Appendix A Initial Study, Notice of Preparation (NOP) and NOP Comments

Appendices

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July 2017 | Initial Study

BUTCHER-SOLANA RESIDENTIAL DEVELOPMENT PROJECT

City of Torrance

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PLACEWORKS

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Abbreviations and Acronyms

AB	Assembly Bill
amsl	above mean sea level
AQMP	air quality management plan
bgs	below ground surface
BMP	best management practices
BRTR	biological resources technical report
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CBC	California Building Code
CEQA	California Environmental Quality Act
CMP	congestion management program
CO	carbon monoxide
EIR	environmental impact report
ESA	environmental site assessment
ESL	environmental screening level
FEMA	Federal Emergency Management Agency
GHG	greenhouse gases
HCP	habitat conservation plan
HVAC	heating, ventilating, and air conditioning system
LACoFD	Los Angeles County Fire Department
Metro	Metropolitan Transportation Authority of Los Angeles County
NCCP	natural community conservation plan
NO_X	nitrogen oxides
O_3	ozone
PM	particulate matter
PVLF	Palos Verdes Landfill
REC	recognized environmental condition
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SoCAB	South Coast Air Basin
SO_X	sulfur oxides
SWPPP	Storm Water Pollution Prevention Plan
TFD	Torrance Fire Department

Abbreviations and Acronyms

TWS	Torrance Water Services
VHFHSZ	very high fire hazard severity zone
VOC	volatile organic compound
WQMP	water quality management plan

1. Introduction

The project applicant, ReyLenn Properties LLC, is seeking approval from the City of Torrance for a general plan amendment and zone change to permit development of 248 multifamily residential units in a 24.68-acre site at the southwest corner of Hawthorne Boulevard and Via Valmonte in the City of Torrance in southwest Los Angeles County. The residential units would be developed on 5.71 acres, mostly in the northeast quadrant of the site. The remaining 18.97 acres would be preserved as open space consisting of an approximately 0.99-acre fuel management zone, 0.05 street dedication and 17.98 acres natural open space.

1.1 PROJECT LOCATION

The project site is on the southern boundary of the City of Torrance at the northern foot of the Palos Verdes Hills in southwestern Los Angeles County. The nearest freeway to the site is Interstate 110 (I-110 or the Harbor Freeway) approximately 3.9 miles to the east via Pacific Coast Highway (State Route 1). The two nearest state highways to the project site are State Route 1 (SR-1), approximately 0.7 mile to the north; and SR-107, Hawthorne Boulevard, also approximately 0.7 mile to the north.[1] Local access is provided by Hawthorne Boulevard, with secondary access from Via Valmonte. The north half of the southwest site boundary is bounded by the City of Palos Verdes Estates, and the south half by the City of Rolling Hills Estates (see Figure 1, *Regional Location, Local Vicinity, and Aerial Photograph*).

The project site is 24.68 acres at the southwest corner of Hawthorne Boulevard and Via Valmonte. The site is private property, signed and fenced; there is no public access to the site. The project site includes Assessor's Parcel Numbers APNs 7547-001-018, 7547-001-019, 7547-001-020, 7547-001-021, 7547-002-011, 7547-001-007, 7547-001-008, 7547-001-009, 7547-001-024, 7547-001-025, 7547-001-026, 7547-002-005, 7547-002-006, 7547-002-007, 7547-002-008, 7547-002-009, 7547-002-010. The site is approximately 1,480 feet long northwest-southeast and approximately 860 feet east-west at its widest point (see Figure 1).

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

The site is vacant and consists partly of disturbed (bare) land; the balance of the site is vegetated with nonnative grassland, coastal sage scrub and disturbed coastal sage scrub, chaparral, and mustard vegetation. A 200- to 250-foot-high, north-facing former quarry slope extends diagonally across the site from the southeast corner of the site to the northwest corner; the slope then continues northeast from near the northwest site boundary, diminishing in height, to near the northeast site boundary (see Figures 2, *Project Site Topographic Map* and 3, *Site Photographs, Development Area,* and 4, *Site Photographs, Habitat Conservation Area*).

[1] A 4.8-mile segment of Hawthorne Boulevard from SR-1 in Torrance to Redondo Beach Boulevard in the City of Redondo Beach is designated SR-107.

1. Introduction

Site History

The site was used from the early 1900s to the late 1950s as a diatomaceous earth mine.[2] The steep slope, up to 250 feet high in the middle of the site, is a remnant from the mining operation. Parts of the site were a mine pit when the mine closed; a construction contractor was used in 2010 to restore the mine pit to surface grade with uncontrolled fill imported primarily from the hillside adjoining the project site to the south. Additional uncontrolled fill was imported from other construction projects in the Palos Verdes area (Kennedy/Jenks 2015). The artificial fill ranges in depth from 2 feet to 50 feet deep (Geocon West 2016). The site appears vacant in aerial photographs dating back to 1963 and in Google Earth Pro satellite photographs dating back to 1994 (NETR.com 2017; Google Earth Pro 2017).

Topography

The site is at the foot of the north-facing slopes of the Palos Verdes Hills. The southwest part of the site ranges in elevation from approximately 460 feet above mean sea level (amsl) down to approximately 330 feet amsl at the southwest corner of the site. A steep slope remaining from the mining operations, up to 250 feet high, extends across the site generally east-west from the southeast corner of the site to the northwest corner. The approximately six-acre development area, mostly in the northeast quadrant of the site, consists of two pads—one approximately 190 to 220 feet amsl and the other approximately 235 to 245 feet amsl. The southeast quadrant of the site gradually slopes eastward toward Hawthorne Boulevard. The northernmost part of the site slopes upward toward single-family homes offsite south of Via Valmonte; that slope is also a mining remnant. Elevations on the northwest site boundary range up to approximately 340 feet amsl (see Figure 2, *Topographic Map*).

The geotechnical investigation report designates three slopes above the development area:

- **Slope 1,** above the north side of the development area, adjacent Via Valmonte, ranges 40 to 80 feet high with grades of 1.25:1 to 2:1 (horizontal: vertical).
- **Slope 2,** above the northeast side of the development area, adjacent Hawthorne Boulevard, ranges from 40 to 80 feet high.
- **Slope 3,** above the south and southwest sides of the development area, ranges from 200 to 250 feet high. The face of slope 3 has been graded to a uniform grade between approximately 0.84:1 to 0.9:1 (horizontal: vertical) (see Figures 5, *Slopes Map,* and 6*, Slopes Photographs*).[3]

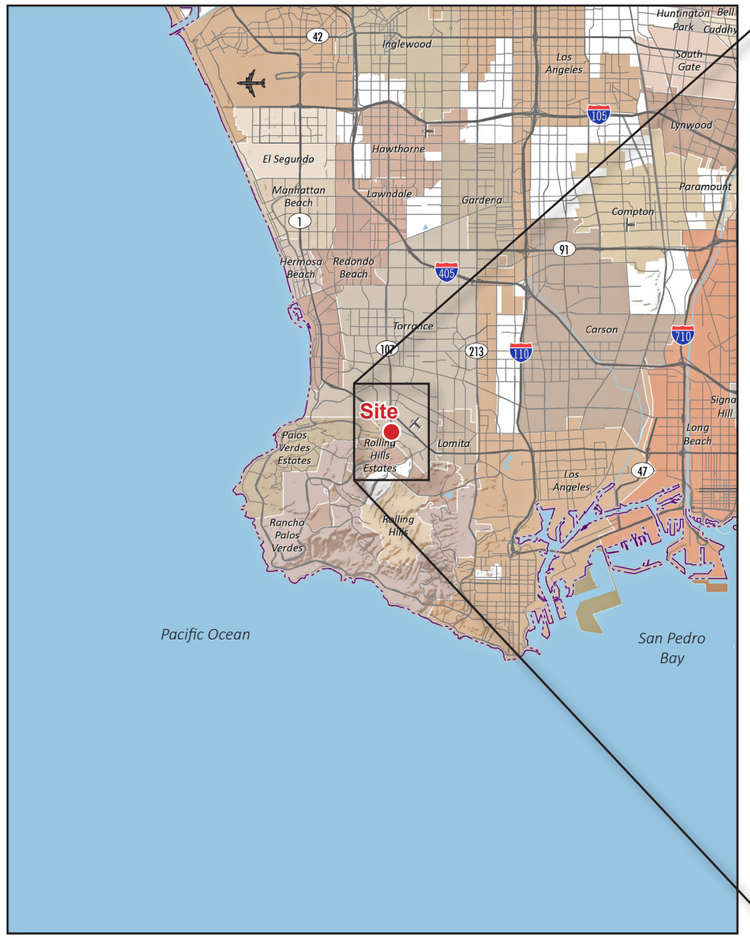
The proposed residential development would be built adjacent Slope 1 and Slope 3, and Slope 2 would be removed during project development.

[2] Diatomaceous earth is a soft, easily pulverized sedimentary rock consisting of fossilized remains of diatoms, a type of hard-shelled algae. Uses of diatomaceous earth include filters, abrasives, absorbents for liquids, and cat litter.

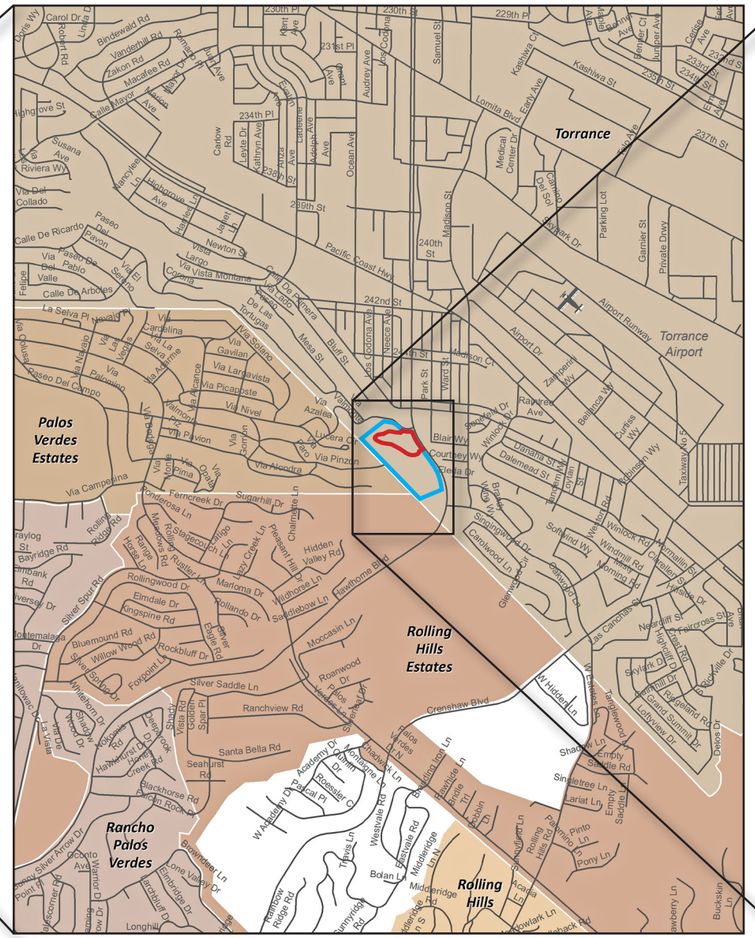
[3] The above-described horizontal: vertical grade is calculated from the grade of 48 to 50 degrees reported in the geotechnical investigation report.

Figure 1 - Regional Location, Local Vicinity, and Aerial Photograph
1. Introduction

Regional Location



Local Vicinity



Aerial Photograph



Note: Unincorporated county areas are shown in white.

Source: ESRI, USGS, NOAA, 2017; Google Earth Pro, 2017

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Figure 2 - Topographic Map
1. Introduction



Source: USGS, 2017

1. Introduction

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Figure 3 - Site Photographs
1. Introduction

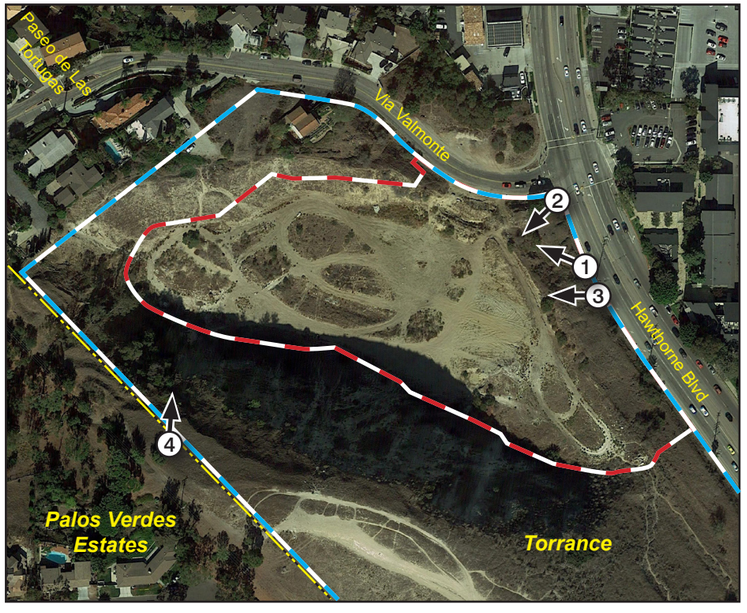


① View from near the north site boundary looking west at Slope 1 abutting the north development area boundary; the house atop the slope is offsite.



② View from near the north site boundary looking west at Slope 3; the development area is in front of the slope.

Key Map





③ View looking west from the west part of the development area. The relatively flat ground in the foreground is part of the development area; Slope 1 is on the right, and Slope 3 the left.



④ View looking north and down at the northwest part of the development area and Slope 1 from the central part of the hilltop in the Habitat Conservation Area.

Key Map Source: Google Earth Pro, 2017

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Figure 4 - Site Photographs, Hilltop, Proposed Habitat Conservation Area
1. Introduction

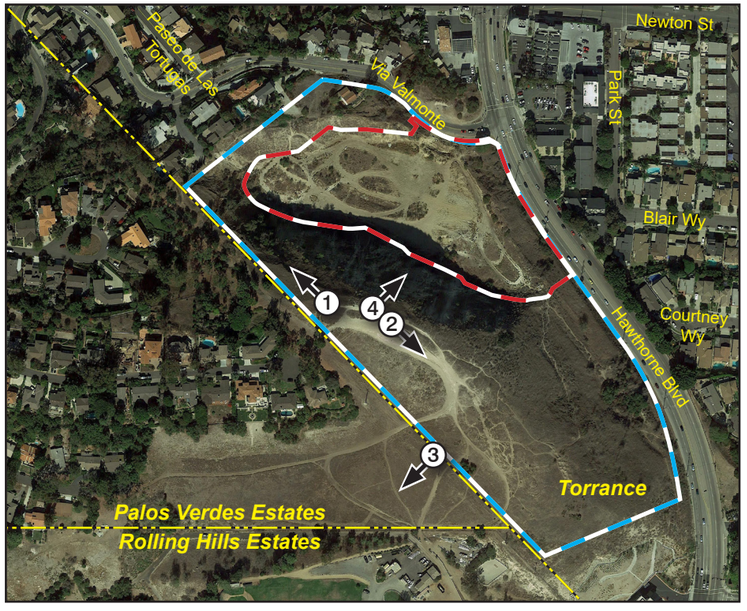


① View looking northwest from the northwest part of the hilltop in the Habitat Conservation Area. The Pacific Ocean is in the center background.



② View looking southeast from the northwest part of the hilltop in the Habitat Conservation Area. Part of the Palos Verdes Hills is in the right background.

Key Map





③ View looking southwest from the central part of the hilltop in the Habitat Conservation Area of part of Ernie Howlett Park; part of the Palos Verdes Hills is in the background.

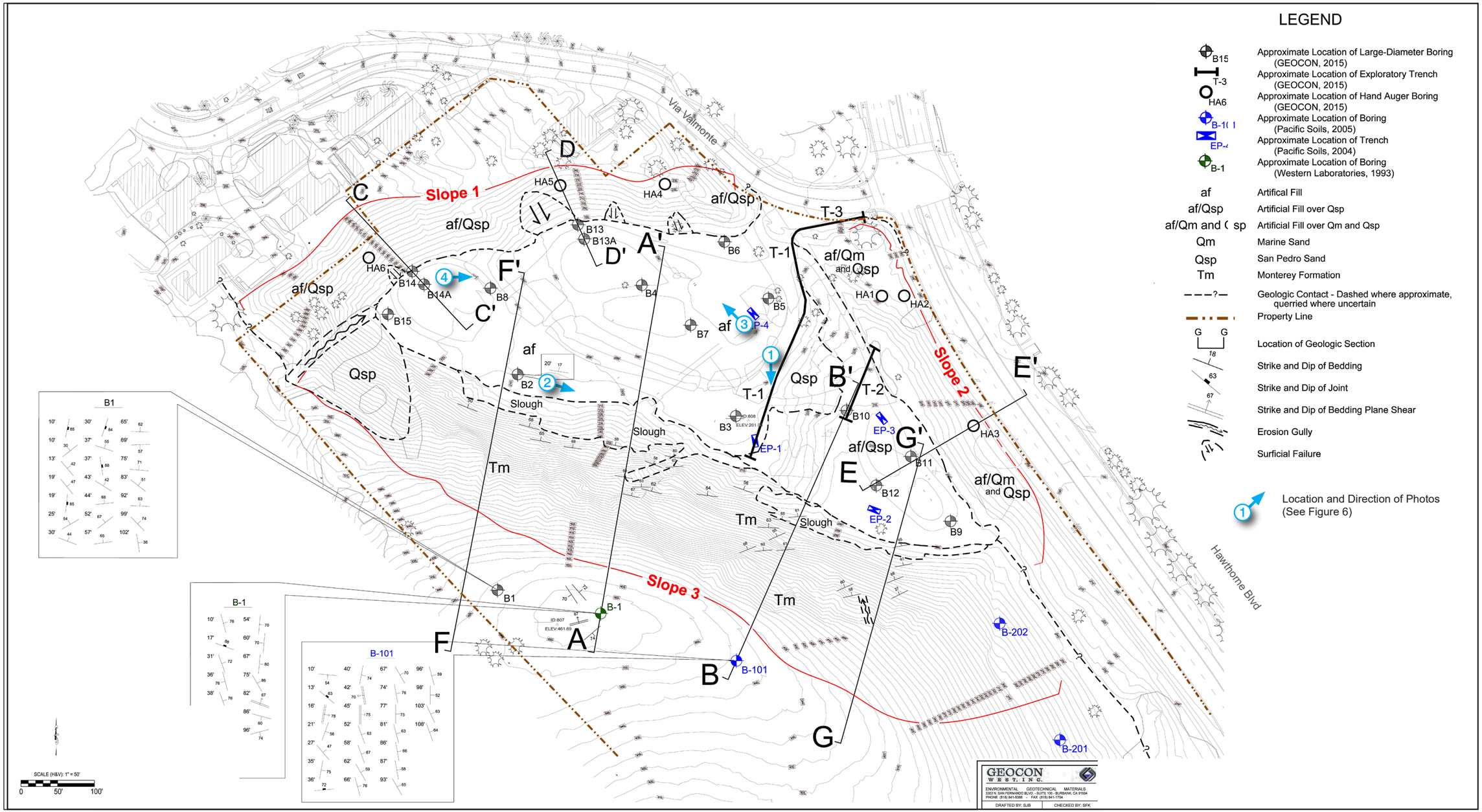


④ View looking northeast from the northwest part of the hilltop in the Habitat Conservation Area.

Key Map Source: Google Earth Pro, 2017

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Figure 5 - Slopes
1. Introduction



Note: Unincorporated county areas are shown in white.

Source: Geocon West, Inc., 2016

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Figure 6 - Slopes Photographs
1. Introduction



① Frontal view of the southeast part of Slope 3 looking southwest from the central part of the development area.



② Side view of Slope 3 looking southeast from the northwest part of the development area.



③ Frontal view of Slope 2 looking northwest from the central part of the development area.



④ Side view of Slope 2 looking southeast from the northwest part of the development area.

Note: See Figure 5 “Slopes Map” for photo location and direction.

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Vegetation

The project site is currently undeveloped and includes various vegetation and land cover types onsite. The vegetation types are, in order by decreasing acreage, mustard, nonnative grassland, disturbed land, sagebrush and disturbed sagebrush, developed land, chaparral, and ornamental vegetation. The developed area is along the northeast site boundary and consists partly of a parking lot for one of the residences next to the site. Within the proposed 5.71-acre project development area, the vegetation and land cover types are, in order by decreasing acreage, nonnative grassland, disturbed land, chaparral, sagebrush, mustard, developed land, and ornamental vegetation (Dudek 2016).

1.2.2 Surrounding Land Use

The project site is surrounded by single-family residences to the east and northeast across Hawthorne Boulevard and a senior living development next to the southeast site boundary. Across Hawthorne Boulevard east of the southeast corner of the site are multi-tenant commercial use, including office buildings, and the Hillside Village Shopping Center. Next to the southwest site boundary, from south to north, are: Ernie Howlett Park (which includes a City maintenance yard) in the City of Rolling Hills Estates; City of Palos Verdes Estates City Parkland; and single-family residences in the City of Palos Verdes Estates. The northwest site boundary is surrounded by five single-family homes south of Via Valmonte and additional single-family homes north of Via Valmonte, all in the City of Torrance (see Figure 1).

Zamperini Field Airport, formerly known as Torrance Municipal Airport, is approximately 0.5 mile to the northeast. Ernie Howlett Park is part of the site of the former Palos Verdes Landfill that operated from 1952 to 1980 (LACSD 1995).

Project Description

1.2.3 Proposed Land Use

The project would involve the consolidation of 17 parcels into three lots. Lot 1 would be within the footprint of the diatomaceous earth mine and would be 5.71 acres in area. Lot 2 would be along the blufftop immediately above the former diatomaceous earth mine, and would be 6.0 acres in area. Lot 3 would be within the level blufftop to the south of Lot 2 and would be 12.92 acres in area. Figure 7, *Tentative Tract Map,* depicts the proposed new lots. Under the proposed project, Lots 2 and 3 would be preserved as undeveloped open space (a total of 18.92 acres), and all of the site development would occur in Lot 1. The development of Lot 1 consists of construction of 248 apartment units in three 5-story buildings, each consisting of four residential floors above a ground-level parking garage, and the development of an 89,545-square foot, 242-space, 6-story parking structure that would include a roof deck with a pool and spa area. Additionally, the proposed project would include a 4,980-square-foot community room/gym and approximately 96,385 square feet of landscaped open space. The three residential buildings with garages total 371,309 square feet. The footprints of the four buildings would total 109,400 square feet or approximately 2.5 acres. The entire project totals 460,854 square feet of gross building area and would have a floor area ratio (FAR) of 0.21 and 10.0 dwelling units per acre for the site as a whole. When viewed as an independent parcel, Lot 1 would have a FAR of 0.90 and a proposed project density of 43.8 dwelling units per acre.

1. Introduction

The proposed project would require approval of a general plan amendment to change the land use designation from Low-Density Residential to Low-Medium-Density Residential; a zone change from A-1 (Light Agricultural) (Hillside Overlay District) to PD (Planned Development) (Hillside Overlay District); and a conditional use permit, precise plan of development and planned development, and vesting tentative tract map.

Apartment Buildings

The 248 residential apartments would be developed in three 5-story buildings. The first level of each building would include semi-subterranean parking and ground floor lobbies, with four residential floors on the second through fifth floors. The units would be one- and two-bedroom units, with one-bedroom units ranging from 705 to 745 gross square feet each and two-bedroom units ranging from 1,110 to 1,200 gross square feet each. Units by size per building are listed in Table 1. Building A would be in the west part of the development area, Building B in the north-central part, and Building C in the southeast part (see Figure 8, *Site Plan*).

Table 1 Proposed Apartment Units by Unit Size and Building

	1-bedroom unit	2-bedroom unit	Unit Total	Residential (Square Feet)	Parking Garage (Square Feet)	Total (Square Feet)
Building A	53	35	**88**	98,411	25,947	**124,358**
Building B	57	43	**100**	121,897	33,950	**155,847**
Building C	25	35	**60**	72,179	18,925	**91,104**
Total	**135**	**113**	**248**	292,487	78,822	**371,309**

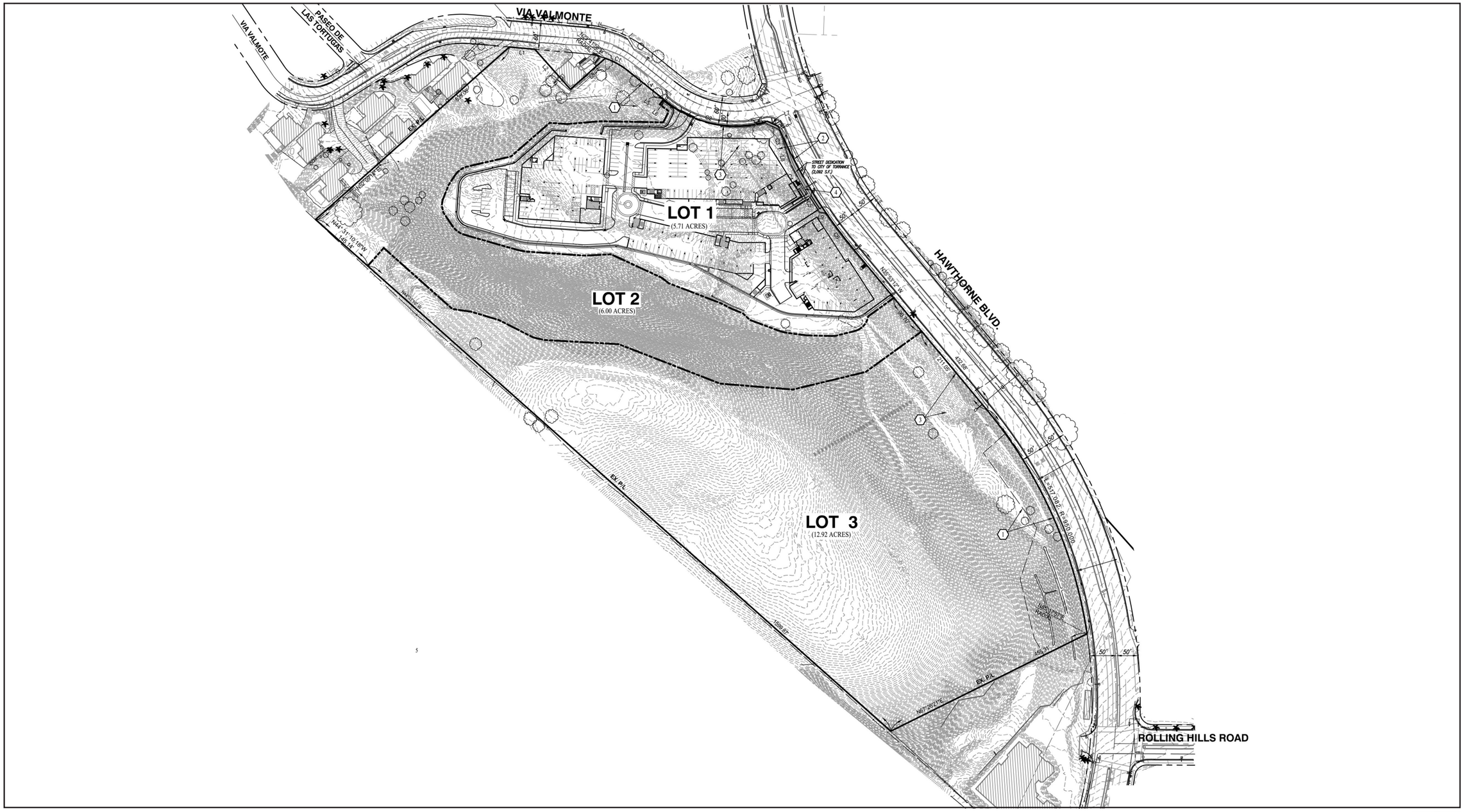
Building exteriors would consist of stucco and trespa, a laminate made of wood-based fiber and resin. All units would have balconies with metal railings. The buildings would each be 65 feet high from ground-level finished floor to rooftop, as shown in Figure 9, *Building A Elevations*.

Access, Circulation, and Parking

Site access would be via two driveways: the main entrance would be via a right-in-right-out only driveway from Hawthorne Boulevard approximately 185 feet south of the intersection of Hawthorne Boulevard with Via Valmonte. The second driveway would be a right-out only along Via Valmonte approximately 180 feet west of the same intersection (see Figure 8, *Site Plan*).

The drive aisles extending west from Hawthorne Boulevard and west and south from Via Valmonte would intersect in the center of the site. A third drive aisle would extend west from that intersection around the south side of Building A to a parking lot in the west end of the development area (see Figure 8).

Figure 7 - Tentative Tract Map
1. Introduction

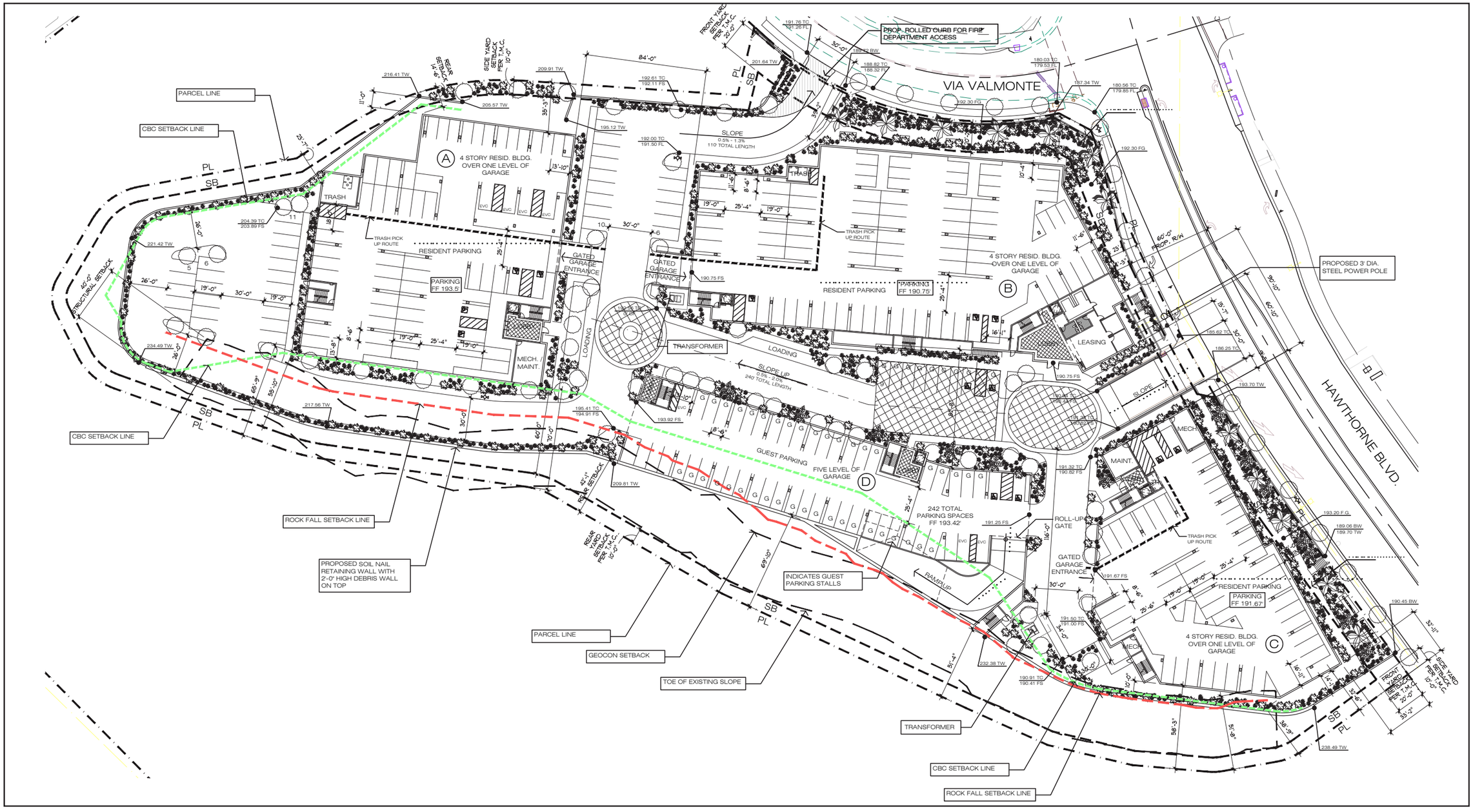


Source: KHR Associates, 2017

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Figure 8 - Site Plan

1. Introduction



Source: Withee Malcolm Architects, 2017

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Figure 9 - Building A Elevations

1. Introduction



3. WEST ELEVATION



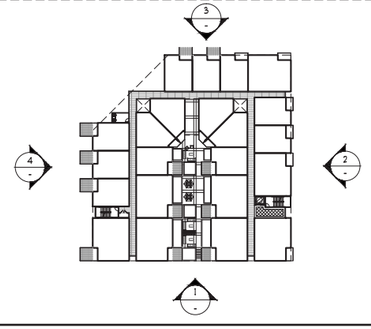
2. EAST ELEVATION



4. NORTH ELEVATION



1. SOUTH ELEVATION



0 40
Scale (Feet)

Source: Withee Malcolm Architects, 2017

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Parking would be provided in a six-story parking structure in the south-central part of the site; ground-level parking garages in each of the three apartment buildings; and surface parking; totaling 484 spaces. The 45 surface parking spaces would consist of 22 perpendicular spaces alongside two of the site drive aisles, and 23 spaces in a lot in the west end of the development area. The City of Torrance Land Use Code, Section 93.2.3 establishes a minimum parking ratio for multi-family residential uses of two bedrooms or less as requiring two off-street parking spaces per unit, and one guest space per every five units. The proposed project would provide off-street parking at a ratio of 1.54 space per one-bedroom unit, two spaces per two bedroom unit, and one guest parking space per every five units. Table 2 provides the available parking for each building and surface parking.

Table 2 Proposed Parking

Structure/Lot	Spaces
Garage, ground level, Building A	62
Garage, ground level, Building B	86
Garage, ground level, Building C	49
Subtotal, garages	**197**
Parking Structure; Building D	242
Surface Parking	45
Total	**484**

Open Space and Landscaping

Development Area

The site plans include 96,385 square feet of landscaping, nearly all of which would be along the development area perimeter and around the perimeters of the four buildings.

The project would include 24,500 square feet of common area decks consisting of podium (2nd level) and roof decks and 15,040 square feet of private decks, for a total of 39,540 square feet of common and private decks (see Figure 10, *Open Space Plan*). A 5,000-square-foot community room would be along the southern portion of Building B.

Open Space

The project would preserve the balance of the site, 18.92 acres, as open space with an easement owned by the site owner that would be utilized for passive open space. A 0.99-acre buffer along the sides of the development area would be maintained as a brush management zone pursuant to California Public Resources Code Sections 4291 et seq. and California Fire Code Chapter 49, Requirements for Wildland-Urban Interface Fire Areas. The remaining 17.63 acres would be maintained as natural passive use open space.

Setbacks

The project design includes setbacks to protect people and structures onsite from slope instability—such as rockfalls—and to limit flammable vegetation to reduce wildfire danger.

1. Introduction

California Building Code Required Setback

The California Building Code (CBC) requires that foundations be sufficiently set back from an ascending or descending slope. The required setback from an ascending slope is 1/2 the height of the ascending slope with a maximum of 15 feet measured horizontally from the exterior face of the structure to the toe of the slope. Where a retaining wall is used, the setback is measured from a projected toe of slope. The CBC setback from the development area property line along the south side of the development area next to Slope 3 ranges from approximately 66 feet wide near the west end of Building A to approximately 70 feet wide near the east end of Building A, and from approximately 58 feet wide near the west end of Building C to approximately 32 feet wide near the east end of Building C. The CBC setback along the north side of the development area next to Slope 1 is approximately 24 feet wide near the west end of Building A and approximately 14 feet near the east end of building A (see Figure 8, *Site Plan*).

Rockfall Setback

A rockfall setback of 40 horizontal feet, combined with a rockfall catchment area or containment barrier, would be developed along the south side of the development area next to Slope 3. The rockfall setback is narrower than the CBC setback along the south side of Building A; the two setbacks are nearly the same width along the south side of Building C (see Figure 8, *Site Plan*).

Brush Management Zones

A brush management zone would extend 100 feet from the building exteriors and would encompass approximately 0.99 acre of the project site (see Figure 8, *Site Plan*).

Retaining walls and Rockfall Barriers

The site plan includes retaining walls that would extend several feet above grade on the upslope-facing side of the walls, with the above-grade portion of the wall functioning as a rockfall barrier to stop rolling rocks. Retaining walls would be stabilized with soil nails, that is, metal bars inserted into drilled holes in the slope and then grouted into place.

The part of the rockfall setback upslope from the retaining wall/rockfall barrier would be graded to create a 2.5-foot-wide concrete ditch next to the wall, followed by a nearly level area ("bench") approximately 10 feet wide to permit access to remove slough. The remaining upslope width of the rockfall setback would be graded to a slope of no more than 2:1 (horizontal: vertical) (see Figure 11, *Retaining Wall/Rockfall Barrier*).

The retaining wall/rockfall barrier south of Building C would be approximately 50 feet high total, with the retaining wall extending 47 feet above the finished grade facing the apartment building, and the rockfall barrier extending seven feet above the proposed grade facing the hillside (see Figure 11). The retaining wall/barrier would be lower in two other places next to the proposed apartment buildings shown in section diagrams in the project plans, totaling approximately 16 feet south of Building A and 19 feet northwest of Building A.[4]

[4] The wall northwest of Building A would extend approximately two feet above proposed grade on the upslope-facing side of the wall as a slough wall; no rockfall barrier is required there.

On the south side of the parking structure (Building D) the exterior wall of the parking structure would function as both retaining wall and rockfall barrier, and no separate wall or barrier would be built. The hillside slope next to the parking structure wall would be graded as described above.

Utilities

Water

Project construction would include construction of the following two networks of water pipes, including one network of fire flow water pipes ranging from 8- to 12-inch diameter and connecting to an existing 12-inch water line in Via Valmonte, and one network of polyvinyl chloride (PVC) domestic water mains ranging from 4- to 6- inch diameter connecting to an existing 10-inch water main in Hawthorne Boulevard (see Figure 12, *Utilities Plan*). Water laterals from the proposed apartment buildings would connect to the main in Hawthorne Boulevard. City of Torrance Water Services would provide water to the project.

Sewers

Project development would include construction of sewers connecting to an eight-inch sewer main in Via Valmonte. One proposed eight-inch sewer main would extend to the middle of the project site, then extend east and southeast, ending just west of the middle of Building C. Sewer laterals from the proposed apartment buildings would connect to the main (see Figure 12, *Utilities Plan*).

Storm Drainage and Water Quality

The project includes a set of proposed storm drains and underground detention tanks. The proposed storm drainage system would connect to an existing storm drain in Via Valmonte immediately west of its intersection with Hawthorne Boulevard (see Figure 13, *Proposed Drainage Plan*).

1.2.4 Discretionary Permits

The project includes requests by the project applicant for the following discretionary actions by the City of Torrance:

General Plan Amendment

The proposed project would require a General Plan Amendment (GPA16-00001) to change the land use designation from Low-Density Residential (R-LO) to Low-Medium-Density Residential (R-LM).

Zone Change

Additionally, the project applicant would seek a zone change (ZON16-00001) from A-1 (Light Agricultural) (Hillside Overlay District) to PD (Planned Development) (Hillside Overlay District) to Planned Development (PUD16-00001). All property within a P-D District shall be used only for those purposes permitted by the General Plan of the City and any Development Plan approved by the City (Torrance Municipal Code Section 91.42.1). The Hillside Overlay District sets forth the following requirements for planning and design of construction, remodeling, and enlargement projects in the Overlay District:

1. Introduction

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

Conditional Use Permit

A conditional use permit (CUP) is required for approval of multiple residential developments (that is, multifamily residences or condominiums) of more than three stories in height or having more than 100 units, or a density greater than 27) units per acre (Torrance Municipal Code Section 95.3.28). The proposed project meets all three stated criteria and would require a CUP (CUP16-00004): the buildings would be five stories high; the development would comprise 248 units; and the density on the 5.71-acre development area would be 43.4 units per gross acre, when Lot 1 is viewed independently.

