December 2022 | Draft Sustainable Communities Environmental Assessment

DEL AMO CIRCLE RESIDENTIAL APARTMENTS PROJECT

Prepared for City of Torrance

PLACEWORKS

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for City of Torrance

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Abbreviations and Acronyms

ABBREVIATIONS AND ACRONYMS

AAQS	ambient air quality standards
AB	Assembly Bill
ACM	asbestos-containing materials
ADT	average daily triptraffic
amsl	above mean sea level
AQMP	air quality management plan
AQMD	air quality management district
AST	aboveground storage tank
ASTM	American Society of Testing and Materials
BAU	business as usual
bgs	below ground surface
BMP	best management practices
CAA	Clean Air Act
CAFE	corporate average fuel economy
CAL FIRE	California Department of Forestry and Fire Protection
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Occupational Safety and Health Administration
CalARP	California Accidental Release Prevention Program
CalEEMod	California Emissions Estimator Model
CalEMA	California Emergency Management Agency
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CAP	climate action plan
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
C-CTR	Commercial Center
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife

Abbreviations and Acronyms

CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
cfs	cubic feet per second
CGP	Construction General Permit
CGS	California Geologic Survey
CMP	congestion management program
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
Corps	US Army Corps of Engineers
CSO	combined sewer overflows
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DIF	development impact fee
DOC	California Department of Conservation
DPM	diesel particulate matter
D-RMF	Downtown Residential Multiple Family District
DTSC	California Department of Toxic Substances Control
EIR	environmental impact report
EMFAC	Emission Factor
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
ESA	Environmental Site Assessment
EV	electric vehicle
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	greenhouse gases

Abbreviations and Acronyms

GPD	gallons per day
GPY	gallons per year
GWP	global warming potential
HBCSP-DA-1	Hawthorne Boulevard Corridor Specific Plan Zone Del Amo Business Sub-District One
HCM	Highway Capacity Manual
HQTA	high quality transit area
HVAC	heating, ventilating, and air conditioning system
in/sec	inches per second
IPCC	Intergovernmental Panel on Climate Change
IRA	identified resource area
kBTU	kilo-British Thermal Unit
LACSD	Los Angeles County Sanitation District
LBP	lead-based paint
LCFS	low-carbon fuel standard
L_{dn}	day-night noise level
L_{eq}	equivalent continuous noise level
LID	low-impact development
LOS	level of service
LST	localized significance thresholds
MBTA	Migratory Bird Treaty Act
MCL	maximum contaminant level
MEP	maximum extent practicable
mgd	million gallons per day
MMT	million metric tons
MPO	metropolitan planning organization
MRZ	mineral resource zone
MT	metric ton
M_W	moment magnitude
MWD	Metropolitan Water District of Southern California
MWD	Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
NO2	nitrogen dioxide
NO_X	nitrogen oxides

Abbreviations and Acronyms

NPDES	National Pollution Discharge Elimination System
O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OES	California Office of Emergency Services
OSHA	United States Occupational Safety and Health Administration
Pb	lead
PM	particulate matter
POTW	publicly owned treatment works
ppm	parts per million
PPV	peak particle velocity
PRC	public resource code
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition
RHNA	Regional Housing Needs Assessment
RMP	risk management plan
RMS	root mean square
RPS	renewable portfolio standard
RTP	regional transportation plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SBCCOG	South Bay Cities Council of Governments
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SCEA	Sustainable Communities Environmental Assessment
SCS	sustainable communities strategy
SIP	state implementation plan
SLM	sound level meter
SO2	sulfur dioxide
SoCAB	South Coast Air Basin
SoCalGas	Southern California Gas
SO_X	sulfur oxides
SQMP	stormwater quality management plan

Abbreviations and Acronyms

SRA	source receptor area [or state responsibility area]
SUSMP	standard urban stormwater mitigation plan
SWP	State Water Project
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SZ	scientific resource zone
TAC	toxic air contaminants
TAZ	traffic analysis zone
TDM	transportation demand management
TMW	Torrance Municipal Water District
TNM	transportation noise model
TPA	traffic priority area
tpd	tons per day
TPP	Transit Priority Project
TRI	toxic release inventory
TTCP	traditional tribal cultural places
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	urban water management plan
V/C	volume-to-capacity ratio
VdB	velocity decibels
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WBMWD	West Basin Metropolitan Water District
WQMP	water quality management plan
WRD	Water Replenishment District of Southern California
WSA	water supply assessment

1. Introduction

1.1 PROJECT SUMMARY

The proposed project includes the demolition of 2.83 acres of the existing surface parking lot and landscaping on the project site and the construction of a five-story apartment building located at the intersection of Del Amo Circle West and Carson Street in central Torrance, Los Angeles County, California. The project site is bounded by Del Amo Circle West to the west, West Carson Street to the south, office buildings and a parking structure to the east, and a construction site, which will include senior assisted living development to the north.

The proposed project includes a 234,928 square-foot five-story multifamily residential building which consists of 200 residential dwelling units as well as a lounge/lobby, leasing office, mail/lounge area, and a co-working space on the ground floor. It would also include two courtyards at street level. The proposed project would construct a 169,946 square-foot 6.5-story parking structure with six above-ground levels including an amenity deck level and one subterranean level and would provide a total of 440 parking spaces including 44 electric vehicle charging capable spaces. The 12,326 square-foot amenity deck would sit atop the parking the structure and includes a rooftop pool, spa, clubhouse, and indoor/outdoor fitness center.

Overall, construction would occur from August 2023 to December 2025, a duration of approximately 28 months. Construction activities would generally involve demolition of the existing landscaping and surface parking lot, site preparation, grading, vertical construction of the apartment building and parking structure, architectural coating, and paving.

1.2 BACKGROUND INFORMATION ON SENATE BILL 375 AND THE SCEA

The State of California adopted Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act of 2008, which outlines growth strategies that better integrate regional land use and transportation planning and that help meet the State of California's greenhouse gas (GHG) emissions reduction mandates. SB 375 requires the State's 18 metropolitan planning organizations to incorporate a sustainable communities' strategy (SCS) into the regional transportation plans (RTP) to achieve their respective region's GHG emission reduction targets set by the California Air Resources Board (CARB). Correspondingly, SB 375 provides various California Environmental Quality Act (CEQA) streamlining provisions for projects that are consistent with an adopted applicable SCS and meet certain objective criteria; one such CEQA streamlining tool is the Sustainable Communities Environmental Assessment (SCEA).

The Southern California Association of Governments (SCAG) is the metropolitan planning organization for the County of Los Angeles (along with the Counties of Imperial, San Bernardino, Riverside, Orange, and Ventura).

On September 3, 2020, SCAG's Regional Council approved and adopted the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which sets forth goals, policies, and programs intended to reduce GHG emissions, improve active transportation, and promote development near existing transportation networks. On October 30, 2020, CARB signed Executive Order G-20-239, which determined that the Final 2020-2045 RTP/SCS would achieve CARB's 2035 GHG emission reduction target. The 2020-2045 RTP/SCS demonstrates how the SCAG region will achieve CARB's identified GHG reduction targets, and for this reason, this SCEA addresses the consistency of the proposed project with both plans.

SB 375 allows the City, acting as lead agency, to prepare a SCEA as the environmental CEQA Clearance for transit priority projects (TPPs) (as described below) that are consistent with SCAG's 2020-2045 RTP/SCS.

1.3 TRANSIT PRIORITY PROJECT CRITERIA

SB 375 provides CEQA streamlining benefits to qualifying TPPs. For purposes of projects in the SCAG region, a qualifying TPP is a project that meets the following four criteria (see California Public Resources Code Section 21155 (a) and (b)):

1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCAG 2020-2045 RTP/SCS;

2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;

3. Provides a minimum net density of at least 20 dwelling units per acre; and

4. Is within 0.5 miles of a major transit stop or high-quality transit corridor included in a regional transportation plan.

1.4 SCEA PROCESS AND STREAMLINING PROVISIONS

Qualifying TPPs that have incorporated all feasible mitigation measures, performance standards or criteria set forth in the prior applicable EIR (SCAG's 2020-2045 RTP/SCS Program EIR) and that are determined to not result in significant and unavoidable environmental impacts may be approved with a SCEA. The specific substantive and procedural requirements for the approval of a SCEA include the following:

1. An initial study shall be prepared for a SCEA to identify all significant impacts or potentially significant impacts of the TPP, except for the following:

    a. Growth-inducing impacts, and

    b. Project-specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network.

2. The initial study shall identify any cumulative impacts that have been adequately addressed and mitigated in a prior applicable certified EIR. Where the lead agency determines the impact has been adequately addressed and mitigated, the impact shall not be cumulatively considerable.

3. The SCEA shall contain mitigation measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.

4. A draft of the SCEA shall be circulated for a public comment period not less than 30 days, and the lead agency shall consider all comments received prior to acting on the SCEA.

5. The SCEA may be approved by the lead agency after the lead agency's legislative body (or the lead agency's planning commission if local ordinances allow a direct appeal of the approval of the SCEA to the legislative body) conducts a public hearing, reviews comments received, and finds the following:

    a. All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and

    b. With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:

        i. Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.

        ii. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

6. The lead agency's decision to review and approve a TPP with a SCEA shall be reviewed under the substantial evidence standard.

1.5 REQUIRED FINDINGS

Based on a review of the entire administrative record, City of Torrance, as lead agency, has determined that the project qualifies for a SCEA, based on the following criteria:

1. The project qualifies as a TPP pursuant to California Public Resources Code Section 21155(b) because it contains more than 50 percent residential use; provides a minimum net density greater than 20 residential dwelling units an acre; and is within 0.5 miles of a major transit stop or high-quality transit corridor included in a regional transportation plan;

2. The project is a residential or mixed-used project as defined by California Public Resources Code Section 21159.28(d);

3. The project is consistent with the general use designations, density, building intensity, and applicable policies specified for the project area in the 2020-2045 RTP/SCS prepared by the SCAG;

4. The project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental reports and adopted findings made pursuant to California Public Resources Code Section 21081, including the 2020-2045 RTP/SCS Program EIR;

5. All potentially significant or significant effects required to be identified and analyzed pursuant to CEQA have been identified and analyzed in an initial study; and

6. With respect to each significant effect on the environment required to be identified in the initial study, changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of less than significant.

Therefore, the City of Torrance finds that the project complies with the requirements of CEQA for using a SCEA as authorized pursuant to California Public Resources Code Section 2115.2(b).

1.6 ORGANIZATION OF SCEA

Based on the information presented above, the SCEA for the project is organized as follows:

Chapter 1: Introduction. This chapter provides introductory information about the project and background information regarding SB 375, lists TPP criteria, and describes the required content of the SCEA.

Chapter 2: Project Description. This chapter provides a detailed description of the environmental setting and the proposed project, including project characteristics and environmental setting.

Chapter 3: SCEA Criteria and TPP Consistency Analysis. This chapter includes a discussion of the project's consistency with the TPP criteria listed above and demonstrates that the project satisfies all necessary criteria for approval of a SCEA as set forth in California Public Resources Code Sections 21155.2 and 21159.28(a).

Chapter 4: Mitigation Measures from Prior EIR. This chapter identifies all of the mitigation measures contained in the Mitigation Monitoring and Reporting Programs (MMRP) for SCAG's 2020-2045 RTP/SCS Program EIR and a discussion of the applicability of the mitigation measures to the project.

Chapter 5: Initial Study and Environmental Analysis. Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of project-specific and cumulative impacts associated with each subject area. Where the evaluation identifies potentially significant effects, as identified on the Checklist, mitigation measures are provided to reduce such impacts to less-than-significant levels.

Chapter 6: References, Acronyms and Abbreviations. Lis of reference, acronyms and abbreviations that were used during the preparation of the SCEA.

Chapter 7: List of Preparers. Lists the people that prepared the SCEA.

Appendices. Includes various documents, technical reports, and information used in preparation of the SCEA.

- **Appendix A:** Transit Stop Frequency During Peak Hours
- **Appendix B:** Mitigation Monitoring and Reporting Program (MMRP) of the Final 2020 RTP/SCS PEIR
- **Appendix C:** Del Amo Circle Apartments Project Air Quality and Greenhouse Gas Emissions Technical Memorandum
- **Appendix D:** Cultural and Paleontological Resources Assessment for the Del Amo Circle Apartments Project, City of Torrance, Los Angeles County, California
- **Appendix E**: Phase I Environmental Site Assessment
- **Appendix F**: Hydrology Study, Del Amo Circle Residential Apartments, Torrance, California
- **Appendix G**: Del Amo Circle Apartments Project Noise and Vibration Technical Memo
- **Appendix H**: Local Circulation Analysis, Del Amo Circle Drive Apartments, Torrance, California
- **Appendix I**: Vehicle Miles Traveled (VMT) Screening Assessment for the Proposed Del Amo Circles Apartments Project, Torrance
- **Appendix J:** Cal Water Will Serve, Northeast Corner of West Carson Street and West Del Amo Circle, Torrance, CA
- **Appendix K**: Sewer Area Study, City of Torrance, Del Amo Circle Dr. Apartments

1. Introduction

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2. Project Description

2.1 INTRODUCTION

The project applicant, Legacy Partners, is seeking approval from the City of Torrance for development of a 200-unit residential project consisting of a 5-story residential building and a 6.5-story parking structure with an amenity deck (proposed project) on a 2.83-acre site (project site) at the intersection of Del Amo Circle West and Carson Street in the City of Torrance. Details of the proposed project are described below.

2.2 PROJECT LOCATION

The project site is at the intersection of Del Amo Circle West and Carson Street (APNs: 7525-023-034 and -035), located centrally in the City of Torrance, Los Angeles County, California (see Figure 2-1, *Regional Location*). Torrance is surrounded by the cities of Lawndale and Gardena to the north, Los Angeles and Carson to the east, Lomita to the southeast, Rolling Hills Estates and Palos Verdes to the south, and Redondo Beach to the west.

Regional access to the project site is via Hawthorne Boulevard (SR-107), 400 feet to the east, and State Route 1 (SR-1), 1.75 miles to the west and south (see Figure 2-2, *Local Vicinity*). Torrance Boulevard and Carson Street also provide regional access to the project site. Two existing driveways on Carson Street and Del Amo Circle West provide access to the project site and would remain.

The project site is within 500 feet of the Hawthorn Boulevard / West Carson Street intersection, known as the Carson/Hawthorne Hub Connections by Torrance Transit, which includes 13 transit stops for the Torrance Transit System and the Metro. Local bus service is provided along the east side of Hawthorne Boulevard (Torrance Transit lines 3, 4X, 7, and 8 and Metro line 344), the west side of Hawthorne Boulevard (Torrance Transit lines 4X, 7, and 8 and Metro line 344), the south side of Carson Street (Torrance Transit lines 9), and the north side of Carson Street (Torrance Transit lines 1, 6, and 9).Three Torrance Transit lines are within a mile of the project site: 4X, Torrance to Downtown Los Angeles; 9, Torrance to Carson; and 7, Redondo Beach to Carson (Figure 2-3, *Transit Route Map*). The project is located adjacent to a Class III bicycle route which runs along Carson Street from Del Amo Circle West to Palos Verdes Boulevard (Torrance 2010a).

2.3 EXISTING CONDITIONS AND LAND USE DESIGNATIONS

The 2.83-acre project site is a former asphalt surface parking lot and landscaping (see Figure 2-4, *Project Site Photographs*, and Figure 2-5, *Site Photograph Locations*). It is currently partially fenced off and used as a staging area for the adjacent construction to the north. Previously, the project site was striped with parking spaces in a distinctive semicircle arrangement to serve the adjacent commercial uses. The project site contains ornamental

landscaping, including approximately 34 mature trees. The project site is generally flat, with a 10-foot down slope along the northeast portion.

The project site is surrounded by a construction site, which will include a 4-story, 183-unit senior assisted living development to the north; 5-story parking structure and commercial uses to the east (Del Amo Financial Center and Del Amo Fashion Center); office uses south of Carson Street; a 3-story hotel to the west across Del Amo Circle; and single family residential uses further west of Ocean Avenue (see Figure 2-6, *Aerial Photograph*, and Figure 2-7, *Surrounding Uses Site Photographs*).

The project site is zoned as Hawthorne Boulevard Corridor Specific Plan Zone (HBCSP)–Del Amo Business Sub-District One (DA-1) with a general plan land use designation of Commercial Center (C-CTR) (Torrance 2010a).

Surrounding zoning includes HBCSP with DA-1 designated areas to the north, Del Amo Business Sub-District Two (DA-2) to the east, south, and west, and Single Family Residential District (R-1) further to the west (see Figure 2-8, *Existing General Plan Land Use Map*, and Figure 2-9, *Existing Zoning Map*).

2.3.1 Project Access and Parking

2.3.1.1 PROJECT SITE ACCESS

Vehicular access would be provided via an existing, full-access, unsignalized driveway on Carson Street, which now serves the Del Amo Financial Center, and one existing, full-access, all-way stop, unsignalized driveway on Del Amo Circle West, which would also provide vehicular access to the senior assisted living development, currently under construction on an adjacent parcel to the north. No physical modifications are proposed at these driveways, and they would continue to accommodate full access (i.e., left-turn and right-turn ingress and egress traffic movements). Loading/move-in areas would be designated at the northern part of the development near the leasing office.

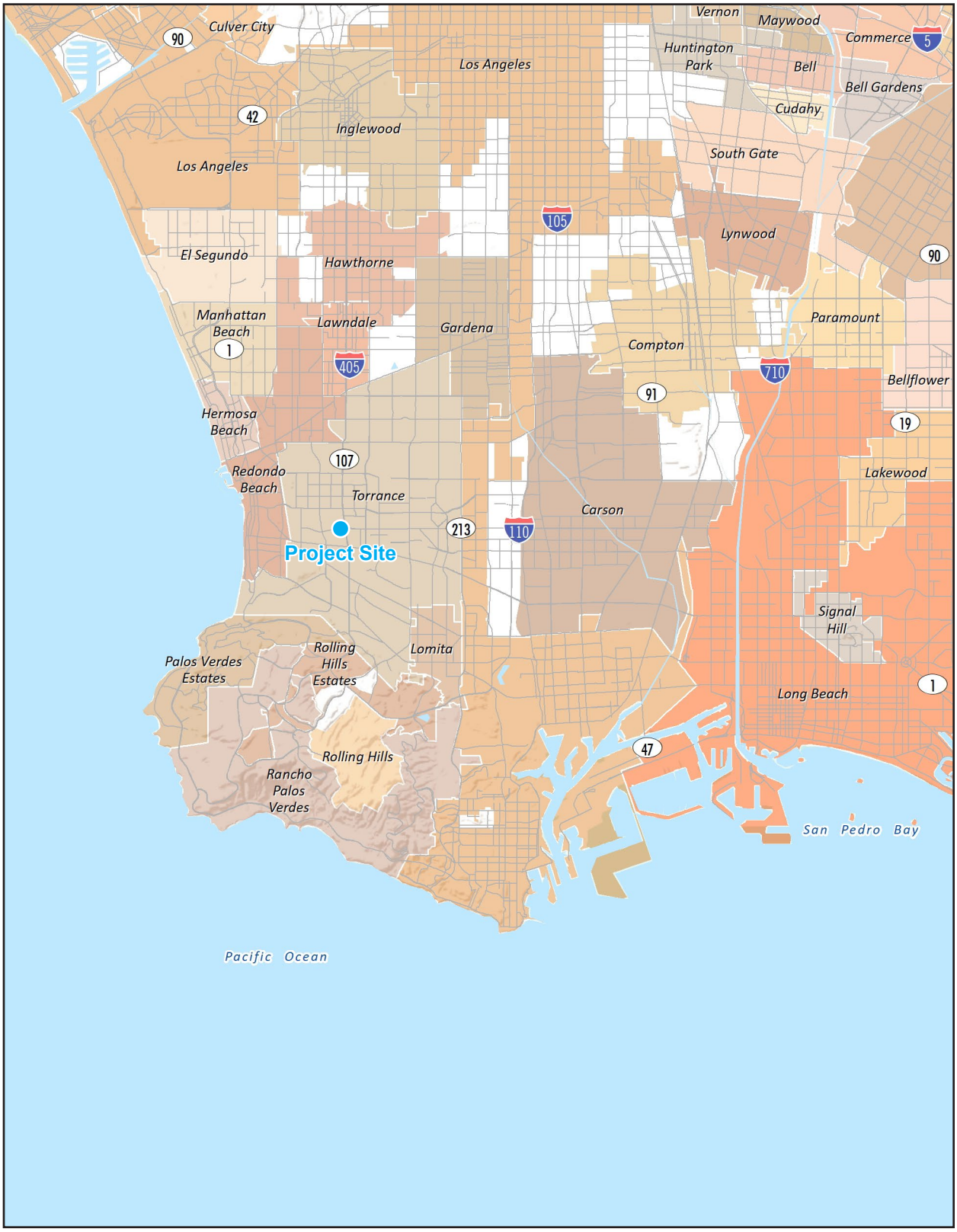
Pedestrian pathways would access Del Amo Circle West from the two ground-level courtyards. An ADA-accessible ramp to Del Amo Circle West would be provided at the northwest corner of the development. A seven-foot-wide sidewalk would be provided along the project fronting Del Amo Circle West. The sidewalk along Carson Street on the south side of project would be realigned and improved.

2.3.1.2 PROJECT PARKING

The project proposes a total of 440 parking spaces at 2 spaces per unit, plus 1 guest space for every 5 units. The 6.5-story parking garage would be behind the proposed residential development so that it would not be visible from Del Amo Circle West or Carson Street. All parking spaces would be in the parking structure, which would include storage over assigned parking stalls. The new parking structure is planned to provide 400 assigned spaces for residents and 40 unassigned spaces for guest parking.

Of the 440 parking spaces, 10 would be Americans with Disability Act (ADA) accessible spaces—8 assigned spaces for residents and 2 unassigned spaces for guests—and 44 would be electric vehicle charging capable. The proposed project would provide 6 short-term bike parking spaces in the northeast corner of the project site, outside the leasing office.

Figure 2-1 - Regional Location



Note: Unincorporated county areas are shown in white.
Source: ESRI, 2022

0 3
Scale (Miles)

2. Project Description

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Figure 2-2 - Local Vicinity

Source: ESRI, 2022

2. Project Description

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Figure 2-3 - Transit Route Map

0 2.5
Scale (Miles)

Source: City of Torrance Transit, 2022

2. Project Description

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Figure 2-4 - Project Site Photographs

1 View from the north side of the project site on Del Amo Circle Way looking southeast towards the rest of the project site.

2 View from north side of the project site looking south at the southern parking lot.

3 View from north side of the southern parking lot of the project site looking south towards Carson Street.

4 View from east end of the project site looking west along the northern parking lot.

5 View from north side of Carson Street looking southwest along the sidewalk between the street and the southern side of the project site.

6 View from the north side of Carson Street looking northwest across the project site towards Del Amo Circle Way.

Source: PlaceWorks, 2022

2. Project Description

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Figure 2-5 - Site Photograph Locations

Source: Nearmap, 2022; PlaceWorks, 2022

2. Project Description

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Figure 2-6 - Aerial Photograph

Source: Nearmap, 2022

2. Project Description

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Figure 2-7 - Surrounding Uses Site Photographs

1 View from the east side of the Del Amo Circle Way looking north towards Torrance Fire Department Station #6.

2 View from northwest corner of the project site looking northeast towards the west side of the Del Amo Crossing parking structure.

3 View from northeast side of project site looking north towards the south side of the Del Amo Crossing parking structure and commercial uses.

4 View from the south entrance of the project site looking east towards Preferred Bank.

5 View from the south entrance of the project site looking southeast across Carson Street towards commercial uses.

6 View from the southwest corner of the project site looking west across Carson Street towards residential and commercial uses.

Source: PlaceWorks, 2022

2. Project Description

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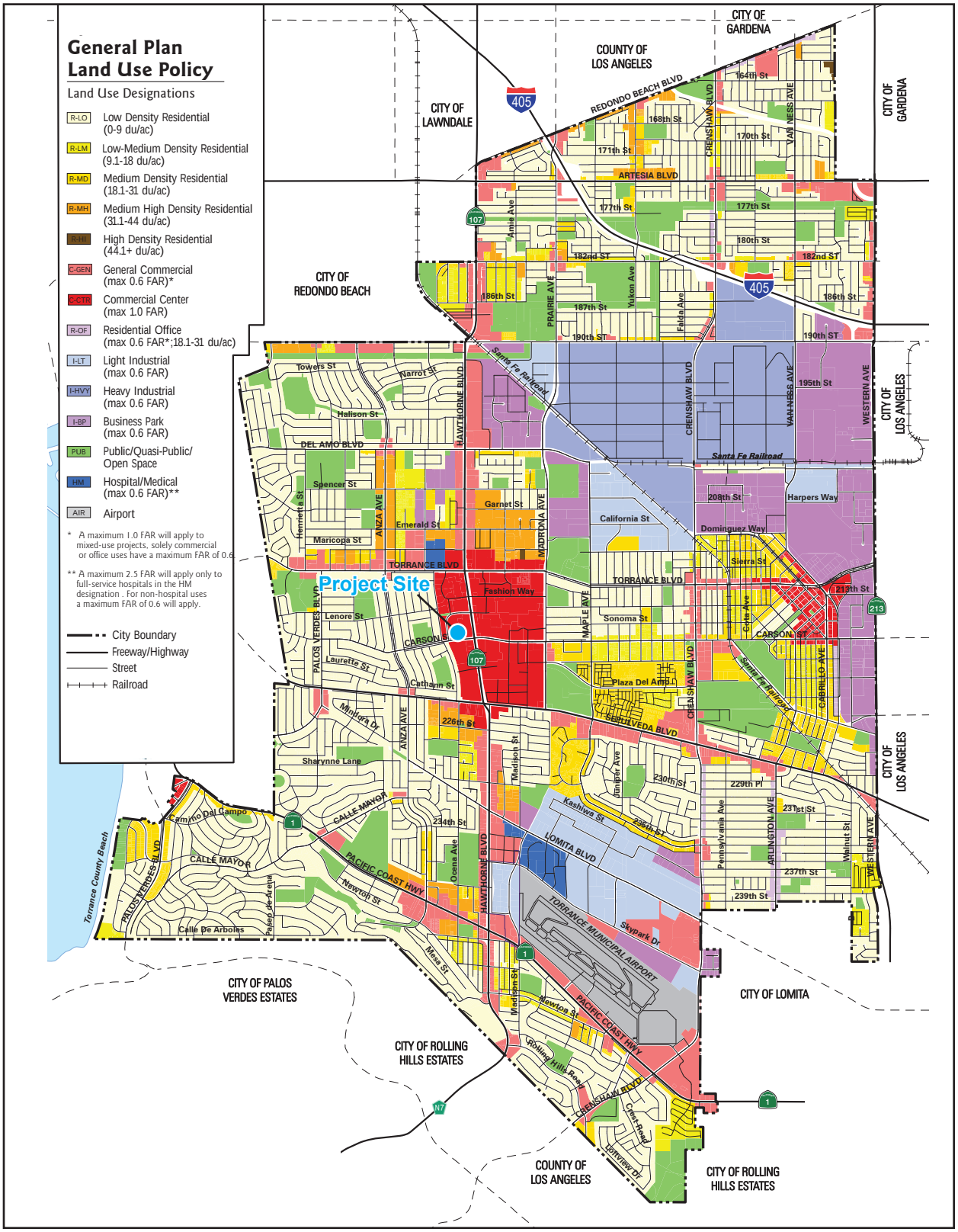
Figure 2-8 - Existing General Plan Land Use Map



Source: City of Torrance General Plan, 2005

2. Project Description

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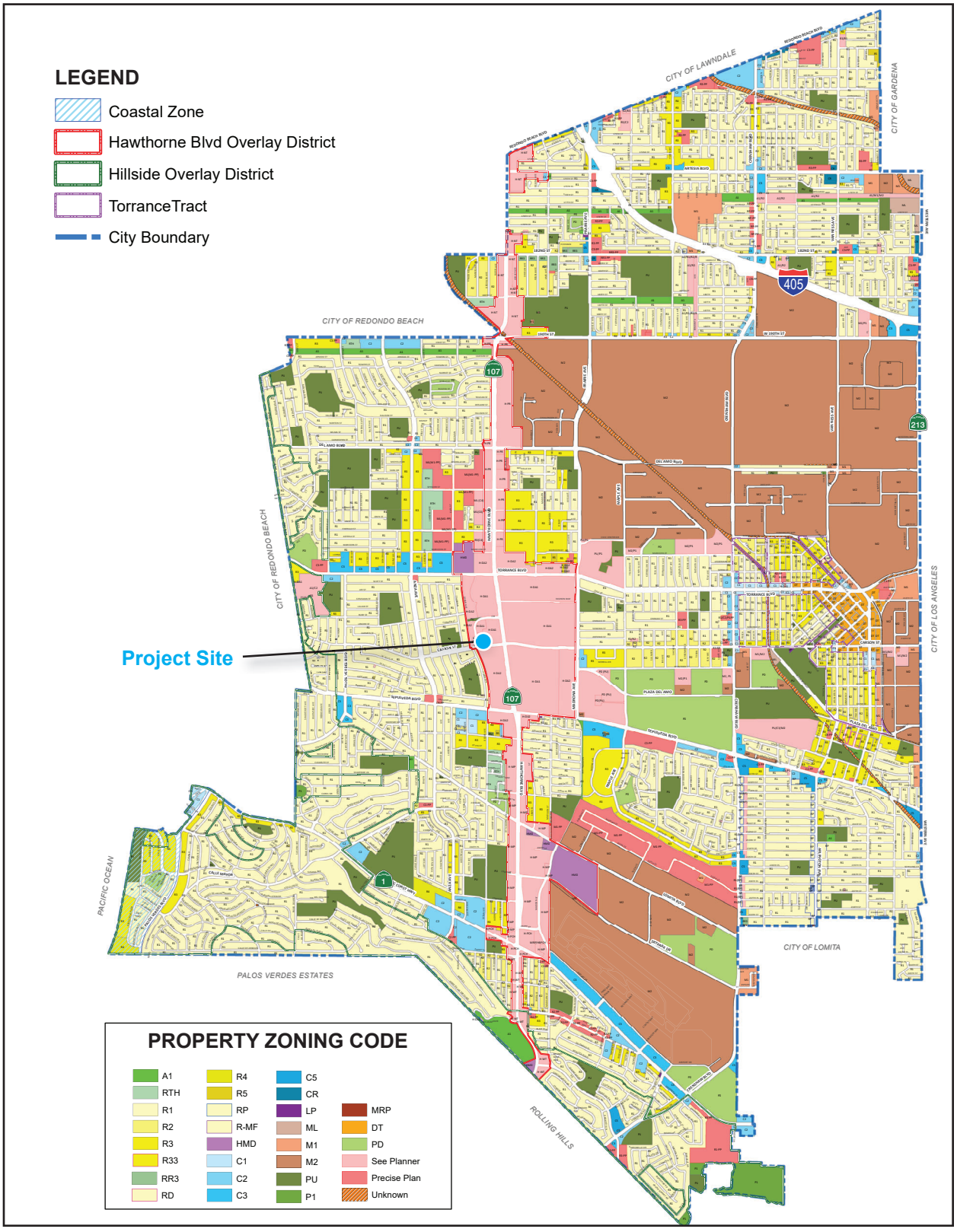
Figure 2-9 - Existing Zoning Map



Source: City of Torrance Community Development Department, 2022

2. Project Description

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2.4 DESCRIPTION OF PROJECT

The proposed project would entail development of a 200-unit multifamily residential development in a single, 234,928-square-foot, 5-story building with on-site residential facilities and a separate, 169,946-square-foot, 6.5-story parking structure with 440 parking spaces and an amenity deck on the 2.83-acre project site. The proposed project would also include merging two project site parcels, APNs: 725-023-034 and -035, into one parcel.

Table 2-1, *Project Summary,* shows the various components of the proposed project, and more details are provided below.

Table 2-1 Project Summary

Proposed Uses	Units/Square Feet
Residential (studio, one bedroom, one bedroom + den, two bedrooms)	200 units/175,132 square feet
Residential On-Site Facilities (leasing office, lounge/lobby, co-working space, mail/lounge)	3,821 square feet
Residential Balconies	13,212 square feet
Additional Residential Uses (Elevator, staircase, utilities, ventilation, hallways)	42,763 square feet
Total Residential	234,928 square feet
Parking	440 spaces/169,946 square feet
Roof Amenity Deck (fitness center, pool/spa)	12,326 square feet
Additional Usable Open Space (Landscape Areas, Courtyard 1, Courtyard 2)	32,068 square feet

The parking structure would include a partial subterranean level and on-site facilities/amenities, including a leasing office, a lounge/lobby, co-working space, mail/lounge, pool/spa, fitness center for residents, and courtyards. Based on the project site's natural topography and the proposed project design, the podium-style apartments "wrap" around the parking structure so it would not be visible from Carson Street or Del Amo Circle West.

2.4.1 Residential Uses

The proposed project would involve demolition of a portion of the existing parking lot and construction of a new residential development. The proposed development includes a five-story residential building, 65 feet above ground level (see Figure 2-10, *Site Plan*). Residential uses consist of studio, one-bedroom, one-bedroom + den, and two-bedroom apartments for rent, ranging from approximately 628 square feet for studios to 1,124 square feet for two-bedroom units. Table 2-2, *Residential Summary*, shows the distribution of the 200 dwelling units by size, for a total residential area of 175,132 square feet. The various unit sizes would be distributed evenly with a mix of studio, one-bedroom, one-bedroom + den, and two-bedroom units over each of the five floors. Additional residential uses include 3,821 square feet of residential on-site facilities (leasing office,

lounge/lobby, co-working space, mail/lounge), 13,212 square feet residential balconies, and 42,763 square feet of additional residential uses (elevators, staircases, utilities, ventilation, and hallways).

