3 PROJECT DESCRIPTION

3.1 ENVIRONMENTAL SETTING

The 239,581-square-foot (5.5-acre) Project Site is located at 2325 Crenshaw Boulevard in the City of Torrance (City). The Assessor Parcel Number (APN) for the Project Site is 7359-028-233. The Project Site is bounded by a residential neighborhood on the north, a private roadway (Park Del Amo) on the east; commercial office buildings, surface parking, and a hotel on the south; and a residential neighborhood on the west. Land uses within the greater Project Site area include mixed commercial uses along Crenshaw Boulevard and Sepulveda Boulevard; residential neighborhoods; Charles H. Wilson Park; and schools including Ambassador High School, Shery High School, and Torrance Elementary School. The regional context for the Project Site is shown in Figure 3-1. The boundaries of the Project Site are shown in Figure 3-2. Regional access to the Project Site area is provided via Interstate 405 (I-405) located approximately 2.75 miles to the north and Interstate 110 (I-110) located approximately 2.35 miles to the east.

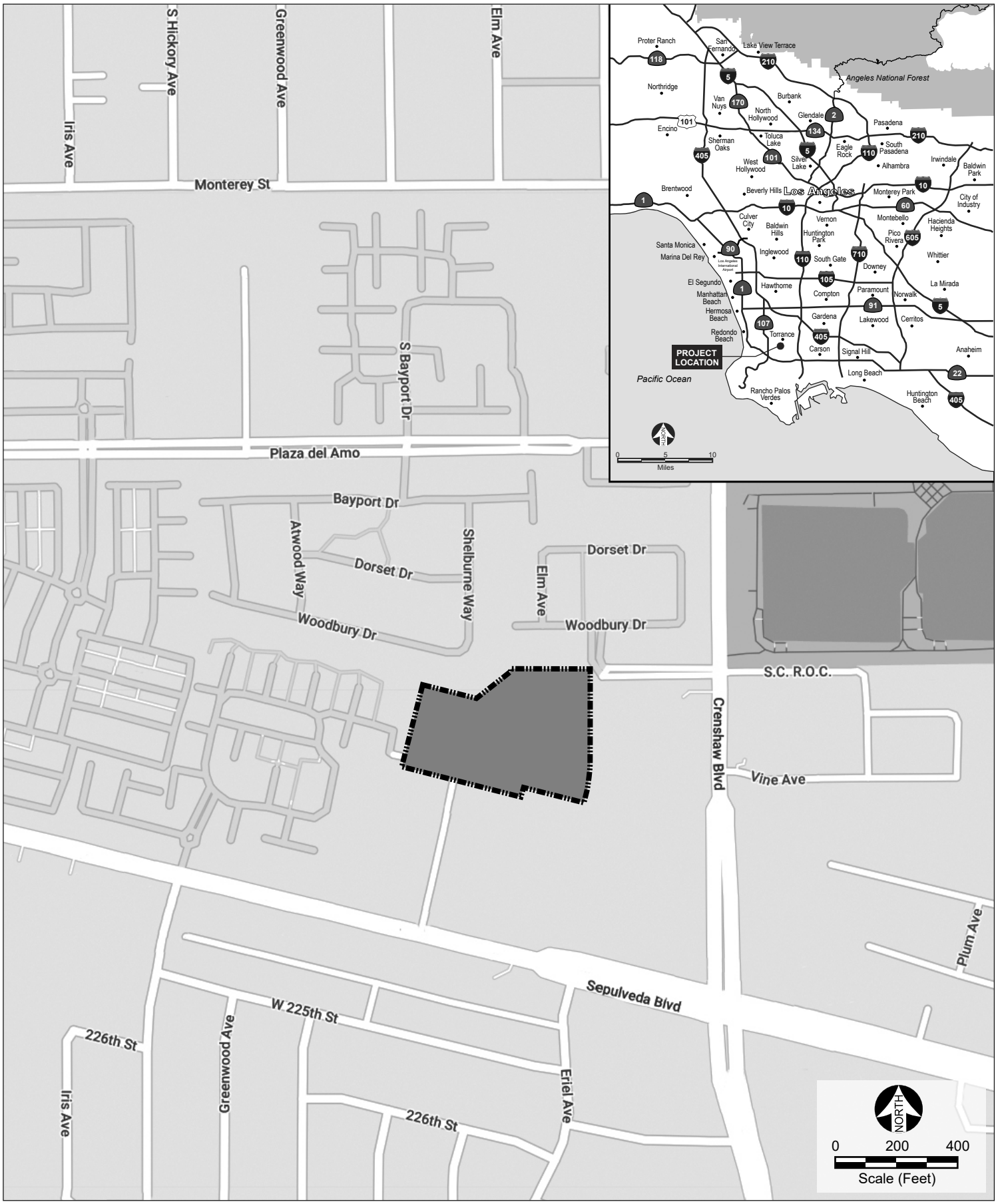
The Project Site is improved with a one-story, 69,913-square-foot commercial office building, currently occupied by the Los Angeles County Department of Children and Family Services (DCFS), and surface parking with 347 vehicle parking spaces. The Project Site is landscaped with ornamental grasses, shrubs, and approximately 79 trees.

