

5.9 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the City of Torrance from implementation of the proposed general plan update. This land use section is based on the proposed land use Plan prepared for the City of Torrance General Plan update. The Proposed Land Use Alternative is described in detail in Section 3, *Project Description*, and is shown in Figure 3-4. The proposed goals and policies have been evaluated to determine their internal consistency with other relevant sections of the general plan update. In addition, compatibility of the proposed land uses in the surrounding area is discussed in this section. The proposed general plan update is also evaluated for consistency with the Southern California Association of Governments (SCAG) Regional Comprehensive Plan (RCP) and 2008 Regional Transportation Plan (RTP).

Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DEIR.

The analysis in this section is based in part on the information found in the following technical study:

- *Technical Background Report of the Safety Element, City of Torrance, California*, Gunnar J Kuepper, Emergency & Disaster Management, Inc., August 2005

A complete copy of this study is included in the Technical Appendices to this Draft EIR (Volume II, Appendix G)



5.9.1 Environmental Setting

The City of Torrance is in the southeastern portion of Los Angeles County, in the highly urbanized South Bay region. The City of Torrance, which covered about 3.8 square miles and had a population of 1,800 at its incorporation in 1921, now encompasses 21 square miles. Population predictions within the City vary. SCAG projected Torrance's population in 2005 to be 146,820. However, based on the existing land uses in the City, the 2008 population is 135,864. In accordance with CEQA review, the population based on existing conditions (135,864) is used as the City's current population for the environmental analysis purposes of this report.

The City's current general plan was last comprehensively updated in 1992. State law requires that the City's housing element be updated every five years. The current housing element was adopted in 2001.

Existing Land Uses

The current residential land use pattern in Torrance reflects the City's historical vision as an industrial community centered on the railroad with separate residential districts that considered the working class as the City's core for future residential growth.

Residential development represents the predominant land use in Torrance, with housing covering 49 percent of the City's land area. Industrial uses occupy the second largest land area, with 2,276 acres (22 percent). Public/Quasi-Public/Open Space uses represent the third largest land use in the City (12 percent). Torrance has a limited supply of vacant land. Of the 116 acres of vacant land, most of the area (94 percent) is

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commercial and industrial areas. The remainder (6 percent) is residential areas. The existing land use distribution is shown on Table 5.9-1, categorized by existing designations.

**Table 5.9-1
Existing Land Use Distribution**

<i>Land Use</i>	<i>Acreage¹</i>	<i>Percent of Total</i>
Residential		
Low Density	4,010	38%
Low- Medium Density	420	4%
Medium Density	547	5%
Medium- High Density	248	2%
High Density Residential	6	0.1%
Residential Subtotal	5,231	49.1%
Commercial		
General Commercial	629	6%
Local Commercial	244	2%
Commercial Center	400	4%
Commercial Subtotal	1,272	12%
Industrial and Office		
Light Industrial	504	5%
Heavy Industrial	844	8%
Business Park	928	9%
Airport	284	3%
Industrial and Office Subtotal	2,560	25%
Public/ Open Space		
Public/Quasi-public/ Open Space	1,254	12%
Public Subtotal	1,254	12%
Other		
Vacant	116	1%
Other	72	1%
Other Subtotal	188	2%
Total Acreage²	10,506	100%

Source: P&D Consultants 2005

¹ Acreage includes sphere of influence (SOI).

² Net acres: does not include acreage of streets, railroad, freeway, and other rights-of-way

Residential

Residential uses are throughout Torrance at varying development densities. The highest residential densities exist along major streets, in the historic areas, and in apartment or condominium developments around Sepulveda Boulevard between Hawthorne and Crenshaw Boulevards. The lowest residential densities are largely west of Hawthorne Boulevard.

Commercial

Commercial uses in Torrance influence the physical and economic environment of the City. There are distinctions between areas that serve the local community and areas that serve the region. Local commercial areas exist primarily near residential neighborhoods and consist of low-scale, stand-alone commercial business and commercial centers. Regional commercial corridors include Pacific Coast Highway, Hawthorne

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Boulevard, and Sepulveda Boulevard. The largest concentration of commercial development is in the Del Amo Business District, an area along Hawthorne Boulevard bounded by Torrance Boulevard and Sepulveda Boulevard. Near the Torrance Airport, significant new regional-serving commercial uses have been built since 2000, bringing in a broader range of shopping, entertainment, and dining establishments to south Torrance.

Industrial

Originally incorporated as a “modern industrial city,” much of Torrance’s industrial land remains a strong part of the City’s identity. Torrance has 2,181 acres of industrial land, primarily located in two areas. The largest of the areas is the Central Manufacturing District, on the eastern side of the City between Western Avenue and Hawthorne Boulevard, from the San Diego Freeway to Plaza Del Amo. The other district is in the southern portion of the City, just north of the airport from Skypark Drive to Kashiwa Street.

Public/Quasi-Public/Open Space

The Public/Quasi-Public/Open Space category includes private and publicly owned land serving public agencies, such as public schools, parks, government, police and fire stations, libraries and water treatment facilities, such as sump areas and stormwater retention basins. Public/Quasi-Public/Open Space in Torrance encompasses 1,258 acres.

Specific Plan

A specific plan is a detailed plan for the development of a particular area. Specific plans are intended to provide finite specification of the types of uses to be permitted, development standards (setbacks, heights, landscape, architecture, etc), and circulation and infrastructure improvements that are broadly defined by the general plan. Specific plans are often used to ensure that multiple property owners and developers adhere to a single common development plan, as well as to provide flexibility in development standards beyond those contained in the zoning ordinance in order to achieve design.



There is currently only one specific plan in effect in the City of Torrance. The Hawthorne Boulevard Corridor Specific Plan (HBCSP) articulates the City’s vision for the commercial corridor that bisects the City from north to south. The plan was approved by the city council in July 1996 and established the regulatory and strategic framework to accentuate and preserve the prominence of the Hawthorne Boulevard corridor as the retail and commercial backbone of Torrance and the South Bay. The HBCSP was formulated as a public improvement plan, streetscape plan, financing strategy, and development/design guidelines.

Existing Zoning Code

The zoning ordinance, the primary tool used to implement the general plan, regulates development type and intensity citywide. Development regulations imposed include those setting limits on building height, requiring setbacks, and specifying the percentage of a site that must be landscaped. The zoning ordinance also outlines standards for conditionally permitted uses, including car dealerships, service stations, restaurants, and many other land use issues.

Redevelopment Areas

Redevelopment is a process created by the State of California to assist local governments in eliminating blight and revitalizing designated "project areas." Redevelopment provides communities with the ability to obtain funding to make infrastructure improvements, acquire property, and otherwise bring about desired

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development, reconstruction, and rehabilitation. A portion of redevelopment funds must also be used to promote affordable housing opportunities in the community.

Blight is a term used to describe a variety of physical and economic conditions, some of which may not fit the public's general perception of blight. Examples of physical blight include buildings that are deteriorating, aging, or poorly maintained. Blight may also describe buildings that are in good condition but need design or configuration improvements to meet current business needs. Inadequate streets, sewers, and other infrastructure are other examples of blight. Economic blight can be characterized by vacant buildings or land, high tenant turnover rates, residential overcrowding, or the inability to attract or retain businesses in a particular area.

The Torrance Redevelopment Agency was created in 1964 and works in conjunction with City departments to achieve the goals set forth by the Redevelopment Agency. In Torrance, as in most cities, the agency's board of directors is the city council. As with any public agency, the Redevelopment Agency holds noticed public meetings to discuss and determine policy and approve actions.

The City has adopted four redevelopment project areas. The Meadow Park Project Area, which includes properties on Hawthorne Boulevard north of Pacific Coast Highway, represents the agency's first redevelopment project effort. Prior to redevelopment, the area was plagued with frequent flooding, irregularly shaped lots, and insufficient infrastructure facilities. It is now home to many successful businesses that have taken advantage of the location and amenities offered at Meadow Park.

The Skypark Project Area, the second redevelopment project area established, encompasses approximately 30 acres of commercial and industrial properties and is immediately north of the Meadow Park Project. Shortly after completion of area redevelopment, Skypark was awarded the Pacific Coast Builders Conference Gold Nugget Award for its commercial mixed-use site plan.

The Industrial Redevelopment Project Area, on the east side of the City, previously was home to large heavy industrial facilities. The area now is home to American Honda national headquarters and other large corporate headquarters.

The Downtown Redevelopment Project Area, adjacent to the Industrial Redevelopment Project Area, encompasses 88.5 acres and contains the original commercial core of the City, which was designed in 1912 by the Olmsted Brothers. The Redevelopment Agency has been instrumental in providing funds for new development and property maintenance and rehabilitation.

The agency uses a process called tax increment financing to carry out its goals. When an area is designated as a redevelopment area by the city council, the property within the boundaries of the project area has a certain total property tax value. If this total assessed valuation increases due to redevelopment effort, most of the taxes that are derived from the increase go to the Redevelopment Agency. These "tax increments" can be used only in the same project which generates them, except for residential projects that benefit low- and moderate income households. The Redevelopment Agency has used set-aside money to rehabilitate existing buildings, including the El Prado Apartments and the Newberry Building, and to finance residential developments in the City. These new units add to the community's supply of long-term affordable housing units.

Vacant Underutilized Land

The City has a limited supply of vacant land, mostly within commercial and industrial areas. Several areas were identified during the general plan update process as transition areas experiencing land use changes, physical blight, or stagnation and where properties are underutilized or undervalued.