Table 2-2 Residential Summary

Unit Type	Total Square Feet	Number of Units / Percentage of Total
Studio	23,300 square feet	35 / 17.5%
One-Bedroom	51,697 square feet	66 / 33%
One-Bedroom + Den	27,930 square feet	30 / 15%
Two-Bedroom	72,205 square feet	69 / 34.5%
Total	**175,132 square feet**	**200 / 100%**

2.4.1.1 RECREATIONAL AMENITIES AND OPEN SPACE

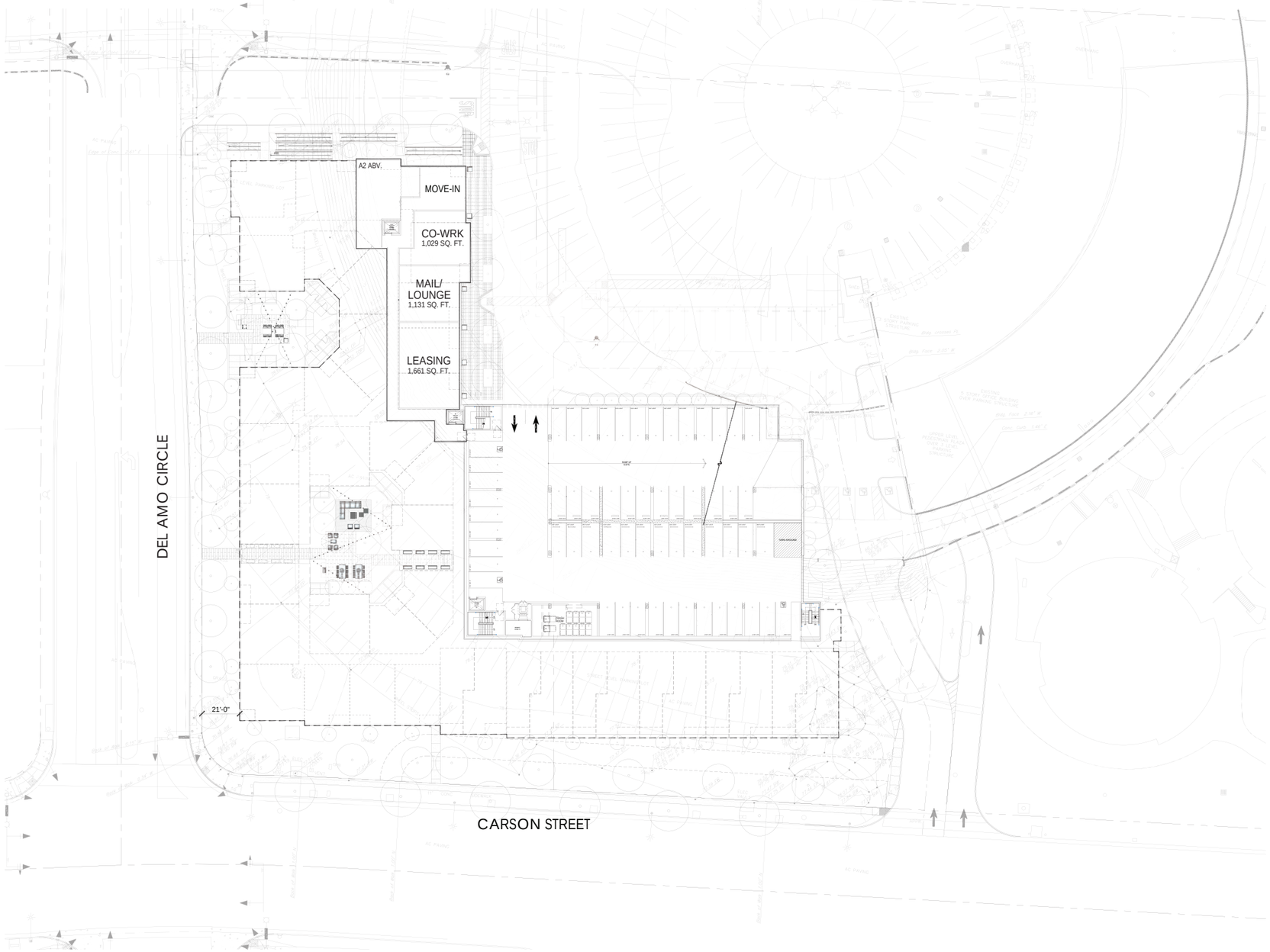
As shown in Figure 2-11, *Open Space and Rooftop Recreation Concept*, the proposed project includes private recreational uses and open space as well as on-site amenities. On-site facilities/amenities in common for residential occupants include a leasing office (1,661 square feet), a co-working space (1,029 square feet), mail/lounge (1,131 square feet), pool/spa, and fitness center. Private open space would consist of 19,473 square feet of usable open space from private balcony space attached to individual units[1]. As shown in Table 2-3, *Total Usable Open Space*, the total useable open space would include 63,867 square feet of landscaped green space surrounding the project site, two landscaped courtyard areas, and rooftop recreation space. The two courtyard areas (one fronting Del Amo Circle West and the other interior to the project) would contain amenities such as firepit lounge, BBQ, festival lighting, dining tables, private patios, and specimen trees. The recreation uses would be on the sixth-floor roof of the parking structure and include a 27-foot by 37-foot pool, 16-foot by 11-foot spa, outdoor fitness center, club lounge with fire pit, outdoor kitchen with BBQs, and dining tables.

Table 2-3 Total Usable Open Space

Description	Square Feet
Courtyard 1	3,131 square feet
Courtyard 2	2,355 square feet
Frontage Landscape	26,582 square feet
Pool Deck	8,914 square feet
Pool Deck Amenities	3,412 square feet
Private Open Space	19,473 square feet
Total Usable Open Space	**63,867 square feet**

[1] Per City of Torrance Code 91.9.12 :That each two (2) square feet of balconies shall count as three (3) square feet toward the useable open space requirement up to a maximum of one hundred fifty (150) square feet, and each two (2) square feet of private patios shall count as three (3) square feet up to a maximum of three hundred (300) square feet, when the minimum inside dimensions are six (6) feet by ten (10) feet. Therefore, the proposed project's 13,212 square feet of balconies would count as 19,473 square feet of usable open space.

Figure 2-10 - Site Plan



Source: Architects Orange, 2022

2. Project Description

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Figure 2-11 - Open Space and Rooftop Recreation Concept

USEABLE OPEN SPACE		
ZONE	DESCRIPTION	AREA IN SQ. FT.
A	COURTYARD 01	3,131
B	COURTYARD 02	2,355
C	FRONTAGE LANDSCAPE	26,582
D	POOL DECK	8,914
E	POOL DECK AMENITY	3,412
F	CO-WORK	–
G	MAIL/ LOUNGE	–
H	PRIVATE OPEN SPACE	19,473
TOTAL OPEN SPACE PROVIDED		**63,867**
TOTAL OPEN SPACE REQUIRED - 300 SF PER UNIT (200 UNITS)		**60,000**

PRIVATE OPEN SPACE			
UNIT TYPE	DECK AREA	NUMBER OF UNITS	TOTAL DECK AREA
S1	46	5	230
S2	71	30	2,130
A1	71	35	2,485
A2	65	28	1,820
A3	69	30	2,070
A4	61	3	183
B1	61	36	2,196
B2	62	24	1,488
B3	70	5	350
B4	65	4	260
TOTAL	**66**	**200**	**13,212**
TOTAL THAT SATISFIES CODE 91.9.12			**12,982**
TOTAL COUNTED TOWARDS USEABLE OPEN SPACE			**19,473**

Per Code 91.9.12 : That each two (2) square feet of balconies shall count as three (3) square feet toward the useable open space requirement to a maximum of one hundred fifty (150) square feet and each two (2) square feet of private patios shall count as three (3) square feet to a maximum of three hundred (300) square feet, when the minimum inside dimensions are six (6) feet by ten (10) feet.

PRIVATE OPEN SPACE

COMMON OPEN SPACE

AMENITY

0 50
Scale (Feet)

Source: Architects Orange, 2022

2. Project Description

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2.4.2 Architectural Design

The building would have a modern wrap-style design; that is, the residential apartments would "wrap" around the parking structure so it would not be visible from Carson Street or Del Amo Circle West (see Figure 2-10). The proposed project would use a variety of colors and materials to provide interest and variation (see Figure 2-12, *Conceptual Perspectives*). The façades would be articulated to break up the mass of the building. The proposed maximum building height (at the top of the roof) of the parking structure would be 74 feet above ground level (excluding roof parapet or screens around of mechanical equipment). The residential building height would be less than 65 feet above ground level (see Figure 2-13, *North and East Building Elevations*, and Figure 2-14, *West and South Building Elevations*). The proposed buildings would be set back 21 feet from Carson Street and Del Amo Circle West.

2.4.2.1 LANDSCAPE PLANS

The project site contains existing ornamental landscaping, including 34 mature trees. The proposed project would remove 33 existing trees. Any mature trees to be removed would be replaced with 36- to 48-inch box trees, consistent with the Del Amo Business District landscape requirements at a ratio of two to one to the satisfaction of the Planning Manager. The proposed project would include planting a total of 71 trees on site including 64 trees on the ground level and 7 trees on the roof amenity deck. An additional 6 street trees would be planted off-site in parkways along Carson Street and 11 street trees along Del Amo Circle West. Therefore, the proposed project would include a total of 88 trees onsite and in the parkway, which exceeds the 66-tree requirement[2]. The two courtyard areas would include private patios, dining tables, specimen trees, and landscaping (See Figure 2-15, *Conceptual Landscape Plan)*.

2.4.3 Utility Connections

The proposed project would connect to water lines at the northwest corner of the project site along Del Amo Circle West and connect storm drains to the existing catch basin on the southwest corner of the project site at the intersection of Del Amo Circle West and Carson Street. Additionally, a stormwater lift station is proposed near the parking structure, and a catch basin is proposed along the easter corner of the project site. All infrastructure improvements would comply with City and building code requirements.

2.5 PROJECT CONSTRUCTION

Construction would occur from August 2023 to December 2025, a duration of approximately 28 months. Construction activities would generally involve demolition of the existing landscaping and surface parking lot, site preparation, grading, vertical construction of the apartment building and parking structure, architectural coating, and paving. Road closures may occur during construction of the proposed project; however, closures

[2] Any mature trees to be removed would be replaced with 36- to 48- inch box trees consistent with the Del Amo Business District landscape requirements at a ratio of two to one to the satisfaction of the Planning Manager. Since the proposed project would remove 33 trees, the proposed project would be required to plant 66 trees.

would be temporary and would be reviewed and approved by the City as part of a Traffic Construction Management Plan.

2.6 ANTICIPATED APPROVALS

Implementation of the proposed project would require the following discretionary and ministerial project approvals from the City of Torrance.

2.6.1 Discretionary Approvals Requested

- Conditional Use Permit
- Development Permit
- Modification of a previously approved Precise Plan of Development (PP65-38)
- Division of Lot to merge two parcels into one

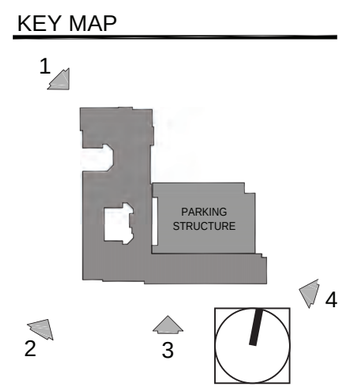
Figure 2-12 - Conceptual Perspectives

PERSPECTIVE 1

PERSPECTIVE 2

PERSPECTIVE 3

PERSPECTIVE 4



Source: Architects Orange, 2022

2. Project Description

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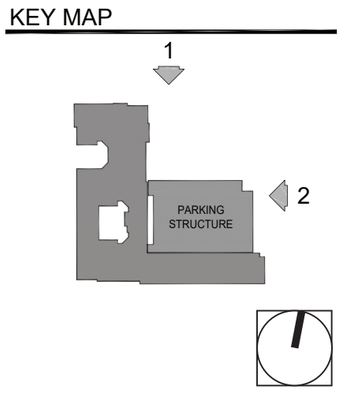
Figure 2-13 - North and East Building Elevations

EAST ELEVATION 2

NORTH ELEVATION 1



0 40
Scale (Feet)

Source: MJS Landscape Architecture, 2022

2. Project Description

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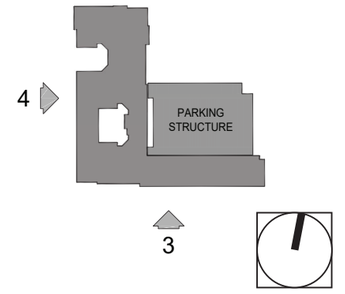
Figure 2-14 - West and South Building Elevations

WEST ELEVATION 4

SOUTH ELEVATION 3

KEY MAP



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Scale (Feet)

Source: MJS Landscape Architecture, 2022

2. Project Description

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Figure 2-15 - Conceptual Landscape Plan

Source: MJS Landscape Architecture, 2022

2. Project Description

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3. SCEA Criteria and TPP Consistency Analysis

As discussed in Chapter 1, *Introduction*, a Sustainable Communities Environmental Assessment (SCEA) may be prepared for a project that (a) is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy (see California Public Resources Code Section 21155(a)) and (b) is a "transit priority project" (TPP; as defined in California Public Resources Code Section 21155(b). As further described below, the project meets these criteria and thus, is eligible for certain CEQA streamlining benefits by way of preparing a SCEA for purposes of clearance under the California Environmental Quality Act (CEQA). Specifically, California Public Resources Code Section 21155(b) applies to a project that meets the following criteria:

1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the California Air Resources Board (CARB) has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented achieve the greenhouse gas (GHG) emissions reduction targets established by CARB;

2. Is a TPP in that the project meets the following criteria:

    a. Contains at least 50 percent residential use, based on total building square footage and if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;

    b. Provides a minimum net density of at least 20 units per acre; and

    c. Is located within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan/sustainable communities strategy (RTP/SCS).

The Southern California Association of Governments (SCAG) is the metropolitan planning organization for the project site area, and in that capacity bears the responsibility under Senate Bill (SB) 375 to implement and administer regional transportation plans and sustainable communities' strategies (RTP/SCSs) for purposes of achieving the goals for reducing GHG as envisioned by Assembly Bill (AB) 32. The SCAG Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) is SCAG's most-recent update to the 2016 RTP/SCS. The 2020-2045 RTP/SCS is a long-range visioning plan for the six-county SCAG region that highlights the existing land use and transportation conditions throughout the SCAG region and forecasts how it would meet the region's transportation needs between 2020 and 2045, as well as achieve CARB's GHG emissions reduction targets. Specifically, the 2020-2045 RTP/SCS identifies and prioritizes expenditures of this anticipated funding for transportation projects of all transportation modes:

highways, streets and roads, transit, rail, bicycle, and pedestrian, as well as aviation ground access. It also includes a set of visions, goals, objectives, policies and performance measures developed through public and stakeholder outreach sessions across SCAG's region. On September 3, 2020, SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS. On October 30, 2020, CARB officially determined that the 2020-2045 RTP/SCS would achieve CARB's 2035 GHG emission reduction target. The 2020-2045 RTP/SCS demonstrate how the SCAG region would achieve CARB's identified GHG reduction targets, and for this reason, this SCEA addresses the consistency of the project with that plan.

3.1 CRITERION 1

Criterion 1: Consistency with the general plan designation, density, building density, and applicable policies specified for the project area in a sustainable community strategy.

As described in Chapter 2, *Project Description,* the proposed project would construct 200-unit multifamily residential development in a single, 234,928 -square-foot, 5-story building with on-site residential facilities and a separate, 169,946-square-foot, 6.5-story parking structure with 440 parking spaces and an amenity deck at the intersection of Del Amo Circle West and Carson Street (APNs: 6370-027-034 and -035).

The proposed project would be developed on a 2.83-acre vacant site previously developed with a surface parking lot and landscaping. The Torrance Municipal Code requires that the proposed project provide 440 total parking spaces to serve the project's proposed uses. Consistent with code requirements, the proposed project includes 440 vehicle parking spaces that would be provided within the 6.5 level parking structure. In addition, six bicycle parking stalls would be provided.

The project site is zoned as Hawthorne Boulevard Corridor Specific Plan Zone (HBCSP)–Del Amo Business Sub-District One (DA-1). The HBCSP-DA-1 development standards allow for a maximum building height of 200 feet and a minimum setback of 20 feet. The proposed maximum building height (at the top of the roof) of the parking structure would be 74 feet above street level (excluding roof parapet or screens around of mechanical equipment). The residential building height would be less than 65 feet above street level. The proposed project would have a maximum height of 74 feet and would include a 21-foot setback. The proposed project overall height may be greater than 74 feet when viewed from the north elevation due to the 10-foot downward slope of the project site, however it would still be within the 200 feet maximum building height requirements. The HBCSP DA-1 zoning allows multi-family residential uses with the approval of a conditional use permit (CUP) which is being requested for the project.

The project site has a General Plan Land Use Designation of Commercial Center (C-CTR) (See Figure 2-8). The C-CTR land use designation allows residential uses; therefore, the project would be consistent with the general use designation, density, and building intensity for a C-CTR land use designation. It should be noted that the statutory requirement is that a project achieves general rather than absolute or perfect consistency with the SCAG 2020-2045 RTP/SCS use designation, density, and building intensity projections.

SCAG 2020-2045 RTP/SCS

In the 2020-2045 RTP/SCS, using data collected from local jurisdictions, SCAG provides forecasted growth patterns by focusing more generally on transportation infrastructure and existing job centers in order to determine where future growth of employment and households would likely occur. Specifically, SCAG's 2020-2045 RTP/SCS, Sustainable Communities Strategy Technical Report, identifies Priority Growth Areas (PGAs) in the region where growth is forecasted to occur due to proximity to existing and planned transit, existing job centers, existing and planned infrastructure to support more walkability and use of alternative transportation modes, and in areas identified for jurisdictional expansion (i.e., spheres of influence).

PGAs include Transit Priority Areas (TPA), High Quality Transit Areas (HQTAs), Job Centers, Livable Corridors, Neighborhood Mobility Areas and Spheres of Influence. According to the 2020–2045 RTP/SCS, PGAs account for only 4 percent of region's total land area, but implementation of SCAG's recommended growth strategies will help these areas accommodate 64 percent of forecasted household growth and 74 percent of forecasted employment growth between 2020 and 2045 (SCAG 2020b). The project site is located within Traffic Analysis Zone (TAZ) 21270100 (see Figure 3-1, *Traffic Analysis Zone (TAZ) Map)*. As shown in Figure 3-2, *Transit Priority Areas (TPAs)*, the project site is located within a TPA and therefore, falls within an identified PGA under the 2020-2045 RTP/SCS.

The project's location, scale, and mixture of land uses would be consistent with its designation within this PGA, which, in turn, indicates consistency with the use designations, density, and buildings intensity of the SCS. Specifically, the project site is located in an urbanized area of the City of Torrance. The proposed project would respond to and complement the existing development pattern in the area, which is characterized by a mix of office, commercial, and residential uses. The proposed project is residential development that would include 200 multi-family residential units on a site that is well-served by transit. The proposed project would have an overall net residential density of 70.76 units per acre. The project would increase the housing supply in the project area and in the PGAs in which the project site is located. The 200 residential units would include a mix of studios and one- and two-bedroom units in varying sizes and configurations and offered at varying rental prices, thereby providing housing diversity. The project site is located near several bus lines. Thus, the infill nature of the project in an urban area near transit would provide opportunities for project residents and visitors to have safer and shorter multimodal trips, thereby reducing dependency on automobile travel and single occupancy trips and thus, reducing GHG emissions. Therefore, the proposed project and the project site are consistent with SCAG's forecasted development pattern for the region, including the general use designation, density, building intensity, and applicable policies specified for the area.

The project is also consistent with the goals and policies in the 2020-2045 RTP/SCS, as shown in Table 3-1, *Consistency Analysis with the 2020-2045 RTP/SCS Goals and Policies*. As such, the proposed project is consistent with Criterion 1.

3. SCEA Criteria and TPP Consistency Analysis

Table 3-1 Consistency Analysis with the 2020-2045 RTP/SCS Goals, Guiding Principles, and Strategies

Goals, Guiding Principles, and Strategies	Consistency Assessment
Connect SoCal Goal 1 Encourage regional economic prosperity and global competitiveness.	**Not Applicable to the proposed project.**
Connect SoCal Goal 2 Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** SB 743 updates the way transportation impacts are evaluated in California for new development projects, with a focus on providing active transportation and reducing vehicle miles traveled. The project is located in an urbanized area in the City within a TPA, as defined by SB 743 (see Figure 3-2). The project would develop residential uses in a location that is well-served by existing transit infrastructure. Specifically, the project site is within 500 feet of the Hawthorn Boulevard / West Carson Street intersection, known as the Carson/Hawthorne Hub Connections, which includes 13 transit stops for the Torrance Transit System and Metro line. The east side of Hawthorne Boulevard (Torrance Transit lines 3, 4X, 7, and 8 and Metro line 344), the west side of Hawthorne Boulevard (Torrance Transit lines 4X, 7, and 8 and Metro line 344), the south side of Carson Street (Torrance Transit lines 9), and the north side of Carson Street (Torrance Transit lines 1, 6, and 9). Additionally, a Class III bicycle route which runs along Carson Street from Del Amo Circle West to Palos Verdes Boulevard, would provide bicycle access to the project site. The project would also include 6 bicycle parking spaces. As a result, the proposed project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. Furthermore, the project site is within walking distance of the existing office and commercial uses surrounding the project site. Therefore, the location of the project encourages mobility and accessibility for residents and visitors of the project site. The proposed project is consistent with this goal.
Connect SoCal Goal 3 Enhance the preservation, security, and resilience of the regional transportation system.	**Not Applicable to the proposed project.**
Connect SoCal Goal 4 Increase person and goods movement and travel choices within the transportation system.	**Consistent.** The project site is located in a dense urban area that is well served by transit and would increase intensity on the project site above what currently exists. Increased density provides a foundation for the implementation of other strategies, such as enhanced transit services, and facilitates the use of transit by more people. The project would develop residential uses within walking and biking distance of 13 transit stops for the Torrance Transit System and Metro, as well as a Class III bicycle route. The project would provide a total of 6 bicycle parking spaces, resulting in opportunities for residents and visitors to use public transit, bicycling, and walking to access their jobs or shopping opportunities. Thus, the project would encourage the utilization of multi-modal transit to and from the project site and contribute to the increase of person and goods movement and travel choices within the transportation system by providing housing near transit stops and stations. The proposed project is consistent with this goal.

Table 3-1 Consistency Analysis with the 2020-2045 RTP/SCS Goals, Guiding Principles, and Strategies

Goals, Guiding Principles, and Strategies	Consistency Assessment
Connect SoCal Goal 5 Reduce greenhouse gas emissions and improve air quality.	**Consistent.** The project is located in a dense urban area that is well served by transit and would result in a greater intensity on the project site compared to existing conditions. The project would encourage the use of multi-modal transportation options. The project would facilitate the use of alternative modes of transportation, which would aid in reducing car trips, impacts to air quality, and GHG emissions. The project would provide 6 bicycle parking spaces in compliance the number of spaces required by the City. The project would encourage the use of transit, walking, and bicycling, as the project would locate residential development in an area within walking and biking distance of 13 transit stops for the Torrance Transit System and Metro (within 500 feet of the project site) and provide a total of 440 vehicle parking spaces and 6 bicycle parking spaces. Pedestrian access to the project site would be provided via the sidewalks along Del Amo Circle West and Carson Street, as well as pedestrian pathways along Del Amo Circle West with direct access from the two ground-level courtyards. The project also includes a pedestrian friendly design with ground floor courtyards and outdoor seating to activate the street and make the pedestrian experience in the vicinity of the project site more enjoyable, thereby encouraging residents to walk to businesses nearby. Additionally, a Class III bicycle route which runs along Carson Street from Del Amo Circle West to Palos Verdes Boulevard, would provide bicycle access to the project site. Given the proposed project's location close to transit, the proposed project would encourage the utilization of transit as a mode of transportation to and from the project area. Therefore, the proposed project would contribute to the productivity and use of the regional transportation system by providing housing near transit. Additionally, as discussed in the proposed project's VMT Analysis (located in Appendix I of this SCEA), the proposed project would not create a significant impact with respect to increased VMT and in turn would reduce GHG emissions for the proposed project. Therefore, the proposed project is consistent with this strategy. The increase in active transportation compared to vehicle use has air quality and GHG emission benefits. Therefore, proposed project is consistent with this goal.
Connect SoCal Goal 6 Support healthy and equitable communities.	**Consistent.** The project would encourage the use of multi-modal transportation options and would reduce commuter traveling distances due to its proximity to commercial and employment centers. The project would facilitate the use of alternative modes of transportation, which would aid in reducing car trips and reducing impacts to air quality. The project would encourage the use of transit, walking and bicycling, as the project would locate residential development in an area within walking and biking distance of existing bus lines and provide a total of 440 vehicle parking spaces and 6 bicycle parking spaces.

3. SCEA Criteria and TPP Consistency Analysis

Table 3-1 Consistency Analysis with the 2020-2045 RTP/SCS Goals, Guiding Principles, and Strategies

Goals, Guiding Principles, and Strategies	Consistency Assessment
	Pedestrian access to the project site would be provided via the sidewalks along Del Amo Circle West and Carson Street, as well as pedestrian pathways along Del Amo Circle West from the two ground-level courtyards. The project also includes ground-floor open space uses, which would enhance the pedestrian-orientation of the project site, thereby encouraging residents to walk to businesses nearby. Combined, the enhanced pedestrian mobility options and proximity to commercial and employment centers in the project vicinity improves the health of the surrounding community. The project also includes a variety of private open space (balconies, courtyard, and rooftop recreation amenities) for residents, which would encourage recreational activities to support a healthy community. Therefore, the proposed project is consistent with this goal.
Connect SoCal Goal 7 Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent.** The project would encourage the use of transit, walking and bicycling, as the project would locate residential development in an area within walking and biking distance of existing bus lines. The proposed project's enhanced pedestrian access through new and improved sidewalks and connections to and from the project site further support the City's pedestrian network and regional development pattern of increased density in proximity to commercial and employment centers. The proposed ground-floor open space uses would enhance the pedestrian-orientation of the project site, thereby encouraging residents to walk or bike to businesses nearby. The project would replace an existing vacant surface parking and landscaping to develop a 200-unit residential development. This type of increased density provides a foundation for the implementation of other strategies such as enhanced transit services and facilitates the use of transit by more people and support in adapting to a changing climate. Overall, the project would provide a land use and growth pattern that supports an integrated regional development pattern and transportation network by creating housing opportunities, creating walkable areas, providing infill development within existing communities, providing a variety of transportation choices, and providing opportunities for residents and visitors to use public transit for work trips and walk to retail businesses near the project site. The project is consistent with this goal.
Connect SoCal Goal 8 Leverage new transportation technologies and data-driven solutions that result in more efficient travel	**Not Applicable to the proposed project.**
Connect SoCal Goal 9 Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Consistent.** As stated previously, the proposed project includes 200 residential dwelling units and is within a TPA and located within a PGA. The project is located in a dense urban area that is well served by transit and would represent a greater intensity than existing development on project site. The project would provide multi-family housing in a variety of configurations and price levels in an existing, transit-accessible area.

Table 3-1 Consistency Analysis with the 2020-2045 RTP/SCS Goals, Guiding Principles, and Strategies

Goals, Guiding Principles, and Strategies	Consistency Assessment
	Specifically, the proposed project would include 35 studio, 66 one-bedroom, 30 one-bedroom + den, and 69 two-bedroom apartments and would provide housing for differing family sizes. Increased density provides a foundation for the implementation of other strategies such as enhanced transit services and facilitates the use of transit by more people. In turn, as transit ridership in an area increases with density, local transit providers are justified in providing enhanced transit services for the area. Therefore, the proposed project would contribute to the productivity and use of the regional transportation system by providing housing near transit. Therefore, the proposed project is consistent with this strategy.
Connect SoCal Goal 10 Promote conservation of natural and agricultural lands and restoration of habitats.	**Not Applicable to the proposed project.**
Connect SoCal Guiding Principal 1 Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets	**Not Applicable to the proposed project.**
Connect SoCal Guiding Principal 2 Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.	**Not Applicable to the proposed project.**
Connect SoCal Guiding Principal 3 Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.	**Consistent.** As stated previously, the proposed project includes 200 residential dwelling units and is within a TPA and located within a PGA. The project site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the proposed project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation which promotes sustainable transportation. The proposed project would also include 44 electric vehicle (EV) charging capable parking spaces which would promote sustainable transportation options. Therefore, the proposed project is consistent with this strategy.
Connect SoCal Guiding Principal 4 Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.	**Not Applicable to the proposed project.**
Connect SoCal Guiding Principal 5 Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.	**Not Applicable to the proposed project.**
Connect SoCal Guiding Principal 6 Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.	**Not Applicable to the proposed project.**
Connect SoCal Guiding Principal 7 Regionally, transportation investments should reflect best known science regarding climate change vulnerability, in order to design for long term resilience.	**Not Applicable to the proposed project.**

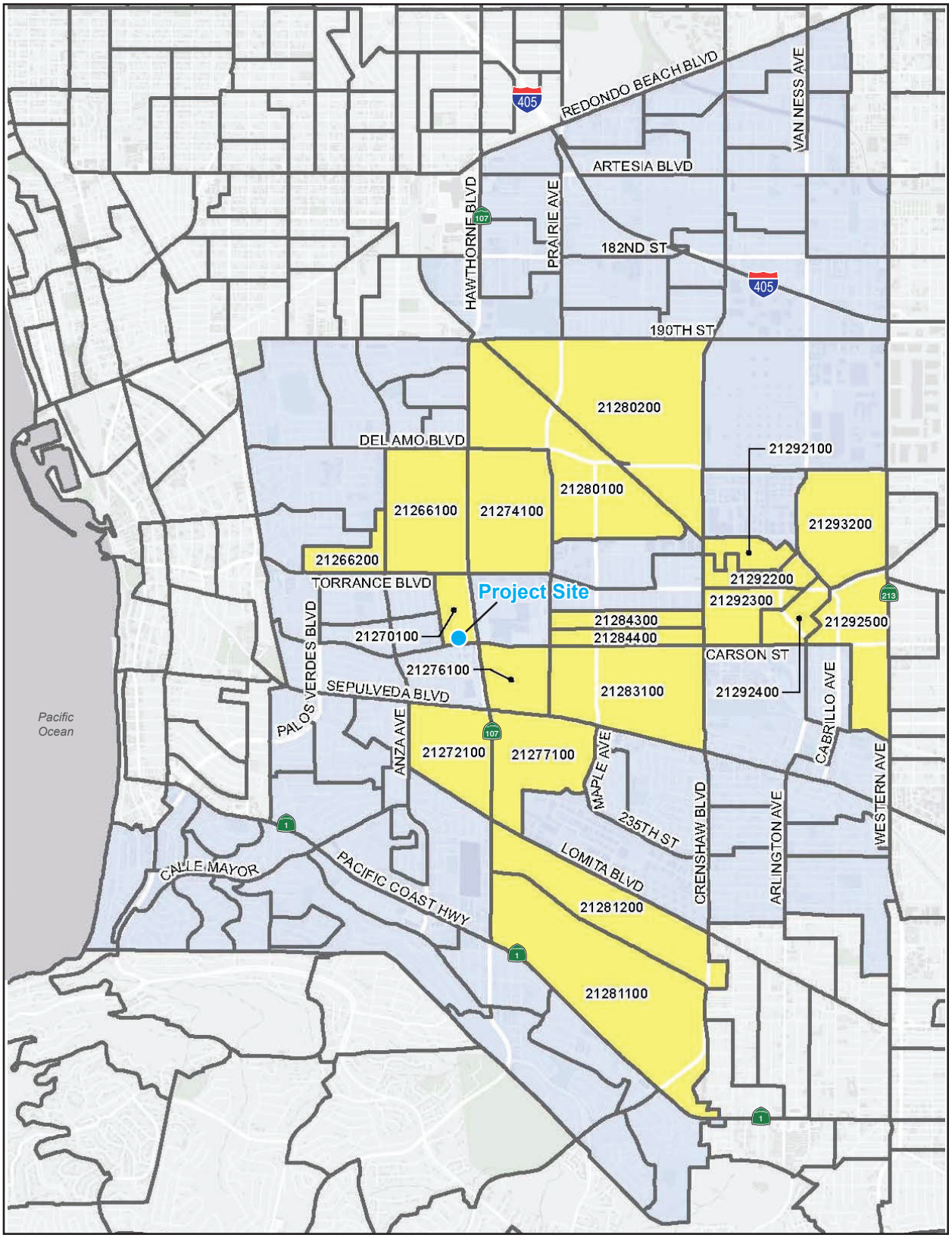
3. SCEA Criteria and TPP Consistency Analysis

Table 3-1 Consistency Analysis with the 2020-2045 RTP/SCS Goals, Guiding Principles, and Strategies

Goals, Guiding Principles, and Strategies	Consistency Assessment
Connect SoCal Sustainable Communities Strategy 1 Focus Growth Near Destinations & Mobility Options	**Consistent.** As stated previously, the proposed project includes 200 residential dwelling units and is within a TPA and located within a PGA. The project site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the proposed project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Therefore, the proposed project is consistent with this strategy.
Connect SoCal Sustainable Communities Strategy 2 Promote Diverse Housing Choices	**Consistent.** The proposed project includes 200 residential dwelling units which would include 35 studio, 66 one-bedroom, 30 one-bedroom + den, and 69 two-bedroom apartments. Further, the proposed project would locate multi-family residential in close proximity to public transportation and would provide diverse housing near transit. Therefore, development of the proposed project would support a reduction in greenhouse gas emissions. Additionally, as discussed in the proposed project's VMT Analysis (located in Appendix I of this SCEA), the proposed project would not create a significant impact with respect to increased VMT. Therefore, the proposed project is consistent with this strategy.
Connect SoCal Sustainable Communities Strategy 3 Leverage Technology Innovations	**Not Applicable to the proposed project.**
Connect SoCal Sustainable Communities Strategy 4 Support Implementation of Sustainability Policies	**Not Applicable to the proposed project.**
Connect SoCal Sustainable Communities Strategy 5 Promote a Green Region	**Not Applicable to the proposed project.**

SCAG 2020b

Figure 3-1 - Traffic Analysis Zone (TAZ) Map



Source: City of Torrance, January, 2021

3. SCEA Criteria and TPP Consistency Analysis

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Figure 3-2 - Transit Priority Areas (TAP)

Source: City of Torrance, January, 2021

3. SCEA Criteria and TPP Consistency Analysis

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3.2 CRITERION 2(A)

Criterion 2(a): Contains at least 50 percent residential use, based on total building square footage and if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75.

The project would construct a 404,874 square-foot residential development with 234,928 square-feet of residential uses and 169,946 square-feet of parking. Based on total building square footage, the project would contain 58 percent residential uses, consistent with this criterion. The project would have a FAR of 1.95, which is greater than 0.75. As such, the project is consistent with this criterion.

3.3 CRITERION 2(B)

Criterion 2(b): Provides a minimum net density of at least 20 units per acre.