Precise Plan of Development

The proposed project would require a Precise Plan. Precise plans of development are required for any developments in the Hillside Overlay, with specified exceptions. A precise plan may include:

- Provisions for the utilization of land and the utilization and design of buildings and other improvements, the height and bulk of buildings, and the open spaces approximately buildings.
- Limitations on the location of buildings and other improvements with respect to existing or planned rights-of-way and establishing precise locations for planned rights-of-way.
- Such other matters which will accomplish the systematic execution of the general plan and promote good planning. (Torrance Municipal Code Section 96.2.2)

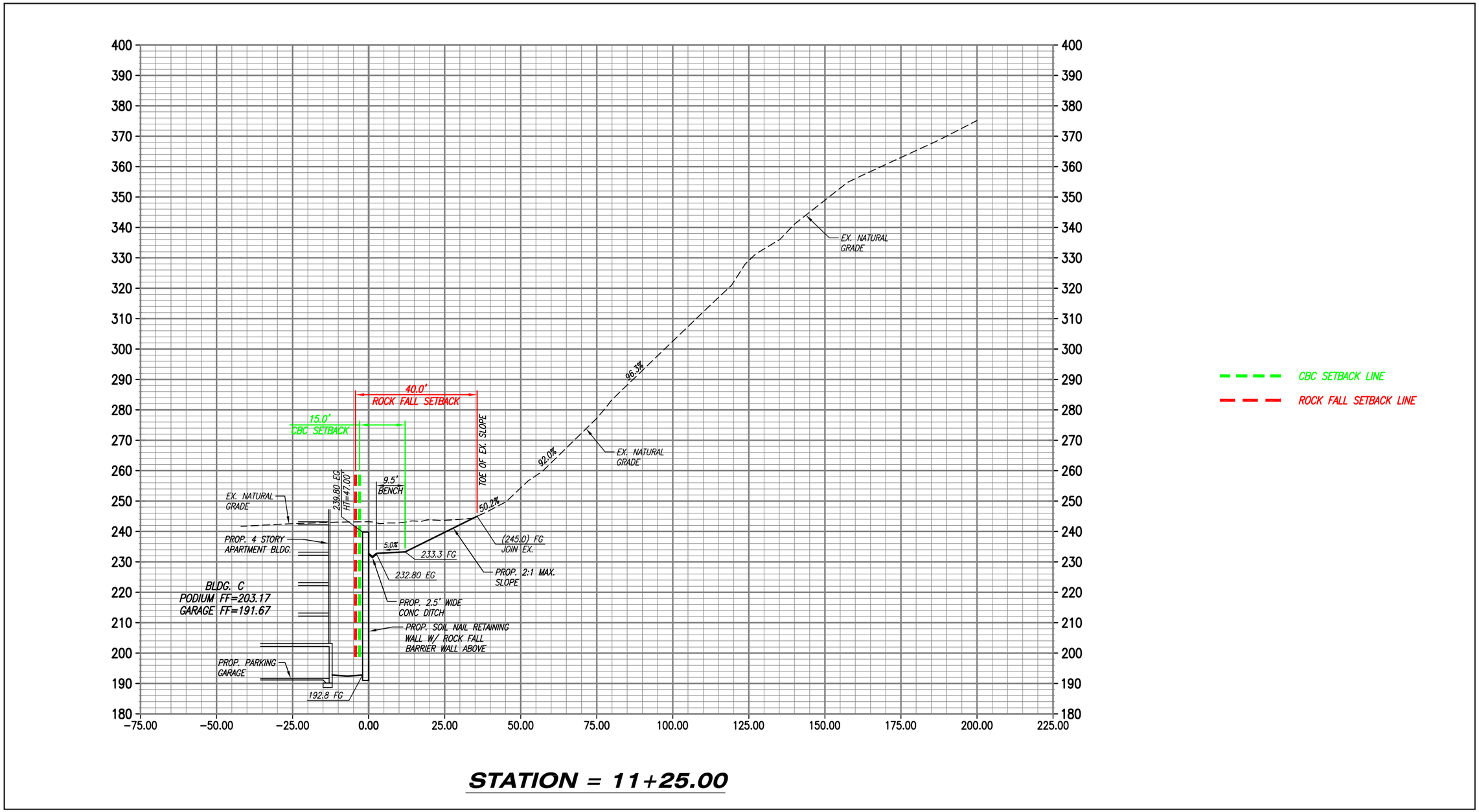
Figure 10 - Open Space Plan
1. Introduction



Source: Withee Malcolm Architects, 2017

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Figure 11 - Retaining Wall/Rockfall Barrier
1. Introduction



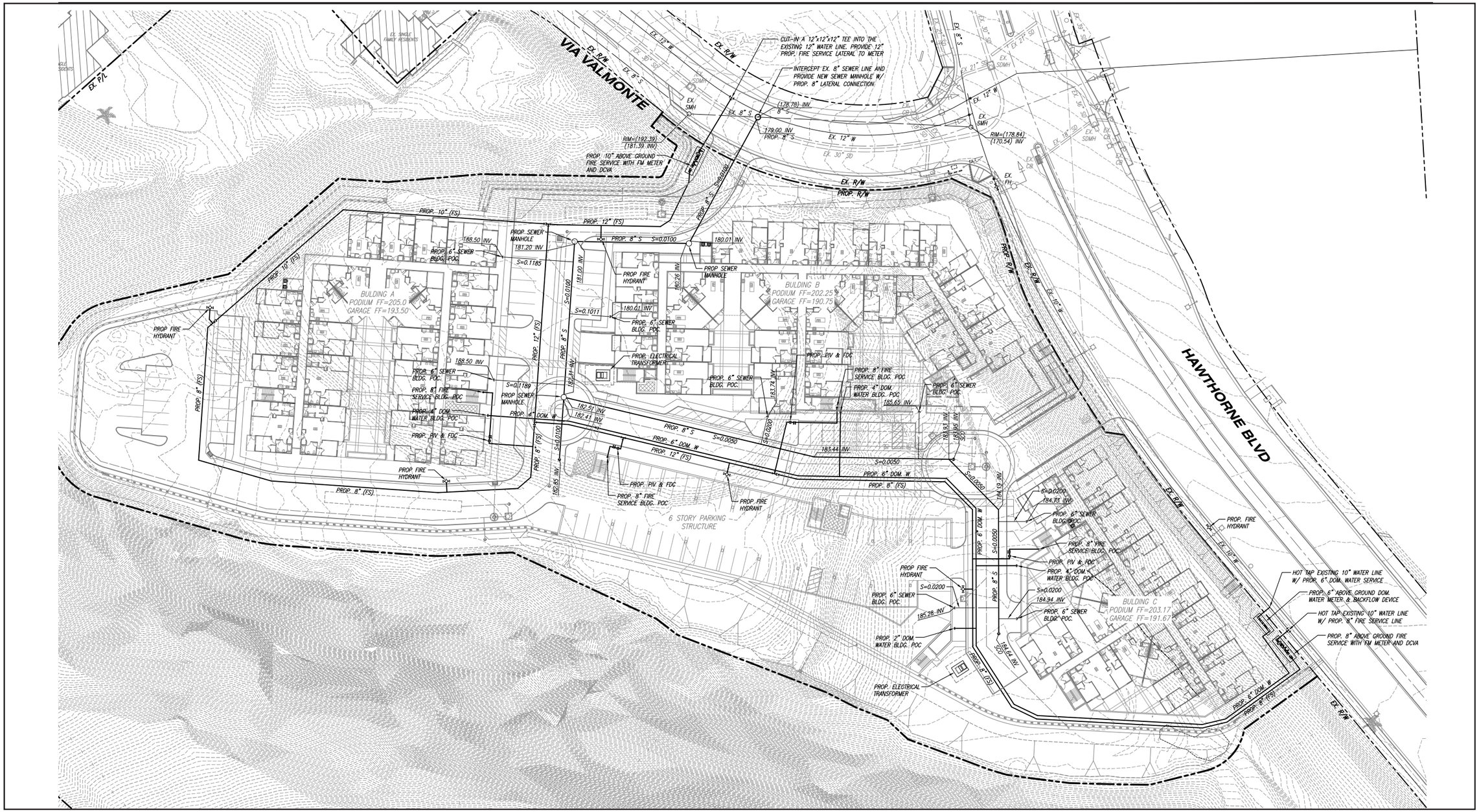
Note: The retaining wall and rockfall barrier diagrammed would be next to the south side of Building C in the southeast part of the development area. Retaining walls and rockfall barriers would vary in heights at different places onsite.

0 35
Scale (Feet)

Source: Withee Malcolm Architects, 2017

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Figure 12 - Utilities Plan
1. Introduction

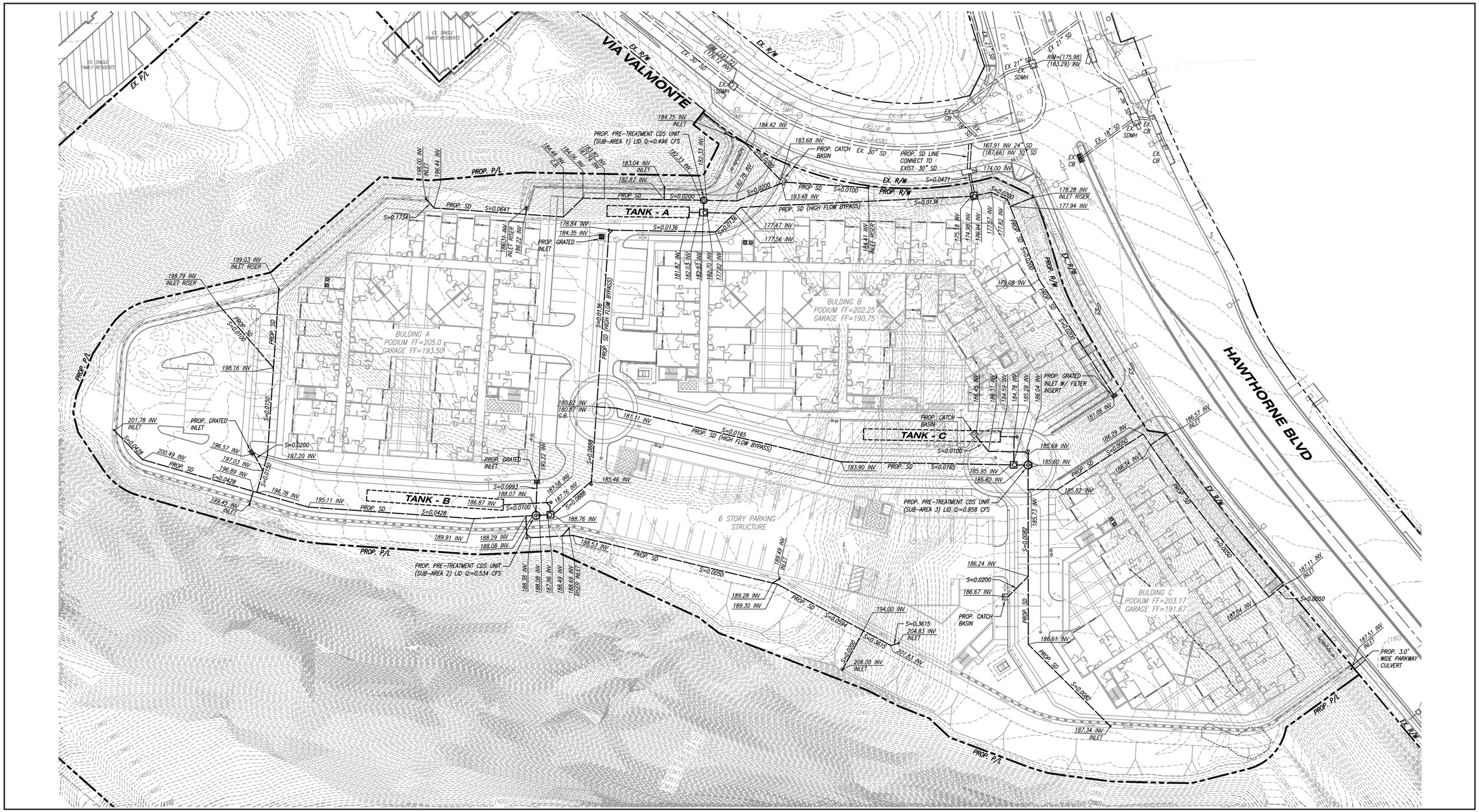


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Scale (Feet)

Source: Withee Malcolm Architects, 2017

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Figure 13 - Proposed Drainage Plan
1. Introduction



Source: Withee Malcolm Architects, 2017

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Vesting Tentative Tract Map

The applicant is requesting a vesting tentative tract map pursuant to Torrance Municipal Code Article 92.29 and requirements set forth therein.

1.2.5 Project Phasing

Construction

The project would be constructed in one phase, with various subphases, as described below. It is assumed that construction of the project would commence in January 2019 and would last approximately 29 months, ending in June 2021. Construction would include site preparation and grading where artificial fill soils would be removed from the development area. Soils would either be engineered for reuse as fill soil for the proposed project—including removal of debris and boulders, replacement on the site, and then moistening and compaction—or exported for disposal at a landfill accepting soil. Grading would occur for approximately 3.5 months, and would include the export of approximately 119,270 cubic yards of fill material, and the import of approximately 1,646 cubic yards of fill material. Utilities trenching would also occur during this phase. Upon completion of grading, construction of the retaining walls and parking structure would commence and last for approximately 7.5 months. It is anticipated that site paving would occur during the later stages of this subphase. Upon completion of the parking structure, building of the three residential units would commence and last for approximately 18 months, with the application of architectural coating occurring during the final three months of construction activities.

Operation

At full occupancy, the project is estimated to house 722 residents based on the estimated average household size in the City of Torrance in 2017, 2.62 persons (CDF 2017).[5] Project operation is estimated to employ five full-time workers, including management and maintenance staff.

1.3 EXISTING ZONING AND GENERAL PLAN

The existing City of Torrance General Plan land use designation is R-LO, Low-Density Residential, and the existing zoning designation is A-1, Light Agricultural District (Hillside Overlay District). A-1 Zoning District permits the growing of orchards, berries, and bush crops and single-family homes at densities no greater than 9.0 units per net acre.

1.4 CITY ACTION REQUESTED

Project approval would involve approval of a general plan amendment, zone change, conditional use permit, precise plan of development, vesting tentative tract map, and certification of the Final EIR for the project by the City of Torrance.

[5] The Hydraulic Network Analysis for the proposed project estimates 722 residents at full occupancy, assuming occupancy of two persons per bedroom (KHR 2017). That is considered a conservative estimate and will be utilized in the environmental analysis.

1. Introduction

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2. Environmental Checklist

2.1 BACKGROUND

1. Project Title: Butcher-Solana Residential Project

2. Lead Agency Name and Address:
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503

3. Contact Person and Phone Number:
Danny Santana, Planning & Environmental Manager
Nina Lang, Planning Associate
310.618.5990

4. Project Location:
The project site is 24.68 acres at the southwest corner of Hawthorne Boulevard and Via Valmonte on the southern boundary of the City of Torrance in southwestern Los Angeles County. The site is at the northern foot of the Palos Verdes Hills.

5. Project Sponsor's Name and Address:
ReyLenn Properties LLC
444 S. Cedros Avenue,
Suite 180
Solana Beach, CA 92075

6. General Plan Designation: Low-Density Residential (R-LO)

7. Zoning: A-1, Light Agricultural District (Hillside Overlay District)

8. Description of Project:
The project consists of development of 248 apartment units in three 5-story buildings, each consisting of four residential floors above a ground-level parking garage. The units would be one- and two-bedroom. The project would provide a total of 484 parking spaces in one 6-story parking structure, in ground-level parking garages in the three apartment buildings, and surface parking. The apartment buildings, parking structure and surface parking, and approximately 2.2 acres of landscaping, would all be developed in a 5.71-acre development area mostly in the northeast quadrant of the site. The remaining 18.97 acres would be preserved as open space: approximately 0.99-acre fuel management zone, 0.05 street dedication and 17.98 acres natural open space.

2. Environmental Checklist

9. Surrounding Land Uses and Setting:

Project Site

The site is vacant and consists partly of disturbed (bare) land; the balance of the site is vegetated with non-native grassland, coastal sage scrub and disturbed coastal sage scrub, chaparral, and mustard vegetation. A 200- to 250-foot-high, north-facing former quarry slope extends approximately northwest-southeast diagonally across the site from the southeast corner of the site to the northwest corner; the slope then continues northeasterly near the northwest site boundary, diminishing in height, to near the northeast site boundary.

Surrounding Land Uses

The project site is surrounded by single-family residences to the east and northeast opposite Hawthorne Boulevard; a senior living development next to the southeast site boundary. Multi-tenant office buildings and the Hillside Shopping Center are opposite Hawthorne Boulevard east of the southeast corner of the site. Next to the southwest site boundary, from south to north, are: Ernie Howlett Park (which includes a City maintenance yard) in the City of Rolling Hills Estates; City of Palos Verdes Estates City Parkland; and single-family residences in the City of Palos Verdes Estates. The northwest site boundary is surrounded by five single-family homes south of Via Valmonte and additional single-family homes north of Via Valmonte, all in the City of Torrance

10. Other Public Agencies Whose Approval Is Required:

- South Coast Air Quality Management District (Permit to Construct)
- Los Angeles Regional Water Quality Control Board (Water Quality Management Plan Approval)

11. 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, has consultation begun?

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 21083.3.2.) 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 Soboba Band of Luiseno Indians and the Torres Martinez Desert Cahuilla Indians are on the City of Torrance's notification list pursuant to AB 52. The City will notify those tribes and will consult with both tribes requesting consultation.

2.2 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
- ☒ Biological Resources
- ☒ Greenhouse Gas Emissions
- ☒ Land Use / Planning
- ☐ Population / Housing
- ☒ Transportation / Traffic
- ☒ Mandatory Findings of Significance
- ☐ Agriculture / Forestry Resources
- ☒ Cultural Resources
- ☒ Hazards / Hazardous Materials
- ☐ Mineral Resources
- ☒ Public Services
- ☒ Tribal Cultural Resources
- ☒ Air Quality
- ☒ Geology / Soils
- ☒ Hydrology / Water Quality
- ☒ Noise
- ☒ Recreation
- ☒ Utilities / Service Systems

2.3 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.

Signature

July 27, 2017
Date

Danny Santana
Printed Name

City of Torrance
For

2.4 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. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

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 significant.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	X			
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	X			
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	X			
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X			
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	X			
d) Expose sensitive receptors to substantial pollutant concentrations?	X			
e) Create objectionable odors affecting a substantial number of people?	X			
IV. 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?	X			
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?	X			
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
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?	X			
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	X			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	X			
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	X			

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to 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.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?	X			
b) Result in substantial soil erosion or the loss of topsoil?	X			
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?	X			
d) 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?	X			
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?				X
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	X			
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?	X			
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	X			
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	X			

2. Environmental Checklist

	Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			X	
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	X			
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	X			
IX. HYDROLOGY AND WATER QUALITY. Would the project:					
a)	Violate any water quality standards or waste discharge requirements?	X			
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site	X			
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	X			
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	X			
f)	Otherwise substantially degrade water quality?	X			
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	X			
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	X			
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j)	Inundation by seiche, tsunami, or mudflow?	X			

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	X			
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
XI. 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?			X	
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?			X	
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	X			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	X			
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	X			
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial 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)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. 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:				
a) Fire protection?	X			
b) Police protection?	X			
c) Schools?	X			
d) Parks?	X			
e) Other public facilities?	X			
XV. 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?	X			
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?				X
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	X			
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	X			
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	X			
e) Result in inadequate emergency access?	X			
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRIBAL CULTURAL RESOURCES. 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:				
a) 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	X			
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 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.	X			
XVIII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?	X			
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	X			
e) 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?	X			
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	X			
g) Comply with federal, state, and local statutes and regulations related to solid waste?	X			
XIX. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to 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, 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?	X			

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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.)	X			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

3. Environmental Analysis

Section 2.4 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

3.1 AESTHETICS

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

Potentially Significant Impact. Scenic vistas are panoramic views of natural or man-made features—such as mountains, oceans or lakes, forests, or urban skylines—not available from most places. Scenic vistas of parts of the Los Angeles Basin and the San Gabriel Mountains to the north and Santa Ana Mountains to the east are visible from parts of the development site. However, the development site is at the foot of a steep slope rising to the south and west; thus, project development would not block vistas from residences south or west of the site.

The hilltop in the southern part of the site affords panoramic 360-degree views, including the San Gabriel and Santa Ana mountains, much of the Los Angeles Basin, and the Palos Verdes Hills to the south, and the Santa Monica Bay and part of the Pacific Ocean to the northwest. The hilltop is within the proposed habitat conservation area, and the project does not propose development that would alter views from the hilltop. The proposed project would be developed in the City's Hillside Overlay District, which was designed to acknowledge the particular development difficulties due to the topography of the area. Development in the hillside is subject to special review criteria based on view, light, air, and privacy concerns, and requires that new development be designed in a manner that will not have an adverse impact upon the view, light, air, and privacy of other properties in the vicinity. Therefore, this topic will be addressed in the EIR.

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

No Impact. Approximately 0.62 acre of the area where vegetation would be impacted by project development—0.39 acre of development area and 0.23 acre of brush management zone—consists of toyon chaparral vegetation. Toyon chaparral has an open to continuous shrub canopy less than 23 feet high (Dudek 2016). The toyon chaparral is in an area surrounded by steep slopes to the south, west, and northwest and thus is not visible from most places offsite. Therefore, the toyon chaparral is not considered a scenic resource. The steep slope next to the south and northwest boundaries of the development area is a remnant from a former diatomaceous earth mine; the slope is not a natural rock outcropping and is not considered a scenic resource. The site is vacant and there are no historic buildings onsite

The nearest designated state scenic highway to the site is State Route 27, Topanga Canyon Road, approximately 22 miles to the northwest (Caltrans 2017). No impact to scenic resources would occur, and this topic will not be evaluated in the EIR.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. The development area consists largely of disturbed land and nonnative grassland. The development area has a nondescript visual character partly due to the steep slope south, west, and northwest of the development area, consisting partly of bare land and partly of coastal sage scrub and toyon chaparral vegetation, and partly due to disturbances within the development area such as bike trails. The aforementioned slope is a remnant of past mining that has been graded since the mine closed; the slope is relatively flat and does not have the visual quality of a natural slope. However, the proposed project would be developed within the City's Hillside Overlay District; therefore, the design of the proposed apartment buildings and parking structure would be required to provide an orderly and attractive development in harmony with other properties in the vicinity. This topic will be further evaluated in the EIR.

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

Potentially Significant Impact. There are no existing sources of light or glare onsite. Project development would introduce light sources onto the site such as exterior and interior building lights, vehicle lights, walkway lights, and parking lot lights. Lighting from the proposed project has the potential to impact existing residences west and south of the site, as well as the residences east of the site opposite Hawthorne Boulevard. The proposed project's lighting would be designed to be consistent with and sensitive to surrounding uses and would be installed in such a manner as to minimize glare for pedestrians and drivers, and to minimize spillover lighting impacts. Therefore, the proposed project's potential to create a new source of substantial light or glare that could adversely affect day or nighttime views in the area is considered potentially significant. Further analysis is required in the EIR.

3.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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—as well as the entire part of the Los Angeles Basin within Los Angeles County—is not mapped as important farmland on the California Important Farmland Finder maintained by the Division of Land Resource Protection (DLRP 2017). Project development would not convert mapped important farmland to nonagricultural uses, and no impact would occur. This impact will not be analyzed in the EIR.

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

No Impact. The project site is zoned by the City of Torrance for light agricultural use (A-1), which permits the growing of orchards, berries, and bush crops and development of detached single-family homes. The site is in the Hillside Residential Neighborhood District identified in the City of Torrance General Plan. The district consists almost exclusively of single-family homes. No substantial amount of agriculture exists in the district. While the project site is zoned for agricultural use, no such use exists on or near the site. The project includes an application for zone change to Planned Development (Hillside Overlay District). The proposed residential development would conform with the proposed zoning. There are no Williamson Act contracts in effect on the project site, and no impact would occur. This topic will not be addressed in the EIR.

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 zoned for light agricultural use (A-1); the site is not zoned for forest, timberland, or timberland production. No impact would occur; this impact will not be addressed in the EIR.

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

No Impact. The development area consists mainly of nonnative grassland, disturbed land, sagebrush, and toyon chaparral vegetation, and no forest land exists on the project site. No impact would occur; this impact will not be analyzed in the EIR.

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 project site is surrounded by residential and commercial uses and Ernie Howlett Park. There is no farmland near the project site where project development could contribute to conversion to nonagricultural use, and no impact would occur.

3.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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

Potentially Significant Impact. The most recently adopted comprehensive plan for the South Coast Air Basin (SoCAB) is the 2016 Air Quality Management Plan (AQMP), adopted on March 3, 2017. Regional growth projections are used by South Coast Air Quality Management District (SCAQMD) to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the Southern California Association of Governments and are partially based on land use designations in city and county general plans. Implementation of the proposed residential project would potentially result in an increase in

criteria air pollutants from area, stationary, and mobiles sources. The EIR will evaluate the proposed project for consistency with the AQMP and any impacts the project may have on the attainment of regional air quality objectives. Identified mitigation measures will be incorporated as needed.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact.

Short-Term Air Quality

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

Short-term emissions associated with the proposed project could potentially exceed the SCAQMD regional significance thresholds. The EIR will evaluate the potential for the project to generate significant short-term air quality impacts. Identified mitigation measures will be incorporated as needed.

Long-Term Air Quality

Long-term air pollutant emissions are typically generated by area sources (e.g., landscaping equipment fuel use, aerosols, and architectural coatings), mobile sources from vehicle trips, and energy use (natural gas) associated with apartment development. Long-term emissions associated with the proposed project could potentially exceed the SCAQMD regional significance thresholds. The EIR will evaluate the potential for the project to generate significant long-term air quality impacts. Identified mitigation measures will be incorporated as needed.

c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. The SoCAB is designated nonattainment for Ozone (O_3) and fine particulate matter ($PM_{2.5}$) under the California and National AAQS, nonattainment for particulate matter (PM_{10}) under the California AAQS, and nonattainment for lead under the National AAQS. According to SCAQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values would not add significantly to a cumulative impact. As discussed in Section 3.3.b, both short-term construction impacts and long-term operational impacts may exceed thresholds, so the project may result in a cumulatively considerable net increase in criteria pollutants. The EIR will evaluate the project's potential to result in a cumulatively considerable net increase in criteria pollutants. Identified mitigation measures will be incorporated as needed.

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. An impact is potentially significant if emission levels exceed the state or federal ambient air quality standards, thereby exposing sensitive receptors to substantial pollutant concentrations. Sensitive receptors are locations where uses or activities result in increased exposure of persons more sensitive to the unhealthful effects of emissions (such as children and the elderly). Residential land uses are to the north, east, and west of the project site. The EIR will evaluate the potential for construction and operation activities of the proposed project to exceed SCAQMD's localized significance thresholds in accordance with SCAQMD's guidance methodology. The EIR will also analyze potential health impacts associated with any exposure of sensitive receptors to substantial pollutant concentrations. Identified mitigation measures will be incorporated as needed.

e) Create objectionable odors affecting a substantial number of people?

Potentially Significant Impact. Construction and operation of the proposed project may create objectionable odors. The EIR will incorporate the results of the air quality technical report and evaluate the potential for construction and operation activities of the proposed project to create objectionable odors affecting a substantial number of people. Identified mitigation measures will be incorporated as needed.

3.4 BIOLOGICAL RESOURCES

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?

Potentially Significant 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; and plant species listed as rare by the California Native Plant Society. A Biological Resources Technical Report (BRTR) was completed for the project site. The project impact area would consist of the 5.71-acre development area plus a 0.99-acre brush management zone, for a total of 6.70 acres.

Sensitive Animal and Plant Species

One sensitive bird species, Cooper's hawk (*Accipiter cooperii*), was observed onsite. Two other sensitive species that have been observed in the project region were found to have low to moderate potential to occur onsite: burrowing owl (*Athene cunicularia*) and western mastiff bat (*Eumops perotis californicus*). No sensitive plant species were observed onsite, and no such species were determined to have moderate to high potential to occur onsite based on characteristics including range and habitat preference (Dudek 2016). Project impacts on sensitive species would be potentially significant, and the findings of the BRTR will be discussed in the EIR.

Sensitive Habitat

One sensitive natural community, toyon chaparral (0.62 acres) was identified in the project impact area in the BRTR (Dudek 2016). Impacts to toyon chaparral would be potentially significant and will be evaluated in the EIR.

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?

Potentially Significant Impact.

Riparian Habitat

No riparian habitat—that occurring along the banks of rivers and streams—was identified onsite. One concrete-lined channel, which does not support riparian habitat, was identified along the south site boundary in the BRTR. No impact to riparian habitat would occur, and this impact will not be analyzed further in the EIR.

Other Sensitive Natural Communities

Impacts to toyon chaparral would be potentially significant and will be evaluated in the EIR.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. No wetlands were identified onsite in the BRTR. No impact would occur and this topic will not be addressed in the EIR.

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?

Potentially Significant Impact.

Wildlife Movement and Migration

Ernie Howlett Park, which abuts part of the southwest site boundary, is the northernmost of four open space areas totaling 293 acres in the City of Rolling Hills Estates that are contiguous except for Hawthorne Boulevard and Crenshaw Boulevard, which bisect the open space areas:

- Ernie Howlett Park, 34 acres
- South Coast Park/former Palos Verdes Landfill site, 172 acres
- South Coast Botanic Garden, 83 acres
- Chandler Park, 5 acres

Part of the South Coast Park/former Palos Verdes Landfill site is operated by the City of Rolling Hills Estates as the Peter Weber Equestrian Center (approximately 140 acres); the remaining 41 acres are closed to the public (Greeninfo Network 2017; Rolling Hills Estates 2017). The other three open space areas, totaling 121 acres, are utilized as public recreational areas. While the areas are mostly recreational and are not native habitat or managed as wildlife habitat, the areas contain some vegetation that might be used by wildlife. The areas are not considered to have substantial value for overland wildlife movement for the following reasons:

- The areas taken together are surrounded by urban development, and not by native habitat, except for City of Palos Verdes Estates Open Space that narrows to only 40 feet wide a short distance northwest of Ernie Howlett Park.

- The areas are not in the Rancho Palos Verdes Natural Community Conservation Plan (NCCP), which spans approximately 13.5 square miles of the Palos Verdes Peninsula and is approximately 0.8 mile west of the project site (USFWS 2017).

- The areas are not in a Linkage Planning Area in the NCCP—that is, areas connecting larger habitat areas; the nearest such Linkage Area to the site is approximately 2.6 miles to the south (Rancho Palos Verdes 2004).

Impacts on overland wildlife movement would be less than significant, and this topic will not be analyzed in the EIR.

Nesting Birds

Nesting migratory birds are protected under the Migratory Bird Treaty Act (United States Code, Title 16, Sections 703–712); nesting birds are also protected under California Fish and Game Code Sections 3503 et seq. Vegetation in the project impact area that could be used by nesting birds includes nonnative grassland, mustard, sagebrush, toyon chaparral, and ornamental vegetation. This impact would be potentially significant and will be addressed in the EIR.

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

No Impact. Trees on City of Torrance property are protected under Torrance Municipal Code Article 75.1, known as the City Tree Ordinance. The project site is on private property, and project development would not affect trees on City property. 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 not in a habitat conservation plan (HCP) or natural community conservation plan. The nearest HCP to the project site is the Rancho Palos Verdes HCP, which spans approximately 13.5 square miles of the Palos Verdes Peninsula and is approximately 0.8 mile west of the project site (USFWS 2017). Project development would not conflict with an HCP or NCCP, and no impact would occur. This topic will not be addressed in the EIR.

3.5 CULTURAL RESOURCES

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

Potentially 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.

Debris such as concrete, brick, and rock fragments, wire, PVC pipe, plastic, wood, and metal debris was found in borings drilled during the geotechnical investigation in artificial fill soil to depths of up to approximately 23 feet below ground surface. The mine pit was backfilled over many years; it is likely that the debris was either in the backfilled soil or was disposed of in the pit during backfilling.

The former diatomaceous earth mine onsite is part of the history of mining in the Palos Verdes Hills. The Mineral Resources Data System maintained by the US Geological Survey lists 10 historical mines in the Palos Verdes Hills, including six sand and gravel mines, two clay mines, one stone mine, and one diatomaceous earth mine (USGS 2017). This impact would be potentially significant. A cultural resources records search will be obtained from the South Central Coastal Information Center at California State University Fullerton. The search findings will be discussed in the EIR.

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

Potentially Significant Impact. Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. Project development would involve excavations to depths of up to approximately 51 feet under the proposed apartment buildings in addition to ground disturbance for construction of graded slopes. The project site was used as a diatomaceous earth mine from the early 1900s to the late 1950s. The majority of the soil that would be disturbed by project construction is fill soil used to backfill the former diatomaceous earth mine on the site (Geocon West 2016). However, project construction could disturb native soils onsite. Mining artifacts could still be present in site soils.

One Native American archaeological site described in the Torrance General Plan Environmental Impact Report is Malaga Cove, a large village site near the southwest corner of the City, in or near the lower northern slopes of the Palos Verdes Hills (PlaceWorks 2009).[6] There is potential that Native American archaeological resources could be present in soils onsite and could be disturbed by project ground-disturbing activities.

This impact would be potentially significant. The City will offer to consult with Native American tribes regarding tribal cultural resources that may be present on or near the site, including the potential for resources to be buried in site soils. A cultural records search for the site and surroundings will be conducted by the South Central Coastal Information Center at California State University Fullerton. The findings of the cultural records search, and any information resulting from consultation that the affected Native American tribes agree to have published will be discussed in the EIR. Mitigation measures will be incorporated as needed to reduce impacts to the greatest degree feasible.

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

Potentially Significant Impact.

Unique Geological Features

The high cliff in the middle of the site is a remnant from a diatomaceous earth mine that operated on the site from the early 1900s to the late 1950s (LACSD 2017). The cliff is not a natural feature and is not considered a unique geological feature. No impact would occur.

Paleontological Resources

Paleontological resources are fossils, that is, the recognizable remains or evidence of past life on earth; including bones, shells, leaves, tracks, burrows, and impressions. Diatomaceous earth is the fossilized remains of hard-shelled algae. Two geologic units found under the site in borings drilled to depths of up to 50.5 feet below ground surface (bgs) during the preliminary geotechnical investigation of the site—Lomita Marl and the Valmonte Diatomite, part of the Monterey Formation—were noted as fossiliferous in the investigation report

[6] The General Plan EIR does not specify whether the Malaga Cove site is in or outside of the City of Torrance. The EIR mentions two places associated with the Malaga Cove site—Malaga Cove, a community in the City of Palos Verdes Estates southwest of the City of Torrance, and Hollywood Riviera in the southwestern end of Torrance.

(Geocon West 2016). However, the report did not detail what fossils were found or could be present, other than the diatomaceous earth. Much of the soil that would be disturbed by project construction is fill soil used to backfill the former diatomaceous earth mine on the site (Geocon West 2016). Such soil was disturbed during backfilling of the mine pit and was likely previously disturbed during mining and is thus very unlikely to contain significant fossils. However, project construction would disturb native soils onsite. Thus, project ground-disturbing activities could damage fossils that may be present in site soils. This impact would be potentially significant and will be discussed in the EIR, and mitigation measures will be incorporated as needed.

d) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. The Malaga Cove Native American village site is a few miles west of the project site. Much of the soil that would be disturbed by project construction is fill soil used to backfill the former mine; however, project construction could disturb some native soils onsite. Thus, there is some potential that project earthmoving activities could disturb human remains.

California Health and Safety Code Section 7050.5 requires that in the event that human remains are discovered within the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. The project would comply with existing law, and potential impacts to human remains would be less than significant.

3.6 GEOLOGY AND SOILS

a) Expose people or structures to 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. The Alquist-Priolo Earthquake Fault Zoning Act (California Public Resources Code Sections 2621 et seq.) requires the state geologist to delineate earthquake fault zones along faults that are "sufficiently active" and "well defined." The act requires that cities and counties withhold development permits for sites in an earthquake fault zone until geologic investigations demonstrate that the sites are not threatened by surface displacements from future faulting. Pursuant to this act, structures for human occupancy are not allowed within 50 feet of the trace of an active fault. Active faults are those showing surface expression of displacement within approximately the last 11,700 years. The Palos Verdes Fault passes approximately 350 feet north of the project site. The project site is not in an Alquist-Priolo Earthquake Fault Zone; However, the site is in a City of Torrance Fault Hazard Management Zone.

A fault rupture hazard investigation for the site was completed by Geocon West Inc. in January 2016. The investigation included review of historical aerial photographs for linear features that may indicate faults; three exploratory trenches; clearing the northwest quarry slope and examining the slope for faults; and pot-holing, that is, excavating round holes. The project site is in a zone of minor shearing thought to result from folding of the northeast flank of the Palos Verdes Hills, and not considered to indicate a fault onsite (Geocon West 2016b).

The fault rupture hazard investigation concluded that the potential for surface rupture of a fault onsite is very low, and that setbacks from the shearing features are not needed. However, differential settlement could occur in site soils (Geocon West 2016b) and is addressed in Section 3.6.a.iii, below.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The project site is in a seismically active region. In addition to the Palos Verdes Fault approximately 350 feet north of the site, other active faults in the region include the Cabrillo Fault, approximately 1.9 miles to the south, and the Newport-Inglewood Fault approximately 7.5 miles to the northeast. The Compton Thrust—a fault several miles underground that is not exposed at the surface—underlies most of the City of Torrance including the project site. Several other thrust faults (underground and not expressed at the surface) underlie the Los Angeles Basin. Ten moderate to major earthquakes in southern California during the last 100 years are identified in the geotechnical investigation report.

Structures for human occupancy must be designed to meet or exceed CBC standards for earthquake resistance. The CBC comprises California Code of Regulations Title 24 Part 2; is updated triennially; and the 2016 CBC took effect on January 1, 2017. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with a specified probability at the site. The peak ground acceleration onsite with a 2 percent chance of exceedance in 50 years—that is, an average return period of 2,475 years—is 0.72g, where g is the acceleration of gravity. Seismic design parameters pursuant to California Building Code requirements are provided in the geotechnical investigation report (Geocon West 2016a).

The proposed buildings would be designed and built in accordance with CBC seismic safety requirements, and impacts from ground shaking would be less than significant. This topic will not be studied in the EIR.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact.

Liquefaction refers to loose, saturated sand or silt deposits that behave as a liquid and lose their load-supporting capability when strongly shaken. Loose granular soils and silts that are saturated by relatively shallow groundwater are susceptible to liquefaction. The site is not in a zone of required investigation for liquefaction mapped by the California Geological Survey or in an area of liquefaction potential mapped in the City of Torrance General Plan. Historic high groundwater levels in the south Torrance area are over 80 feet below ground surface (bgs). Groundwater was not detected in borings to depths of up to 61.5 feet

bgs below the development area and 111.5 feet bgs atop the slope south of the development area. Liquefaction potential beneath the site is considered very low (Geocon West 2016a). Impacts would be less than significant, and this topic will not be analyzed in the EIR.

iv) Landslides?

Potentially Significant Impact. Most of the project site is in a zone of required investigation for earthquake-induced landslides mapped by the California Geological Survey (Geocon West 2016). The geotechnical investigation report included an analysis of the stability of two of the three slopes above the development area.[7] The analysis concluded that both slopes analyzed are subject to surface instability including rockfall (Geocon West 2016). This impact would be potentially significant. The geotechnical investigation report includes recommendations for slope construction, retaining wall design, and rockfall protection. The slope stability analysis and related recommendations will be discussed in the EIR.

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

Potentially Significant Impact.

Erosion on Existing and Proposed Slopes

Erosion is the movement of soil or rock on the earth's surface by water, wind, or ice. Landslides, by comparison, often involve deep masses of rock and soil. The project site currently contains large slopes that are partially vegetated, and thus vulnerable to erosion. Project construction would involve grading portions of the slopes onsite. The geotechnical investigation report contains recommendations for slope construction, retaining wall design, and rockfall protection. These recommendations will be evaluated in the EIR.

Erosion Impacts on Stormwater

Project construction would disturb and expose large amounts of soil and thus could cause substantial soil erosion. The project would include preparation and implementation of a stormwater pollution protection plan (SWPPP) specifying best management practices (BMPs) to be used to minimize stormwater pollution, including pollution with sediment. Erosion control BMPs will be discussed in the hydrology and water quality section of the EIR.

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?

Potentially Significant Impact.

Liquefaction and Lateral Spreading

Liquefaction hazards would be less than significant, as substantiated in Section 3.6.a.iii, above.

[7] The third slope was not analyzed because the proposed project would remove it during site grading.

Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The potential for lateral spreading onsite is considered very low due to the very low potential for liquefaction. Impacts would be less than significant, and this impact will not be addressed in the EIR.

Subsidence

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils with high silt or clay content are particularly susceptible to subsidence. The site is not in an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the site or in the general site vicinity. There appears to be little or no potential for ground subsidence due to withdrawal of fluids or gases at the site. Impacts would be less than significant and this topic will not be analyzed in the EIR.