Regional Planning Programs

Regional Comprehensive Plan, the 2008 Regional Transportation Plan, and Compass Blueprint Growth Vision

SCAG is the federally recognized metropolitan planning organization for the region encompassing the counties of Riverside, San Bernardino, Imperial, Orange, Ventura, and Los Angeles. SCAG is required to develop, maintain, and update an RTP every three years. The RTP is a multimodal plan that provides a basic policy and program framework for improving the balance between land uses and transportation systems. The 2008 RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socioeconomic, geographic, and commercial limitations.

The 2008 RCP is a major advisory plan prepared by SCAG that addresses important regional issues like housing, traffic/transportation, water, and air quality. The RCP is an advisory document to local agencies in the Southern California region for their information and voluntary use in preparing local plans and handling local issues of regional significance. The RCP presents a vision of how Southern California can balance resource conservation, economic vitality, and quality of life. The RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure our progress toward a more sustainable region.

SCAG adopted the Compass Blueprint in 2004 as a framework to help local jurisdictions address growth management issues through coordination of regional land use and transportation planning. The Compass Blueprint program is the part of the 2004 regional growth forecast policy that attempts to reduce emissions and increase mobility through strategic land use changes. It aims to improve the quality of life in the region through its growth vision principle of mobility, livability, prosperity, and sustainability. Compass Blueprint, through extensive public participation, land use, and transportation modeling and analysis, has resulted in a plan that identifies strategic growth opportunity areas (2% Strategy Opportunity Areas) where the program will help cities and counties reap the maximum benefits from regional planning implemented in cooperation and partnership with the local community. The Compass Blueprint 2% Strategy is a guideline for how and where the growth vision for Southern California's future can be implemented to improve measures of mobility, livability, prosperity, and sustainability for local neighborhoods and their residents.

The South Bay Cities Council of Governments (SBCCOG) is the council of governments and transportation planning agency for 16 cities, including Torrance. The goals of SBCCOG include the promotion of cooperation between municipalities of the South Bay area of Los Angeles County in the discussion of area-wide issues of interest, to seek solutions to issues of common concern, to provide a forum for communication and representation, and to increase visibility of the South Bay area.

SCAG's regional growth forecasts for population, household, and employment in the County of Los Angeles and City of Torrance are shown in Table 5.9-2.



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Table 5.9-2
2008 RTP Population, Household, and Employment Forecasts

	2003	2005	2010	2015	2020	2025
County of Los Angeles						
Population	10,034,571	10,206,001	10,615,730	10,971,602	11,329,829	11,678,552
Household	3,177,439	3,212,434	3,357,798	3,509,580	3,666,631	3,788,732
Employment	4,353,490	4,397,025	4,552,398	4,675,875	4,754,731	4,847,436
Jobs-to-Household Ratio	1.37	1.37	1.36	1.33	1.30	1.28
City of Torrance						
Population	145,820	146,820	150,393	152,825	155,464	158,005
Household	55,217	55,504	56,409	57,266	58,170	58,875
Employment	104,388	104,992	107,277	109,092	110,252	111,615
Jobs-to-household Ratio	1.89	1.89	1.90	1.91	1.90	1.90

Source: 2008 RTP Population, Household, and Employment forecasts for the City of Torrance and County of Los Angeles.

Airport Master Plans

Torrance Municipal Airport (Zamperini Field)

The Torrance Municipal Airport is administered by the City of Torrance Department of General Services but the operations and maintenance of the airport are under the control of the Department of Public Work.

The 500-acre Torrance Municipal Airport is used mainly for recreational purposes and is designated for general aviation. The risk for accidents involving the general population is relatively small because of speed, weight, and fuel weight restrictions enforced at the Torrance Airport. Between 1988 and 2004, 26 aviation accidents occurred, with two of these accidents involving fatalities of those aboard the aircrafts.

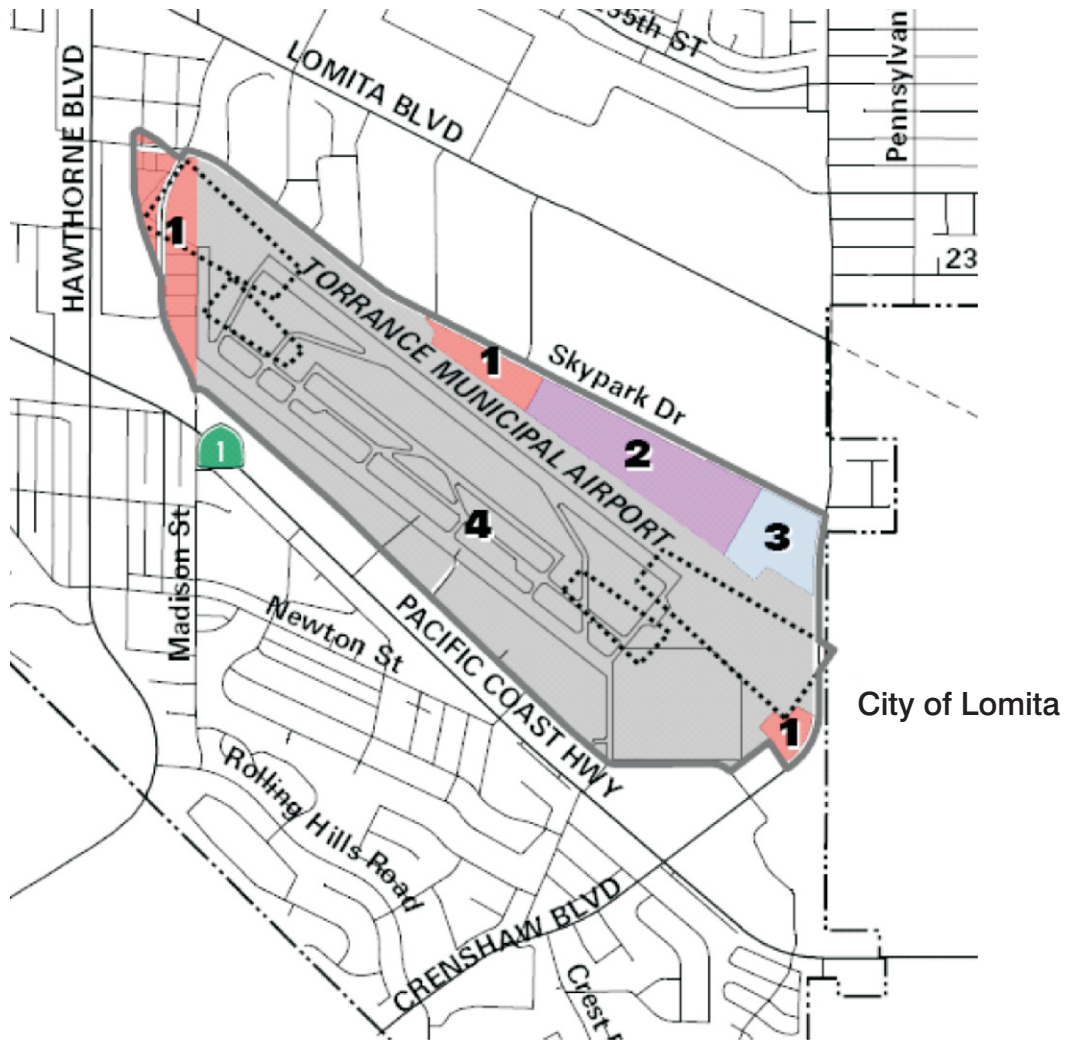
The airport has two runways, running in northwest to southeast directions. The first runway (29R-11L) is 5,000 feet long by 150 feet wide, and the second runway (29L-11R) is 3,000 feet long by 75 feet wide. Consistent with state aviation regulations, a runway protection zone (RPZ) has been established at each end of each active runway. The size of the RPZ is determined by the type of landing approach used for that runway. The City of Torrance has control over 57 percent of the RPZ for the 5,000-foot runway. The remaining 43 percent is under the jurisdiction of the City of Lomita. The Federal Aviation Administration (FAA) mandates the airport operator to restrict uses of RPZ land under its control to those compatible with airport operations.

Torrance Airport Master Plan and the Comprehensive Land Use Plan

The first airport master plan for Torrance Municipal Airport was developed in 1956. In 1962, the Airport master plan was revised to restrict airport use to general aviation and executive use. The second version of the master plan was finalized in 1973 and revised again in 1977. The most recent complete version of the airport master plan was completed in 1981. Modifications of this airport master plan have been made to keep the management of the airport up to date.

The Torrance Municipal Airport Master Plan must be consistent with the Los Angeles County Airport Land Use Commission (ALUC) and FAA regulations. The ALUC is the operating body responsible for the comprehensive land use plan (CLUP) that covers aviation activities of 15 public use airports in Los Angeles County, including Torrance Municipal Airport (Los Angeles County Department of Regional Planning 2009). The boundaries for each airport and the development restrictions within each of those boundaries are depicted in the CLUP. All proposed land uses within the boundaries for each airport must coincide with the restrictions of the CLUP. Figure 5.9-1 shows the runway protection zones, the noise contours, and the planning boundary of Torrance Municipal Airport as it is found in the CLUP.

Torrance Municipal Airport Influence Area



- Runway Protection Zone
- Airport Influence Zone

General Plan Land Use Designations

- 1** General Commercial (C-GEN)
- 2** Business Park (I-BP)
- 3** Light Industrial (I-LT)
- 4** Airport (AIR)



Source: Comprehensive Land Use Plan, LA County Airport Land Use Commission

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5.9.2 Thresholds of Significance

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

- LU-1 Physically divide an established community.
- LU-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

The initial study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold LU-3

This impact will not be addressed in the following analysis.

5.9.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.