Vehicle access to the Project Site is provided by Park Del Amo (a private roadway) on the east side of the site that extends east to Crenshaw Boulevard and by a drive aisle to the south of the site that extends south to Sepulveda Boulevard.

The Project Site is zoned Planned Development with a General Plan land use designation of General Commercial.

3.2 DESCRIPTION OF THE PROJECT

The Project includes demolition and removal of all existing uses from the Project Site and development of the site with four residential buildings with a total of 272 multi-family residential dwelling units (including 28 dwelling units set aside for Very Low Income households) over two levels of subterranean parking. The Project plans are shown in Figures 3-3 through 3-22. A breakdown of the unit type is included in Table 3-1.



Legend

Project Site

Source: Google Maps 2023.

Figure 3-1
Regional Location Map

Legend

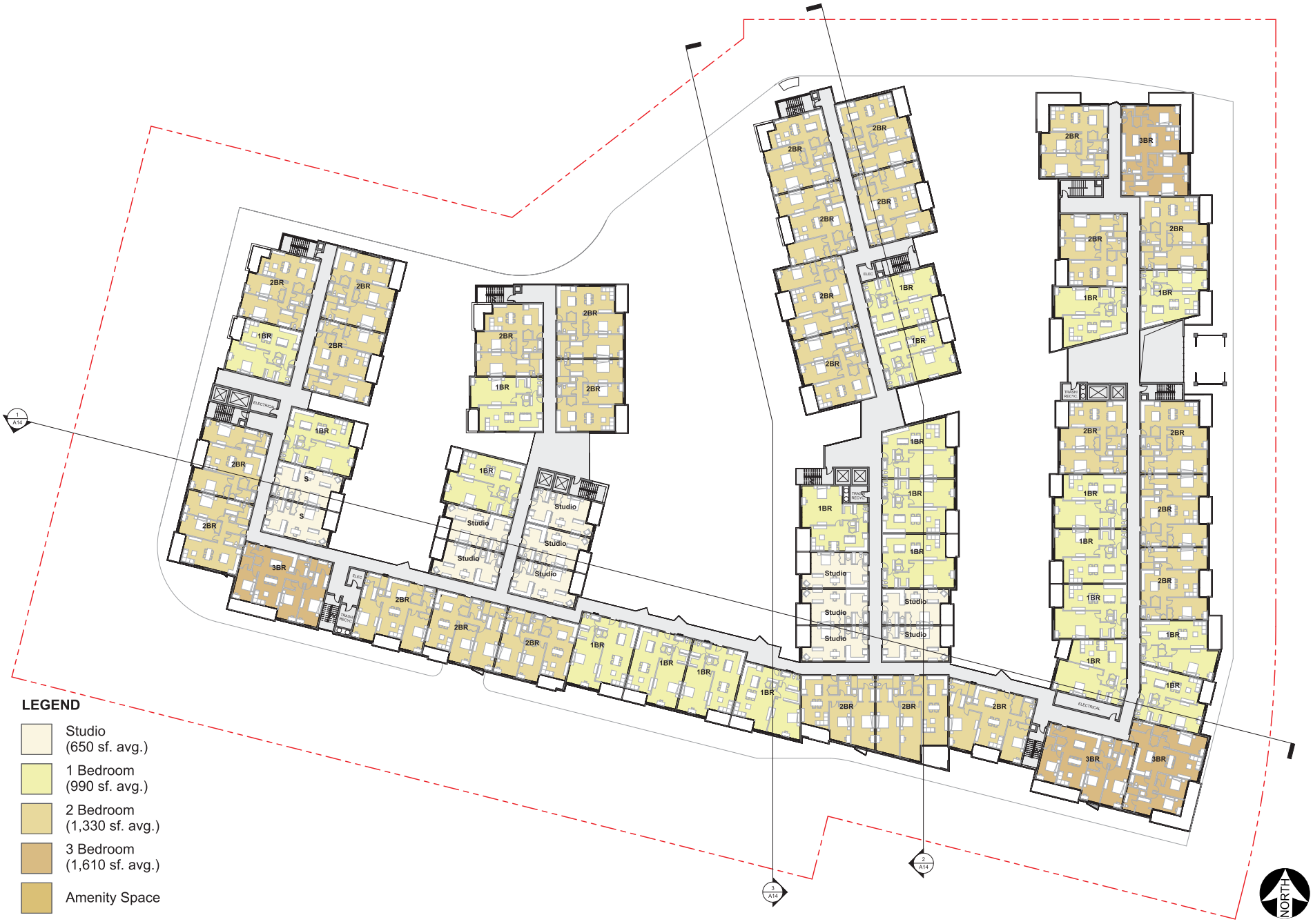
Project Site

Source: Google Maps 2023.

Figure 3-2
Aerial Map

Source: Rose Equities, 2024.

Figure 3-3
Level 1 Site Plan



Source: Rose Equities, 2024.

Figure 3-4
Level 2 Floor Plan

Source: Rose Equities, 2024.