Collapsible Soils

Collapsible soils shrink upon being wetted and/or being subject to a load. Most of the development area is underlain by artificial fill soil used to backfill the former mine pit. The fill soil was found in borings to depths of up to 50.5 feet during the geotechnical investigation and may extend to greater depths. The geotechnical investigation concluded that the fill soil in its existing condition is not suitable for supporting the proposed structures, but is suitable for removal and subsequent reuse as engineered fill (Geocon West 2016). Recommendations of the geotechnical investigation for remedial grading will be discussed further in the EIR.

d) 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?

Potentially Significant Impact. Expansive soils contain substantial amounts of clay that swells when wetted and shrinks when dried; the swelling or shrinking can shift, crack, or break structures built on such soils. The underlying bedrock at the project site is predominantly diatomaceous siltstone and sandstone with localized lenses of siliceous siltstone, fossiliferous sandstone, and cherty sandstone. The bedrock is thinly bedded with well-developed bedding and ranges from very soft (diatomaceous siltstone and sandstone beds) to medium hard (cherty and siliceous beds). The upper few feet of site soils are considered expansive based on the underlying bedrock. Recommendations of the geotechnical investigation report for further testing, and for foundation design to minimize hazards from expansive soils, will be discussed in the EIR.

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. Project construction would involve construction of sewer laterals connecting to existing sewer mains. The project would not involve the use of septic tanks or other alternative wastewater disposal systems, and no impact would occur.

3.7 GREENHOUSE GAS EMISSIONS

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

Potentially Significant Impact. Climate change is not confined to a particular project area and is the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough GHG emissions on its own to significantly influence global climate change; hence, the issue of global climate change is, by definition, a cumulative environmental impact. The State of California, through its governor and legislature, has established a comprehensive framework for the substantial reduction of GHG emissions. This will occur primarily through the implementation of Assembly Bill 32 (AB 32), Senate Bill 375 (SB 375), and AB 197, which will address GHG emissions on a statewide, cumulative basis.

Construction and operation of the proposed residential project would have the potential to generate GHG emissions that could significantly impact the environment. A greenhouse gas emissions technical report for the proposed project has been prepared by Dudek. The EIR will evaluate the potential for the project to generate a substantial increase in GHG emissions, and identified mitigation measures will be incorporated as needed.

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

Potentially Significant Impact. The California Air Resources Board's Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target, established by AB 32, of 1990 emission levels by year 2020. In addition, the Sustainable Communities and Climate Protection Act of 2008 (SB 375) was adopted by the legislature to reduce per capita vehicle miles traveled and associated GHG emissions from passenger vehicles. The Southern California Association of Government's (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy identifies the per capita GHG reduction goals for the SCAG region. The EIR will evaluate the project's consistency with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Identified mitigation measures will be incorporated as needed.

3.8 HAZARDS AND HAZARDOUS MATERIALS

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.

Construction

Project construction would involve use of hazardous materials including fuels; oil, greases and other lubricants; pesticides; paints; fertilizers; and solvents and other cleansers. Hazardous materials would be transported, used, stored, and disposed of per several existing regulations, including the Hazardous Materials Transportation Act, the Resource Conservation and Recovery Act, the California Hazardous Waste Control Act, and the California

Accidental Release Prevention Program. The construction contractor would maintain equipment and supplies for containing and cleaning up small hazardous materials spills, and would train workers in such containment and cleanup. The contractor would notify the Torrance Fire Department (TFD) and the Los Angeles County Fire Department (LACoFD) immediately in the event of a hazardous materials release of amount and/or toxicity that could not be safely contained and cleaned up by onsite construction workers.[8] Therefore, the use of hazardous materials during project construction would not pose substantial hazards to the public or the environment, and impacts would be less than significant.

Operation

Only small amounts of hazardous materials would be used in operation of the proposed residences, mostly for cleaning and maintenance purposes. Such hazardous materials would be used in compliance with the aforementioned laws and regulations. Thus, the use of hazardous materials during project operation would not cause substantial hazards to the public or the environment, and 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?

Potentially Significant Impact.

Hazardous Materials to Be Used by the Project

Hazards from accidental release of hazardous materials would be less than significant, as substantiated above in Section 3.8.a. Hazardous materials such as fuels, greases, paints, and cleaning substances may be used during project construction. Project construction contractors would maintain equipment and supplies for containing and cleaning up small hazardous materials spills; train construction workers on such containment and cleanup; and would notify TFD and LACoFD immediately in the event of a release of hazardous materials to the ground or air. This impact will not be analyzed in the EIR.

Existing Hazardous Materials on the Project Site

A Phase I Environmental Site Assessment (ESA) completed by Kennedy/Jenks in 2015 concluded that soil vapor from a contaminant plume under Hawthorne Boulevard, outside the southeast site boundary, originated from the former Palos Verdes Landfill (PVLF) and may pose a vapor encroachment risk for a residential development. A Phase II ESA by Kennedy/Jenks in February 2016 tested soil vapor samples. Benzene was detected in one sample at concentrations above the environmental screening level for benzene; therefore, this impact is potentially significant and will be further evaluated in the EIR.

[8] The LACoFD is the Certified Unified Program agency (CUPA) for Torrance; the Certified Unified Program coordinates enforcement of several state and federal regulations governing hazardous materials. The TFD is a participating agency respecting the CUPA and manages four programs in Torrance: Hazardous Materials Disclosure Program, California Accidental Release Program, Underground Storage Tank Program, and Uniform Fire Code regarding hazardous materials management plans. The LACoFD oversees hazardous waste programs, including permitting for hazardous waste facilities (TFD 2017). TFD and LACoFD both respond to hazardous materials emergencies in Torrance.

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

Potentially Significant Impact. One school is within 0.25 mile of the project site, Walteria Elementary School at 24456 Madison Street in Torrance. The air quality analysis to be prepared for the EIR will assess impacts of project emissions on nearby receptors. This impact will be discussed in the EIR.

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?

Potentially Significant Impact.

Phase I Environmental Site Assessment

The Phase I ESA did not identify any recognized environmental conditions (RECs), conditional RECs, or historical RECs associated with the site.[9] However, the ESA identified several "notable findings":

- **Palos Verdes Landfill.** Groundwater contamination from the PVLF have migrated north along Hawthorne Boulevard and the south-southeast boundary of the project site. Some wells close to the southern portion of the project site show VOCs and semi-VOCs in groundwater above their respective maximum contaminant levels—that is, above the greatest concentration permitted in drinking water. No groundwater quality information is available for the project site. Impacts from the groundwater plume, if present beneath the site, may pose a vapor encroachment risk for a residential development. No offsite soil gas data from the PVLF site were available for review. Active remediation of groundwater at the PVLF site is ongoing using a subsurface bentonite-cement barrier and wells upgradient of the site to discourage groundwater migration and extract contaminated groundwater.[10] The environmental control systems currently in place at the Palos Verdes Landfill are functioning properly and continue to be protective of human health and the environment, and no additional remedial measures and monitoring systems are necessary. The southern two-thirds of the project site (the portion closest to the PVLF) will not be developed and will remain as open space.

- **Hawthorne Landfill.** The Hawthorne Landfill, approximately 3,850 feet southwest and upgrade of the project site, is a former landfill in a residential area that received a No Further Action (NFA) status for reported impacts to soil and soil gas in 1997. A requirement of the NFA status was to install a continually operating gas collection system that is properly maintained. Polycyclic aromatic hydrocarbons, VOCs, and

[9] An **REC** is the presence or likely presence of any hazardous substance or petroleum products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. A **historical REC** is a past release of any hazardous substance or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority, or meeting unrestricted residential use criteria, without requiring controls on the property such as land use controls. A **conditional REC** is an REC resulting from a past release of hazardous substance or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls such as land use controls.

[10] Bentonite is a type of clay.

metals are present. The lighter compounds can be carried by escaping gas to residential properties. The responsible party and homeowners are working to determine a course of action to avoid litigation. This site was part of the Palos Verdes Landfill site and is now considered a separate site.

- **Former Shell Service Station, 25535 Hawthorne Boulevard, next to southern site boundary.** The former Shell service station adjoining the project site to the south had reported petroleum-related chemical impacts to soil and groundwater.[11] The case was closed in 2010, and groundwater monitoring wells associated with the site were subsequently destroyed. However, some monitoring wells used to monitor the PVLF site are near the project site—well PV03 is within 100 feet of the southern project site boundary. According to 2014 well data from the Sanitation Districts of Los Angeles County, petroleum-related chemicals are not detected in nearby wells. A second leaking underground storage tank case at that service station—a release of gasoline affecting soil—was closed in 1996 (DTSC 2017). The former service station site is currently developed with the Sunrise at Palos Verdes senior living facility.

- **Natural Gas Pipeline.** An east-west trending natural gas pipeline is reported to run underneath and bisect the project site.

- **Faults.** The Palos Verdes Fault passes approximately 350 feet north of the project site. A fault rupture hazard investigation for the site was completed by Geocon West in January 2016. The project site is in a zone of minor shearing that is thought to result from folding of the northeast flank of the Palos Verdes Hills and is not considered to indicate a fault onsite (Geocon West 2016b).[12] This investigation is described further in Section 3.6.a.i of this Initial Study.

- **Offsite Releases of Petroleum Hydrocarbons.** Two properties north and east of the project site are identified for gasoline releases:

  - Mobil 11-MRK, 24510 Hawthorne Boulevard, Torrance, approximately 300 feet northeast of the project site: gasoline release affected soil; case closed 2007.

  - Former Shell Oil, 3744 Pacific Coast Highway, approximately 2,250 feet north of site: gasoline release affected soil; case closed 1996.

- **Offsite Releases of VOCs Northeast of the Project Site.** Two properties northeast of the project site were identified as having released VOC-related chemicals to the environment; however, releases at the first property, a dry cleaner site, were reported to impact soil only and have received closure by the oversight agency.[13] Releases at the second property, an industrial site about a mile from the project site, reportedly impacted soil and groundwater; however, the historical and current hydraulic gradient in that area is to the east and away from the project site.[14] Some nearby properties to the north and east of the project site were

[11] Gasoline, tertiary butyl alcohol, and various chlorinated VOCs, including dichloroethene, were detected (LARWQCB 2008).

[12] Information about faults from third parties reported in the Phase I ESA is omitted here because a site-specific fault rupture hazard investigation was completed in 2016.

[13] Ultimate Cleaners. Release of tetrachloroethylene affected soil and soil vapor; case closed 1998 (DTSC 2017a).

[14] Hughes Aircraft Company, 3100 West Lomita Boulevard, Torrance. Releases of metals, gasoline, and VOCs affected soil, soil vapor, indoor air, and groundwater other than drinking water. Remediation is ongoing and a land use covenant is in place for part of that site (DTSC 2017b).

identified as likely having used and/or stored VOC-related chemicals (e.g., dry cleaners); however, releases have not been reported.

Phase II Environmental Site Assessment

A screening-level assessment of shallow soil vapor conditions in the northern part of the project site (that is, the development area) was completed in February 2016 to determine whether VOCs from the Palos Verdes Landfill and/or the former Shell station could pose a vapor intrusion risk to the proposed development (Kennedy/Jenks 2016).

Sampling and Testing

Eight temporary soil vapor wells were drilled in August 2015. Samples were collected from each well at approximately five feet bgs and tested for VOCs using H&P Mobile Geochemistry's Method 8260SV. The temporary wells were destroyed after the samples were collected.

Results and Conclusion

Benzene was detected in one sample from the southeast part of the development area at a concentration of 0.15 micrograms per liter (µg/l), which is above the San Francisco Bay Regional Water Quality Control Board's environmental screening level (ESL) for benzene in a residential setting of 0.042 µg/l.[15] Benzene is listed by the California Office of Environmental Health Hazard Assessment as a carcinogen, developmental and reproductive toxin, and as having toxic effects on the immune system and blood (OEHHA 2017). The well where benzene was detected, SV8, is under the south-central part of the proposed parking structure and is approximately 115 feet south of Building B and 185 feet west of Building C. If soil vapor under the buildings is at the same concentration as SV-8, the cancer target risk would be unacceptable without mitigation measures (e.g., passive venting) incorporated into the design of the buildings.

Toluene was detected in one sample from the north-central part of the development area at a concentration of 2.2 µg/l. This detection is well below the ESL for a residential setting (160 µg/l).

Health risks from potential intrusion of benzene vapors into the proposed apartment buildings would be potentially significant, and this impact will be analyzed further in the EIR.

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 for people residing or working in the project area?

Less Than Significant Impact. Zamperini Field Airport, formerly known as Torrance Municipal Airport, is approximately 0.5 mile northeast of the site. The project site is outside of areas surrounding the airport where land uses are regulated to minimize air crash hazards to persons on the ground (LACALUC 2017). Impacts would be less than significant and this topic will not be analyzed in the EIR.

[15] The San Francisco ESLs are commonly used for screening-level assessments in California, but may not be strictly accepted by regulatory agencies outside of the San Francisco Bay area.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

Less Than Significant Impact. The nearest heliport to the project site is at Zamperini Field Airport approximately 0.5 mile to the northeast (Airnav.com 2017). Over congested areas, helicopters must maintain an altitude of at least 1,000 feet above the highest obstacle within 2,000 feet of the aircraft, except as needed for takeoff and landing (Code of Federal Regulations Title 14 Section 91.119). The tops of the completed apartment buildings would be far below the highest blufftop elevations on the project site. Project development would not cause hazards for persons onsite arising from helicopters approaching or departing Zamperini Field, and no impact would occur. This topic will not be addressed in the EIR.

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

Potentially Significant Impact. Torrance Police Department Emergency Services is charged with emergency response planning for the City, including prevention, preparedness, response, and recovery (Torrance 2009). The City of Torrance Emergency Operations Plan was updated in 2010. The City is currently updating its Local Hazard Mitigation Plan (LHMP); a public review draft LHMP was issued by the City in September 2016.

Project development would not adversely impact emergency responses in Torrance. However, staging of construction equipment and materials may occur off-site on Via Valmonte and would potentially impede emergency access to surrounding neighborhoods. This impact would be potentially significant. This issue will be analyzed further in the EIR.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Potentially Significant Impact. Land abutting the southwest side of the project site in the cities of Palos Verdes Estates and Rolling Hills Estates is in a Very High Fire Hazard Severity Zone (VHFHSZ) as mapped by the California Department of Forestry and Fire Prevention (CAL FIRE 2012). The nearest proposed apartment building would be approximately 295 feet northeast of the VHFHSZ. Project development would place residents near a wildfire hazard zone.

The TFD provides fire protection to the City of Torrance, and LACoFD serves the cities of Palos Verdes Estates and Rolling Hills Estates. The two closest TFD fire stations to the project site are Station 2 at 25135 Robinson Way, approximately 0.7 mile east of the site, and Station 4 at 5205 Calle Mayor, approximately 1.4 miles to the northwest (TFD 2017). The two nearest LACoFD stations are Station 106 at 27413 Indian Peak Road, approximately 2.2 miles to the southwest in Rolling Hills Estates, and Station 2 at 340 Palos Verdes Drive West, approximately 2.2 miles to the west in Palos Verdes Estates (USGS 2017). EIR preparation will include consultation with the TFD and LACoFD regarding firefighting resources available near the site and project impacts on fire protection. This impact will be addressed in the EIR.

3.9 HYDROLOGY AND WATER QUALITY

a) Violate any water quality standards or waste discharge requirements?

Potentially Significant Impact.

Project Construction

Requirements in California for waste discharges to stormwater from construction projects of one acre or larger are in the Statewide General Construction Permit, Order No. 2012-0006-DWQ, issued by the State Water Resources Control Board in 2012. Portions of the site could be especially susceptible to erosion due to the very steep terrain consisting of bare land and sparsely vegetated slopes. Project development would include preparation and implementation of a SWPPP specifying BMPs to be used to minimize stormwater pollution. The project SWPPP will be discussed in the EIR.

Project Operation

Requirements for waste discharges to stormwater from operation of developed land uses within the coastal watersheds of Los Angeles and Ventura counties are set forth in the Municipal Stormwater Permit (MS4 Permit), Order No. R4-2012-0175, issued by the Los Angeles Regional Water Quality Control Board in 2012. The project would include preparation and implementation of a water quality management plan pursuant to the MS4 Permit, specifying BMPs to be used during project design and operation to minimize stormwater pollution. The water quality management plan will be discussed in the EIR.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact. The project site is not above a groundwater basin. However, land northeast of the site across Hawthorne Boulevard is over the West Coast Subbasin of the Coastal Plain of Los Angeles Groundwater Basin that underlies much of the southwest Los Angeles Basin (DWR 2017).

Groundwater Supplies

City of Torrance Water Services (TWS) would supply water to the project. TWS forecast water supplies for 2020 consist of approximately 28 percent groundwater, 52 percent imported water, and 19 percent recycled water. TWS forecasts that it will have sufficient water supplies to meet demands in its service area with anticipated population growth over the 2020-2040 period (Torrance 2016). Therefore, project development would not substantially deplete water supplies. Impacts would be less than significant and no further analysis in the EIR is needed.

Groundwater Recharge

The project site is not used for intentional groundwater recharge. Project development would involve construction of 5.01 acres of impervious areas consisting of buildings, parking lots, driveways, and decks. The proposed impervious area is approximately 83 percent of the development area and approximately 20 percent of the entire 24.68-acre site. Project development would not substantially reduce groundwater recharge. Impacts would be less than significant and this topic will not be analyzed in the EIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.

Potentially Significant Impact. Most of the development area is in a topographic depression remaining from past mining activity; the lowest elevation is approximately 175 feet amsl. The lowest elevation along the rim of the depression is on the north side next to Via Valmonte just west of Hawthorne Boulevard; the elevation there is approximately 192 feet amsl, that is, approximately 17 feet above the bottom of the depression. Runoff from slopes facing the proposed development area collects in the depression. During very intense storms the water level in the depression may rise enough to flow northward to Via Valmonte. The nearest storm drains to the site are in Hawthorne Boulevard, just south of the intersection with Via Valmonte, and Via Valmonte, to the northwest of Hawthorne Boulevard. The nearest catch basins are also along Hawthorne Boulevard and Via Valmonte, south and northwest of the intersection of the roadways respectively, and along Via Valmonte north and northwest of the site (LACDPW 2017).

Project development would change the drainage pattern onsite. The project includes a set of proposed storm drains and underground detention tanks. The proposed storm drainage system would connect to the existing storm drain in Via Valmonte immediately west of its intersection with Hawthorne Boulevard. The project would include features designed to contain erosion from slopes surrounding the development area, including slough walls. Drainage and erosion impacts would be potentially significant. This topic will be studied further in the EIR.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Potentially Significant Impact. There are no existing drainage improvements onsite. The development area is surrounded by slopes on three sides—some almost vertical. The development area is a topographic depression where runoff from the slopes collects. Project development would change the drainage pattern of the development area through construction of a storm drainage system, including underground detention tanks, connecting to an existing storm drain in Via Valmonte. This topic will be studied further in the EIR.

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

Potentially Significant Impact. Project development would add impervious surfaces to the site and would thus generate runoff. The project would include construction of a drainage system onsite, including storm drains and underground detention tanks, connecting to the existing storm drain in Via Valmonte. This impact would be potentially significant and will be addressed in the EIR.

f) Otherwise substantially degrade water quality?

Potentially Significant Impact. Project construction and operation would generate contaminants that could affect stormwater. This impact would be potentially significant. The project SWPPP and water quality management plan will be discussed in the EIR.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Potentially Significant Impact. Approximately 1.2 acres onsite near the northwest boundary are in a 100-year flood zone (flood zone A) mapped by the Federal Emergency Management Agency (FEMA 2017). This flood zone is partly in the proposed development area. The proposed project would include a storm drainage system. The EIR will evaluate flood hazards onsite and storm drainage improvements needed to mitigate those hazards. Impacts would be potentially significant and will be analyzed in the EIR.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Potentially Significant Impact. Part of the site of proposed Building A would be in a 100-year flood zone. The EIR will evaluate flood hazards onsite and storm drainage improvements needed to mitigate those hazards. Impacts would be potentially significant and will be analyzed in the EIR.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. The nearest reservoirs to the project site for which the California Office of Emergency Services (Cal OES) maintains dam inundation maps are two underground reservoirs operated by TWS approximately 0.7 mile southeast of the site. The project site is outside the inundation areas of the two reservoirs (Cal OES 2016).

The project site is not in an area mapped by FEMA as protected from 100-year floods by levees. Project development would not subject people or structures to flood hazards arising from dam failure or levee failure, and impacts would be less than significant. This topic will not be studied in the EIR.

j) Inundation by seiche, tsunami, or mudflow?

Potentially Significant Impact.

Seiche

A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. No surface water bodies are close enough to pose a flood hazard to the site due to a seiche. No impact would occur.

Tsunami

A tsunami is an ocean wave caused by a sudden displacement of the ocean floor, most often due to earthquakes. There is no tsunami flood hazard onsite because the site is approximately 2.4 miles inland from the Pacific Ocean at the foot of the inland-facing slopes of the Palos Verdes Hills and at elevation ranging from 175 to 460 feet amsl. No impact would occur.

Mudflow

A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. Stability of the existing steep slopes above the development area was addressed in the project geotechnical investigation. The geotechnical investigation report recommended measures including retaining walls, slough walls, and setbacks to minimize hazards from unstable slopes. Mudflow hazards will be discussed further in the EIR.

3.10 LAND USE AND PLANNING

a) Physically divide an established community?

No Impact. The proposed project would not divide an established community. While the project site is surrounded by residences to the east, southwest, and northwest, the site is fenced with no public access corridors between residential neighborhoods due to the elevation differentials between said neighborhoods. Thus, residents of the surrounding neighborhoods do not use the site as an access way between neighborhoods. The project would include driveways with sidewalks accessing the site from Hawthorne Boulevard and Via Valmonte, thus providing access to the development area from the north and east. The proposed habitat conservation area would be open to project residents and employees, functioning as a private park. No adverse impact would occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The existing City of Torrance General Plan land use designation is R-LO, Low-Density Residential, and the existing zoning designation is A-1, Light Agricultural District. A-1 Zoning District permits the growing of orchards, berries, and bush crops and permits single-family homes at densities no greater than 9.0 units per net acre.

The project includes applications for a General Plan Amendment redesignating the site as Low-Medium Density Residential, and a zone change to Planned Development within the Hillside Overlay District. The EIR will evaluate the proposed project's consistency with City of Torrance General Plan and zoning policies.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The project site is not in a habitat conservation plan or natural community conservation plan, and no impact would occur.

3.11 MINERAL RESOURCES

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?

Less Than Significant Impact. A diatomaceous earth mine operated onsite from the early 1900s to the late 1950s. Diatomaceous earth mining was discontinued primarily due to reserve depletion; in addition, the ore in this area was low grade, generating large amounts of tailings (LACSD 1995).

The project site is designated Mineral Resource Zone 2 (MRZ-2) by the California Geological Survey, meaning that significant Portland cement concrete (PCC)-grade aggregate resources are known to be present (CGS 2010).[16] The Chandler sand and gravel quarry, an active mine, is approximately 1.2 miles southeast of the project site. The Chandler Quarry is in a Mineral Resources Sector—that is, an area with regionally significant PCC-grade aggregate resources (CGS 2010). Part of the former Chandler Quarry was operated as a landfill for inert construction waste until 2015 (CalRecycle 2017a). In 2014 the City of Rolling Hills Estates approved redevelopment of a 228-acre site, including the Chandler Quarry, with single-family residences and a golf course (Rolling Hills Estates 2014).

Future aggregate mining onsite would be incompatible with surrounding land uses, including a senior living facility next to the southeast site boundary and residences to the east, southwest, and northwest. Any remaining diatomaceous earth onsite is not considered valuable to the region and the state because of resource depletion by past mining and the low grade of the ore. Project development would not cause a loss of availability of a known mineral resource, and impacts would be less than significant.

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?

Less Than Significant Impact. Nearly the whole site is mapped as MRZ-2 in the City of Torrance General Plan, meaning that significant mineral deposits are present or there is a high likelihood for their presence, and development should be controlled. As stated above in Section 3.11.a, however, the project site does not contain locally important diatomaceous earth resources, and mining onsite would be incompatible with surrounding urban land uses. Impacts would be less than significant, and this topic will not be addressed in the EIR.

[16] Portland cement is the most common type of cement used in concrete, mortar, stucco, and grout.

3.12 NOISE

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. Implementation of the project would have the potential to increase noise levels in the vicinity of the project site due to vehicle trips that would be generated by the additional development; onsite operational activities, such as landscaping activities or use of outdoor space; and stationary sources, including HVAC systems. In addition, project-related demolition and construction activities could generate noise in excess of applicable standards affecting off-site sensitive receptors, including residents to the east, north, and west of the project site. The EIR will address the potential noise impacts associated with the project and identify mitigation measures as necessary.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Groundborne vibration or noise would primarily be associated with construction and demolition activities associated with development of the project. Temporary increased levels of vibration resulting from construction and demolition activities could impact vibration-sensitive land uses surrounding the project site. This topic will be addressed in the EIR, and mitigation measures will be identified as necessary.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. Future development would result in new sources of noise in the project area, primarily from project-related traffic. The EIR will evaluate the potential for noise generated by the project's residential uses to substantially increase existing noise levels in the project vicinity. Mitigation measures will be identified as necessary.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. Demolition and construction activities have the potential to substantially increase noise levels at nearby residential uses. These impacts will be addressed in the EIR, and mitigation measures will be identified as necessary.

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

Potentially Significant Impact. The nearest public use airport to the project site is the Zamperini Field, approximately 0.5 miles to the northeast. The EIR will evaluate the potential for noise generated by Torrance Municipal and other nearby public airports to expose residents of the project to excessive noise levels.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. There are no heliports or private airports within 5 miles of the project site. Therefore, development of the project would not expose people living onsite to excessive noise levels from aircraft noise due to heliports or private airports. Therefore, this topic will not be addressed in the EIR.

3.13 POPULATION AND HOUSING

a) Induce substantial 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. The project proposes development of 248 one- and two-bedroom apartment units. At full occupancy, the apartments are estimated to house 722 residents (KHR 2017).[17] The population of the City is estimated to increase from 146,500 in 2012 to 159,800 in 2040, an increase of 13,300 or approximately 9 percent (SCAG 2016). The population increase due to project development would be well within the regional population forecast for the City, and population growth impact would be less than significant.

Project operation would employ approximately five workers for management and maintenance of the development. Employment in Torrance is forecast to increase from 102,300 in 2012 to 117,600 in 2040, an increase of 15,300 or approximately 15 percent (SCAG 2016). Estimated employment by project operation is well within regional employment growth forecast for the City, and employment growth impact would be less than significant.

Project development would extend infrastructure into the 5.71-acre development area. The project would not extend infrastructure that could induce offsite growth, and such extension would be impracticable considering the steep cliff next to the south side of the development area. Impacts would be less than significant and this topic will not be addressed in the EIR.

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

No Impact. There is no housing onsite that would be displaced by project development, and no impact would occur. This topic will not be analyzed in the EIR.

[17] The estimate, from the Hydraulic Network Analysis for the proposed project, assumes occupancy of two persons per bedroom. Using the estimated average household size in Torrance in 2017, 2.62 persons (CDF 2017), full occupancy is estimated at 650 residents. Thus, 722 residents is a conservative estimate.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. There are no residents onsite who would be displaced by project development, and no impact would occur. This topic will not be analyzed in the EIR.

3.14 PUBLIC SERVICES

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:

a) Fire protection?

Potentially Significant Impact. The Torrance Fire Department would provide fire protection and emergency medical services to the project. The two closest TFD fire stations to the project site are Station 2 at 25135 Robinson Way, approximately 0.7 mile east of the site, and Station 4, at 5205 Calle Mayor, approximately 1.4 miles to the northwest (TFD 2017). Development of the proposed 248 apartment units would likely cause some small increase in demands for fire protection and emergency medical services.

Land abutting the southwest side of the project site in the cities of Palos Verdes Estates and Rolling Hills Estates is in a Very High Fire Hazard Severity Zone (VHFHSZ) mapped by the California Department of Forestry and Fire Prevention (CAL FIRE 2012). The nearest proposed apartment building would be approximately 295 feet northeast of the VHFHSZ. Project development would place residents near a wildfire hazard zone. LACoFD serves the cities of Palos Verdes Estates and Rolling Hills Estates. The two nearest LACoFD stations to the site are Station 106 at 27413 Indian Peak Road in the City of Rolling Hills Estates, approximately 2.2 miles to the southwest; and Station 2 at 340 Palos Verdes Drive West in the City of Palos Verdes Estates approximately 2.2 miles to the west (USGS 2017).

EIR preparation will include consultation with the TFD and LACoFD about firefighting resources available near the site and project impacts on fire protection. This impact will be addressed in the EIR.

b) Police protection?

Potentially Significant Impact. The Torrance Police Department provides police protection to the project site. Development of the proposed 248 apartment units could cause some small increase in demands for police protection. The Torrance Police Department will be consulted regarding police resources available in the south part of the City. This topic will be discussed in the EIR.

c) Schools?

Potentially Significant Impact. The project site is in the Torrance Unified School District (TUSD). The site is in the current attendance boundaries of the following schools:

- Riviera Elementary School, 365 Paseo de Arena, Torrance, approximately 1.7 miles to the northwest.
- Richardson Middle School, 23751 Nancy Lee Lane, Torrance, approximately 1.5 miles to the northwest.
- South High School, 4801 Pacific Coast Highway, approximately 1.3 miles to the northwest. (TUSD 2017)[18]

The TUSD will be contacted regarding student generation factors; existing enrollments and capacities at schools serving the project site; and project impacts on school facilities. This impact will be analyzed in the EIR.

d) Parks?

Potentially Significant Impact. The City of Torrance Parks Services Division maintains City parks, and the Recreation Division offers recreation programs in parks. The two nearest City parks to the project site are De Portola Park at 25615 Lazy Meadow Drive, approximately 0.6 mile to the southeast; and Walteria Park at 3855 242nd Street approximately 0.5 mile to the north. Ernie Howlett Park in the City of Rolling Hills Estates abuts part of the southwest site boundary. Demand for parks is generated by the populations in the parks' service areas. Development of the proposed 248 units would add an estimated 722 residents to the project site. Thus, project development would generate an increased demand for parks near the project site. This impact would be potentially significant. The Parks Services Division will be consulted regarding existing park facilities near the site and project impacts on park facilities. This topic will be discussed in the EIR.

e) Other public facilities?

Potentially Significant Impact. The City of Torrance Library Services Division provides library services to the City. The nearest City library to the project site is the Walteria Library at 3815 W 242nd Street, approximately 0.5 mile to the north (Torrance 2017a). Demand for libraries is generated by the populations in the libraries' service areas. Project development would add approximately 722 residents to the site and would thus increase demands for library services in the area. This impact would be potentially significant. The Library Services Division will be consulted approximately existing library facilities and collections available near the site and project impacts on library facilities and services. This topic will be studied in the EIR.

3.15 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?

Potentially Significant Impact. Project development would generate some increased demand for parks. This impact would be potentially significant and will be studied further in the EIR.

[18] Distances are by road, estimated using Google Maps Directions.

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?

No Impact. Approximately 18.92 acres of the project site would be preserved as a habitat conservation area and passive open space. The project proposes approximately 2.2 acres (96,385 square feet) of landscaping in the development area, nearly all of which would be along the development area perimeter and around the perimeters of the four buildings. Additionally, the proposed project would include a 5,000-square-foot community room and gym in Building B, as well as a lounge area with a pool and spa on the rooftop of the proposed parking structure. These recreational amenities would be for the residents of the proposed project and their guests, and would preclude the need for off-site recreational facilities to be developed to serve the introduced population. No impact would occur.

3.16 TRANSPORTATION/TRAFFIC

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Potentially Significant Impact.

The proposed addition of 248 apartment units and an estimated 722 residents to the site would add vehicle trips to area roadways. The project site plan includes two access driveways for the project—one from Hawthorne Boulevard—which would be right-in-right-out only—and one from Via Valmonte—which would be right-out only. The project includes the addition of sidewalks to the site frontages along Hawthorne Boulevard and Via Valmonte and along parts of the proposed network of driveways onsite. Impacts would be potentially significant. A traffic impact analysis (TIA) is being prepared for the proposed project and will be discussed in the EIR.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. The congestion management program (CMP) in effect in Los Angeles County was issued by the Metropolitan Transportation Authority of Los Angeles County (Metro) in 2010. All freeways and some arterial highways in the county are designated elements of the CMP Highway System. The two nearest CMP roadways to the project site are Pacific Coast Highway (State Route 1), and the segment of Hawthorne Boulevard (SR-107) between SR-1 and the I-405 (Metro 2010). The nearest CMP arterial intersection to the site is the intersection of SR-1 and SR-107 approximately 0.5 mile to the north. Analysis of traffic impacts to CMP intersections is required for projects that will add 50 or more trips through a CMP intersection during the AM or PM peak hour (Metro 2010). The TIA will estimate project traffic volumes on roadways near the site, determine if the project would add the threshold number of trips to either SR-107 or

3. Environmental Analysis

SR-1 at the intersection of the two roadways, and analyze project and cumulative traffic impacts at that intersection.

The nearest freeway to the site is the I-110 approximately 3.9 miles to the east. Analysis of traffic impacts to freeway segments is required for projects that will add 150 or more trips to a segment during either the AM or PM peak hour (Metro 2010). The TIA will determine if the project would add 150 or more peak-hour trips to the I-110, and analyze project traffic impacts to the I-110 accordingly. Impacts would be potentially significant and will be studied in the EIR.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Less Than Significant Impact. Zamperini Field is approximately 0.5 mile northeast of the site. The main runway at Zamperini Field is aligned northwest-southeast, and aircraft approaching and departing the airport do not fly over the project site. Therefore, project development would not require relocating airport traffic patterns. Zamperini Field is a general aviation airport—that is, it is used by private and charter aircraft (Torrance 2017b). The proposed development of 248 apartment units would not substantially increase demands for private or charter aircraft use at Zamperini Field. Impacts would be less than significant, and this topic will not be evaluated in the EIR.

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

Potentially Significant Impact. The project site would have two driveways, one from Hawthorne Boulevard that would be right-in-right-out only, and one from Via Valmonte, that would be right-out-only. Hawthorne Boulevard along the site frontage consists of four lanes with a raised median and widens to six lanes with a raised median immediately south of Via Valmonte. Via Valmonte is a two-lane roadway divided by a double, solid-yellow line. The EIR will evaluate the driveways for impacts related to limited visibility, driveway placement, and pedestrian safety. Additionally, potential hazards related to excessive queuing from Hawthorne Boulevard into the proposed project will be evaluated. This impact would be potentially significant, and will be evaluated in the EIR.

e) Result in inadequate emergency access?

Potentially Significant Impact. Disaster routes are designated by the Los Angeles County Department of Public Works and include freeway, highway, or arterial routes identified for use during times of crisis. These routes bring in emergency personnel, equipment, and supplies to impacted areas to save lives, protect property, and minimize impact to the environment. During a disaster, these routes have priority over all other roads for clearing, repairing, and restoration. Hawthorne Boulevard is designated a secondary disaster route (LACDPW 2012). The EIR will evaluate if project construction or operation would impact emergency access to the surrounding neighborhoods or along Hawthorne Boulevard.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less than Significant Impact.

The nearest bicycle facility to the project site shown on the Metro Bike Map is a signed (Class III) bike route on Rolling Hills Road extending east from Hawthorne Boulevard (Metro 2014). A sidewalk is present on the north side of Via Valmonte near the northeast corner of the project site. Two public transit bus lines, Metro Line 344 and City of Los Angeles Department of Transportation (LADOT) Commuter Express 448, operate on Hawthorne Boulevard past the site (Metro 2016). Metro Line 344 extends north-south from the Community of Harbor Gateway in the City of Los Angeles to the City of Rancho Palos Verdes, and LADOT Route 448 extends north-south from downtown Los Angeles to the City of Rancho Palos Verdes. The nearest bus stops to the project site are on Hawthorne Boulevard near Newton Street and near Rolling Hills Road.

Project development would not interfere with existing bus stops on Hawthorne Boulevard or with the bike route on Rolling Hills Road. The project proposes sidewalks on the site frontages along Hawthorne Boulevard and Via Valmonte and along parts of the proposed network of driveways onsite. The project would improve pedestrian access to and near the site, and impacts would be less than significant. This topic will not be studied in the EIR.

3.17 TRIBAL CULTURAL RESOURCES

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:

a) 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

Potentially Significant Impact. The City of Torrance will send written invitations for consultation to Native American tribes that have requested consultation with the City pursuant to Assembly Bill 52 (California Public Resources Code Sections 21073 et seq.). The EIR will set forth mitigation measures protecting tribal cultural resources identified by tribal representatives and will identify such resources as permitted by tribal representatives.

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 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.

Potentially Significant Impact. This topic will be discussed in the EIR, as explained above in Section 3.17.a.

3.18 UTILITIES AND SERVICE SYSTEMS

a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?

Potentially Significant Impact. Implementation of the project would generate wastewater that would be conveyed to and treated by the Sanitation Districts of Los Angeles County's collection and treatment system. Although the wastewater flows related to implementation of the project are not anticipated to represent a significant portion of the overall wastewater flows conveyed and treated by the Sanitation Districts' system, the degree to which these flows could contribute to an exceedance of the system's capacity has not been determined. Such an exceedance could result in the applicable wastewater treatment plant exceeding the established treatment requirements of the Los Angeles Regional Water Quality Control Board. Therefore, further analysis in the EIR is required to determine the significance of potential impacts. Mitigation measures will be identified as necessary.

b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. See response to Section 3.18.a, above. The increase in residential land uses under the project would increase the demand for water and wastewater treatment services at the project site, potentially resulting in significant impacts to water and wastewater treatment facilities. An analysis of the on- and off-site infrastructure and utilities will be conducted for the project to determine whether existing water and wastewater treatment facilities are adequate to serve the project site upon implementation of the proposed project, or if new facilities would be needed. This topic will be evaluated in the EIR, and mitigation measures will be identified as necessary.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. The nearest storm drains to the site are in Hawthorne Boulevard and Via Valmonte. The nearest catch basins to the site are along those two roadways near the intersection of the roadways, and along Via Valmonte north and northwest of the site (LACDPW 2017). The project includes a set of proposed storm drains and underground detention tanks. The proposed storm drainage system would connect to the existing storm drain in Via Valmonte immediately west of its intersection with Hawthorne Boulevard. Storm drainage impacts would be potentially significant and will be addressed in the EIR.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact. The Project site is undeveloped and is not currently serviced by a source of potable water. Torrance Water Services (TWS) would supply water to the project. TWS's total water supplies are forecast at 36,794 acre-feet per year over the 2020-2040 period (Torrance 2016).[19] Project operation is

[19] One acre-foot is approximately 325,851 gallons.

forecast to generate water demand of approximately 88,084 gallons per day (KHR 2017a), which would equate to 98.73 acre feet per year. The increase in residential land uses under the project could result in a substantial increase in demand for water for domestic purposes. The EIR will describe Torrance water supplies, demands, and reliability based on the City's 2015 Urban Water Management Plan.

e) 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?

Potentially Significant Impact. A Sewer Area Study for the proposed project analyzed sewers required for the proposed project and potential sewer capacity issues in existing sewers near the site that would receive wastewater from the project. Impacts would be potentially significant, and this topic will be addressed in the EIR.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Potentially Significant Impact. Construction and operation of new development that would be accommodated by the proposed project could result in the generation of substantial amounts of solid waste, and significant impacts could occur. Therefore, existing and planned landfill capacity and estimated solid waste generation resulting from construction and operation phases of the proposed project will be discussed in the EIR. Mitigation measures will be identified as necessary.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Potentially Significant Impact. See response to Section 3.18.f, above. Further analysis in the EIR is required to determine the significance of potential impacts. Mitigation measures will be identified as necessary.

3.19 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to 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, 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?

Potentially Significant Impact. This initial study identified potentially significant impacts to three sensitive wildlife species, one sensitive natural community, and to vegetation that could be used by nesting migratory birds protected under federal and state laws. Potentially significant impacts are also identified to historical and archaeological resources and fossils. These topics will be analyzed further in the EIR.

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.)

Potentially Significant Impact. This initial study identified potentially significant impacts to the following resources: air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, recreation, transportation and traffic, tribal cultural resources, and utilities and service systems. Impacts to these resources—including cumulative impacts—will be analyzed in the EIR.

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

Potentially Significant Impact. Resources that could be significantly impacted by project development are identified in Section 3.19.b. Each of these impacts could have direct or indirect substantial adverse effects on human beings. Each of these impacts will be analyzed in the EIR.