IMPACT 5.9-1: PROJECT IMPLEMENTATION WOULD NOT DIVIDE AN ESTABLISHED COMMUNITY. [THRESHOLD LU-1]

Impact Analysis: One of the primary purposes of land use planning is to minimize the impacts of land use changes to adjacent areas and to ensure the compatibility of these uses. One of the purposes of the Torrance General Plan is to guide development in the City so that conflict between land uses is reduced and the beneficial characteristics of neighborhoods are maintained. Policies found in each element of the proposed general plan would be used to guide this type of development in the City and to limit land use conflicts. The proposed land uses of the proposed general plan would not substantially change the layout of existing land uses in the City. Table 5.9-1 shows the type and acreage of existing land uses under the current General Plan and Table 5.9-3 shows the proposed land uses under the proposed general plan update

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**Table 5.9-3
Proposed General Plan Land Uses**

<i>Land Use</i>	<i>Acreage</i>	<i>Dwelling Units/Square Footage</i>	<i>Percentage of Total</i>
Residential			
Residential Low Density (R-LO)	4,002	27,210	38.35
Residential Low-Medium Density (R-LM)	420	5,666	4.02
Residential Medium Density (R-MD)	606	14,085	5.81
Residential Medium-High Density (R-MH)	274	9,039	2.63
Residential High Density (R-HI)	5	207	0.05
Residential Subtotal	5,307	56,207	50.86%
Commercial			
General Commercial (C-GEN) ¹	825	42 units/12,584,000 sf	7.91
Commercial Center (C-CTR)	402	816 units/7,001,000 sf	3.85
Residential Office (R-OF)	41	471 units/441,000 sf	0.39
Commercial Subtotal²	1,268	1,329 units/20,026,000 sf	12.15%
Industrial			
Heavy Industrial (I-HVY)	859	3,740,000 sf	8.23
Light Industrial (I-LT)	527	10,338,000 sf	5.05
Business Park (I-BP)	881	17,271,000 sf	8.44
Industrial Subtotal	2,267	31,349,000 sf	21.72%
Other			
Public/Quasi-Public/Open Space (PUB)	1,218	7,960 sf	11.67
Hospital/Medical (HM)	62	2,692 sf	0.59
Airport (AIR)	313	136 sf	3.00
Other Subtotal	1,593	10,788 sf	15.26%
Total³	10,435	57,536 units/62,163,561 sf	100.00%

Source:

Notes:

¹ General Commercial includes previously designated Local Commercial and General Commercial.

² Includes land use Residential Office, which is not included in the current general plan.

³ Total does not include rights of ways or vacant land. Square footage total includes residential.

Land use designations would remain the same with a few exceptions. The land use General Commercial now contains the previous General Commercial and Local Commercial land uses. The uses would be similar in nature. The land use Residential Office is now included under the commercial designation category as well. There would not be any substantial changes to the existing residential land uses layout and it would remain the predominant land use in the proposed general plan, making up 50.9 percent of land uses (not including rights of ways and other land uses). Commercial land uses would make up 11.6 percent of total land uses and remain along major thoroughfares, like Hawthorne, Crenshaw, and Sepulveda Boulevards, and at large commercial centers like the Del Amo Mall. Industrial land uses would be centered around the Torrance Airport and the area generally north of the Santa Fe and south of I-405, where the Exxon Mobil Oil Refinery; Toyota Motor Sales, U.S.A., and American Honda Motor Company are located.

Policies in the land use element would encourage the compatibility between land uses to reduce any divisions caused by the incompatible placement of different land uses (LU.2.1 through LU.2.7). These policies would encourage the transition of incompatible land uses, when present, to be more compatible with their surrounding areas; phase out incompatible oil recovery facilities; require new developments to be compatible with surrounding uses both physically and by type of use; encourage a balanced jobs-to-housing ratio; and make use of natural or human-made barriers to prevent disruptive activity of certain land uses from impacting surrounding land uses. Impacts would be less than significant.

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IMPACT 5.9-2: PROJECT IMPLEMENTATION WOULD NOT CONFLICT WITH APPLICABLE PLANS ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT. [THRESHOLD LU-2]

Impact Analysis: The Torrance General Plan update is meant to guide development for the City until year 2030. The policies and programs listed in the general plan update would be compatible with regional and local planning documents.

Consistency with SCAG Regional Planning Documents

The consistency of the Torrance General Plan update with the 2008 RTP and Compass Blueprint Regional Growth Principles is shown in Tables 5.9-4 and 5.9-5. Objectives and policies listed in the elements of the Torrance General Plan update indicate the plan’s consistency with regional growth practices. Policies in the circulation (CI), community resources (CR), housing (H), and land use (LU) elements are listed in the column on the right in the tables below. The consistency analysis is found in the middle column and the SCAG policy number and description are found in the two left columns. The policies of the general plan update demonstrate consistency with all of SCAG’s policies.

**Table 5.9-4
Consistency with SCAG 2008 Regional Transportation Plan Goals**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
RTP G1	Maximize mobility and accessibility for all people and goods in the region.	<p>Consistent: The transportation networks in Torrance would be developed and maintained to meet the needs of local and regional transportation and to ensure efficient mobility. A number of regional and local plans and programs would be used to guide development and maintenance of transportation networks:</p> <ul style="list-style-type: none"> • Torrance Circulation and Infrastructure Element Implementation Program • Torrance Roadway Classification Map • Torrance Transportation Demand Management • Torrance Intelligent Transportation Systems • Los Angeles County Congestion Management Plan 	<p>OBJECTIVE CI.1: A regional circulation system that meets the needs of commercial and industrial businesses, facilitates efficient movement of goods, and integrates well with the regional transportation network with minimum adverse effects on Torrance’s residential neighborhoods</p> <p>Policy CI.1.1: Coordinate regional transportation planning efforts with adjacent communities, regional councils of governments, and regional transportation agencies.</p> <p>Policy CI.1.2: Cooperate with surrounding cities, regional transportation agencies, and other responsible agencies to provide efficient traffic management along major arterial roadways traversing Torrance.</p> <p>Policy CI.1.3: Facilitate commercial vehicle traffic through Torrance while minimizing adverse impacts by regulating truck parking regulations, minimizing intrusions into neighborhoods, and enforcing the use of truck routes.</p> <p>Policy CI.1.4: Regulate the operation of commercial vehicles to minimize conflicts with surrounding land uses</p>



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**Table 5.9-4
Consistency with SCAG 2008 Regional Transportation Plan Goals**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
			and to optimize vehicular and pedestrian mobility. Policy CI.1.5: Support the continued availability of rail service to local industrial businesses in a manner that minimizes conflicts with surrounding land uses and the local street network.
RTP G2	Ensure travel safety and reliability for all people and goods in the region.	Consistent: All modes of public and commercial transit would be required to follow safety standards set by corresponding documents. Pedestrian walkways and bicycle routes must follow safety precautions established by the City's bicycle master plan. Roadways for motorists must follow safety standards established for the local and regional plans mentioned in the above analysis for RTP G1.	OBJECTIVE CI.4: To provide a safe, efficient, and comprehensive circulation system that serves local needs, meets forecasted demands, and reduces traffic impacts on neighborhoods Policy CI-4.1: Protect residential neighborhoods from cut-through traffic by enhancing the capacity of Arterials and Collectors, improving signage, guiding traffic away from residential areas, and employing appropriate traffic-calming methods based on identified needs. Policy CI.4.4: Apply creative traffic management approaches to address congestion in areas with unique problems, particularly near schools, businesses with drive-through access, and locations where businesses interface with residential areas. Policy CI.4.5: Coordinate with the Torrance Unified School District to explore the establishment of drop-off zones at schools where school children can be safely dropped off and picked up while reducing traffic congestion at peak hours. Policy CI.4.7: Consider all alternatives for increasing street capacity before widening is pursued for streets that immediately serve residential neighborhoods.
RTP G3	Preserve and ensure a sustainable regional transportation system.	Consistent: All new roadway developments and improvements to the existing networks must be assessed with a traffic impact study to determine how the developments would impact existing traffic capacities and to determine the needs for improving future traffic capacities. Improvements or extensions of the existing networks must be consistent with the Torrance Roadway Classification Map.	OBJECTIVE CI.2: A coordinated street network that complements and supports the planned level of development, as expressed in the Land Use Element Policy CI-2.1: Require that all circulation improvements conform to the Roadway Classification Map. Policy CI.2.2: Establish and maintain a complete set of Public

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**Table 5.9-4
Consistency with SCAG 2008 Regional Transportation Plan Goals**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
			<p>Works Street Standards applicable to construction or enhancements of the City's streets. The City may accept different standards for roadways in older developed areas of the City which do not meet present day standards, or under other special circumstances.</p> <p>Policy CI.2.3: Maintain an up-to-date Capital Improvement Program or Action Plan that is consistent with this Element and provides for the improvement and long-term maintenance of local roadways.</p> <p>Policy CI.2.4: Coordinate land use planning with planned future roadway and freeway improvements to ensure that the circulation system can accommodate proposed new development.</p> <p>Policy CI.2.6: Continue to measure and monitor circulation system capacity, and identify circulation system deficiencies through the City's Traffic Modeling Program.</p> <p>OBJECTIVE CI.3: To maintain a Level of Service D or better at intersections within the City</p> <p>Policy CI-3.1: Pursue trip reduction and transportation systems management measures to reduce and limit congestion at intersections and along streets throughout the City.</p> <p>Policy CI.3.2: Monitor the capacity of critical intersections throughout the City.</p>
RTP G4	Maximize the productivity of our transportation system.	<p>Consistent: The transportation system would be improved and maintained to encourage efficiency and productivity. Torrance Transportation Demand Management (TDM) programs and Torrance Intelligent Transportation Systems (ITS) programs shall be created to address the improvement and maintenance of all aspects of the public right-of-way.</p> <p>TDM seeks to increase the carrying capacity of roadways and transit systems,</p>	<p>Policy CI.3.3: Interconnect traffic signals and perform similar Intelligent Transportation System (ITS) improvements to maximize the smooth progression of traffic flows and to minimize delay and stop-and-go conditions.</p>