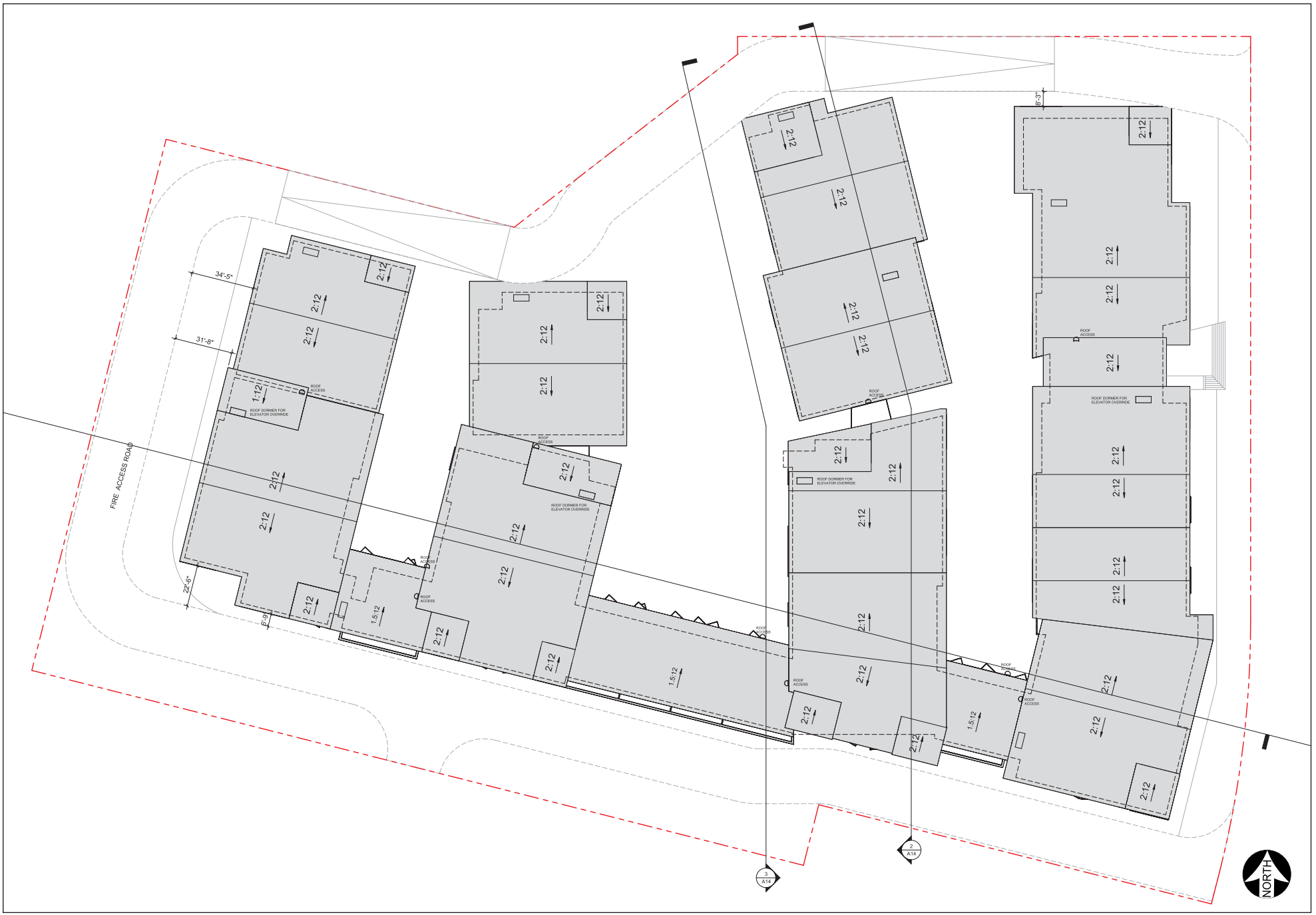
Figure 3-5
Level 3 Floor Plan

Source: Rose Equities, 2024.