The project site is approximately 2.83 acres and consists of an existing surface parking lot and landscaping. The proposed project would include 200 residential dwelling units which would result in a net housing density of approximately 70.67 units per acre, which is greater than the required minimum of 20 units per acre. As such, the project is consistent with this criterion.

3.4 CRITERION 2(C)

Criterion 2(c): Is located within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan/sustainable communities strategy (RTP/SCS).

The applicable RTP/SCS is the SCAG 2020-2045 RTP/SCS. California Public Resources Code Section 21064.3 defines a major transit stop as "a site containing any of the following: (a) an existing rail or bus rapid transit station; (b) a ferry terminal served by either a bus or rail transit service; or (c) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." A high-quality transit corridor is "[a] corridor with fixed route bus service with service terminals no longer than 15 minutes during peak commute hours." The city defines peak hours as between 7:00 AM to 8:45 AM and 4:00 PM to 5:45 PM (Appendix H).

The project site is within 500 feet (0.09 mile) of the Hawthorne Boulevard/West Carson Street intersection, known as the Carson/Hawthorne Hub Connections, which includes 13 transit stops. As shown in Appendix A, *Transit Stop Frequency During Peak Hours,* the 13 transit stops would have a frequency interval of less than 15 minutes during peak hours, thus the proposed project is within 0.5 miles of an existing major transit stop with a frequency service interval of 15 minutes or less during morning and afternoon commute periods. Local bus service is provided along the east side of Hawthorne Boulevard (Torrance Transit lines 3, 4X, 7, and 8 and Metro line 344), the west side of Hawthorne Boulevard (Torrance Transit lines 4X, 7, and 8 and Metro line 344), the south side of Carson Street (Torrance Transit lines 9), and the north side of Carson Street (Torrance Transit lines 1, 6, and 9). Given the project's proximity to these major transit stops and consistency with California Public Resources Code Section 21064.3(c), the project is consistent with this criterion.

3. SCEA Criteria and TPP Consistency Analysis

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4. Mitigation Measures from Prior EIR

4.1 SCAG 2020-2045 RTP/SCS

As a residential project to be developed at an urban infill site located within a Transit Traffic Analysis Zone (TAZ) 21270100 (see Figure 3-1) and within a Southern California Association of Government (SCAG)-identified Transit Priority Area (TPA) (see Figure 3-2), the SCAG Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) Program Environmental Impact Report (PEIR), which was adopted on September 3, 2020, is applicable to the project site. The SCAG 2020-2045 RTP/SCS PEIR was prepared to evaluate the potential environmental impacts of the proposed 2020-2045 RTP/SCS. As part of that PEIR, mitigation measures were included that would reduce potentially significant impacts identified in the PEIR. The complete list of the mitigation measures identified in the PEIR is included in Appendix B, *Mitigation Monitoring and Reporting Program (MMRP) of the Final 2020 RTP/SCS PEIR*. The MMRP includes various mitigation measures, both at the regional level that would be implemented by SCAG (referred to as SMM) and at the project level (referred to as PMM) that would be implemented by the respective lead agency. For the proposed project, the City of Torrance is the lead agency responsible for implementing the applicable PMMs. Regional mitigation measures (SMMs) would be implemented by SCAG and therefore are not applicable or discussed in this table. Project level mitigation measures are those mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the lead agency has identified that a project has the potential for significant effects. This table focuses on the proposed project's consistency with the MMRP's project-level mitigation measures.

4. Mitigation Measures from Prior EIR

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Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
Aesthetics (AES)		
AES-1: Potential for the project to have a substantial adverse effect on a scenic vista.	**PMM AES-1**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. c) Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas. d) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements e) Retain or replace trees bordering highways, so that clear-cutting is not evident f) Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas g) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity. h) Use see-through safety barrier designs (e.g., railings rather than walls)	**No mitigation applies**. As set forth in California Public Resources Code Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." California Public Resources Code Section 21155(b) defines a Transit Priority Area (TPA) as an area within one-half mile of a major transit stop that is existing or planned. California Public Resources Code Section 21064.3 defines a "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit station, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. As described in Section 3, *SCEA Criteria and TPP Consistency Analysis,* under Criterion 2(c), the project site is located within approximately 500 feet of the Hawthorn Boulevard / West Carson Street intersection, which includes 13 transit stops for the Torrance Transit System and Metro with existing major transit stop with a frequency service interval of 15 minutes or less during morning and afternoon commute periods. Therefore, the proposed project is located in a Transit Priority Area (TPA) as defined in California Public Resources Code Section 21099. The proposed project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to California Public Resources Code Section 21099. The proposed project would be visually compatible with the surrounding uses, as well as include landscaping, modern design features, and all glass used in the building design would have minimal reflectivity thus reducing glare. The building would have a modern wrap-style design; that is, the residential apartments would

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
		"wrap" around the parking structure so it would not be visible from Carson Street or Del Amo Circle West. While not applicable as a mitigation measure as no significant project effects are identified, the proposed project, as part of its design, implements the substantive elements of PMM AES-1.
AES-2: Potential for the project to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	No mitigation required.	**No mitigation applies**.
AES-3: Potential for the project to substantially degrade the existing visual character or quality of public views (public views are those that are experienced from publicly accessible vantage points). In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality	**PMM AES-2**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable. b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. c) Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria.	**No mitigation applies**. As described above under AES-1, the project meets the statutory requirements pursuant to California Public Resources Code Section 21099, enacted by SB 743. While not applicable as a mitigation measure as no significant project effects are identified, the proposed project, as part of its design, implements the substantive elements of PMM AES-2. As discussed in Section 5.5.1.c of this SCEA, the proposed project is consistent with its zoning and any applicable design requirements under the zoning of the project site. The proposed project design would draw inspiration from the neighboring midcentury office complex, and the 74-foot building height would be consistent with the surrounding developments.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	d) Design projects consistent with design guidelines of applicable general plans. e) Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape. f) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows: – use transparent panels to preserve views where sound walls would block views from residences; – use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height; and – construct sound walls of materials whose color and texture complements the surrounding landscape and development. g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.	
AES-4: Potential for the project to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	**PMM AES-3**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the	**No mitigation applies.** As described above under AES-1, the project meets the statutory requirements pursuant to California Public Resources Code Section 21099, enacted by SB 743. While not applicable as a mitigation measure as no significant project effects are identified, the proposed project, as part of its design, implements the substantive elements of PMM AES-3 by

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	following or other comparable measures identified by the Lead Agency: a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. or as otherwise required by applicable local rules or ordinances. c) Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting d) Use unidirectional lighting to avoid light trespass onto adjacent properties. e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. f) Provide structural and/or vegetative screening from light-sensitive uses. g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses. h) Use non-reflective glass or glass treated with a nonreflective coating for all exterior windows and glass used on building surfaces. i) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.	including lighting that would not introduce lighting or reflective surfaces at substantially greater intensities than existing lights and buildings near the site
Agricultural and Forestry Resources (AG)		
AG-1: Potential for the project to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use	**PMM AG-1**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	**No mitigation applies.** As discussed in Section 5.5.2, *Agricultural and Forestry Resources,* no Prime Farmland, unique Farmland, or Farmland of Statewide importance exists on or in the vicinity of the project site (DOC 2022a). The project site is located in an urban area surrounded by commercial and residential uses. Therefore, none of the mitigation measures that pertain to agriculture and forestry resources are applicable to the proposed project.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	a) Require project sponsors to mitigate for loss of farmland by providing permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential. b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. c) Maintain and expand agricultural land protections such as urban growth boundaries. d) Provide for mitigation fees to support a mitigation bank[1] that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands. e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access. f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.	
AG-2: Potential for the project to conflict with existing zoning for agricultural use, or a Williamson Act contract.	**PMM AG-2**: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts. b) Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code	**No mitigation applies.** As discussed in Section 5.5.2, *Agricultural and Forestry Resources,* the project site is not located within a zone designated for agricultural uses or an area that is designated as Williamson Act contract lands. The project site is located in an urbanized area of the City and is a former surface parking lot with landscaping. Thus, none of the mitigation measures that pertain to agriculture and forestry resources are applicable to the proposed project.

[1] The California Department of Fish and Wildlife provides a definition for conservation or mitigation banks on their website. California Department of Fish and Wildlife, Banking, https://www.wildlife.ca.gov/Conservation/Planning/Banking, accessed August 2, 2022.

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.	
AG-3: Potential for the project to conflict with existing zoning for, or cause rezoning of, forest land (as defined in California Public Resources Code section 12220(g)), timberland (as defined by California Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).	**PMM AG-3**: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with agriculture and forestry resources.	**No mitigation applies.** As discussed in Section 5.5.2, *Agricultural and Forestry Resources,* the project site is located within an urban area that is not that is not designated as forestland, timberland, or zoned Timberland Production. Thus, none of the mitigation measures that pertain to forestry resources are applicable to the proposed project.
AG-4: Potential for the project to result in the loss of forest land or conversion of forest land to non-forest use.	**PMM AG-3.** See above.	**No mitigation applies.** As discussed in Section 5.5.2, *Agricultural and Forestry Resources,* the project site is located within an urban area that is not designated as forestland. The project site is a former surface parking lot with landscaping and does not contain forest land. Therefore, none of the mitigation measures that pertain to agriculture and forestry resources are applicable to the proposed project.
AG-5: Potential for the project to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.	**PMM AG-2** and **PMM GHG-1.** See above and below. **PMM AG-4:** Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land. b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient to allow economically viable farming operations. The	**No mitigation applies.** As discussed in Section 5.5.2, *Agricultural and Forestry Resources,* the project site is a former surface parking lot with landscaping, is located in an area completely developed with commercial uses, and there are no farmland and forest land in and around the project site. Therefore, none of the mitigation measures that pertain to agriculture and forestry resources are applicable to the proposed project.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management. c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted. **PMM AG-5**: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.	

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
Air Quality (AQ)		
AQ-1: Conflict with or obstruct implementation of the applicable air quality plan.	No mitigation required.	**No mitigation applies.**
AQ-2: Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation.	**PMM AQ-1**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Minimize land disturbance. b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. c) Cover trucks when hauling dirt. d) Stabilize the surface of dirt piles if not removed immediately. e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. f) Minimize unnecessary vehicular and machinery activities. g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications. j) Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an	**Consistent with mitigation measure.** The proposed project would be consistent with this mitigation measure as it would comply with existing regulations that have been identified and are required by the South Coast Air Quality Management District (South Coast AQMD) and the California Air Resources Board (CARB) to facilitate consistency with plans for attainment for the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), as applicable and feasible. Adherence to the following requirements by South Coast AQMD, CARB, the State of California, and the federal government would further ensure consistency with PMM AQ-1. Consistent with South Coast AQMD Rule 403, the following measures shall be incorporated into the proposed project plans and specifications: – Water or a stabilizing agent shall be applied to exposed surfaces at least three times per day to prevent generation of dust plumes. – The construction contractor shall utilize at least one of the following measures at each vehicle egress to a paved public road: – Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long – Pave the surface extending at least 100 feet and at least 20 feet wide; – Utilize shaker devices to remove bulk material from tires and vehicle undercarriages; or – Install a wheel washing system to remove bulk material from tires and vehicle undercarriages. – Construction activity on unpaved surfaces shall be suspended when wind speed exceeds 25 miles per hour (such as instantaneous gusts).

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet. k) Ensure that all construction equipment is properly tuned and maintained. l) Minimize idling time to 5 minutes—saves fuel and reduces emissions. m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators. o) Develop a traffic plan to minimize community impacts as a result of traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts. p) As appropriate require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine	– Ground cover in disturbed areas shall be replaced as quickly as possible. – Traffic speeds on all unpaved roads shall be reduced to 15 mph or less. – Streets shall be swept at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, use water sweepers with reclaimed water. – Large bulldozers and excavators shall be suspended during third smog alerts. Consistent with Section 2485 of Title 13 of the California Code of Regulations, the following measures shall be incorporated into proposed project plans and specifications: – Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site. Consistent with South Coast AQMD Rule 401 and CARB's In-use Off-road Diesel-Fueled Fleets Regulation, the following measures shall be incorporated into the proposed project plans and specifications: – Equipment and vehicle engines shall be maintained in good condition and in proper tune per manufacturers' specifications. – When possible, electricity shall be utilized from power supply sources rather than temporary gasoline or diesel power generators, as feasible. Consistent with 2019 Title 24 standards, the proposed project would include: – Minimum Efficiency Reporting Value (MERV) 13 filters to reduce cancer risk impacts to less than significant. Mitigation Measure AQ-1 is identified to ensure the proposed project would be consistent with South Coast AQMD Rule 1113 and would be consistent with PMM AQ-1.

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	registration and permitting requirements prior to equipment operation at the site. q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible. r) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles. s) Projects located within AB 617 communities should review the applicable Community Emissions	Compliance with these existing regulations would facilitate consistency with plans for attainment of air quality standards identified by South Coast AQMD, CARB, the State of California, and the federal government, and would be equal to or more effective than PMM AQ-1. Therefore, the proposed project would be consistent with this mitigation measure.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	Reduction Plan (CERP) for additional mitigation that can be applied to individual projects. t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs. u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors). v) As applicable for airport projects, the following measures should be considered: a. Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines. b. Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project. c. Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum. w) As applicable for port project, the measures should be considered: a. Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE) b. Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress. c. Use short side electric power for ships, which may include tugboats and other ocean-going	

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	vessels or develop incentives to gradually ramp up usage pf shore power. d. Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized. e. Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transitioning within 40 nautical miles of Port Fermin. f. Encourage the participation in the green Ship Incentives. g. Offer incentives to encourage the use of on-dock rail x) As applicable for rail projects, the following measures should be considered: a. Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards. y) Project that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit. z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters. a. Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air	

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	filtration systems when windows are open or residents are outside. b. Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued. c. Disclose the potential increases in energy cost for running the HVAC system to prospective residences. d. Provide information to residences on where MERV filters can be purchased. e. Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units. f. Identify the responsible entity such as future residents themselves, Homeowner's Association, or property managers for ensuring enhanced filtration units are replaced on time. g. Identify, provide, and disclose ongoing cost sharing strategies, if any, for replacing the enhanced filtration units. h. Set criteria for assessing progress in installing and replacing the enhanced filtration units. i. Develop a process for evaluating the effectiveness of the enhanced filtration units. aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. bb) The following criteria related to diesel emissions shall be implemented on by individual project sponsors as appropriate and feasible: – Diesel nonroad vehicles on site for more than 10 total days shall have either (1) engines that meet EPA on road emissions standards or (2) emission control technology verified by EPA or	

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	CARB to reduce PM emissions by a minimum of 85%. – Diesel generators on site for more than 10 total days shall be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%. – Nonroad diesel engines on site shall be Tier 2 or higher. – Diesel nonroad construction equipment on site for more than 10 total days shall have either (1) engines meeting EPA Tier 4 nonroad emissions standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines for 50 hp and greater and by a minimum of 20% for engines less than 50 hp. – Emission control technology shall be operated, maintained, and serviced as recommended by the emission control technology manufacturer. Diesel vehicles, construction equipment, and generators on site shall be fueled with ultra-low sulfur diesel fuel (ULSD) or a biodiesel blend approved by the original engine manufacturer with sulfur content of 15 ppm or less. – The construction contractor shall maintain a list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following: i. Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment. ii. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower,	

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	engine serial number, and expected fuel usage and hours of operation. iii. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date. – The contractor shall establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. – The contractor shall maintain a monthly report that, for each on road diesel vehicle, nonroad construction equipment, or generator onsite, includes: i. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date. ii. Any problems with the equipment or emission controls. iii. Certified copies of fuel deliveries for the time period that identify: 1. Source of supply 2. Quantity of fuel 3. Quantity of fuel, including sulfur content (percent by weight) cc) Project should exceed Title-24 Building Envelope Energy Efficiency Standards (California Building Standards Code). The following measures can be used to increase energy efficiency: – Install programmable thermostat timers	

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	– Obtain Third-party HVAC commissioning and verification of energy savings (to be grouped with exceedance of Title 24). – Install energy efficient appliances (Typical reductions for energy-efficient appliances can be found in the Energy Star and Other Climate Protection Partnerships Annual Reports.) – Install higher efficacy public street and area lighting – Limit outdoor lighting requirements – Replace traffic lights with LED traffic lights – Establish onsite renewable or carbon neutral energy systems – generic, solar power and wind power – Utilize a combined heat and power system – Establish methane recovery in Landfills and Wastewater Treatment Plants. – Locate project near bike path/bike lane – Provide pedestrian network improvements, such as interconnected street network, narrower roadways and shorter block lengths, sidewalks, accessibility to transit and transit shelters, traffic calming measures, parks and public spaces, minimize pedestrian barriers. – Provide traffic calming measures, such as: i. Marked crosswalks ii. Count-down signal timers iii. Curb extensions iv. Speed tables v. Raised crosswalks vi. Raised intersections vii. Median islands viii. Tight corner radius ix. Roundabouts or mini-circles x. On-street parking	

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	xi. Chicanes/chokers – Create urban non-motorized zones – Provide bike parking in non-residential and multi-unit residential projects – Dedicate land for bike trails – Limit parking supply through: i. Elimination (or reduction) of minimum parking requirements ii. Creation of maximum parking requirements iii. Provision of shared parking – Require residential area parking permit. – Provide ride-sharing programs i. Designate a certain percentage of parking spacing for ride sharing vehicles ii. Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles iii. Providing a web site or messaging board for coordinating rides iv. Permanent transportation management association membership and finding requirement.	
AQ-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	**PMM AQ-1.** See above.	**Consistent with mitigation measure.** As discussed above under AQ-1, the proposed project would be consistent to this mitigation measure, as it would comply with existing regulations that have been identified and are required by the South Coast AQMD and CARB to facilitate consistency with plans for attainment for the NAAQS and CAAQS, as applicable and feasible.
AQ-4: Expose sensitive receptors to substantial pollutant concentrations**.**	**PMM AQ-1.** See above.	**Consistent with mitigation measure.** The proposed project would be consistent with this mitigation measure, as it would be required to comply with existing regulatory requirements as described above under AQ-1 to reduce the proposed project's construction-related emissions. In addition, the proposed project would include multi-family residential dwelling units, which would

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
		not generate significant operational emissions, as an industrial or warehousing use could be expected to. Furthermore, the proposed project would be required to comply with 2019 Title 24 Building Energy Efficiency Standards, requires the installation of the MERV 13 filters to reduce particulate matter, including diesel particulate matter. Therefore, through compliance with existing regulatory requirements, the proposed project would be consistent with this mitigation measure, to the extent applicable
AQ-5: Results in other emissions (such as those leading to orders) adversely affecting a substantial number of people.	No mitigation required.	**No mitigation applies.**
Biological Resources (BIO)		
BIO-1: Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service.	**PMM BIO-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible. b) Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include: i. Impact minimization strategies ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts	**No mitigation applies.** This mitigation measure would not apply as the proposed project would be developed on a former surface parking lot with landscaping. As discussed in Section 5.5.4, *Biological Resources,* the project site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife Service (CDFW) or U.S. Fish and Wildlife Service (USFWS). Therefore, development of the proposed project would not result in adverse effects to any such species. It would also not result in any adverse effects to any occupied habitat, potentially suitable habitat, or designated critical habitat. The project site currently contains ornamental landscaping would be removed by the proposed project, including 33 mature trees. Additionally, any mature trees to be removed would be replaced with 36- to 48- inch box trees consistent with the Del Amo Business District landscape requirements at a ratio of two to one to the satisfaction of the Planning Manager. The proposed project would include planting 88 trees on the project site and parkway and would exceed the landscaping requirements. However, the trees that are to be removed have the potential to support nesting birds that are protected under the Migratory Bird Treaty Act (MBTA), which prohibits take of all birds and their active nests, as

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	iii. Use of in-kind mitigation bank credits iv. Funding of research and recovery effort v. Habitat restoration vi. Establishment of conservation easements vii. Permanent dedication of in-kind habitat c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies. d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species. e) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources. f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation. g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact. h) Appoint a qualified biologist to monitor implementation of mitigation measures. i) Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased. j) Develop an invasive species control plan associated with project construction	well as the regulations of the California Fish and Game Code Consistent with PMM BIO-1. Mitigation Measure BIO-1 is identified to ensure the proposed project would be consistent with the MBTA and would be consistent with PMM BIO-1. Therefore, compliance with existing regulatory requirements and Mitigation Measure BIO-1 would serve to reduce any potential adverse effects similar to this mitigation measure. Thus, the proposed project would be consistent with the intent of this mitigation measure.

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife. l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance. m) Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.	
BIO-2: Potential to have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	**PMM BIO-1.** See above. **PMM BIO-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency**:** a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA. b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest	See consistency analysis for PMM BIO-1 under BIO-1. **No mitigation applies.** PMM BIO-2 would not apply. This mitigation measure does not apply to the proposed project as it is located in a fully urbanized area. As discussed in Section 5.5.4, *Biological Resources,* there is no sensitive or riparian habitat on the project site. Therefore, development of the proposed project would not result in adverse effects to any sensitive or riparian habitat that could support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Therefore, PMM BIO-2 would not apply to the proposed project.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino. c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code. d) Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds. e) Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season. f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-beaming mammals, are actively using the areas in conjunction with breeding activities. g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. h) Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required.	

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities. j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures. k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased. l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects. m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan. n) Install fencing and/or mark sensitive habitat to be avoided during construction activities. o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist. p) Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist. q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and	

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	replacement with more ecologically valuable native species). r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.	
BIO-3: Have a substantial adverse effect on State or Federally Protected Wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means.	**PMM BIO-1** and **PMM BIO-2.** See above. **PMM BIO-3**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency. a) Require project design to avoid federally protected aquatic resources consistent with the provisions of Sections 404 and 401 of the CWA, wherever practicable and feasible. b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW. c) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic resource to support issuance of a permit under	See consistency analysis for PMM BIO-1 and PMM BIO-2 under BIO-1 and BIO-2, respectively. **No mitigation applies.** This mitigation measure does not apply to the proposed project because, as discussed under section 5.5.4, *Biological Resources*, the project site does not include any protected wetlands or water features. Therefore, PMM BIO-3 would not apply to the proposed project.

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	Section 404 of the CWA as administered by the USACE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACE's Final Compensatory Mitigation Rule. The USACE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation: – Permittee-responsible mitigation – Contribution of in-kind in-lieu fees – Use of in-kind mitigation bank credits – Where avoidance is determined to be infeasible and d) Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB certified NWP, or applicable County Special Area Management Plan (SAMP), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities:	

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	– Avoidance; – Impact Minimization; – On-site alternatives; and – Off-site alternatives. e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.	
BIO-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	**PMM BIO-1 through PMM BIO-3.** See above. **PMM BIO-4**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino. b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans. c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season. d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist	See consistency analysis for PMM BIO-1, PMM BIO-2, and PMM BIO-3 under BIO-1, BIO-2, and BIO-3, respectively. **Consistent with mitigation measure.** The project site is located in a developed, urban area and is surrounded by other existing urban uses including commercial uses. The proposed project would not be developed on or adjacent to any existing open space, habitat area, wildlife nursery, or wildlife corridor. Therefore, development of the proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species; with established native resident or migratory wildlife corridors; or impede the use of native wildlife nursery sites. As discussed in Section 5.5.4, *Biological Resources,* the proposed project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 United States Code Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code). Mitigation Measure BIO-1 is identified to ensure the proposed project would be consistent with the MBTA and would be consistent with PMM BIO-1. Therefore, compliance with existing regulatory requirements and Mitigation Measure BIO-1, development of the proposed project would not conflict with any

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	at least two weeks before the start of construction at project sites from February 1 through August 31. e) Prohibit construction activities with 300 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1 or following the nesting season. g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors. h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on and off-site. i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor. j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation. k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat). l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches. m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of	local policies or ordinances protecting biological resources and would be consistent with mitigation measure PMM BIO-4.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation. n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction. o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in MM-BIO-1(b), where applicable: – Wildlife movement buffer zones – Corridor realignment – Appropriately spaced breaks in center barriers – Stream rerouting – Culverts – Creation of artificial movement corridors such as freeway under- or overpasses – Other comparable measures p) Where the lead agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions. q) Incorporate applicable and appropriate guidance (e.g., FHWA-HEP-16-059), as well as best	

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	management practices, to benefit pollinators with a focus on native plants.	
BIO-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	**PMM BIO-1 through PMM BIO-4.** See above. **PMM BIO-5:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist. c) If specific project area trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species, as directed by a qualified biologist. d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," to facilitate avoidance of resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on the site, securely fence	See consistency analysis for PMM BIO-1, PMM BIO-2, PMM BIO-3, and PMM BIO-4 under BIO-1, BIO-2, BIO-3, and BIO-4, respectively. **Consistent with mitigation measure.** As discussed in the analysis for PMM BIO-1 and PMM BIO-4, the proposed project would be consistent with PMM BIO-5. The project site currently contains ornamental landscaping would be removed by the proposed project, including 33 mature trees None of the mature trees located on the project site are designates as "protected trees," "landmark trees," or "heritage trees." Additionally, any mature trees to be removed would be replaced with 36- to 48- inch box trees consistent with the Del Amo Business District landscape requirements at a ratio of two to one to the satisfaction of the Planning Manager. The proposed project would include planting 88 trees on the project site and parkway and would exceed the landscaping requirements. However, the trees that are to be removed have the potential to support nesting birds that are protected under the MBTA, which prohibits take of all birds and their active nests, as well as the regulations of the California Fish and Game Code Consistent with PMM BIO-1. Mitigation Measure BIO-1 is identified to ensure the proposed project would be consistent with the MBTA and would be consistent with PMM BIO-1. The proposed project also includes the planting of ornamental landscaping and a specimen tree on the project site. Therefore, compliance with existing regulatory requirements and Mitigation Measure BIO-1 would serve to reduce any potential adverse effects similar to this mitigation measure. Thus, the proposed project would be consistent with the intent of this mitigation measure.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. e) Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree. f) Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree. g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist. h) If any damage to a protected tree should occur during or as a result of work on the site, the	

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, as determined by the certified arborist, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources. i) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include: – Avoidance strategies – Contribution of in-lieu fees – Planting of replacement trees – Re-landscaping areas with native vegetation postconstruction – Other comparable measures developed in consultation with local agency and certified arborist.	
BIO 6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	**PMM BIO-1 through PMM BIO-5.** See above. **PMM BIO-6:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs, as applicable and feasible. Such	See consistency analysis for PMM BIO-1, PMM BIO-2, PMM BIO-3, PMM BIO-4, and PMM BIO-5 under BIO-1, BIO-2, BIO-3, BIO-4, and BIO-5, respectively. **No mitigation applies.** As discussed in Section 5.5.4, *Biological Resources,* the project site is not within the area of an adopted Conservation Plan; Natural Community Conservation Plan; or

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	measures may include the following or other comparable measures identified by the Lead Agency: a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs. b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP. c) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California ESA, shall be developed to support issuance of an incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in SMM BIO-2, where applicable.	other approved local, regional, or state Habitat Conservation Plan. Therefore, this mitigation measure does not apply.
Cultural Resources (CULT)		
CULT-1: Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.	**PMM CULT-1**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Pursuant to CEQA Guidelines Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified. b) During the project planning phase, retain a qualified architectural historian, defined as an individual who	**Consistent with mitigation measure.** The proposed project would be consistent with this mitigation measure. As discussed in Chapter 5, *Initial Study and Environmental Analysis*, and as described in detail in Appendix D, a South Central Coastal Information Center (SCCIC) records search was conducted including review of the National Register of Historic Places, (NRHP), California Register of Historic Resources (CRHR), Built Environment Resource Directory (BERD), California Historical Landmarks (CHL), and California Points of Historical Interest (CPHI). Historic-era maps and aerial photographs were also reviewed, and correspondence with the Torrance Historical Society and Los Angeles Conservancy. An intensive cultural resources survey of the project site was conducted. The assessment concluded that no historical resources were observed and there

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	meets the Secretary of the Interior's (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center. c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following: – Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible. – Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources. d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior's Standards for the	would be a less than significant impact to historical resources (Appendix D). Based on these results, mitigation measures CUL-1 and CUL-2 are identified to ensure that the proposed project would be consistent with PMM CULT-1.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval. e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency. f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified.	

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information. h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources. Survey shall be conducted where the records indicate that no previous survey has been conducted, or if survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the record search, a Native American representative traditionally affiliated with the project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys. i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency, in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's	

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Should the project require extended Phase I testing, Phase II evaluation, or Phase III data recovery, a Native American representative traditionally affiliated with the project area, as indicated by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with the archaeological assessments. The long-term disposition of archaeological materials collected from a significant resource should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe. j) In cases where the project area is developed and no natural ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development history, and consultation with tribal parties. If this archaeological desktop assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, the project should retain an archaeological monitor and, in the case of sensitivity for tribal resources, a tribal monitor, to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS	

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated. l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the affiliated tribe(s); this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.	
CULT-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.	**PMM CULT-1.** See above.	See consistency analysis for PMM CULT-1 under CULT-1. **Consistent with mitigation measure.** The proposed project would be consistent with this mitigation measure. As discussed in Chapter 5, *Initial Study and Environmental Analysis*, the Cultural Assessment conducted for the proposed project concluded that no archeological resources were observed (Appendix D). Based on these results, mitigation measures CUL-1, CUL-2 are identified to ensure that the proposed project would be consistent with PMM CULT-1.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
CULT-3: Disturb human remains, including those interred outside of dedicated cemeteries.	**PMM CULT-2**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required. b) If any discovered remains are of Native American origin, as determined by the county Coroner, an experienced osteologist, or another qualified professional: – Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. In some cases, it is necessary for the Lead Agency, qualified archaeologist, or developer to also reach out to the NAHC to coordinate and ensure notification in the event the Coroner is not available.	**Consistent with mitigation measure.** The proposed project would be consistent with this mitigation measure as the project site is located within a highly developed urban area on a previously disturbed site and the potential for discovery of human remains is considered low. Additionally, Native American Heritage Commission (NAHC) was contacted to request a search of the Sacred Lands File (SLF) and the results were negative. Based on these results, mitigation measure CUL-2 is identified to ensure that the proposed project would be consistent with PMM CULT-2.

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	– If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.	
Energy (ENR)		
ENR-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	No mitigation required.	**No mitigation applies.**
ENR-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	No mitigation required.	**No mitigation applies.**
Geology and Soils (GEO)		
GEO-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; (iv) landslides	No mitigation required.	**No mitigation applies.**

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
GEO-2: Result in substantial soil erosion or the loss of topsoil.	**PMM GEO-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems. b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program. c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and	**Consistent with mitigation measure.** The proposed project would be consistent with this mitigation measure because the proposed project would be required to comply with existing regulatory requirements pertaining to erosion and stormwater control, as well as the design and construction recommendations as included in the Phase I Environmental Site Assessment (see Appendix E). As discussed in Section 5.5.7, *Geology and Soils,* the proposed project would also be required to obtain a National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) from the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) which would include best management practices (BMPs) to reduce water quality impacts, including various measures to control on-site erosion, reduce sediment flows into stormwater and wind erosion; reduce tracking of soil and debris into adjacent roadways and off-site areas; and manage wastes, materials, wastewater, liquids, hazardous materials, stockpiles, equipment, and other site conditions to prevent pollutants from entering the storm drain system. Additionally, the proposed project's construction activities would require grading, excavation, and foundation permits or approvals from the City, which would include requirements and standards designed to limit potential impacts associated with erosion to permitted levels. Therefore, the proposed project would be consistent with this mitigation measure.

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation. d) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.	
GEO-3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	No mitigation required.	**No mitigation applies.**
GEO-4: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property	No mitigation required.	**No mitigation applies.**
GEO-5: Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water**.**	No mitigation required.	**No mitigation applies.**
GEO-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	**PMM GEO-2**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the California Public Resources Code (PRC), adopted county and city general plans, and	**Consistent with mitigation measure.** The proposed project would be consistent with this mitigation measure. As discussed in Chapter 5, *Initial Study and Environmental Analysis*, the Cultural Assessment conducted for the proposed project concluded that no archeological or paleontological resources were observed (Appendix D). Based on these results, mitigation measure GEO-1 is identified to ensure that the proposed project would be consistent with PMM GEO-2.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. b) Obtain review by a qualified paleontologist (e.g., who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface. c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources. d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible: 1. All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.	

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	2. A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP. 3. Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols. 4. Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas. e) Avoid routes and project designs that would permanently alter unique geological features. f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education. g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.	

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.	
Greenhouse Gas Emissions and Climate Change (GHG)		
GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	**PMM GHG-1**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including: i. Use energy efficient materials in building design, construction, rehabilitation, and retrofit. ii. Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. iii. Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight.	**Consistent with mitigation measure.** The proposed project's generation of GHG emissions would not be considered considerable, as the proposed project would not conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of GHGs applicable to the SCAG region. As discussed in Section 3, *SCEA Criteria and TPP Consistency Analysis,* the proposed project would be consistent with the 2020-2045 RTP/SCS, which is SCAG's regional plan for reducing GHG emissions. Additionally, as described below for PMM USWS-1 under USWS-1, the proposed project would comply with applicable water and energy conservation measures under California Green Building Standards (CALGreen) Code, as well as the City's Green Building Ordinance, which adopts the CALGreen Code. At minimum, the proposed project would be required to comply with 2019 or later Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the 2019 or later Title 24 standards significantly reduces energy usage.