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**Table 5.9-4
Consistency with SCAG 2008 Regional Transportation Plan Goals**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
		<p>and in so doing, not increase the number of trips that are made. Activities such as ridesharing, riding the bus, walking, bicycling, or telecommuting are examples of TDM strategies that enable trip purposes to be accomplished while reducing the number of vehicle trips used to do so.</p> <p>ITS refers to using advanced technologies to enhance the operation and management of a transportation system. An example of an application of ITS is improving traffic flow by signal synchronization, which coordinates sets of timing plans for a group of signals on an arterial road.</p>	
RTP G5	Protect the environment, improve air quality and promote energy efficiency.	Consistent: The reduction of energy use, improvement of air quality, and the promotion of more environmentally sustainable development would be encouraged through the development of alternative transportation methods, green design techniques for buildings and neighborhoods, and other energy-reducing techniques.	<p>OBJECTIVE CI.7: To expand and optimize use of local and regional bus and other transit systems</p> <p>Policy CI-7.1: Maintain and expand a public relations and information awareness program to promote transit use.</p> <p>Policy CI.7.2: Coordinate transit planning with regional and county planning agencies to maximize local and regional services.</p> <p>Policy CI.7.3: Support and encourage the use of public transit for local trips, trips to major employment and commercial centers, and connections to regional transportation transfer points.</p> <p>Policy CI.7.4: Establish a transit center in the City.</p> <p>Policy CI.7.5: Enhance and encourage the provision of attractive and appropriate transit amenities, including shaded bus stops, to facilitate use of public transportation.</p> <p>Policy CI.7.6: Make new updates to bus technology, which may include automated locator system utilizing Global Positioning Systems (GPS), Expected Time of Arrival (ETA) service, new fare boxes, and SMART card technology.</p> <p>Policy CI.7.7: Work with the Los Angeles County Metropolitan Transportation Authority to expand Metro Rapid bus service into</p>

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**Table 5.9-4
Consistency with SCAG 2008 Regional Transportation Plan Goals**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
			<p>Torrance.</p> <p>Policy CI.7.8: Require developers to incorporate facilities for transit and other alternative modes of transportation, such as park-and-ride lots, bus terminals, and bus turnouts in the design of major developments.</p> <p>Policy CI.7.9: Support light rail usage by providing connection and creating efficient transfer opportunities through the Torrance Transit System.</p> <p>Policy CI.7.10: Implement signal prioritization to support public transit and provide more efficient transit services.</p> <p>Policy CI.7.11: Explore opportunities to maximize transit resources using smaller buses for less-traveled routes or shorter trips.</p> <p>OBJECTIVE CI.8: To maintain a comprehensive system of pedestrian pathways and bicycle routes that provide viable options to travel by automobile</p> <p>Policy CI.8.1: Provide and maintain safe, efficient, and convenient pedestrian pathways that offer access to major activity centers, recreation facilities, schools, community facilities, and transit stops.</p> <p>Policy CI.8.2: Promote walking throughout the community by installing sidewalks where they are missing and making improvements to existing sidewalks when needed for safety purposes. Particular attention will be given to sidewalk improvements near schools and activity centers.</p> <p>Policy CI.8.3: Require that new residential developments provide pedestrian gateways or similar outlets to abutting roadways and sidewalks.</p> <p>Policy CI.8.4: Provide and maintain a comprehensive system of bicycle lanes to meet the needs of cyclists</p>



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**Table 5.9-4
Consistency with SCAG 2008 Regional Transportation Plan Goals**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
			<p>traveling to all destinations within the City consistent with the Bicycle Master Plan.</p> <p>Policy CI.8.5: Promote the provision of reasonable and secure bicycle storage and shower and locker facilities at major commercial developments and employment centers.</p> <p>Policy CI.8.8: Seek county, State, federal, and private sector assistance to help finance development of bicycle facilities.</p> <p>Policy CI.8.9: Promote the use of compact electric or similar powered vehicles for local trips.</p> <p>OBJECTIVE CR.13: To contribute to the improvement of local and regional ambient air quality to benefit the health of all</p> <p>Policy CR.13.1: Continue to participate in the efforts of the State Air Resources Board and the South Coast Air Quality Management District to meet state and federal air quality standards.</p> <p>Policy CR.13.2: Work with neighboring cities to implement local and regional projects that improve mobility on freeways and railways, reduce emissions, and improve air quality.</p> <p>Policy CR.13.3: Support regional air quality goals through conscientious land use and transportation planning and the implementation of resource conservation measures.</p> <p>Policy CR.13.4: Balance the achievement of clean air with other major goals of the City.</p> <p>Policy CR.13.5: Support air quality and energy and resources conservation by encouraging alternative modes of transportation such as walking, bicycling, transit, and carpooling.</p> <p>Policy CR.13.6: Promote citizen awareness and participation in programs to reduce air pollution and traffic congestion.</p>

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**Table 5.9-4
Consistency with SCAG 2008 Regional Transportation Plan Goals**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
			<p>Policy CR.13.7: Encourage the use of alternative fuel vehicles and re-refined oil.</p> <p>Policy CR.13.8: Promote energy-efficient building construction and operation practices that reduce emissions and improve air quality.</p> <p>OBJECTIVE CR.14: To reduce the City's overall carbon footprint and counteract the effects of global warming through a reduction in the emissions of greenhouse gases within Torrance</p> <p>Policy CR.14.1: Support the California Air Resources Board in its ongoing plans to implement AB32, and fully follow any new AB32-related regulations.</p> <p>Policy CR.14.2: Develop and implement greenhouse gas emissions reduction measures, including discrete, early-action greenhouse gas-reducing measures that are technologically feasible and cost-effective.</p> <p>Policy CR.14.3: Pursue actions recommended in the U.S. Mayors Climate Protection Agreement to meet AB 32 requirements.</p> <p>Policy CR.14.4: Act as a leader and example in sustainability and reduction in greenhouse gas emissions by conducting City business in the most greenhouse gas-sensitive way.</p>
RTP G6	Encourage land use and growth patterns that complement our transportation investments and improve the cost-effectiveness of expenditures.	Consistent: The land use and circulation/infrastructure elements of the Torrance General Plan update are closely connected. The mobility system of the Torrance General Plan update would be coordinated with the future land use patterns and buildout levels of Torrance.	<p>OBJECTIVE CI.2: A coordinated street network that complements and supports the planned level of development, as expressed in the Land Use Element</p> <p>Policy CI-2.1: Require that all circulation improvements conform to the Roadway Classification Map (Figure CI-2).</p> <p>Policy CI.2.2: Establish and maintain a complete set of Public Works Street Standards applicable to construction or enhancements of the City's streets. The City may accept different standards for roadways in older developed areas</p>



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**Table 5.9-4
Consistency with SCAG 2008 Regional Transportation Plan Goals**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
			<p>of the City which do not meet present day standards, or under other special circumstances.</p> <p>Policy CI.2.3: Maintain an up-to-date Capital Improvement Program or Action Plan that is consistent with this Element and provides for the improvement and long-term maintenance of local roadways.</p> <p>Policy CI.2.4: Coordinate land use planning with planned future roadway and freeway improvements to ensure that the circulation system can accommodate proposed new development.</p> <p>Policy CI.2.5: Require developers to provide roadway system improvements consistent with this Element.</p> <p>Policy CI.2.6: Continue to measure and monitor circulation system capacity, and identify circulation system deficiencies through the City's Traffic Modeling Program.</p> <p>Policy CI.2.7: Consistent with Land Use Policy LU.11.4, establish corridor plans along major roads and continually assess traffic and infrastructure conditions.</p>
RTP G7	Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies	Consistent: Torrance would conduct monitoring of existing and newly constructed roadways and transit routes to determine the adequacy and safety of these systems. Caltrans would work with the City to manage regional roadways and freeways within the City. Security situations involving roadways and evacuations would be addressed in the City's emergency management plans developed in accordance with the state- and federal-mandated emergency management regulations.	<p>Policy CI.1.1: Coordinate regional transportation planning efforts with adjacent communities, regional councils of governments, and regional transportation agencies.</p> <p>Policy CI.1.2: Cooperate with surrounding cities, regional transportation agencies, and other responsible agencies to provide efficient traffic management along major arterial roadways traversing Torrance.</p> <p>Policy S.7.1: Promote public awareness of emergency procedures for residents, the business community, City staff, and public officials.</p> <p>Policy S.7.2: Require essential services providers (water, sewage, electrical power, communication, transportation, natural gas, and liquid fuel systems) and</p>

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**Table 5.9-4
Consistency with SCAG 2008 Regional Transportation Plan Goals**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related Goal or Policy
			transportation agencies to periodically evaluate the vulnerability of their systems in the event of a disaster. Policy S.7.3: Review and consistently update the City's disaster contingency plans. Require that plans for critical facilities and service providers cover the adequate provision of emergency supplies and power supplies to provide essential services.

Source: SCAG 2008

Table 5.9-5 shows the Torrance General Plan update's consistency with the Compass Blueprint Growth Vision Report, which aims to improve the mobility, livability, and prosperity of a region. These principles are also known as the 2% Strategy Area Principles.