Figure 3-6
Level 4 Floor Plan

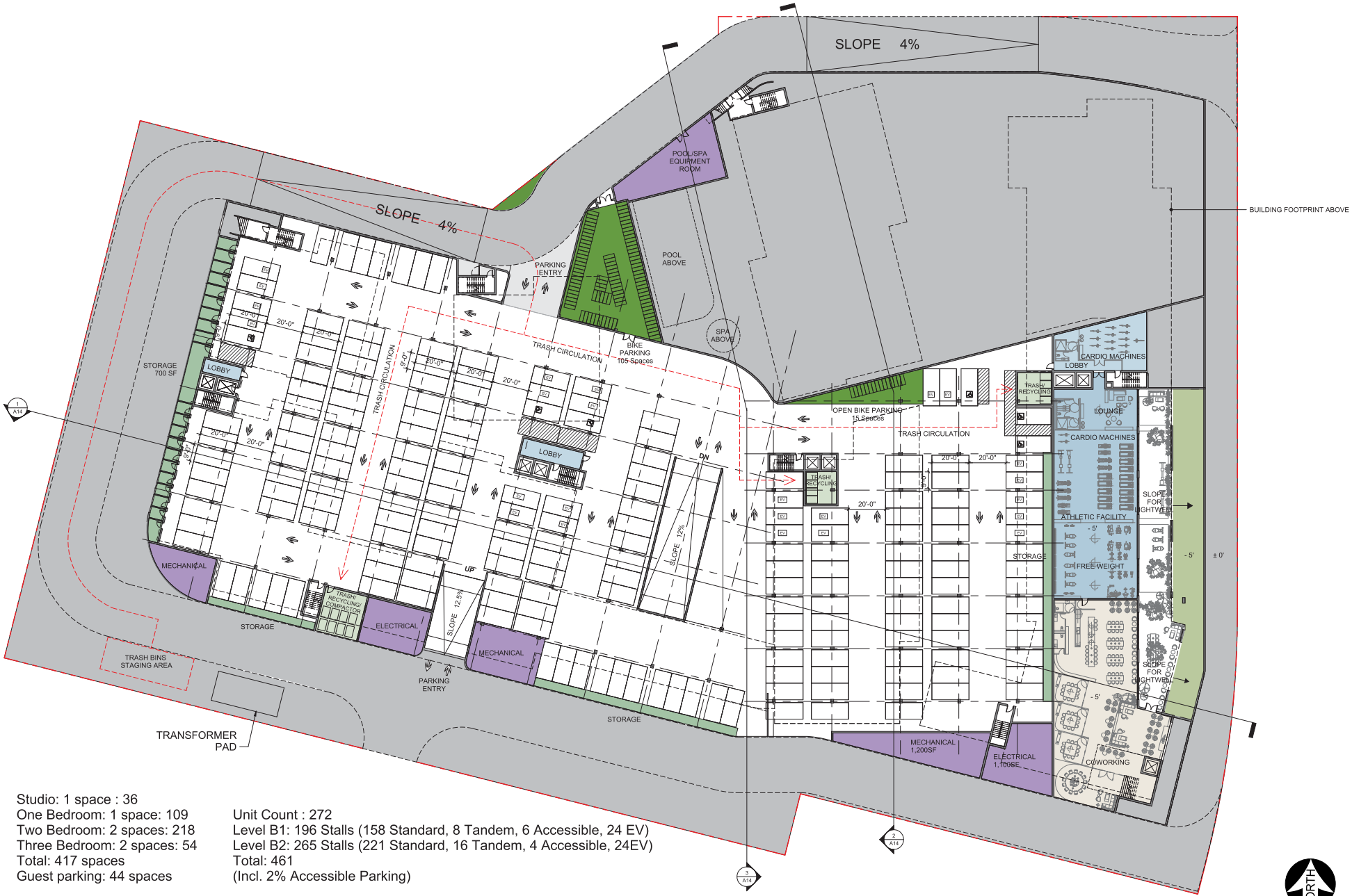
Figure 3-7
Level 5 Floor Plan

Source: Rose Equities, 2024.



Source: Rose Equities, 2024.