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4. References

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5. List of Preparers

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NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT AND SCOPING MEETING

Butcher-Solana Residential Development Project

TO: Area Residents, Agencies, Organizations, and Interested Parties **DATE:** July 27, 2017

FROM: City of Torrance – Community Development Departmant (Lead Agency)

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report in Compliance with Title 14, Section 15082(a) of the California Code of Regulations and Notice of Scoping Meeting

The City of Torrance Community Development Department (City) has prepared an Initial Study for the Butcher-Solana Residential Development Project. The City of Torrance will serve as the Lead Agency for the proposed project in accordance with the California Environmental Quality Act (CEQA), Section 15051(c) in the preparation of the Environmental Impact Report (EIR) for the Butcher-Solana Residential Project (project) as described below. The City is requesting identification of environmental issues and information that you or your organization believes should be considered in the EIR.

ORIGINAL FILED
JUL 27 2017
LOS ANGELES, COUNTY CLERK

PROJECT TITLE: Butcher-Solana Residential Project

PUBLIC REVIEW PERIOD: July 27, 2017 – August 28, 2017

RESPONSES AND COMMENTS: Please send your responses and comments* with the subject heading "**Butcher-Solana Residential Project**" to:

Danny Santana – Planning and Environmental Manager
City of Torrance, 3031 Torrance Boulevard Torrance, CA 90503
310.618.5990 / DSantana@TorranceCA.gov

*Please include the name, phone number, and e-mail address of a contact person in all responses submitted.

SCOPING MEETING: The City will host a Scoping Meeting for the project to receive comments on the scope and content of the proposed EIR. You are welcome to attend and present environmental information that you believe should be considered in the EIR. The meeting is scheduled for:

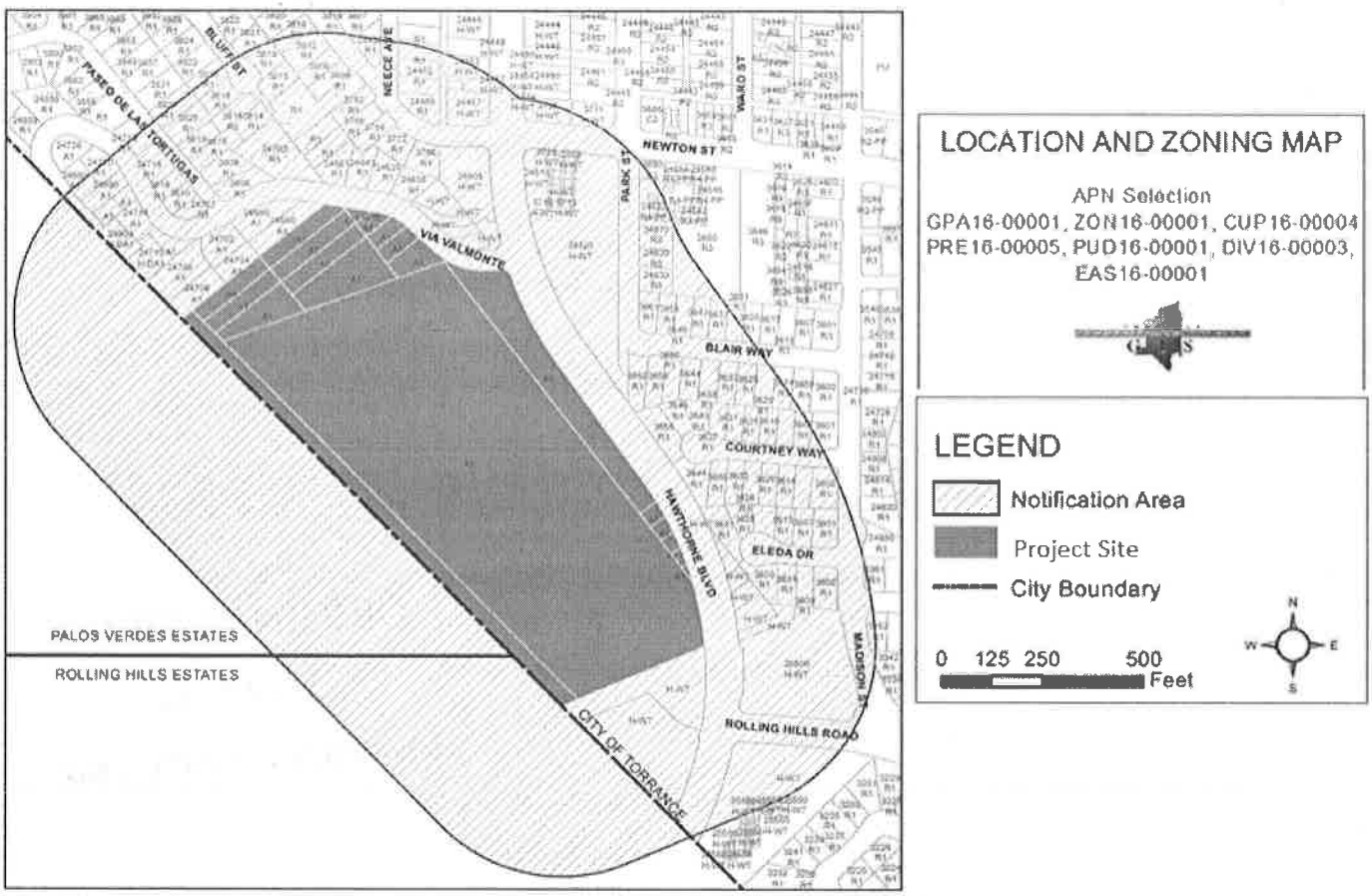
Date: August 10, 2017
Time: 6:30 p.m. – 8:00 p.m.
Place: Torrance City Hall Council Chambers
3031 Torrance Blvd., Torrance, CA 90503

AGENCIES: The City requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project, in accordance with California Code of Regulations, Title 14, Section 15082(b). Your agency will need to use the EIR prepared by the District when considering your permit or other approval for the project.

AREA RESIDENTS, ORGANIZATIONS AND INTERESTED PARTIES: The City of Torrance requests your comments and concerns regarding the environmental issues associated with construction and operation of the proposed project.

PROJECT LOCATION: The project site is a 24.68-acre former diatomaceous earth quarry located at the southwest corner of Hawthorne Boulevard and Via Valmonte. The nearest freeway to the site is Interstate 110 (I-110 or the Harbor Freeway) approximately 3.9 miles to the east via Pacific Coast Highway (State Route 1). The north half of the southwest site boundary is bounded by the City of Palos Verdes Estates, and the south half by the City of Rolling Hills Estates.

NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT AND SCOPING MEETING



PROJECT DESCRIPTION: The project consists of development of 248 apartment units in three 5-story buildings, each consisting of four residential floors above a ground-level parking garage. The units would be one- and two-bedroom. The project would provide a total of 484 parking spaces in one 6-story parking structure, in ground-level parking garages in the three apartment buildings, and surface parking. The apartment buildings, parking structure and surface parking, and approximately 2.2 acres of landscaping, would all be developed in a 5.71-acre development area mostly in the northeast quadrant of the site. The remaining 18.97 acres would be preserved as open space: approximately 0.99-acre fuel management zone, 0.05 acres of street dedication and 17.98 acres natural open space.

POTENTIAL ENVIRONMENTAL EFFECTS: An EIR will be prepared to evaluate the project's potential impacts on the environment and analyze alternatives. The topics anticipated to be discussed in the EIR include aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, land use, noise, public services, transportation/traffic, tribal cultural resources and utilities and services. The project's potential environmental effects are further described in the project's Initial Study, which is available for review as detailed below.

DOCUMENT AVAILABILITY: The Initial Study is available for public review at the following locations (physical locations during normal business hours):

- City of Torrance **City Clerk's Office** and **Permit Center,** , 3031 Torrance Boulevard, Torrance, CA 90503
- **Katy Geissert Civic Center Library**, 3301 Torrance Boulevard, Torrance, CA 90503
- **Walteria Library**, 3815 W 242nd Street, Torrance, CA 90505
- City of Torrance Community Development Department website: **http://www.torranceca.gov/our-city/community-development/planning/butcher-solana**

If you require additional information, please contact Nina Lang at 310.618.5835.

NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710

July 27, 2017

Danny Santana
City of Torrance

Sent by E-mail: dsantana@torranceca.gov

RE: Proposed Butcher-Solana Residential Development Project, City of Torrance; Torrance USGS Quadrangle, Los Angeles County, California

Dear Mr. Danny:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties. Please note that the intent of the reference codes below is to avoid or mitigate impacts to tribal cultural resources, as defined, for California Environmental Quality Act (CEQA) projects under AB-52.

As of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3.2 **require public agencies** to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose mitigating impacts to tribal cultural resources:

> **Within 14 days** of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.3.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.3.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC believes that agencies should also include with their notification letters information regarding any cultural resources assessment that has been completed on the APE, such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

   - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
   - If the probability is low, moderate, or high that cultural resources are located in the APE.
   - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
   - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measurers.

     All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. A search of the SFL was completed for the project with negative results.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand well help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

Native American Heritage Commission
Tribal Consultation List
Los Angeles County
7/27/2017

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
gabrielenoindians@yahoo.com

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., Gabrielino
#231
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 6097.98 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Butcher-Solana Residnetial Development Project, Los Angeles County.

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL: August 23, 2017

DSantana@TorranceCA.gov
Danny Santana – Planning and Environmental Manager
City of Torrance, Community Development Department
3031 Torrance Boulevard
Torrance CA 90503

Notice of Preparation of Environmental Impact Report for the Butcher-Solana Residential Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Environmental Impact Report (EIR). Please send SCAQMD a copy of the EIR upon its completion. Note that copies of the EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files[1]. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts.

[1] Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

SCAQMD's CEQA regional pollutant emissions significance thresholds can be found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by SCAQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

In the event that the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance[2] on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

Mitigation Measures

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

[2] In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: https://www.arb.ca.gov/ch/landuse.htm.

- Chapter 11 of SCAQMD's CEQA Air Quality Handbook
- SCAQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf?sfvrsn=5
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

Alternatives

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits

In the event that the Proposed Project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the Proposed Project. For more information on permits, please visit SCAQMD webpage at: http://www.aqmd.gov/home/permits. Questions on permits can be directed to SCAQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at SCAQMD's webpage (http://www.aqmd.gov).

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality impacts are accurately evaluated and any significant impacts are mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC170801-05
Control Number

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

August 17, 2017

Ref. Doc. No.: 4232589

RECEIVED
AUG 21 2017
CITY OF TORRANCE
COMMUNITY DEVELOPMENT DEPT

Mr. Danny Santana
Planning and Environmental Manager
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503

Dear Mr. Santana:

NOP Response to Butcher-Solana Residential Project

The Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report (NOP) for the subject project on July 28, 2017. The proposed project is located within the jurisdictional boundary of District No. 5. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Madison Street Trunk Sewer, located in Pacific Coast Highway at Hawthorne Boulevard. The Districts' 12-inch diameter trunk sewer has a capacity of 2.9 million gallons per day (mgd) and conveyed a peak flow of 0.7 mgd when last measured in 2017.

2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a capacity of 400 mgd and currently produces an average recycled water flow of 253.4 mgd.

3. The expected average wastewater flow from the proposed project, described in the document as a 248-unit residential apartment project, is 38,688 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link.

4. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or for increasing the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. In determining the impact to the Sewerage System and applicable connection fees, the Districts' Chief Engineer and General

Recycled Paper

Manager will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the parcel or facilities on the parcel. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

cc: M. Sullivan
M. Tatalovich

DOC: #4249333.D05

FRANK V. ZERUNYAN
Mayor
BRITT V. HUFF
Mayor Pro Tem
JUDY MITCHELL
Council Member
VELVETH SCHMITZ
Council Member
STEVEN ZUCKERMAN
Council Member
DOUGLAS R. PRICHARD
City Manager

City of

ROLLING HILLS ESTATES

4045 Palos Verdes Drive North • Rolling Hills Estates, CA 90274
310-377-1577 • FAX 310-377-4468
www.RHE.city

August 28, 2017

VIA ELECTRONIC AND U.S.MAIL
Email: DSantana@TorranceCA.gov

Danny Santana
Planning and Environmental Manager
City of Torrance
3031 Torrance Blvd., Torrance, CA 90503

Subject: Butcher-Solana Residential Project NOP Comments

Dear Mr. Santana,

The City of Rolling Hills Estates thanks you for the opportunity to provide comment on the scope and content of the EIR for the Butcher-Solana Residential Project. Our main concerns are traffic-related impacts, both operationally and during construction. Based on our City Traffic Engineer's review of the traffic studies provided in the Initial Study, we would recommend that the following items be addressed in the final Traffic Study of the EIR:

- Traffic Volume Data – The traffic count data originally collected in April 2016 was increased by 1% to account for growth to 2017. The EIR should confirm this growth factor is appropriate, by collecting current traffic count data at a few specific locations and compare that to the adjusted traffic counts used in the *Revised Traffic Impact Study (Revised Study), Solana Torrance*, April 20, 2017. If this comparison identifies a significant difference between the traffic counts, new traffic count data should be collected.

- Trip Distribution – Please provide the basis for the proposed project distribution pattern in the *Revised Traffic Impact Study (Revised Study), Solana Torrance*, April 20, 2017. Trip distribution to the east, using Rolling Hills Road, may be a more likely path as it appears to be a shorter distance.

- Analysis Intersections – The EIR should include analysis of Palos Verdes Drive North/Hawthorne Boulevard, Palos Verdes Drive North/Crenshaw Boulevard, and Palos Verdes Drive North/Rolling Hills Road-Portuguese Bend Road. Analysis of intersections within the City of Rolling Hills Estates shall use the measurable degradation found in the City's Traffic Impact Analysis guidelines to identify a significant impact.

- IX. *MEASURABLE DEGRADATION*
  The following threshold is based on General Plan policies 2.4 and 2.9:
  A change in Level of Service (LOS) from C to D or D to E is a traffic impact and mitigation measures are needed. Within LOS C or D, a change in ICU value greater than 0.02 is an impact and within LOS E or F a change in ICU greater than 0.01 is an impact. For unsignalized intersections, when the addition of project traffic increases the Level of Service to an unacceptable level (less than LOS C) mitigation measures are required.

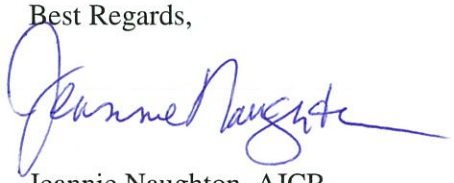
- Parking – The EIR should address/support the use of a lower parking code requirement by providing data from other sources to justify the reduction. Hawthorne Boulevard does not accommodate on-street parking between Rolling Hills Road and Palos Verdes Drive North; the City of Rolling Hills Estates will not allow the use of on-street parking to accommodate the parking needs of the proposed project. We would also recommend evaluating the feasibility of requiring that all construction-related vehicles to be parked on-site during construction activities, so as not to negatively impact the surrounding neighborhoods or Hawthorne Boulevard.

- Site Plan – We recommend exploring the feasibility of relocating the proposed ingress/egress point on Hawthorne Boulevard to the southern end of the project site. This will minimize the impacts of the right turn access with any NB to SB U-turns on Hawthorne Boulevard. In addition, a NB left turn access into the proposed project site might be feasible if the access is moved southerly.

Additionally, the Project site currently contains an informal network of trails, accessed from Ernie Howlett Park in the City of Rolling Hills Estates, as well as from residential streets within the City of Palos Verdes Estates. We would recommend an enhanced discussion regarding access and function of the 17.63 acres of passive open space, post-development.

Again, we appreciate the opportunity to provide input on the scope and content of the EIR. Please don't hesitate to contact me at jeannien@rollinghillsestatesca.gov or 310.377.1577 ext. 115, with any questions or concerns you may have, regarding the comments provided.

Best Regards,



Jeannie Naughton, AICP
Senior Planner

cc: Mayor Zerunyan and Rolling Hills Estates City Council

CITY OF RANCHO PALOS VERDES

CITY MANAGER'S OFFICE
ADMINISTRATION

28 August 2017

VIA ELECTRONIC AND U.S. MAIL
Email: DSantana@TorranceCA.gov

Danny Santana, Planning & Environmental Manager
City of Torrance, Planning Division
3031 Torrance Blvd.
Torrance, CA 90503

SUBJECT: Comments in Response to the Notice of Preparation of an Environmental Impact Report for the Proposed Butcher-Solana Residential Development Project

Dear Mr. Santana:

The City of Rancho Palos Verdes appreciates the opportunity to comment upon the scope of the proposed Environmental Impact Report (EIR) for the above-mentioned project. We have reviewed the Notice of Preparation and Initial Study (NOP/IS), and offer the following comments:

1. The discussion of Cultural Resources impacts in the Initial Study (pp. 56-58) does not acknowledge the existence of the Mirlo Gate Lodge, which is located at 4420 Via Valmonte in the City of Palos Verdes Estates and within the public notification radius for this project. The Mirlo Gate Lodge was designated as a local historical landmark by the Rancho de Los Palos Verdes Historical Society in 1988. As such, the analysis of impacts to cultural resources in the EIR should include potential effects upon the Mirlo Gate Lodge.

2. The discussion of Transportation/Traffic impacts in the Initial Study (pp. 77-79) identifies potentially significant environmental impacts related to this project, particularly with respect to deteriorated level-of-service standards at certain nearby intersections and inadequate emergency access. We have also reviewed the revised traffic impact study that was prepared for this project in April 2017. Hawthorne Boulevard is one of the few major north-south roadways providing access to and from the Palos Verdes Peninsula. The City of Rancho Palos Verdes is concerned about the potential construction and operational traffic impacts that this project may have upon Peninsula residents. To that end, we respectfully offer the following suggestions regarding the analysis of transportation/traffic impacts in the EIR:

    - Please explain more fully the basis for the assumption that 80% of trips to/from the site will be to the north along Hawthorne Boulevard. It has been our

experience that Palos Verdes Drive North is a common alternate commuter route to/from the Harbor (I-110) Freeway for Peninsula residents, and we suspect that the same will be true of the future residents of the project.

- Related to the point raised above, we recommend adding the following study intersections to the analysis in the EIR: Hawthorne Blvd./Palos Verdes Dr. N., Crenshaw Blvd./Palos Verdes Dr. N. and Rolling Hills Rd./Palos Verdes Dr. N.

3. With respect to the consideration of project alternatives in the EIR, we suggest the inclusion of the following reduced-density alternatives:

   - An alternative that is consistent with the current land use and zoning for the site.
   - An alternative that reduces the number of dwelling units sufficient to eliminate any significant adverse project impacts.

4. Our neighboring cities on the Palos Verdes Peninsula—Palos Verdes Estates and Rolling Hills Estates—directly abut the project site. As such, their residents are likely to experience more direct effects of the proposed project. We suggest that the following potential impacts to nearby neighbors should be addressed in the EIR:

   - Operational noise, particularly related to residents' vehicles and the use of outdoor recreational facilities;
   - Adequacy of proposed resident and guest parking so as to avoid spillover parking impacts in surrounding neighborhoods; and,
   - Short- and long-term effects of proposed open space area, including provisions for fire safety, maintenance and public access.

Again, thank you for the opportunity to comment upon this important project. If you have any questions or need additional information, please feel free to contact Senior Administrative Analyst Kit Fox at (310) 544-5228 or via e-mail at *kitf@rpvca.gov*.

Sincerely,

Doug Willmore
City Manager

cc: Mayor Campbell and Rancho Palos Verdes City Council
Gabriella Yap, Deputy City Manager
Ara Mihranian, Director of Community Development
Kit Fox, Senior Administrative Analyst

M:\Border Issues\Butcher-Solana Project\20170828_NOPComments.docx

CITY OF PALOS VERDES ESTATES
INCORPORATED 1939
CALIFORNIA

CITY OF
Palos Verdes Estates

OFFICE OF
THE CITY MANAGER

August 28, 2017

VIA ELECTRONIC AND U.S. MAIL

Email: DStanta@TorranceCA.gov

Mr. Danny Santana
Planning & Environmental Manager
Community Development Department
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503

Subject: Comments in Response to the Notice of Preparation of an Environmental Impact Report for the Proposed Butcher-Solana Residential Development Project

Dear Mr. Santana:

The City of Palos Verdes Estates appreciates the opportunity to comment on the scope of the proposed Environmental Impact Report (EIR) for the above-mentioned project. The proposed project may have significant impacts to Palos Verdes Estates residents, and as such, the City is interested in the EIR particularly focusing on the topics below. We have reviewed the Notice of Preparation and Initial Study and offer the following comments:

TRAFFIC (collectively reviewed by City of Palos Verdes Estates and City of Rolling Hills Estates):

Traffic Volume Data – The traffic count data originally collected in April 2016 was increased by 1% to account for growth to 2017. The EIR should confirm this growth factor is appropriate. This confirmation can be made by collecting current traffic count data at a few specific locations and compare that to the adjusted traffic counts used in the Revised Traffic Impact Study (Revised Study), Solana Torrance, April 20, 2017. If this comparison identifies a significant difference between the traffic counts, new traffic count data should be collected.

Trip Distribution – What is the basis for the proposed project distribution pattern in the Revised Study? Trip distribution to the east using Rolling Hills Road may be a more likely path as it appears to be a shorter distance (e.g. to I-110 Freeway).

Analysis Intersections – The EIR should include analysis of Palos Verdes Drive North/Hawthorne Boulevard, Palos Verdes Drive North/Crenshaw Boulevard, and Palos Verdes Drive North/Rolling Hills Road-Portuguese Bend Road. Analysis of intersections should use the measurable

degradation found in the City of Rolling Hills Estates Traffic Impact Analysis guidelines to identify a significant impact.

Parking – The proposed parking is less than current City of Torrance standards for parking. The EIR should address/support the use of a lower parking requirement by providing data from other sources to justify the reduction. Inadequate parking for residents and guests may cause a spillover of parking into the surrounding area and may negatively impact traffic circulation on Via Valmonte and Hawthorne Boulevard.

Site Plan – The proposed location of the access point on Hawthorne Boulevard should be relocated to the southern end of the project site. This will minimize the impacts of the right turn access with any NB to SB U-turns on Hawthorne Boulevard. In addition, a NB left turn access from Hawthorne Boulevard into the proposed project site might be feasible if the access is moved southerly.

OPEN SPACE

Public Access: Proposed Lot 2 would be 6.0 acres in area along the bluff top immediately above the former mine. Lot 3 would be 12.92 acres in area on the level bluff top south of Lot 2. This area is open and accessible to the public from Ernie Howlett Park in the City of Rolling Hills Estates and from Via Pinzon, Via Pavion and the Torrance Boundary Trail in the City of Palos Verdes Estates. Additional discussion is needed to determine how best to preserve and maintain the undeveloped open space, including potential restrictions to public access if adequate safeguards are not identified to provide for public safety and maintenance.

Fire Safety and Weed Abatement: The upper section of the site contains overgrown vegetation and debris. Adequate measures need to be identified to address fire safety and weed abatement to protect residences located within close proximity.

CONSTRUCTION IMPACTS

The project site is currently undeveloped and includes various types of vegetation that provides habitat for rodents, birds, insects and other animals. Disruption of the property as a result of initial grading may cause fauna to intrude upon surrounding neighborhoods. The EIR should address a pest control management plan.

NOISE

Operational noise should be evaluated to determine if vehicular and outdoor recreational uses will cause an impact to surrounding residential areas. The design of parking structures should be considered to minimize amplification that could unreasonably project beyond the project site.

The City of Palos Verdes Estates appreciates being kept directly apprised of actions and activities related to this project. In turn, we look forward to providing additional comments and working

collaboratively with the City of Torrance and nearby cities. If you have any questions or need additional information, please contract Deputy City Manager/Planning and Building Director Sheri Repp Loadsman at (310) 378-0383 or srepp@pvestates.org.

Sincerely,

Anton Dahlerbruch
City Manager

c: Mayor and City Council
Sheri Repp-Loadsman, Deputy City Manager/Planning and Building Director
Ken Rukavina, Director of Public Works/City Engineer

City of Rolling Hills INCORPORATED JANUARY 24, 1957

NO. 2 PORTUGUESE BEND ROAD
ROLLING HILLS, CALIF. 90274
(310) 377-1521
FAX: (310) 377-7288

August 25, 2017

Danny Santana, Planning and Environmental Manager
City of Torrance, 3031 Torrance Boulevard
Torrance, CA 90503

Subject: Butcher-Solana Residential Project

Dear Mr. Santana:

The City of Rolling Hills staff wishes to submit comments on the scope and content of the proposed EIR for the Butcher-Solana Residential Project. There is one major area of concern where it would be helpful to include analysis so that the draft environmental impact report might fully explore all significant impacts and mitigations. City staff are concerned that traffic patterns will be altered due to the current intended development at the subject property.

We respectfully request that the following being included in the scope of the EIR for the project:

Land Use and Planning / Alternatives

- The densities proposed for the project exceed the current number of units per acre that would be allowed under the most recently contemplated General Plan. It is this greater intensity that may generate additional vehicular trips in the region. Please include analysis of traffic impacts if the density of the site were to be the maximum allowed without a General Plan amendment.

Transportation/Traffic

- Please include the following additional intersections to be analyzed for traffic impacts:
  - Rolling Hills Road and Palos Verdes Drive North
  - Palos Verdes Drive North and Hawthorne
  - Crenshaw and Palos Verdes Drive North
- Due to the nature of writing an environmental impact report and the length of time that is likely to pass before the FEIR can be certified, please ensure the traffic data collected in April 2016 is an accurate reflection of traffic counts for the area. Even though the current traffic analysis increases the counts by 1% to account for growth in 2017, the EIR should confirm this

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growth. This confirmation can be made by collecting current traffic count data at a few specific locations and compare that to the adjusted traffic counts used in the Revised Traffic Impact Study (Revised Study), Solana Torrance, April 20, 2017. If this comparison identifies a significant difference between the traffic counts, new traffic count data should be collected.

- Based on the multi-family use and bedroom count, the project appears to be under-parked. It does not meet current City of Torrance standards for parking. The lack of adequate parking may have the potential to force street parking onto local streets possibly impacting regional traffic circulation. Please include analysis that shows the amount of parking necessary based on current City of Torrance requirements (no variances or PVD to allow a deviation from parking standards) and how that might reduce any potentially significant impacts.

Thank you for your attention to these matters. Please use me at the contact for any correspondence for this project.: Raymond R. Cruz, 2 Portuguese Bend Road, Rolling Hills, CA 90274 and rcruz@cityofrh.net. I look forward to receiving a copy of your Draft Environmental Impact Report when it is circulated.

Sincerely,

Raymond R. Cruz
City Manager

cc Yolanta Schwartz, Planning Director
Julia Stewart, Assistant Planner

COUNTY OF LOS ANGELES
Public Health

LOS ANGELES COUNTY HEALTH AGENCY

BARBARA FERRER, Ph.D., M.P.H., M.Ed.
Director

JEFFREY D. GUNZENHAUSER, M.D., M.P.H.
Interim Health Officer

CYNTHIA A. HARDING, M.P.H.
Chief Deputy Director

ANGELO J. BELLOMO, REHS, QEP
Deputy Director for Health Protection

TERRI S. WILLIAMS, REHS
Director of Environmental Health

BRENDA J. LOPEZ, REHS
Assistant Director of Environmental Health

5050 Commerce Drive
Baldwin Park, California 91706
TEL (626) 430-5374 • FAX (626) 813-3000

BOARD OF SUPERVISORS

Hilda L. Solis
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Janice Hahn
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Kathryn Barger
Fifth District

August 31, 2017

Danny Santana, Planning and Environmental Manager
City of Torrance
3031 Torrance Avenue
Torrance CA 90503

SUBJECT: Comments on the Notice of Preparation for Butcher-Solana Residential Project.

Dear Mr. Santana:

The Los Angeles County Department of Public Health, Solid Waste Management Program, acting as the Local Enforcement Agency (LEA) for solid waste sites in Los Angeles County, is responsible for the enforcement, inspection and permitting of solid waste facilities and for closed, abandoned, and illegal sites.

The California Code of Regulation (CCR), Title 27, Chapter 3, Subchapter 5, Article 2, Section 21190 sets forth the requirements for postclosure land use for the protection of Public Health and Safety, and the Environment.

Pursuant to Section 21190 (g), construction within 1000 feet of the boundary of any disposal area shall be designed and constructed in accordance with any equivalent design which will prevent gas migration into buildings.

The LEA was not notified of this Project. The LEA requests copies of environmental documents, Notices of Determination, grading plans, work plans, etc., for the proposed Project.

Sincerely,

K Gossai

Kumari Gossai, R.E.H.S.
Environmental Health Specialist III
Solid Waste Management Program, LEA

c: Danny Santana, City of Torrance (Electronic copy)
Nina Lang, City of Torrance (Electronic copy)
Dawn Plantz, CalRecycle (Electronic copy)
Julian Capata, PlaceWorks (Electronic copy)
ReyLenn Properties LLC (US Mail)
D AND M Seven LTD Partnership ((US Mail)
Chris FitzPatrick (Electronic copy)
File:

COUNTY OF LOS ANGELES
Public Health

LOS ANGELES COUNTY
HEALTH AGENCY

BARBARA FERRER, Ph.D., M.P.H., M.Ed.
Director

JEFFREY D. GUNZENHAUSER, M.D., M.P.H.
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RECEIVED
SEP 18 2017
CITY OF TORRANCE
COMMUNITY DEVELOPMENT DEPT

September 18, 2017

Danny Santana, Planning and Environmental Manager
City of Torrance
3031 Torrance Avenue
Torrance CA 90503

SUBJECT: Comments on the Notice of Preparation for the Butcher-Solana Residential Project-State Clearing House #2017071061.

Dear Mr. Santana:

The Los Angeles County Department of Public Health, Solid Waste Management Program, acting as the Local Enforcement Agency (LEA) for solid waste sites in Los Angeles County, is responsible for the enforcement, inspection and permitting of solid waste facilities and for closed, abandoned, and illegal sites.

The California Code of Regulation (CCR), Title 27, Chapter 3, Subchapter 5, Article 2, Section 21190 sets forth the requirements for postclosure land use for the protection of Public Health and Safety, and the Environment.

Pursuant to Section 21190 (g), construction within 1000 feet of the boundary of any disposal area shall be designed and constructed in accordance with any equivalent design which will prevent gas migration into buildings.

Comment #1
Please include CalRecyle and the LEA of subsequent environmental documents, Notices of Determination, grading plans, work plans, etc., for the proposed Project.

Comment #2
There are existing boundary probes at Ernie Howlett Park which was a former landfill. Care and caution must be taken so as not to disturb the probes. If the probes are damaged, please contact the Responsible Party who is Sanitation District of Los Angeles County.

Comment #3
Any potential impact associated with the uncontrolled fill need to be analyzed in the Draft Environmental Impact Report (DEIR)

Comment #4
According to Phase I, Page 9 of the EXECUTIVE SUMMARY, the closest landfill/dump is 0.279 miles. Ernie Howlett Park was a part of the former Palos Verdes Landfill. The distance from Ernie Howlett Park to the development area for the proposed residential structures is approximately 675 feet.

Comment #5
Since this project is within 1000 feet of a landfill, the following sections starting from (g) shall apply: Per Section 21190. CIWMB - Postclosure Land Use.

(a) Proposed postclosure land uses shall be designed and maintained to:

(1) Protect public health and safety and prevent damage to structures, roads, utilities and gas monitoring and control systems;

(2) Prevent public contact with waste, landfill gas and leachate; and

(3) Prevent landfill gas explosions.

(b) The site design shall consider one or more proposed uses of the site toward which the operator will direct its efforts, or shall show development as open space, graded to harmonize with the setting and landscaped with native shrubbery or low maintenance ground cover.

(c) All proposed postclosure land uses, other than non-irrigated open space, on sites implementing closure or on closed sites shall be submitted to the EA, RWQCB, local air district and local land use agency. The EA shall review and approve proposed postclosure land uses if the project involves structures within 1,000 feet of the disposal area, structures on top of waste, modification of the low permeability layer, or irrigation over waste.

(d) Construction on the site shall maintain the integrity of the final cover, drainage and erosion control systems, and gas monitoring and control systems. The owner or operator shall demonstrate to the satisfaction of the EA that the activities will not pose a threat to public health and safety and the environment. Any proposed modification or replacement of the low permeability layer of the final cover shall begin upon approval by the EA, and the RWQCB.

(e) Construction of structural improvements on top of landfilled areas during the postclosure period shall meet the following conditions:

(1) Automatic methane gas sensors, designed to trigger an audible alarm when methane concentrations are detected, shall be installed in all buildings;

(2) Enclosed basement construction is prohibited;

(3) Buildings shall be constructed to mitigate the effects of gas accumulation, which may include an active gas collection or passive vent systems;

(4) Buildings and utilities shall be constructed to mitigate the effects of differential settlement. All utility connections shall be designed with flexible connections and utility collars;

(5) Utilities shall not be installed in or below any low permeability layer of final cover;

(6) Pilings shall not be installed in or through any bottom liner unless approved by the RWQCB;

(7) If pilings are installed in or through the low permeability layer of final cover, then the low permeability layer must be replaced or repaired; and

(8) Periodic methane gas monitoring shall be conducted inside all buildings and underground utilities in accordance with section 20933 of Article 6, of Subchapter 4 of this Chapter.

(f) The EA may require that an additional soil layer or building pad be placed on the final cover prior to construction to protect the integrity and function of the various layers of final cover.

(g) All on site construction within 1,000 feet of the boundary of any disposal area shall be designed and constructed in accordance with the following, or in accordance with an equivalent design which will prevent gas migration into the building, unless an exemption has been issued:

(1) A geomembrane or equivalent system with low permeability to landfill gas shall be installed between the concrete floor slab of the building and subgrade;

(2) A permeable layer of open graded material of clean aggregate with a minimum thickness of 12 inches shall be installed between the geomembrane and the subgrade or slab;

(3) A geotextile filter shall be utilized to prevent the introduction of fines into the permeable layer;

(4) Perforated venting pipes shall be installed within the permeable layer, and shall be designed to operate without clogging;

(5) The venting pipe shall be constructed with the ability to be connected to an induced draft exhaust system;

(6) Automatic methane gas sensors shall be installed within the permeable gas layer, and inside the building to trigger an audible alarm when methane gas concentrations are detected; and

(7) Periodic methane gas monitoring shall be conducted inside all buildings and underground utilities n accordance with Article 6, of Subchapter 4 of this chapter (section 20920 et seq.).

Comment #6
What is the remediation for the benzene and toluene which was found in the soil vapor study conducted in Phase II?

Comment #7
According to the Geocon Project No. A9201-06-01E dated June 30, 2017, 'The evaluation or identification of the potential presence of hazardous or corrosive materials was not part of the scope of services provided by Geocon West, Inc.' Please provide the reason or justification why this evaluation or identification was not done? Will this be completed before the construction begins?

Comment #8
This site may be subject to the requirements of CCR Title 14, Chapter 3, Article 5.95, Section 17387 et seq. if the engineered fill for the project is Type A inert debris such as concrete, asphalt, brick, ceramic, etc.

The LEA thanks the Lead Agency for the opportunity to review and comment on the environmental document. If you have any questions regarding these comments, please contact me at 626-430-5540 or via email at kgossai@ph.lacounty.gov.

Sincerely,

Kumari Gossai, R.E.H.S.
Environmental Health Specialist III
Solid Waste Management Program, LEA

c: Danny Santana, City of Torrance (Electronic copy)
Nina Lang, City of Torrance (Electronic copy)
Dawn Plantz, CalRecycle (Electronic copy)
Julian Capata, PlaceWorks
ReyLenn Properties LLC (US Mail)
D AND M Seven LTD Partnership ((US Mail)
Chris FitzPatrick (Electronic copy)
File

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-8391
FAX (213) 897-1337
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SEP 11 2017
CITY OF TORRANCE
COMMUNITY DEVELOPMENT DEPT

Serious Drought.
Making Conservation
a California Way of Life.

September 5, 2017

Mr. Danny Santa
City of Torrance
3031 Torrance Blvd
Torrance, CA 90503

RE: Butcher-Solana Residential Project
Vic. LA-1/ PM16.043, LA-107/PM 0.008
SCH # 2017071061
GTS # LA-2017-01065AL-NOP

Dear Mr. Santa:

Based on the telephone conversation on August 30, 2017 between you and Mr. Alan Lin, Caltrans Project Coordinator, it was confirmed that the public review period has been extended to September 18, 2017. The Project consists of development of 248 apartment units in three 5-story buildings, each consisting of four residential floors above a ground-level parking garage. The project would provide a total of 484 parking spaces.

Caltrans' mission is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Caltrans is providing comments that are consistent with the State's smart mobility goals that support a vibrant economy, and build communities. Currently, next to the project site on Hawthorne Boulevard, there is no bike lane. Caltrans suggests that the proposed bicycle facility on Madison Street, which was proposed by the City of Torrance, be built out to improve bicycling access in the southern end of the city. Transit is accessible within a walking distance of the project location with Torrance Transit 4 & 8 bus lines, LADOT Commuter Express 488 bus line, and Metro 232 and 344 bus lines.

To support City's General Plan Objective CI.8: To maintain a comprehensive system of pedestrian pathways and bicycle routes that provide viable options to travel by automobile, it is suggested that the development provide pedestrian sidewalks and design bicycle access to existing pedestrian, bicycle, and transit facilities.

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Although the development is in a suburban area where vehicles are a dominant mode choice, prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

We encourage the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths, and achieve a high level of non-motorized travel and transit use. We also encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements.

Since Caltrans' current guidelines are in the process of being updated, a transportation impact study scoping meeting with District staff could be used to discuss the most appropriate methodology for this analysis. At a minimum, we suggest that the analysis provide the following:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby roadways and key destinations. Ingress and egress for all project components should be clearly identified. Clearly identify the State right-of-way (ROW). Project driveways, the State Highway System and local roads, intersections, and interchanges, pedestrian and bicycle routes, car/bike parking and transit routes and facilities should be mapped.

2. Project-related VMT should be calculated factoring in per capita use of transit, rideshare or active transportation modes and VMT reduction factors. The assumptions and methodologies used to develop this information should be detailed in the study, should utilize the latest place based research, and should be supported with appropriate documentation.

3. Schematic illustrations of walking, biking and auto traffic conditions at the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for AM and PM peak periods. Operational concerns for all road users that may increase the potential for future collisions should be identified and fully mitigated in a manner that does not further raise VMT if possible.

4. Based on your conversation with Mr. Lin, a level of service (LOS)-based traffic analysis will be completed. Caltrans is concerned that additional traffic at the SR-107 and SR-1 intersection may exceed storage capacity in the left turn lanes and could increase the potential for significant conflict. As a reminder, CEQA does not exempt these type of operational concerns from evaluation. The project did not provide an analysis or data necessary to make an assessment. Please address Caltrans' concerns.

5. Caltrans requests an operational analysis related queuing and speed differential for the State impacted locations. A queuing analysis at this intersection for left-turning movement during AM/PM peak hours should be conducted based on HCM for existing condition, existing plus

project condition, and future (cumulative) plus project condition. Such analysis would meet Caltrans's goal to reduce serious injuries and fatalities.

Caltrans would like to discuss potential multimodal mitigation measures with the City, to determine which may be appropriate to alleviate anticipated traffic impacts and create a more connected multimodal transportation system. If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # LA-2017-01065-AL.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Steve Hemingway
24643 Via Valmonte
Torrance CA 90505
(310) 433-2173
stevehemingway9@gmail.com

RECEIVED
SEP 19 2017
CITY OF TORRANCE
COMMUNITY DEVELOPMENT DEPT

Danny Santana
Planning and Engineering Manager
City of Torrance
3031 Torrance Blvd
Torrance, CA 90503
(310) 618-5990
DSantana@TorranceCA.gov

RE: Butcher-Solana Residential Project **(BSRP)**

Dear Mr. Santana:

I spoke at the August 10, 2017 scoping meeting. I commented that the **BSRP** resulted in 61 of 92 Potentially Significant Impacts (PSIs) on the Environmental Checklist. This is a 34% that is an "F" under any grading scale. I suggested that the community would most likely embrace a project that was in the A range (9 PSIs) or, perhaps, even the B range (18 PSIs). I commented that this "F" project should be declined as too intense for the existing infrastructure, and not envisioned by any City document such as the General Plan or the ***Hawthorne Boulevard Corridor Specific Plan adopted July 23, 1996*** **(HBCSP)**

In regards to the property fronting Hawthorne Blvd, I commented that the ***(HBCSP)*** should be a very significant guiding document for the City of Torrance related to any development along Hawthorne Boulevard. I read the following excerpt at that public meeting from this document on page 32 under Development Framework, Walteria District, C. Future Design Vision:

> *The design concept envisioned for the Walteria District is that of a low-density district providing a variety of small, upscale, specialty retail and office businesses. This type of commercial land use includes antique stores, boutiques, furniture, personal service and design related uses. Walteria has a strong emphasis on pedestrian orientation. The District will continue to serve as the southern gateway to the City and share the important intersection of Hawthorne Boulevard and Pacific Coast Highway with the Meadow Park District.*

I further commented that on page 110 under Design Guidelines for the Walteria District relating to the Building orientation, Form and Scale that the first item states:

1. The entrances of all buildings in the Walteria District should face Hawthorne Boulevard.

The 248-unit proposed apartment complex envisions a right-turn-only exit onto Via Valmonte. Per the HBCSP, no access at all should be made onto any street except Hawthorne Boulevard and the envisioned access onto Via Valmonte should not be allowed.