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	iv. Incorporate passive environmental control systems that account for the characteristics of the natural environment. v. Use high-efficiency lighting and cooking devices. vi. Incorporate passive solar design. vii. Use high-reflectivity building materials and multiple glazing. viii. Prohibit gas-powered landscape maintenance equipment. ix. Install electric vehicle charging stations. x. Reduce wood burning stoves or fireplaces. xi. Provide bike lanes accessibility and parking at residential developments. b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines. c) Include off-site measures to mitigate a project's emissions. d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to: i. Use energy and fuel-efficient vehicles and equipment; ii. Deployment of zero- and/or near zero emission technologies; iii. Use lighting systems that are energy efficient, such as LED technology; iv. Use the minimum feasible amount of GHG emitting construction materials; v. Use cement blended with the maximum feasible amount of flash or other materials	Energy saving and sustainable design features would be incorporated into the project as the proposed buildings would comply with Title 24 California Code of Regulations. Design features would include energy conservation, and water conservation. All glass used in the building design would have minimal reflectivity thus reducing glare and heat to surrounding neighbors. The project would also include a pedestrian friendly design with existing sidewalks and two ground floor courtyards. Bicycle parking spaces would be provided on the project site. In addition, the proposed project would include 44 electric vehicle (EV) charging capable parking spaces, which is 10 percent of the total parking spaces provided (consistent with CALGreen). Given the proposed project's location close to transit, the proposed project would encourage the utilization of transit as a mode of transportation to and from the project area. Additionally, as discussed in the proposed project's VMT Analysis (located in Appendix I of this SCEA), the proposed project would not create a significant impact with respect to increased VMTs and in turn would reduce GHG emissions for the proposed project. Therefore, the proposed project is consistent with this strategy. Therefore, the proposed project's required regulatory and design features would reduce energy consumption, reduced VMT, and corresponding reduction in GHG emissions, and would be consistent with the applicable requirements of this mitigation measure.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	that reduce GHG emissions from cement production; vi. Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; vii. Incorporate design measures to reduce energy consumption and increase use of renewable energy; viii. Incorporate design measures to reduce water consumption; ix. Use lighter-colored pavement where feasible; x. Recycle construction debris to maximum extent feasible; xi. Plant shade trees in or near construction projects where feasible; and xii. Solicit bids that include concepts listed above e) Measures that encourage transit use, carpooling, bikeshare and car-share programs, active transportation, and parking strategies, including, but not limited to the following: i. Promote transit-active transportation coordinated strategies; ii. Increase bicycle carrying capacity on transit and rail vehicles; iii. Improve or increase access to transit; iv. Increase access to common goods and services, such as groceries, schools, and day care; v. Incorporate affordable housing into the project; vi. Incorporate the neighborhood electric vehicle network;	

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	vii. Orient the project toward transit, bicycle and pedestrian facilities; viii. Improve pedestrian or bicycle networks, or transit service; ix. Provide traffic calming measures; x. Provide bicycle parking; xi. Limit or eliminate park supply; xii. Unbundle parking costs; xiii. Provide parking cash-out programs; and xiv. Implement or provide access to commute reduction program. f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network; g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that: i. Provide car-sharing, bike sharing, and ride-sharing programs; ii. Provide transit passes; iii. Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride matching services; iv. Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle; v. Provide on-site amenities at places of work, such as priority parking for carpools	

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	and vanpools, secure bike parking, and showers and locker rooms; vi. Provide employee transportation coordinators at employment sites; vii. Provide a guaranteed ride home service to users of non-auto modes. i) Designate a percentage of parking spaces for ridesharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles; j) Land use siting and design measures that reduce GHG emissions, including: i. Developing on infill and brownfields sites; ii. Building compact and mixed-use developments near transit; iii. Retaining on-site mature trees and vegetation, and planting new canopy trees iv. Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and v. Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse. k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible.	

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	l) Require at least five percent of all vehicle parking spaces include electric vehicle charging stations, or at a minimum, require the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in. m) Encourage telecommuting and alternative work schedules, such as: i. Staggered starting times ii. Flexible schedules iii. Compressed work weeks n) Implement commute trip reduction marketing, such as: i. New employee orientation of trip reduction and alternative mode options ii. Event promotions iii. Publications o) Implement preferential parking permit program p) Implement school pool and bus programs q) Price workplace parking, such as: i. Explicitly charging for parking for its employees; ii. Implementing above market rate pricing; iii. Validating parking only for invited guests; iv. Not providing employee parking and transportation allowances; and v. Educating employees about available alternatives	
GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	**PMM GHG-1**. See above.	**Consistent with mitigation measure.** See discussion for PMM GHG-1 under GHG-1 for discussion of the proposed project's consistency with this mitigation measure.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
Hazards and Hazardous Materials (HAZ)		
HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	**PMM HAZ-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials. b) Specify project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the business plan for projects as applicable and appropriate. c) Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials	**Consistent with mitigation measure.** As discussed in Section 5.5.9, *Hazards and Hazardous Materials,* construction of the proposed project could expose construction workers and the public to temporary hazards related to the transport, use, and maintenance of construction materials (i.e., oil, diesel fuel, and transmission fluid), and/or handling/transport of demolition debris and import/export of soils. However, these materials would be used in relatively small quantities and stored in compliance with established state and federal requirements. Project operation does not involve the routine transport, use, or disposal of potentially hazardous materials. Any potentially hazardous materials used would be similar to any other urban residential development, and may include cleaning solvents, paints, and pesticides for landscaping. These potentially hazardous materials would be in and stored in accordance with regulatory requirements and manufacturers' instructions. Therefore, the proposed project would be consistent with the applicable requirements of this mitigation measure.

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	Business/Operations Plan should include the following: – The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. – The location of such hazardous materials. – An emergency response plan including employee training information, – A plan that describes the way these materials are handled, transported and disposed. d) Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction. e) Avoid overtopping construction equipment fuel gas tanks. f) Properly contain and remove grease and oils during routine maintenance of construction equipment. g) Properly dispose of discarded containers of fuels and other chemicals. h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible. i) Identify and implement more stringent tank car safety standards. j) Improve rail transportation route analysis, and modification of routes based on that analysis. k) Use the best available inspection equipment and protocols and implement positive train control. l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size. m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments. n) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time	

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	information in the event of an oil train derailment or accident. o) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified. p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training. q) Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies.	
HAZ-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	**MM-HAZ-1.** See above. **PMM HAZ-2**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce hazards related to the reasonably foreseeable upsets and accidents involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following: a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment; b) More stringent tank car safety standards; c) Improved rail transportation route analysis, and modification of routes based on that analysis; d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control;	See consistency analysis for PMM HAZ-1 under HAZ-1. **Consistent with mitigation measure.** See discussion for PMM HAZ-1 under HAZ-1 for discussion of the proposed project's consistency with this mitigation measure.

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size; f) Limitations on storage of hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments; g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident; h) Quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying hazardous materials.	
HAZ-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	**PMM HAZ-1 and PMM HAZ-2.** See above. **PMM HAZ-3:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible. b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials.	See consistency analysis for PMM HAZ-1 and PMM HAZ-2 under HAZ-1 and HAZ-2, respectively. **Consistent with mitigation measure.** The proposed project is within one-quarter miles of a school; however, the proposed project would maintain the sites use for residential purposes and would not result in release of hazardous emissions. See discussion for PMM HAZ-1 under HAZ-1 for discussion of the proposed project's consistency with this mitigation measure.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
HAZ-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	**PMM HAZ-4**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is included on the Cortese List, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects. b) Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer c) Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action. d) Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.	**Consistent with mitigation measure.** As part of the Phase I Environmental Site Assessment (see Appendix E) prepared for the project site, regulatory databases were reviewed for the project site and properties within the standard search radii as required by California Government Code Section 65962.5. The databases are known as the "Cortese List" and include EnviroStor, GeoTracker, and other lists compiled by the CalEPA. The project site is not on a list of hazardous materials sites and therefore would be consistent with this mitigation measure. See discussion for PMM HAZ-1 under HAZ-1 for additional discussion of the proposed project's consistency with the applicable requirements of this mitigation measure.

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building. f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps. g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency. h) Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority. i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or	

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies. j) Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site. l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction. m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not	

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915- 25919.7; and other local regulations. n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, lead based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law. o) Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.	
HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.	**PMM NOISE-1.** See below.	**No mitigation applies.** As discussed in Section 5.5.9, *Hazards and Hazardous Materials*, the project site is located 1.5 miles from the nearest airport and is outside an airport land use plan. Therefore, no mitigation applies.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
HAZ-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	**PMM HAZ-1 through PMM HAZ-4,** and **PMM TRA-2.** See above and below. **PMM HAZ-5:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions. b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks. c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.	See consistency analysis for PMM HAZ-1 through PMM HAZ-3, and PMM TRA-2 under HAZ-1 through HAZ-3, and TRA-4, respectively. **Consistent with mitigation measure.** The proposed project would comply with the adopted emergency operations plan. In addition, the project would not result in any permanent alterations to vehicular circulation routes or obstruct public access along adjacent roadways. All construction staging would occur within the boundaries of the project site and would not interfere with circulation along the adjacent roadways, or any other nearby roadways. Although temporary lane closures may be required for utility and sidewalk improvements on public right-of-way, none of the surrounding roadways would be significantly impeded. Therefore, compliance with existing regulations would achieve conformance with PMM HAZ-5.
HAZ-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.	**PMM WF-1.** See below.	**No mitigation applies.** As discussed in Section 5.5.9, *Hazards and Hazardous Materials*, because there are no wildlands in the project vicinity and the project site is not near a wildland fire hazard, this mitigation measure would not apply.
Hydrology and Water Quality (HYD)		
HYD-1: Potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	**PMM HYD-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	**Consistent with mitigation measure.** As discussed in Section 5.5.10, *Hydrology*, the proposed project would be required to obtain a NPDES CGP from the SWRCB and prepare a SWPPP. Implementation of the provisions of the NPDES permit and compliance with City grading requirements would minimize construction impacts through BMPs that reduce construction-related pollutants. As discussed in the Hydrology Study, the proposed project would include a water quality system which would intercept low flows and

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction. b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. c) Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control. d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. f) Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse: g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. h) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities. i) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as	high flows and bypass flows into a proposed storm water lift station which would be discharged to the public stormwater system located on Del Amo Circle West (Appendix F). The water quality system onsite would be sized according to meet the County's low impact development (LID) requirements. Implementation of the water quality system onsite, in accordance with City and County requirements, would minimize stormwater pollutants and water quality impacts. Therefore, through compliance with existing regulatory requirements, the proposed project is consistent with this mitigation measure.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	during the acquisition process for rights-of-way, not just later during the facilities design and construction phase. j) Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff. k) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process. l) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels. m) Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.	
HYD-2: Potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	**PMM HYD-2**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	**No mitigation applies.** As discussed in Section 5.5.10, *Hydrology, t*he project site currently consists of a former surface parking lot with landscaping which would be replaced by residential development including hardscape, landscape, rooftop, and courtyard planting. There would be no depletion of groundwater supplies or levels since no groundwater interception or withdrawal as part of the proposed project. Thus, no lowering of the groundwater table would occur.

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	a) Avoid designs that require continual dewatering where feasible. For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code. b) Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize new impervious surfaces, including the use of in-lieu fees and off-site mitigation. c) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface. d) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.	The proposed project would not increase impervious surfaces as it is expected to remain at 90 percent impervious, the same as under the existing conditions. Thus, the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge and no mitigation applies.
HYD-3a: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site.	**PMM HYD-1.** See above.	**Consistent with mitigation measure.** See discussion for PMM HYD-1 under HYD-1 for discussion of the proposed project's consistency with this mitigation measure.
HYD-3b: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of flooding on- or off-site.	**PMM HYD-1 and PMM HYD-2.** See above.	**Consistent with mitigation measure.** See discussion for PMM HYD-1 and HYD-2 under HYD-1 and HYD-2, respectively for discussion of the proposed project's consistency with this mitigation measure.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
HYD-3c: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	**PMM HYD-1 and PMM HYD-2.** See above.	**Consistent with mitigation measure.** See discussion for PMM HYD-1 and HYD-2 under HYD-1 and HYD-2, respectively for discussion of the proposed project's consistency with this mitigation measure.
HYD-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.	**PMM HYD-4**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.	**No mitigation applies.** As discussed in Section 5.5.10, *Hydrology,* the project site is not within a 100-year or 500-year flood hazard area according to Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map. Therefore, the project would not place structures in an area that would impede or redirect flood flows and no mitigation would apply.
HYD-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	**PMM HYD-2.** See above.	**No mitigation applies.** See discussion for PMM HYD-2 under HYD-2 for discussion of the proposed project's consistency with this mitigation measure.
Land Use and Planning (LU)		
LU-1: Potential for the Plan to physically divide an established community.	**PMM LU-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	**No mitigation applies**. This mitigation does not apply to the proposed project because the proposed project does not contain features or new infrastructure that would cause a permanent disruption in the physical arrangement of the established community. Nevertheless, the proposed project would provide for new connections around the project site and include improved larger sidewalks surrounding the project site. Furthermore, the

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	a) Facilitate good design for land use projects that build upon and improve existing circulation patterns b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by: – Selecting alignments within or adjacent to existing public rights of way. – Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project. – Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to: – Alignment shifts to minimize the area affected. – Reduction of the proposed right-of-way take to minimize the overall area of impact. – Provisions for bicycle, pedestrian, and vehicle access across improved roadways.	proposed project would include new open space areas for the residents including connecting courtyards and walkways, which would improve pedestrian connectivity around and through the project site. The proposed project would encourage multiple modes of travel by providing bicycle access and parking. Therefore, no mitigation applies.
LU-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	**PMM LU-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use	**No mitigation applies.** No mitigation is required, as the project is consistent with applicable regional and local land use plans, policies, and regulations, as described in Section 5.5.11, *Land Use and Planning,* and Section 3, *SCEA Criteria and TPP Consistency Analysis.*

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	project to eliminate the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation.	
Mineral Resources (MIN)		
MIN-1: Potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.	**PMM MIN-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects. b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures such as: 1. Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. 2. Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site. 3. Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and	**No mitigation applies.** As described in Section 5.5.12, *Mineral Resources,* the project site is fully developed, and no mineral resources or oil wells are present. There are no oil extraction operations or drilling or mining of mineral resources at the project site, nor is the project site within an area identified for such uses. Therefore, this mitigation measure does not apply.

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	aggregate resources following completion of the improvement and during long-term operations 4. Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.	
MIN-2: Potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.	**PMM MIN-1.** See above.	**No mitigation applies.** See discussion for PMM MIN-1 under MIN-1 for discussion of the proposed project's consistency with this mitigation measure.
Noise (NOISE)		
NOISE-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	**PMM NOISE-1**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Install temporary noise barriers during construction. b) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses. c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff,	**Consistent with mitigation measure.** As discussed in Section 5.5.13, *Noise,* the proposed project would be consistent with this mitigation measure through required compliance with applicable noise regulations and the City's Noise Ordinance in the Torrance Municipal Code, intended to reduce increases in existing ambient noise levels resulting from the proposed project's construction activities. Additionally, the proposed project would include mitigation measure NOI-1 to ensure compliance with PMM NOISE-1 as it relates to construction impacts. With regard to potential operational impacts on future proposed residential uses, the potential exterior noise would be consistent with the area and within the Torrance Municipal Code standards. Therefore, the proposed project would be consistent with the applicable requirements of this mitigation measure.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem. e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance. f) Designate an on-site construction complaint and enforcement manager for the project. g) Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.	

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	i) Where feasible, design projects so that they are depressed below the grade of the existing noise sensitive receptor, creating an effective barrier between the roadway and sensitive receptors. j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction. k) Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant. m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses; n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance. o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.	

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. q) Use of portable barriers in the vicinity of sensitive receptors during construction. r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts. s) Monitor the effectiveness of noise attenuation measures by taking noise measurements. t) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities. u) Construct sound reducing barriers between noise sources and noise-sensitive land uses. v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures. x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance	

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	facilities, and electric substations away from sensitive receptors to the maximum extent feasible. y) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.	
NOISE-2: Generation of excessive groundborne vibration or groundborne noise levels.	**PMM NOISE-1**. See above **PMM NOISE-2**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations. b) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds. c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.	See consistency analysis for PMM NOISE-1 under NOISE-1. **Consistent with mitigation measure**. As discussed in Section 5.5.13, *Noise*, and through compliance with regulatory requirements and implementation of mitigation measure NOI-1, the proposed project would be consistent with the applicable requirements of this mitigation measure.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation. e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps). f) Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors.	
NOISE-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.	**PMM NOISE-1.** See above.	**Consistent with mitigation measure**. See discussion for PMM NOISE-1 under NOISE-1 for discussion of the proposed project's consistency with this mitigation measure.
Population and Housing (POP)		
POP-1: Induce substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure)	No mitigation required.	**No mitigation applies.**
POP-2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere	**PMM POP-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people. b) Prioritize the use existing ROWs, wherever feasible. c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted	**No mitigation applies.** This mitigation measure pertains to potential displacement effects associated with the acquisition of rights-of-way and subsequent construction of transportation projects, and, therefore, does not apply to the proposed project. The proposed project would not displace any existing housing or people, as it would replace existing nonresidential uses at the project site. Accordingly, development of the proposed project would not necessitate the construction of replacement housing and this mitigation does not apply.

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	waiting periods between right-of-way acquisition and construction. d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable). e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.	
Fire Services (PSF)		
PSF-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	**PMM PSP-1.** See below.	**Consistent with mitigation measure.** Torrance Fire Department (TFD) is responsible for enforcing fire codes, providing fire inspections, assisting in planning and enforcing development standards. All site and building development carried out under the proposed project would be required to comply with all applicable fire code and ordinance requirements for construction, emergency/fire, access, water mains, fire flows, and hydrants, and would be subject to review and approval by the TFD prior to building permit and certificate of occupancy issuance. Development with modern materials and in accordance with current standards, inclusive of fire-resistant materials, fire alarms and detection systems, automatic fire sprinklers, would enhance fire safety and support fire protection services. As discussed in Section 5.5.15, *Public Services,* the nearest fire station to the project site is located 500 feet northwest. The proposed project would include new fire prevention infrastructure pursuant to current code requirements. The City of Torrance has adopted the California Fire Code (Title 24, Part 9 of the California Code of Regulations) in the city of Torrance Municipal code as Section 85.1.010, which regulates new structures related to safety provisions, emergency planning, fire-resistant construction, fire protection systems, and appropriate emergency access throughout a site.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
		Therefore, compliance with existing requirements and TFD review of the proposed project would ensure consistency with this mitigation measure.
Police Services (PSP)		
PSP-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	**PMM PSP-1**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: – Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated into the project description. – Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts. – Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or	**Consistent with mitigation measure.** As discussed in Section 5.5.15, *Public Services,* the proposed project would be consistent with this mitigation measure. The project site and the surrounding area are currently served by the City of Torrance Police Department (TPD). The proposed project would not require the addition of a new police facility or the expansion, consolidation, or relocation of an existing police station to maintain service ratios. In addition, the proposed project would be required to pay applicable Development Impact Fee (DIF) adopted by the City of Torrance in October 2005. Compliance with all State and City regulatory requirements and guidelines that address police protection would be consistent with PMM PSP-1, and would thus, ensure consistency with this mitigation measure.

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	as pedestrians must be given equal consideration when developing a traffic control plan.	
Schools (PSS)		
PSS-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered educational facilities, need for new or physically altered educational facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	**PMM PSS-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.	**Consistent with mitigation measure.** As discussed in Section 5.5.15, *Public Services*, the proposed project would be consistent to this mitigation measure due to its compliance with existing regulatory requirements. Specifically, payment of required school fees to Torrance Unified School District is required by law and is considered full mitigation of all impacts to schools pursuant to SB 50 and California Government Code Section 65995. Therefore, pursuant to existing regulatory requirements the proposed project would be consistent with this mitigation measure.
Library Services (PSL)		
PSL-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	**PMM PSL-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: **a)** Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts.	**No mitigation applies.** As discussed in Section 5.5.15, *Public Services,* proposed project would contribute to funding sources for the Torrance Public Library through property taxes and City Development Impact Fee's (DIFs), thus minimizing impacts to library services. Therefore, with contribution of property taxes, impacts would be less than significant, and no mitigation measures would apply.
Recreation (REC)		
REC-1: Potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	**PMM REC-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks	**Consistent with mitigation measure.** As discussed in Section 5.5.16, *Recreation,* the proposed project's park and recreation demand would be met by a combination of onsite amenities and payment of in-lieu fees.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies. **b)** Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as: i. Increasing the accessibility to natural areas for outdoor recreation ii. Utilizing "green" development technique iii. Promoting water-efficient land use and development iv. Encouraging multiple uses, such as the joint use of schools v. Including trail systems and trail segments in General Plan recreation standards	Therefore, pursuant to existing regulatory requirements, the proposed project would be consistent with this mitigation measure, would not require the addition of a new park or require the alteration or addition to an existing park or open space facility, and would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, the proposed project would be consistent with this mitigation measure.
REC-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives.	**PMM REC-1, PMM AQ-2,** and **PMM NOISE-1.** See above.	**Consistent with mitigation measure**. See discussion for PMM REC-1, PMM AQ-2, and PMM NOISE-1 under REC-1, AQ-2, and NOISE-1, respectively, for discussion of the proposed project's consistency with this mitigation measure.

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.		
Transportation, Traffic, and Safety (TRA)		
TRA-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	No mitigation required.	**No mitigation applies.**
TRA-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3(b).	**PMM TRA-1**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: – Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration's publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region's roadways: o include TDM mitigation requirements for new developments; o incorporate supporting infrastructure for nonmotorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks;	**Consistent with mitigation measure.** As discussed in Section 3, *SCEA Criteria and TPP Consistency Analysis*, the project would be consistent with these mitigation measures, as it is a TPP and is also located within a TPA with access to alternative modes of transportation, including public transit, bicycling, and walking. Additionally, the proposed project would also include several TDM features that would serve to reduce VMT and vehicle trips, including provision of bicycle infrastructure and parking onsite, and pedestrian network improvements within and around the project site. Therefore, the proposed project would be consistent with this mitigation measure.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	○ provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; ○ implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools; ○ develop TDM-specific performance measures to evaluate project-specific and system-wide performance; ○ incorporate TDM performance measures in the decision-making process for identifying transportation investments; ○ implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and ○ set aside funding for TDM initiatives. ○ The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis	

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
TRA-3: Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	No mitigation required.	**No mitigation applies.**
TRA-4: Result in inadequate emergency access.	**PMM TRA-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements: – Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. – Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. – Scheduling of truck trips outside of peak morning and evening commute hours.	**Consistent with mitigation measure.** The proposed project would be consistent to this mitigation measure through compliance with existing regulatory requirements as discussed in PSF-1. Additionally, the proposed project would comply with all TFD emergency access requirements. The proposed project does not impede public access or travel upon public rights-of-way, no full road closures are anticipated during construction of the proposed project, and none of the surrounding roadways would be significantly impeded. In addition, mitigation measure TRA-1 requires preparation of a Traffic Construction Management Plan that would ensure no impact during construction. Therefore, compliance with existing regulatory requirements would achieve conformance with PMM TRA-2.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	– Limiting of lane closures during peak hours to the extent possible. – Usage of haul routes minimizing truck traffic on local roadways to the extent possible. – Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. – Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. – Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures. – Storage of construction materials only in designated areas. – Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. – Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. –	

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	Enhance emergency preparedness awareness among public agencies and with the public at large.	
Tribal Cultural Resources (TCR)		
TCR-1: Cause a substantial adverse change in the significance of a tribal cultural resource defined in California Public Resources Code section 21074 that is: a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in California Public Resources Code section 5020.1(k), or b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of California Public Resources Code Section 5024.1.	See **PMM CULT-1**. **PMM TCR-1**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria; b) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource; c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.	See consistency analysis for PMM CULT-1 under CULT-1. **Consistent with mitigation measure**. The proposed project is located within a highly developed urban area on a previously disturbed site and the potential for discovery of tribal cultural resources or human remains is considered low. As discussed in Chapter 5, *Initial Study and Environmental Analysis*, the NAHC was contacted to request a search of the SLF and yielded negative results (Appendix D). As required by AB 52, consultation between the City and the Gabrieleno Band of Mission Indians-Kizh Nation was conducted. No identified tribal cultural resources as defined in PRC section 21074(a)(1) that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k) have been identified within the project site. However, implementation of mitigation measures TCR-1, TCR-2, TCR-3, TCR-4, and TCR-5 **w**ould avoid and/or substantially lessen the above impact by ensuring that any unanticipated tribal cultural resources are appropriately identified, documented, evaluated, and treated promptly, so they are not inadvertently damaged or destroyed. With implementation of mitigation measures TCR-1 throughTCR-5 , the impact to any unanticipated tribal cultural resources would be less than significant. Based on these results, mitigation measures TCR-1 through TCR-5 are identified to ensure that the proposed project would be consistent with PMM TCR-1.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
Solid Waste (USSW)		
USSW-1: Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. USSW-2: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	**PMM USSW-2**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: Integrate green building measures with CALGreen (California Building Code Title 24) into project design, including but not limited to the following: a) Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. b) Inclusion of a waste management plan that promotes maximum C&D diversion c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.). d) Reuse of existing structure and shell in renovation projects. e) Development of indoor recycling program and space. f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.	**Consistent with mitigation measure.** As discussed in Section 5.5.19, *Utilities and Service Systems,* the proposed project would be consistent to this mitigation measure through compliance with existing regulations. Specifically, at the State level, the California Integrated Waste Management Act of 1989 (Assembly Bill (AB) 939) seeks to improve solid waste disposal management with respect to (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. AB 939 mandates jurisdictions to meet a diversion goal of 25 percent by 1995 and 50 percent by 2000. Pursuant to AB 939, each County is required to prepare and administer a Countywide Integrated Waste Management Plan (CoIWMP), pursuant to which landfill disposal needs and capacity are continually evaluated as part of the preparation of the CoIWMP Annual Report that examines future landfill disposal needs over the next 15-year planning horizon. The most recent CoIWMP 2019 Annual Report for Los Angeles County states that no solid waste disposal capacity shortfall is anticipated within the next 15 years (i.e., until 2034) under current conditions. Overall, compliance with existing regulations would ensure that the proposed project's waste disposal needs are reduced and can be sufficiently met by local landfills, thereby achieving conformance with this mitigation measure.

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and Connect SoCal policies can and should be required h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target. i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices. j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food-waste away from landfills and toward food banks and composting facilities. k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts. l) Integrate reuse and recycling into residential industrial, institutional and commercial projects. m) Provide education and publicity about reducing waste and available recycling services. n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food	

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
	and green waste recycling) and providing public education and publicity about recycling services.	
Wastewater (USWW)		
USWW-1: Require or result in the relocation or construction of new or expanded wastewater treatment or storm drainage facilities, the construction or relocation of which could cause significant environmental effects.	**PMM HYD-1**. See above. **PMM USWW-1**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.	See consistency analysis for PMM HYD-1 under HYD-1. **No mitigation applies.** As discussed in Section 5.5.19, *Utilities and Service Systems,* implementation of Mitigation Measure UTIL-1 would allow the sewer system to accommodate the development and would be consistent with the requirements proposed project. Therefore, no mitigation applies. Additionally, the City's LID standards are intended to reduce stormwater and urban runoff while improving water quality, promote rainwater harvesting, reduce offsite runoff and increase groundwater recharge, and reduce erosion and hydrologic impacts downstream. Consistent with these standards the proposed project would implement a LID stormwater management strategy to reduce runoff and stormwater pollution. Impacts associated with on-site stormwater drainage facilities would be less than significant. Therefore, based on the above, the project would not require or result in the relocation or construction of new or expanded stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects. Therefore, no mitigation applies.
USWW-2: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	**PMM USWW-1**. See above.	**No mitigation applies.** See discussion for PMM USWW-1 under USWW-1, for discussion of the proposed project's consistency with this mitigation measure.

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
Water Supply (USWS)		
USWS-1: Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.	**PMM USWS-1**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. b) Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible. c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite	**No mitigation applies.** As discussed in Section 5.5.19, *Utilities and Service Systems,* during construction activities for the proposed project, there would be a temporary, intermittent demand for water for such activities as soil watering for site preparation, fugitive dust control, concrete preparation, painting, cleanup, and other short-term activities. The proposed project would also include ornamental and drought tolerant landscaping as well as implement water conservation best practices. Water provided by California Water Service (Cal Water) would provide water to the project site to meet project demands and cumulative demands in 2025, in 2035, and to the 2045 planning horizon of its draft 2020 UWMP. While not applicable as a mitigation measure as no significant project effects are identified, the proposed project, as part of its development, implements the substantive elements of PMM USWS-1.

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
USWS-2: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.	**PMM USWS-1**. See above.	**No mitigation applies**. See discussion for PMM USWS-1 under USWS-1, for discussion of the proposed project's consistency with this mitigation measure.
Wildfire (WF)		
WF-1: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.	**PMM WF-1**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition. b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place. c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary. d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses. e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures. f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place.	**No mitigation applies.** AS discussed in Section 5.5.20, *Wildfire,* the project site is located in a highly urbanized area of the City and is not located within a VHFHSZ. Therefore, mitigation measure PMM WF-1 would not apply.

4. Mitigation Measures from Prior EIR

Table 4-1 Applicability of Project-Level Mitigation Measures (PMMs) from SCAG 2020-2045 RTP/SCS

Significance Thresholds and Project Impact	SCAG 2020-2045 RTP/SCS Project-Level Mitigation measures (implemented by Lead Agency)	Applicability to the Project
WF-2: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment.	**PMM HAZ-4.** See above. **PMM WF-2**: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to – Submit a fire protection plan including the designation of fire watch staff; – Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities; – Locate construction and maintenance equipment in designated "safe areas" such that they do not discharge combustible materials; and – Designate trained fire watch staff during project construction to reduce risk of fire hazards.	See consistency analysis for PMM HAZ-4 under HAZ-4. **Consistent with mitigation measure**. See discussion for PMM WF-1 under WF-1, for discussion of the proposed project's consistency with this mitigation measure.
WF-3: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, postfire slope stability, or drainage changes.	**PMM WF-1, PMM WF-2, PMM HYD-1**, and **PMM HAZ-4**. See above.	See consistency analysis for PMM WF-1, PMM WF-2, PMM HYD-1, and PMM HAZ-4 under WF-1, WF-2, HYD-1, and HAZ-4, respectively.

Source: SCAG 2020

5. Initial Study and Environmental Analysis

5.1 PROJECT INFORMATION

Project Title: Del Amo Circle Residential Apartments Project

Lead Agency:
City of Torrance
Community Development Department
3031 Torrance Boulevard
Torrance, CA 90503

Contact Person and Phone Number:
Oscar Martinez
310.618.5870
omartinez@torranceca.gov

Project Location: The project site is located at intersection of Del Amo Circle West and Carson Street (APNs: 7525-023-034 and -035) and is located centrally in the City of Torrance, Los Angeles County, California.

Project Sponsor's Name and Address:
Legacy Partners
5141 California Avenue, Suite 100
Irvine, CA 92617

General Plan Designation: Commercial Center (C-CTR).

Zoning: Hawthorne Boulevard Corridor Specific Plan Zone (HBCSP)–Del Amo Business Sub-District One (DA-1)

Description of Project:
The proposed project would include development of a 200-unit residential project with a total of 440 parking spaces consisting of a 234,928 square-foot 5-story residential portion and a 169,946 square-foot 6.5-story parking structure with an amenity deck (proposed project) on a 2.83-acre site at the intersection of Del Amo Circle West and Carson Street in the City of Torrance. The parking structure would include a partial subterranean level. On-site facilities/amenities include a leasing office, a lounge/lobby, co-working space, mail/lounge, pool/spa, and a fitness center for residents, and courtyards. Based on the project site's natural topography and the proposed project design, as the podium style apartments "wrap" around the parking structure, it would not be visible from Carson Street or Del Amo Circle West. The

5. Initial Study and Environmental Analysis

proposed project would involve demolition of a portion of the existing parking lot and construction of a new residential development.

Surrounding Land Uses and Setting:

The project site is surrounded by a construction site, which would include senior assisted living development, and a hotel to the north; commercial uses to the east (Del Amo Financial Center and Del Amo Fashion Center); office uses south of Carson Street; and a hotel and single-family residential uses farther west of Ocean Avenue to the west. Surrounding zoning includes HBCSP with DA-1 designated areas to the north and Del Amo Business Sub-District Two (DA-2) to the east, south, and west

Other Public Agencies Whose Approval Is Required (e.g., permits, financing approval, or participating agreement):

None

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.94 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

The city of Torrance invited California Native American tribes that are traditionally and culturally affiliated with the project area to consult on the proposed project via certified mail. Eight tribes were contacted consistent with Assembly Bill (AB) 52. The letters were sent to all eight tribes on August 2, 2022. The City received one request to consult from the Gabrieleño Band of Mission Indians – Kizh Nation. The tribe was subsequently contacted by City staff within 30 days of the request. The City conducted consultation with the Gabrieleño Band of Mission – Kizh Nation in October 2022.

5.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture / Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

5.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

☒ I find that the proposed project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the California Public Resources Code ,and/or a qualified "residential or mixed use residential project" that satisfies the requirements of Section 21159.28(d) of the PRC, and although the project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because the SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT (SCEA) identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the proposed project.

Signature	*Date*

5.4 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a. **Earlier Analyses Used.** Identify and state where they are available for review.

   b. I**mpacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c. **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

    a. the significance criteria or threshold, if any, used to evaluate each question; and

    b. the mitigation measure identified, if any, to reduce the impact to less than significance.

5.5 ENVIRONMENTAL ANALYSIS

This section provides an evaluation of the impact categories and questions contained in the Appendix G checklist of the CEQA Guidelines and identifies mitigation measures, if applicable.

5.5.1 AESTHETICS

Senate Bill (SB) 743 (Public Resource Code (PRC) Section 21099(d)) sets forth guidelines for evaluating project transportation impacts under CEQA, as follows: "Aesthetics and parking impacts of residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." PRC Section 21099 defines a TPA as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in the Transportation Improvement Program pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21099 defines an "employment center project" as "a project located on a property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located with a transit priority area." PRC Section 21099 defines an "infill site" as a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses.

As described in Chapter 2, *Project Description,* and Chapter 3, *SCEA Criteria and TPP Consistency Analysis,* the proposed project is a residential development on an existing site within a TPA and, therefore, SB 743 applies to the project. Therefore, the project's potential aesthetic effects shall not be considered environmental impacts. As such, the analysis presented in the aesthetics section is for informational purposes only.