Figure 3-8
Roof Plan

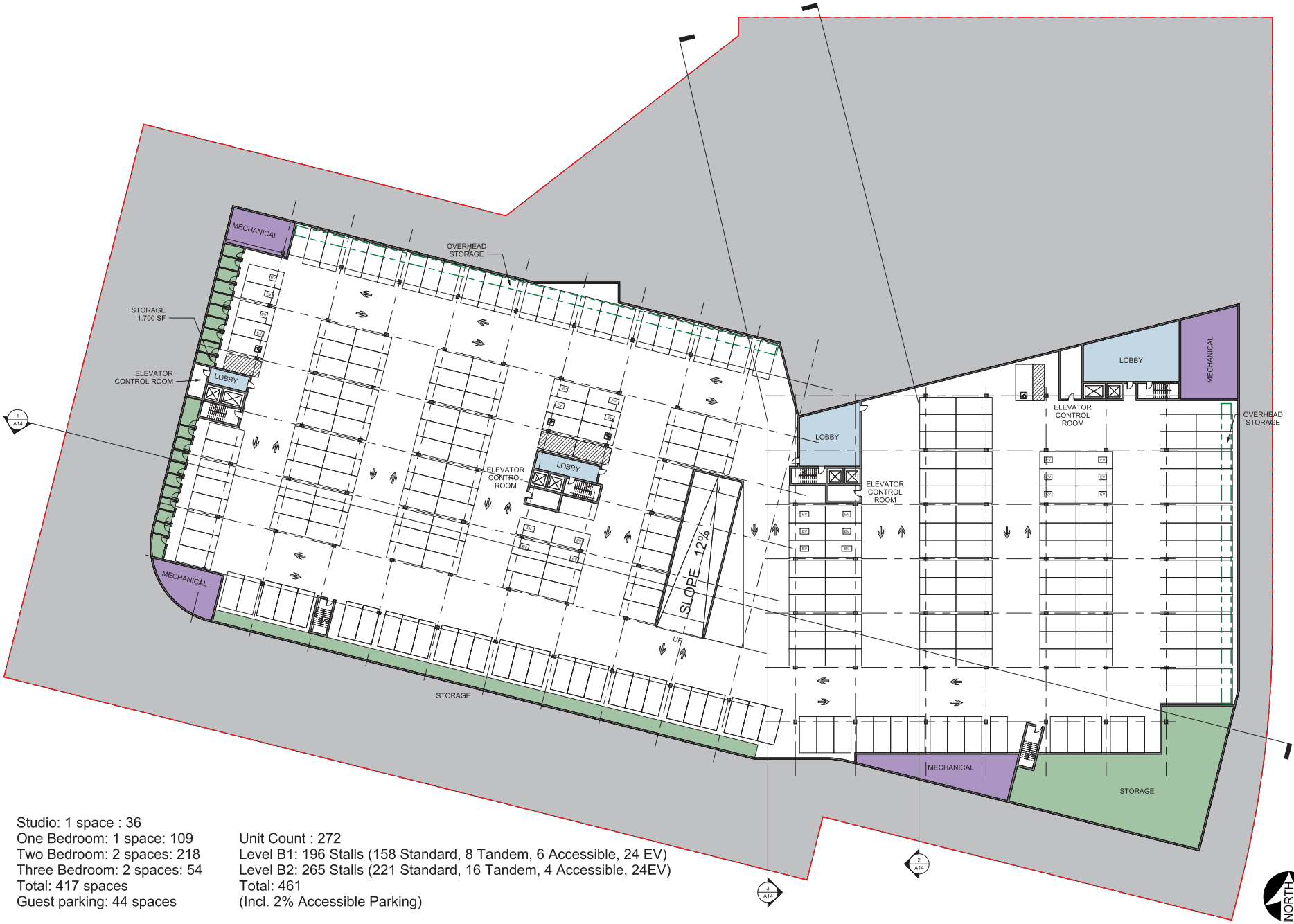


Studio: 1 space : 36
One Bedroom: 1 space: 109
Two Bedroom: 2 spaces: 218
Three Bedroom: 2 spaces: 54
Total: 417 spaces
Guest parking: 44 spaces

Unit Count : 272
Level B1: 196 Stalls (158 Standard, 8 Tandem, 6 Accessible, 24 EV)
Level B2: 265 Stalls (221 Standard, 16 Tandem, 4 Accessible, 24EV)
Total: 461
(Incl. 2% Accessible Parking)

Source: Rose Equities, 2024.

Figure 3-9
Level B1 Parking Plan



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Total: 461
(Incl. 2% Accessible Parking)

Source: Rose Equities, 2024.

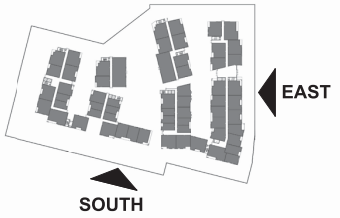
Figure 3-10
Level B2 Parking Plan

Source: Rose Equities, 2024.

Figure 3-11
Typical Unit Plans

EAST ELEVATION
3/64"=1'-0"

SOUTH ELEVATION
3/64"=1'-0"

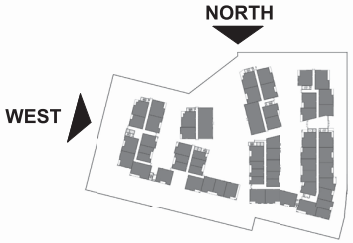


Source: Rose Equities, 2024.

Figure 3-12
East and South Elevations

NORTH ELEVATION
3/64"=1'-0"

WEST ELEVATION
3/64"=1'-0"



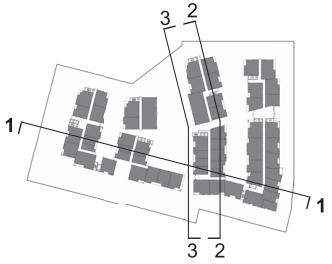
Source: Rose Equities, 2024.

Figure 3-13
North and West Elevations

SECTION 1
1"=1'-30"

SECTION 2
1"=1'-30"

SECTION 3
3/64"=1'-0"



Source: Rose Equities, 2024.

Figure 3-14
Sections

Figure 3-15
Aerial View Looking Southeast

Source: Rose Equities, 2024.

Figure 3-16
Street View from Crenshaw Blvd

Source: Rose Equities, 2024.

Source: Rose Equities, 2024.

Figure 3-17
Amenity Pool View

Source: Rose Equities, 2024.