With regards to my comments, I would like to get some feedback on the following issues:

- In regards to the proposed General Plan Amendment whether to change the land use designation from R-LO Low-Density Residential to Low-Medium Density Residential, is the existing Torrance General Plan a guiding document or are other considerations more important? If other considerations are more important, what are some of the more important ones?
- In regards to the Hawthorne Boulevard Corridor Specific Plan, is this considered merely a generally instructive document or a specific guide to follow?

With regards,

Steve Hemingway

Santana, Danny

From: jcampb8116@aol.com
Sent: Tuesday, September 19, 2017 6:23 AM
To: Santana, Danny
Subject: Butcher Hill development

Dear Mr. Santana,

I would like my voice to be heard among the many others in objecting to the development of Butcher Hill. I have been a Walteria resident since 1976 and I have witnessed many issues related to development, including major land disturbances, gridlock traffic and overcrowding issues in local schools.

The proposed development would result in gridlock on major streets, such as Hawthorne Blvd, and the dangerous traffic on our small residential streets would only increase, especially during peak hours when children are on their way to school and residents are on foot for morning or evening activities.

In addition, the installation of high density apartments would influence the air quality, negatively impact our local schools and threaten the value of our property in Walteria.

Quality of life must take higher priority than any financial gain for the few,

Joyce Campbell, PhD, PT, EN
Walteria

Department of Toxic Substances Control

Barbara A. Lee, Director
5796 Corporate Avenue
Cypress, California 90630

Matthew Rodriquez
Secretary for
Environmental Protection

Edmund G. Brown Jr.
Governor

September 13, 2017

RECEIVED
SEP 18 2017
CITY OF TORRANCE
COMMUNITY DEVELOPMENT DEPT

Mr. Adnan Siddiqui
California Regional Water Quality Control Board
Los Angeles Region
320 West 4th Street, Suite 200
Los Angeles, California 90013
adnan.siddiqui@waterboards.ca.gov

Ms. Michelle LeCavalier
Chief Environmental Health Specialist
County of Los Angeles Department of Public Health
3530 Wilshire Boulevard, Suite 1110
Los Angeles, California 90010
mlecavalier@ph.lacounty.gov

Mr. Richard Kazandjian
Fire Prevention Manager
City of Torrance Fire Department
3031 Torrance Boulevard
Torrance, California 90503
rkazandjian@torranceca.gov

NOTIFICATION OF INTENT TO ENTER INTO AN AGREEMENT UNDER CLRRA FOR THE UNDEVELOPED PROPERTY LOCATED SOUTH OF HAWTHORNE BOULEVARD AND VIA VALMONTE INTERSECTION IN THE CITY OF TORRANCE, LOS ANGELES COUNTY, CALIFORNIA

Dear Mr. Siddiqui, Ms. LeCavalier & Mr. Kazandjian:

Pursuant to California Health and Safety Code section 25395.92(b), the Department of Toxic Substance Control (DTSC) is notifying your agency of its intent to enter into an Agreement under the California Land Reuse and Revitalization Act of 2004 (CLRRA) with the RP Torrance, LLC for the property located south of Hawthorne Boulevard and Via Valmonte intersection in the City of Torrance, Los Angeles County, California 90505. The Site is approximately 24.68 acres in size, and its identified by the following Los Angeles County Assessor's Parcel Numbers:

1. 7547-001-007
2. 7547-001-008
3. 7547-001-009
4. 7547-001-018

5. 7547-001-019
6. 7547-001-020
7. 7547-001-021
8. 7547-001-024
9. 7547-001-025
10. 7547-001-026
11. 7547-002-005
12. 7547-002-006
13. 7547-002-007
14. 7547-002-008
15. 7547-002-009
16. 7547-002-010 and
17. 7547-002-011

RP Torrance, LLC will be entering into a CLRRA Agreement with DTSC to potentially conduct an assessment, develop a Response Plan, if needed, and implement the Response Plan, if required, with the intent to develop the Site for residential use. Entry into this Agreement provides RP Torrance, LLC with immunity from liability for certain hazardous materials response costs and damage claims. It is anticipated that the CLRRA Agreement will be executed in the near future, and evaluation activities will be initiated.

If you have any questions or comments, please contact me at yolanda.garza@dtsc.ca.gov or (714) 816-1978.

Sincerely,

Yolanda M. Garza
Unit Chief
Brownfields Restoration and Schools Evaluation Branch
Brownfields and Restoration Program

cc: Mr. Derek Empy
RP Torrance, LLC
dereke@reylenn.com

Mr. Bob Logan
Kennedy/Jenks Consultants
boblogan@kennedyjenks.com

Ms. Maryam Tasnif-Abbasi
Brownfields and Environmental Restoration Program – Cypress Office
maryam.tasnif-abbasi@dtsc.ca.gov

Ms. Rana Georges
Brownfields Restoration and Schools Evaluation Branch – Cypress Office
rana.georges@dtsc.ca.gov

RECEIVED
SEP 18 2017
CITY OF TORRANCE
COMMUNITY DEVELOPMENT DEPT

Danny Santana
Planning and Engineering Manager
City of Torrance
3031 Torrance Blvd
Torrance, CA 90503
(310) 618-5990
DSantana@TorranceCA.gov

RE: **Butcher-Solana Residential Project**

Dear Mr. Santana:

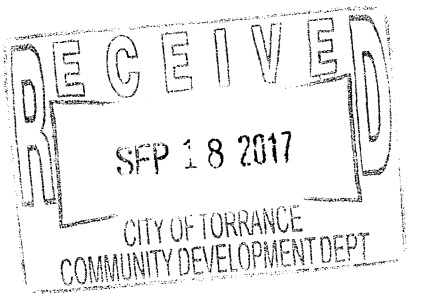
With regards to the traffic along Newton Street, we understand that students from this 248 apartment project will attend the local public schools including Riviera Elementary, Richardson Middle and South High. Newton Street is the primary access to Richardson Middle and is also frequently used to reach other neighborhood streets that lead to Riviera Elementary and South High School. Please reply to the following questions:

- With 722 expected residents, how many students are expected to attend each school: Riviera, Richardson and South?
- How many daily trips will this add to Newton Street?
- Did the traffic study specifically examine the existing traffic on Newton Street and measure the anticipated future impact?
- How will the City of Torrance calm traffic during peak drop off and pick up school hours?
- Can the City of Torrance provide proof that the additional traffic generated from this project will be forced onto major streets such as Hawthorne and PCH rather than using Newton Street?
- Will the City of Torrance provide additional crossing guards to TUSD? If yes, will this on-going cost be paid by the developer or the citizens of Torrance?

Thank you,

Josey Vanderpoe
4308 Newton St.
Torrance, CA. 90505

September 17, 2017



Danny Santana
Planning and Environmental Manager, City of Torrance
3031 Torrance Blvd.
Torrance, CA 90503

Dear Mr. Santana:

I am writing to you to address grave concerns raised by the proposed Butcher-Solana residential development proposed for the southwest corner of Hawthorne Boulevard and Via Valmonte. My wife and I have been South Bay residents for the majority of our lives, and have spent the past 22 years at our present home in the Walteria area. Over this stretch, we have observed the growth of the city in residential and commercial areas, the conversion of former industrial zones, and the development of formerly vacant land such as the Madrona Marsh and the Palos Verdes landfill site. All of this development can be viewed as "progress", a term which generally carries a positive connotation, yet those of us living in the city today are paying the "price" of this build-up – over-crowding and ever-increasing traffic congestion. The Butcher-Solana project, given its location, size, and scope, represents a greatly accelerated version of this trend, and as such would have a disastrous, irreversible effect on the quality of life in South Torrance and surrounding areas.

The developer is requesting multiple entitlements related to zoning changes, most notably in terms of housing density, to construct 248 apartments with 546 parking spaces (496 for residents, 50 for visitors) on the property. The baseline density for much of the surrounding area is represented by the typical single-family home. To present a visual frame of reference which places this proposal in perspective, 248 is the approximate number of homes in the area east of Richardson Middle School bounded by Pacific Coast Highway, Newton Street, and Vista Montana. In linear form, this is about the number of houses on Anza Avenue between Torrance Boulevard and Calle Mayor. The plan to concentrate an equivalent number of residences, people, and their accompanying activity into such a compact area which is already overly congested is the epitome of folly.

The purpose of the environment impact report (EIR), in simple terms, is to quantify the state of project's environment as it presently exists, and offer a reasonably accurate projection of the post-completion situation. This report deals largely in statistical data, and undoubtedly many residents who have an intuitive sense that this project is wholly inappropriate are intimidated by the report's content or simply feel there is no need to pore over it given their convictions. Furthermore, objections raised often are in the form of descriptive language, which is at odds with the supposedly objective content of the EIR. Still, the quantified information presented in the EIR needs to be qualified – assigned an appropriate judgment-based value – in order to arrive ultimately at a "yes/no" or "acceptable/unacceptable" conclusion. While others may have provided arguments regarding other aspects of the project, I wish to focus primarily on traffic and, specifically, questionable data presented in the EIR.

One glaring inaccuracy in the EIR pertains to the survey conducted on May 24, 2017 to determine the backup of vehicles at the traffic signal at the base of Via Valmonte. The stated purpose of the survey was to determine if the length of the vehicle queue presented any difficulty for the proposed location of the exit driveway. The measurements were taken on a Wednesday, a school day, between 7 and 8 AM. Presumably, the figures were intended to depict rush-hour traffic, which would be the worst of the day.

The oversight, whether intentional or not, was to exclude data from the following hour, 8 to 9 AM, since that two-hour period is used throughout the report as the standard timeframe for "rush hour". To summarize, the data showed an average 2.8 vehicles queued at the red light, and a maximum of five vehicles occurring twice during the hour-long sample.

My personal experience with crossing this intersection suggested these numbers were wildly inaccurate, and I conducted my own survey (results attached). On August 9, 2017, also a Wednesday (but not a school day), I logged the number of vehicle movements from Valmonte onto Hawthorne from 7:54 to 9:30 AM, primarily to capture the "missing hour" from 8 to 9. During that period, the average queue length was 3.7 vehicles, with a maximum of nine. Also, the backup was seven vehicles or greater six times. Aside from simply measuring the number of queued vehicles, my survey included vehicles passing through the intersection on the green light as well as those turning right without being in the queue. A total of 277 vehicles exited from Valmonte during the hour, and my contention is that the total volume of traffic on the street should be considered, not solely the backup. It is also important to note that the traffic did not suddenly abate once 9 AM struck. In the half-hour following the purported end of rush hour, 116 vehicles exited Valmonte, over 40% of the average rate of the previous hour. Simply stated, Valmonte is already a busy street throughout the day.

While the Valmonte survey relates to the current traffic situation, the projected additional traffic figures given in the EIR also appear to be unreasonably low. Although the numbers were drawn from a standard reference and would therefore appear to be unimpeachable, the methodology and application of the figures can be called into question. Of particular interest is the estimated morning rush hour count of 74 "trip ends", of which 51 are outbound. Intuitively, this value seems unreasonably low. Rounding the number of housing units to 250 and outbound trips to 50 to simplify, this means that only one-fifth (20%) of the units are expected to have a driver leaving in the morning for a "9 to 5" job or school. While it may not be the actual case, one could easily make the argument that potentially every unit could have both parking spaces filled, with two morning (and evening, as well) drivers. This would result in 500 vehicles movements during rush hour, 10 times the given estimate. Even if this supposition were rolled back somewhat – for example, figuring one driver per unit with 80% having a morning commute – the figure is still 200, or four times the given projection. In fact, the projected figure of 50 is closer to an implausible "dream" scenario, in which no residents have vehicles and take public transit or walk/bike, than the not-so-hard-to-imagine "nightmare" instance with 500 drivers.

My assertion is that the projected figures are "off" since they are based solely upon the size of the complex, not the expected behavior of its occupants who actually generate the traffic. Since the stock figures are not qualified, it is conceivable that they correlate to buildings located in high-density urban areas, where there is likely to be ample public transit, less incentive to drive due to parking scarcity/expense, etc. Additionally, the nature of averages (which these numbers represent) is that outlying values can be "hidden". As a simple example, a class of students who all have A grades except for one with an F will still have an A average overall. Since the proposed location is a suburban setting with limited public transit and potentially long commutes, the building's occupants are most likely to "perform" in the same manner as nearby residents. Unless there were some absolute assurance (e.g. a limitation of parking spaces, a quota on morning drivers, or any other implausible measures) that the nightmare 500 driver situation wouldn't occur, it would have to be considered as a very real worst case possibility.

It goes without saying that Hawthorne Boulevard is a major thoroughfare, and represents a primary means – along with Palos Verdes Boulevard, Crenshaw Boulevard, and Palos Verdes Drive North – for Peninsula residents to leave the hill. Those of us living on the southern boundary of the city are well

aware that we bear much of the traffic burden generated by our neighbors to the south, and there are ample indications of measures taken to manage traffic and especially keep it from spilling into nearby residential areas. This is a partial list of these indicators:

1) Evening left turn prohibition from southbound Vista Montana to eastbound Newton
2) Morning right turn prohibition from northbound Hawthorne to eastbound Newton
3) Morning left turn prohibition from northbound Hawthorne to westbound 244th
4) Morning right turn prohibition from northbound Hawthorne to eastbound 244th
5) Morning left turn prohibition from northbound Hawthorne to westbound 242nd
6) All-day left turn prohibition from westbound Airport to southbound Madison
6) All-day barrier-enforced turn restrictions at Paseo de la Tortugas and Via Valmonte
7) Morning left turn prohibition from Palos Verdes Drive North to northbound Via Valmonte

We have repeatedly witnessed drivers disregarding these restrictions. One "work-around" drivers exhibit is using the Hillside Village parking lot as a cut-through the avoid the Hawthorne – Newton turn restriction. Some resourceful drivers have even been observed circumventing the concrete barriers at the Tortugas/Valmonte intersection. It should be pointed out that the only means of assuring compliance would be near-constant monitoring by law enforcement officers. This is obviously an unsustainable expectation, so the efficacy of these restrictions is largely subject to the habits of individual drivers.

Even though these restrictions are clearly aimed at lessening the impact of commute-time traffic, those of us in Walteria are faced with cut-through traffic regardless. East of Hawthorne, this takes the form of drivers turning eastbound on Newton from Hawthorne when the restriction is not in effect, as well as those using Newton westbound throughout the day to turn left on Hawthorne. This latter group enters from PCH at the Newton/Denny or Madison intersections. It would be safe to assume the majority of these drivers live "up the hill" and are avoiding the congestion of the PCH/Hawthorne intersection. While we have not conducted a survey to determine how many drivers exhibit such behavior on a daily basis, our personal experience suggests the number would be significant. The prospect of having some additional 500 drivers in the proposed project learning these "shortcuts" is a horrifying thought.

It is our hope that the officials entrusted with making decisions for the welfare of the city's residents will clearly realize that the present environment in this area of South Torrance cannot be deemed "acceptable" by virtue of its simply being "the way things are now". While there are factors beyond the city's control, most notably further development In Palos Verdes and Rolling Hills, there are clearly opportunities for Torrance to make decisions which affirm its status as a balanced community and a worthwhile place to live. Rejecting this development project is an obvious means for the city to assert what is "acceptable"; allowing it to proceed would be nothing short of unconscionable.

Sincerely,



Steve Trelease

24707 Winlock Drive
Torrance, CA 90505

[Attachment]

Traffic Movements
Via Valmonte at Hawthorne Blvd.
Wednesday, August 9, 2017 @ 7:54 - 9:30 AM

Cycle Start	Queued	Moving	Left	Straight	Right	Combined	Cumulative
7:54:10	3		3		2	5	**5**
7:55:30	7		5	2	1	8	**13**
7:56:33	1		1			1	**14**
7:57:35	3	1	4			4	**18**
7:58:53	2	4	6			6	**24**
8:00:11	5		5		1	6	**30**
8:01:18	5	1	6			6	**36**
8:02:28	8	3	11			11	**47**
8:03:42	3	1	4			4	**51**
8:04:48	4		4			4	**55**
8:05:53	2	2	4			4	**59**
8:07:00	2	1	2	1		3	**62**
8:08:17	4		3	1		4	**66**
8:09:25	2	1	3			3	**69**
8:10:32	0	4	4		2	6	**75**
8:11:52	2		2			2	**77**
8:12:48	4	1	5			5	**82**
8:14:06	3		3		2	5	**87**
8:15:16	4		4		2	6	**93**
8:16:30	4		4			4	**97**
8:17:34	4	1	5		2	7	**104**
8:19:50	3	1	3	1		4	**108**
8:20:56	3	1	4			4	**112**
8:21:02	7	1	8			8	**120**
8:22:20	6	1	7		1	8	**128**
8:23:27	3	4	7			7	**135**
8:24:40	1	1	2			2	**137**
8:25:51	4		4		2	6	**143**
8:26:58	2		2		2	4	**147**
8:28:58	1		1			1	**148**
8:29:07	1		1			1	**149**
8:30:13	1		1			1	**150**
8:31:29	2	1	2	1		3	**153**
8:32:45	9	1	10		1	11	**164**
8:34:01	5		4	1		5	**169**
8:35:06	2	1	3		5	8	**177**
8:37:28	2		2		2	4	**181**
8:38:32	4		4		3	7	**188**
8:39:47	3		2	1	3	6	**194**
8:40:53	4	3	7		1	8	**202**
8:42:10	1	1	2		1	3	**205**
8:43:12	2		2		1	3	**208**
8:44:22	2	1	3		1	4	**212**
8:45:33	4		4		1	5	**217**
8:46:43	7	1	8		2	10	**227**
8:48:02	1	4	5			5	**232**

Traffic Movements
Via Valmonte at Hawthorne Blvd.
Wednesday, August 9, 2017 @ 7:54 - 9:30 AM

Cycle Start	Queued	Moving	Left	Straight	Right	Combined	Cumulative
8:49:06	8		8		3	11	**243**
8:51:30	8	3	11		2	13	**256**
8:52:40	6	1	5	2	1	8	**264**
8:53:51	1		1		1	2	**266**
8:55:02	4		4			4	**270**
8:56:05	5	3	8		1	9	**279**
8:57:21	5		4	1	1	6	**285**
8:58:27	5	2	7		3	10	**295**
8:59:44	5	1	4	2		6	**301**
9:00:55	3	2	5		2	7	**308**
9:02:17	3	1	3	1	1	5	**313**
9:03:27	5	1	6		1	7	**320**
9:04:42	2		2			2	**322**
9:05:42	2	2	4			4	**326**
9:06:56	9		9		1	10	**336**
9:08:15	1	1	2			2	**338**
9:09:24	1		0	1		1	**339**
9:10:27	8		8			8	**347**
9:11:45	1		1		1	2	**349**
9:12:45	4	1	5			5	**354**
9:14:01	5	1	6			6	**360**
9:15:11	1		1			1	**361**
9:16:41	2	2	4			4	**365**
9:17:43	1		1		1	2	**367**
9:19:49	2	1	3		2	5	**372**
9:20:57	7		7			7	**379**
9:22:16	1		1		2	3	**382**
9:23:11	6	3	9		2	11	**393**
9:24:38	3		3			3	**396**
9:25:37	1		1			1	**397**
9:26:41	4		4			4	**401**
9:28:57	3	1	4		1	5	**406**
9:29:08	6		5	1		6	**412**
9:30:21	4	1	5			5	**417**

Total	**284**	**69**	**337**	**16**	**64**	**417**
Average	**3.55**	**0.86**	**4.21**	**0.20**	**0.80**	**5.21**
Maximum	**9**	**4**	**11**	**2**	**5**	**13**
Minimum	**0**	**0**	**0**	**0**	**0**	**1**

Conventions:

- *"Cycle Start" = Time when the signal on Via Valmonte turned red*
- *"Queued" = Vehicles eventually proceeding right or straight that gathered at a red light*
- *"Moving" = Vehicles joining the moving queue once the light turned green*
- *"Queued" + "Moving" = "Left" + "Straight"*
- *Right-turning vehicles which joined stationary or moving queues were excluded from those counts*

Santana, Danny

From: Mark Mills <mark1959@gmail.com>
Sent: Monday, September 18, 2017 1:13 PM
To: Santana, Danny
Subject: Butcher -Solana residential project proposal

Mr Santana,

My Wife and I live at 4074 Newton Street Torrance 90505.
I recently heard about the development planned for Butcher Hill and subsequently attended the meeting at City Hall
We are happy to share our neighborhood with the intelligent and caring people that were present.
To the point :
We find it hard to believe that this ludicrous project is even being considered.
I have in the past, visited City Hall to discuss the possibility of installing speed bumps along our street.
My idea was to somewhat address the problem of speeding motorists using Newton as a way of saving time as opposed to PCH or Hawthorne. I was told that speed bumps would probably not happen.
Something to do with a fire engine not being able to get over the bumps? ?
I found that to be laughable.
Maybe Redondo Beach has a more adventurous type fireman because bumps are installed on the Avenues?

Following my meeting with the city employee , (since retired), a police officer was dispatched to monitor illegal left turns on Newton at Vista Montana.
It seemed like he was busy for about two half days ticketing people ignoring that no left turn sign.
I have not seen anymore of a police presence.

So,that is the past and the present.
The future?
God help us.
If that mostrosity is dumped into that quarry you will be witness to the end of Newton Street as way in and out of home for those of us who live here.
I cannot believe anyone in their right mind would want to live there for one thing and I cannot believe that it is anywhere near safe to plant homes in such a potentially unstable environment.
The additional traffic spewing out into Newton would cause chaos, danger and irritation.
Ask anyone with children or pets what it is like right now.
Try to imagine the mess with all those additional vehicles.
I know money talks and it obviously already has but please think a little more along the lines of common sense before allowing this vulgar display of arrogance and disregard to go ahead.

Thank you.

Mark Mills
4074 Newton Street
Torrance California 90505
310 567 8764
Mark1959@gmail.com

Santana, Danny

From: Joan Davidson <j135cooper@yahoo.com>
Sent: Monday, September 18, 2017 2:09 PM
To: Santana, Danny
Subject: Re: Comments on the Butcher Solana Project and extension for comments
Attachments: Comments for Butcher Solana Project sent to Danny Santana Sept. 18, 2017 .pdf

Dear Danny, Attached please find my comments for the Butcher Solana project. Please confirm receipt.

I am informed by your prior email that the comments that I am now submitting will have the same weight and consideration as those submitted on August 28, 2017.

Your email of August 21, 2017 confirming that fact:
"The City will consider the comments submitted before 5:00 pm on 9/18/17 the same as those submitted prior to 5:00 pm 8/28/17. "

Thanks so much,
Joan Davidson
1525 Via Arco
Palos Verdes Estates, CA 90274
310-378-6719

On Monday, August 21, 2017 7:57 AM, "Santana, Danny" <DSantana@TorranceCA.gov> wrote:

Mrs. Davidson,
You are correct. The City will consider the comments submitted before 5:00 pm on 9/18/17 the same as those submitted prior to 5:00 pm 8/28/17.

Thanks,
Danny
Danny Santana, MPA
Acting Planning & Environmental Manager - Community Development Department - Planning Division
City of Torrance - 3031 Torrance Blvd. Torrance CA 90503 - (310) 618-5871 voice - (310) 618-5829 fax
DSantana@TorranceCA.gov - www.TorranceCA.Gov - www.Twitter.com/TorranceCA

Please consider the environment before printing this email.

From: Joan Davidson [mailto:j135cooper@yahoo.com]
Sent: Sunday, August 20, 2017 10:54 AM
To: Santana, Danny
Subject: re: Comments on the Butcher Solana Project and extension for comments

Dear Mr. Santana, Can you please clarify if the extension of the comment period will take under consideration comments submitted after the 28th of August with the same 'weight' as comments submitted by the 28th of August?

Legally the comments were 1st required by the 28th and just want to be reassured that comments submitted by community members by September 18th will carry the same importance and legal consideration under CEQA as those comments submitted by August 28th.

Thanks
Joan Davidson

Comments for Butcher Solana Project

September 18, 2018

Please provide the list of the federal, state, county, and local agencies that Torrance City has contacted to provide comments on the Butcher Solana Project.

Please provide the comments submitted by these agencies to the public.

Please address each comment below for direct, indirect, and cumulative impacts.

Aesthetics:

1. Significant and Substantial Adverse Effects on Scenic Vista: This 4 building structure plan that equates to high-density housing will destroy the open space at the rural corner zoned A-1. The scenic vista will no longer look out upon wildlife but 5 and 6 story steel beamed structures. We enjoy our views in the community and limiting these views impacts our property values. Please provide a comprehensive study.
2. Significant and Substantial Damage to scenic resources and rock croppings of diatomaceous earth. The Historic Mirlo Gate House and dedicated PVE Parkland immediately adjacent to the project location will be significantly impacted without any possible mitigation. Please provide comprehensive study.
3. Significant impacts and will degrade the existing visual character of the site and surroundings which are either open space, trails, and single-family homes. Please provide a comprehensive study.
4. Significant impacts with the light and glare created by 250 apartments, and a 6-story garage. Garage will need 24-hour lighting. Impacts and adverse effect on entire open space and parklands, trails for the community and single-family homes? Please provide a comprehensive study.

Air Quality:

1. Significant conflict with air quality plan. Study has not addressed the significant impacts of this project and community impacts for human health risks. Please provide a comprehensive study.

2. Significant impacts of air quality standards and Particulate Matter consequences, e.g. greater PM 2.5 concentrations and impacts on asthmatics/people with allergies, sensitive receptors. Please provide comprehensive study.
3. Significantly increases Particulate Matter to Sensitive Receptors. Known as Criteria Air Pollutants. Please characterize and provide a comprehensive study.
4. Significantly will result in increase of criteria pollutants. Not characterized in this Initial Study and must be studied for human health risks. Please provide comprehensive study.
5. Significantly will expose to sensitive receptors at local schools and homes, and the Sunrise Home residents for the elderly next door as well as workers at the site. Please provide comprehensive study.
6. Significant risks of odors from debris on the property is well over 140-feet deep and may contain contents that have not been characterized and must be characterized and identified for human health risks. This Butcher Hill Mined area is known to have silica sand that acts like asbestos trapping itself into the lungs. This has to be fully researched for human health risk assessments. Please provide comprehensive study.
7. Significant impacts not addressed due to inversion layers known in the area and specific local wind patterns unidentified in the study. Please provide comprehensive study.

   Significant impacts not addressed include the local pistol range used by Torrance Police and governmental purposes at what is now the current Hawthorne Blvd. at Rolling Hills Rd area and any lead deposits from the pistol range dumped into the Butcher Hill property must be researched and determined before Particulate Matter containing lead becomes airborne since lead is as a known threat to human health. Please provide comprehensive study.
8. Significant impacts have not been addressed from the known VOC's in wells and gas studies of the immediately adjacent Ernie Howlett Park aka Parcel #4 of the Palos Verdes Landfill. Further, wells along the Hawthorne Boulevard corridor show an

increasing level of VOC's (and methane) and this has not been characterized for this Butcher project. Please provide comprehensive study.

9. Green House Gas Emissions have not been adequately studied in the significant impacts of the cars, service vehicles, etc that the Butcher Project will increase to the local community. The recent passing of the Cap and Trade Bill in CA has promised to lower the GHG levels and requires the lowering of the GHG. This project will increase the current GHG levels and needs to be characterized. This study has not addressed the cumulative effects of the GHG emissions in the Torrance and Palos Verdes Peninsula with the apartment complex project as submitted and needs to be characterized/researched to comply with the intent of the CA Law. Please provide comprehensive study.
10. CARB standards and requirements have not been adequately addressed for compliance of the significant impacts that this project will have on our air quality. Please provide comprehensive study.
11. Significant impacts in air quality from airborne particulate matter or white dust nuisance of former mined site as note in previous studies, on human health risks and assessments. Please provide comprehensive study/report.

Biological Resources:

1. Project will have a significant and adverse impact on the wildlife known to the area. The modification to the habitat of the current property has not be adequately characterized and identified by the Wildlife and U.S. Fish and Wildlife Service. Please provide comprehensive study to include all wildlife including birds and mammals. Please provide a comprehensive study of all vegetation especially noted by Native Plant Society and other experts.
2. Project will have a significant and adverse impact on the sensitive natural community identified in plans and studies of the Native Plant Society and others in local and regional documentation impacts. Please complete a comprehensive study.

3. Project will have a significant and adverse effect on the historic streams and waters known to exist and enter this property and that travel beyond this property and to the Dominguez Channel. Groundwater impacts are adverse impacts. Please provide comprehensive study.
4. Project will have substantial adverse effect on federally protected water-bodies as defined by the Clean Water Act. Please provide comprehensive study.
5. Significant impact on drainage patterns. Please provide comprehensive study.
6. Project will have a significant and adverse effect on waters exiting this property and the NPDES/General Permit compliance must be ensured. Please provide comprehensive study.
7. Project will have a significant and adverse effect on wildlife species with established corridors and residency and will impede wildlife nursery sites. The disturbance of these must be characterized and researched. Please provide comprehensive study.
8. Project adverse/significant impacts on wildlife habitat in local region from increased population resulting from development. Please provide comprehensive study.
9. Project impacts on any burial or disturbance of any human remains such as Indian and/or Tribal or original settlers, etc. must be evaluated. This study has not adequately addressed this issue. Please provide comprehensive study.

Geology and Soils:

1. An earthquake fault known as the Palos Verdes Fault sits under the Butcher Hill property. This will significantly expose people and structures to substantial adverse effects. The following has not been studied as significant impacts to the former mined site: geological investigations to include the following: deep bedrock wells within the anticlinal features placed so that the trend and dip of the fractures can be determined; permeability testing of the bedrock, with attention to the intensively fractured and weathered areas; determination of the hydraulic conductivity between the fill material and the bedrock; the affect, if any, from the local faults where the Palos Verdes landmass meets the Torrance landmass. Please provide a study of the active Palos Verdes fault. Please provide comprehensive study and significant adverse impacts.

2. Landslides are well known as past events in the immediate area and have not been studied.

   Butcher Hill property has not been fully characterized to address the adverse impacts of known local landslides applicable at this site. Please provide comprehensive study.

3. The location of the Palos Verdes fault at this property site and adverse impacts to increase the danger and threat of a landside has not been studied. The property soils are known to be diatomaceous earth and unknown fill. There must be a study of stability and research to determine the safety for additional landslides to the property and adjacent properties including the historic Mirlo Gate House and homes. The construction needed to build the 4 huge structures on the tenuous soils known to the public bring questions of land stabilization and safety and soil erosion and liquefaction. A full characterization needs to be completed for this project.

   In addition, a land subsidence and settlement analysis must be performed. Please provide comprehensive study.

4. Impacts of Geology and Unstable Geologic Conditions - Substantial evidence already exists for falling rocks along the exposed site. There has not been sufficient study completed to ensure or guarantee the safety of the possible residents, the community use of the open space, and danger to the neighboring homes immediately adjacent to the Butcher property. The entire site needs to be studied for the significant and adverse impacts of the construction of the multi story apartment buildings and parking structure. Please provide the comprehensive study.
5. Significant and adverse effects of the geologic soils upon the future impacts of on and off site landslides, lateral spreading, subsidence, and/or collapse must be characterized by full geological study to ensure safety. Please provide comprehensive study.
6. Significant impacts of mine wastes and/or tailings buried or dumped into the Butcher property have not been identified or fully characterized and need to be studied.

Building over a hazardous waste site will create long-term health problems, could be an explosion hazard and could very well be prohibited by state and federal law. Please provide comprehensive study.

Significant impacts and compliance with Title 22 of Los Angels County building Codes have not been fully addressed. Any provisions and/or restrictions run with the land (chain of title) despite the change of ownership of the Butcher property over time. The compliance with state and county law in this regard needs to be researched. Please provide county building code and state code comprehensive compliance for this project. Please provide comprehensive study.

7. Significant impacts of Butcher property adjacent to the Ernie Howlett Park aka Parcel #4 of the Palos Verdes Landfill have not been addressed for buffer zones, methane migration to the Butcher Property and compliance with L.A. County required Buffer Zone to residents next to a landfill property or other governmental requirements for mitigation and other general building requirements to prevent potential environmental and harmful health effects that could be caused by the construction of buildings located in a defined Methane Hazard Zone property. This is especially important with methane reaching explosive levels in enclosed areas. Please provide comprehensive study of any/all significant impacts and adverse effects.
8. **Underground Tunnels and Impacts**- It has been documented by the Federal EPA and other geologists in studies that many layers of tunnels exist not only under the Palos Verdes Landfill but extend beyond the limits of the landfill into surrounding areas. There is no mention of the Significant Impact of the tunnels and/or the consequences and adverse effects on the project and/or surrounding community of the Butcher Property tunnels. This has to be characterized for significant and adverse impacts from a geological issue to such as any passage of water, solids, or subsidence effects as well as subsidence and permeability. Please provide detailed study.
9. Significant Impacts of Soils that are incapable of supporting the wastewater disposal systems. Soils are artificial fill of either mined tailings, mined sources and unknown sources. Soil must be testing for VOCs, toxic metals, acids and radionuclides. Please provide comprehensive study.

10. Significant impacts of any grading and/or movement, dumping of soils into Butcher property and/or neighboring properties including Howlett Park. Please provide a comprehensive report.

11. Significant impacts of any slope failures, studies of movement of soils, neighborhoods in and around Butcher property, neighboring properties, and Torrance. Please provide comprehensive report and any/all studies.

12. Significant impacts and adverse effects of any/all sand, mudstone, uncompacted man-made fill located in the Butcher property or neighboring property. Please provide a comprehensive study.

Hazards and Hazardous Materials:

1. Significant impact to the public and environment through the transport and disposal of hazardous materials that have been dumped and now filled the Butcher Hill mined property. Please provide comprehensive study.

2. Significant hazardous to human health risks of airborne hazardous materials through the transport of such materials. Please provide comprehensive study.

3. Significant impacts of airborne silica sand from existing soils. What are the human health risks of silica sand once airborne to human health risks? Health risks to sensitive receptors from airborne silica? Please provide comprehensive study.

4. Significant risks to human health exposure to gases, VOC's, methane, etc.

5. Review any/all of the past studies of air quality taken at this location for human health risks for significant hazards to airborne materials, soils, chemicals, substances? Please provide comprehensive study.

6. Significant impacts from any hazardous waste sites near or on Butcher property. Please provide former land use and any soils or products, substances considered hazardous by today's governmental standards.

7. Significant impacts of hazardous waste sites on lands require a 2,000-foot buffer zone for any housing by CA Law. Please provide studies of intended compliance.

Hydrology and Water Quality:

1. Significant Impacts include the investigation of the known DWR water wells and Silverado Aquifer on the Butcher Hill project and community. Please provide comprehensive study.

2. Significant Impacts on the Silverado Aquifer from construction and development. Please provide comprehensive study.

3. Significant Impacts of flooding and possible damage to residents and structures to Walteria Dam/Reservoir 10MG. Please provide comprehensive study.

4. Significant Impacts to the Dominguez Channel. Please provide comprehensive study.

5. **Flood Zone-** Significant Impacts with **no known Base Flood Elevation** in Torrance Safety Element for Butcher Property and flood designation on maps. Torrance states no known Base Flood Elevation.
Please provide comprehensive study.

6. Potential impacts from construction activities that could violate the Clean Water Act and cause permanent water quality impacts the receiving water bodies. Please provide comprehensive study.

7. Significant and possible seepage whether below grade or above grade into the Butcher property from adjoining and/or surrounding properties that may involve toxic or hazardous substances. Please provide comprehensive study.

8. Significant and possible seepage or draining from Butcher Hill property. Please provide comprehensive study.

9. Significant and possible violations of water and/or discharge standards. Please provide comprehensive study.

10. Significant and possible mudflows at Butcher property. Please provide comprehensive study.

11. Significant and possible impacts of Tributary- Please provide a comprehensive study for any/all tributary that is in, next to or in the vicinity of Butcher property.

12. Significant impacts or adverse effects of any past, present floods, debris, drain at Butcher property and/or neighboring properties including Howlett Park.

13. Significant impacts and adverse effects of the gravel permeable materials of the San Pedro formation on West Coast Basin area that is in hydraulic continuity with the Silverado aquifer. Noted by experts to be an area of recharge for the principal aquifers of the Basin. Please provide a comprehensive study.

Cultural Resources:

1. Many Indian tribes lived and created habitats in Palos Verdes/Torrance lands. Significant impacts to tribal lands and heritage of these tribes' resources and heritage. Please provide a comprehensive study.
2. Substantial impacts and adverse impacts to archaeological resources on Butcher property. Documentation and research studies provide such factual information. Please provide a comprehensive study.
3. Significant impacts to paleontological resource on site and unique geologic features of this property. Known experts and scholars have determined the site as a known source. Please provide a comprehensive study.

Traffic:

1. Significant and adverse effect onto Hawthorne Boulevard, a state highway, and streets in surrounding neighborhoods. Please provide a new comprehensive study.

Santana, Danny

From: Karyn Kay <karyn0416@gmail.com>
Sent: Monday, September 18, 2017 1:39 PM
To: Santana, Danny
Subject: Butcher-Solana Residential Project Proposal

Mr. Santana,

My husband & I live in the 4000 block of Newton Street, approximately a half-mile (.6 miles) from the proposed Butcher-Solana Residential Project. This project will directly impact us as well as our neighbors/neighborhood, so I'm writing to voice my opinion since I was unable to attend the public hearing due to health issues (although my husband Mark Mills attended).

My primary concern of this proposed project of 248 apartment units, in three 5-story buildings, with 484 parking spaces, is the environmental impact of additional traffic on local streets, as well as major traffic artery Hawthorne Boulevard, which is already congested with traffic coming off Palos Verdes/Rolling Hills using as a main thoroughfare off The Hill. We're talking about potentially 500 (or more) vehicles in the area as we all know most people drive their own cars for daily activities.

Newton Street, especially between Hawthorne Blvd. and Calle Mayor, is already much too heavily traveled by drivers 'cutting through' to avoid the light at Hawthorne & Pacific Coast Highway. Not only does this add to traffic/congestion on a one-way-in-each-direction street, drivers more often than not imperil pedestrians, including school children walking/biking/skateboarding to/from school, dog walkers, joggers, as well as children playing in their own yards, people simply crossing the street, cars backing of their driveways, etc. by speeding, oftentimes at breakneck speeds well in excess of the legal posted 25 mph speed limit, just to shave a minute or two from their drive.

Can you prove that the additional burden from the Butcher-Solana Residential Project will not have a significant impact on local streets? We already experience gridlock on Hawthorne Blvd, and can only imagine the time which will be added on to work commutes, simple drives to drop/pick up kids from school, etc. once a load of (many) additional drivers are added into the neighborhood.

Yes, a dedicated left turn lane is going to be added for southbound PCH traffic turning left onto southbound Hawthorne, but people are creatures of habit and will continue to burden Newton Street, and surrounding local streets, with heavy traffic and dangerous speeding vehicles.

Traffic is just ONE troubling aspect of the Butcher-Solana Residential Project... also of concern: noise, preservation of environmental beauty, air quality, substrate stability, etc. et al.

Thank you for your consideration.

Sincerely,

Karyn Mills
4074 Newton Street
Torrance CA 90505
(562) 212-6553
karyn0416@gmail.com

Santana, Danny

From: Poirier, Rebecca on behalf of City Clerk
Sent: Monday, September 18, 2017 9:06 AM
To: Santana, Danny
Subject: FW: Butcher-Solana Residential Project

From: Herring, Milton
Sent: Saturday, September 16, 2017 1:28 PM
To: City Clerk <CityClerk@TorranceCA.gov>
Subject: Fwd: Butcher-Solana Residential Project

Sent from my Verizon, Samsung Galaxy smartphone

-------- Original message --------
From: Karen Morris <kmorris66@verizon.net>
Date: 9/15/17 6:59 PM (GMT-08:00)
To:
Subject: Butcher-Solana Residential Project

Dear City Council Member,

Can you assure the homeowners in the nearby neighborhoods and the residents of Palos Verdes that the proposed Butcher-Solana Residential Project consisting of 248 units will not impact the safety and environment of the residents with the issues presented below?

We have been homeowners in the Hollywood Riviera for the past 38 years and would greatly appreciate it if you and the City of Torrance would consider our concerns for the proposed housing project known as the Butcher-Solana Residential Project located on the corner of Via Valmonte and Hawthorne Boulevard.