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A scenic vista is generally defined as a viewpoint that provides expansive views of a highly valued landscape feature (e.g., a mountain range, lake, or coastline) or of a significant historic or architectural feature (e.g., views of a historic structure or city skyline). According to the Community Resources Element of the City of Torrance General Plan, views of the San Gabriel Mountains and Pacific

Ocean are considered scenic. Recognizing the value of these scenic views, the City has adopted policies for hillside overlay zones, which typically offer scenic vistas of these resources (Torrance 2010a). The project site is not located on a hillside overlay zone and is within a highly developed urban area (Torrance 2022a). The Pacific Ocean is two miles west of the project site, and there are no scenic ocean vistas that would be affected. Additionally, there are no direct views of the distant San Gabriel Mountains from the project site; any views are blocked by intervening development and vegetation. Therefore, there are no protected or designated scenic vistas or views in the project vicinity, and the proposed project would not obscure any scenic vistas. Impacts to scenic vistas would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. According to the California Department of Transportation (Caltrans), there are no designated scenic highways within the city of Torrance, so the project site is not located near any state scenic highways (Caltrans 2022). No rock outcroppings or historic buildings would be affected by the proposed project. No scenic resources within a scenic highway or special designated areas for street trees would be damaged. Therefore, no impact to scenic resources within a scenic highway would occur.

c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The project site is located in an urbanized area (as defined by California PRC Section 21071(a)(2)),[1] and for the purposes of this threshold, the project's potential to conflict with applicable zoning and other regulations governing scenic quality is evaluated. The proposed project would be visually compatible and consistent with the existing land uses of the area and would be consistent with its zoning, HBCSP-DA-1. The HBCSP-DA-1 development standards, allow for a maximum building height of 200 feet and a minimum setback of 20 feet, and the proposed project would have a maximum height of 74 feet and would include a 21-foot setback. Implementation of the proposed project would result in a residential building that would integrate with the surrounding community and would not change the scenic quality of the currently urbanized area. As shown in Figure 2-12, the proposed project would include modern design and draw inspiration from the neighboring midcentury office complex, and the 74-foot building height would be consistent with the surrounding developments. Additionally, the proposed project includes a wrap-style residential building that surrounds the south and west faces of the parking structure; the parking structure would be behind the proposed residential building so that it would not be visible from Carson Street or Del Amo Circle West. Further, the proposed project would be subject to and consistent with the design guidelines in Chapter V of the Hawthorne Boulevard Specific Plan. The proposed project would not degrade the existing

[1] PRC Section 21071(a)(2) defines urbanized area as an incorporated city has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons. The population of Torrance is 147,067 persons (U.S. Census 2020). Thus, Torrance meets the definition of an urbanized area.

character or quality of public views of the site and its surroundings. Therefore, impacts would be less than significant.[2]

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The two major causes of light pollution in any urban setting are spill light and glare. Spill light is caused by misdirected light that illuminates areas outside the area intended to be lit. The adjacent commercial areas to the proposed project generate nighttime light from security and parking lot lights, building lights (interior and exterior), streetlights, and vehicle lights. Glare can occur when a bright object or light source reflects off a reflective/light-colored surface. Glare can be common in urban areas and is often associated with mid- to high-rise buildings with exterior facades of highly reflective glass or mirror-like surfaces. The proposed project would include light sources that are typical of an urbanized area, including security lighting, low-level landscape accent lighting, festival lighting in courtyards, and wayfinding lighting. The proposed project would not introduce any high-intensity lighting such as athletic field lighting or illuminated billboards/signage. The proposed project's exterior lighting would be directed and shielded to minimize light spilling onto surrounding properties and interfering with vehicular traffic.

The project site would have surfaces that are typical of an urbanized area. The proposed project's architectural design would include nonreflective surfaces and surfaces would be articulated and broken up with no continuous glass or reflective surfaces that would result in substantial glare. The exclusion of highly reflective building materials adjacent to public rights-of-ways, in combination with the provisions for extensive landscaping, would reduce glare impacts to less than significant.

The proposed project would not introduce lighting or reflective surfaces at substantially greater intensities than existing lights and buildings near the site. The proposed project would not result in a new source of substantial light or glare and would not impact daytime nor nighttime views. Therefore, light and glare impacts would be less than significant.

5.5.2 AGRICULTURE AND FORESTRY RESOURCES

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project site is located in an urban area surrounded by commercial and residential uses and is void of agricultural uses. California Department of Conservation (DOC)'s Farmland Mapping and Monitoring Program (FMMP) maps California's agricultural resources and determines the suitability of land throughout the state for agriculture purposes. The DOC produces these maps on a statewide level and by county. The

[2] Given that the proposed project is a residential development on an existing site within a TPA, SB743 applies and, as such, the projects potential aesthetics effects shall not be considered significant environmental impacts and the analysis presented is for information purposes only.

DOC's FMMP map for Los Angeles County identifies the project site as "Urban and Built-Up Land" (DOC 2022a).

As shown on Figure 2-9, the nearest parcel zoned for light agriculture (A-1) is located approximately 0.75 miles southeast of the project site. The project site is zoned HBCSP-DA-1 and is not zoned for agriculture. The proposed project would not convert prime farmland, unique farmland, or farmland of statewide importance to a non-agricultural use and no impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is zoned HBCSP – DA-1 and is void of agricultural uses. The project site is not located within a zone designated for agricultural uses or an area that is designated as Williamson Act contract lands. Therefore, no impacts or conflicts with an existing zoning for agriculture use or Williamson Act contract would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The project site is located within an urban area that is not designated as forestland, timberland, or zoned Timberland Production. The project site is zoned HBCSP-DA-1 and is not zoned for, nor used as forest land or timberland. There are no forest or timberland resources, or operations located at the project site or in the surrounding areas. Therefore, no impacts to forestland and timberland zoning would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site is located within an urban area that is not designated as forestland. The project site is vacant and does not contain forest land. Development of the proposed project would not result in the loss of forest land or the conversion of forest land to non-forest use. Therefore, no impacts to forestland zoning would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The proposed project includes the development of residential uses in an urban area. The project site is currently vacant, is located in an area completely developed with commercial uses, and there are no farmland and forest land in and around the project site. Additionally, the FMMP characterizes the project site as "Urban and Built-Up Land" (DOC 2022a). Development of the proposed project would not result in the conversion of farmland to non-agricultural uses nor the conversion of forest land to non-forest uses. Therefore, no impact to farmlands or forestlands would occur.

5.5.3 AIR QUALITY

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

- *Del Amo Circle Apartments Project Air Quality and Greenhouse Gas Emissions Technical Memorandum,* PlaceWorks, August 2022. (Appendix C)

The Air Quality section addresses the impacts of the proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthful pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the project site, and air quality modeling can be found in Appendix C.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O_3), carbon monoxide (CO), coarse inhalable particulate matter (PM10), fine inhalable particulate matter (PM2.5), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in "attainment" or "nonattainment" for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (South Coast AQMD), is designated nonattainment for O_3, and PM2.5 under the California and National AAQS, nonattainment for PM10 under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2022).

Furthermore, the South Coast AQMD has identified regional thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including VOC, CO, NOx, sulfur oxide (SOx), PM10, and PM2.5. Development projects below the regional significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation. Where available, the significance criteria established by the South Coast AQMD may be relied upon to make the following determinations.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. A consistency determination with the Air Quality Management Plan (AQMP) plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals in the AQMP.

South Coast AQMD adopted the 2016 Air Quality Management Plan on March 3, 2017. Regional growth projections are used by South Coast AQMD to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations included in city/county general plans. Thus, projects that are consistent with the local general plan are considered consistent with the air quality-

related regional plan. Additionally, only large, regionally significant projects have the potential to affect the regional growth projections.

Changes in population, housing, or employment growth projections have the potential to affect SCAG's demographic projections and therefore the assumptions in South Coast AQMD's AQMP. The proposed residential land use would be consistent with the types of uses conditionally permitted under the "Del Amo Business Sub-District One" land use designation. Furthermore, only large, regionally significant projects have the potential to affect the regional growth projections. Section 15206(b) of the CEQA Guidelines states that a proposed residential project is of statewide, regional, or area-wide significance if it encompasses more than 500 residential dwelling units. The proposed project would develop a total of 200 residential dwelling units and would not be considered a project of statewide, regional, or area-wide significance that would require intergovernmental review under Section 15206 of the CEQA Guidelines. Thus, it would not have the potential to substantially affect the regional growth projections. Overall, because the proposed land use would be consistent with the land use designation of the project site the proposed project would be consistent with the assumptions of the AQMP. Additionally, the long-term regional emissions generated by operation of the proposed project would be less than the South Coast AQMD emissions thresholds, and South Coast AQMD would not consider the project a substantial source of air pollutant emissions that would have the potential to affect the attainment designations in the SoCAB. Therefore, the project would not affect the regional emissions inventory or conflict with or obstruct strategies in the AQMP and impacts would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact With Mitigation Incorporated. The following describes project-related impacts from regional short-term construction activities and regional long-term operation of the proposed project. As discussed above, the SoCAB, which is managed by the South Coast AQMD, is designated nonattainment for O3, and PM2.5 under the California and National AAQS, nonattainment for PM10 under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2022).

Regional Short-Term Construction Impacts

Construction activities would result in the generation of air pollutants. These emissions would primarily be 1) exhaust from off-road diesel-powered construction equipment; 2) dust generated by construction activities; 3) exhaust from on-road vehicles; and 4) off-gassing of volatile organic compounds (VOCs) from paints and asphalt.

Project construction would involve asphalt demolition, site preparation, grading, building construction, architectural coating, and paving. Construction is anticipated to take approximately 28 months, from August 2023 to December 2025. Construction emissions were estimated using CalEEMod 2020.4.0 and based on the preliminary construction duration provided by the Project Applicant and the CalEEMod default equipment mix. Construction emissions modeling is shown in Table 5-1, *Maximum Daily Regional Construction Emissions.*

Table 5-1 Maximum Daily Regional Construction Emissions

Construction Phase	Pollutants (lb/day)[1, 2]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 2023						
Asphalt Demolition	2	17	15	<1	3	1
Site Preparation	1	16	10	<1	2	1
Grading	1	18	10	<1	4	2
Building Construction	3	16	23	<1	3	1
Year 2024						
Building Construction	2	15	23	<1	3	1
Year 2025						
Building Construction	2	15	22	<1	3	1
Building Construction and Architectural Coating Overlap	138	15	17	<1	1	1
Building Construction, Architectural Coating, and Paving/Finishing Overlap	139	22	30	<1	2	1
Paving/Finishing	1	7	12	<1	1	<1
Maximum Daily Construction Emissions						
Maximum Daily Emissions	**139**	21	41	<1	5	2
South Coast AQMD Regional Construction Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Significant?	Yes	No	No	No	No	No

Source: CalEEMod Version 2020.4.0

[1] Based on the preliminary information provided or verified by the Project Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment.

[2] Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replace ground cover, and street sweeping with Rule 1186–compliant sweepers.

As shown in Table 5-1, maximum daily emissions for NOx, CO, SO2, PM10, and PM2.5 from construction-related activities would be less than their respective South Coast AQMD regional significance threshold values. However, maximum daily emissions of VOC from project-related construction activities would exceed the South Coast AQMD regional significance threshold. The primary source of VOC emissions would be from the use of paints during architectural coating activities. However, as shown in Table 5-2, *Maximum Daily Regional Construction Emissions With Reduction Measure*, VOC emissions from project-related construction activities would be reduced to below the South Coast AQMD regional significance threshold with incorporation of Mitigation Measure AQ-1, which would require use of paints with a VOC content of 25 grams per liter (g/L) or lower for the residential building, including the clubhouse and fitness center, and 50 g/L or lower for the parking structure. Therefore, the project-related construction activities would not exceed the South Coast AQMD thresholds, and impacts would be less than significant with incorporation of mitigation measure AQ-1.

Table 5-2 Maximum Daily Regional Construction Emissions with Reduction Measure

Construction Phase	Pollutants (lb/day)[1, 2]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 2023						
Asphalt Demolition	2	17	15	<1	3	1
Site Preparation	1	16	10	<1	2	1
Grading	1	18	10	<1	4	2
Building Construction	3	16	23	<1	3	1
Year 2024						
Building Construction	2	15	23	<1	3	1
Year 2025						
Building Construction	2	15	22	<1	3	1
Building Construction and Architectural Coating Overlap	71	15	17	<1	1	1
Building Construction, Architectural Coating, and Paving/Finishing Overlap	72	22	30	<1	2	1
Paving/Finishing	1	7	12	<1	1	<1
Maximum Daily Construction Emissions						
Maximum Daily Emissions	**72**	22	30	<1	4	2
South Coast AQMD Regional Construction Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Significant?	No	No	No	No	No	No

Source: CalEEMod Version 2020.4.0.

1 Based on the preliminary information provided or verified by the Project Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment.

2 Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replace ground cover, and street sweeping with Rule 1186–compliant sweepers. Also includes Reduction Measure AQ-1, which requires use of paints that have a VOC content of 25 g/L or less for the interior and exterior of the proposed residential building including the clubhouse and fitness center, and a VOC content of 50 g/L or less for the interior and exterior of the proposed parking structure.

Mitigation Measures

Construction

AQ-1 During construction of the proposed project, the construction contractor(s) shall, at minimum, use paints with a volatile organic compound (VOC) content of 25 grams per liter (g/L) or less for all interior and exterior coatings of the proposed residential building, including the clubhouse and fitness center, and paints with a VOC content of 50 g/L or less for all interior and exterior coatings of the proposed parking structure. Prior to issuance of any construction permits, the VOC content requirements shall be noted on all construction management plans and architectural building plans and verified by the City of Torrance Planning Division.

Operation

Long-term air pollutant emissions associated with the proposed project include area sources (e.g., landscape fuel use, aerosols, architectural coatings, and asphalt pavement), energy use (i.e., natural gas use from cooling,

heating, and cooking), and mobile sources (i.e., on-road vehicles). The primary source of long-term criteria air pollutant emissions generated by the proposed project would be mobile emissions from project-generated vehicle trips. As shown in Table 5-3, *Maximum Daily Regional Operational Phase Emissions*, air pollutant emissions generated from operation-related activities would be less than their respective South Coast AQMD regional significance threshold values. Therefore, regional air quality impacts associated with proposed project operations would be less than significant.

Table 5-3 Maximum Daily Regional Operational Phase Emissions

Source	Maximum Daily Emissions (lbs/day)—Winter or Summer					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	6	<1	17	<1	<1	<1
Energy[1]	<1	1	<1	<1	<1	<1
Mobile[2]	3	3	27	<1	7	2
Total Emissions	**9**	**3**	**44**	**<1**	**7**	**2**
South Coast AQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Regional Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2020.4.0.
Notes: Highest winter or summer emissions. Totals may not add up to 100 percent due to rounding.
1 Utilizes CalEEMod default energy rates, which are based on the 2019 Building Energy Efficiency Standards.
2 Based on trip generation data provided by LLG (see Appendix C).

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The proposed project could expose sensitive receptors to elevated pollutant concentrations if it causes or significantly contributes to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction Phase

Construction Localized Significance Thresholds

Localized significance thresholds (LSTs) are based on the California AAQS, which are the most stringent AAQS to provide a margin of safety in the protection of public health and welfare. They are designated to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other diseases or illnesses, and people engaged in strenuous work or exercise. Screening-level LSTs are the amount of project-related emissions at which localized concentrations (ppm or μg/m3) could exceed the AAQS for criteria air pollutants for which the SoCAB is designated nonattainment. They are based on the size of the area disturbed, distance to the nearest sensitive receptor, and SRA. The nearest existing off-site sensitive receptors is the senior assisted living development, currently under construction, located 65 feet north of the project site. Other nearby sensitive receptors include the single-family

residences approximately 140 feet southwest of the project site and the single-family residences 280 feet to the west along Ocean Avenue. In addition, there will be a senior assisted living facility within 82 feet north of the project site.

Table 5-4, *Localized Construction Emissions*, show that the maximum daily on-site construction emissions (pounds per day) for NOx, CO, PM10, and PM2.5 would be less than their respective South Coast AQMD screening-level LSTs. Therefore, project-related construction activities would not expose sensitive receptors to substantial criteria air pollutant concentrations and the impact would be less than significant.

Table 5-4 Localized Construction Emissions

Construction Activity	Pollutants(lbs/day)[1]			
	NO_X	CO	PM_{10}[2]	$PM_{2.5}$[2]
Building Construction – Year 2023	14	14	0.61	0.59
Building Construction – Year 2024	12	14	0.54	0.52
Building Construction – Year 2025	12	14	0.47	0.45
Building Construction & Architectural Coating Overlap – Year 2025	15	16	0.67	0.64
Building Construction, Architectural Coating, & Paving Overlap – Year 2025	22	28	1.02	0.96
Paving	7	12	0.35	0.32
1.00 Acre or Less Screening-Level LST	**91**	**664**	**5.00**	**3.00**
Exceeds LST?	No	No	No	No
Grading	14	9	3.64	2.02
1.88-Acre Screening-Level LST	**126**	**929**	**7.62**	**4.75**
Exceeds LST?	No	No	No	No
Site Preparation	14	10	1.23	0.57
1.94-Acre Screening-Level LST	**129**	**948**	**7.81**	**4.87**
Exceeds LST?	No	No	No	No
Demolition	14	13	2	1
2.00-Acre Screening-Level LST	**131**	**967**	**8.00**	**5.00**
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2020.4.0. South Coast AQMD 2008 and 2011b.

Notes: In accordance with South Coast AQMD methodology, only on-site stationary sources and mobile equipment are included in the analysis. Screening-level LSTs are based on receptors within 82 feet (25 meters) of the project site in SRA 3 Additionally, the referenced area (acre) for each screening-level LST shown is generally based on the construction equipment mix and daily hours of operation of each equipment for a construction activity.

1 Based on the preliminary information provided by the applicant. Where specific information for project-related construction activities or processes was not available, modeling was based on CalEEMod defaults. These defaults are based on construction surveys conducted by the South Coast AQMD.

2 Includes fugitive dust control measures required by South Coast AQMD under Rule 403, such as watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replace ground cover, and street sweeping with Rule 1186–compliant sweepers.

Construction Health Risks

South Coast AQMD currently does not require health risk assessments for short-term emissions from construction equipment. Emissions from construction equipment primarily consist of diesel particulate matter (DPM). The Office of Environmental Health Hazard Assessment (OEHHA) adopted new guidance for the preparation of health risk assessments in March 2015 (OEHHA 2015). OEHHA has developed a cancer risk

factor and noncancer chronic reference exposure level for DPM, but these factors are based on continuous exposure over a 30-year time frame. No short-term acute exposure levels have been developed for DPM. South Coast AQMD currently does not require the evaluation of long-term excess cancer risk or chronic health impacts for a short-term project. The proposed project site would be developed in approximately 28 months. The relatively short duration when compared to a 30-year time frame would limit exposures of on-site and off-site receptors. In addition, exhaust emissions from off-road vehicles associated with overall project-related construction activities would not exceed the screening-level LSTs. Therefore, project-related construction activities would not expose sensitive receptors to substantial Toxic Air Contaminants (TAC) concentrations, and impacts would be less than significant.

Operational Phase

Localized Operation Phase Impacts

Operation of the proposed project would not generate substantial quantities of emissions from on-site, stationary sources. Land uses that have the potential to generate substantial stationary sources of emissions that would require a permit from South Coast AQMD include industrial land uses, such as chemical processing and warehousing operations where substantial truck idling could occur on-site. The proposed project does not fall within these categories of uses. While operation of the proposed project could result in the use of standard on-site mechanical equipment such as heating, ventilation, and air conditioning units in addition to occasional use of landscaping equipment for project site maintenance, air pollutant emissions generated from these sources would be nominal (see Area and Energy source emissions in Table 5-3). Therefore, on-site emissions generated from operation of the proposed project would not expose off-site sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations, typically produced at intersections where vehicles queue for longer periods and are subject to reduced speeds. The SoCAB has been designated as attainment under both the national and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact (BAAQMD 2017).

Operation of the proposed project would generate up to a total of 78 peak hour vehicle trips during the midday and PM peak hours and would be minimal compared to the AAQS screening levels (see Appendix C). Overall, under project opening year conditions, the highest number of peak hour trips for intersections within the traffic study area would be 7,073 PM peak trips at the intersection of Hawthorne Boulevard and Sepulveda Boulevard (see Appendix C) Therefore, development and operation of the proposed project would not result in the volume of traffic required (i.e., 24,000 to 44,000 peak hour vehicle trips) to generate a CO hotspot at intersections within the project traffic study area and impacts would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The threshold for odor is if a project creates an odor nuisance pursuant to South Coast AQMD Rule 402, Nuisance, which states:

> A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The proposed residential land use would not result in the types of odors generated by the aforementioned land uses. Additionally, emissions from construction equipment, such as diesel exhaust and VOCs from architectural coatings and paving activities, may also generate odors. However, these odors would be low in concentration, temporary, and are not expected to affect a substantial number of people and impacts would be less than significant.

5.5.4 BIOLOGICAL RESOURCES

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. Special status species include those listed as endangered or threatened under the federal Endangered Species Act or California Endangered Species Act, species otherwise given certain designations by the California Department of Fish and Wildlife Service (CDFW), and plant species listed as rare by the California Native Plant Society. The project site is in a highly urbanized area of the City of Torrance and is currently vacant. The project site is occupied by a parking lot which is a largely developed impervious surface and does not contain any natural habitat that could contain any sensitive species or other sensitive natural community. Furthermore, the Community Resources Element of the Torrance General Plan does not identify the project site as a special designated area for street trees (Torrance 2010a).

There are 34 mature trees located on-site, which include the removal of 33 mature trees. However, these trees are unlikely to support candidate, sensitive, or special status species. Additionally, any mature trees to be removed would be replaced with 36- to 48-inch box trees consistent with the Del Amo Business District landscape requirements at a ratio of two to one to the satisfaction of the Planning Manager. Since the proposed

project would remove 33 trees, the proposed project would be required to plant 66 trees. The proposed project would include planting a total of 88 trees on site, including 64 trees on the ground level and 7 trees on the roof amenity deck. An additional 6 street trees would be planted along Carson Street and 11 trees along Del Amo Circle West. Therefore, the proposed project would include a total of 88 trees which exceeds the 66-tree requirement. Considering the surrounding urbanized context, and current site conditions, the project site does not have capacity to support any candidate, sensitive, or special status species. Therefore, no impacts related to candidate, sensitive, or special status species would occur.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The project site has been developed as a parking lot and is located within an urbanized area. The project site does not contain any riparian habitat or other sensitive natural community, and no watercourse runs through or adjacent to the project site (USFWS 2022). Therefore, no impacts to riparian habitat or other sensitive natural communities would occur.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The project site has been developed as a parking lot and is located within a highly urbanized area. No watercourse or wetland habitat exist on the site (USFWS 2022). Therefore, no impacts to state or federally protected wetlands would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact With Mitigation Incorporated. The project site is located in a highly urbanized area within the City of Torrance. The project site contains 34 mature trees that could be used for nesting by raptors and other migratory non-game bird species. The proposed project would remove 33 mature trees, which could have a potential impact for nesting birds. However, nesting birds are protected by the Migratory Bird Treaty Act (MBTA), which governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests (US Code, Title 16, Sections 703–712). The MBTA prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations. The United States Fish and Wildlife Service administers permits to take migratory birds in accordance with the MBTA.

Compliance with the existing CDFW regulations and implementation of mitigation measure BIO-1 below would ensure that impacts remain less than significant to nesting and migratory birds.

Mitigation Measure

BIO-1: If possible, ground-disturbing activities and vegetation removal (including tree trimming) should be timed to occur outside the bird nesting season (September 1–January 31).

If ground disturbing activities or vegetation removal (including tree trimming) are scheduled during the bird nesting season (February 1–August 31) a preconstruction survey for nesting birds shall be conducted within 72 hours prior to initiation of construction activities. The survey shall be conducted by a qualified biologist with prior experience conducting nesting bird surveys for construction projects. The survey area shall include the project site and a buffer, the size of which would be determined by the qualified biologist based on level of proposed disturbance, access, and existing conditions. If no active nests are found, no additional measures are required.

If active nests are found the biologist will map the location and document the species and nesting stage. A no-work buffer will be established around the active nest as determined by the qualified biologist and based on the species sensitivity to disturbance and the type and duration of the disturbance. No construction activities shall occur within the no-work buffer until the biologist has determined the nest is no longer active.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The project site is not located on or near any street designated as a special area for street trees (Torrance 2010a). There are no other local policies or ordinances protecting biological resources identified in the City of Torrance General Plan that would be applicable to the project site. Additionally, pursuant to section 93.6.5 of the City's Municipal Code, the landscape plan for the proposed project would be reviewed and approved by the Planning Director prior to trees and other vegetation being planted. Therefore, no impact would occur.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project site is within an urban and developed area and is not within the area of an adopted Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or state Habitat Conservation Plan (CDFW 2022). The proposed project would not affect the Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or state habitat conservation plan and therefore no impact would occur.

5.5.5 CULTURAL RESOURCES

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

- *Cultural and Paleontological Resources Assessment for the Del Amo Circle Apartments Project, City of Torrance, Los Angeles County, California*, Cogstone, August 2022. (Appendix D)

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Less Than Significant Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered "historically significant" if it meets one of the following criteria:

i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

ii))Is associated with the lives of persons important in our past;

iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

iv) Has yielded, or may be likely to yield, information important in prehistory or history.

The project site is a former asphalt parking lot that is currently used for construction staging for the senior assisted living development to the north. There are no developed structures within the project site. As described in detail in Appendix D, a South Central Coastal Information Center (SCCIC) records search was conducted including review of the National Register of Historic Places, (NRHP), California Register of Historic Resources (CRHR), Built Environment Resource Directory (BERD), California Historical Landmarks (CHL), and California Points of Historical Interest (CPHI). Historic-era maps and aerial photographs were also reviewed, and correspondence with the Torrance Historical Society and Los Angeles Conservancy. An intensive cultural resources survey of the project site was conducted. The City of Torrance General Plan Community Resources Element does not list the project site as a location that is of historic interest to the City. Additionally, the project site is not located within the Olmsted Tract or Torrance Tract, both of which contain contributing structures in the City's Historic Resources Survey (Torrance 2010a).

The thorough review and survey indicate that there are no designated historic resources within the project site and one historic built environment resource, the Torrance Financial Center (now known as Del Amo Crossing), was identified within one-half mile of the project site (adjacent to the east of the project site). The Torrance Financial Center was built in 1967 and modified in 2018 and 2021. The project site contains a portion of what was previously the Torrance Financial Center's parking lot and landscaping, which is directly associated with the design and use of the Torrance Financial Center as a whole. Recent construction on, and adjacent to, the Torrance Financial Center property has resulted in a notable loss of integrity of feeling and integrity of setting. The proposed project would redevelop a portion of the former parking lot but would not directly affect the Torrance Financial Center buildings. Additionally, any potential indirect visual impact would be largely screened by the previously developed parking structure. Therefore, the proposed project would not result in direct or indirect impacts to the Torrance Financial Center building or surrounding landscape features, and any visual impacts would be largely screened by the previously developed parking structure located to the northeast.

Analysis of data sources also indicate that the project site also has low sensitivity for buried historical archaeological features such as foundations or trash pits (Appendix D). As set forth below, Mitigation Measure CUL-1 below would reduce any impacts due to discovery of unknown resources. Therefore, impact to historic resources would be less than significant.

Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant Impact With Mitigation Incorporated. A significant impact would occur if the proposed project would remove, alter, or destroy a known or unknown archaeological resource. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources.

The project site is located within an urbanized area and has been previously disturbed. As described in Appendix D, an intensive cultural survey of the entire project site was completed, as well as a record search with SCCIC. The survey concluded that no archeological resources were observed (Appendix D). The cultural resources assessment concludes there is a low sensitivity for buried cultural resources.

However, there is the potential that ground-disturbing activities associated with construction could encounter previously unidentified subsurface archaeological resources. Therefore, impacts are considered potentially significant. In the event that such archaeological resources are discovered during ground-disturbing activities, implementation of mitigation measure CUL-1 would reduce the impacts to less than significant.

Mitigation Measures

CUL-1 If archeological resources are discovered during excavation and/or construction activities, construction shall cease within 50 feet of the find, and the qualified archaeologist shall be consulted to determine whether the resource requires further evaluation. The archaeologist may reduce the 50-foot buffer if circumstances warrant and shall make recommendations to the applicant to protect the discovered resources. Archaeological resources recovered shall be provided to the South Central Coast Information Center (SCCIC) or any other local museum or repository willing and able to accept and house the resource to preserve for future scientific study. Additionally, if archaeological resources that could be tribal cultural resources are discovered, Mitigation Measures TCR-3, TCR-4, and TCR-5 would be implemented.

Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact With Mitigation Incorporated. A significant impact would occur if previously interred human remains would be disturbed during ground-disturbing activities within the project site. The project site is located within an urbanized area and has been previously disturbed. However, given the native soil conditions, there is a remote possibility that human remains could be encountered during excavation and grading activities for the proposed project. In the event that human remains are discovered during ground-disturbing activities, implementation of mitigation measure CUL-2 would be implemented and would reduce

the impacts to less than significant. See also mitigation measures TCR-4 and TCR-5 regarding discovery of human remains and grave goods.

Mitigation Measures

CUL-2 In accordance with California Health and Safety Code Section 7050.5, the County Coroner must be notified if potentially human bone is discovered. The Coroner will then determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) by phone within 24 hours, in accordance with Public Resources Code Section 5097.98. The NAHC will then designate a Most Likely Descendant (MLD) with respect to the human remains. The MLD then has the opportunity to recommend to the property owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and associated grave goods. Work may not resume in the vicinity of the find until all requirements of the health and safety code have been met.

5.5.6 ENERGY

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The following discusses the potential energy demands from activities associated with the construction and operation of the proposed project.

Short-Term Construction Impacts

Construction of the proposed project would create temporary increased demands for electricity and vehicle fuels.

Electrical Energy

Construction of the proposed project would not require electricity to power most construction equipment. Electricity use during construction of the proposed project would vary during different phases of construction. The majority of construction equipment would be gasoline or diesel powered. Later construction phases could use electrical equipment for interior construction and architectural coatings. However, it is anticipated that the majority of electrical construction equipment would be hand tools (e.g., power drills, table saws) and lighting, which would result in minimal electricity usage during construction activities. Also, such equipment would be used on an as-needed basis and would be powered off we not in use to avoid unnecessary energy consumption. Therefore, project-related construction activities would not result in wasteful or unnecessary electricity demands, and environmental impacts would be less than significant with respect to electricity usage.

Natural Gas Energy

It is not anticipated that construction equipment used for the proposed project would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, environmental impacts would be less than significant with respect to natural gas usage.

Transportation Energy

Transportation energy use during construction of the proposed project would come from delivery vehicles, haul trucks, and construction employee vehicles. In addition, use of off-road construction equipment would also consume fuel. It is anticipated that the majority of off-road construction equipment, such as during demolition and grading, would be gas or diesel powered. In general, the use of energy resources by these vehicles would fluctuate according to the phase of construction. Energy consumption during construction (between years 2023 and 2025) was calculated using the CalEEMod (v. 2020.4.0) computer model and data from the EMFAC2021 (v. 1.0.2) and OFFROAD2021 (v. 1.0.2) databases. The results are shown in Table 5-5, *Construction-Related Fuel Usage*.

Table 5-5 Construction-Related Fuel Usage

Project Component	Gas		Diesel		Electricity	
	VMT	Gallons	VMT	Gallons	VMT	kWh
Construction Worker Commute	2,159,099	80,368	3,917	109	112,846	41,488
Construction Vendor Trips	23,168	4,478	164,353	23,166	N/A	0
Construction Truck Haul Trips	N/A	0	34,420	5.753	N/A	0
Construction Off-Road Equipment	N/A	21,916	N/A	49,957	N/A	0
Total	**2,182,267**	**106,762**	**202,690**	**78,985**	**112,846**	**41,488**

Source: CalEEMod v. 2020.4.0; EMFAC2021 v. 1.0.2; OFFROAD2021 v. 1.0.2.
Notes: VMT=vehicle miles traveled; kWh=kilowatt hour

Construction of the proposed project would utilize fuel-efficient equipment consistent with state and federal regulations, such as fuel efficiency regulations in accordance with the CARB Pavley Phase II standards, the anti-idling regulation in accordance with Section 2485 in Title 13 of the California Code of Regulations, and fuel requirements in accordance with Section 93115 in Title 17 of the California Code of Regulations. The proposed project would comply with Corporate Average Fuel Economy standards, which would result in more efficient use of transportation fuels (lower consumption) In addition, the project site is served by numerous regional highway systems that provide the most direct routes from various areas of the region for construction trips(e.g., Interstates 110 and 405 and State Routes 1 and 107), which would contribute to minimizing unnecessary use of energy associated with construction trips. Moreover, all construction equipment would cease operating upon completion of project construction. Further, the proposed project would recycle or salvage for reuse a minimum of 65 percent of all nonhazardous construction and demolition waste in compliance with CALGreen Code requirements. Diversion of mixed construction and demolition debris would reduce truck trips to landfills, which are typically located some distance away from City centers, and would increase the amount of waste recovered (e.g., recycled, reused, etc.) at material recovery facilities, thereby further reducing

transportation fuel consumption. Thus, energy use during construction of the proposed project would not be considered inefficient, wasteful, or unnecessary, and environmental impacts would be less than significant.

Long-Term Impacts During Operation

Operation of the proposed project would generate new demand for electricity, natural gas, and transportation energy on the project site.

Electrical Energy

Operation of the proposed project would consume electricity for various purposes, including, but not limited to heating, cooling, and ventilation of buildings; operation of electrical systems; lighting; and use of on-site equipment and appliances. Electrical service to the proposed project would be provided by Southern California Edison (SCE). As shown in Table 5-6, *Project Operation Electricity Consumption*, the proposed project would have an electricity demand of 1,691,272 kilowatt hours (kWh) per year.

Table 5-6 Project Operation Electricity Consumption

Land Use	Electricity (kWh/year)
Apartment Building	766,766
Parking Structure	924,506
Total	**1,691,272**

Source: CalEEMod Version 2020.4.0.
Note: kWh = kilowatt hour

Though the proposed project would result in electricity demand, it would be consistent with the requirements of the applicable Building Energy Efficiency Standards and CALGreen. Compliance with these standards would contribute to minimizing inefficient energy use in the proposed buildings. Furthermore, the proposed project would install energy-efficient appliances and water-conserving fixtures, such as water saving faucets, high efficiency toilets, etc. Therefore, operation of the proposed project would not result in wasteful or unnecessary electricity demands and would result in a less than significant impact related to electricity.

Natural Gas Energy

Operation of the proposed project would consume natural gas for heating. The potential natural gas consumption for the project site is shown in Table 5-7, *Project Operation Natural Gas Consumption*. As shown in the table, implementation of the proposed project would generate a natural gas demand of 2,229,920 kilo British thermal units (kBTU) per year. Though the proposed project would result in natural gas demand, the proposed project would not include fireplaces, which would reduce the natural gas consumption, and it would be consistent with the requirements of the applicable Building Energy Efficiency Standards and would not result in wasteful or unnecessary natural gas demands. Therefore, operation of the proposed project would result in less than significant environmental impacts with respect to natural gas usage.

