-disturbing activities can recommence in the area of the find to allow for the recovery of the find. The archaeologist shall describe the find in a professional report which shall receive reasonable wide distribution. Any recovered finds shall be prepared to the point of identification. The property owner shall relinquish ownership of all Native American cultural resources to the appropriate local Tribe or Band for treatment and disposition. If determined to be of non-Native American scientific/historical value, recovered materials shall be deposited with a local institution with facilities for their proper curation, analysis, and display. Final disposition and location of the non-Native American recovered materials shall be determined by the City of Torrance.</p>			
<b>CR-2</b>	<p>If human remains of any kind are found during construction, the requirements of CEQA Guidelines Section 15064.5(e) and Assembly Bill 2641 shall be followed. According to these requirements, all construction activities must cease immediately, and the Los Angeles County Coroner and a qualified archaeologist must be notified. The Coroner will examine the remains and determine the next appropriate action based on his or her findings. If the coroner determines the remains to be of Native American origin, he or she will notify the Natural American Heritage Commission (NAHC). The NAHC will then identify the most likely descendants (MLD) to be consulted regarding treatment and/or reburial of</p>			

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	the remains. If an MLD cannot be identified, or the MLD fails to make a recommendation regarding the treatment of the remains within 48 hours after gaining access to them, the Native American human remains and associated grave goods shall be buried with appropriate dignity on the property in a location not subject to further subsurface disturbance.			
<b>Geology and Soils</b>				
<b>GEO-1</b>	In the event that any unique paleontological resources or geographic features are encountered during construction activities, all activities must be suspended in the vicinity of the find. A paleontologist shall be obtained and empowered to halt or divert ground disturbing activities and monitor the remaining onsite grading and excavation activities. The paleontologist shall describe the find in a professional report which shall receive reasonable wide distribution. Any recovered finds shall be prepared to the point of identification. Recovered materials shall be deposited with a local institution with facilities for their proper curation, analysis, and display. Final disposition and location of recovered materials shall be determined by the City of Torrance.			
<b>Greenhouse Gas Emissions</b>				
<b>GHG-1</b>	Pursuant to a goal of overall consistency with the sustainable communities strategies, the City of Torrance shall evaluate new development with the development pattern set forth in the sustainable communities strategies plan or alternative planning strategy, upon adoption of the plan by the Southern California Association of Governments or South Bay Cities Council of Governments.			
<b>Hazards and Hazardous Materials</b>				
<b>HAZ-1</b>	Mitigation measures would be developed consistent with the requirements of the City of Torrance, the Los Angeles County Department of Public Health Department, and the State Department of Toxic Substances Control, where appropriate.			
<b>HAZ-2</b>	Projects shall be reviewed and approved by the City of Torrance Fire Department in accordance with the latest adopted Building and Fire Code requirements, including the provision of fire sprinklers, upgraded			

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fire apparatus access and fire hydrants, as determined necessary for the project.			
<p><b>HAZ-4 Phase I, Phase II, or Phase III Environmental Site Assessment Prior to Development of Sites Related to the Use, Transport, or Storage of Hazardous Materials Sites.</b> Prior to the issuance of any grading permits for any future project under the General Plan Update that would take place on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List), or on a site that was previously occupied by a land use that used or generated hazardous materials or wastes, the project applicant shall complete a Phase I, II, or III Environmental Site Assessment (ESA), prepared by a Registered Environmental Assessor (REA). Any recommendations for remediation or further analysis, such as a Phase II or Phase III ESA, shall be implemented prior to issuance of any grading permit. If monitoring during construction is recommended, the project applicant shall provide a letter of verification to the Community Development Director, stating that an REA has been retained to implement the monitoring program during construction activities. The program shall detail the pollutants or evidence of pollutants whose presence is being monitored, as well as the actions to be taken should any pollutant or evidence of pollutant be uncovered. If such a pollutant or evidence of the pollutant is encountered during construction activities (e.g., grading, clearing, or demolition activities), it should be evaluated by an REA and handled in accordance with applicable environmental laws and regulations.</p> <ol style="list-style-type: none"> <li>1. A Phase I ESA is required for the development or redevelopment of a property suspected of historically containing hazardous materials and shall include, but not be limited to the following: <ul style="list-style-type: none"> <li>▪ A comprehensive records search.</li> <li>▪ Consideration of historical information.</li> <li>▪ Onsite evidence of hazardous material use, storage, or disposal.</li> <li>▪ A recommendation as to whether a Phase II soil testing and chemical analysis is required.</li> </ul> </li> <li>2. If the results of the Phase I ESA conclude that a Phase II ESA is necessary, the Phase II ESA shall include, but not be limited to, the following: <ul style="list-style-type: none"> <li>▪ A work plan that includes the number and locations of proposed soil/monitoring wells, sampling intervals, drilling and sampling methods, analytical methods, sampling rationale, site geohydrology, field screening methods, quality control/quality assurance, and reporting methods. Where appropriate, the work plan is approved by a regulatory agency such as the DTSC, RWQCB, or County HMD.</li> <li>▪ A site-specific health and safety plan signed by a Certified Industrial Hygienist.</li> <li>▪ Necessary permits for encroachment, boring completion, and well installation.</li> <li>▪ A sampling program (fieldwork) in accordance with the work plan and health and safety plan.</li> </ul> </li> </ol>			