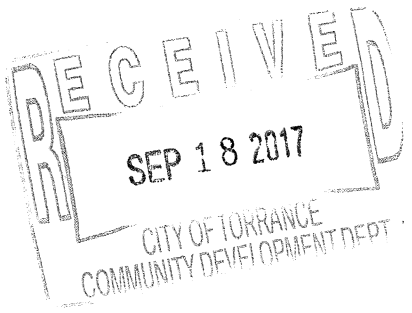
This project will undoubtedly have a tremendous impact on the increase of the already congested traffic in this area, use of more city resources (water, utilities, etc.), school population, noise, as well as safety concerns raised by the City's fire and police departments.

Please weigh our concerns for this project as it will greatly impact the neighborhoods near the proposed project as well as the City of Torrance and neighboring cities.

Sincerely,

Karen & Chet Morris
5002 Pacific Coast Highway
Torrance, Ca 90505
Kmorris66@verizon.net
Karen Morris
kmorris66@verizon.net

September 17, 2017



Mr. Danny Santana
Planning and Environmental Manager
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503

RE: Butcher-Solana Residential Project

Mr. Santana,

My name is Inna Illson, and my husband and I live at 24900 Via Valmonte in Torrance. My husband has corresponded with you previously regarding this project.

Based on additional review of the Initial Study, and the comments aired at the public hearing for this project in August, it appears the depth and quality of that Study were limited in many areas. There were areas of the Study which appear notably deficient in areas such as projected traffic congestion, impact on public safety, air and noise pollution, and overall negative environmental impact. We also believe that by limiting the radius of this study to the immediate area around the project, it ignored the broader impact on residents and businesses in other areas of Torrance, the Riviera and Palos Verdes.

We believe the following areas need to be addressed in an appropriately rigorous and professional analysis of the project:

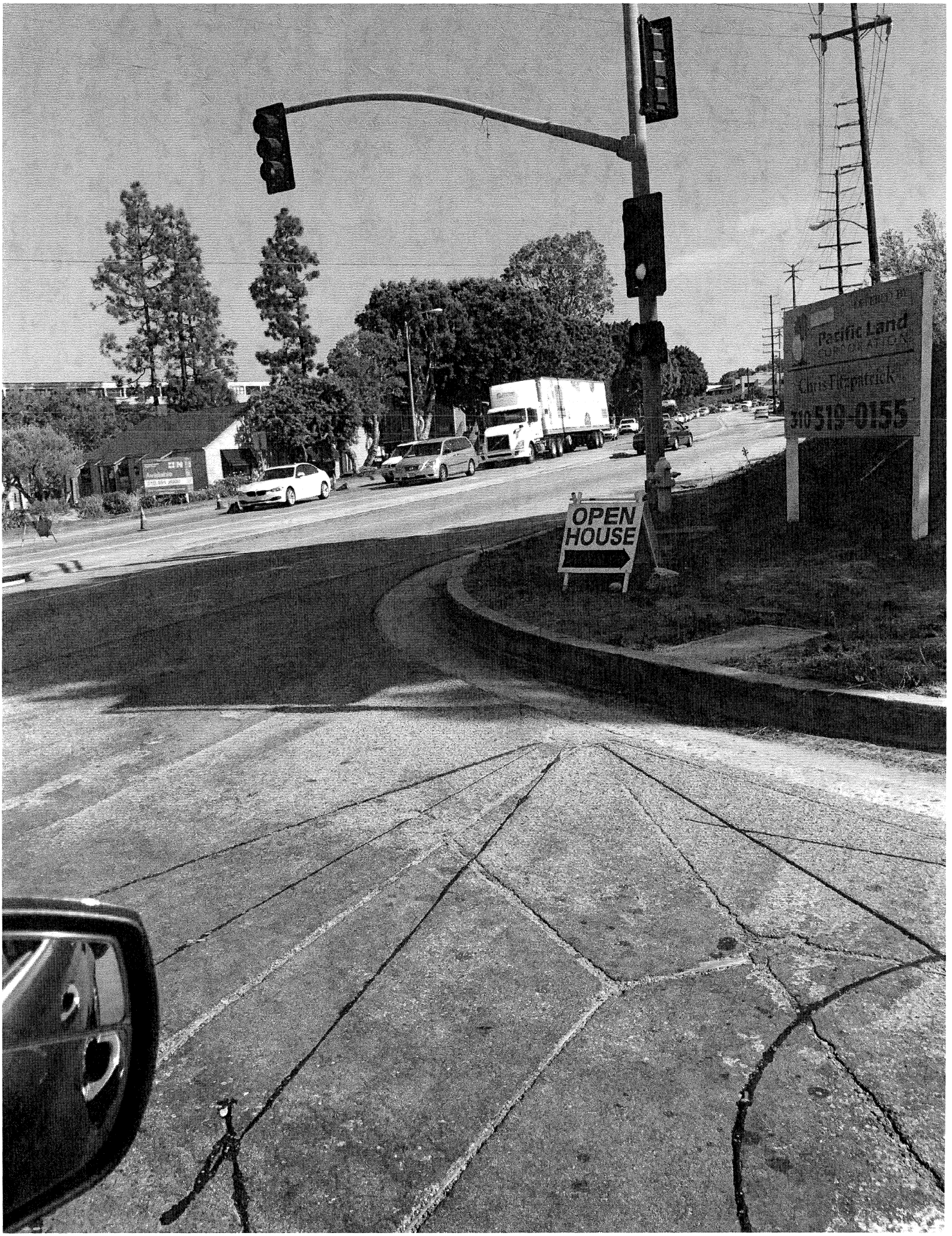
- What will be the real impact on traffic not just at the immediate intersection of the project, but also at intersections in a much broader radius in Torrance and Palos Verdes?
    - How will the flow of traffic on Hawthorne Blvd and Via Valmonte be fully modeled considering there is only one entrance and 2 exits for this project?
    - Will there be an evaluation of the impact of U turns on Hawthorne Blvd (both northbound and southbound), the traffic queuing on Via Valmonte and an assessment of how drivers will use currently relatively quiet neighborhoods in Torrance, the Riviera and Palos Verdes to find other ways to the complex (vs. Hawthorne Blvd)?
    - What impact will the increase in traffic, as well as the limited ingress/egress have on Fire Department and other emergency vehicle access? I have attached pictures from Northbound Hawthorne Blvd from September 16 which shows the congestion at intersection with Via Valmonte. As we continued southbound toward Palos Verdes on Hawthorne we saw a paramedic vehicle and ambulance stuck in this traffic with no easy alternative route available.
- How will the impact of Air and Noise Pollution be evaluated?
    - Given that the cliff side of Butcher Hill forms a natural amphitheater which reflects noise, what will be the methodology to realistically assess the impact of the noise of 400+ vehicles (including motorcycles), and rooftop events on the neighborhood?

    - How will the impact of air pollution of these vehicles, along with additional traffic which may result from congestion resulting from the surrounding areas, be measured?
- How will the environmental impact of potentially unstable earth and potentially hazardous materials from the old quarry be measured?
    - What remediation will be required?
    - What will be the impact on the surrounding neighborhoods while construction is in progress?
- What is the potential impact on crime in the area surrounding the project?
    - Based on anecdotal discussions it appears there been an increase in criminal activity in the area around the project.
        - What analysis will be done to consider the potential increase in crime in this area from tenants and visitors to this complex?
        - Since these are rental units (vs. owned properties), could this result in an increase in criminal activity in this area?
    - What are Torrance's regulations concerning the use of Air BnB and other short-term rentals?
        - How will the impact of these rentals be considered in the EIR?
    - What actions is the City of Torrance prepared to take to ensure the area does not experience an increase in criminal activity?

The combination of these factors may radically increase congestion, pollution in this area, and jeopardize public safety. Given these factors, why should this project receive a change in zoning from its current classification, and why does this developer deserve special treatment?

Regards,

Inna Illson


OPEN
HOUSE
Pacific Land
Chris Fitzpatrick
310 519-0155

Santana, Danny

From: Lisa Berry <berrypve@cox.net>
Sent: Monday, September 18, 2017 4:21 PM
To: Santana, Danny
Subject: Butcher Solana Project

Dear Mr. Santana,

I use the intersection of Via Valmonte and Hawthorne Boulevard on a daily basis to travel to and from my residence. I am extremely concerned about the traffic impact of the Butcher-Solana Residential Project (the "Project") on Hawthorne Boulevard (which already backs up through the nearby intersections) and in the surrounding neighborhoods.

I have reviewed the Revised Traffic Impact Study, dated April 20, 2017 (the "Study"). The Study's conclusion that, even with the anticipated increased traffic from the Project, the level of service for all studied areas (except one) was within acceptable limits is based on obviously flawed assumptions. Therefore, the Study's conclusions are not reliable, and it does not provide a valid basis for even assessing (and certainly not approving) the Project.

For example, for a site with approximately 500 parking spaces (496 for residents and 50 for guests according to the Study), the Study estimates only 51 outbound trips during peak morning hours (Table V). In other words, the Study is based on an assumption that only approximately 10% of the cars in the proposed development will exit during morning peak hours. It similarly assumes that roughly 10% of the cars (56) will enter the site during peak afternoon times. The traffic study's conclusions are, therefore, based on an assumption that 90% of the cars will **not** be exiting during peak morning times or entering during peak evening times. That defies logic (and the definition of peak hours).

It is apparent that by grossly underestimating the number of peak hour trips, the developer has provided a traffic study that erroneously states that the Project will have acceptable impacts on traffic. How are you verifying the assumptions in the Study?

I encourage the City of Torrance to reject the obviously flawed traffic study and require a valid study based on appropriate assumptions.

Thank you, Lisa Berry
4124 Via Solano, PVE
berrypve@cox.net
(213) 270-4493



Santana, Danny

From: Leung, Joe Y <joe.y.leung@boeing.com>
Sent: Monday, September 18, 2017 4:14 PM
To: Santana, Danny
Subject: Butcher-Solana Residential Project Opposition

Date: 9/18/2017

From: Joe Leung
24639 Via Valmonte
Torrance, CA 90505
310.662-7185

To: Danny Santana – Planning & Environmental Manager
City of Torrance
3031 Torrance Blvd.
Torrance, CA 90503
310.618.5990
DSantana@TorranceCA.gov

Subject: Butcher-Solana Residential Project Public Comments

Danny:

Thank you very much in hosting the 8/10/2017 scoping meeting and keeping the public informed on the proposed project; you have handle the meeting very professionally. I see that the City's website posted the scoping meeting presentation and meeting minutes summary – I am pleased to see the City continue keeping the public informed. One more special thanks to you and your staff is for the extension of public comment period to 9/18/2017 based on public's request. Along that line, I would like to add these addition comments to my previous comments and PowerPoint charts submitted on 8/10/2017.

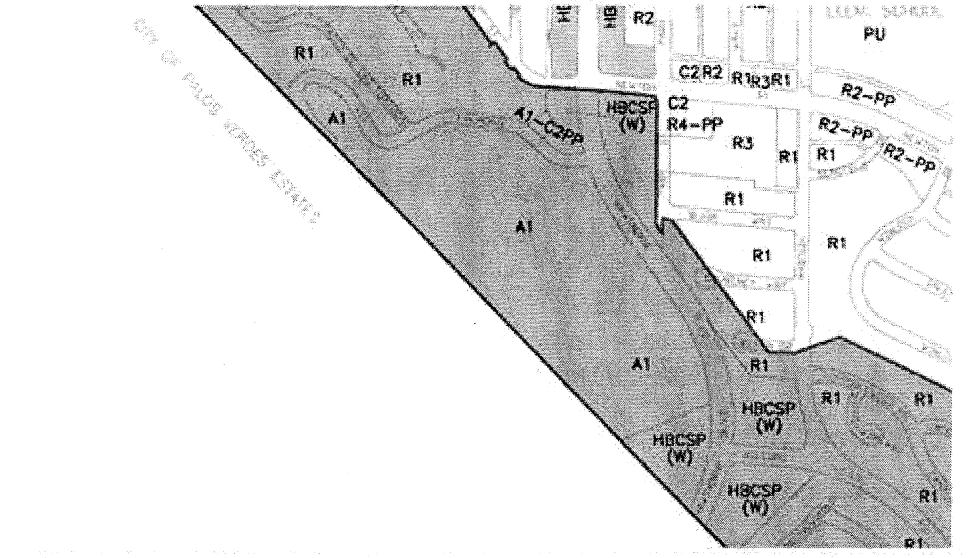
I object to the Butcher-Solana 248 unit apartment project proposed on the South-West corner of Hawthorne and Via Valmonte mainly based on non-compliance with current approved planning/rules, potential of latent health damage to human of disturbing diatomaceous material; and adverse impact on the quality of life for existing residential neighborhood around proposed project.

NON-COMPLIANCE WITH CURRENT APPROVED PLAN/RULES:

Non-Compliance with current Land Use: The subject site is currently designated as A1 (light agricultural) in the City of Torrance Property Zoning Map (July 2015) with a dwelling density designation of R-LO (0 to 9 dwelling unit per acre); any proposed new zone change should "do no harm" to our community. The proposed zone change is from A1 (0 to 9 du/ac) to PD (Planned Development) with a population density of 43.4 du/ac (248 units/5.71 acres) which is 'Med-High' density. Note: the 2009 City Plan Section 1.3.1 define 44.1 du/ac as 'high density'. The adjacent residential neighborhood to Butcher hill is zoned R1, It will be unreasonable to impose a significant high density development into the R1 adjacent residential neighborhood without having majority nearby neighborhood support. To approve the proposed land use change to 'PD', we will need to provide proof/study that the nearby residence embrace the proposed

drastic land use change. I will support development of Butcher Hill if the zone change request is from A1 to R1 (not A1 to PD with high density provision).

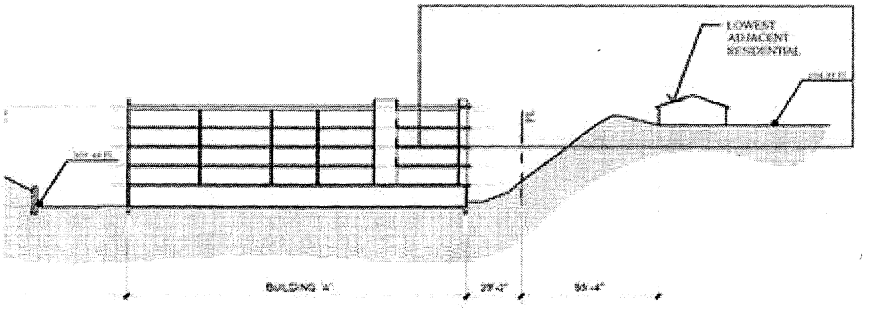
- **Zoned A1 (Light Agricultural) (0-9 du/ac)**



Residential Neighborhood Adjacent to Butcher Hill is R1

Non-Compliance with City of Torrance Hillside Overlay: The propose site is subject to Torrance Hillside overlay map, the propose project include a roof top swimming pool which conflict with Section 91.41.7 "no portion of the roof of the dwelling will be used as a deck, sun-deck or patio, nor will any equipment or appurtenances be mounted on the roof or protrude through the roof." The height of the propose project is 65' to 70', this invades into the privacy of nearby home windows. This is non-compliance with Section 91.41.6 "proposed development will not have an adverse impact upon the view, light, air and privacy of other properties in the vicinity"

- **The proposed project too tall to adjacent neighbor**
  - **The proposed height of the new building is as high as the existing R1 neighborhood back yard window.**
  - **Loss of privacy to neighbor.**



SECTION 2

New building window same height as adjacent house backyard windows

Non-Compliance with City of Torrance Plan of Vacant Lot Usage: General plan Chapter 6, Table H-42 stated the potential dwelling units is 19 du/ac. Proposed project is 43.4 du/ac – this is way exceeded the expectation of our City Plan. We have assess the dwelling density based on engineering and approved plan/rules, to hit 43.4 du/ac will require drastic deviation from the Torrance residence approved City Plan.

Table H-42
Residential Vacant Land Inventory

General Plan Designation	Zoning	Affordability Level	Maximum Density	Vacant Acreage	Potential Dwelling Units
Low Density Residential (R-LO)	R-1	Above Moderate	9 du/ac	0.57	3
Low Density Residential (R-LO) – Topographically Constrained	R-1/A-1	Above Moderate	9 du/ac	24.6	19
Low Medium Density Residential (R-LM)	R-2/M-L	Above Moderate	18 du/ac	1.5	19
Medium Density Residential (R-MD)	R-3	Lower	31 du/ac	0.40	10
Medium High Density Residential (R-MH)	R-3	Lower	44 du/ac	0.45	15
Residential Office (R-Of)	CR/RP	Lower	31 du/ac	0.40	5
General Commercial*	CR/C-2/C-3	Lower	27-44 du/ac	2.8	88
Total				30.7	159

19 dwelling units planned versus 248 dwelling units proposed

Non-Compliance with Torrance Municipal Code: Current Torrance Municipal Code Division 9, Article 2 requires multi-Family Residential development with 2 spaces per unit; proposed project allocated only 1.5 space per unit. Inadequate parking for residents and guess will cause spillover of parking into surrounding neighborhood and negatively impact availability of nearby parking spaces and vehicle traffic around the proposed site. Why would the City of Torrance grant a waiver when in fact the developer does have additional Lot 2 and Lot 3 available to support for full compliance?

Next EIR should include Lot 2 and Lot 3 Usage/Planning: It will be more reasonable for the developer to use all three proposed lots (Lot 1, 5.71 acres + Lot 2, 6 acres + Lot 3, 12.92 acres = 24.63 acres) and spread out the construction site to reduce proposed Lot 1 high dwelling unit density and be able to comply with overall city parking requirements – the developer does have the space and the property rights to the proposed adjacent Lot 2 & 3, but choose not to use it at this time. The city should not grant waivers to the developer when clearly the developer does have options for full compliance if Lot 2 & Lot 3 are used. The next EIR should have a statement of development scope of proposed Lot 2 & 3 - we will need to control and limit the scope of development of proposed Lot 2 & 3 today and not be driven later by another set of waivers and Planned Developments request for future high rise development on the remaining Lot 2 and Lot 3.

POTENTIAL HEALTH ISSUE:

DISTURBING DIATOMACEOUS MATERIAL: I have learned in the scoping meeting that disturbing diatomaceous material may have health concern; I am very concern with the potential of latent damage this material may do to the human body. We will need to do additional work with the right subject matter experts on this topic.

QUALITY OF LIFE REDUCTION:

Reduced Quality of Life - Traffic: The intersection of Hawthorne and Via Valmonte is already plenty busy during most part of the day, adding another 484 cars + other service vehicles into that intersection will just makes matter worse. The proposed plan does not have Hawthorne north bound entry and will force cars to U-turn circling around the intersection to re-point them into the direction they wanted to go – these cars passing through the same part of the street twice – in two directions; we now have equivalently more than just 484 cars into the area. Compounding this problem of proposed residence with on-site parking circling around the area with those residence without on-site parking (due to

inadequate on-site spaces), circling to look for parking, this will bring undue burden to the existing neighborhood residences and will add additional daily time delay.

Reduced Quality of Life – Available Neighborhood Parking: The proposed project have inadequate parking that will spill proposed project residents circling around nearby neighborhood looking for parking and adding to traffic congestion to the area and take up adjacent street parking that are needed by adjacent neighborhood residence. Quality of life is reduce when you need to come home early enough just to get a street parking.

Reduced Quality of Life – Loss of Privacy: The proposed project are too tall and have multiple window facing nearby neighbor. The height of the proposed building can look down into neighbor backyard and neighborhood Living Room/Family Room. This is not just one widow, but multiple rows and columns of windows and from separate buildings looking down into neighboring properties.

Reduced Quality of Life – Additional Noise: The proposed project with rooftop pool is situated on a canyon, years of dirt bike noise activities in the canyon proof that the acoustic will travel outside the property line. I am concern with intentionally allowing roof top pool & decks for entertainment and parties, this will add unwanted noise to the surrounding neighbor.

Reduced Quality of Life – Neighborhood Harmony: The proposed project is five and six story tall buildings, the adjacent residential neighborhood is all R1 and are only 1 and 2 story tall. Historically, the south side of Torrance is known for its village like atmosphere and low population density, having 4 high density apartment buildings each with height of 65' to 70' does not fit into the neighbor. Those of us who live around the proposed site brought our home in this area due to the tranquility and the view the area offered. Majority of the residence around the neighbor does not wants to switch over to a high rise zone, we value the peace and beauty South Torrance has to offer; please don't force the neighborhood to change for the sake of one developer and ignore the voices of the majority residences.

Thank you again for giving the public an opportunity to voice their concern, keep us posted on the next event related with this development.

Have a wonderful day and God Bless!

Joe Leung

Santana, Danny

From: Hackett, Jeff@CalRecycle <Jeff.Hackett@CalRecycle.ca.gov>
Sent: Monday, September 18, 2017 4:45 PM
To: Santana, Danny
Subject: Comments on Butcher-Solana Residential Project Notice of Preparation, SCH No. 2017071061
Attachments: D318 NOP Comment Letter Butcher Solana Project 9-18-2017.pdf

Dear Mr. Santana,

The Department of Resources Recycling and Recovery (CalRecycle) staff have reviewed the Notice of Preparation (NOP) and supporting documents regarding the Butcher-Solana Residential Project, SCH No. 2017071061. Attached are staff's comments on the NOP.

Please note that no hard copy of the attached document will be sent unless requested.

If you have any questions, please contact me.

Sincerely,

Jeff Hackett, Manager
Permits and Assistance South Section
Permitting and Assistance Branch
Department of Resources Recycling and Recovery (CalRecycle)
916.341.6413
jeff.hackett@calrecycle.ca.gov

CalRecycle

DEPARTMENT OF RESOURCES RECYCLING AND RECOVERY

1001 I STREET, SACRAMENTO, CALIFORNIA 95814 • WWW.CALRECYCLE.CA.GOV • (916) 322-4027
P.O. BOX 4025, SACRAMENTO, CALIFORNIA 95812

September 18, 2017

Danny Santana, Planning and Environmental Manager
dsantana@torranceca.gov
City of Torrance Community Development Department
3031 Torrance Blvd.
Torrance, CA 90503

Subject: SCH No. 2017071061 - Notice of Preparation of an Environmental Impact Report for the Butcher-Solana Residential Project, Los Angeles County

Dear Mr. Santana:

Thank you for allowing the Department of Resources Recycling and Recovery (CalRecycle) staff to provide comments on the proposed project and for your agency's consideration of these comments as part of the California Environmental Quality Act (CEQA) process.

PROJECT DESCRIPTION

The City of Torrance, acting as Lead Agency, has prepared and circulated a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) in order to comply with CEQA and to provide information to, and solicit consultation on environmental issues and information that should be considered in the EIR.

The proposed Butcher-Solana Residential Project (proposed project) is located at the southwest corner of Hawthorne Boulevard and Via Valmonte, in the City of Torrance. The project consists of development of 248 apartment units in three 5-story buildings, each consisting of four residential floors above a ground-level parking garage. The units would be one- and two-bedroom. The project would provide 484 parking spaces in one 6-story parking structure, in ground-level parking garages in the three apartment buildings, and surface parking. The apartment buildings, parking structure and surface parking, and approximately 2.2 acres of landscaping, would all be developed in a 5.71-acre development area mostly in the northeast quadrant of the site. The remaining 18.97 acres would be preserved as open space: approximately 0.99-acre fuel management zone, 0.05 street dedication and 17.98 acres natural open space.

COMMENTS

CalRecycle staff also reviewed the July 2017 Initial Study (IS) for the project and under Section 1, Site History, Page 2, the IS mentions that parts of the site were a mine pit and when the mine closed, a construction contractor was used in 2010 to restore the mine pit to surface grade with uncontrolled fill imported primarily from the hillside adjoining the project site to the south. Additional uncontrolled fill was imported from other construction projects in the Palos Verdes area (Kennedy/Jenks 2015). The artificial fill ranges in depth from 2 feet to 50 feet deep (Geocon West 2016). In addition, the Preliminary Geotechnical Investigation, dated June 2017, noted that the artificial fill contains localized lifts of concentrated concrete, brick, and rock fragments (up to 22 inches in longest dimension) with localized pockets of debris such as wire, PVC, pipe, plastic and metal debris. Asphalt and paper were also noted in boring logs.

CalRecycle does not have any records of this site being authorized to dispose of solid waste and subject to Title 27, California Code of Regulations (27 CCR) requirements. The uncontrolled fill area warrants further investigation to determine the extent and composition of the fill and waste disposed. Any potential impacts associated with the uncontrolled fill, which includes construction and demolition debris and other types of solid waste, need to be analyzed in the draft EIR.

Based on the proximity of the closed Palos Verdes Landfill to the proposed project, the Palos Verdes Landfill should be clearly delineated on the site plan.

Solid Waste Regulatory Oversight

The Los Angeles County Department of Public Health is the Solid Waste Local Enforcement Agency (LEA) for Los Angeles County and responsible for providing regulatory oversight of solid waste handling activities, including permitting, inspections, and postclosure land uses at disposal sites (including compliance with 27 CCR Section 21190 – Postclosure Land Use).

If inert debris such as concrete and fully cured asphalt are planned to be used as part of an engineered fill for the project, the use of such materials as engineered fill may be subject to the requirements in 14 CCR Section 17387 et seq.

Please contact the LEA at 626.430.5540 to discuss potential solid waste regulatory requirements related to the proposed project.

CONCLUSION

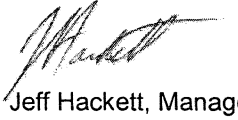
CalRecycle staff thanks the Lead Agency for the opportunity to review and comment on the NOP and hopes that this comment letter will be useful to the Lead Agency preparing the draft EIR and in carrying out their responsibilities in the CEQA process.

CalRecycle staff requests copies of any subsequent environmental documents, copies of public notices and any Notices of Determination for this proposed project.

If the environmental document is adopted during a public hearing, CalRecycle staff requests 10 days advance notice of this hearing. If the document is adopted without a public hearing, CalRecycle staff requests 10 days advance notification of the date of the adoption and proposed project approval by the decision making body.

If you have any questions regarding these comments, please contact me at 916.341.6413 or by e-mail at jeff.hackett@calrecycle.ca.gov.

Sincerely,



Jeff Hackett, Manager
Permits & Assistance South Section
Waste Permitting, Compliance & Mitigation Division

cc: Kumari Gossai, Los Angeles County Department of Public Health

Santana, Danny

From: Pamela Thornton <pamela.thornton@yahoo.com>
Sent: Monday, September 18, 2017 5:00 PM
To: Santana, Danny
Cc: Pamela.Thornton@lwvta.org
Subject: Butcher Solana Residential Development Project
Attachments: LWVTA_ButcherSolana_09182017.pdf

Please find the position statement on behalf of the League of Women Voters of Torrance Area.

LEAGUE OF WOMEN VOTERS® OF TORRANCE AREA

Serving the cities of Carson, Gardena, Harbor City, Lomita and Torrance

P.O. Box 964 · Torrance, CA 90508 · 310-223-6897 · www.lwvtorrancearea.org

September 18, 2017

City of Torrance
Attention: Danny Santana
Planning and Environmental Manager
3031 Torrance Boulevard
Torrance, CA 90503

Subject: Butcher-Solana Residential Development Project

Mr. Santana:

The League of Women Voters of Torrance Area, (LWVTA) has monitored the Butcher-Solana Development Project activities and would like to submit our position statement for the record.

The League of Women Voters of the United States, (LWVUS) has been on the forefront of efforts to protect air, land and water resources. LWVUS and LWVTA support comprehensive long-range planning and believes that wise decision-making requires:

- Adequate data and a framework within which alternatives may be weighed and intelligent decisions made
- Consideration of environmental, public-health, social and economic impacts of proposed plans of actions
- Protection of private property rights commensurate with overall consideration of public health and environmental protection.

LWVTA and LWVUS believes that protection and management of natural resources are responsibilities shared by all levels of government and the ramifications of those decisions on the community.

In the case of the Butcher-Solana Residential Development Project, LWVTA and LWVUS recommends special consideration for the protection of the subject land due to the critical environmental concerns, natural hazards, historical, cultural importance and the aesthetic value.

Respectfully submitted,

Pamela Thornton
Environmental Director
League of Women Voters of Torrance Area

SIERRA CLUB
FOUNDED 1892
Palos Verdes - South Bay Group / Angeles Chapter

RECEIVED
SEP 18 2017
CITY OF TORRANCE
COMMUNITY DEVELOPMENT DEPT

September 18, 2017

Sierra Club Comments Submitted for the NOP for the BUTCHER-SOLANA RESIDENTIAL DEVELOPMENT PROJECT
City of Torrance
Danny Santana, Planning & Environmental Manager

Dear Mr. Santana:

The Sierra Club is submitting the comments below for the NOP Butcher-Solana Development Project for issues to be included in the Draft Environmental Impact Report

Biological Resources:

Please review for significant impacts and adverse effects to the native Vegetation and Wildlife at the Butcher Property site. Describe how these impacts will be minimized.

A survey of native plants must be done during the winter and springtime, when many of them, especially annuals, will be most visible.

A list of native vegetation and wildlife to be considered must include ones found in past surveys and studies for this site and nearby areas.

Describe how habitat, including wildlife corridors, for native plants and wildlife on and near the site will be protected, both during construction and after completion of the project.

Trails and Recreational Use

Please provide a comprehensive study of present trails, trail use, and recreational use of the site with connectivity and relationships to nearby parkland.

Describe how these of trails and recreational use of the site will be protected, both during construction and after completion of the project.

Possible further Impacts from measures taken to prevent damage to structures

Would measures taken to prevent damage to structures from the adjacent hill cause further impacts to natural habitat, or impacts to trails and recreational use?

Other Issues

The Sierra Club is concerned about many other environmental factors and not just the ones that we provided comments on.

s/
Alfred Sattler
Chair
Executive Committee

P.O Box 2464 • Palos Verdes Peninsula, California 90274

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Santana, Danny

From: katherine <kanmuller@verizon.net>
Sent: Monday, September 18, 2017 2:42 PM
To: Santana, Danny
Subject: Re: Butcher-Solana Residential Project Proposal

Dear Mr. Santana,

My name is Katherine Muller and I live (and own) at 4415 Highgrove Ave, Torrance, 90505. I have been a homeowner here since 1995.

I am deeply, deeply concerned about the City's plans to build three five+ story complex, referred to as the Butcher-Solana Residential Project. I object to size of such a project as it will not only change the fabric of our community and transform it into a dense and overcrowded nightmare. The impact of 500+ more cars maneuvering through our narrow streets and neighborhoods from Hawthorne through to Calle Major and up Via Valmonte to PV Dr will be enormous. The traffic, noise, pollution, etc ... it will diminish the quality of life tremendously. I believe in progress and expansion, but it must still support the integrity of the existing community. To put it in very childish terms, its like trying to fit into a size 2 dress when one really wears a size 10. It just won't happen without the seams popping, etc. Please forgive the poor analogy.

I would appreciate if you can advise what kind of studies have been done and by whom.... I would like to know more about these details and also to have the opportunity to voice my concerns.

I await your reply.

Thank you very much for your time and consideration. It is very much appreciated.

Best regards,
Katherine Muller
4415 Highgrove Ave
Torrance, CA 90505.
310-897-9867
KanMuller!@verizon.net

COUNTY OF LOS ANGELES
Public Health

LOS ANGELES COUNTY
HEALTH AGENCY

BARBARA FERRER, Ph.D., M.P.H., M.Ed.
Director

JEFFREY D. GUNZENHAUSER, M.D., M.P.H.
Interim Health Officer

CYNTHIA A. HARDING, M.P.H.
Chief Deputy Director

ANGELO J. BELLOMO, REHS, QEP
Deputy Director for Health Protection

TERRI S. WILLIAMS, REHS
Director of Environmental Health

BRENDA J. LOPEZ, REHS
Assistant Director of Environmental Health

5050 Commerce Drive
Baldwin Park, California 91706
TEL (626) 430-5374 • FAX (626) 813-3000

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RECEIVED
SEP 18 2017
CITY OF TORRANCE
COMMUNITY DEVELOPMENT DEPT

September 18, 2017

Danny Santana, Planning and Environmental Manager
City of Torrance
3031 Torrance Avenue
Torrance CA 90503

SUBJECT: Comments on the Notice of Preparation for the Butcher-Solana Residential Project-State Clearing House #2017071061.

Dear Mr. Santana:

The Los Angeles County Department of Public Health, Solid Waste Management Program, acting as the Local Enforcement Agency (LEA) for solid waste sites in Los Angeles County, is responsible for the enforcement, inspection and permitting of solid waste facilities and for closed, abandoned, and illegal sites.

The California Code of Regulation (CCR), Title 27, Chapter 3, Subchapter 5, Article 2, Section 21190 sets forth the requirements for postclosure land use for the protection of Public Health and Safety, and the Environment.

Pursuant to Section 21190 (g), construction within 1000 feet of the boundary of any disposal area shall be designed and constructed in accordance with any equivalent design which will prevent gas migration into buildings.

Comment #1
Please include CalRecyle and the LEA of subsequent environmental documents, Notices of Determination, grading plans, work plans, etc., for the proposed Project.

Comment #2
There are existing boundary probes at Ernie Howlett Park which was a former landfill. Care and caution must be taken so as not to disturb the probes. If the probes are damaged, please contact the Responsible Party who is Sanitation District of Los Angeles County.

Comment #3
Any potential impact associated with the uncontrolled fill need to be analyzed in the Draft Environmental Impact Report (DEIR)

Comment #4
According to Phase I, Page 9 of the EXECUTIVE SUMMARY, the closest landfill/dump is 0.279 miles. Ernie Howlett Park was a part of the former Palos Verdes Landfill. The distance from Ernie Howlett Park to the development area for the proposed residential structures is approximately 675 feet.

Comment #5
Since this project is within 1000 feet of a landfill, the following sections starting from (g) shall apply: Per Section 21190. CIWMB - Postclosure Land Use.

(a) Proposed postclosure land uses shall be designed and maintained to:

(1) Protect public health and safety and prevent damage to structures, roads, utilities and gas monitoring and control systems;

(2) Prevent public contact with waste, landfill gas and leachate; and

(3) Prevent landfill gas explosions.

(b) The site design shall consider one or more proposed uses of the site toward which the operator will direct its efforts, or shall show development as open space, graded to harmonize with the setting and landscaped with native shrubbery or low maintenance ground cover.

(c) All proposed postclosure land uses, other than non-irrigated open space, on sites implementing closure or on closed sites shall be submitted to the EA, RWQCB, local air district and local land use agency. The EA shall review and approve proposed postclosure land uses if the project involves structures within 1,000 feet of the disposal area, structures on top of waste, modification of the low permeability layer, or irrigation over waste.

(d) Construction on the site shall maintain the integrity of the final cover, drainage and erosion control systems, and gas monitoring and control systems. The owner or operator shall demonstrate to the satisfaction of the EA that the activities will not pose a threat to public health and safety and the environment. Any proposed modification or replacement of the low permeability layer of the final cover shall begin upon approval by the EA, and the RWQCB.

(e) Construction of structural improvements on top of landfilled areas during the postclosure period shall meet the following conditions:

(1) Automatic methane gas sensors, designed to trigger an audible alarm when methane concentrations are detected, shall be installed in all buildings;

(2) Enclosed basement construction is prohibited;

(3) Buildings shall be constructed to mitigate the effects of gas accumulation, which may include an active gas collection or passive vent systems;

(4) Buildings and utilities shall be constructed to mitigate the effects of differential settlement. All utility connections shall be designed with flexible connections and utility collars;

(5) Utilities shall not be installed in or below any low permeability layer of final cover;

(6) Pilings shall not be installed in or through any bottom liner unless approved by the RWQCB;

(7) If pilings are installed in or through the low permeability layer of final cover, then the low permeability layer must be replaced or repaired; and

(8) Periodic methane gas monitoring shall be conducted inside all buildings and underground utilities in accordance with section 20933 of Article 6, of Subchapter 4 of this Chapter.

(f) The EA may require that an additional soil layer or building pad be placed on the final cover prior to construction to protect the integrity and function of the various layers of final cover.

(g) All on site construction within 1,000 feet of the boundary of any disposal area shall be designed and constructed in accordance with the following, or in accordance with an equivalent design which will prevent gas migration into the building, unless an exemption has been issued:

(1) A geomembrane or equivalent system with low permeability to landfill gas shall be installed between the concrete floor slab of the building and subgrade;

(2) A permeable layer of open graded material of clean aggregate with a minimum thickness of 12 inches shall be installed between the geomembrane and the subgrade or slab;

(3) A geotextile filter shall be utilized to prevent the introduction of fines into the permeable layer;

(4) Perforated venting pipes shall be installed within the permeable layer, and shall be designed to operate without clogging;

(5) The venting pipe shall be constructed with the ability to be connected to an induced draft exhaust system;

(6) Automatic methane gas sensors shall be installed within the permeable gas layer, and inside the building to trigger an audible alarm when methane gas concentrations are detected; and

(7) Periodic methane gas monitoring shall be conducted inside all buildings and underground utilities n accordance with Article 6, of Subchapter 4 of this chapter (section 20920 et seq.).

Comment #6
What is the remediation for the benzene and toluene which was found in the soil vapor study conducted in Phase II?

Comment #7
According to the Geocon Project No. A9201-06-01E dated June 30, 2017, 'The evaluation or identification of the potential presence of hazardous or corrosive materials was not part of the scope of services provided by Geocon West, Inc.' Please provide the reason or justification why this evaluation or identification was not done? Will this be completed before the construction begins?

Comment #8
This site may be subject to the requirements of CCR Title 14, Chapter 3, Article 5.95, Section 17387 et seq. if the engineered fill for the project is Type A inert debris such as concrete, asphalt, brick, ceramic, etc.

The LEA thanks the Lead Agency for the opportunity to review and comment on the environmental document. If you have any questions regarding these comments, please contact me at 626-430-5540 or via email at kgossai@ph.lacounty.gov.

Sincerely,

Kumari Gossai, R.E.H.S.
Environmental Health Specialist III
Solid Waste Management Program, LEA

c: Danny Santana, City of Torrance (Electronic copy)
Nina Lang, City of Torrance (Electronic copy)
Dawn Plantz, CalRecycle (Electronic copy)
Julian Capata, PlaceWorks
ReyLenn Properties LLC (US Mail)
D AND M Seven LTD Partnership ((US Mail)
Chris FitzPatrick (Electronic copy)
File

Santana, Danny

From: Jim Berry <jimberry456@gmail.com>
Sent: Monday, September 18, 2017 4:36 PM
To: Santana, Danny
Subject: Butcher Solana Project

Dear Mr. Santana,

I use the intersection of Via Valmonte and Hawthorne Boulevard on a daily basis to travel to and from my residence. I am extremely concerned about the traffic impact of the Butcher-Solana Residential Project (the "Project") on Hawthorne Boulevard (which already backs up through the nearby intersections) and in the surrounding neighborhoods.

I have reviewed the Revised Traffic Impact Study, dated April 20, 2017 (the "Study"). The Study's conclusion that, even with the anticipated increased traffic from the Project, the level of service for all studied areas (except one) was within acceptable limits is based on obviously flawed assumptions. Therefore, the Study's conclusions are not reliable, and it does not provide a valid basis for even assessing (and certainly not approving) the Project.

For example, for a site with approximately 500 parking spaces (496 for residents and 50 for guests according to the Study), the Study estimates only 51 outbound trips during peak morning hours (Table V). In other words, the Study is based on an assumption that only approximately 10% of the cars in the proposed development will exit during morning peak hours. It similarly assumes that roughly 10% of the cars (56) will enter the site during peak afternoon times. The traffic study's conclusions are, therefore, based on an assumption that 90% of the cars will **not** be exiting during peak morning times or entering during peak evening times. That defies logic (and the definition of peak hours).

It is apparent that by grossly underestimating the number of peak hour trips, the developer has provided a traffic study that erroneously states that the Project will have acceptable impacts on traffic. How are you verifying the assumptions in the Study?

I encourage the City of Torrance to reject the obviously flawed traffic study and require a valid study based on appropriate assumptions.

Jim Berry
310-738-0304
Jimberry456@gmail.com

Santana, Danny

From: Bob Wade <bwade.harley@gmail.com>
Sent: Sunday, September 17, 2017 12:58 PM
To: Santana, Danny
Cc: Tony Dahlerbruch; Carolin Wade
Subject: Butcher - Solana Residential Project

Dear Mr. Santana-

These comments are being submitted to you regarding the proposed Butcher - Solana Residential project.

At the outset, I want to say that I am not a soils engineer or geologist. Nor am I a traffic engineer or seismologist. Frankly speaking, I don't qualify as an expert on this project in any respect. I don't think you have to be an expert to see that this particular project is ill-advised. All you need to do is read the project proposal, look at the site and apply some common sense.