**Table 5.9-5
Consistency with Compass Blueprint Regional Growth Principles**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
Improve Mobility for All Residents			
GV P1.1	Encourage transportation investments and land use decisions that are mutually supportive.	Consistent: Land uses and transportation networks would complement each other and would follow overarching goals of local and regional transportation plans.	OBJECTIVE CI.2: A coordinated street network that complements and supports the planned level of development, as expressed in the Land Use Element Policy CI-2.1: Require that all circulation improvements conform to the Roadway Classification Map (Figure CI-2). Policy CI.2.2: Establish and maintain a complete set of Public Works Street Standards applicable to construction or enhancements of the City's streets. The City may accept different standards for roadways in older developed areas of the City which do not meet present day standards, or under other special circumstances. Policy CI.2.3: Maintain an up-to-date Capital Improvement Program or Action Plan that is consistent with

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Table 5.9-5

Consistency with Compass Blueprint Regional Growth Principles

Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			<p>this Element and provides for the improvement and long-term maintenance of local roadways.</p> <p>Policy CI.2.4: Coordinate land use planning with planned future roadway and freeway improvements to ensure that the circulation system can accommodate proposed new development.</p> <p>Policy CI.2.5: Require developers to provide roadway system improvements consistent with this Element.</p> <p>Policy CI.2.6: Continue to measure and monitor circulation system capacity, and identify circulation system deficiencies through the City's Traffic Modeling Program.</p> <p>Policy CI.2.7: Consistent with Land Use Policy LU.11.4, establish corridor plans along major roads and continually assess traffic and infrastructure conditions.</p>
GV P1.2	Locate new housing near existing jobs and new jobs near existing housing.	Consistent: The Torrance General Plan would work toward improving jobs-to-housing ratios in the City. A number of mixed-use developments would place jobs and housing near each other. See Section 5.12, <i>Population and Housing</i> , for a jobs/housing analysis for the Torrance General Plan update.	Policy LU.2.6: To the extent possible, preserve the balance between jobs and housing in Torrance through land use decisions.
GV P1.3	Encourage transit-oriented development.	Consistent: The City would work with transit agencies to develop transit corridors in the City that emphasize transit-oriented development and reduce the need for additional vehicle trips.	<p>Policy CI.2.7: Consistent with Land Use Policy LU.11.4, establish corridor plans along major roads and continually assess traffic and infrastructure conditions.</p> <p>Policy CI-6.1: Establish corridor beautification plans along major roads and entry points into the City consistent with the policies in the Land Use Element.</p> <p>Policy LU.3.3: Encourage revitalization of underutilized properties along major corridors such as Crenshaw Boulevard, Western Avenue, and Redondo Beach Boulevard. Ensure that new development along these corridors is of high quality and attractively designed, given their location along the City's prime corridors.</p>

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**Table 5.9-5
Consistency with Compass Blueprint Regional Growth Principles**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			<p>Policy LU.11.4: Establish corridor plans along major roads that integrate both public and private improvements and create identifiable and cohesive visual themes through the use of landscaping, hardscape, signage, and lighting.</p>
GV P1.4	Promote a variety of travel choices.	<p>Consistent: Public transit networks would be maintained and expanded to meet the needs of all people living in the City. Transit corridors would be enhanced and/or established, allowing buses and bicycles on designated routes. Increasing the capacity of major arterial and feeder roads by improving bus service would reduce vehicle miles traveled and increase travel opportunities for residents.</p>	<p>OBJECTIVE CI.7: To expand and optimize use of local and regional bus and other transit systems</p> <p>Policy CI.7.1: Maintain and expand a public relations and information awareness program to promote transit use.</p> <p>Policy CI.7.2: Coordinate transit planning with regional and county planning agencies to maximize local and regional services.</p> <p>Policy CI.7.3: Support and encourage the use of public transit for local trips, trips to major employment and commercial centers, and connections to regional transportation transfer points.</p> <p>Policy CI.7.4: Establish a transit center in the City.</p> <p>Policy CI.7.5: Enhance and encourage the provision of attractive and appropriate transit amenities, including shaded bus stops, to facilitate use of public transportation.</p> <p>Policy CI.7.6: Make new updates to bus technology, which may include automated locator system utilizing Global Positioning Systems (GPS), Expected Time of Arrival (ETA) service, new fare boxes, and SMART card technology.</p> <p>Policy CI.7.7: Work with the Los Angeles County Metropolitan Transportation Authority to expand Metro Rapid bus service into Torrance.</p> <p>Policy CI.7.8: Require developers to incorporate facilities for transit and other alternative modes of transportation, such as park-and-ride lots, bus terminals, and bus turnouts in the design of major developments.</p>



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**Table 5.9-5
Consistency with Compass Blueprint Regional Growth Principles**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			<p>Policy CI.7.9: Support light rail usage by providing connection and creating efficient transfer opportunities through the Torrance Transit System.</p> <p>Policy CI.7.10: Implement signal prioritization to support public transit and provide more efficient transit services.</p> <p>Policy CI.7.11: Explore opportunities to maximize transit resources using smaller buses for less-traveled routes or shorter trips.</p> <p>OBJECTIVE CI.8: To maintain a comprehensive system of pedestrian pathways and bicycle routes that provide viable options to travel by automobile</p> <p>Policy CI.8.1: Provide and maintain safe, efficient, and convenient pedestrian pathways that offer access to major activity centers, recreation facilities, schools, community facilities, and transit stops.</p> <p>Policy CI.8.2: Promote walking throughout the community by installing sidewalks where they are missing and making improvements to existing sidewalks when needed for safety purposes. Particular attention will be given to sidewalk improvements near schools and activity centers.</p> <p>Policy CI.8.3: Require that new residential developments provide pedestrian gateways or similar outlets to abutting roadways and sidewalks.</p> <p>Policy CI.8.4: Provide and maintain a comprehensive system of bicycle lanes to meet the needs of cyclists traveling to all destinations within the City consistent with the Bicycle Master Plan.</p> <p>Policy CI.8.5: Promote the provision of reasonable and secure bicycle storage and shower and locker facilities at major commercial developments and employment</p>

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**Table 5.9-5
Consistency with Compass Blueprint Regional Growth Principles**

<i>Policy Number</i>	<i>SCAG Policy</i>	<i>Compliance with Policy</i>	<i>Sample Related General Plan Policy</i>
			centers. Policy CI.8.8: Seek county, State, federal, and private sector assistance to help finance development of bicycle facilities. Policy CI.8.9: Promote the use of compact electric or similar powered vehicles for local trips.
Foster Livability in All Communities			
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	Consistent: Existing areas in need of revitalization are identified as redevelopment areas in the land use element of the Torrance General Plan update. Redevelopment would focus on improving commercial, residential, and industrial conditions to create more vibrant and productive areas.	OBJECTIVE LU.13: Revitalization of the redevelopment project areas through active support of ongoing redevelopment activities and implementation of redevelopment plans Policy LU.13.1: Consider new redevelopment project plans in appropriate areas where revitalization can eliminate blight and provide aesthetic and economic benefits to the City, its businesses, and residents. Policy LU.13.2: Promote creative use of redevelopment housing funds to assist various housing programs throughout the City and increase housing opportunities for working families. Policy LU.13.3: Require the City to use eminent domain sparingly and then only for establishing uses that are truly "public uses" to achieve defined economic development goals. Policy LU.13.4: As redevelopment project areas expire, assess and modify or create, if necessary, land uses and development standards to maintain consistency with the General Plan, Torrance Municipal Code, and any other applicable plans.
GV P2.2	Promote developments which provide a mix of uses.	Consistent: Torrance has a number of policies included in the land use element of the general plan update regarding mixed-use. These all support a mix of residential, commercial, and employment uses in which people can live, work, and play.	OBJECTIVE LU.7: A pattern of land use development which permits housing to be developed as an integrated component of commercial projects on properties designated for commercial development, where appropriate Policy LU.7.1: Permit mixed-use projects on a case-by-case basis to allow for the combination of residential units and commercial



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Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			<p>development on the same commercial site, where appropriate and compatible with long-established surrounding uses and in accordance with all applicable regulations.</p> <p>Policy LU.7.2: Provide opportunities for development of high-quality, side-by-side, work/live opportunities to allow residents to establish workplaces near places of residence; this type of development should enhance the visual character of the neighborhood and be encouraged only in areas where it is appropriate and consistent with existing land use patterns.</p> <p>Policy LU.7.3: Establish guidelines for mixed-use developments from which vibrant, attractive and high-quality developments can be designed.</p>
GV P2.3	Promote “people scaled,” walkable communities.	Consistent: The design of communities would be based on accessibility, aesthetic appeal, and the provision of services for the residents of Torrance. Pedestrian walkways, recreational areas, and parks would be used to promote walking and to create access to Torrance’s services.	<p>OBJECTIVE LU.9: Public and quasi-public uses that provide community-wide benefits vital to the City and that meet the needs of Torrance residents</p> <p>Policy LU.9.1: Preserve, protect, and maintain open space, parks, and recreation facilities as desirable land uses, recognizing that such uses contribute to the high quality of life in Torrance.</p> <p>Policy LU.9.2: Protect those lands needed for public and quasi-public services which benefit the City as a whole and in accordance with the Community Resources Element.</p> <p>Policy LU.9.3: Provide and facilitate public and quasi-public uses in accordance with the Community Resources Element.</p> <p>Policy LU.9.4: Accommodate the provision of public and quasi-public uses that meet the needs of shifting demographic groups, such as those aimed at senior populations, and day-care facilities to meet the needs of Torrance families and workers.</p> <p>Policy LU.9.5: Establish incentives and development standards to encourage development of land uses</p>