Table 5-7 Project Operation Natural Gas Consumption

Land Use	Natural Gas (kBTU/year)
Apartment Building	2,229,920
Total	**2,229,920**

Source: CalEEMod Version 2020.4.0.
Note: kBTU = kilo British thermal units

Transportation Energy

The proposed project would consume transportation energy during operations from the project-related vehicle trips (e.g., resident vehicle trips). The efficiency of these motor vehicles, such as the average miles per gallon, is unknown. Estimates of transportation energy use for on-road vehicles are based on EMFAC2021 fuel consumption data, and on the overall default vehicle miles traveled (VMT) determined using default CalEEMod average vehicle trips lengths and average daily trip (ADT) generation data provided by Linscott, Law & Greenspan Engineers (LLG) (see also Appendix C).

As shown in Table 5-8, *Project Operation Annual Fuel Usage*, the proposed project would generate VMT, which would also result in fuel consumption. However, the proposed project would be a high-density infill residential development near residential, commercial, and retail uses and would provide more housing options and potentially closer housing options for people who work in the City of Torrance. Additionally, the proposed project would include 44 electric vehicle charging capable spaces and 6 bicycle parking spaces, which would promote energy efficient travel and would reduce gasoline and diesel fuel consumption. The proposed project would also provide a designated co-workspace to accommodate work from home. These aspects of the proposed project could contribute to reducing vehicle trips or distance traveled by automobile. Based on the VMT Screening Assessment and the City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects, the proposed project is assumed to have no VMT impacts (Appendix I). Overall, it is expected that operation-related fuel usage associated with the proposed project would not be inefficient, wasteful, or unnecessary. Therefore, environmental impacts would be less than significant with respect to operation-related fuel usage.

Table 5-8 Project Operation Annual Fuel Usage

	Gasoline		Diesel		Compressed Natural Gas		Electricity	
	Annual VMT	Annual Gallons	Annual VMT	Annual Gallons	Annual VMT	Annual Gallons	Annual VMT	Annual kWh
Passenger Vehicles[1]	2,774,635	109,497	97,533	9,233	4,160	275	154,201	56,440
Total	**2,774,635**	**109,497**	**97,533**	**9,233**	**4,160**	**275**	**154,201**	**56,440**

Notes:
[1] Based on calendar year 2025 EMFAC2021 v.1.0.2 fuel consumption data, CalEEMod default trip lengths, and trip generation data provided by Linscott, Law, & Greenspan Engineers.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The following discusses consistency of the proposed project to California's Renewables Portfolio Standard Program and the City of Torrance Climate Action Plan.

California Renewables Portfolio Standard Program

The state's electricity grid is transitioning to renewable energy under California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-14-08, signed in November 2008, expanded the state's renewable portfolios standard (RPS) to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Senate Bill (SB) 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures. On September 10, 2018, Governor Brown signed SB 100, which supersedes the SB 350 requirements. Under SB 100, the RPS for publicly owned facilities and retail sellers must be 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. SB 100 also set a new RPS requirement of 50 percent by 2026. It established a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under SB 100 the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

The statewide RPS goal is not directly applicable to individual development projects, but to utilities and energy providers such as SCE, which would provide all of electricity needs for the proposed project. The compliance of SCE in meeting the RPS goals would contribute to the State meeting its objective of transitioning to renewable energy. In addition, the proposed project would be designed and built in compliance with the applicable Building Energy Efficiency Standards and CALGreen. Therefore, implementation of the proposed project would not conflict or obstruct the RPS, and no impact would occur.

City of Torrance Climate Action Plan

In coordination with the South Bay Cities Council of Governments (SBCCOG), the City developed a climate action plan (CAP) to reduce GHG emissions in the city and thereby reduce the city's contribution to global climate change concerns (Torrance 2017). The City CAP includes GHG reduction strategies in the sectors of land use and transportation, energy efficiency, solid waste, urban greening, and energy generation and storage to reach the City's GHG reduction targets (Torrance 2017). As stated, the proposed project would be designed and built in compliance with the applicable Building Energy Efficiency Standards and CALGreen and would install energy-efficient appliances and water-efficient fixtures. Therefore, implementation of the proposed project would not conflict or obstruct the CAP, and no impact would occur.

5.5.7 GEOLOGY AND SOILS

The analysis in this section is based in part on the following technical studies, prepared specifically for the project:

- *Phase I Environmental Site Assessment*, Apex Companies, LLC, Sept 2021. (Appendix E)
- *Cultural and Paleontological Resources Assessment for the Del Amo Circle Apartments Project, City of Torrance, Los Angeles County, California*, Cogstone, August 2022. (Appendix D)

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. Based on a review of the Alquist-Priolo Earthquake Fault Zoning Map Seismic Hazard Zone Report for the Torrance 7.5-Minute Quadrangle, the project site is not in an Alquist-Priolo Earthquake Fault Zone. According to the California Geological Survey's Fault Activity Map of California and the Safety Element of the Torrance General Plan, the project site is approximately 1.7 miles northeast of a Palos Verdes Fault segment and approximately 6.5 miles southwest of the Newport-Inglewood Fault (CGS 2010a; Torrance 2010a). Therefore, impacts related to an earthquake rupture would be less than significant.

ii) Strong seismic ground shaking?

Less Than Significant Impact. A number of faults in southern California are considered seismically active and the project site is in a seismically active area. According to the California Geological Survey Fault Activity Map of California, the project site is within 1.7 miles of segments of Palos Verdes fault and 6.5 miles from the Newport-Inglewood fault—both active faults (CGS 2010a). Although seismic activity including ground shaking from these faults would affect the project site, it is at no greater risk than the surrounding development and infrastructure. The proposed new development would comply with the current California Building Code (24 CCR Part 2), which protects property and public welfare by regulating design and construction to mitigate the effects of seismic shaking and adverse soil conditions. Therefore, impacts from seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to lose, saturated sand or gravel deposits that lose their load supporting capability when subjected to intense shaking, causing any buildings or structures to float, sink, or tilt as if on water. Liquefaction potential varies based on three main factors: 1) cohesionless,

granular soils with relatively low densities (usually of Holocene age); 2) shallow groundwater (generally less than 50 feet); and 3) moderate to high seismic ground shaking. Lateral spreading refers to lateral displacement of large, surficial blocks of soil as a result of pore pressure buildup or liquefaction in a subsurface layer.

The project site is not in a liquefaction zone (CGS 2016). Additionally, the groundwater depth at the project vicinity is over 80 feet below ground surface (The Reynolds Group 2014). Therefore, the potential for liquefaction is considered low, and impacts would be less than significant.

iv) Landslides?

Less Than Significant Impact. Susceptibility of slopes to landslides and other slope failures depend on several factors that are usually present in combination—steep slopes, condition of rock and soil materials, presence of water, formational contacts, geologic shear zones, seismic activity, etc.

According to the California Geological Survey's Earthquake Zones of Required Investigation for the Torrance Quadrangle, the site is not within or in close proximity of an earthquake-induced landslide hazard zone (CGS 2016). The project site and surrounding area are developed, and no landslide deposits have been mapped at or near the project site (DOC 2003). The proposed improvements would be constructed on the existing developed property, and all improvements would comply with the California Building Code. Therefore, landslide hazards would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact.

Construction Phase

The proposed project would not result in substantial soil erosion or loss of topsoil. The native topsoil was removed and/or compacted during development of the existing parking lot.

Erosion is a normal and inevitable geologic process whereby earthen materials are loosened, worn away, decomposed or dissolved, and moved from one place to another. Precipitation, running water, waves, and wind are all agents of erosion. Ordinarily, erosion proceeds imperceptibly, but when the natural equilibrium of the environment is changed, the rate of erosion can be greatly accelerated. This can create aesthetic as well as engineering problems on undeveloped sites. Accelerated erosion in an urban area can undermine structures; block storm drains; and deposit silt, sand, or mud in roads and tunnels. Eroded materials may eventually be deposited in local waters, where it remains suspended in the water for some time, constituting a pollutant and altering the normal balance of plant and animal life. Project-related construction activities that would expose soil through excavation, grading, and trenching could cause erosion during heavy winds or storms. Soils are particularly prone to erosion during the grading phase of development, especially during heavy rains. Since project activities would occur on greater than 1 acre (approximately 3 acres), the proposed project would be required to obtain a National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) from the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would include Best Management Practice's (BMP)s to reduce water

quality impacts, including various measures to control on-site erosion, reduce sediment flows into stormwater and wind erosion; reduce tracking of soil and debris into adjacent roadways and off-site areas; and manage wastes, materials, wastewater, liquids, hazardous materials, stockpiles, equipment, and other site conditions to prevent pollutants from entering the storm drain system. Inspections, reporting, and stormwater sampling and analysis are also required to ensure that visible and non-visible pollutants are not discharged off-site. With standard erosion control methods shown in Table 5-9, *Construction BMPs,* construction-related soil erosion impacts would be reduced and considered less than significant.

Table 5-9 Construction BMPs

Category	Purpose	Examples
Erosion Controls and Wind Erosion Controls	Cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind.	Mulch, geotextiles, mats, hydroseeding, earth dikes, swales.
Sediment Controls	Filter out soil particles that have been detached and transported in water.	Barriers such as straw bales, sandbags, fiber rolls, and gravel bag berms; desilting basin; cleaning measures such as street sweeping.
Tracking Controls	Minimize the tracking of soil off-site by vehicles.	Stabilized construction roadways and construction entrances/exits; entrance/outlet tire wash.
Non-Storm Water Management Controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges.	BMPs specifying methods for: paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; concrete curing; concrete finishing.
Waste Management and Controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater.	Spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes.

Source: CASQA 2003.

Operational Phase

After completion of the project, ground surfaces would either be hardscape or maintained landscaping, and no soil would be left exposed. Operation-phase soil erosion impacts would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. Hazards related to liquefaction and landslides are addressed above in Sections 5.5.7.a.iii and 5.5.7.a.iv, respectively.

Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. Project development would not subject people or structures to substantial hazards related to lateral spreading (see the liquefaction analysis in Section 5.5.7.a.iii).

Collapse (including hydrocollapse) is one of the most common forms of soil instability. Hydrocollapse occurs when soil that can carry more load when dry collapses upon saturation. These conditions would be assessed during the project's geotechnical investigation in accordance with Division 8 of the Torrance Municipal Code and the most recent version of the California Building Code. Mandatory compliance with the recommendations of the project's geotechnical investigation would ensure that this would result in a less than significant impact.

Subsidence of the ground surface has been reported where significant amounts of fluids—such as groundwater or petroleum products—are withdrawn over several decades. The site does not have high groundwater levels (The Reynolds Group 2014). The project site is located within the Torrance Oil Field (DOC 2022b). However, the site vicinity is not identified as an area with significant land subsidence (USGS 2022). Therefore, Impacts would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact. Expansive soils swell when they become wet and shrink when they dry out, resulting in the potential for cracked building foundations. The subsurface soils consist mostly of sand and have a low susceptibility to expansion (DOC 2003). Additionally, the project site is not located within an Expansive Soil Area or Expansive Soil Study Zone (Torrance 2022c). Therefore, no expansive soils impacts would occur.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. Development of the proposed project would not require the installation of a septic tank or alternative wastewater disposal system. The project would follow the requirements of the Torrance Municipal Code to be connected to the local sewer system. Therefore, no impact would result from septic tanks or other on-site wastewater disposal systems.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact with Mitigation. As shown in detail in Appendix D, the project area is mapped entirely as middle to late Pleistocene old eolian deposits, which were deposited between 774,000 to 11,799 years ago. The paleontological record search revealed no fossil localities from within the project site or within a one-mile radius (Appendix D). However, some fossil localities have been recorded from similar sediments near to the project site. Project associated drilling or pile driving activities regardless of depth, have a low potential to produce fossils meeting significance criteria because any fossils brought up by the auger during drilling would not have information about formation, depth or context. However, ground-disturbing activities in native soils could result in unanticipated fossil discoveries; therefore, impacts are potentially significant. Implementation of Mitigation Measure GEO-1 would reduce impacts to less than significant.

Mitigation Measures

GEO-1 Full time monitoring shall occur by a qualified paleontologist during mass excavation below a depth of five feet. If paleontological resources are discovered during construction, the paleontologist will have the authority to temporarily divert or direct ground-disturbing

activities in the immediate vicinity around the find until they are assessed for scientific significance and recovered (i.e., collected). Work may continue outside a 50-foot radius buffer area. Discovered fossils may be donated to appropriate public, nonprofit scientific institution with permanent paleontological collections (such as a natural-history museum), along with copies of all pertinent field notes, photographs, and maps to be determined by a qualified paleontologist in coordination with the City of Torrance.

5.5.8 GREENHOUSE GAS EMISSIONS

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

- *Del Amo Circle Apartments Project Air Quality and Greenhouse Gas Emissions Technical Memorandum,* PlaceWorks, August 2022. (Appendix C)

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Global climate change is not confined to a project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

The proposed project would generate greenhouse gas (GHG) emissions from vehicle trips generated by the project; energy use (indirectly from purchased electricity use and directly through fuel consumed for building heating); area sources (e.g., equipment used on-site, consumer products, coatings); water/wastewater generation; and waste disposal. The project's annual GHG emissions were calculated for construction and operation of the project. Annual project-related construction emissions were amortized over 30 years and included in the emissions inventory to account for GHG emissions from the construction phase of the project. The project-related GHG emissions are shown in Table 5-10, *Project-Related GHG Emissions*. As shown in the table, the primary sources of GHG emissions are mobile sources. Overall, the proposed project would generate 1,594 MTCO2e/yr of GHG emissions annually and would not exceed the bright-line screening threshold of 3,000 MTCO2e/yr. Therefore, GHG emissions generated by the project are not considered to cumulatively contribute to statewide GHG emissions, and impacts would be less than significant.

Table 5-10 Project-Related GHG Emissions

Source	Project GHG Emissions ($MTCO_2e$/Year)	Percent of Project Total $MTCO_2e$/Year
Area	4	<1%
Energy[1]	466	29%
Mobile[2]	978	61%
Waste	46	3%
Water	51	3%
Amortized Construction Emissions[3]	49	3%
Total	1,594	**100%**
South Coast AQMD's Bright-Line Threshold	3,000	NA
Exceeds Bright-Line Threshold	No	NA

Source: CalEEMod, Version 2020.4.0. Totals may not equal the sum of the values as shown due to rounding
[1] Utilizes CalEEMod default energy rates, which are based on the 2019 Building Energy Efficiency Standards.
[2] Transportation emissions based on trip generation data provided by LLG (see Appendix C).
[3] Total construction emissions are amortized over 30 years based on recommended South Coast AQMD methodology (South Coast AQMD 2009).

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. Applicable plans adopted for the purpose of reducing GHG emissions include the CARB Scoping Plan and SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). A consistency analysis with these plans is presented below.

CARB Scoping Plan

The CARB Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target established by AB 32, which is to return to 1990 emission levels by year 2020, and SB 32, which is to reduce emissions 40 percent below 1990 levels by 2030 (CARB 2017). CARB recently released a draft of the 2022 Scoping Plan to achieve the state's carbon neutrality goals under EO B-55-18. Previous Scoping Plans focused on specific GHG reduction targets for our industrial, energy, and transportation sectors—to meet 1990 levels by 2020, and then the more aggressive 40 percent below that for the 2030 target. Carbon neutrality takes it one step further by expanding actions to capture and store carbon including through natural and working lands and mechanical technologies, while drastically reducing anthropogenic sources of carbon pollution at the same time. The measures in the Scoping Plan would achieve 80 percent below 1990 levels by 2050. Final adoption of the 2022 Scoping Plan is anticipated in late fall 2022 (CARB 2022). The Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

Since adoption of the current Scoping Plan, state agencies have adopted programs identified in the plan, and the legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the Corporate Average Fuel Economy standards, and other early action measures as necessary to ensure the state is on target to achieve the GHG emissions reduction goals of AB 32 and SB 32. Also, new buildings are required to comply with the current Building Energy Efficiency Standards and California Green Building Code. While measures in the Scoping Plan apply to state agencies and not the proposed project, the project's GHG emissions would be reduced from implementation and compliance with statewide measures that have been adopted since AB 32 and SB 32 were adopted. Therefore, the proposed project would not obstruct implementation of the CARB Scoping Plan and impacts would be less than significant.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

SCAG adopted the 2020-2045 RTP/SCS (Connect SoCal) in September 2020. Connect SoCal found that land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options are consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal is to plan for the southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands and farmlands (SCAG 2020b). Connect SoCal's transportation projects help more efficiently distribute population, housing, and employment growth, and forecast development is generally consistent with regional-level general plan data to promote active transportation and reduce GHG emissions. The projected regional development, when integrated with the proposed regional transportation network in Connect SoCal, would reduce per-capita GHG emissions related to vehicular travel and achieve the GHG reduction per-capita targets for the SCAG region.

The Connect SoCal Plan does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency to governments and developers. The proposed project would result in an infill, multifamily residential development. Implementation of the proposed project would provide more housing options and potentially closer housing options for people who work in the City of Torrance. The proposed project would also include six short-term bicycle parking spaces and is within 500 feet of the Hawthorn Boulevard / West Carson Street intersection, which includes 13 transit stops for the Torrance Transit System and the Metro. In addition, as discussed in the AQMP consistency analysis, the proposed project would not be considered a regionally significant project and would not directly induce substantial population growth. Furthermore, based on the VMT Screening Assessment and the City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects, the proposed project is assumed to have no significant VMT impacts (Appendix I). Therefore, the proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the Connect SoCal Plan and impacts would be less than significant.

City of Torrance Climate Action Plan

The City, in coordination with the South Bay Cities Council of Governments (SBCCOG), developed a climate action plan (CAP) to reduce GHG emissions in the city and thereby reduce the City's contribution to global climate change concerns (Torrance 2017). The CAP is not a Qualified GHG Emissions Reduction Plan under CEQA per the requirements outlined in the CEQA Guidelines, Section 15183.5(D); therefore, no CEQA document can tier from the City CAP. However, an evaluation of project consistency to the general strategies of the CAP is provided.

The City CAP includes GHG reduction strategies in the sectors of land use and transportation, energy efficiency, solid waste, urban greening, and energy generation and storage to reach the City's GHG reduction targets (Torrance 2017). The proposed project would be a high-density infill residential development near residential, commercial, and retail uses. It would also provide a designated co-workspace to accommodate work from home. This aspect and feature of the proposed project could contribute to reducing vehicle trips or distance traveled by automobile. As stated previously, the proposed project would have no significant VMT impacts. In addition, the proposed parking structure would include 44 electric vehicle charging capable spaces, which would support the transition to electric vehicles. Furthermore, the proposed project would install energy-efficient appliances and water-conserving fixtures. The proposed project would also include rooftop landscaping and landscaping trees around the perimeter of the project site and within the proposed inner courtyards, which would replace the existing trees that would be removed. Additionally, the private waste hauler that would provide service to the project would be required to provide information on recycling and waste reduction to the residents, as stated in the Torrance Municipal Code Section 43.7.1. Overall, as outlined above, the proposed project would generally be consistent with the intent and strategies of the City CAP and impacts would be less than significant.

5.5.9 HAZARDS AND HAZARDOUS MATERIALS

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

- *Phase I Environmental Site Assessment*, Apex Companies, LLC, Sept 2021. (Appendix E)

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

Less Than Significant Impact. Project-related construction would require the short-term use of small amounts of hazardous materials such as fuels, lubricants, and greases in construction equipment and coatings used in construction. On-site construction equipment might require routine or emergency maintenance that could result in the release of oil, diesel fuel, transmission fluid, or other materials. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard or environmental threat.

Significant amounts of hazardous materials would not be transported, used, or disposed of in conjunction with the operation of the proposed project. Maintenance of the proposed improvements, similar to existing conditions, would require the use of cleaners, solvents, paints, and other custodial products that are potentially hazardous. However, these materials would be used in relatively small quantities and stored in compliance with established state and federal requirements. Therefore, with the exercise of normal operational safety practices, impacts would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact.

Hazardous Materials Used Onsite

Construction activities may involve activities requiring the transport, storage, use, or disposal of small quantities of hazardous substances for activities such as fueling and servicing construction equipment and applying paints and other coatings. The use of these materials during project construction would be short term and in accordance with standard construction practices as well as applicable federal, state, and local regulations. Potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations and impacts would be less than significant.

Operation of the project postconstruction would be similar to existing conditions, which does not use significant quantities of hazardous materials. Upset and accident conditions are not anticipated during construction and operation of the project and impacts would less than significant.

Existing Hazardous Materials Present or Potentially Present Onsite

As determined in the Phase I Environmental Site Assessment, no environmental concerns were recognized for on the project site (Appendix E). Therefore, no known hazards would be released into the environment.

Methane

The former presence of an abandoned oil well 90 feet north of the project site and another oil well formerly located beneath West Carson Street were considered a business environmental risk in the Phase I Environmental Site Assessment. However, based on the depth of the former well and detailed abandonment records, the Phase I Environmental Site Assessment concluded the former oil well on the adjacent parcel does not represent a recognized environmental condition and that there is there is not a significant potential of a vapor encroachment condition with respect to methane. Therefore, impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. Jefferson Middle School is within one-quarter mile of the project site. Operation of the proposed project would include residential use and would not result in the release of hazardous emissions. No significant amounts of hazardous materials, substances, or wastes would be

transported, used, or disposed of in conjunction with the project's operation. The on-site use of hazardous materials at the project site would be restricted to typical cleaning solvents and paints used by the residents. These materials would be used in small quantities and stored in compliance with state and federal requirements. Therefore, impacts would be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact. Based on a review of the California Department of Toxic Substances Control's (DTSC) EnviroStor and the State Water Resources Control Board's GeoTracker websites, the project site is not known to have hazardous waste (DTSC 2022; WRCB 2022). The project site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. In addition, all construction activities would occur within the project boundaries and would not disturb any off-site properties. Therefore, no impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The nearest public airports are Zamperini Field (1.7 miles to the southeast), Hawthorne Municipal Airport (6.3 miles to the north), and Los Angeles International Airport (7.4 miles to the north). The project site is not in an airport land use plan area and is not in the airport influence area of the three nearest public airports (ALUC 2003). No safety hazard impact would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The project site is within the Torrance Emergency Operations Plan, which provides guidance for local public agencies to follow during an emergency (Torrance 2010b). The proposed project would comply with the adopted emergency operations plan and does not contain any uses or structures that would physically interfere with agencies' ability to execute their responsibilities. In addition, the proposed project would not result in any permanent alterations to vehicular circulation routes or obstruct public access along adjacent roadways. All construction staging would occur within the boundaries of the project site and would not interfere with circulation along the adjacent roadways, or any other nearby roadways. Although temporary lane closures may be required for utility and sidewalk improvements on public right-of-way, the applicant would be required to obtain encroachment permits from the City. Therefore, impacts would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The project site is in an entirely developed urban area and is not in a fire hazard zone designated by CAL FIRE (CAL FIRE 2022). Therefore, no impacts would occur.

5.5.10 HYDROLOGY AND WATER QUALITY

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

- *Hydrology Study, Del Amo Circle Residential Apartments*, Fuscoe Engineering, June 2022. (Appendix F)

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact.

Construction

Currently, the project site is developed with a paved surface parking lot with landscaping. Construction of the proposed project would include grading and excavation, trenching for site utilities and irrigation, building construction, architectural coatings, driveway and walkway construction, landscaping, and street connection improvements. These activities have the potential to expose and loosen sediment and building materials that would have the potential to mix with stormwater and urban runoff. Since project activities would occur on greater than 1 acre (approximately 3 acres), the proposed project would be required to obtain a NPDES CGP from the SWRCB and prepare a SWPPP and water quality management plan (WQMP). Implementation of the provisions of the NPDES permit, compliance with City grading requirements, and City review and approval of the WQMP would minimize construction impacts through BMPs that reduce construction-related pollutants. This would ensure that any water quality standards or waste discharge requirements would not be violated and any impacts to downstream waters resulting from construction activities or groundwater would be less than significant.

Operation

Activities typical of residential developments are anticipated for the proposed project during operation. These include day-to-day activities, such as recreation, lounging, commuting, exercising, dining, landscaping/irrigation, and other residential-related activities. Also, the proposed project would generate daily typical residential household wastes. These include food wastes, paper products, and recyclable materials. These materials would be disposed of in on-site trash enclosures and removed for disposal by the local private waste management company. Considering these typical residential activities, potential pollutants generated by the proposed project could include suspended-solid/sediments, nutrients, heavy metals, pathogens (bacteria/virus), pesticides, oil and grease, and trash and debris. The proposed on-site storm drain facilities would consist of a private storm water drainage collection system and water quality treatment system. As discussed in the Hydrology Study, the proposed project would include a water quality system which would intercept low flows and high flows and bypass flows into a proposed storm water lift station which would be discharged to the public stormwater system located on Del Amo Circle West (Appendix F). The water quality system onsite would be sized according to meet the County's low impact development (LID) requirements as identified in the WQMP to be approved by the City. Implementation of the water quality system onsite, in accordance with City

and County requirements, would ensure that stormwater pollutants and water quality impacts remain less than significant. Therefore, operational impacts related to water quality standards would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. As determined in the Phase I Environmental Site Assessment prepared for the project, no groundwater was encountered in borings to a depth of 51.5-feet (Appendix E). The proposed project would connect to existing water lines. The proposed project would landscape existing pervious surfaces, which could continue to allow for limited groundwater recharge. As further discussed in Section 5.5.19, *Utilities and Service Systems*, the proposed project water supply comes from California Water Service (Cal Water) – Dominguez District. According to the Cal Water Urban Water Management Plan (UWMP), the City provides potable drinking water to its customers via groundwater from two adjudicated groundwater basins - the West Coast Subbasin and the Central Subbasin, desalinated water produced from the C. Marvin Brewer Desalter, and recycled water produced at West Basin Municipal Water District's (WBMWD) Edward C. Little Water Recycling Facility in El Segundo, and imported water from WBMWD and City of Torrance.. Aside from minimal landscaped areas, the project site is currently covered with impermeable surfaces. Development of the proposed project would not increase impermeable surfaces, as the impervious surfaces would remain at 90%; therefore, there would be no substantial decrease or interference with groundwater recharge as compared to the project site's existing conditions (Appendix F). By means of the city's four water sources, Cal Water would be capable of meeting the water demands of its customers in normal, single dry, and multiple dry years between 2025 and 2045 (Cal Water 2021). Since the proposed project is aligned with the SCAG population projections, as described in Section 5.5.14, *Population and Housing*, the proposed project would not substantially interfere with groundwater supplies and recharge. Additionally, as further discussed in Section 5.5.19, *Utilities and Service Systems*, the proposed project would not result in substantial water demand beyond projected water supplies. As a result, impacts related to groundwater supplies and recharge would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in a substantial erosion or siltation on- or off-site?

Less Than Significant Impact. Construction of the proposed project would require demolition of pavement that would expose and loosen building material and sediment, which has the potential to mix with stormwater runoff and result in erosion or siltation off-site. During construction, the proposed project would require complying with the WQMP and NPDES CGP, which would require the preparation of a SWPPP that includes BMPs to reduce erosion and siltation. Compliance with NPDES permit and implementation of the SWPPP would ensure that the construction of the proposed project would not result in adverse water quality impacts while the existing drainage pattern of the site is being altered.

The proposed project would introduce pervious landscaping on-site and would include a storm drain system to collect, treat, and convey stormwater into the existing storm drain system. The proposed water quality system may include infiltration or bio-filtration to treat runoff on-site before it enters the storm

drain system. As part of the permitting approval process, the proposed drainage and water quality design and engineering plans and WQMP would be reviewed by the City to ensure that the site-specific design limits the potential for erosion and siltation. Additionally, the treatment systems would be sized accordingly to meet LID requirements. Overall, the proposed drainage system and adherence to the existing regulations would ensure that the project impacts related to alteration of a drainage pattern and erosion/siltation from operational activities would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less Than Significant. According to the Federal Emergency Management Agency (FEMA), the project site is located within a Zone X, an area with reduced flood risk due to levee and an area located outside of the 100-year and 500-year flood plains (FEMA 2008). Soils underlying the project site consist predominately of urban land-Marina complex which is characterized as excessively drained and has a very low run-off potential (USDA 2022).

During construction, the proposed project would require compliance with the WQMP and NPDES CGP, which would require the preparation of a SWPPP that would ensure that construction of the proposed project would not result in flooding on or offsite. The proposed project would include pervious landscaping and a storm drain system that would collect, treat, and convey stormwater into the existing storm drain system. The on-site stormwater system would collect runoff from the site and convey the stormwater runoff to water quality treatment system(s) for infiltration and/or water quality treatment before discharging back to the public system. The proposed water quality system may include infiltration and/or bio-filtration. Thus, the project would not substantially increase the rate or amount of surface runoff which would result in flooding on- or offsite. Therefore, flooding impacts would be less than significant.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Stormwater would be removed from the project site, primarily by sheet flow action across the paved surface towards the water drains throughout the property and in the public right-of-way, into the municipal sewer system. The proposed project storm drain system, including a private storm water drainage collection system and water quality treatment system, and implementation of LID BMPs would ensure that proper drainage would be maintained at all times. This would ensure that stormwater leaving the proposed project site would not exceed the capacity of public stormwater drainage systems. In addition, the project site was previously developed and would remain 90% impervious, as compared to the existing conditions. As such, the development of the proposed project would not substantially increase impervious surfaces at the project site. The construction and operation of the proposed project would implement and adhere to BMPs, which would collect and/or treat stormwater onsite prior to being discharged to the public storm drain system. Thus, the project would not alter the existing drainage pattern in a manner that would create or contribute runoff water that would exceed existing stormwater drainage capacity. Therefore, impacts related to stormwater drainage systems or polluted runoff would be less than significant.

iv) Impede or redirect flood flows?

Less Than Significant Impact. According to the FEMA Map 06037C1928F, the project site is not within a flood zone and is located within a highly urbanized portion of the city with no close access to water bodies (FEMA 2022). The project site is in Flood Zone X, which is an area determined to be outside the 0.2-percent annual chance **floodplain**. As detailed in the previous responses, implementation of the proposed project would introduce pervious landscaping on-site and would include a storm drain system to collect, treat, and convey stormwater into the existing storm drain system. Any off-site surface flows that enter the site would bypass through the proposed storm drain system or would sheet flow to existing cross gutters consistent with existing flow patterns. Therefore, the project would not result in impeding or redirecting flood flows and impacts would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. According to the FEMA Map 06037C1928F, the project site is not within a flood zone (FEMA 2022). The proposed project site is in Flood Zone X, which is an area determined to be outside the 0.2-percent annual chance floodplain. Therefore, flood hazard is low. Additionally, the project site is approximately 2 miles from the Pacific Ocean and is listed as being outside of a tsunami hazard area (CGS 2021).

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The nearest dam is the 18 MG Walteria located 3 miles south of the proposed project site; potential inundation area from this reservoir flows to the north northeast and does not flow beyond Sepulveda Boulevard (DSOD 2022). There are no large water tanks or dams in the area that could directly impact the proposed project site in the event of failure (DSOD 2022).

No impact would occur related to the release of pollutants due to project inundation since the proposed project site is outside of flood hazard, tsunamis or seiches zones.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. After completion of the proposed project, ground surfaces would be either hardscape or maintained landscaping. As previously mentioned, the proposed project would not affect groundwater and therefore would not obstruct implementation of a sustainable groundwater management plan. The proposed project would comply with existing local, regional, and state regulations and would not obstruct implementation of a water quality control plan. Therefore, no impact would occur.

5.5.11 LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact. The project site and surrounding area are fully developed with urban land uses, including residential and commercial uses. The project site is currently developed with a paved parking lot, and there is no existing housing that would be removed through project implementation. Implementation of the proposed project would be limited to the project site that is currently a paved parking lot. Therefore, the project would not physically change the surrounding neighborhood street patterns or otherwise impede movement through the neighborhoods and therefore would not divide an established community and no impact would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. A significant impact could occur if the project is inconsistent with the City's general plan, zoning, or other plans that apply to the project site and were adopted for the purposes of avoiding or mitigating environmental effects. A city's general plan and zoning guide development and allowable uses within a jurisdiction over a long-term horizon to meet population and demographic shifts and City goals and needs. The proposed project's consistency with applicable City of Torrance General Plan goals and policies and zoning are discussed below.

The project site is zoned as Hawthorne Boulevard Corridor Specific Plan Zone (HBCSP) – Del Amo Business Sub-District One (DA-1) with a general plan land use designation of Commercial Center (C-CTR) (Torrance 2010a). The DA-1 sub-district zone allows for unlimited residential or mixed-use residential density with the approval of a conditional use permit (Torrance 2010a). The C-CTR land use designation allows residential uses (Torrance 2010a). Therefore, the proposed project would be consistent with the land use designation and zoning.

The proposed project is consistent with the City's General Plan Housing Element. State law requires that a community provide an adequate number of sites to allow for and facilitate production of the regional share of housing. The Regional Housing Needs Allocation (RHNA) assigns a housing production to each jurisdiction in the region. According to the RHNA, Torrance's share of regional future housing need for the 2021-2029 planning period has been determined by SCAG to be a total of 4,939 housing units (Torrance 2022b). After accounting for residential projects approved and pending approval, the City of Torrance has a RHNA of 3,949 units (Torrance 2022b). The proposed project would construct 200 units of multi-family housing and would serve to help meet the City's RHNA number.

The proposed project is also consistent with the City's General Plan Land Use Element. The proposed project would be consistent with policy LU 5.2, which requires the provision of adequate private and common open space for residential units and policy LU 5.3, which states that residential developments should maintain and encourage visually attractive residential neighborhoods by preserving, adding, and encouraging the use of attractive and appropriate private landscaping. The proposed project would landscape two common open space

courtyards designed with private amenities and specimen trees and the design would integrate into the surrounding buildings. The proposed project would also include common open space rooftop amenities and private open space balconies on the residential units. Furthermore, policy LU 5.5 requires that developers consider and quantify the effects of residential projects on local schools. As elaborated in Section 5.5.15.a.iii, project development of the project would not result in the need for construction associated with an expansion of existing or development of new schools such that environmental impacts would result. Therefore, project-related impacts to school facilities would be less than significant. The proposed project is also consistent with policies LU 5.6 and 5.7, which requires that the project complies with city codes and policies contained in the Housing Element, as discussed earlier in this section. Therefore, the proposed project is consistent with the zoning and general plan land use designations on-site and impacts would be less than significant.