Figure 3-18
Courtyard View from Balcony

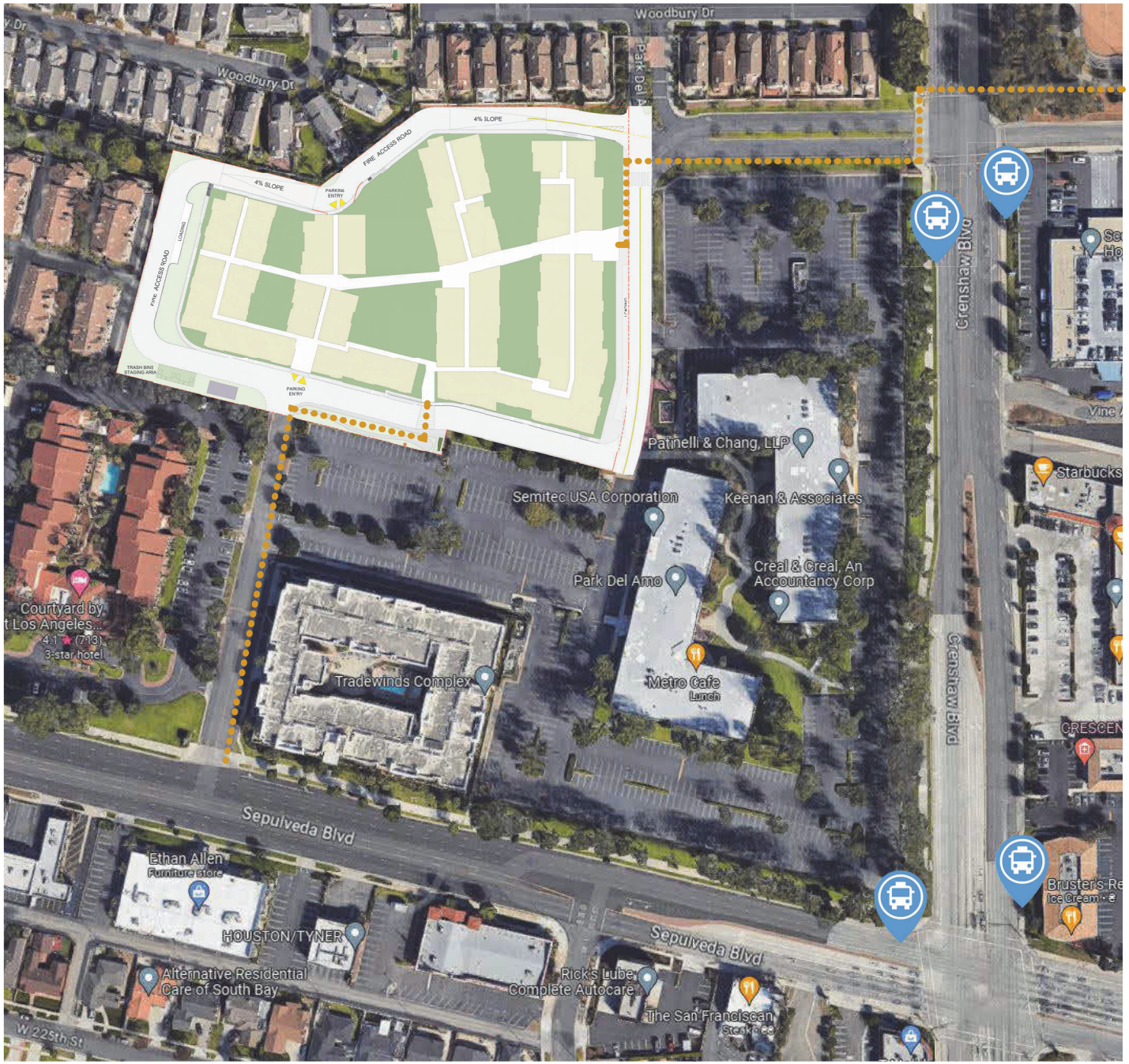
Architecture | Street Elevation Vignette

Source: Rose Equities, 2024.

Figure 3-19
Facade Material Palette

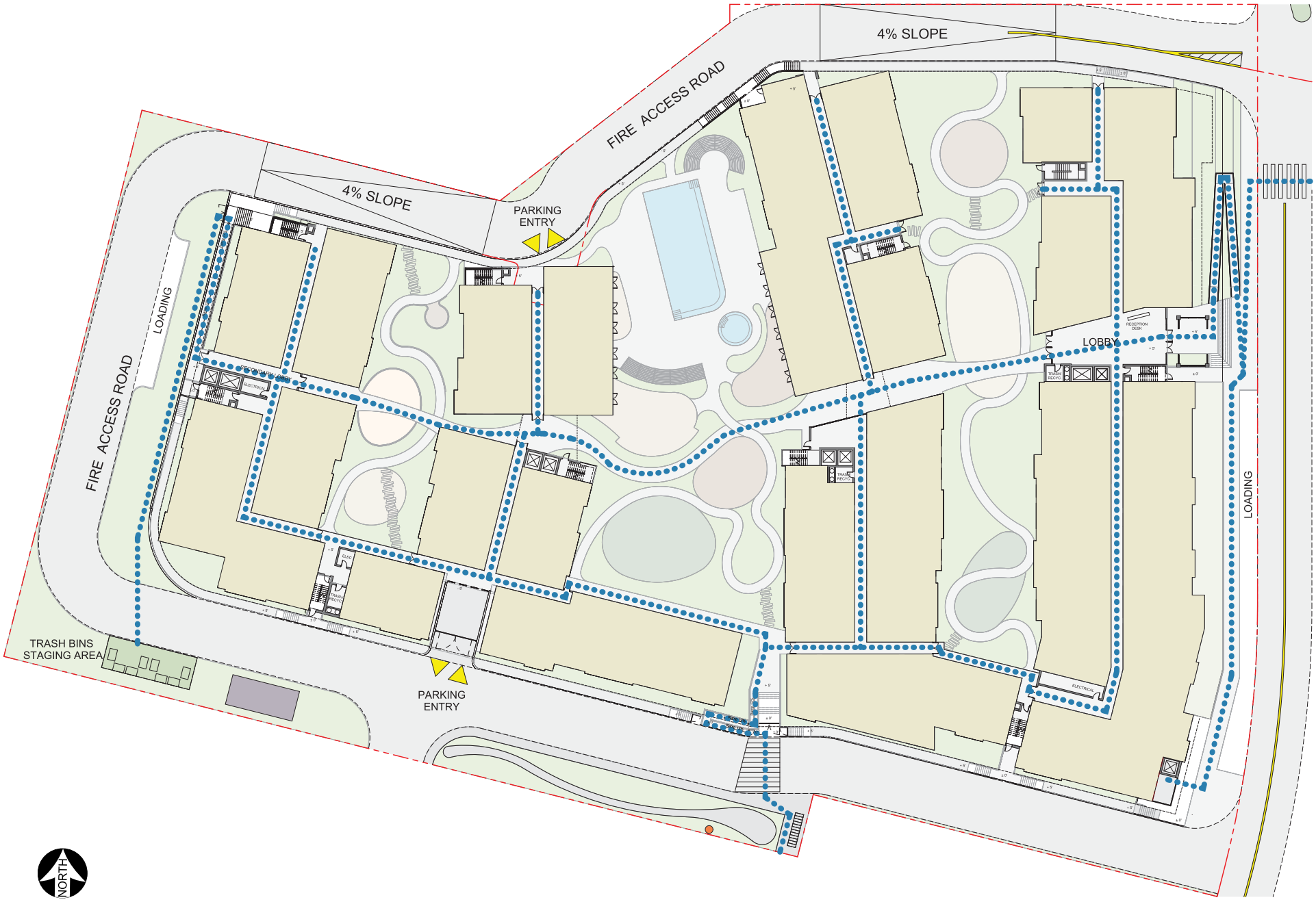
Source: Rose Equities, 2024.