First of all, the proposed Butcher - Solana project is in direct conflict with permitted uses in the Torrance Hillside Overlay Area (Article 41 - R-H Hillside and Coastal Overlay Zone). The Hillside Overlay District was created 40 years ago to help address the particular development challenges associated with the topography of the area. Permitted residential development in the Hillside Overlay Area contemplates one-story structures which do not exceed 14' in height, with no more than 50% lot coverage. Needless to say, the proposed development plan for 248 residential units in three five-story buildings with a separate six-story parking garage and a roof-top pool does not meet the criteria for a permitted use in the Overlay Area.

The proposed Butcher - Solana project will have to have to satisfy the strict criteria for approval of a Precise Plan under the Hillside Overlay, as well as CEQA. As it stands now, there are several unanswered questions and risks to the surrounding community, including:

1. Site soils and geology
2. Air quality issues and health effects associated with diatomaceous earth and silica at the site
3. Noise impacts during construction and after completion associated with the topography
4. Hillside and structural stability risks associated with proximity to fault lines and seismic events
5. Traffic impacts on Hawthorne, Via Valmonte, PV Drive North and Rolling Hills Road
6. Incompatibility with surrounding single-family residential communities
7. Impact on the values of surrounding properties
8. Impact of further development on the northwest corner of Hawthorne and Via Valmonte
9. Bluff top open space - maintenance, weed abatement, access and potential nuisances or unlawful behavior
10. Any protected species in the project area

As a resident of Palos Verdes Estates in close proximity to the proposed project, I urge the City to closely examine the project and its associated risks. At first blush, the risks and adverse impacts to surrounding residents and community far outweigh and benefit to the developer and City of Torrance.

Please put me on the list of parties to be notified of further City actions on this matter.

Respectfully submitted,

Bob Wade
4301 Via Pinzon
Palos Verdes Estates, CA 90274
310-378-4822
bwade.harley@gmail.com

Santana, Danny

From: griffsmetal@aol.com
Sent: Saturday, September 16, 2017 1:26 PM
To: Santana, Danny
Subject: Proposed bldg. @Via Valmonte & Haw. Blvd.

Torrance City Council:

This letter is in response to the continued efforts of the Torrance "city fathers" to build housing structures in the "pit"at Via Valmonte & Haw. Blvd. Anyone with any knowledge of the impact such a venture will have on the surrounding communities is a no brainer. An inane idea at best!

We've all heard about how little the already heavy traffic at that junction will be affected. Who in the world in his right mind could come to the conclusion these proposed structures will not affect traffic dramatically. The city, and the traffic engineers, have done a poor job throughout the city in designing a plan that keeps traffic flowing. We were told years ago that all the lights on Anza avenue would be synchronized to keep traffic flowing. Has NOT happened !!! And what idiot designed the light synchronization on Lomita Blvd. from Haw. Blvd. to Crenshaw Blvd. Since the new wing was built for Torr. Mem. Hosp. a piss ant at adjacent streets can cause the light to turn red. Thus stopping 30,40,50, or more cars so one person can cross the street or 2 cars can come out from the side streets. Really?! AND they are timed lights so once it has been tripped you sit there with no side traffic. Many, many of these similar situations can be sighted through out Torrance. EVERY light on heavily traveled avenues should be "smart lights" such as found on Rolling Hills Road that change immediately once side traffic has ceased.

Back to the original topic for this e-mail. First and foremost, if the city disregards the wishes of it's citizenry and gives the go ahead for construction to began then, without question, every light from Rolling Hills Rd, Via Valmonte, Newton, and all other lights through Walteria must be synchronized to allow traffic to cross PCH. As it is now traffic is backed up clear in to RHE because of a red light at either RH Rd. or Valmonte. And the brains of this city want to add more congestion at this juncture just to make a few more $$ in taxes. You can't fix stupid ! Common sense is dead.

Phillip Griffith
5310 Calle de Ricardo
Torr., Ca. 90505

310-375-1744

Santana, Danny

From: pvgraz2@aol.com
Sent: Saturday, September 16, 2017 12:28 PM
To: Santana, Danny
Subject: Opposition for Butcher Solana 250 apartments at Via Valmonte and Hawthorne.

Dear Mr. Santana,

I am writing to strongly oppose the proposed building of these apartments at the entrance of my neighborhood. I have watched as this has progressed and sit in disbelief that this could actually be happening. Everything I know and have heard throws such a negative light on this ... it's hard to believe that this could possibly happen.

I have BCC'd anyone in my address book that might be concerned or affected by this, many in Valmonte, many in the surrounding area that would feel the impact. PLEASE make your voice heard if this is a concern to you by **September 18th.
- Comments can be sent to Danny Santana / Planning and Environmental Manager @ DSantana@TorranceCA.gov

-Torrance did not address the corner of Valmonte and PV Dr. North traffic impacts since it is not a traffic signal--just stop signs. - Has anyone ever sat at this stop sign during the day when other are trying to get to work or school? Not many buses in our area so most mothers are trying to get their kids to school at the same time, many teens as well. This in addition to those trying to get to work! This will quickly be an unsafe intersection!

-Did not address the removal of the wildlife habitat at Butcher Hill and consequences of coyotes to rodents invading Valmonte properties if their habitat is forever gone with 4 high density buildings in the old mine quarry. We are regularly losing our pets to the coyotes now...how do we try to live peaceably with the natural population of wild animals when they are displaced, trying to find a new home and food in our backyards?

-The old mine is unstable fill, from unknown sources, and it's in an earthquake zone and flood zone. THIS is one of the biggest reasons I didn't believe that anyone would actually be able to build in this location. Who would take the risk?

-That could cause severe issues to homes near the mine pit, along Via Valmonte, Via Pinzon, Via Pavion, and Lucera Circle that forever include noise, lights, and cracks in homes from heavy construction. Destabilizing the ground...we slip and slid as it is with the adobe soil that is under our homes, which causes cracks in our walls and many other effects we have had to live with. When there is major disruption caused by the construction it will get significantly worse. When will we learn to live within intelligent parameters of what the environment can support? This is a good reason why the natural disasters are so damaging to homes and neighborhoods...no one is looking at the construction as anything other than another way to make money. Proper environmental planning - aren't there controls for this sort of abuse to the environment?

We are not paying these taxes to have the entrance to Palos Verdes Estates now be a high density housing and a 6-Story parking garage, instead of the Mirlo Gate House historic site....in addition to all the destruction and disruption cause by this ridiculous endeavor.

What needs to be done to stop this project?

Very sincerely,

Beth Graziano

Santana, Danny

From: Frederick Mohit <fmohit1@gmail.com>
Sent: Saturday, September 16, 2017 4:33 PM
To: Santana, Danny
Subject: Re: **Butcher-Solana 248 Units Apt Project in Torrance

Dear Mr. Santana,

I would like to emphasize the huge negative impact which an additional 500 cars would have on an already terrible gridlock on Hawthorne Blvd. between Rolling Hills Rd., Via Valmonte, Newton St., 244th St. and Pacific Coast Hwy. during rush hours.

The pavement on Hawthorne Blvd. is in horrible condition and over due to be resurfaced. And, if any emergency repairs due to under ground utilities pipes rupture requiring lane closures are needed, it would make matters much much worse.

This over development of Butcher Hill (aka The Pit) would bring about major traffic delays, waste of energy, air pollution, traffic accidents and lots of angry drivers sitting in traffic for hours during their morning & afternoon commute.

I hope the Torrance City Council and Planning Commission would think through the huge negative environmental impact this project would have on the residents and the neighboring communities reject any project like Butcher Hill.

Please, this is the time to make the right decision for preserving the environment and well being of Torrance residents.

Sincerely,
Fred Mohit

On Sat, Aug 12, 2017 at 4:59 PM Frederick Mohit <fmohit1@gmail.com> wrote:

> Dear Mr. Santana,
>
> I received the notice of "Butcher Hill" residential development at the corner of Hawthorne & Via Valmonte. I am greatly amazed to see such a project being considered let alone approved for construction. In my opinion there will be a huge negative impact on (already over crowded Hawthorne and Via Valmonte) traffic flow, air quality (green house gases, fine lime stone dust clouds in the pit), infrastructure (already falling apart pavement, water shortage and old sewer lines over stress) just to name a few.
>
> If the Torrance Mayor and City Council approve such a project, it become apparent they have no regard for the current resident who have lived in the Riviera, Country Hills & Walteria neighborhoods, and are solely concerned with financial gains of a few from this project. It is noteworthy to keep in mind all environmental investigation/study report must be unbiased and made available to people who live in the impacted communities.
>
> I hope no project of such huge environmental impact ever be considered nor be authorized for completion. I have lived in Torrance for 36 years with 20 years in Hollywood Riviera, and I hate to see it get ruined merely for financial gains of a minority few. Let us be mindful of future generations and make the right decision now.

Sincerely,
Fred Mohit

Santana, Danny

From: Lisa Obatake <dlaw7@verizon.net>
Sent: Saturday, September 16, 2017 8:00 PM
To: Santana, Danny
Subject: Butcher-Solana Residential Project Propsal

TO: Mr. Danny Santana / Planning and Engineering Manager / City of Torrance

Can you prove that this influx of 248 apartment units will not have a negative affect on the surrounding area of homes and residents? Will the additional waste and use of natural resources draw from our current allocations.
How can you assure that this large additional of residents to our community will not have
1) a huge negative impact on the existing schools
2) increased traffic and congestion in our local community
3) increased crime and additional transient population
4) overcrowding and strain on our emergency services and hospitals
5) have a negative affect on our air quality and add to the greenhouse effect

What evidence do you have to support that this community NEEDS an additional multi-unit complex in this community?

Can you prove that this will not be a structural hazard to the surrounding ground and hillside?
Can you prove that this will not cause landslides or become an earthquake hazard?

With respect and regards,

Lisa Obatake
4502 Highgrove Ave / Torrance, CA 90505
310-378-0479 / dlaw7@verizon.net

Santana, Danny

From: Thomas Cooke <thomashc76@gmail.com>
Sent: Saturday, September 16, 2017 3:08 PM
To: Santana, Danny
Subject: Re: Butcher-Solana Residential Project Proposal

To: Mr. Santana, I am writing this letter in dispute of the recent proposal to build 250 apartment units over @ Via Valmonte and Hawthorne blvd.
I have been a resident of the Hollywood Riviera section of SouthTorrance for over 45 years. It has come to my attention that many homeowners including myself and small business owners in the area are strongly against the development proposal- as many longtime residents believe it would create a tremendous strain and/or burden on our residential streets -regarding an over influx of unwanted traffic congestion due to the heavy increase in cars in an around the surrounding area.
I live on Via Corona just at the top of Vista Montana and have strong reservations in regards to this proposal, and it's negative impact on our quiet residential area. One concern is, in regards to the EIR- negative impact, on property, residents and adjacent surrounding areas. Another major concern is potential decrease in property values.

1. Can you prove that ... It will not indeed create unwanted traffic congestion and safety issues, and decrease in current property values?
2. How can you assure that these issues will not transpire?
3. What evidence do you have to support that the development of proposal will not indeed produce these negative impacts?

I therefore, submit my reservations and skepticism- regarding Butcher-Solana Residential Project Proposal in this email. I look forward to resolving this proposal/issue overdevelopment in the near future.

Thomas H. Cooke
4601 Via Corona
Torrance, CA 90505
(310)-531-4981
thomashc76@gmail.com

Santana, Danny

From: mv@margherite.net
Sent: Friday, September 15, 2017 10:39 PM
To: Santana, Danny
Subject: Butcher-Solana Residential Project Proposal

Dear Mr. Santana,

To say I am appalled at the potential of this project would be an understatement. I moved to Torrance because I loved that it "was" a beach town that was clearly under the radar. It wasn't Manhattan Beach, Hermosa Beach or Santa Monica. It "was" a beautiful and enchanting town with a beautiful beach full of people walking with their children and dogs. Then you brought Walmart and a huge mall we didn't need. You sent Toyota and a number of other companies packing. What you are doing to my town is a crime. You should all be ashamed of yourselves.

How can you prove and assure that this project of 248 apartment units in three 5-story buildings, each consisting of four residential floors above a ground-level parking garage is not going to have a negative impact on this city. I can't even begin to comprehend 484 parking spaces in a one 6-story structure.

What evidence do you have to support all of this will not have a negative impact on our town? Who said bigger is better? Is this what you want for your family?

Please reply.

margherite vetrano

457 Via Colusa

Torrance, CA 90505

310.701.7620

Sent from my iPad

Santana, Danny

From: Karen Morris <kmorris66@verizon.net>
Sent: Friday, September 15, 2017 6:41 PM
To: Santana, Danny
Subject: Butcher-Solana Residential Project Proposal

Dear Mr. Santana,

Can you assure the homeowners in the nearby neighborhoods and the residents of Palos Verdes that the proposed Butcher-Solsna Residential Project consisting of 248 units will not impact the safety and environment of the residents with the issues presented below?

We have been homeowners in the Hollywood Riviera for the past 38 years and would greatly appreciate it if you and the City of Torrance would consider our concerns for the proposed housing project known as the Butcher-Solana Residential Project located on the corner of Via Valmonte and Hawthorne Boulevard.

This project will undoubtedly have a tremendous impact on the increase of the already congested traffic in this area, use of more city resources (water, utilities, etc.), school population, noise, as well as safety concerns raised by the City's fire and police departments.

Please weigh our concerns for this project as it will greatly impact the neighborhoods near the proposed project as well as the City of Torrance and neighboring cities.

Sincerely,

Karen & Chet Morris
5002 Pacific Coast Highway
Torrance, Ca 90505
Kmorris66@verizon.net

Santana, Danny

From: Sheri Patterson <sheri@mcwilss.com>
Sent: Friday, September 15, 2017 6:37 PM
To: Santana, Danny
Subject: Butcher Solana Project EIR comments

Dear Mr. Santana,

Please include these comments for significant and adverse effects in the EIR:

Traffic impacts onto neighboring streets and into neighboring cities
Emergency response impact due to Via Valmonte congestion
Health impact to nearby children due to disturbing toxic chemicals becoming airborne
Disturbance of habitat especially for coyotes and other species
Disturbance of Wildlife movement to other habitats and ravines
Effect on wildlife corridor on Torrance and Neighboring cities
Disturbance of Scenic Vistas

Thank you,

Sheri & Grant Patterson
4072 Via Valmonte
PVE

Santana, Danny

From: gw2ol1@socal.rr.com
Sent: Friday, September 15, 2017 3:01 PM
To: Santana, Danny
Cc: Furey, Pat; Ashcraft, Heidi; Griffiths, Mike; Herring, Milton; Goodrich, Tim; Rizzo, Geoffrey; Weideman, Kurt
Subject: Butcher-Solana Project
Attachments: Impact Map.pdf; Best Use Map.pdf

Mr Santana, Mayor & Council,

I have never written to the city in all my years, born and raised in Walteria, 1955. I know the area like the back of my hand and used to ride my bike in the 100 foot pit left behind after mining stopped, and have even climbed Butcher hill a couple times (but not for 50yrs).

I have been made aware of a possible development of that area, only due to a concerned neighbor that passed around a paper flyer to the wider community, door to door at his personal effort and expense. So was surprised by the information that I have reviewed on the city's website for last couple hours and the fact that a meeting was held a month or so back. I am saddened by the lack of notification to the "actual" impacted area vs what I assume is some rule of thumb radius that by the Planning Dept projects page shows greater than 50% is area not inhabited or usable for development property.
I am asking first to look at attachment "Impacted Area.PDF" where as a common sense knowledge of where that many people and cars would go, the area impacted is much much larger, mostly due to the funnel effect of the location with only a few roads from NNW to SSE coming into play. Please consider distribution of information on impact to something like what I highlighted, as it really does encompass 1/2 to 3/4 mi in the 160° of compass sweep. I am 1575ft from project (not notified directly) and fully believe it will have a major negative impact not only to traffic but to air pollution, water and sewer services (only one way for that to go) to an already aging infrastructure in the area.
I have only invested a couple hours of my time researching this proposal but would like to see something else considered, but due to the inadequate notification area it appears that inputs were only extended to 9/18. Consider my input to be: wider notification and review at a later date when the correct impacted area has had a chance to respond.
By the looks of the EIR, there are a vast majority of "major impacts" listed, so have a hard time believing it did not stop to be redesigned at the first read of that report.
Finally, I took the liberty to attach a quick and dirty paper doll of what I had always thought should end up there, as that type of development would enhance the wider neighborhoods esthetics and value with only a minor impact on community quality of living and still provide the owners a $100M development.
Thank you for your time.
PS- as retired now, any help I can provide, I offer.

Gary Ward (310)647-9397

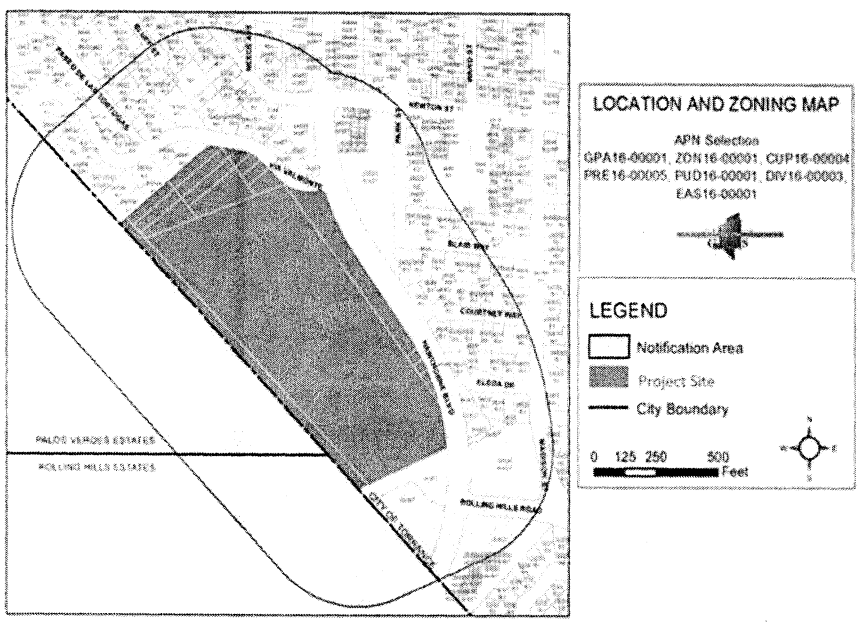
SCOPING MEETING: The City will host a Scoping Meeting for the project to receive comments on the scope and content of the proposed EIR. You are welcome to attend and present environmental information that you believe should be considered in the EIR. The meeting is scheduled for:

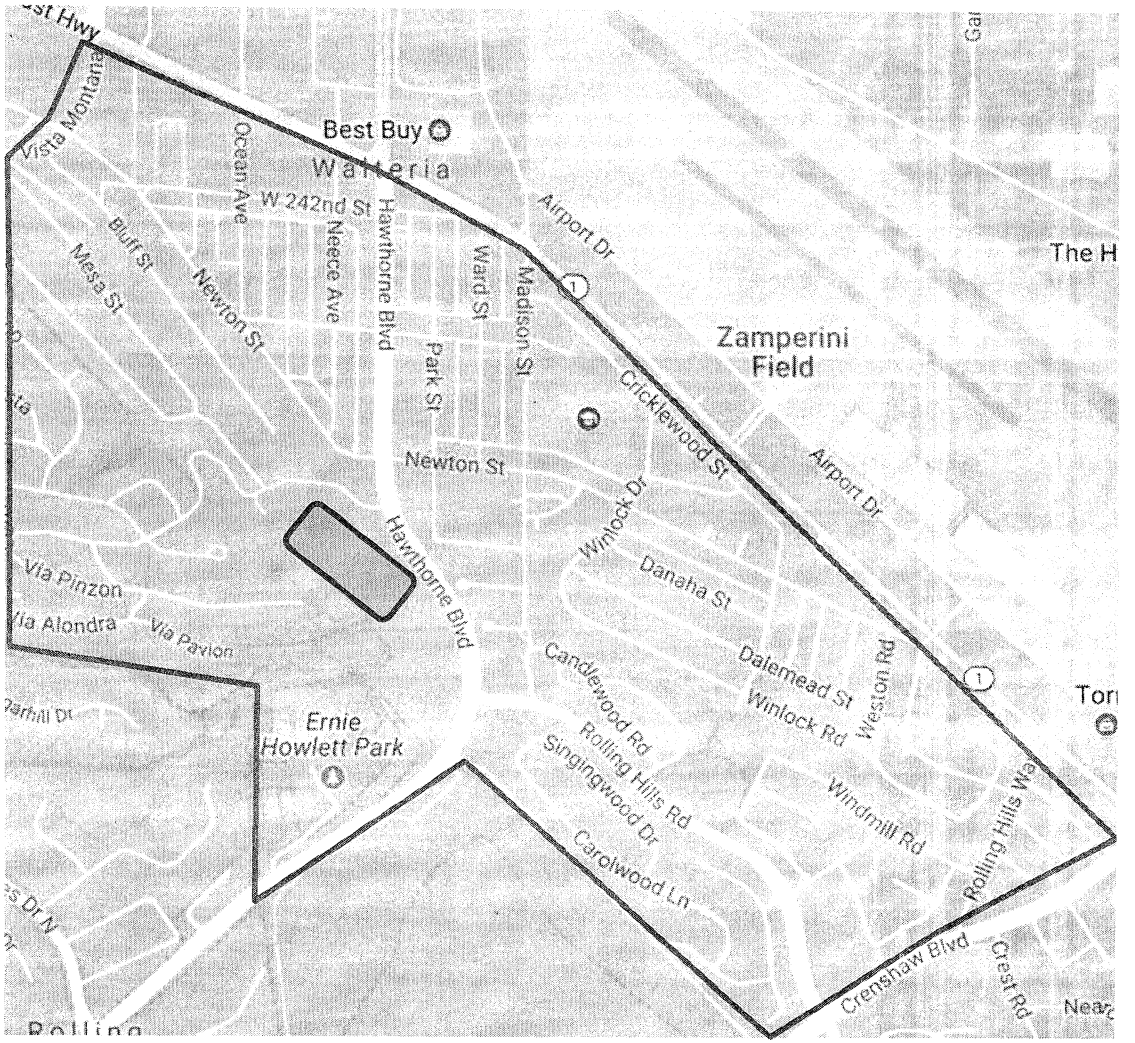
Date: August 10, 2017
Time: 6:30 p.m. – 8:00 p.m.
Place: Torrance City Hall Council Chambers
3031 Torrance Blvd., Torrance, CA 90503

AGENCIES: The City requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project, in accordance with California Code of Regulations, Title 14, Section 15082(b). Your agency will need to use the EIR prepared by the District when considering your permit or other approval for the project.

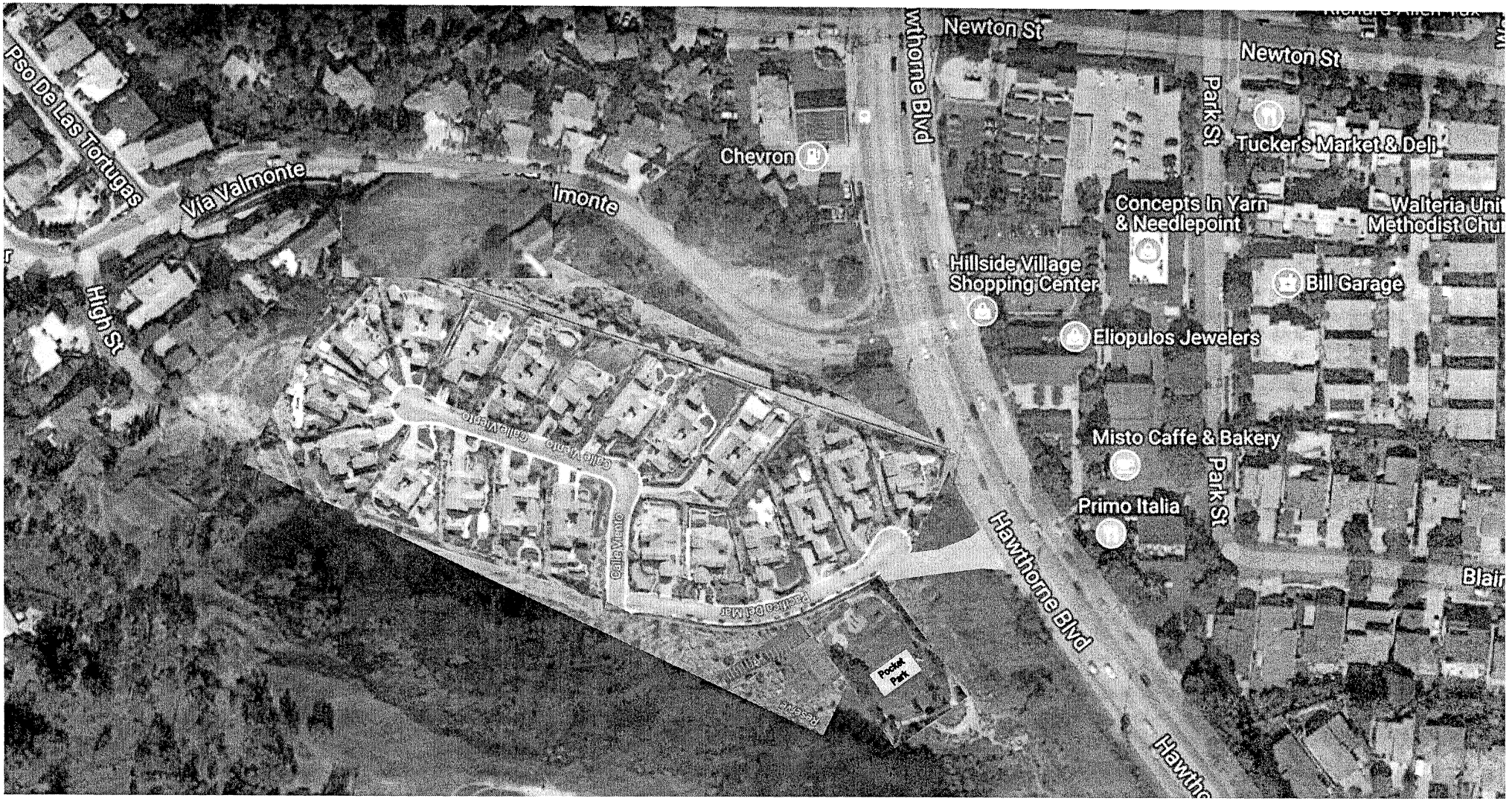
AREA RESIDENTS, ORGANIZATIONS AND INTERESTED PARTIES: The City of Torrance requests your comments and concerns regarding the environmental issues associated with construction and operation of the proposed project.

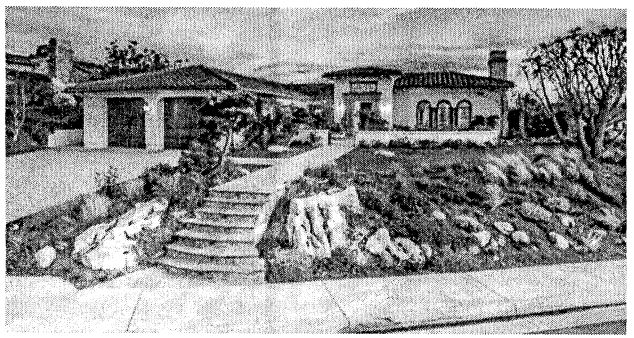
PROJECT LOCATION: The project site is a 24.68-acre former diatomaceous earth quarry located at the southwest corner of Hawthorne Boulevard and Via Valmonte. The nearest freeway to the site is Interstate 110 (I-110 or the Harbor Freeway) approximately 3.9 miles to the east via Pacific Coast Highway (State Route 1). The north half of the southwest site boundary is bounded by the City of Palos Verdes Estates, and the south half by the City of Rolling Hills Estates.



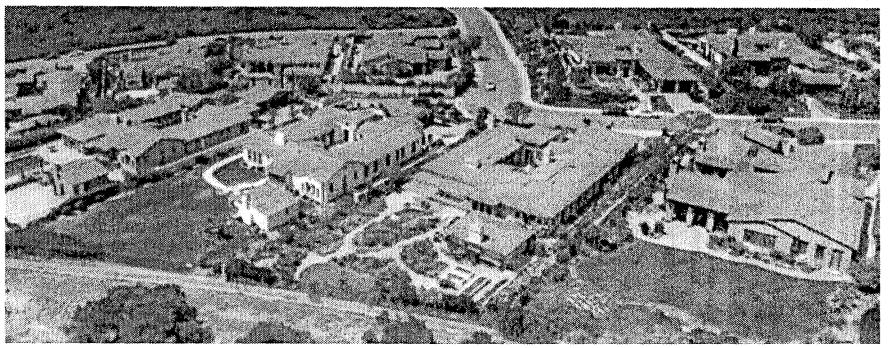


Impacted Area





This is what "should" be built here. A logical extension of the Hollywood Riviera merged with PV transition. Comparable value of typical house ~ $3M+ with a few less than shown, room for ~ 15 homes.



Santana, Danny

From: John & Marge McKeeve <mjmckeeve@verizon.net>
Sent: Friday, September 15, 2017 11:54 AM
To: Santana, Danny
Subject: Butcher-Solano Residential Project Proposal

John and Marjory McKeeve
5006 Vista del Vegas
Torrance, CA 90505
(310) 375-9593
mjmckeeve@verizon.net

Dear Mr. Santana:

We have lived in our home since 1976 and have seen many changes in our neighborhood over the years but the above mentioned project is the first that has us very concerned. We feel that there will be more traffic on Valmonte and Hawthorne Boulevard causing more congestion and delays. We also worry about the pollution due to the extra traffic which will be the result of this project and we would like you to prove to us that these problems will not arise due to this residential project.

Sincerely,
John and Marjory McKeeve

Santana, Danny

From: Virginia Gonzalez <ggonzalez310@me.com>
Sent: Friday, September 15, 2017 2:19 PM
To: Santana, Danny
Subject: BUTCHER-SOLANA RESIDENTIAL PROJECT PROPOSAL

September 15, 2017

To Whom It May Concern:

First of all I would like to say that I have confidence in the City of Torrance doing due diligence in the process of new development in our community.

However, I want my voice to be counted. Therefore, I am giving notice in opposition to this project for many reasons, which I am certain will be discussed.
I would like to take this opportunity to let you know that "as-is" this project is for a much different location. Number of units, the HT of the overall structure, the added traffic in general and of course the cars per unit coming and going throughout the day and not enough green and open space for their residents and their animals.

The traffic on Hawthorne Blvd is already at its worst! So as far as what impact more cars would have on the intersection or along Hawthorne- There is not another word to describe other than presently its at its worst.

Thank you ,

Virginia Gonzalez
108 PALOS VERDES BLVD
#3
CITY OF TORRANCE
REDONDO BEACH CA 90277

Santana, Danny

From: John Steele <yes69to2k@yahoo.com>
Sent: Thursday, September 14, 2017 2:48 PM
To: Santana, Danny
Subject: Fw: Fwd: Butcher Hill

The danger currently present at this very intersection will only get worse . . much worse !
Do the right thing and preserve the little peace we have.

The following provides a guide to assist residents in drafting impactful letters to the City Planner to be included in the Environmental Impact Report (EIR) currently being drafted in relation to the Butcher-Solana residential project proposal (area most commonly referred to as "The Pit" on the corner of Via Valmonte and Hawthorne Blvd.). Please take 5 minutes to do your part. WHY SHOULD I BOTHER TO WRITE A LETTER?

- This is your only chance to have your voice heard and documented
- Legally, the City must include your comments in the EIR
- The EIR can help stop the development if you demand answers to your questions
- The deadline to submit letters for the EIR is 8:00 p.m. on Saturday, September 16, 2017

TEMPLATE/GUIDE (email or paper letter submission) Your Name Your Address Your Phone Your Email Danny Santana Planning and Engineering Manager City of Torrance 3031 Torrance Boulevard Torrance, CA 90503 (310) 618-5990 dsantana@torranceca.gov

Re: Butcher-Solana Residential Project Proposal

- Use the above header information in your letter/email addressed to Danny Santana
- Submit your letter by 8:00 p.m. on Saturday, September 16, 2017
- Content of your letter should ask a question that demands a response from the City, such as:

o Can you prove that … ?
o How can you assure that … ?
o What evidence do you have to support that … ?

Please pass this information along to your neighbors who may not be on Nextdoor.
Thank you.
Josey Vanderpas Neighbor
(310) 647-7347

Santana, Danny

From: Rizzo, Geoffrey
Sent: Thursday, September 14, 2017 1:44 PM
To: Santana, Danny
Cc: Gibson, Jeff
Subject: Fwd: Butcher -Solana Residential Project

Citizen comments

-------- Original message --------
From: Beatrice Mantico <bea3310@att.net>
Date: 9/14/17 10:01 AM (GMT-08:00)
To: "Santana, Danny" <DSantana@TorranceCA.gov>
Cc: "Goodrich, Tim" <TGoodrich@TorranceCA.gov>, "Griffiths, Mike" <MGriffiths@TorranceCA.gov>, "Cortez, Dana" <dcortez@TorranceCA.gov>, "Furey, Pat" <PFurey@TorranceCA.gov>, "Ashcraft, Heidi" <HAshcraft@TorranceCA.gov>, "Rizzo, Geoffrey" <GRizzo@TorranceCA.gov>, "Herring, Milton" <MHerring@TorranceCA.gov>, "Weideman, Kurt" <KWeideman@TorranceCA.gov>, "Poirier, Rebecca" <RPoirier@TorranceCA.gov>
Subject: Butcher -Solana Residential Project

I am writing to you to express my opposition to the proposed Butcher-Solana project. I live on the east side of Hawthorne Blvd off of Winlock and Dalemead and I will be impacted by the increased traffic on Hawthorne, Via Valmonte and Newton. As a long time resident (32 years), I've enjoyed the quaintness and safety of this lovely hidden neighborhood.

This project will have an adverse impact to the harmony of the single family neighborhood in the Walteria and Riviera areas. In allowing the land use to introduce a new multi family development (248 apartments), this project does not meet the standards, characteristics and values of the General Planning and Zoning Ordinance / Hillside Overlay District.

I oppose the request of the Developer to change the Zoning for this parcel of land. This proposed development is Too Large and Too High a structure in a restricted area. The impairment of our quality of life with the increase of noise, smog pollution from increase of cars, health concerns from uncovering the diatomaceous earth, and light pollution bouncing off the hill is unacceptable to the current residents.

How is it that the City does not believe that this project will not have negative impacts to our community ? How can you assure all of us that introducing three massive apartment buildings in our community will not disturb the aesthetics and attractiveness that we currently enjoy? How can you assure us that our property values will not be negatively impacted ? How can you assure us that cars coming off of Via Valmonte unto Hawthorne and Newton will not cause major traffic and accidents?

I ask that all Councilmembers and the mayor hear the People. Torrance belongs to the people and we elect Councilmembers and the Mayor. We do not want City Councilmembers and a Mayor that will favor Rich Developers over the Residents' Wishes.

Sincerely,
Beatrice Mantico
3310 Dalemead St
Torrance, CA 90505
bea3310@att.net
310 -539-1284

Santana, Danny

From: Ruth Stevens <stevenspr@earthlink.net>
Sent: Thursday, September 14, 2017 12:48 PM
To: Santana, Danny
Subject: Butcher-Solana Residential Project Proposal

From:
Ruth Stevens and David Olson
4912 Paseo del Pavon
Torrance, CA 90505
310-373-2886
stevenspr@earthlink.net

To:
Danny Santana
Planning and Engineering Manager
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503
(310) 618-5990

Dear Mr. Santana:

As residents of Hollywood Riviera, we are concerned about the impact of the Butcher-Solana Project.

Can you assure us that the City of Torrance will not allow a zoning change that seems designed solely to benefit the developer and not the residents of this area?

And if this project should move forward, how can you reassure us that it will not adversely impact the area with increased air and noise pollution and traffic congestion?

We look forward to hearing from you on these issues.

Thank you,

Ruth Stevens and David Olson
stevenspr@earthlink.net

Santana, Danny

From: Gibson, Jeff
Sent: Thursday, September 14, 2017 3:01 PM
To: Santana, Danny; Lang, Nina
Subject: FW: Butcher -Solana Residential Project

Fyi.....

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Ashcraft, Heidi
Sent: Thursday, September 14, 2017 2:59 PM
To: Beatrice Mantico
Cc: Jackson, LeRoy; Gibson, Jeff
Subject: Re: Butcher -Solana Residential Project

Thank you Ms. Mantico for your thoughts. I will make sure they're entered into our record for the project.

Heidi Ashcraft
Torrance City Council

Sent from my iPhone

On Sep 14, 2017, at 10:01 AM, Beatrice Mantico <bea3310@att.net> wrote:

> I am writing to you to express my opposition to the proposed Butcher-Solana project. I live on the east side of Hawthorne Blvd off of Winlock and Dalemead and I will be impacted by the increased traffic on Hawthorne, Via Valmonte and Newton. As a long time resident (32 years), I've enjoyed the quaintness and safety of this lovely hidden neighborhood.
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> This project will have an adverse impact to the harmony of the single family neighborhood in the Walteria and Riviera areas. In allowing the land use to introduce a new multi family development (248 apartments), this project does not meet the standards, characteristics and values of the General Planning and Zoning Ordinance / Hillside Overlay District.
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> I oppose the request of the Developer to change the Zoning for this parcel of land. This proposed development is Too Large and Too High a structure in a restricted area. The impairment of our quality of life with the increase of noise, smog pollution from increase of cars, health concerns from uncovering the diatomaceous earth, and light pollution bouncing off the hill is unacceptable to the current residents.

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I ask that all Councilmembers and the mayor hear the People. Torrance belongs to the people and we elect Councilmembers and the Mayor. We do not want City Councilmembers and a Mayor that will favor Rich Developers over the Residents' Wishes.

Sincerely,
Beatrice Mantico
3310 Dalemead St
Torrance, CA 90505
bea3310@att.net
310 -539-1284

Santana, Danny

From: Marilyn Aitken <marilynmckeeaitken@gmail.com>
Sent: Thursday, September 14, 2017 5:02 PM
To: Santana, Danny
Subject: Butcher-Solana Residential Project

Marilyn Aitken
2437 Via Sonoma
Palos Verdes Estates, CA 0274
remg@earthlink.net

I am concerned about the project proposed to be built in what was always considered an unbuildable site. Can you prove that it is stable enough to endure a large earthquake? What evidence to you have to show that the increase in traffic will not be detrimental to the community?
How do you justify destroying the pastoral quality of the area?
Torrance and the peninsula have been good neighbors. Please don't develop the pit in ways that cannot be undone.
Thank you.

Santana, Danny

From: Michael Balale <balale@verizon.net>
Sent: Thursday, September 14, 2017 10:43 AM
To: Santana, Danny
Subject: Butcher-Solana Residential Project

Dear Mr. Santana,

We are writing to express our concerns regarding the proposed Butcher-Solana Residential Project at the corner of Via Valmonte and Hawthorne Blvds.
As long time Torrance residents we are concerned about negative impacts that this project will have to our community. Please address the following concerns in the forthcoming Environmental Impact Report (EIR):

The proposed addition of 248 apartment units and an estimated 722 residents to the site would add vehicle trips to area roadways.

- How will the City assure that such a significant change to vehicular traffic in and around Hawthorne and Via Valmonte Blvd. and surrounding streets will not adversely impact traffic, noise, air pollution and safety to the nearby residents?

- How will the City assure that such a large project will not conflict with applicable congestion management program(s), including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

- How will the City assure that such a large project will not result in inadequate emergency access to the local community?

- How will the City assure that this Project does not have potentially significant impacts to the following resources: air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, recreation, transportation and traffic, tribal cultural resources, and utilities and service systems? Please address those items that are individually limited, but cumulatively considerable.

Thank you for your consideration.

Regards,

Kathryn & Michael Balale
5001 Paseo Del Pavon
Torrance, CA 90505
310 378-5964

Santana, Danny

From: Jim Martin <martinkarenl@icloud.com>
Sent: Thursday, September 14, 2017 10:32 AM
To: Santana, Danny
Subject: Butcher-Solana Residential Project Proposal

Mr. Santana,

I am very concerned about the traffic impact of the proposed Butcher-Solana Project. I have been a resident of the upper Hollywood Riviera for 23 years. I chose to commute to West Los Angeles for employment and sacrificed that long drive so that I could live in a community that unlike the Westside, restricted housing development in order to maintain a less stressful quality of life. I feel that this project may represent a philosophical shift in the wrong direction.

My wife and I plan to spend the rest of our lives in our home. Can you explain how the approval of this project will not establish a precedence for further development and ultimately result in a significant increase in the traffic density in our community?

Please consider the impact of your decision. I am confident in stating that the residents of the Hollywood Riviera strongly oppose this proposal.