5.5.12 MINERAL RESOURCES

Would the project:

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. The California Geological Survey Mineral Resources Project provides information about California's nonfuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources as mandated by Surface Mining and Reclamation Act of 1975. The California Geological Survey classifies mineral resources area as one of the following four Mineral Resource Zones (MRZs), Scientific Resource Zones (SZ), or Identified Resource Areas (IRAs):

- **MRZ-1:** A Mineral Resource Zone where adequate information indicates that no significant mineral deposits are present or likely to be present.
- **MRZ-2:** A Mineral Resource Zone where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled.
- **MRZ-3:** A Mineral Resource Zone where the significance of mineral deposits cannot be determined from the available data.
- **MRZ-4:** A Mineral Resource Zone where there is insufficient data to assign any other MRZ designation.
- **SZ Areas:** Containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance shall be classified in this zone.
- **IRA Areas:** County or State Division of Mines and Geology Identified Areas where adequate production and information indicates that significant minerals are present.

Areas designated MRZ-2 are areas where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence, and development should be controlled. The project site is not within a Mineral resource Zone (MRZ) 2 area (CGS 2010b).

According to the Community Resources Element of the City of Torrance General Plan, the project site is located within MRZ-3, which is classified as an area where "the significance of mineral deposits cannot be determined from the available data (Torrance 2010a). Additionally, the project site is not located within a designated oil production area, as the City of Torrance General Plan identifies that few operating oil wells remain in the city (Torrance 2010a). There are no known mineral resources or oil reserves and production in the vicinity; therefore, the proposed development would not negatively impact mineral resources. The project would not result in loss of availability of any mineral resource that would be of value to the region; therefore, no impacts would occur.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. As discussed under Section 5.5.12.a, the project site is not within an MRZ-2 zone (CGS 2010b). The project site does not contain any locally important mineral resource according to CGS's Information Warehouse Classification Map (CGS 2010b). Additionally, the City of Torrance General Plan does not identify the project site to contain any locally important mineral resources (Torrance 2010a). Therefore, no impacts to locally important mineral resources would occur.

5.5.13 NOISE

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

- *Del Amo Circle Apartments Project Noise and Vibration Technical Memorandum,* PlaceWorks, August 2022. (Appendix G)

Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact.

Project Construction Noise

Two types of short-term noise impacts could occur during construction: (1) mobile-source noise from transport of workers, material deliveries, and debris and soil haul and (2) stationary-source noise from use of construction equipment. Existing uses surrounding the project site would be exposed to construction noise.

Construction Vehicles

The transport of workers and materials to and from the construction site would incrementally increase noise levels along access roadways in the project vicinity. Individual construction vehicle pass-by trips and haul trucks may create momentary noise levels of up to 85 dBA (L_{max}) at 50 feet from the vehicle, but these occurrences would be temporary and generally short lived. The site access road, West Carson Street, between Anza Avenue and Hawthorne Boulevard, which has sensitive receptors located to the north and south, has an existing average

daily trips (ADT) of 14,221.[3] The addition of 343 temporary worker and vendor trips during building construction and architectural coating and 23 haul trips during grading would result in noise increase of up to 0.1 dBA CNEL, which would be a negligible noise increase.[4] Therefore noise impacts from construction vehicles would be less than significant.

Construction Equipment

Noise generated during construction is based on the type of equipment used, the location of the equipment relative to sensitive receptors, and the timing and duration of the noise-generating activities. Each activity phase of construction involves the use of different construction equipment, and therefore each activity phase has its own distinct noise characteristics. Noise levels from construction activities are dominated by the loudest piece of construction equipment. The dominant noise source is typically the engine, although work piece noise (such as dropping of materials) can also be noticeable.

The noise generated at each activity phase is determined by combining the L_{eq} contributions from the top three loudest pieces of equipment used at a given time. Construction activities associated with the proposed project would not require blasting or pile driving. Demolition and grading typically generate the highest noise levels because they require the largest equipment. Construction noise quite often exhibits a high degree of variability because factors such as noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction activity phase result in different noise levels at a given sensitive receptor. Heavy equipment such as a dozer or a loader can have maximum, short-duration noise levels of 85 dBA at 50 feet. Since noise from construction equipment is intermittent and diminishes at a rate of 6 dBA per doubling distance,[5] the average noise levels at noise-sensitive receptors would be lower, because mobile construction equipment would move around the site with different loads and power requirements.

Construction noise from activity that occurs throughout the entire site such as demolition, site preparation, and grading is calculated at spatially averaged distances (i.e., from the acoustical center of the general construction site to the property line of the nearest noise sensitive receptors) because the area around the center of construction activities best represents the potential average construction-related noise levels at the various sensitive receptors. For building construction and architectural coating, attenuated noise levels are calculated by measuring the distance from the center of the proposed building. Lastly for paving, attenuated levels are calculated by measuring the distance from the center of paving activities (proposed parking) to the nearest sensitive receptor property line. Therefore, the distances of construction activity to sensitive receptors may vary between construction phases.

As mentioned above, the City of Torrance does not have an established criterion for daytime construction noise levels. However, the City does require construction to be limited to the hours of 7:30 a.m. to 6:00 p.m. Monday thru Friday and 9:00 a.m. to 5:00 p.m. on Saturdays in accordance with Section 46.3.1, Construction of Buildings and Project, under the City of Torrance Municipal Code (Torrance, 2022) Therefore, the FTA daytime criterion of 80 dBA $_{Leq}$ for residential uses is used to determine impact significance. The nearest

[3] Existing ADT volumes provided by Linscott, Law & Greenspan, Engineers (LLG).
[4] Worker, vendor, and haul truck trips based on air quality CalEEMod outputs.
[5] The sound attenuation rate of 6 dBA is generally conservative and does not consider additional attenuation provided by existing buildings, structures, and natural landscapes around the project site.

sensitive receptors to the project site include the Extended Stay America to the west, residences to the southwest across West Carson Street, and additional residences west of the hotel. Project-related construction noise levels at these receptors were modeled using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM), and construction equipment is based on information provided by the Applicant and CalEEMod default equipment mix. Table 5-11, *Project-Related Construction Noise, Energy-Average (L_{eq}) Noise Levels, dBA,* summarizes the aggregate noise levels by activity phase at various receptor distances.

As shown in Table 5-11, construction noise would attenuate to 77 dBA $_{Leq}$ or less at the nearest noise-sensitive receptor, which is below the FTA criterion of 80 dBA $_{Leq}$. Therefore, noise impacts from construction equipment would be less than significant.

Table 5-11 Project-Related Construction Noise, Energy-Average ($_{Leq}$) Noise Levels, dBA

Construction Activity Phase	Noise Level at Nearest Receptors			
	RCNM Reference Noise Level	Extended Stay America (hotel) to west	Residences to southwest	Senior Homes to North (under development)
Distance in feet	50	160	260	130
Demolition[1]	85	75	71	77
Site Preparation[2]	85	75	71	77
Grading[3]	85	74	70	76
Distance in feet	50	340	390	340
Paving/Finishing[4]	85	68	67	68
Distance in feet	50	100	160	75
Building Construction[5]	83	77	73	79
Architectural Coating[6]	74	68	64	70

Source: RCNM.
Equipment Mix
[1] Demolition: Concrete saw, dozer, tractor
[2] Site Preparation: Grader, scraper, tractor
[3] Grading: Grader, Dozer, tractor
[4] Tractor, front end loader, pavement scarifier
[5] Building Construction: Tractor, front end loader, generator
[6] Architectural Coating: Air compressor

Operational Noise

Mechanical Equipment

The proposed project would have heating, ventilation, and air conditioning systems (HVAC). Mechanical equipment is anticipated to be installed on the rooftop of the proposed residential building. For a conservative analysis, it is assumed that the rooftop HVAC equipment would be installed at the edge of the building closest to receptors and with no acoustical shielding. As mentioned above, the nearest sensitive receptor is the Extended Stay America hotel across Del Amo Circle. HVAC units are typically 72 dBA Leq at a distance of 3 feet. The proposed residential building would be approximately 75 feet from the hotel property line. At 75 feet,

noise levels would attenuate to 44 dBA. This would not exceed the TMC daytime nor nighttime exterior noise standard of 55 dBA and 50 dBA, respectively. Therefore, noise impacts from mechanical equipment would be less than significant.

A trash compactor will be placed within the interior of the proposed parking garage on the ground floor. All trash compacting noise would be fully shielded, and noise would be blocked by the parking garage structure. Therefore, trash compacting noise would be not perceptible to offsite sensitive receptors.

Rooftop Deck

The proposed project would have a rooftop amenity deck consisting of an outdoor residential pool, firepits, barbeque pits, and general seating for residents. No amplified equipment is proposed to be installed as part of the rooftop amenity deck. Because these amenities are associated with a residential non-commercial use, the main source generated from the activated outdoor amenities would be speech from conversations. A typical conversation between two people at a distance of 3 feet is 60 dBA and for instance a group of 10 people talking would generate noise levels of approximately 67 dBA if close together (Engineering Toolbox 2005). However, people would likely be scattered throughout the amenity deck. The nearest noise-sensitive receptor to the rooftop amenity deck is approximately 240 feet to the northwest (senior housing under development). At that distance noise levels (for a group of people) would attenuate to approximately 29 dBA. This is well below the existing environment and well below the Torrance Municipal Code daytime and nighttime exterior noise standard of 55 dBA and 50 dBA, respectively. Because, the amenities would be located on the rooftop, the direct line of sight from the rooftop to the ground receptors would be largely blocked, thereby reducing levels by at least an additional 5 dBA (FHA 2001). Additionally, the rooftop amenities would not be open to the public but would be accessible to residents and guests only. Therefore, noise impacts from the rooftop deck would be less than significant.

Ground-Floor Courtyards

The proposed project would have two ground-floor courtyards on the western portion of the project site. One courtyard would be largely enclosed by the proposed residential building itself, except for the entryway next to Del Amo Circle. The second courtyard would be just north of the first and partially enclosed by the proposed residential building's north, east, and south facades, and fronting Del Amo Circle. The main noise source associated with the proposed courtyards would be conversations typically with two people. These passive spaces are usually quiet in nature used for residences quiet leisure. As stated above, a typical conversation generates noise levels 67 dBA at a distance of 3 feet for a group of people. The nearest sensitive receptor to the courtyards is the Extended Stay America hotel, approximately 95 feet to the west. At 95 feet, noise levels would attenuate to 30 dBA to 36 dBA (not accounting for acoustical shielding due to partial enclosure of the courtyards). Therefore, noise levels would not substantially increase ambient noise levels and noise sensitive receptors and would not exceed the TMC daytime nor nighttime exterior noise standard of 55 dBA and 50 dBA, respectively. Therefore, operational noise impacts from ground-floor courtyards would be less than significant.

Traffic Noise

A project would normally have a significant effect on the environment related to noise if it would substantially increase the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of

approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA are perceptible under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an exterior environment. Based on this, the following thresholds of significance—similar to those recommended by the Federal Aviation Administration (FAA)—are used to assess traffic noise impacts at sensitive receptor locations. A significant impact would occur if traffic noise increase would exceed:

- 1.5 dBA in an ambient noise environment of 65 dBA CNEL and higher.
- 3 dBA in an ambient noise environment of 60 to 64 CNEL.
- 5 dBA in an ambient noise environment of less than 60 dBA CNEL.

Project-related traffic noise increases were calculated using study roadway segment volumes provided by LLG for existing and opening year scenarios with and without the project trip contributions. Results are summarized in Table 5-12, *Project Traffic Noise Increase*. Traffic modeling based on data provided by LLG indicates that project-related increases would be up to 0.3 dBA CNEL along Carson Street, between Anza Avenue and Hawthorne Boulevard. Traffic noise increases would not exceed 1.5 dBA CNEL (the lowest acceptable increase). Therefore, traffic noise impacts would be less than significant.

Table 5-12 Project Traffic Noise Increase

Roadway Segment	ADT				dBA CNEL	
	Existing No Project	Existing Plus Project	Opening Year Plus Ambient No Project	Opening Year Plus Ambient With Project	Project Noise Increase Over Existing Conditions	Opening Year With Project Noise Increase
Anza Avenue -Torrance Boulevard and Lenore Street	27,425	27,470	27,889	27,934	0.0	0.1
Anza Avenue - Lenore Street and Carson Street	27,425	27,470	27,889	27,934	0.0	0.1
Anza Avenue -Carson Street and Sepulveda Boulevard	26,410	26,501	26,889	26,980	0.0	0.1
Torrance Boulevard - Anza Avenue and Hawthorne Boulevard	28,441	28,555	28,952	29,066	0.0	0.1
Carson Street - Anza Avenue and Hawthorne Boulevard	14,221	14,739	14,729	15,247	0.2	0.3
Ocean Avenue - Torrance Boulevard and Carson Street	2,032	2,055	2,064	2,087	0.0	0.1
Hawthorne Boulevard - Torrance Boulevard and Carson Street	67,040	67,317	68,304	68,581	0.0	0.1
Hawthorne Boulevard - Carson Street and Sepulveda Boulevard	61,961	62,188	63,170	63,397	0.0	0.1
Torrance Boulevard - Hawthorne Boulevard and Madrona Avenue	35,551	35,669	36,193	36,311	0.0	0.1
Carson Street - Hawthorne Boulevard and Madrona Avenue	28,441	28,550	28,965	29,074	0.0	0.1
Madrona Avenue - Torrance Boulevard and Carson Street	33,520	33,538	34,061	34,079	0.0	0.1

Source: LLG Engineers, 2022.

5. Initial Study and Environmental Analysis

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b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Construction can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The effects from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures.

As discussed in the Noise Memo (see Appendix G), City of Torrance does not have established thresholds for vibration. Therefore, the Federal Transit Administration (FTA) criteria in as shown in the Noise Memo, Table 2, is used to determine impact significance at nearby structures. To determine potential vibration-induced architectural damage, it is conservatively assumed that construction equipment could operate at the edge of the project site. Therefore, the distance from the vibration source (construction equipment) to the sensitive receptor is measured from the edge of the construction site to the nearest structure's façades. The proposed project involves construction activities adjacent to the parking structure at the Del Amo Crossing Commercial Center. Specifically, pavement stripping, grading, and repaving for the proposed roadway could occur within 15 feet of the adjacent parking structure. Such structures are built with reinforced concrete, and the FTA threshold of 0.5 in/sec PPV could be appropriately applicable, but for a conservative analysis a threshold of 0.3 in/sec PPV is used. Other surrounding nearby structures include the Banc of California at, approximately 30 to the east the future senior housing and residential structures approximately 65 feet to the north and 145 feet to the southwest, respectively. Table 5-13, *Vibration Levels for Typical Construction Equipment,* summarizes vibration levels for typical construction equipment at a reference distance of 25 feet and distances to the surrounding structures.

Table 5-13 Vibration Levels for Typical Construction Equipment

Equipment	FTA Reference PPV (in/sec) at 25 feet	Parking Structure to northeast at 15 feet *FTA threshold of 0.3 in/sec PPV*	Banc of California Structure to east at 30 feet *FTA threshold of 0.3 in/sec PPV*	Residential Structures to southwest at 145 feet *FTA threshold of 0.2 in/sec PPV*	Future Senior Housing to north at 65 feet *FTA threshold of 0.2 in/sec PPV*
Vibratory Roller	0.21	0.452	0.0160	0.015	0.050
Large Bulldozer	0.089	0.191	0.068	0.006	0.021
Loaded Trucks	0.079	0.164	0.058	0.005	0.018
Jackhammer	0.035	0.075	0.027	0.003	0.008
Small Bulldozer	0.003	0.006	0.002	<0.001	0.001
Exceeds FTA Threshold?		**Yes**	**No**	**No**	**No**

Source: FTA 2018.

Paving activities and equipment within 15 feet of the parking structure could result in excessive groundborne vibration levels at the adjacent parking structure. However, with incorporation of Mitigation Measure NOI-1, project-related vibration levels would be reduced to below 0.3 in/sec PPV and impacts would be less than significant.

Mitigation Measures

NOI-1 During construction activity, specifically paving and vibration compaction within 15 feet of any structure, the construction contractor(s) shall use a static roller in lieu of a vibratory roller. Specifically, use of a static roller is predicted to generate vibration levels of approximately 0.05 in/sec PPV at a distance of 25 feet (New Zealand Transport Agency 2012). At 15 feet, vibration levels would be approximately 0.11 in/sec PPV. Prior to issuance of any construction permits, the vibration equipment requirements shall be noted on all construction management plans and architectural building plans and verified by the City of Torrance Planning Division.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. The nearest airport to the project site is Zamperini Field Airport, approximately 1.5 miles to the south (Airnav 2022). This is outside of the airport land use plan. The proposed project would not expose people residing or working in the project area to excessive noise levels and impacts would be less than significant.

5.5.14 POPULATION AND HOUSING

As described in Chapter 2, *Project Description*, and Chapter 3, *SCEA Criteria and TPP Consistency Analysis*, the proposed project is a residential development on an existing site within a TPA and SB 743 applies to the project. Therefore, the project's potential growth inducing impacts shall not be considered environmental impacts. As such, the analysis presented in the population and housing section related to population growth is for informational purposes only.

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact.

Construction

Construction of the project would provide short-term jobs and thus construction jobs would be temporary and specific to the project site. It is anticipated that the project-related construction labor force would already be in the city or from the greater Los Angeles area. Workers would not be expected to relocate their places of residence because of working on the proposed project. Temporary construction of the project would not be expected to induce substantial population growth or demand for housing either directly or indirectly; therefore, impacts would be less than significant.

Operation

SCAG is the nation's largest metropolitan planning organization, representing six counties and 191 cities – including Torrance. State law requires SCAG to develop an RTP/SCS every four years. The most recent RTP/SCS, titled Connect SoCal, was adopted on September 3, 2020. The RTP/SCS is an important regional document to guide land use planning and transportation projects in the region. Demographic projections and changes in the region are therefore an essential component for the RTP/SCS. In conjunction with the RTP/SCS, SCAG develops the RHNA every eight years.

Table 5-14, *Population and Housing Growth Projections for the City of Torrance*, indicates the growth projections for the city of Torrance. As shown in the table below, Connect SoCal projects that the city of Torrance would experience a growth of 4.08 percent and 3.06 percent in population and housing, respectively, by 2045 based on 2016 levels. The proposed project would account for approximately 9.07 percent of the projected population growth and 11.76 percent of the projected housing unit growth between 2016 and 2045.

According to the RHNA, Torrance's share of regional future housing need for the 2021-2029 planning period has been determined by SCAG to be a total of 4,939 housing units (Torrance 2022b). After accounting for residential projects approved and pending approval, the City of Torrance has a RHNA of 3,949 units (Torrance 2022b). The proposed project would construct 200 units of multi-family housing and would serve to help meet the City's RHNA number.

Table 5-14 Population and Housing Growth Projections for the City of Torrance

	2016	2045	Change 2016-2045	Percent Increase	Proposed Project	2016 Plus Project
Population	147,100	153,100	6,000	4.08	544	147,644
Household	55,600	57,300	1,700	3.06	200	55,800

Source: SCAG 2020a,

The proposed project consists of the development of 200 new dwelling units. Assuming an average of 2.72[6] residents per dwelling unit, the proposed project would generate 544 residents. This conservative estimate assumes that all 544 residents are new residents to the city, although a portion of the project residents may be existing city residents who decide to relocate to the project site. As shown in Table 5-14, the proposed project anticipated population and household generation is within the anticipated growth for the city.

Since the proposed project would not generate unplanned population growth and would not generate indirect population growth, the operation of the proposed project would result in a less than significant impact.

[6] This rate is based on Torrance's' 2020 population (147,067) and the total number of dwelling units in the city (53,995) (U.S. Census 2020).

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is developed, vacant land and is currently occupied by a parking lot. As such, no existing persons or housing currently reside at the project site. For this reason, the proposed project would not displace persons or housing, and no impact would occur.

5.5.15 PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?

Less Than Significant Impact. Fire Prevention and emergency medical services in the City of Torrance are provided by the Torrance Fire Department (TFD): service include fire suppression, technical rescue, hazardous material response, electronic fire inspections, and public education/community outreach. There are four existing fire stations within two miles of the project site, which include:

- **Fire Station 6**, located at 21401 Del Amo Circle, approximately 0.1 mile from the project site
- **Fire Station 5**, located at 1701 Crenshaw Boulevard, approximately 1 mile from the project site
- **Fire Station 4**, located at 5205 Calle Mayor, approximately 1.5 miles from the project site
- **Fire Station 1**, located at 1701 Crenshaw Boulevard, approximately 1.5 miles from the project site

The project site is within Planning Zone 96 (PZ96) and primary fire protection services would be from Fire Station 6, which is located 500 feet northwest. Fire Station 6 is staffed with nine sworn response personnel on duty each day, members of the HAZMAT team, and staff. Fire Station 6 has six different frontline apparatuses: a 4-person engine company (Engine 96), a 3-person Truck (Truck-96) for fire suppression, an urban search and rescue vehicle (USAR 96), EMT vehicle and other specialized vehicles. Fire station 6 specializes in cleaning turnouts after structure fires, managing Self-Control Breathing Apparatus maintenance and repair, and USAR training and response (TFD 2022).

All firefighters in the TFD are either emergency medical technicians or paramedics, at a minimum there are 11 paramedics staffed 24/7. Many of engine companies carry advanced life support equipment and a paramedic, other engines carry basic life support equipment (TFD 2022).

Project construction could potentially impact the provision of TFD services in the vicinity of the project site as a result of construction impacts to the surrounding roadways. While construction activities would primarily be contained within the boundaries of the project site, access to the project site and the surrounding vicinity could be impacted by temporary lane closures, roadway/access improvements, and the construction of utility line connections. Construction activities would also generate traffic associated

with the movement of construction equipment, the hauling of soil and construction materials to and from the project site, and construction worker traffic. Thus, although construction activities would be short-term and temporary for the area, project construction activities could temporarily increase response times along adjacent streets due to travel time delays caused by traffic during the project's construction phase. However, construction-related traffic would for the most part occur outside the typical weekday commuter morning and afternoon peak periods, thereby reducing the potential for traffic-related conflicts. The project would also employ temporary traffic controls, such as flag persons, as needed to control traffic movement during temporary traffic flow disruptions. Traffic management personnel would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access. Appropriate construction traffic control measures (e.g., detour signage, delineators, etc.) would also be implemented, as necessary, to ensure emergency access to the project site and traffic flow is maintained on adjacent rights-of-way. Furthermore, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Since emergency access to the project site would remain unobstructed during construction of the project, impacts related to TFD emergency access would be less than significant.

Regarding TFD emergency vehicle response during operation, the project would introduce new uses to the project site that would generate additional traffic in the project vicinity. Project-related traffic would have the potential to affect TFD emergency vehicle response to the project site and surrounding properties due to travel time delays caused by the additional traffic. However, drivers of police emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens and flashing lights to clear a path of travel or driving in the lanes of opposing traffic, pursuant to CVC Section 21806. Accordingly, project operation, including traffic generated by the project, would not cause a substantial delay in emergency response to the project area due to traffic congestion. In addition, emergency vehicles would access the project site directly from the surrounding roadways.

The proposed project would include new fire prevention infrastructure pursuant to current code requirements. The City of Torrance has adopted the California Fire Code (Title 24, Part 9 of the California Code of Regulations) in the city of Torrance Municipal code as Section 85.1.010, which regulates new structures related to safety provisions, emergency planning, fire-resistant construction, fire protection systems, and appropriate emergency access throughout a site. The proposed project's adherence to the existing fire code requirements would be verified as part of the regular permitting process.

As the project site is less than two miles away from four fire stations, and the project would be constructed pursuant to existing California Fire Code regulations, the proposed project would not result in the need for new or physically altered Fire Department facilities that could cause significant environmental impacts. As discussed in Section 5.5.14, *Population and Housing,* the proposed project's population and housing is consistent with the growth projections for the city of Torrance. Although project development would result in an increase in demands for fire protection and emergency medical services, it would not result in a significant impact to fire services. The proposed project would contribute with the Development Impact Fee (DIF) adopted by the City of Torrance in October 2005. The DIF is a one-time cost other than a tax

or special assessment fee that is charged by a local government agency. The DIF is applied to pay a portion of the cost identified for public facilities, such as fire protection.

In addition, consistent with *City of Hayward v. Board Trustees of California State University* (2015) 242 Cal.App.4th 833 ruling and the requirements stated in the California Constitution Article XIII, Section 35(a)(2), the obligation to provide adequate fire protection and emergency medical services is the responsibility of the City of Torrance. Through the city's regular budgeting efforts, TFD's resource needs, including staffing, equipment, trucks and engines, ambulances, other special apparatuses and possibly station expansions or new station construction, would be identified and allocated according to the priorities at the time.

Therefore, with the implementation of DIF and compliance with local fire development codes and based on applicable case law, the proposed project would have less than significant impact with regards to fire protection.

ii) Police protection?

Less Than Significant Impact. The Torrance Police Department (TPD) provides police protection to the city of Torrance. The closest police station is located at 3300 Civic Center Drive, 0.9 miles from the project site. According to the TPD, they currently employ 227 sworn officers and 128 civilian staff (TPD 2022). The proposed project includes construction of 200 multi-family units within an existing commercial and residential area. As discussed in Section 5.5.14.a, the proposed project population and housing is within growth projections for the City of Torrance. Typically, residential uses result in a higher demand for police protection services compared to other uses because they add new residents to an area and result in more time spent at onsite (i.e., at home) compared to other uses (e.g., commercial uses). Therefore, while the proposed project may lead to an increase in demand for police protection services, such as increase in service calls and traffic enforcement, by adding new residents to the area, such an increase is within the projected growth for the city. Additionally, the proposed project would be required to pay all applicable DIFs which would contribute to funding the police station and the TPD. These fees are in place to address any incremental development project impact and are to be used for infrastructure improvements and services. Development of the project would not result in the need for construction associated with an expansion of existing or development of a new police station.

Regarding police emergency vehicle response, the project would introduce new uses to the project site that would generate additional traffic in the project vicinity. Project-related traffic would have the potential to affect police emergency vehicle response to the project site and surrounding properties due to travel time delays caused by the additional traffic. However, drivers of police emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens and flashing lights to clear a path of travel or driving in the lanes of opposing traffic, pursuant to CVC Section 21806. Accordingly, project operation, including traffic generated by the project, would not cause a substantial delay in emergency response to the project area due to traffic congestion. In addition, emergency vehicles would access the project site directly from the surrounding roadways.

In addition, consistent with City *of Hayward v. Board Trustees of California State University* (2015) 242 Cal.App.4th 833 ruling and the requirements stated in the California Constitution Article XIII, Section 35(a)(2), the obligation to provide adequate police protection services is the responsibility of the City of Torrance. Through the city's regular budgeting efforts, TPD's resource needs, including staffing, equipment, trucks and engines, ambulances, other special apparatuses and possibly station expansions or new station construction, would be identified and allocated according to the priorities at the time.

Therefore, the proposed project would result in a less than significant impact to police services.

iii) Schools?

Less Than Significant Impact. The Torrance Unified School District (District) would serve the proposed project. The District serves grades from preschool to adult school with 17 elementary schools, 8 middle schools, 5 high schools, 1 continuation school, 1 alternative high school and 2 adult school campuses. The project site is within the school boundaries of Anza Elementary School (K-5), Jefferson Middle school (6-8), and West High School (9-12). Table 5-15, *Schools Serving the Project site*, summarizes each of the of the school's enrollment.

Table 5-15 Schools Serving the Project Site

School	Distance from Project Site	Total Enrollment					Change in Enrollment from 2017 to 2022
		2017-18	2018-19	2019-20	2020-21	2021-2022	
Anza Elementary School	0.5 miles	644	646	667	642	582	-62
Jefferson Middle school	0.1 miles	627	636	646	667	669	+42
West High School	1.2 miles	2,031	2,047	1,980	1,903	1,871	-160

Source: CDE 2021

As shown in Table 5-15, the elementary school and high school serving the project site have experienced a decline in enrollment over the past five years, and overall the three schools serving the project site have experienced a decline of 180 students. As shown in Table 5-16, *New Students Generation Summary,* the proposed project would generate approximately 85 students and the schools serving the project would have available capacity to absorb any students generated by the proposed project. Additionally, the proposed project consists mainly of studio and one-bedroom units, which typically do not yield school-age students.

Table 5-16 New Student Generation Summary

School Level	Dwelling Units	Generation Factor	Students
Elementary (TK-6)	200	0.2269	46
Middle (7-8)	200	0.0611	13
High (9-12)	200	0.1296	26
		Total	**85**

Sources: LAUSD 2020

The proposed project would be required to pay school impact fees, pursuant to SB 50, to reduce impacts to the school system. The school districts collect these fees at the time of issuance of building permits. The California legislature has found that funding program established by SB 50 constitutes "full and complete mitigation of the impacts" on the provision of adequate school facilities (Government Code Section 65995(h)). SB 50 sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to demand mitigation of a project's impacts on school facilities in excess of fees in Education Code 17620.

The addition of students generated by the proposed project to area schools would not substantially increase enrollment. Development of the project would not result in the need for construction associated with an expansion of existing or development of new schools such that environmental impacts would result. Therefore, project-related impacts to school facilities would be less than significant.

iv) Parks?

Less Than Significant Impact. The City of Torrance has a total 355.16-acres of park and recreation facilities, with a total of 34 city parks (Torrance 2010a).

Sea-Aire Park & Golf Course, Paradise Park, Delthorne Park, Hickory Park, Victor Park, and the Madrona Marsh Preserve are the closest parks and recreational areas to the project site. See Table 5-17, *Parks Near the Project Site,* below for information about the nearby parks. The closest regional park to the project site is Charles H. Wilson Park, approximately 2.5 miles to the east. This regional park is approximately 44.1-acres, and is equipped with picnic areas, barbecues, softball diamonds, basketball courts, tennis courts, children's play equipment, exercise path, and restrooms. Other park amenities also include a universally accessible tree house, pickleball courts, roller hockey rink, indoor sports center, batting cages, mini-train ride, and splash pad.

Table 5-17 Parks Near the Project Site

Name	Distance from Project Site	Size	Park Type	Amenities
Sea-Aire Park &Golf Course	<1-mile	5.2-acres	Special Use Facilities	Meeting rooms, kitchens, children's play equipment, and restrooms.
Paradise Park	1-mile	4.7-acres	Neighborhood Park	Picnic areas, barbecues, tennis courts, children's play equipment, and restrooms.
Delthorne Park	1-mile	9.7-acres	Neighborhood Park	Picnic areas, barbecues, basketball courts, children's play equipment, and restrooms.
Hickory Park	3-miles	5.8-acres	Neighborhood Park	Picnic areas, barbecues, tennis courts, children's play equipment, exercise path, and restrooms.
Victor Park	1.3-miles	6.6-acres	Community Park	Picnic areas, barbecues, softball diamond, soccer field, basketball courts, children's play equipment, exercise path, and restrooms
Madrona Marsh Preserve	1.5-miles	44-acres	Special Use Facilities	Meeting rooms and restrooms

Source: Torrance 2010a

According to the Cities Community Resources Element, policy CR.6.1, the city seeks to provide open space at a ratio of 10 acres per 1,000 residences (Torrance 2010a). Implementation of the proposed project would generate approximately 544 new residents who, conservatively assuming all come from outside of Torrance, would create an additional demand for park resources. The City collects a Parks and Recreation service fee is to offset additional services when new residential development is implemented. The fee is split between the Recreation Fund and the Open Space Fund. The proposed project's demands for park space would be partially offset by the provision of open space and recreational uses on-site. In addition to the onsite recreational facilities for residents and open space, the proposed project would be required to applicable pay park and recreation in-lieu fees, and Community Services Fees as part of the City Developer Impact Fees (DIFs). Provision of recreational and open space facilities onsite along with the payment of in-lieu fees would ensure that the proposed project would not warrant the need for new or physically altered facilities. Therefore, the impact for the proposed project related to parks would be less than significant.

v) Other public facilities?

Less Than Significant Impact. In addition to the public facilities discussed in Sections 5.5.15.a.i to iv, this analysis anticipates that a portion of the project residents would use public libraries. The City of Torrance is served by the Torrance Public Library system. The project site is served by the Katy Geissert Civic Center Library (Library) located at 3301 Torrance Boulevard located 1.5-miles northeast of the project site. The Torrance Public Library system includes six library branches located throughout the City.

Library resources include over 400,000 books and approximately 900 periodical subscriptions (Torrance 2010a).

While the addition of project residents would not result in a substantially adverse physical change to library facilities or warrant the need for new or physically altered facilities, additional service needs are requested, which would be coordinated between the Library, the City, and the project applicant directly. The need for materials or funds would not result in a physical change in the environment. Additionally, operation of the proposed project would contribute to funding sources that support the Torrance Public Library system, such as property taxes. As development occurs, property tax revenue should grow proportionally with the property tax collections. The proposed project would also be required to pay Library Fees as part of the City DIFs. Therefore, with access to online resources, and the proposed project' payment of property taxes and DIFs, the proposed project would not have a substantial impact associated with the provision of new or physically altered facilities; impacts to libraries would be less than significant.

5.5.16 RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. The City of Torrance General Plan Community Resources Element states that there is a total of 355.16-acres of park and special use facilities with 271.16-acres of park space and 84-acres of special use facilities (Torrance 2010a).

Sea-Aire Park &Golf Course, Paradise Park, Delthorne Park, Hickory Park, Victor Park, and the Madrona Marsh Preserve are the closest parks and recreational areas to the project site.

The closest regional park to the project site is Charles H. Wilson Park, approximately 2.5 miles to the east. This regional park is approximately 44.1-acres, and is equipped with picnic areas, barbecues, softball diamonds, basketball courts, tennis courts, children's play equipment, exercise path, and restrooms. Other park amenities also include a universally accessible tree house, pickleball courts, roller hockey rink, indoor sports center, batting cages, mini-train ride, and splash pad.

The proposed project's park and recreation demand would be met by a combination of onsite amenities and payment of in-lieu fees. Provision of onsite recreational amenities along with the payment of in-lieu fees would ensure that the proposed project's residents would not increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, a less than significant impact on city and regional recreation facilities would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Less Than Significant Impact. As previously discussed under Section 5.5.16.a, the proposed project's park and recreation demand would be met by a combination of area recreational facilities, onsite amenities and

payment of in-lieu fees. The proposed project includes the development of private recreational uses and open spaces. The proposed project development includes 32,068 square feet of open space (passive, plaza-type green spaces) and 19,473 square feet of private open space (residential balconies). Additionally, the parking structure roof would include private space consisting of a pool for residents and their guests, totaling to 12,326 square feet. The proposed project does not involve the construction of recreational facilities beyond what is proposed on-site. Therefore, a less than significant impact would occur under the proposed project.