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**Table 5.9-5
Consistency with Compass Blueprint Regional Growth Principles**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			<p>that provide public amenities and/or desirable facilities or features including amenities such as private open space and recreation.</p> <p>Policy LU.11.4: Establish corridor plans along major roads that integrate both public and private improvements and create identifiable and cohesive visual themes through the use of landscaping, hardscape, signage, and lighting.</p> <p>Policy LU.11.5: Require that commercial and industrial developments establish a high-quality visual environment through the use of design elements such as landscape, hardscape, signage, and lighting.</p> <p>Policy LU.11.7: Encourage the use of cohesive design elements that encourage movement of pedestrians, bicycles, and other non-automotive modes of transportation between distinct commercial establishments, between commercial and residential areas, and between residential areas, schools, recreational and cultural facilities, libraries, and transit corridors and hubs.</p>
GV P2.4	Support the preservation of stable, single-family neighborhoods.	<p>Consistent: Torrance has a large percentage of land dedicated to single-family residential units. Nearly 40% of all land use (not including right-of-ways) is designated as low-density residential. Most of these areas are located west, north, and south of the Torrance Airport and major industrial areas. The preservation of these areas would be encouraged by the City and enhanced through neighborhood revitalization efforts.</p>	<p>OBJECTIVE LU.5: High-quality, attractive, residential neighborhoods</p> <p>Policy LU.5.1: Require that new residential development be visually and functionally consistent in scale, mass, and character with structures in the surrounding neighborhood. Encourage residential development that enhances the visual character, quality, and uniqueness of the City's neighborhoods and districts.</p> <p>Policy LU.5.2: Require the provision of adequate private and common open space for residential units.</p> <p>Policy LU.5.3: Maintain and encourage visually attractive residential neighborhoods by preserving and adding street trees and other types of streetscape and hardscape, and by encouraging the use of attractive and appropriate</p>



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**Table 5.9-5
Consistency with Compass Blueprint Regional Growth Principles**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			<p>private landscaping.</p> <p>Policy LU.5.4: Ensure that alleys in residential neighborhoods are well maintained and do not create any public safety concern. Encourage vehicle access off of alleys to preserve pedestrian-oriented streetscapes.</p> <p>Policy LU.5.5: Require that developers of housing consider and quantify the effects of new residential developments on local schools prior to development approval.</p> <p>Policy LU.5.6: Strictly enforce City codes, including building and safety, zoning and land use regulations, and property maintenance codes, to maintain safe, high-quality residential neighborhoods.</p> <p>Policy LU.5.7: Ensure that the provision of housing is consistent with the goals and policies contained in the Housing Element.</p> <p>OBJECTIVE H.4: Maintain and improve the quality of existing housing and residential neighborhoods in Torrance.</p> <p>Policy H.4.1: Encourage the maintenance and enhancement of the existing housing stock.</p> <p>Policy H.4.2: Promote increased awareness among property owners and residents of the importance of property maintenance.</p> <p>Policy H.4.4: Encourage the rehabilitation of residential properties by homeowners and property owners.</p>
Enable Prosperity for All People			
GV P3.1	Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	Consistent: The City would provide a mix of housing types to meet the needs of varying income levels. The range of housing choices would include single-family and multiple-family housing, mixed- and multiuse housing, senior housing, live-work units, and other types of housing opportunities. See Section 5.12, <i>Population and Housing</i> , for an assessment of the City's housing needs and how they are being met.	<p>OBJECTIVE H.1: Enhance housing opportunities for all Torrance residents</p> <p>Policy H.1.1: Provide a range of different housing types and unit sizes for varying income ranges and lifestyles.</p> <p>Policy H.1.2: Encourage the provision for housing which meets the needs of seniors and the disabled.</p>

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**Table 5.9-5
Consistency with Compass Blueprint Regional Growth Principles**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			<p>Policy H.1.3: Continue to implement the Senior Citizen Housing Development Standards.</p> <p>Policy H.1.4: Continue to monitor and assess the special housing needs of senior citizens, in collaboration with the Torrance Commission on Aging.</p> <p>OBJECTIVE H.2: Assist in the provision of adequate housing to meet the needs of the community.</p> <p>Policy H.2.1: Explore approaches to residential development that decrease the cost of housing and increase the opportunity for homeownership.</p> <p>Policy H.2.2: Work with large employers to facilitate the development of workforce housing.</p> <p>Policy H.2.3: Encourage mixed use development on a case-by-case basis to allow for increased housing opportunities.</p> <p>Policy H.2.4: Continue the Section 8 Housing Choice Voucher program.</p> <p>OBJECTIVE H.5: Promote equal housing opportunity for all residents.</p> <p>Policy H.5.1: Continue to enforce fair housing laws prohibiting discrimination in the building, financing, selling, or renting of housing on the basis of race, ethnicity, ancestry, national origin, religion, sex, disability, age, marital status, familial status, source of income, sexual orientation, or any other arbitrary factor.</p>
GV P3.2	Support educational opportunities that promote balanced growth.	Consistent: Opportunities for education would be provided for residents of all ages through a variety of cultural, public, education center, and environmental education venues. The Torrance Unified School District would also partner with the City to operate joint-use public education facilities.	<p>OBJECTIVE CR.8: To develop and maintain parks, recreational, and cultural facilities that reflect the broadest range of interests, and that meet the needs, desires, and interests of the Torrance community</p> <p>Policy CR.8.2: Maintain, promote, and enhance programs that provide recreational, educational, cultural, and community services for families and residents of all ages.</p> <p>Policy CR.8.4: Maximize use of</p>



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Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			<p>community facilities—such as the Cultural Arts Center, Art Museum, Madrona Marsh Nature Center/Preserve, and city libraries—for culturally enriching and educational programs.</p> <p>OBJECTIVE CR.9: To maintain and enhance City-sponsored programs and to support community-based agencies and organizations which provide community services to Torrance residents</p> <p>Policy CR.9.1: Provide coordinated community-wide youth services that are available to and reach all youth.</p> <p>Policy CR.9.2: Support diverse youth programs to develop responsibility, ethics, values, and civic involvement.</p> <p>Policy CR.9.3: Provide technologically current and advanced communications ports at libraries and other public facilities.</p> <p>Policy CR.9.5: Continue to support senior service agencies in their effort to develop recreational, educational, and supportive programs.</p> <p>Policy CR.9.6: Continue to support adult and family service agencies in their effort to develop classes, programs, activities, and excursions for adults and families.</p> <p>OBJECTIVE CR.10: A library system that provides a superior level of educational, informational, and cultural services for the Torrance community</p> <p>Policy CR.10.1: Maintain, enhance, and promote the Library as an important central resource for informational materials, lifelong learning, and personal development.</p> <p>Policy CR.10.1: Provide up-to-date business information in the library system, and ensure the system serves as a municipal reference service, a depository for items of local historical importance, and an educational resource for residents of all ages and backgrounds.</p>

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Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			<p>OBJECTIVE CR.11: To provide educational programs and facilities that meet the needs of the Torrance community</p> <p>Policy CR.11.1: Maintain places in the libraries where the public can meet to further their educational and cultural objectives.</p> <p>Policy CR.11.2: Enhance educational opportunities through cooperation with the Torrance Unified School District.</p> <p>Policy CR.11.3: Partner with the Torrance Unified School District to optimize the joint use of school facilities for community educational use.</p>
GV P3.3	Ensure environmental justice regardless of race, ethnicity or income class.	<p>Consistent: The land use element of the Torrance General Plan update provide policies to improve community prosperity by facilitating and encouraging balanced growth and minimizing adverse environmental impacts through the use of buffers and land use regulations to prevent the placement of hazardous operations near any area where people live or work. These practices would be used equitably across all neighborhoods despite race, ethnicity, or income.</p>	<p>OBJECTIVE LU.2: A compatible land use pattern</p> <p>Policy LU.2.1: Require that new development be visually and functionally compatible with existing residential neighborhoods and industrial and commercial areas.</p> <p>Policy LU.2.2: Encourage the transition of incompatible, ineffective, and/or undesirable land uses to land uses that are compatible and consistent with the character of existing neighborhoods.</p> <p>Policy LU.2.3: Consider both the impact of a proposed development on surrounding property and the impact of existing uses on new development.</p> <p>Policy LU.2.4: Phase out primary oil recovery facilities located in unsuitable locations, such as residential neighborhoods.</p> <p>Policy LU.2.5: Establish landscape or hardscape buffers between residential and non-residential uses, where appropriate, to minimize adverse effects.</p> <p>Policy LU.2.6: To the extent possible, preserve the balance between jobs and housing in Torrance through land use decisions.</p> <p>Policy LU.2.7: Protect natural resources by promoting superior</p>



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Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			sustainable development.
GV P3.4	Support local and state fiscal policies that encourage balanced growth.	Consistent: Torrance would follow local and state policies that guide the responsible growth of the region. The City's comprehensive annual financial report reviews the fiscal activity of the City every year and the adopted operating budget shows the City's budget through year 2011. Fiscal policies of the City guide the development of this budget and help maintain responsible growth based upon fiscal limitations.	OBJECTIVE LU.12: A high quality of life for Torrance residents by developing and sustaining a strong and diverse commercial and industrial economic base. Policy LU.12.1: Encourage land use decisions that are fiscally responsible and positively affect the City's economic health by creating jobs, generating tax revenue, and involving private capital investment. Policy LU.12.2: Require the equitable sharing of the full fair-share cost of public improvements between the public and private sector. Require that business- or development-specific improvements be paid for by those entities. Policy LU.12.3: Work with the business community to generate innovative ideas and strategies that will ensure the City's continued economic viability.
GV P3.5	Encourage civic engagement.	Consistent: As part of developing neighborhoods and communities, residents are actively encouraged to participate. The City of Torrance encourages residents to participate in the enhancement of their own neighborhoods through the use of meetings, workshops, and volunteer events. Information systems provide residents with environmental, cultural, political, and economic activities throughout the City. As part of the comprehensive update of all general plan elements, commencing in 2004, the City conducted more than 10 public meetings/workshops with the planning commission, and residents provided input at a community open house held at the City yard in June of 2005.	Policy CR.9.2: Support diverse youth programs to develop responsibility, ethics, values, and civic involvement. Policy CR.13.6: Promote citizen awareness and participation in programs to reduce air pollution and traffic congestion.
Promote Sustainability for Future Generations			
GV P4.1	Preserve rural, agricultural, recreational, and environmentally sensitive areas.	Consistent: The City has a number of policies meant to protect and utilize open space for its recreational, ecological, and aesthetic values. Since the City is almost entirely built out, it has very little agricultural or rural land to preserve.	OBJECTIVE CR.1: To utilize open space as a means of achieving desirable growth patterns Policy CR.1.1: Continue to evaluate the environmental impact of public and private projects on properties that have significant open space value.