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<p>Fieldwork is completed under the supervision of a State of California registered geologist.</p> <ul style="list-style-type: none"> <li>▪ Hazardous materials testing through a State-certified laboratory.</li> <li>▪ Documentation, including a description of filed procedures, boring logs/well construction diagrams, tabulations of analytical results, cross-sections, an evaluation of the levels and extent of contaminants found, and conclusions and recommendations regarding the environmental condition of the site and the need for further assessment. A remedial action plan will be developed as determined necessary by the Principal Investigator. Contaminated groundwater will generally be handled through the NPDES/dewatering process.</li> <li>▪ A disposal process, including transport by a State-certified hazardous material hauler to a State-certified disposal or recycling facility licensed to accept and treat the identified type of waste.</li> </ul> <p>3. If hazardous materials are determined to be present, a Phase III ESA shall be prepared and the responsible party shall contact the local CUPA or applicable regulatory agency to oversee the remediation of the property in compliance with all applicable local, county, state, and federal laws. The property owner, developer, or responsible party shall be responsible for funding or securing funding for the site remediation and shall provide proof to the City that the site contaminants have been properly removed in compliance with all applicable laws and regulations prior to project development.</p>			
<p><b>HAZ-5</b> <b>Notification of Property Owners.</b> All property owners shall be noticed when purchasing or building a home in the WUI area that they have accepted that the areas have certain risks that make their property, homes, and safety susceptible to wildfires.</p>			
<b>Hydrology and Water Quality</b>			
<p><b>HYD-1</b> Comply with the City’s Stormwater Management ordinance by preparing an Urban Stormwater Mitigation Plan (USWMP), which requires peak stormwater runoff rates from new development to not exceed predevelopment levels.</p>			
<p><b>HYD-2</b> All new developments shall be required to incorporate LID practices into their stormwater drainage plans. The incorporation of LID practices would include the following measures (a) minimizing pollutant loading and changes in hydrology; (b) ensuring that post-development runoff rates from a site do not negatively impact downstream erosion and stream habitat; (c) minimizing the amount of stormwater</p>			

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<p>guided to impermeable surfaces; (d) maximizing percolation of stormwater into the ground where appropriate; (e) preserving wetlands, riparian corridors, and buffer zones; (f) establishing reasonable limits on the clearing of vegetation from a project site; and (g) requiring incorporation of structural and non-structural best management practices to mitigate projected increases in pollutant loads and flows to ensure that, during a wet weather event, all stormwater remains on site. The incorporation of BMPs such as the use of tree boxes, retention basins, bioswales, rain gardens, and roof gardens will minimize impacts on the groundwater basins by allowing stormwater to percolate into the groundwater basins.</p>			
<p><b>HYD-3</b> Implementation of all applicable and relevant BMP's.</p>			
<p><b>HYD-4</b> All developments subject requiring the issuance of a grading or building permit to prepare an Urban Storm Water Management Plan (USWMP). Implementation of the USWMP would require peak stormwater runoff rates from new development to not exceed predevelopment levels.</p>			
<p><b>HYD-5</b> Low Impact Development (LID) Practices. The following shall be incorporated into the General Plan Policy Implementation Program or adopted by City ordinance: All new developments shall be required to incorporate LID practices into their stormwater drainage plans. The incorporation of LID practices would include the following measures from CNE 1.2.2: (a) minimizing pollutant loading and changes in hydrology; (b) ensuring that post-development runoff rates from a site do not negatively impact downstream erosion and stream habitat; (c) minimizing the amount of stormwater guided to impermeable surfaces; (d) maximizing percolation of stormwater into the ground where appropriate; (e) preserving wetlands, riparian corridors, and buffer zones; (f) establishing reasonable limits on the clearing of vegetation from a project site; and (g) requiring incorporation of structural and non-structural best management practices to mitigate projected increases in pollutant loads and flows to ensure that, during a wet weather event, all stormwater remains on site. The incorporation of BMPs such as the use of tree boxes, retention basins, bioswales, rain gardens, and roof gardens will minimize impacts on the groundwater basins by allowing stormwater to percolate into the groundwater basins.</p>			
<p><b>MM HYD-6</b> Sanitary Sewer Line. The City shall require that prior to issuance of permits for the development of existing vacant lands designated for residential and mixed-use uses, the City shall confirm that a wastewater treatment facility will treat the wastewater generated by the new development and that the new development will be connected to that facility.</p>			