5.5.17 TRANSPORTATION

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

- Local Circulation Analysis Report, Del Amo Circle Drive Apartments, Torrance, California, June 14, 2022 (Appendix H)
- *Vehicle Miles Traveled (VMT) Screening Assessment for the Proposed Del Amo Circles Apartments Project*, June 14, 2022, prepared by Linscott, Law & Greenspan, Engineers (LLG) (Appendix I)

Would the project:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. A significant impact may occur if the proposed project conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The City's Circulation Element sets forth goals and policies pertaining to complete streets, transit and public transportation, bicycle routes and pedestrian facilities, and safety, among others. During construction of the proposed project including trenching associated with utility connections, there could be temporary lane closures or detours, which could temporarily conflict with City policies addressing the circulation system. Mitigation Measure TRA-1 would ensure that any impacts to the circulation system, including transit, roadway, bicycle and pedestrian facilities, are reduced to less than significant.

The proposed project would comply with Objective CI.3 of the City's Circulation and Infrastructure Element, to maintain a Level of Service (LOS) D or better at intersections within the City. The proposed project is forecast to generate 908 daily trips, with 74 trips (17 inbound, 57 outbound) produced in the AM peak hour, and 78 trips (48 inbound, 30 outbound) produced in the PM peak hour. The Circulation Analysis Report prepared for the proposed project studied 18 intersections located near the project site to determine the existing and future AM and PM peak hour traffic volumes. All 18 study intersections are forecast to operate at an acceptable LOS, at LOS D or better, during the AM and PM peak hours. Thus, no significant impacts based on the Objective CI.3 would occur.

The proposed project would support Objective CI.5 of the Circulation and Infrastructure Element, to meet the parking needs of businesses, residents, and visitors. The proposed project includes the development of 200 residential apartment units with 440 parking spaces within a 169,946 square foot, 6.5-level parking structure from street level and a partial subterranean level.

The proposed project would not conflict Objective CI.8 of the Circulation and Infrastructure Element, **t**o maintain a comprehensive system of pedestrian pathways and bicycle routes that provide viable options to travel by automobile. Pedestrian circulation for the proposed project would be provided via existing public sidewalks along Del Amo Circle West, Carson Street, and Hawthorne Boulevard within the vicinity of the project site. The existing sidewalk system within the project vicinity provides direct connectivity to the existing development located along major thoroughfares. Pedestrian pathways would access Del Amo Circle West from the two ground-level courtyards. An ADA-accessible ramp to Del Amo Circle West would be provided at the northwest corner of the development. Additional access would be provided via building entries/exits located on Del Amo Circle West and Carson Street. The proposed project would provide 6 short-term bike parking spaces in the northeast corner of the project site, outside the leasing office.

Overall, operation of the proposed project would not conflict with the City's Circulation and Infrastructure Element's goal to provide a balanced transportation system that provides for the safe, convenient, and efficient movement of people and goods throughout the city and region and an infrastructure system that supports the local economy and quality of life in Torrance.

With implementation of mitigation measure TRA-1 during construction, the proposed project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, impacts would be less than significant with the incorporation of mitigation measure TRA-1.

Mitigation Measures

TRA-1 During construction of the proposed project, the construction contractor(s) shall prepare a Traffic Construction Management Plan for review and approval by the City of Torrance Planning Division. The plan shall address the need for any temporary lane closures or detours and shall define how access to public transit and pedestrian facilities are not affected by the project. The plan shall at minimum define detour plans including routes and flagging, identify construction employee parking areas, and provide contact information should concerns arise.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less Than Significant Impact. A technical memorandum was prepared for the proposed project in accordance with the City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects, to determine whether the proposed project would be required to conduct a detailed VMT analysis (Torrance 2021; Appendix I).

The project site is located within Traffic Analysis Zone (TAZ) 21270100, which is generally bounded by Torrance Boulevard on the north, Carson Street on the south, Ocean Avenue on the west and Hawthorne Boulevard on the east. Based on the City's Guidelines for Land Use Projects, the residential and office projects located in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), would tend to exhibit similarly low VMT (See Figure 3-1). As such, the proposed project is located within a low VMT per capita TAZ and is within a TPA (See Figure 3-2). Therefore, in accordance with the City's guidelines, the proposed project is assumed to have a less than significant CEQA related transportation

impacts, and thus no further VMT analysis is necessary or required. Therefore, impacts would be less than significant.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The existing driveways on Carson Street and Del Amo Circle West would provide access to the subject property for project vehicles. Vehicular access would be provided via the existing full access unsignalized driveway located on Carson Street, which now serves the Del Amo Financial Center, and the existing full access all-way stop unsignalized driveways on Del Amo Circle, which would also serve as access to the under construction senior assisted living development located on an adjacent parcel directly to the north. Pedestrian pathways from the project would access Del Amo Circle West from the two ground-level courtyards. An ADA-accessible ramp to Del Amo Circle West would be provided at the northwest corner of the project. Additional access would be provided via building entries/exits located on Del Amo Circle West and Carson Street. The proposed project would provide 6 short-term bike parking spaces in the northeast corner of the project site, outside the leasing office.

The vehicle access points to the project site would be designed and constructed to ensure adequate vehicle and emergency access and provide a continuous path of travel. The proposed project does not necessitate or include any major changes to roadways, driveways, or circulation. The proposed project's driveways and vehicular access points would not introduce hazardous design features. Additionally, the proposed project is a residential project within an urban area and does not include incompatible uses such as farm equipment. As such, the proposed project does not represent an incompatible use. Therefore, the impact would be less than significant to geometric design features or incompatible uses.

d) Result in inadequate emergency access?

Less Than Significant Impact. According to the City's Circulation and Infrastructure Element, Hawthorne Boulevard is designated as a Principal Arterial roadway and Carson Street is designated as a Major Arterial roadway; additionally, both roadways are designated as disaster routes by the Los Angeles County Department of Public Works and may be used for emergency access during disaster (Torrance 2010a; TFD 2017). Implementation of the proposed project would be limited to the project site and would not hinder vehicle access along Hawthorne Boulevard or Carson Street. Additionally, the proposed project would comply with the adopted emergency operations within the Torrance Emergency Operations Plan and would not physically interfere with agencies' ability to execute their responsibilities. On-site circulation was evaluated for a fire truck, and access to and from the site via a fire truck are considered adequate. Therefore, the proposed project would result in less than significant impacts to emergency access. Refer also to Sections 5.5.15.i and ii above.

5.5.18 TRIBAL CULTURAL RESOURCES

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

No Impact. The proposed project site is currently a paved parking lot does not contain any identified known tribal cultural resources. The project site does not contain any features meeting the historic resource criteria and does not meet the definition of a historic resource pursuant to CEQA. Implementation of the project would not result in any substantial adverse change in a tribal cultural resource defined pursuant to PRC Section 5024.1 or PRC Section 5020.1 (k). No impact would occur.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact With Mitigation Incorporated. The proposed project site is located within a highly urbanized area, currently contains a paved parking lot, and has been previously disturbed. The project site does not meet any of the historical resources criteria outlined in the PRC Section 5024.1. No known tribal cultural resources exist onsite.

In considering the significance of the resource to a California Native American tribe, the City contacted the Native American Heritage **Commission** (NAHC) for the listing of tribes with traditional lands or cultural places located within the boundaries of the project site. Additionally, a Sacred Lands File Search was conducted as part of the Cultural Assessment and yielded negative results (see Appendix D). The NAHC provided a list of eight Native American Tribes that may have information about the project area. These California Native American tribes include:

- Gabrieliño Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Santa Rosa Band of Cahuilla
- Soboba Band of Luiseno Indians
- Soboba Band of Luiseno

The City sent out tribal consultation **letters** to the eight tribes via mail on August 2, 2022 pursuant to Assembly Bill 52. The City received one request to consult from Gabrieleno Band of Mission Indians-Kizh Nation.

The City conducted tribal consultation with Gabrieleno Band of Mission Indians-Kizh Nation, which included coordination regarding appropriate mitigation measures to ensure that any impacts to previously unidentified tribal cultural resources that may occur during construction are reduced. Mutual closure of consultation and concurrence on mitigation occurred in October 2022. With incorporation of mitigation measures as identified in TCR-1, TCR-2, TCR-3, TCR-4, and TCR-5, impacts to tribal cultural resources would be less than significant.

Mitigation Measures

TCR-1 Prior to the issuance of a demolition permit for the Project, the Applicant shall retain, at its cost, a Native American Monitor from the Gabrieliño Band of Mission Indians – Kizh Nation (Kizh Nation or Tribe). The Native American Monitor shall be present during the following construction activities that have the potential for encountering tribal cultural resources: demolition, pavement removal, clearing/grubbing, drilling/augering, potholing, grading, trenching, excavation, tree removal or other ground disturbing activity associated with the Project (collectively "ground disturbing activities"). Notwithstanding the foregoing, Native American monitoring shall not be required for any moving of soils after they have been initially disturbed or displaced by Project-related construction. The Applicant shall prepare a monitoring agreement with the Kizh Nation that outlines the roles and responsibilities of the Native American Monitor and shall submit this agreement to the City prior to the issuance of demolition permit for the Project.

Prior to commencement of ground disturbing activities, a Tribal Cultural Resources Sensitivity Training session shall be held for those construction personnel who will be directly involved in the ground disturbing activities. The training session shall be carried out by the Native American Monitor and shall focus on how to identify tribal cultural resources that may be encountered during ground disturbing activities and the procedures to be followed in such an event. If the Native American Monitor is not present at the Project Site on any given workday, ground disturbing activities may continue if the workers involved in such activities attended the training session.

Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined appropriate by the Native American Monitor in the event there appears to be little to no potential for impacting tribal cultural resources. Native American monitoring shall conclude no later than conclusion of ground disturbing activities.

TCR-2 The Native American Monitor shall complete daily monitoring logs that provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs shall

identify and describe any discovered tribal cultural resources, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the Applicant and the City upon written request to the Tribe. The Applicant shall not be deemed to be out of compliance with this measure if the Native American Monitor fails to complete or submit any such monitoring logs.

TCR-3 In the event of a discovery of potential tribal cultural resources at the Project Site, Native American Monitor (after consultation with the Applicant) shall have the authority to temporarily divert, redirect, or halt ground-disturbance activities to allow identification, evaluation, and potential recovery of such potential resources. After consulting with the Native American Monitor, the Applicant shall establish an appropriate buffer area of at least 50 feet in accordance with industry standards, reasonable assumptions regarding the potential for additional discoveries in the vicinity, and safety considerations for those making an evaluation and potential recovery of the discovery. This buffer area shall be established around the find where ground-disturbing activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area.

Within three (3) business days of such discovery, a meeting shall take place between the Applicant, the Tribe, and the City to discuss the significance of the find and whether it qualifies as a tribal cultural resource pursuant to Public Resources Code Section 21074(a). If, as a result of the meeting and after consultation with the Tribe and the Applicant, the City determines, based on substantial evidence, that the resource is in fact a tribal cultural resource, the Applicant shall develop a reasonable and feasible treatment plan, with input from the Tribe, and with the concurrence of the City's Planning Director. The treatment measures in the treatment plan shall be in compliance with any applicable federal, State, or local laws, rules or regulations. The treatment plan shall also include measures regarding the curation of the recovered resources.

If the Tribe does not accept a particular recommendation determined to be reasonable and feasible by the Applicant (including, but not limited to, the size of the buffer set forth above), the Tribe may request mediation by a mediator agreed to by the Applicant and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may: (1) require the recommendation be implemented as originally proposed by the Applicant ; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate any significant impacts to tribal cultural resources. The Applicant shall pay all costs and fees associated with the mediator.

The Applicant may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in the above paragraphs.

The recovered Native American resources may be placed in the custody of the Tribe, who may choose to use them for their educational purposes, or they may be curated at a public, non-profit institution with a research interest in the materials. If neither the Tribe nor an institution accepts the resources, they may be donated to a local school or historical society in the area for educational purposes.

TCR-4 Upon any discovery of human remains and grave goods directly associated with such human remains (Associated Grave Goods), the Tribal Monitor and Applicant will immediately divert work at minimum of 50 feet and place an exclusion zone around the burial. The Applicant will then notify the Tribe and call the coroner. Work will continue to be diverted until the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner, as mandated by state law, will notify the NAHC, who will then appoint a Most Likely Descendent (MLD).

TCR-5 The MLD may make recommendations to the Applicant for means of treating or disposing of, with appropriate dignity, the human remains and any Associated Grave Goods as provided in Public Resources Code section 5097.98. The Applicant shall discuss and confer with the MLD all reasonable options regarding the preferences for treatment. The preferences of the MLD for treatment may include the following:

- The nondestructive removal and analysis of human remains and Associated Grave Goods.
- Preservation of Native American human remains and Associated Grave Goods in place.
- Relinquishment of Native American human remains and Associated Grave Goods to the MLD for treatment.
- Other culturally appropriate treatment.

Where the following conditions occur, the Applicant or authorized representative shall rebury the Native American human remains and Associated Grave Goods with appropriate dignity on the property in a location not subject to further subsurface disturbance as determined by the Applicant:

- The NAHC is unable to identify an MLD or the identified MLD fails to make a recommendation within 24 hours after being notified by the NAHC;
- The Applicant or its authorized representative rejects the recommendation of the MLD and the mediation by the NAHC pursuant to Public Resources Code section 5097.94(k) fails to provide measures acceptable to the Applicant

In the event preservation of the human remains and Associated Grave Goods in place is not feasible, the Applicant shall arrange a designated location within the Project Site with appropriate dignity. For purposes of this Agreement, a location of appropriate dignity on the Project Site includes a location that is buried at a sufficient depth and buried in a such a manner as to ensure that the site is not subject to further subsurface disturbance as determined by the Applicant with input from the MLD. Such location may be under any project construction or contemplated project construction as determined by the Applicant.

In the event the Applicant and the MLD agree to a location within the Project Site, the Applicant shall do one or more of the following to protect the location:

- Record the site with the NAHC or the appropriate Information Center;
- Utilize conservation zoning designation or easement;
- To the extent allowed by law, record a document with the County of Los Angeles entitled "Notice of Reinterment of Native American Remains" and shall include a legal description of the property, the name of the Applicant, and the Applicant's acknowledged signature, in addition to any other information required by this section. The document shall be indexed as a notice under the name of the Applicant.

If the Applicant and MLD cannot agree to a feasible location within the Project Site, the MLD shall take possession of the human remains for appropriate off-site treatment, as determined by the MLD.

5.5.19 UTILITIES AND SERVICE SYSTEMS

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

- *Sewer Area Study, City of Torrance, Del Amo Circle Dr. Apartments, Torrance, California 90503,* Fuscoe Engineering, December 13, 2022. (Appendix K).

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact With Mitigation Incorporated. The proposed project would connect sewer, storm drain, and water lines to existing infrastructure along Carson Street and Hawthorne Boulevard.

Water Supply Facilities

The Cal Water Dominguez District provides potable water to the project site and surrounding area. Cal Water's water supply sources consist of groundwater from two adjudicated groundwater basins - the West Coast Subbasin and the Central Subbasin, desalinated water produced from the C. Marvin Brewer Desalter, recycled

water produced at WBMWD's Edward C. Little Water Recycling Facility in El Segundo, and imported water from WBMWD and City of Torrance (Cal Water 2021). Water could intermittently be used during project construction and would be imported in from an outside source (i.e., water trucks); therefore, it would not affect the local water providers. As shown in Table 5-18, *Proposed Project Water Demand,* based on the proposed 200 residential units, landscaped areas, and pool, the proposed project is expected to generate an indoor water demand of 15,389,130 gallons per year (GPY) and an annual outdoor water demand of 317,217 GPY, which totals 15,706,347 GPY (Appendix K). According to the Cal Water UWMP, the City currently has 32,968 acre-feet per year (AFY) and they project to have a 33,086 AFY by 2045 (Cal Water 2021). Since the proposed project is within the anticipated water demand of the UWMP, which reflects build out under the General Plan. Projected growth from the proposed project is consistent with the general plan and the proposed project would not result in or require the construction of new or expanded water facilities as it is consistent with both the General Plan and the UWMP. During the final design review for the proposed project, the City would confirm that the existing water conveyance infrastructure is adequate to support the project and would require the project to implement any necessary upgrades. Additionally, Cal Water provided a will serve letter for the proposed project which indicates they will provide potable water to the project site (Appendix J). Therefore, the proposed project would result in a less than significant impact related to water supply and infrastructure.

Table 5-18 Proposed Project Water Demand

Use	Gallons per Day	Gallons per Year	Acre-feet per Year
Indoor Water Demand	42,162	15,389,130	-
Outdoor Water Demand	-	317,217	-
Total Water Demand	-	**15,706,347**	**48.2**

Source: Appendix K

Wastewater Treatment Facilities

Fuscoe prepared a Sewer Capacity Report for the proposed project in 2022 that is included in Appendix K. This study includes all the tributary flows in the sewer system from upstream of the proposed development, to downstream of the proposed development. The existing tributary flows are based on the previous two sewer studies for this area outlined in Appendix 6 of the Sewer Capacity Report. The tributary sewer flow rates (Q) for the studied sewer lines are analyzed based on Los Angeles County sewer generation factor methodology. (See Appendix 3 of the Sewer Capacity Report). By using Sewer Generation Factors based on occupancy for the apartments – the "average" estimated flows are determined by the product of the summation of occupancies by its corresponding daily flows. The daily "PEAK" flows are obtained by the following formula:

$$2.65 \times Q_{ave}.^{906}$$

The proposed building consists of 35 studio apartments, which have a sewer generation factor of 150 GPD, 66 one-bedroom apartments, which have a sewer generation factor of 200 GPD, 30 one-bedroom apartments with a den which have a sewer generation factor of 200 GPD, 69 two-bedroom apartments, which have a sewer generation factor of 250 GPD, and 2,690 square feet of commercial/leasing space along with 1,932 square feet

of clubhouse/bathroom/open shower space which have a sewer generation factor of 100 gal/1,000 SF of space. See Table 5-19 below for the GPD totals.

Table 5-19 Sewer Generation Rates

Use	Quantity	Unit	Average Daily Flow (gal/DU)	Unit	Flow (GPD)	Flow (CFS)	Peak Flow (CFS)
Studio	35	ea	150	gal/DU	5,250	0.008	0.033
1 Bedroom	66	ea	200	gal/DU	13,200	0.020	0.078
1 Bedroom + Den	30	ea	200	gal/DU	6,000	0.009	0.037
2 Bedroom	69	ea	250	gal/DU	17,250	0.027	0.099
Commercial/Leasing	2,690	sf	100	gal/1,000sf	269	0.0004	0.002
Clubhouse/Bathrooms/Open Shower	1,932	sf	100	gal/1,000sf	193	0.003	0.002
				Total	**42,162**	**0.0648**	**0.252**

Source: Fuscoe 2022; Appendix K

The existing sewer line runs from Hawthorne Boulevard to south from Carson Street to the County Sanitation District trunk sewer in Sepulveda Boulevard, which is owned and operated by Los Angeles County. The proposed onsite sewer main would be a private line on private property. This onsite sewer main would connect to the existing sewer system at the manhole located along the property's frontage with Carson Street. The total proposed peak sewer flow from the proposed residential project is approximately 0.252 cfs (using County of Los Angeles Sewer Unit Flow Factors and the peaking formula explained above). The Sewer Capacity Report prepared by Fuscoe assumed that no sewer flow credits would be applied.

The City of Torrance determines if the existing sewer infrastructure has deficiencies based on analyzing the depth of flow to the diameter of the pipe ratio (d/D). For existing sewers, the criteria is based on LA County parameters and is as follows:

$d/D < 0.50$ for existing lines less than to 15" in diameter (1/2 full = 100% capacity)

$d/D < 0.75$ for existing lines greater than or equal 15" in diameter (3/4 full = 100% capacity)

Based on this criterion, if the existing pipes were to surpass these limits, they would be considered deficient. The Sewer Capacity Report determined that the existing 12" sewer line in Hawthorne Boulevard from Carson Street to Sepulveda Boulevard would be 58.22 percent full with the proposed increase by the project, which surpasses typical design standards that call for a 12" sewer pipe to be at 50 percent maximum full for normal peak operations and are therefore considered deficient. Additionally, the Sewer Capacity Report determined the downstream Hawthorne Boulevard sewer system does not have sufficient capacity to accommodate the proposed development. However, implementation of Mitigation Measure UTIL-1 would allow the sewer system to accommodate the development and would be consistent with the requirements determined by the

County of Los Angeles [7]. Therefore, with implementation of Mitigation Measure UTIL-1, impacts would be less than significant.

Mitigation Measures

UTIL-1 Upon receipt of the developer's full upfront sewer line design, construction and project management payment, the City of Torrance shall commit to design, construct, and manage the construction of an appropriately sized new sewer line to provide additional capacity needed to serve the subject site that is not available with the existing sewer line in Hawthorne Boulevard. The project applicant shall provide full fair-share contribution towards projected cost of the new sewer line to the satisfaction of the Public Works Director.

Stormwater Drainage Facilities

The project site is largely paved with impervious surfaces. As discussed in hydrology study conducted for the project site (see Appendix F), the project site contains an existing 12-foot wide on-site utility easement adjacent to the Carson Street property boundary. An existing 30-inch reinforced concrete pipe (RCP) storm drain is currently installed in this easement on-site. The existing 30-inch RCP storm drain flows in the east to west direction. As the 30-inch RCP travels west it continues south off-site where it connects to an existing 42-inch storm drain line on Carson Street. The existing 42-inch storm drain flows in the east to west direction. Additionally, there is an existing 54-inch storm drain line on Del Amo Circle West that flows in the north south direction. Based on existing available information, there are various additional on-site storm drain lines that eventually connect to the existing 30-inch RCP on Carson Street via an 18-inch storm drain line in the north eats portion of the project site. Supplementary information on these lines is not currently available.

Based on the proposed site development layout and grading, the project site would generally flow in a northeast direction towards low spots in the fire access drive aisle where storm water would be collected and routed for discharge. Following construction, the proposed project would generally follow a similar drainage pattern as existing conditions. All on-site drainage would be collected in a proposed private storm drain system and treated before discharging to the existing catch basin located on Del Amo Circle West. Water quality treatment would be provided to meet LA County LID requirements. As shown in Table 5-20, *Proposed Condition Drainage Management Areas (DMAs),* based upon the proposed site plan the approximate onsite imperviousness is listed as 90%, and following construction the project site would be approximately 90% impervious. Using LA County's HydroCalc software, flow rates have been determined for the project site for 2, 5,10, 25, & 50-year storm events. The project site would be considered one distinct Drainage Management Area (DMA) for water quality design.

[7] The South Torrance Trunk Sewer is owned by the County of Los Angeles Sanitation District; therefore County of Los Angeles requirements would apply to the proposed project.

Table 5-20 Proposed Condition Drainage Management Areas (DMAs)

Drainage Management Area	DMA Acreage	Impervious Acreage	Impervious Percentage	Runoff Coefficient, Cd
A	3.03	2.73	90%	0.67
On-site Total	4.45	2.56	-	-

Source: Appendix K

Based upon comparison of discharge rates for the tributary area described above, discharges would decrease in post development conditions. This decrease is due to the consolidated drainage pattern of the project site from two distinct drainage patterns to one. The decrease in discharges is shown Table 5-21, *Drainage Management Areas (DMAs) Storm Events* and Table 5-22, *On-Site Pre & Post Discharge Differences (CFS).*

Table 5-21 Drainage Management Areas (DMAs) Storm Events

Drainage Management Area	2-Year Event	5-Year Event	10-Year Event	25-Year Event	50-Year Event	Outfall Location
A	1.72	3.03	4.03	5.46	6.60	Del Amo Way Circle connection at existing catch basin
On-site Total	1.72	3.03	4.03	5.46	6.60	-

Source: Appendix K

Table 5-22 On-Site Pre & Post Discharge Differences (CFS)

Drainage Management Area	2-Year Event	5-Year Event	10-Year Event	25-Year Event	50-Year Event
Existing	2.80	5.01	6.19	7.68	8.81
Proposed	1.72	3.03	4.03	5.46	6.60
Difference	-1.08	-1.98	-2.16	-2.22	-2.21

Source: Appendix K

The proposed on-site storm drain facilities would consist of a private storm water drainage collection system and water quality treatment system that could accommodate projected flows. The water quality system would intercept low flows. High flows and bypass flows would flow to a proposed storm water lift station to be pumped out to the public street system on Del Amo Circle West. All on-site storm drain facilities installed for the project would be privately owned and maintained by the owner; therefore, impacts would be less than significant.

Electricity Facilities

SCE provides electricity to the project site. The proposed project would connect to existing facilities in the public right-of-way. The proposed project would not require new or expanded electric power facilities other

than local connections to the existing electricity grid. The proposed project would result in a less than significant impact related to electrical services.

Natural Gas Facilities

SoCalGas provides natural gas service to the City of Torrance, including the project site. The availability of natural gas service is based on present gas supply and regulatory policies. As a public utility, SoCalGas is under the auspices of the California Public Utilities Commission and federal regulatory agencies. Development of the proposed project would comply with regulations and standards pertaining to natural gas and would connect to the existing natural gas infrastructure. The proposed project would result in a less than significant impact related to natural gas services.

Telecommunication Facilities

A variety of telecommunication facilities, including telephone, cable television, and high-speed internet services, exist in the City of Torrance, and are provided by private service providers. As such, the area is adequately served by telecommunications facilities. The proposed project would include on-site connections to off-site telecommunication services and facilities in the immediate area of the project site. Facilities and infrastructure for the various telecommunication providers are adequate to serve the needs of the proposed project. The proposed project would not result in or require the construction of new or expanded telecommunication facilities. The proposed project would result in a less than significant impact related to telecommunications.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. The proposed project water supply comes from Cal Water. According to the Cal Water UWMP, Cal Water's water supply sources consist of groundwater from two adjudicated groundwater basins - the West Coast Subbasin and the Central Subbasin, desalinated water produced from the C. Marvin Brewer Desalter, recycled water produced at WBMWD Edward C. Little Water Recycling Facility in El Segundo, and imported water from WBMWD and City of Torrance (Cal Water 2021). By means of the Cal Water's water sources, Cal Water would be capable of meeting the water demands of its customers in normal, single dry, and multiple dry years between 2025 and 2045 (Cal Water 2021).

The proposed project is expected to generate an indoor water demand of 42,162 gallons per day (15,389,130 GPY and an annual outdoor water demand of 317,217 GPY, which totals 15,706,347 GPY and totals 48.2 AFY (Appendix K). According to the Cal Water UWMP, the city currently has 32,968 AFY and they project to have a 33,086 AFY by 2045. Therefore, the city water supply would be greater than the demand totals in the city for normal, dry, and multiple dry years, as water supply totals do not decrease in multiple drought years, and the city would have available supply through 2045 (Cal Water2021). Cal Water has confirmed ability to provide water to the project site (Appendix J). Therefore, sufficient water supplies are available, and the proposed project would result in a less than significant impact related to water supply.

c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. The proposed project would generate approximately 42,162 gpd of additional wastewater (see Table 5-19, *Sewer Generation Rates*). Wastewater in the City of Torrance discharges into the Los Angeles County Sanitation District (LACSD) interceptor system and is treated at the Joint Water Pollution Control Plant in the City of Carson, which currently has a design capacity of 385 million gpd (Cal Water 2021). Cal Water collected 21 million gpd of wastewater in 2020 (Cal Water 2021). The proposed project would account for less than one percent of the wastewater collected within the city. Therefore, impacts related to wastewater treatment capacity would be less than significant.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. According to the Los Angeles Countywide Integrated Waste Management Plan (CoIWNP), 19 landfills across southern California accept solid waste from incorporated cities and unincorporated areas of Los Angeles County. Of these landfills, 15 landfills currently accept various categories of solid waste from the "other" category, which would include the City of Torrance, and have a total remaining capacity of 573.6 million tons of solid waste. The nearest Los Angeles County Landfill is the Savage Canyon Landfill located 21.5 miles northeast of the project site (LA County 2020). The Savage Canyon Landfill currently receives approximately 291 tons of solid waste per day and is permitted to accept 3,500 tons per day; it has a remaining permitted capacity of approximately 4,447,108 tons and is permitted to operate through 2055 (LA County 2020; CalRecycle 2021).

Since there are no existing onsite structures, construction/demolition waste would be limited to paved areas and landscaping. Regarding project operation, based on a solid waste generation of approximately 10 pounds per dwelling unit per day for multifamily (CalRecycle n.d.), the project would generate approximately 2,000 pounds of solid waste per day or approximately 1.0 tons per day. Therefore, the proposed project would only account for 0.028 percent of the permitted solid waste accepted per day at Savage Canyon Landfill. Thus, the existing landfills that serve Los Angeles County have sufficient permitted capacity to accommodate the project's solid waste disposal need, and impacts would be less than significant.

The County would continue to address landfill capacity through the preparation of CoIWMP annual reports. The preparation of each annual report provides sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Solid waste disposal is an essential public service that must be provided without interruption in order to protect public health and safety, as well as the environment. Jurisdictions in the County continue to implement and enhance the waste reduction, recycling, special waste, and public education programs identified in their respective planning directives. These efforts, together with countywide and regional programs implemented by the County and the cities, acting in concert or independently, have achieved significant, measurable results, as documented in the 2019 Annual Report. As discussed below, the project would be consistent with and would further city policies that reduce landfill waste streams. Such policies and

programs serve to implement the strategies outlined in the 2019 Annual Report to adequately meet countywide disposal needs through 2034 without capacity shortages.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The proposed project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City of Torrance are subject to the requirements set forth in Section 5.408.1 of the California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 75 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste. Implementation of the proposed project would be consistent with all state regulations, as ensured through the City's project permitting process. Therefore, the proposed project would comply with all solid waste statute and regulations, and impacts would be less than significant.

5.5.20 WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to the California Department of Forestry and Fire Protection's designated Fire Hazard Area Zone Map, the proposed project site is not in a VHFHSZ or a state responsibility area (CAL FIRE 2022). Temporary and or partial street closures may be necessary for construction activities; however, the project would not impede public access or travel upon public rights-of way and would not interfere with any adopted emergency response plan or emergency evacuation plan. The Torrance Fire Department Operations Manual has recommended conditions of approval that would require fire lanes to be identified and maintained for all phases of construction (TFD 2017). Furthermore Chapter 5, Fire Prevention, Section 85.2.060 of the City's Municipal Code establishes a minimum road width in residential development of no less than 25 feet and wider in cases where parking infringes on the road. Therefore, impacts to emergency response plans or emergency evacuation plans would be less than significant. No mitigation measures would be required.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact. According to the California Department of Forestry and Fire Protection's designated Fire Hazard Area Zone Map, the proposed project site is not in a VHFHSZ or a state responsibility area (CAL FIRE 2022). The closest VHFHSZ is in southwest of Torrance, affecting neighboring cities such as Rolling Hills Estates and Palos Verdes Estates. Furthermore, the proposed project is located within an already urbanized area that does not contain expanses of wildland area and therefore would not have a potential fire hazard involving wildland fires. Therefore, no impacts related to the exposure of people or structures to wildland fires would occur and no mitigation measures would be required.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. According to the California Department of Forestry and Fire Protection's designated Fire Hazard Area Zone Map, the proposed project site is not in a VHFHSZ or a state responsibility area (CAL FIRE 2022). The proposed project is currently a parking lot therefore, the proposed project would require the installation or maintenance of utility infrastructure to support the project. However, since the project site is not within a VHFHSZ, there would be no impacts associated with exacerbating fire risk.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. According to the California Department of Forestry and Fire Protection's designated Fire Hazard Area Zone Map, the proposed project site is not in a VHFHSZ or a state responsibility area (CAL FIRE 2022). The closest VHFHSZ is in southwest of Torrance, affecting neighboring cities such as Rolling Hills Estates and Palos Verdes Estates. Furthermore, the proposed project is located within an already urbanized area that does not contain expanses of wildland area and therefore would not have a potential fire hazard involving wildland fires. Therefore, no impacts related to the exposure of people or structures to wildland fires would occur and no mitigation measures would be required

5.5.21 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. As discussed in Section 5.5.4, *Biological Resources*, the project site is primarily developed with paved and former parking areas and ornamental landscaping and is located in an entirely developed area. It therefore does not contain any special-status or sensitive biological resources. The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a sensitive plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal.

As discussed in Section 5.5.5, *Cultural Resources*, the project site currently vacant, is primarily developed with paved and former parking areas. The proposed project does not include direct or indirect impacts to historical resources. Analysis of the data sources indicate that the project site also has low sensitivity for buried historical archaeological features such as foundations or trash pits (Appendix D). Therefore, impact to historic resources would be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable

when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact. The potential for cumulative impacts occurs when the independent impacts of a given project are combined with the impacts of cumulative projects in proximity to the project site that would create impacts that are greater than those of the project alone. Cumulative projects include past, current, and/or probable future projects whose development could contribute to potentially significant cumulative impacts in conjunction with a given project. Based on a review of projects within the project site vicinity, a senior assisted living development, currently under construction, is located directly to the north of the project site, and is identified as a related project. The senior assisted living development is considered part of the baseline, and there are no other projects in the vicinity of the project that would be cumulatively considered. As discussed previously throughout Chapter 5, Initial Study and Environmental Analysis, the proposed project would have no impact or a less than significant impact with respect to aesthetics, agriculture and forestry resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation, tribal cultural resources, and wildfire.

The proposed project would have a less than significant impact with mitigation incorporated for air quality, biological resources, cultural resources, noise, and utility and system services. As such, incremental impacts resulting from construction and operation of the proposed project in combination with the cumulative project identified above could potentially include air quality, cultural resources, geology and soils, hazards and hazardous materials, and tribal resources. However, the analysis concluded that these incremental impacts are each less than significant or can be mitigated to a less than significant level. When viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects, these impacts are not cumulatively considerable.

As shown in the analysis above, construction or operational-related impacts resulting from the proposed project would either be less than significant or mitigated to a less than significant level. As demonstrated in this analysis, there would be no long-term significant operational impacts associated with the proposed project. Additionally, based on the relatively small and localized scale of the proposed project, the proposed project would not result in impacts that are individually limited but cumulatively considerable. Therefore, cumulative impacts would be less than significant with incorporation of mitigation measures AQ-1, BIO-1, NOI-1, TRA-1, and UTIL-1.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. As discussed in the previous analyses, the proposed project would not result in significant direct or indirect adverse impacts or result in substantial adverse effects on human beings. Impacts would be less than significant, and no mitigation measures are required.

5. Initial Study and Environmental Analysis

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