Figure 3-20
Landscape Plan



Source: Rose Equities, 2024.

Figure 3-21
Site Circulation Plan



Source: Rose Equities, 2024.

Figure 3-22
ADA Accessible Path of Travel Plan

Table 3-1
Residential Unit Breakdown

Unit Type	Number
Studio	36
1 Bedroom	109
2 Bedroom	109
3 Bedroom	18
Total	**272**
Source: Moore Ruble Yudell, June 30, 2023.	

As shown in Figure 3-13, the buildings would range from three stories to five stories with building heights ranging from 45 feet to 68 feet.

Open Space

The Project's open space requirements are presented in Table 3-2. The Project would include a total of 138,245 square feet of open space, including courtyards, a hot spa, a pool, a flex deck, flex turfgrass, outdoor games, an outdoor kitchen, and private open space such as balconies and patios.

Table 3-2
Open Space Requirements

Number of Units	Open Space Requirement	Total
272 du	300 sf/du	81,600 sf
du = dwelling unit *sf = square feet*		

Vehicle Access and Parking

As under the existing condition, vehicle access to the Project Site under the Project would be provided by Park Del Amo (a private roadway) on the east side of the site that extends east to Crenshaw Boulevard and by a drive aisle to the south of the site that extends south to Sepulveda Boulevard. An access road would extend around the north, south, and west sides of the Project Site and would provide access to the subterranean parking garage on the north side of the site and the south side of the site (refer to Figure 3-3). This service road would also serve as a fire access road.

As mentioned previously, vehicle parking would be provided in two subterranean levels. The Project's vehicle parking requirements are shown in Table 3-3. As shown, the Project is required under the City Municipal Code and State Density Bonus Law to provide 336

vehicle parking spaces, inclusive of parking for persons with a disability and guests, and would provide 461 spaces inclusive of 48 electric vehicle (EV) charging stations.

Table 3-3
Vehicle Parking Requirements for Residential Use

Unit Type	Number of Units	Parking Requirement	Number of Spaces
Studio	36 du	1 space/du	36
1 Bedroom	109 du	1 space/du	109
2 Bedroom	109 du	1.5 spaces/du	164
3 Bedroom	18 du	1.5 spaces/du	27
		Total Required	***336***
		Total Provided	**461**

du = dwelling unit

Source: Moore Ruble Yudell, June 30, 2023.

Bicycle Parking

The Project would include 120 long-term bicycle spaces located on Level B1 (refer to Figure 3-9) and 12 short-term bicycle spaces located on Level 1 (refer to Figure 3-3).

Off-Site Sewer Infrastructure Replacement

A sewer study was performed by Psomas to evaluate the capacity of the existing sewer infrastructure to meet the demands of the Project. The sewer study concluded that a sewer line upgrade from 12 inches to 15 inches would be required to meet the sewer discharge demands of the Project. The lateral extent of the sewer line upgrade would begin approximately 0.5 miles southeast of the Project Site and would extend along the west edge of Crenshaw Boulevard from 230th Street to 233th Street, approximately 1,200 feet in length, joining the existing 15-inch sewer downstream of 233rd Street.

It is anticipated that the construction of the upsized sewer line would require at least one southbound lane closure due to the existing sewer main location within Crenshaw Boulevard. In order to keep a sewer line operational at all times, a temporary 12-inch bypass line may be constructed to maintain sewer connectivity while the existing 12-inch line is being removed and replaced with the new 15-inch permanent sewer line. This is likely to be constructed in phases and with planned sequencing and overlapping construction activities. Each segment may be completed within a two-week period lasting a total of approximately four months for the full sewer upgrade.

Architecture and Design

The Project reflects a village-like plan consisting of linear buildings punctuated by courtyards running through the site. The courtyards bring greenery across the site and connect it to the surrounding neighborhood. The Project serves as a bridge between its' single-family neighbors to the north and the commercial Sepulveda Boulevard corridor to the south, with massing that steps from three stories at the northern edge to five stories at the southern edge. Lantern-like gable roofs and syncopated balconies contribute to the village-like feel. The buildings are clad in white plaster and stone, with louvers that shade balconies.