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Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			<p>Policy CR.1.2: Require the provision of on-site open space in new developments.</p> <p>Policy CR.1.3: Require that development projects involving modifications or additions include plans to upgrade or add open space and landscaping.</p> <p>OBJECTIVE CR.2: To preserve natural resource lands that contribute to the environmental quality of the City</p> <p>Policy CR.2.1: Assign open space designations and apply preservation policies to significant natural habitat areas.</p> <p>OBJECTIVE CR.3: To develop and maintain open space for recreational use</p> <p>Policy CR.3.1: Maximize open space for active and passive recreational uses at strategic and convenient locations throughout the City.</p> <p>Policy CR.3.2: Cooperate with neighboring communities and County agencies to preserve open space resources, including trails that may lie outside the City’s jurisdiction but which are important to meet the needs of Torrance residents .</p> <p>Policy CR.3.3: Pursue grants and loans to fund acquisition and preservation of recreational open space.</p> <p>Policy CR.3.4: Zone publicly and privately owned outdoor recreational open space in a manner that preserves such properties for open space use.</p> <p>Policy CR.3.5: Encourage the multiple use of open space land for recreational purposes.</p> <p>Policy CR.3.6: Require greater creativity and flexibility in the design of residential developments to encourage the provision of more usable on-site open space.</p> <p>Policy CR.3.7: Accommodate the conversion of marginal lands, such as retention and detention basins, to uses such as passive open space,</p>



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**Table 5.9-5
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Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			<p>recreational facilities, and habitat protection.</p> <p>Policy CR.3.8: Look for opportunities to create neighborhood pocket parks and similarly scaled recreation and cultural facilities that complement larger active park areas.</p> <p>OBJECTIVE CR.4: To create and maintain open space as an aesthetic enhancement within the urban environment</p> <p>Policy CR.4.1: Use landscaping as an open space feature along City arterial and collector roadways, where sufficient right-of-way is available.</p> <p>Policy CR.4.2: Require that developers and property owners improve their properties by providing landscaping and similar aesthetic treatments along roadways.</p> <p>Policy CR.4.3: Encourage planting of new trees and preserve existing street trees in residential neighborhoods.</p> <p>OBJECTIVE CR.5: To preserve open space necessary to protect the health, safety, and wellbeing of City residents</p> <p>Policy CR.5.1: Maintain open space features that are critical components of the City's flood control system.</p> <p>Policy CR.5.2: Preserve open space as required for airport clear zones consistent with the Torrance Airport Comprehensive Land Use Plan.</p> <p>Policy CR.5.3: Protect and enhance the City's coastal bluffs by prohibiting development that contributes to geological instability or that substantially alters natural landforms.</p> <p>Policy CR.5.4: Establish setback buffers along identified active fault zones consistent with state regulations and as recommended by site-specific geotechnical studies.</p>

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**Table 5.9-5
Consistency with Compass Blueprint Regional Growth Principles**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			<p>OBJECTIVE CR.8 To develop and maintain parks, recreational, and cultural facilities that reflect the broadest range of interests, and that meet the needs, desires, and interests of the Torrance community</p> <p>Policy CR.8.1 Establish priorities for the development of community facilities.</p> <p>Policy CR.8.2 Maintain, promote, and enhance programs that provide recreational, educational, cultural, and community services for families and residents of all ages.</p> <p>Policy CR.8.3 Provide additional public indoor recreational facilities, such as swimming pools and gymnasiums, and lighted outdoor sports fields.</p> <p>Policy CR.8.4 Maximize use of community facilities—such as the Cultural Arts Center, Art Museum, Madrona Marsh Nature Center/Preserve, and city libraries—for culturally enriching and educational programs.</p>
GV P4.2	Focus development in urban centers and existing cities.	Consistent: The City is adding residential units and nonresidential square footage in existing urban areas. Development would focus on revitalizing existing neighborhoods and improving services for the existing population. Open spaces would be preserved as much as possible.	<p>OBJECTIVE LU.13: Revitalization of the redevelopment project areas through active support of ongoing redevelopment activities and implementation of redevelopment plans</p> <p>Policy LU.13.1: Consider new redevelopment project plans in appropriate areas where revitalization can eliminate blight and provide aesthetic and economic benefits to the City, its businesses, and residents.</p> <p>Policy LU.13.2: Promote creative use of redevelopment housing funds to assist various housing programs throughout the City and increase housing opportunities for working families.</p>
GV P4.3	Develop strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste.	Consistent: The City is aiming to improve its waste diversion to exceed AB 393 requirements. Recycling and the use of recycled products are encouraged at the home, for commercial and business sectors, and in industrial areas. The City Council, residents, and businesses have	<p>OBJECTIVE CR.13: To contribute to the improvement of local and regional ambient air quality to benefit the health of all</p> <p>Policy CR.13.1: Continue to participate in the efforts of the State Air Resources Board and the South</p>



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**Table 5.9-5
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Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
		<p>entered into the Resource Conservation Awareness Partnership (ReCAP) to raise awareness about conservation and recycling. Through various waste collection, reduction, and recycling programs, Torrance residents and businesses recycle over 10,000 tons of materials each year. Methods for reducing waste in Torrance include recycling of construction, consumer, green, and liquid waste and utilizing these waste products to generate renewable energy that reduces impacts on landfills and wastewater treatment facilities.</p>	<p>Coast Air Quality Management District to meet state and federal air quality standards.</p> <p>Policy CR.13.2: Work with neighboring cities to implement local and regional projects that improve mobility on freeways and railways, reduce emissions, and improve air quality.</p> <p>Policy CR.13.3: Support regional air quality goals through conscientious land use and transportation planning and the implementation of resource conservation measures.</p> <p>Policy CR.13.4: Balance the achievement of clean air with other major goals of the City.</p> <p>Policy CR.13.5: Support air quality and energy and resources conservation by encouraging alternative modes of transportation such as walking, bicycling, transit, and carpooling.</p> <p>Policy CR.13.6: Promote citizen awareness and participation in programs to reduce air pollution and traffic congestion.</p> <p>Policy CR.13.7: Encourage the use of alternative fuel vehicles and re-refined oil.</p> <p>Policy CR.13.8: Promote energy-efficient building construction and operation practices that reduce emissions and improve air quality.</p> <p>OBJECTIVE CR.14: To reduce the City's overall carbon footprint and counteract the effects of global warming through a reduction in the emissions of greenhouse gases within Torrance</p> <p>Policy CR.14.1: Support the California Air Resources Board in its ongoing plans to implement AB32, and fully follow any new AB32-related regulations.</p> <p>Policy CR.14.2: Develop and implement greenhouse gas emissions reduction measures, including discrete, early-action greenhouse gas-reducing measures that are technologically feasible and</p>

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**Table 5.9-5
Consistency with Compass Blueprint Regional Growth Principles**

Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
			<p>cost-effective.</p> <p>Policy CR.14.3: Pursue actions recommended in the U.S. Mayors Climate Protection Agreement to meet AB 32 requirements.</p> <p>Policy CR.14.4: Act as a leader and example in sustainability and reduction in greenhouse gas emissions by conducting City business in the most greenhouse gas-sensitive way.</p> <p>OBJECTIVE 23: To continue to reduce the percent of the overall waste stream that enters regional landfills.</p> <p>Policy CR.23.1: Provide residents and businesses with comprehensive and efficient solid recycling services that, at a minimum, meet state diversion mandates.</p> <p>Policy CR.23.2: Implement the policies and programs in the Source Reduction and Recycling Element.</p> <p>Policy CR.23.3: Implement the policies and programs in the Household Hazardous Waste Element submitted by Los Angeles Area Integrated Waste Management Authority, in which Torrance is a member, to provide for the proper treatment and disposal of household hazardous wastes.</p> <p>Policy CR.23.4: Establish a construction waste recycling program that mandates the recycling of a high percentage of construction and demolition waste.</p> <p>Policy CR.23.5: Maximize composting opportunities for Torrance residents and businesses.</p> <p>Policy CR.23.6: Work with Los Angeles County and private businesses to continue programs that encourage the recycling of electronics, tires, and motor oil.</p> <p>Policy CR.23.7: Establish permanent collection centers within the City to meet the recycling and hazardous materials disposal needs of residents, businesses, and City government.</p>