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<b>Noise</b>				
<b>NOI-1</b>	Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 60 dBA CNEL contour along major roadways, freeways, or railway, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City’s Noise Compatibility Guidelines and the California State Building Code and California Noise Insulation Standards (Title 24 of the California Code of Regulations).			
<b>NOI-2</b>	Individual projects that involve vibration-intensive construction activities, such as pile drivers, jackhammers, and vibratory rollers, near sensitive receptors shall be evaluated for potential vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceeds the Federal Transit Administration vibration-annoyance criteria of 78 VdB during the daytime), additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).			
<b>NOI-3</b>	Prior to the issuance of building permits for any project that involves a vibration-sensitive use directly adjacent to a railway, the development project application shall retain an acoustical engineer to evaluate potential for trains to create perceptible levels of vibration indoors. If vibration-related impacts are found, mitigation measures shall be implemented, such as use of concrete, iron, steel, or masonry materials, to ensure that levels of vibration amplification are within acceptable limits to building occupants, pursuant to the Federal Transit Administration vibration-annoyance criteria.			
<b>NOI-4</b>	Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Mitigation measures—such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing nonessential idling of construction equipment to no more than five minutes—shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible.			
<b>NOI-5</b>	During all project excavation and grading on-site, construction contractors shall equip all construction			

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	equipment, fixed or mobile, with properly operating and maintained mufflers.			
NOI-6	The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.			
NOI-7	Equipment shall be shut off and not left to idle when not in use.			
NOI-8	The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.			
NOI-9	Jackhammers, concrete saws, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.			
NOI-10	The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.			
<b>Transportation</b>				
TR-1	<p>The General Plan Circulation Element identifies those roadways that are planned to accommodate current development and future growth established by the Land Use Element. The following improvements will be necessary to maintain acceptable levels of service within the anticipated theoretical buildout of the General Plan:</p> <ul style="list-style-type: none"> <li>• Anza Avenue/Sepulveda Boulevard – Widen eastbound Sepulveda Boulevard approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane.</li> <li>• Crenshaw Boulevard/190th Street – Widen the westbound Crenshaw Boulevard approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.</li> <li>• Crenshaw Boulevard/Pacific Coast Highway (SR-1) – Modify the northbound Crenshaw Boulevard traffic signal phasing to include a northbound right-turn overlap, which will preclude movement from westbound to eastbound Pacific Coast Highway (SR-1).</li> <li>• Hawthorne Boulevard (SR-107)/Sepulveda Boulevard – Modify the northbound Hawthorne</li> </ul>			

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<p>Boulevard (SR-107) traffic signal phasing to include a northbound right-turn overlap, which will preclude U-turn movement from westbound to eastbound Sepulveda Boulevard.</p> <ul style="list-style-type: none"> <li>Hawthorne Boulevard (SR-107)/Lomita Boulevard - Modify the westbound Lomita Boulevard traffic signal phasing to include a westbound right-turn overlap, which will preclude U-turn movement from southbound to northbound Hawthorne Boulevard (SR-107).</li> </ul>			
<b>Tribal Cultural Resources</b>			
<p><b>TCR-1</b> Retain a Native American Monitor/Consultant: Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill A52 - SB18 (the “Tribe” or the “Consulting Tribe”). A copy of the executed contract shall be submitted to the Lead Agency prior to the issuance of any permit necessary to commence a ground disturbing activity. The Tribal monitor will only be present on- site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the Tribal monitor approved by the Consulting Tribe and a qualified archaeologist if one is present. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health &amp; Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue in other parts of the Project site while</p>			

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<p>evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.</p>			
<p><b>TCR-3</b> Resource Assessment &amp; Continuation of Work Protocol: Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 100 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).</p>			
<p><b>TCR-4</b> Tribal Procedures for Burials and Funerary Remains: If the Gabrieleno Band of Mission Indians – Kizh Nation is designated as the MLD, the Koo-nas-gna Burial Policy shall be implemented. The term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.</p>			
<p><b>TCR-5</b> Treatment Measures: Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the</p>			

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<p>human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the re-mains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.</p>			
<p><b>TCR-6</b> Professional Standards: Native American and Archaeological monitoring during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of TCR's shall be taken. The Native American monitor must be approved by the Gabrieleno Band of Mission Indians-Kizh Nation. Principal personnel for Archaeology must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in Southern California.</p>			