Residents have access to several amenity spaces surrounding a communal pool area, in addition to outdoor amenity areas distributed throughout the site's courtyards. The two-level parking garage provides 461 parking stalls. The first level of the garage, which is semi-subterranean, also includes over 15,000 square feet of coworking and amenity space.

Sustainability Features

The Project includes the following sustainability features:

Heat Island Effect

- White cool roof would be installed in all flat roof areas.
- Where possible, use shade structures and shade trees to provide shade.

Landscaping

- Utilize drought-tolerant, native plants that require minimal watering.
- Install high-efficiency drip and/or bubbler irrigation systems connected to a smart irrigation controller.

Building Envelope

- R-21 insulation would be used in 2-inch x 6-inch walls.
- Rigid insulation would be installed on flat roofs.
- High-efficiency, Low-e dual-pane windows would be installed in all units.

Electric Vehicle (EV) Parking Minimums

- 25 percent EV-ready (116 spaces)
- 15 percent EV-capable (70 spaces)

- 5 percent EV Level 2 Charger installed (23 spaces)

Solar Photovoltaic Systems

- Roof-mounted solar photovoltaic systems
- Buildings may realize approximately 40 percent energy offset depending on building type and roof area.

All-Electric Building

- All in-unit appliances would be Energy Star-rated where applicable and all-electric.

All-Electric Domestic Hot Water

- High-efficiency central heat pump water heaters would be utilized. With solar photovoltaic cell, these systems are approximately 90 percent more efficient than conventional electric boilers.

Mechanical Systems

- Energy Star-rated bath fans would be installed and would provide 100 percent continuous ventilation for fresh air.
- High-efficiency Seasonal Energy Efficiency Rating (SEER) heating, ventilation, and air conditioning (HVAC) equipment would increase from 14 to 15 at minimum. Where applicable, SEER 16-rated HVAC equipment could be used.

Home Efficiency Rating (HERS) Testing

- Third-party energy efficiency testing would occur to prove systems are installed and functioning properly. Tests include:
    - Blower door to verify envelope leakage is at a minimum keeping conditioned air contained in the unit so HVAC systems do not work as hard.
    - Duct pressure testing to ensure that ducts are not leaking inside attics and plenums.
    - Fan efficacy and watt draw to verify that HVAC equipment airflow is adequate and fan motors are not overworked.
    - Exhaust fan testing to test bathroom exhaust for proper ventilation rate to allow for air circulation.

Estimated Construction Schedule

Off-Site Sewer Infrastructure Replacement

The estimated phasing of the sewer infrastructure replacement is shown in Table 3-4. Replacement of the sewer infrastructure is estimated to occur over a 4-month period. This schedule assumes limited City construction and or traffic control limitations.

Table 3-4
Off-Site Sewer Infrastructure Replacement Phasing

Phase	Estimated Schedule
Excavation/Trenching/Shoring	January 1, 2025 – February 28, 2025
Install Temporary Sewer By-Pass Line	January 15, 2025 – March 15, 2025
Sewer Pipe Installation	February 1, 2025 – March 30, 2025
Backfill/Paving/Completion	February 15, 2025 – April 15, 2025
Source: Psomas, May 2023.	

Residential Construction

The estimated construction phase for the proposed residential uses and associated on-site infrastructure is shown in Table 3-5. Construction at the Project Site would occur over an estimated 30-month period.

Table 3-5
Estimated Project Construction Schedule

Phase	Estimated Schedule	Notes
Demolition	Month 1	-
Grading/Excavation/Shoring	Months 2-5	Includes export of approximately 103,400 cybic yards of material to a facility within 40 miles of the Project Site.
Building Construction	Months 6-30	-
Paving	Month 27	-
Architectural Coatings	Months 27-30	-
Note: This Project schedule is an estimate only.		

Haul Route

Consistent with the City's truck routes identified in the Circulation and Infrastructure Element of the City's General Plan, haul trucks would exit the Project Site to eastbound Sepulveda Boulevard to travel northbound or southbound I-110, or haul trucks would exit

the Project Site to northbound or southbound Crenshaw Boulevard to travel to northbound/southbound I-405. As stated previously, the Project would require the export of approximately 103,400 cubic yards of soil, which would be transported to a facility within 40 miles of the Project Site.

2.4 REQUESTED ENTITLEMENTS

To allow for implementation of the Project, the Applicant is requesting discretionary approval of the following entitlements:

- Conditional Use Permit (CUP) to allow residential development above three stories in height or having more than 100 units or a density greater than 27 units per acre, and to allow multiple owner-occupied residential structures (condominiums).
- General Plan Amendment (GPA) from General Commercial to Medium High Density Residential.
- Modification (MOD) of a previously approved Planned Development (PD88-01)
- Plannned Development (PUD) to establish development standards for the Project
- Vesting Tentative Tract Map (DIV) for condominium purposes

Additionally, pursuant to various sections of the City's Code, the Applicant will request approvals and permits from various City Departments (and other municipal agencies) for Project construction actions including, but not limited to demolition, excavation, shoring, grading, foundation, building and tenant improvements, and haul route approval.