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Policy Number	SCAG Policy	Compliance with Policy	Sample Related General Plan Policy
GV P4.4	Utilize “green” development techniques	<p>Consistent: Reuse and recycling of construction and demolition materials is one component of a larger, holistic practice of sustainable or “green” building construction. The City requires that all demolition projects and construction or remodeling projects valued at \$100,000 or more recycle or reuse at least 50 percent of the materials that leave a project site. A waste management plan (WMP) form is part of the permit process for projects that meet these criteria. Failure to fulfill the requirements of the WMP process can result in penalties of \$5,000 or more for construction projects and \$10,000 for demolition projects.</p> <p>The City of Torrance is also home to one of the world’s largest and most publicized models for green building. In 2003, the south campus addition to the Toyota Motor Sales headquarters became the largest project to receive a gold rating in the U.S. LEED green building program (gold is the second highest level).</p>	<p>OBJECTIVE CR.24: To encourage and promote green building methods and practices within Torrance</p> <p>Policy CR.24.1: Encourage sustainable construction practices and the use of energy-saving technology. Consider establishing a green building program that draws from the LEED (Leadership in Energy & Environmental Design) standards.</p> <p>Policy CR.24.2: Renovate City buildings and facilities to achieve as many LEED or LEED-related pre-requisites and credits as feasible.</p> <p>Policy CR.24.3: Explore the feasibility of adopting green building requirements for all new commercial and industrial development projects of large scale.</p> <p>Policy CR.24.4: Provide information to the residents and the residential development community about options for “going green” in residential construction, including option for Low Impact Development.</p>

Source: SCAG 2004

The 2008 RCP is a major advisory plan prepared by SCAG that addresses important regional issues like housing, traffic/transportation, water, and air quality. The RCP is an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance. The RCP is advisory only and cannot be used for intergovernmental review. However, the Torrance General Plan update is generally consistent with the applicable SCAG RCP policies, including:

- Incorporating Compass Blueprint principles by integrating land use and transportation planning
 - The Land Use and Circulation Elements of the Torrance General Plan update encourages development that integrates land use and transportation to create compatibility between transportation corridors and networks and land uses that would be supported by them. Land use and transportation compatibility is encouraged with circulation objective CI.2 and policies CI.2.1 through CI.2.7 and land use policy LU.11.4.
- Focusing growth in existing and emerging centers and along major transportation corridors
 - Existing areas in need of revitalization are identified as redevelopment areas in the land use element of the general plan update (objective LU.13 and policies LU.13.1 through LU.13.4).

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Redevelopment would focus on improving commercial, residential, and industrial conditions, and along transportation routes to create more vibrant and productive areas.

- Creating significant areas of mixed-use development and walkable, “people-scaled” communities
 - The general plan update would maintain and create areas that support mixed-use development, walkability, and a quality of life through the development of neighborhoods and communities that cater to people. The land use element contains a number of policies that encourage the use and development of public space to increase interaction and with design policies that improve way-finding and the visual character of neighborhoods. The community resources element also has a number of policies to improve the aesthetics and accessibility of public spaces. Examples of policies that would encourage this are land use objective LU.9, land use policies LU.9.1 through LU.9.5, LU.11.4, LU.11.5, and LU.11.7. Community resources element objectives CR.1 through CR.5 and their respective policies also guide development to improve the quality and use of public spaces.
- Providing new housing opportunities, with building types and locations that respond to the region’s changing demographics
 - Housing development would vary depending on the needs assessment and demographics of the area. Policies in the housing element that would support the development of varying housing opportunities include objective H.2, objective H.5, policies H.2.1 through H.2.4, and Policy H.5.1.
- Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations
 - The mixing of housing, employment, and commercial developments in central areas or near transit stops makes it easier for citizens to live and work in the same area, reducing the need to travel long distances frequently in a car. The Torrance General Plan update encourages mixed-use residential-office development in certain areas, such as along portions of Arlington Avenue, Crenshaw Boulevard, and Anza Avenue. Areas near the hospital would also support mixed-use developments. Policies and objectives that support this are land use objective LU.7 and policies LU.7.1 through LU.7.3.
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots
 - Infill development and revitalization of older neighborhoods brings vitality back to communities in Torrance. Infill development is encouraged by land use objective LU.13, policies LU.13.1 through LU.13.4, and Housing Policy H.4.4.
- Preserving existing, stable, single-family neighborhoods
 - Torrance has a large percentage of land dedicated to single-family residential units. Nearly 40 per cent of all land use (not including rights-of-way) is designated as low-density residential. Most of these areas are located west, north, and south of the Torrance Airport and major industrial areas. The preservation of these areas would be encouraged by the City and enhanced through neighborhood revitalization efforts, supported by land use



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objective LU.5, housing objective h.4, land use policies LU.5.1 through policy LU.5.7, and housing policies H.4.1, H.4.2, and H.4.4.

- Protecting important open space, environmentally sensitive areas, and agricultural lands from development
 - As a built-out city, there are few existing natural habitats or vegetation communities in Torrance. There are no sensitive communities but a number of endangered or threatened species are expected to live in or around Torrance. There is also a proposal to develop a Significant Environmental Area in Torrance as designated in the Los Angeles County General Plan update, which is still in the planning stages. There are a number of policies guiding the preservation of open and natural space for their environmental, recreational, and aesthetic values. Community resource objectives CR.1, CR.2, CR.3, CR.4, CR.5, CR.8, and community resource policies CR.1.1 through CR.1.3, CR.2.1, CR.3.1 through CR.3.8, CR.4.1 through CR.4.3, and CR.5.1 through CR.5.4 all support the preservation of open space. There are very few agricultural areas in the City of Torrance.

Voluntary Local Government Best Practices

- Provide for new housing, consistent with state housing element law
 - The Torrance General Plan update would provide affordable housing as determined necessary by the state housing element law. Housing policies H.2.4, H.3.4, and H.4.3 would support this.
- Accommodate housing needs identified through the Regional Housing Needs Assessment (RHNA) process
 - The Torrance General Plan update would provide affordable housing as determined necessary by the RHNA. Housing policies H.2.4, H.3.4, and H.4.3 would support this.
- Promote the broad goals stated by the Secretary of Business, Transportation, and Housing and shared by SCAG
 - The Secretary of Business, Transportation, and Housing oversees 13 departments in the California government that regulate housing, economies, businesses, transportation networks, real estate, international trade, financial services, tourism, managed health care, and public safety. The general goal of the Secretary of Business, Transportation, and Housing is to emphasize collaboration and “create conditions in which economic development organizations statewide can work together in new, constructive ways and make informed decisions based on shared information” (California Business, Transportation, and Housing Agency 2007). The City of Torrance has a number of economic development goals in the general plan update that support the growth of businesses and public services in the City. Most of the policies found in the community resources, land use, circulation, and housing elements of the Torrance General Plan update would support the broad goals of the Secretary of Business, Transportation, and Housing.

Therefore, implementation of the proposed project would not result in significant land use impacts related to relevant SCAG policies, goals and principles.

Airport Plans

The City manages the operations of the airport and coordinates with the FAA and the Los Angeles County ALUC on safety, noise, and land use decisions. The City of Torrance follows the regulation of the FAA in regards for land use developments within the influence area of the airport. The general plan update would continue to guide development in a way that is compatible with the FAA regulations and the standards in the CLUP.

Chapter Two of Division Five of the Torrance Municipal Code also contains restrictions on development within the RPZs of the Torrance Municipal Airport. The City would continue to coordinate with FAA and the ALUC and there would not be any impacts to airport land use compatibility plans for the Torrance Municipal Airport.

5.9.4 Relevant General Plan Update Policies

Torrance Municipal Airport

- To minimize the risk of potential hazards related to operations at Torrance Municipal Airport. (Objective S.5)
- Ensure that land use decisions within the airport influence area are consistent with the standards contained within the Torrance Airport CLUP. (Policy S.5.1)
- Require that airport personnel and emergency responders are trained in all applicable operational and safety procedures related to aviation hazards. (Policy S.5.2)
- Ensure that the airport has the appropriate equipment and technology to address any emergency situations that may arise. (Policy S.5.3)
- Prioritize airport preparation and response to potential security and terrorism threats. (Policy S.5.4)
- A general aviation airport that meets the needs of residents and the business community, while maintaining compatibility with the surrounding land uses. (Objective LU.10)
 - Maintain an updated Long Range Master Plan which defines the future uses and development standards applicable to the airport. (Policy LU.10.1)
 - Maintain local authority over airport operations. (Policy LU.10.2)
 - Consider the cumulative impact of private, non-emergency heliports and helistops in the City when reviewing applications for their approval, especially with regard to impact on residential areas. (Policy LU.10.3)
 - Work closely with airport personnel and patrons to ensure the viability of the airport in the long run. Maintain efficient management of the airport and encourage harmony among the diverse stakeholders in the airport. (Policy LU.10.4)
 - Ensure that land use decisions within the airport influence area are consistent with the Safety Element and the Torrance Airport CLUP. (Policy LU.10.5)



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5.9.5 Existing Regulations and Standard Conditions

- Torrance Municipal Code, Division 5, *Airport*, Chapter 2, *Airport Hazard Zoning Restrictions* (Ordinance 1374 and Ordinance 1463)
- Torrance Municipal Code, Division 9, *Land Use*, Chapter 1, *Purpose – Districts Established*, Article 4, *R-1 Single-Family Residential District*, Section 91.4.10., *Usable Open Space* (Ordinances 2329, 2330, [Amended by Ordinances 2437, 2664, 2665, 2747, and 3283])

5.9.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.9-1 and 5.9-2.

5.9.7 Mitigation Measures

The Torrance General Plan update would not cause any significant impacts related to land use and planning. Therefore, no mitigation measures are necessary.

5.9.8 Level of Significance After Mitigation

The Torrance General Plan update would not cause any significant impacts related to land use and planning.