Sincerely,
Dr. James P. Martin
4909 Paseo De Las Tortugas
310-991-2199
martinjim@att.net

Sent from my iPad

Santana, Danny

From:	Beatrice Mantico <bea3310@att.net>
Sent:	Thursday, September 14, 2017 10:01 AM
To:	Santana, Danny
Cc:	Goodrich, Tim; Griffiths, Mike; Cortez, Dana; Furey, Pat; Ashcraft, Heidi; Rizzo, Geoffrey; Herring, Milton; Weideman, Kurt; Poirier, Rebecca
Subject:	Butcher -Solana Residential Project

I am writing to you to express my opposition to the proposed Butcher-Solana project. I live on the east side of Hawthorne Blvd off of Winlock and Dalemead and I will be impacted by the increased traffic on Hawthorne, Via Valmonte and Newton. As a long time resident (32 years), I've enjoyed the quaintness and safety of this lovely hidden neighborhood.

This project will have an adverse impact to the harmony of the single family neighborhood in the Walteria and Riviera areas. In allowing the land use to introduce a new multi family development (248 apartments), this project does not meet the standards, characteristics and values of the General Planning and Zoning Ordinance / Hillside Overlay District.

I oppose the request of the Developer to change the Zoning for this parcel of land. This proposed development is Too Large and Too High a structure in a restricted area. The impairment of our quality of life with the increase of noise, smog pollution from increase of cars, health concerns from uncovering the diatomaceous earth, and light pollution bouncing off the hill is unacceptable to the current residents.

How is it that the City does not believe that this project will not have negative impacts to our community ? How can you assure all of us that introducing three massive apartment buildings in our community will not disturb the aesthetics and attractiveness that we currently enjoy? How can you assure us that our property values will not be negatively impacted ? How can you assure us that cars coming off of Via Valmonte unto Hawthorne and Newton will not cause major traffic and accidents?

I ask that all Councilmembers and the mayor hear the People. Torrance belongs to the people and we elect Councilmembers and the Mayor. We do not want City Councilmembers and a Mayor that will favor Rich Developers over the Residents' Wishes.

Sincerely,
Beatrice Mantico
3310 Dalemead St
Torrance, CA 90505
bea3310@att.net
310 -539-1284

Santana, Danny

From: Joan Davidson <j135cooper@yahoo.com>
Sent: Thursday, September 14, 2017 9:43 PM
To: Santana, Danny
Subject: can you please tell me the state agencies that were contacted to comment for the Butcher Solana project?

Dear Danny, Can you please provide the list of state and/or county agencies that were contacted to comment on the Butcher Solana project?
That would include any health or governmental agency as well.
Thanks
Joan Davidson

Santana, Danny

From: wedelathome@verizon.net
Sent: Thursday, September 14, 2017 9:51 AM
To: Santana, Danny
Subject: Butcher-Solana Residential Project
Attachments: Butcher-Solana Residential Project.docx

I oppose the Butcher-Solana Residential Project
Please read my attached letter.
I hope you and those involved will listen and hear those that live in the surrounding areas.
Thank you for your time and commitment to the community.
Mrs. Wedel
Torrance Resident

Kelly Wedel
22414 Redbeam Ave
Torrance Ca 90505
Home Phone 310.540.5741
wedelathome@verizon.net

Danny Santana
Planning and Engineering Manager
City of Torrance
3031 Torrance Boulevard Torrance, CA 90503
(310) 618-5990
dsantana@torranceca.gov

Re: Butcher-Solana Residential Project Proposal

As a concerned resident of Torrance, I just don't understand how a project of this magnitude would not have significantly measurable traffic impacts to its surrounding areas.

Have you driven the streets surrounding this area during regular commute hours?

I suggest you do so and for at least a week, to really get the 'feel' of the area and the traffic that already exists.

I oppose high density housing.

Add 300 living spaces with possible 2 persons per unit and each with a car, which would be a significate impact.

The surrounding neighborhood homes will also be impacted.

There is plenty of open land elsewhere to build on and where people can flourish.

We need open space around us, air to breath and sun light to see.

Please do not support this project.

Thank you for listening and hearing those that live in this community.

Kelly Wedel

Santana, Danny

From: Elizabeth Willis <ewillis1750@gmail.com>
Sent: Thursday, September 14, 2017 4:54 AM
To: Santana, Danny
Subject: Support for Butcher-Solano

Mr. Santana, I'm writing you to support the Butcher-Solano housing development.

Too many of my neighbors have turned a blind eye to the lack of housing in Torrance and in California. I support responsible development that includes low income housing; we need to bring more housing options to the neighborhood.

Thank you for your attention to this matter.

Elizabeth Willis
23628 Susana

Santana, Danny

From: Don Richards <donaldarichards@gmail.com>
Sent: Thursday, September 14, 2017 5:58 PM
To: Santana, Danny
Subject: Butcher Hill Project

Dear Danny,
Please include me on the list to receive future correspondence relating to the Butcher Hill Project.
Thanks very much.
Don Richards
donaldarichards@gmail.com

Lang, Nina

From: Gibson, Jeff
Sent: Thursday, September 14, 2017 3:01 PM
To: Santana, Danny; Lang, Nina
Subject: FW: Butcher -Solana Residential Project

Fyi.....

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Ashcraft, Heidi
Sent: Thursday, September 14, 2017 2:59 PM
To: Beatrice Mantico
Cc: Jackson, LeRoy; Gibson, Jeff
Subject: Re: Butcher -Solana Residential Project

Thank you Ms. Mantico for your thoughts. I will make sure they're entered into our record for the project.

Heidi Ashcraft
Torrance City Council

Sent from my iPhone

On Sep 14, 2017, at 10:01 AM, Beatrice Mantico <bea3310@att.net> wrote:

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I ask that all Councilmembers and the mayor hear the People. Torrance belongs to the people and we elect Councilmembers and the Mayor. We do not want City Councilmembers and a Mayor that will favor Rich Developers over the Residents' Wishes.

Sincerely,
Beatrice Mantico
3310 Dalemead St
Torrance, CA 90505
bea3310@att.net
310 -539-1284

Santana, Danny

From: gina Mcduffie <ginamcduffie@yahoo.com>
Sent: Wednesday, September 13, 2017 11:53 AM
To: Santana, Danny
Subject: Butcher Hill Construction

Hello,

My name is Gina McDuffie and our family lives on Via Pinzon in Palos Verdes Estates. We are strongly opposed to the project due to a massive increase in traffic, not just to Via Valmonte and Hawthorne but at Via Valmonte and PV Drive. It doesn't appear that the latter intersection has been studied but it will indeed be impacted. We are also concerned about environmental issues as well as noise.

The site is an eyesore, and usable land. We know it will be developed eventually and we're in favor of that. This project, however, is excessive and will have a negative impact on everyone but the developer.

Thank you for the consideration,
Gina

Santana, Danny

From: Julie Wesley <julie@wesleycorp.com>
Sent: Wednesday, September 13, 2017 11:39 AM
To: Santana, Danny
Subject: Butcher Solano project

Dear Danny Santana and the Torrance City Council,

I am a Palos Verdes Estates resident and attended the scoping meeting for the Butcher-Solano Apartment complex on August 10th. It was very clear attending that meeting that ALL surrounding communities are very against this project moving forward for many valid reasons. While I may not live in Torrance, our communities border each other and historically have worked together.

Since I live 1/2 mile from the proposed project and my driveway is on Via Valmonte, my family will be directly impacted from this project in a negative way. The safety of my children and our property value are at risk, because of a project Torrance truly should not be considering. The corner property is NOT zoned for that type of project and the buyers/developers KNEW that when purchasing the land.

As many people pointed out at the scoping meeting, the initial traffic study, was not a study at all. Anyone that regularly drives thru the Valmonte/Hawthorne intersection knows that the so-called findings are simply not true and it is completely negligent to pretend otherwise. Torrance City Council can not claim ignorance on this issue, as it was brought up by many members of the community. The current volume of traffic on Via Valmonte was grossly underreported and the projected volume from the apartments was grossly underestimated. I drive thru that intersection every day and sometimes multiple times a day and was shocked to see the inaccuracy of the initial report. And the fact that the Via Valmonte and PV Drive intersections were not even considered when it is so close to this project is again negligent.

The noise pollution, light pollution and air pollution this project adds to our community is also unacceptable. This project severely damages the environment of the communities surrounding it. There is a pre-school, many families and older citizens who will breathe the chemicals and pollution that is put into air if this project were to commence. There has not been any study of what is truly in these soils and the impact of having this kicked up into the air, is again unacceptable.

Please do the responsible thing and do not approve this project.

Thank you for your consideration,
Julie Wesley
4201 Via Pinzon
PVE, CA 90274

Santana, Danny

From: David Miyoshi <david.miyoshi@gmail.com>
Sent: Wednesday, September 13, 2017 11:31 AM
To: Santana, Danny
Subject: Objection to Butcher Hill project

Dear Sir/Madam,

Re: Butcher Hill apartment project

I am a resident of the Valmonte area of Palos Verdes Estates and I wish to lodge a strong objection to the building of the 250-unit apartment complex in Butcher Hill Torrance.

Everyone knows the increased traffic that would occur and the natural increase in accidents (and perhaps deaths), traffic policing, emergencies and congestion that will be certain to happen in the area to the great frustration of both PVE and Torrance residents. The wildlife habitat of coyotes and rodents will move from Butcher Hill to PVE and increase the damage and disruption they are already causing.

Only the political councilpersons up for reelection and the real estate developers will share any benefit from this project.

It is obvious, the size of Via Valmonte street will not be able to handle the increased traffic that this project will cause. Many of the residents of Butcher Hill will use Via Valmonte to attend school in PVE which will just cause daily traffic jams to occur on Via Valmonte.

This kind of high density project should be located near intersections of major boulevards, not small winding streets that are entrances to low density residential areas. If the Torrance council persons lived in PVE, they would have more empathy for what we are concerned about. Every day we sit stuck fuming in the traffic jam around Butcher Hill, we can't help but think of them and their selfish decision that caused it.

Sincerely yours,

David Miyoshi

Santana, Danny

From: Linette Woodland <lwoodland@cox.net>
Sent: Wednesday, September 13, 2017 11:17 AM
To: Santana, Danny
Subject: I am opposed to Butcher Hill Project

Mr. Santana,

I am a resident of Rolling Hills Estates. I currently use PV Dr. North, Hawthorne & Crenshaw just about every day. The traffic is pretty bad and backed up around 7-9am and 2:30-6pm. I cannot image what would happen with an tenants from an additional 250+ units utilizing those roads. Adding around 250-500 more cars on these roads would severely affect PV Drive North and the sections closest on Hawthorne Dr. in a negative way. PV Dr. North has only 1 lane going in each direction, with stop signs. More traffic means longer drives to school and work, meaning more pollution in this small community, more accidents, and more aggravation. I strongly oppose this project. Please consider the existing residents when deciding whether to approve or deny this project.

Thank you.

Linette Woodland
4653 Rockbluff Dr.
Rolling Hills Estates, CA 90274
(310) 714-1104

This email has been checked for viruses by Avast antivirus software.
www.avast.com

Santana, Danny

From: John Peters <jpetersmd@gmail.com>
Sent: Wednesday, September 13, 2017 7:39 AM
To: Santana, Danny
Subject: Butcher Solana 250 apartments at Via Valmonte and Hawthorne

I would like to express my opposition to the 250 apartment units under consideration for construction at the old mine / quarry at the corner of Via Valmonte and Hawthorne. I have been a resident of the Valmonte area of PVE for the past 19 years and almost daily drive down Via Valmonte to both commute to work, and for other business and leisure commutes.

Although I agree that the site under consideration is unsitely, and that development of the corner would be welcome to the community in general, the decision to place apartment units, especially the number (250) proposed, has not been thoroughly reviewed with regard to impact on surrounding residents.

Unlike the assisted living developement up the street on Hawthorne, where automobile traffic in and out are limited due to the type of residents living there, the Butcher units will create a significant influx/efflux of vehicles in an already heavily trafficed intersection.

Unfortunately, the route aprartment owners will take to the Beach Area is up Via Valmonte to PV Drive North (and back). There are multiple stop signs along this route, and traffics flow is already heavy, and already restricted in the morning at several intersections in Valmonte for this very reason. The City of Torrance has certainly tried to protect its residential areas along Newton and other parallel streets with no right turn restrictions along Hawthorne.

I wonder if the developers / Torrance have considered a mixed use facility (some retail and less residential) or even another assisted living facility where there would be less traffic generated up into the Valmonte area.

Please reconsider this developement. Thank you for your time and service.

Sincerely,

John Peters, M.D.
2523 Via Pinale
PVE

Santana, Danny

From: teamsem@verizon.net
Sent: Wednesday, September 13, 2017 1:40 PM
To: Santana, Danny; Ashcraft, Heidi; Goodrich, Tim; Griffiths, Mike; Herring, Milton; Rizzo, Geoffrey; Weideman, Kurt
Cc: citycouncil@pvestates.org
Subject: Bucher Hill Apartments

Mr. Santana et al,

I can not tell you how upset and frustrated I am over the proposed development of Bucher Hill. I am a resident of Valmonte and use Via Valmonte several times a day and this development will negatively impact all residents of Palos Verdes Estates, Rancho Palos Verdes, Rolling Hills and Rolling Hills Estates. The EIR report needs to be completely transparent and accurate, because the initial findings are completely bogus. The development will increase traffic counts and congestion on all roads within a 5 mile radius, and any findings within the report that do not conclude this would be completely false, unfounded and biased.

In the morning, Via Valmonte already experiences heavy traffic. To make a left turn onto Hawthorne Blvd. it currently takes two traffic light cycles. On Hawthorne, traffic backs up from Newton limiting the number of vehicles that can turn left from Via Valmonte safely before the light turns. It is fairly common to see cars blocking traffic heading up the hill waiting for the intersection to clear. As it currently sits, traffic is so bad on Hawthorne that it can take up to 15 minutes to get from Via Valmonte through PCH at the bottom of the hill. Adding an additional 500 cars during these times will only exacerbate an already heavily congested area.

The project will take 2 years to complete once started. I can not imagine the HELL this will create with lane closures, trucks, workers and residents like myself trying to navigate around this mess. Not to mention the dirt, dust and noise that will accompany this albatross of a development.

I know the developer is asking for more than he really wants, which infuriates me. By asking for approval to build 500 units, he's hoping you and your colleagues approve him for something less as a "compromise" to all. This won't fly either. This game is a rouse and hopefully you and the other board members will see right through this.

I know I live in PV Estates and you probably don't care how this impacts us because we are not registered voters in Torrance, nor do we pay your salaries. But, we are neighbors, and in the spirit of being a good neighbor I ask that you see this development for what it is and vote against it. A high density residential development does not fit in.

I have many other objections to this project, but wanted to focus on the true impact this project will have on everyone. I ask that the EIR be impartial and factual, because the numbers won't lie. The existing infrastructure can not support a development of this scale, and we residents do not want it in our backyard.

Please be a good neighbor and steward and vote against this development.

Sincerely,

Elizabeth Semmer
Via Valmonte Resident

Santana, Danny

From: Gerri Nelson <glnelson166@gmail.com>
Sent: Wednesday, September 13, 2017 1:29 PM
To: Santana, Danny
Subject: Butcher Hill Solana proposed project

Dear Mr. Santana,

In addition to previous comments submitted, I would like to request that my comments would be added.

Since the proposed apartments will sit on the site of a nearly 50 year old quarry, what ground/seismic studies have been done to ensure this ground is stable, will not shift or otherwise harm existing surrounding houses and structures if construction were to take place?

If, as suggested, tenants' children will attend Riviera elementary, has a TRAFFIC STUDY been done for impact to the Via Valmonte/Palos Verdes Drive North intersection, in addition to Hawthorne/Palos Verdes Drive North and Palos Verdes Drive North and Silver Spur intersections -- all of which will be impacted.

Has the EIR addressed wildlife that currently resides in this parcel of land? Any species threatened or endangered?

Thank you for your time,
Gerri Nelson

Santana, Danny

From: Bea Walker <beawalkerpv@gmail.com>
Sent: Wednesday, September 13, 2017 5:30 PM
To: Santana, Danny
Subject: Butcher Apartment Project

To Torrance City Council,

This letter is in opposition to the proposed Butcher Solana Apartment Project on what is called Butcher Hill. The project of 250 apartments is far too dense for the surrounding area and will impact the existing roads adversely.

The potential of 500 more cars coming and going on Hawthorne and Via Valmonte will be overwhelming. The parking for such a high density project will also have an extremely negative impact on the area.

It is understandable that some kind of housing could be constructed there, but the one proposed overdevelops the area and the infrastructure is not sufficient to handle it.

I have lived in the Valmonte area for most of my life (about 50 years of it) and am well aware of traffic up and down Via Valmonte. It cannot absorb the impact of much more traffic. I understand that development of the area is to be expected, but this high density project is excessive in its scope for this particular parcel of land. This high density project is clearly designed to gain as much profit as possible without regard for the impact on infrastructure in the area, additional traffic issues and need for expansion of roads and access, the impact on wildlife, and possible instability of already compromised property from previous mining operations.

This is a big mistake. The project must be scaled down in its scope and impact since the current road cannot handle the numbers of additional cars that will be coming and going and the need for parking for over 500 cars! (Owners and guest parking).

Bea Walker
4037 Via Largavista, Palos Verdes Estates

Santana, Danny

From: David Cohn <dbctechnology@earthlink.net>
Sent: Wednesday, September 13, 2017 10:28 PM
To: Santana, Danny
Subject: Re: Butcher-Solana Residential Project Proposal

From: Dr. David Cohn
Address: 4221 Mesa St, Torrance 90505
Telephone: 310-378-4156
email: dbctechnology@earthlink.net

Dear Mr. Santana,

We have been residents at the Mesa St address for the last 30 years. In fact, ours was the first house built on the street. I have also had a home-based consulting company at the address since 2001, DBC Technology Corp., business license # BL-LIC-003036.

We oppose the proposed Butcher-Solana project for the clear facts that it will cause intense traffic congestion that cannot be mitigated and thereby (1) severely degrade the quality of life in the community, (2) significantly increase noise and pollution, (3) impair pedestrian
and vehicle safety, and (4) reduce surrounding property values. The traffic increase will turn the surrounding residential streets into clogged highways.

We have several questions for you:

(1) Does the existing R1 zoning mean anything, here or in any other part of the city? Can residents who purchase in an R1 zoned area have any confidence that it will not be changed when a developer and/or the city finds it to be profitable to do so?

(2) How will the city profit from the rezoning in terms of tax revenue or is there a quid pro quo involving the city and the developer?

(3) Has a study been performed showing the traffic increase on neighborhood streets leading to the Residential Project, such as Mesa St?

(4) If the Residential Project is approved and in the likely event that the traffic studies are found to have been inadequate, what recourse for redress will the neighborhood residents have?

(5) What is the history of the City of Torrance with respect to successful or failed traffic studies and rezoning from R1 to apartment buildings?

I would appreciate answers to these questions at your earliest convenience.

Sincerely,

Dr. David Cohn

Santana, Danny

From: Don Richards <daledonrichards@gmail.com>
Sent: Wednesday, September 13, 2017 2:50 PM
To: Santana, Danny
Subject: Butcher Hill Project
Attachments: Letter to Torrance CC re Butcher Hill Project 17 09 13.docx

I am writing to you today to express my opposition the Butcher Hill Project. In my opinion, the potential negative impact of this project on the surrounding community, if allowed to go forward, would far outweigh any positive impact that the project might derive. Attached is a copy of the letter I sent to all members of the Torrance City Council. In addition to the points made in my letter, there are some additional dangers to be considered, such as the stability of the ground upon which the buildings will be constructed, and the dangers that might accrue to the private homes that surround the proposed project, since the location of the proposed buildings is in an earthquake and flood zone.

Thanks for taking the time to read my comments.

Don Richards

Dear Council Members,

I am writing to you today to express my opposition to the Butcher Hill Project on many levels. It is my belief that the negative impact of this project on the community will far outweigh any positive contributions that it may make.

The most obvious impact will be increased traffic and congestion, not only for the residents on and around Via Valmonte, but also those Torrance residents living on streets nearby. This would include homeowners on Tortugas, Bluff, Mesa, Newton, virtually all of Walteria on both sides of Hawthorne Blvd, and the entire area East of Hawthorne Blvd., both North and South of Rolling Hills Road. The increased traffic attempting to enter or leave the proposed housing development would cause traffic to slow down or stop, increasing carbon dioxide emissions, and adding to the already heavy traffic on all surrounding roads. The potential of 500 additional cars at the new development, not only exacerbates the existing greenhouse gas problem, but adds additional wear and tear to surrounding roads in including Via Valmonte, which is in a perpetual state of disrepair.

There are also safety issues to consider. The housing project, if built, would place additional traffic on the streets around Walteria Elementary School, increasing the danger to children and parents going to and from the school. Entering and exiting the proposed project would not be easy, since there are no easy turns that can be made from either Via Valmonte or Hawthorne Blvd., with the further complication of a median blocking turns into the proposed building project from Northbound Hawthorne Blvd.
Allowing "U" Turns from Northbound Hawthorne Blvd. at Newton would make an already bad situation at that intersection even worse, backing cars up on Northbound Hawthorne Blvd. trying to get into the left turn lane at Newton, which currently allows only 3 or 4 cars at most to make a left or "U" turn before the left turn arrow turns red again. This already causes many drivers to turn left after the left turn arrow changes to red.

Lastly, adding a potential 500 cars to the area will negatively impact the businesses along both sides of Hawthorne Blvd. between Pacific Coast Highway and Rolling Hills Road. It will also add to the congestion already existing on Hawthorne Boulevard all the way up to the 405 Freeway.

Thank you all for taking the time to read my comments.

Donald A. Richards

Santana, Danny

From: Gibson, Jeff
Sent: Monday, September 11, 2017 8:43 AM
To: Santana, Danny; Lang, Nina
Subject: FW: Butcher - Solana Residential Project

Fyi...

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Ashcraft, Heidi
Sent: Friday, September 08, 2017 10:49 PM
To: Smith, Stacie A
Cc: Jackson, LeRoy; Gibson, Jeff
Subject: Re: Butcher - Solana Residential Project

Ms. Smith,

Thank you for your email. I'll make sure it's put into record for this issue.

Best Regards,

Heidi Ashcraft

Torrance City Council

Sent from my iPhone

On Sep 7, 2017, at 2:38 PM, Smith, Stacie A <Stacie.Watling@providence.org> wrote:

To: Heidi Ann Ashcraft – Council member

Date: September 7, 2017

RE: Butcher-Solana Residential Project

Dear Ms. Ashcraft,

We were unable to attend the meeting held on August 10th to discuss the Butcher-Solana Residential Project but wanted to voice our concerns.

As you know there aren't many thoroughfares that lead from the coast in Torrance or PV up to the 405. There are two major ways which are Hawthorne Blvd and Crenshaw Blvd which are then intersected by Pacific Coast Highway. Given the 248 units being added and an estimated 2 vehicles per unit this proposes 500+ vehicles to these already congested streets which would deeply impact the Walteria area of Torrance.

As I am sure you are aware, when major thoroughfares become congested this leads to commuters seeking to find alternative routes, through residential streets, which in this area would be Newton and Madison. In the mornings this area is a point of congestion currently with families walking or dropping their children at Watleria Elementary, which has a stop sign. As it is currently, people tend to drive way too fast down Newton trying to cut over to Crenshaw. Adding 500+ more vehicles to this area which will force people to cut through neighboring areas will put children and families in danger.

When you add the proposed project on Crenshaw and Lomita to this mix you have now further bottlenecked the area by bottlenecking Crenshaw. This will create problems in many Southern Torrance neighborhoods by people cutting through areas, many of which have schools.

Our other concern, In addition to the congestion, you will be adding a number of kids to the already over taxed Torrance school system. If even half these units have a single child you are adding an estimated 100+ children. Is Torrance budgeted to hire 5-10 more teachers in the schools to handle these children?

Lastly we would like to bring up the impact it has on the current residents. For a year the Walteria community, specifically those near Hawthorne will be impacted by noise with crews beginning work at 7am. The dust created especially with the coastal breezes will be sent directly into our homes. We believe this area to have contaminated soil, which means our families health could be at stake for the duration of the construction period. Torrance already faces air quality issues due to the refineries and now this project could further endanger the air quality in our area.

We ask that you please deny the proposed development until the contaminated soil, dust and noise concerns have been addressed. Please deny the project until Hawthorne, Crenshaw and PCH have been modified can facilitate the extra traffic or there is some type of train public transit system that runs to Southern Torrance. Lastly please deny this project until Torrance schools have been given additional funding to hire the number of teachers and build the additional classrooms needed.

Sincerely,

Myles and Stacie Watling

3644 Courtney Way, Torrance, CA 90505

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DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-8391
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

RECEIVED
SEP 11 2017
CITY OF TORRANCE
COMMUNITY DEVELOPMENT DEPT

Serious Drought.
Making Conservation
a California Way of Life.

September 5, 2017

Mr. Danny Santa
City of Torrance
3031 Torrance Blvd
Torrance, CA 90503

RE: Butcher-Solana Residential Project
Vic. LA-1/ PM16.043, LA-107/PM 0.008
SCH # 2017071061
GTS # LA-2017-01065AL-NOP

Dear Mr. Santa:

Based on the telephone conversation on August 30, 2017 between you and Mr. Alan Lin, Caltrans Project Coordinator, it was confirmed that the public review period has been extended to September 18, 2017. The Project consists of development of 248 apartment units in three 5-story buildings, each consisting of four residential floors above a ground-level parking garage. The project would provide a total of 484 parking spaces.

Caltrans' mission is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Caltrans is providing comments that are consistent with the State's smart mobility goals that support a vibrant economy, and build communities. Currently, next to the project site on Hawthorne Boulevard, there is no bike lane. Caltrans suggests that the proposed bicycle facility on Madison Street, which was proposed by the City of Torrance, be built out to improve bicycling access in the southern end of the city. Transit is accessible within a walking distance of the project location with Torrance Transit 4 & 8 bus lines, LADOT Commuter Express 488 bus line, and Metro 232 and 344 bus lines.

To support City's General Plan Objective CI.8: To maintain a comprehensive system of pedestrian pathways and bicycle routes that provide viable options to travel by automobile, it is suggested that the development provide pedestrian sidewalks and design bicycle access to existing pedestrian, bicycle, and transit facilities.

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Although the development is in a suburban area where vehicles are a dominant mode choice, prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

We encourage the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths, and achieve a high level of non-motorized travel and transit use. We also encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements.

Since Caltrans' current guidelines are in the process of being updated, a transportation impact study scoping meeting with District staff could be used to discuss the most appropriate methodology for this analysis. At a minimum, we suggest that the analysis provide the following:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby roadways and key destinations. Ingress and egress for all project components should be clearly identified. Clearly identify the State right-of-way (ROW). Project driveways, the State Highway System and local roads, intersections, and interchanges, pedestrian and bicycle routes, car/bike parking and transit routes and facilities should be mapped.

2. Project-related VMT should be calculated factoring in per capita use of transit, rideshare or active transportation modes and VMT reduction factors. The assumptions and methodologies used to develop this information should be detailed in the study, should utilize the latest place based research, and should be supported with appropriate documentation.

3. Schematic illustrations of walking, biking and auto traffic conditions at the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for AM and PM peak periods. Operational concerns for all road users that may increase the potential for future collisions should be identified and fully mitigated in a manner that does not further raise VMT if possible.

4. Based on your conversation with Mr. Lin, a level of service (LOS)-based traffic analysis will be completed. Caltrans is concerned that additional traffic at the SR-107 and SR-1 intersection may exceed storage capacity in the left turn lanes and could increase the potential for significant conflict. As a reminder, CEQA does not exempt these type of operational concerns from evaluation. The project did not provide an analysis or data necessary to make an assessment. Please address Caltrans' concerns.

5. Caltrans requests an operational analysis related queuing and speed differential for the State impacted locations. A queuing analysis at this intersection for left-turning movement during AM/PM peak hours should be conducted based on HCM for existing condition, existing plus

project condition, and future (cumulative) plus project condition. Such analysis would meet Caltrans's goal to reduce serious injuries and fatalities.

Caltrans would like to discuss potential multimodal mitigation measures with the City, to determine which may be appropriate to alleviate anticipated traffic impacts and create a more connected multimodal transportation system. If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # LA-2017-01065-AL.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Lang, Nina

From: Gibson, Jeff
Sent: Monday, September 11, 2017 8:43 AM
To: Santana, Danny; Lang, Nina
Subject: FW: Butcher - Solana Residential Project

Fyi...

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Ashcraft, Heidi
Sent: Friday, September 08, 2017 10:49 PM
To: Smith, Stacie A
Cc: Jackson, LeRoy; Gibson, Jeff
Subject: Re: Butcher - Solana Residential Project

Ms. Smith,

Thank you for your email. I'll make sure it's put into record for this issue.

Best Regards,

Heidi Ashcraft

Torrance City Council

Sent from my iPhone

On Sep 7, 2017, at 2:38 PM, Smith, Stacie A <Stacie.Watling@providence.org> wrote:

To: Heidi Ann Ashcraft – Council member

Date: September 7, 2017

RE: Butcher-Solana Residential Project

Dear Ms. Ashcraft,

We were unable to attend the meeting held on August 10th to discuss the Butcher-Solana Residential Project but wanted to voice our concerns.

As you know there aren't many thoroughfares that lead from the coast in Torrance or PV up to the 405. There are two major ways which are Hawthorne Blvd and Crenshaw Blvd which are then intersected by Pacific Coast Highway. Given the 248 units being added and an estimated 2 vehicles per unit this proposes 500+ vehicles to these already congested streets which would deeply impact the Walteria area of Torrance.

As I am sure you are aware, when major thoroughfares become congested this leads to commuters seeking to find alternative routes, through residential streets, which in this area would be Newton and Madison. In the mornings this area is a point of congestion currently with families walking or dropping their children at Watleria Elementary, which has a stop sign. As it is currently, people tend to drive way too fast down Newton trying to cut over to Crenshaw. Adding 500+ more vehicles to this area which will force people to cut through neighboring areas will put children and families in danger.

When you add the proposed project on Crenshaw and Lomita to this mix you have now further bottlenecked the area by bottlenecking Crenshaw. This will create problems in many Southern Torrance neighborhoods by people cutting through areas, many of which have schools.

Our other concern, In addition to the congestion, you will be adding a number of kids to the already over taxed Torrance school system. If even half these units have a single child you are adding an estimated 100+ children. Is Torrance budgeted to hire 5-10 more teachers in the schools to handle these children?

Lastly we would like to bring up the impact it has on the current residents. For a year the Walteria community, specifically those near Hawthorne will be impacted by noise with crews beginning work at 7am. The dust created especially with the coastal breezes will be sent directly into our homes. We believe this area to have contaminated soil, which means our families health could be at stake for the duration of the construction period. Torrance already faces air quality issues due to the refineries and now this project could further endanger the air quality in our area.

We ask that you please deny the proposed development until the contaminated soil, dust and noise concerns have been addressed. Please deny the project until Hawthorne, Crenshaw and PCH have been modified can facilitate the extra traffic or there is some type of train public transit system that runs to Southern Torrance. Lastly please deny this project until Torrance schools have been given additional funding to hire the number of teachers and build the additional classrooms needed.

Sincerely,

Myles and Stacie Watling

3644 Courtney Way, Torrance, CA 90505

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Santana, Danny

From: Jim Illson <jim.illson@yahoo.com>
Sent: Sunday, September 10, 2017 7:16 PM
To: Santana, Danny
Subject: Update on Butcher-Solana project

Danny

What is the current status of the Butcher-Solana project? It has been approximately one month since the public meeting, and I do not recall seeing any updates.

Also, is the contact information available for the people who attended the meeting and put their names/email addresses on the sign-in sheet?

Regards,

Jim Illson
Mobile: 310-650-3389

Santana, Danny

From: Gibson, Jeff
Sent: Thursday, September 07, 2017 4:58 PM
To: Santana, Danny; Lang, Nina
Subject: FW: Butcher - Solana Residential Project

Fyi....

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Rizzo, Geoffrey
Sent: Thursday, September 07, 2017 4:43 PM
To: Gibson, Jeff
Subject: Fwd: Butcher - Solana Residential Project

For the record.

Geoff

-------- Original message --------
From: "Smith, Stacie A" <Stacie.Watling@providence.org>
Date: 9/7/17 2:44 PM (GMT-08:00)
To: "Rizzo, Geoffrey" <GRizzo@TorranceCA.gov>
Subject: Butcher - Solana Residential Project

To: Geoff Rizzo – Council member
Date: September 7, 2017
RE: Butcher-Solana Residential Project

Dear Mr. Rizzo,

We were unable to attend the meeting held on August 10th to discuss the Butcher-Solana Residential Project but wanted to voice our concerns.
As you know there aren't many thoroughfares that lead from the coast in Torrance or PV up to the 405. There are two major ways which are Hawthorne Blvd and Crenshaw Blvd which are then intersected by Pacific Coast Highway. Given the 248 units being added and an estimated 2 vehicles per unit this proposes 500+ vehicles to these already congested streets which would deeply impact the Walteria area of Torrance.

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Sincerely,
Myles and Stacie Watling
3644 Courtney Way, Torrance, CA 90505

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Santana, Danny

From: Pete Verenkoff <petev@vsdev.com>
Sent: Thursday, September 07, 2017 2:23 PM
To: Santana, Danny
Subject: Butcher-Solana Residential Project - EIR Scoping Comment Submission (TIS Recommendations)
Attachments: Verenkoff EIR Scoping Comment LTR 9-7-2017.pdf

Dear Mr. Santana,

Please find attached, additional comments and recommendations for the Traffic Impact related EIR scope associated with the subject project.

Hope all is well in Community Development. Please contact me if you have any questions or concerns with my submission.

Thank you.

Best regards,
Pete Verenkoff
(424) 634-9073
Email: petev@vsdev.com

7 September 2017

To: Mr. Danny Santana
Planning and Environmental Manager
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503

Subject: **Butcher-Solana Residential Project (Comments on scope and content of the proposed EIR)**

Dear Mr. Santana:

We wish to communicate some additional issues/recommendations regarding the "scope of the planned EIR" for the Butcher-Solana Residential Project.

Upon reviewing the scope of the initial and revised Traffic Impact Study (TIS) for the subject project, we would like to make the following recommendations for study in support of the project EIR:

1. Parking
    a. The project is considerably below code for parking requirements. The project also suffers from restricted vehicular ingress/egress options from both project driveways. Both of these factors will contribute to a higher than normal demand for off-site parking on near-by residential streets. The impact of project offsite street parking should be addressed in the TIS.
    b. Crime/Safety Issues with project parking should be addressed
2. Project bike and pedestrian safety issues should be thoroughly addressed
3. Line-of-Site studies for both driveways should be conducted
4. Thorough queuing studies for Via Valmonte and Driveways (internal to project) should be conducted
5. Please revise the list of study intersections to account for (Google/Waze) routing recommendations associated with the three project serving schools, likely shopping, restaurant, entertainment, and medical destinations. Suggested additions:

    a. Newton / Vista Montana (Schools / Riviera Village / Beach Access)
    b. Newton / Calle Mayor (Schools / Riviera Village / Beach Access)
    c. Calle Mayor / Pacific Coast Highway (Schools / Riviera Village / Beach Access)
    d. Newton / Madison (COSTCO / Medical / Best Buy / Rolling Hills Plaza (Trader Joes / Whole Foods / AMC Theaters))
    e. Madison / Pacific Coast Highway (COSTCO / Medical / Best Buy / Rolling Hills Plaza (Trader Joes / Whole Foods / AMC Theaters))

To further discuss these recommendations, please contact Peter Verenkoff at the phone number and email listed below.

Respectfully submitted,
[signed]
Peter Verenkoff
Jill Verenkoff
533 Via La Selva
Redondo Beach, CA 90277
Email: petev@vsdev.com
Phone: (424) 634-9073

Submitted by email to DSantana@TorranceCA.gov on 9/7/2017

Santana, Danny

From: Poirier, Rebecca
Sent: Thursday, September 07, 2017 3:17 PM
To: Santana, Danny; Lang, Nina
Subject: FW: Butcher - Solana Residential Project

From: Weideman, Kurt
Sent: Thursday, September 07, 2017 3:16 PM
To: Poirier, Rebecca <RPoirier@TorranceCA.gov>
Subject: FW: Butcher - Solana Residential Project

For inclusion in the item packet.

Sent from my Windows Phone

From: Smith, Stacie A
Sent: 9/7/2017 2:43 PM
To: Weideman, Kurt
Subject: Butcher - Solana Residential Project

To: Kurt Weideman – Council member
Date: September 7, 2017
RE: Butcher-Solana Residential Project

Dear Mr. Weideman,

We were unable to attend the meeting held on August 10th to discuss the Butcher-Solana Residential Project but wanted to voice our concerns.
As you know there aren't many thoroughfares that lead from the coast in Torrance or PV up to the 405. There are two major ways which are Hawthorne Blvd and Crenshaw Blvd which are then intersected by Pacific Coast Highway. Given the 248 units being added and an estimated 2 vehicles per unit this proposes 500+ vehicles to these already congested streets which would deeply impact the Walteria area of Torrance.

As I am sure you are aware, when major thoroughfares become congested this leads to commuters seeking to find alternative routes, through residential streets, which in this area would be Newton and Madison. In the mornings this area is a point of congestion currently with families walking or dropping their children at Watleria Elementary, which has a stop sign. As it is currently, people tend to drive way too fast down Newton trying to cut over to Crenshaw. Adding 500+ more vehicles to this area which will force people to cut through neighboring areas will put children and families in danger.

When you add the proposed project on Crenshaw and Lomita to this mix you have now further bottlenecked the area by bottlenecking Crenshaw. This will create problems in many Southern Torrance neighborhoods by people cutting through areas, many of which have schools.

Our other concern, In addition to the congestion, you will be adding a number of kids to the already over taxed Torrance school system. If even half these units have a single child you are adding an estimated 100+ children. Is Torrance budgeted to hire 5-10 more teachers in the schools to handle these children?

Lastly we would like to bring up the impact it has on the current residents. For a year the Walteria community, specifically those near Hawthorne will be impacted by noise with crews beginning work at 7am. The dust created especially with the coastal breezes

will be sent directly into our homes. We believe this area to have contaminated soil, which means our families health could be at stake for the duration of the construction period. Torrance already faces air quality issues due to the refineries and now this project could further endanger the air quality in our area.

We ask that you please deny the proposed development until the contaminated soil, dust and noise concerns have been addressed. Please deny the project until Hawthorne, Crenshaw and PCH have been modified can facilitate the extra traffic or there is some type of train public transit system that runs to Southern Torrance. Lastly please deny this project until Torrance schools have been given additional funding to hire the number of teachers and build the additional classrooms needed.

Sincerely,
Myles and Stacie Watling
3644 Courtney Way, Torrance, CA 90505

This message is intended for the sole use of the addressee, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the addressee you are hereby notified that you may not use, copy, disclose, or distribute to anyone the message or any information contained in the message. If you have received this message in error, please immediately advise the sender by reply email and delete this message.

Lang, Nina

From: Gibson, Jeff
Sent: Thursday, September 7, 2017 4:58 PM
To: Santana, Danny; Lang, Nina
Subject: FW: Butcher - Solana Residential Project

Fyi....

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Rizzo, Geoffrey
Sent: Thursday, September 07, 2017 4:43 PM
To: Gibson, Jeff
Subject: Fwd: Butcher - Solana Residential Project

For the record.

Geoff

-------- Original message --------
From: "Smith, Stacie A" <Stacie.Watling@providence.org>
Date: 9/7/17 2:44 PM (GMT-08:00)
To: "Rizzo, Geoffrey" <GRizzo@TorranceCA.gov>
Subject: Butcher - Solana Residential Project

To: Geoff Rizzo – Council member
Date: September 7, 2017
RE: Butcher-Solana Residential Project

Dear Mr. Rizzo,

We were unable to attend the meeting held on August 10th to discuss the Butcher-Solana Residential Project but wanted to voice our concerns.
As you know there aren't many thoroughfares that lead from the coast in Torrance or PV up to the 405. There are two major ways which are Hawthorne Blvd and Crenshaw Blvd which are then intersected by Pacific Coast Highway. Given the 248 units being added and an estimated 2 vehicles per unit this proposes 500+ vehicles to these already congested streets which would deeply impact the Walteria area of Torrance.

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Sincerely,
Myles and Stacie Watling
3644 Courtney Way, Torrance, CA 90505

This message is intended for the sole use of the addressee, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the addressee you are hereby notified that you may not use, copy, disclose, or distribute to anyone the message or any information contained in the message. If you have received this message in error, please immediately advise the sender by reply email and delete this message.

RECEIVED
SEP 07 2017
CITY OF TORRANCE
COMMUNITY DEVELOPMENT DEPT

Danny Santana, Planning Manager
Community Development Dept.
City of Torrance

09/06/2017

Re: Butcher Hill

Dear Danny,

In light of the recent interest in the development of the Butcher Hill vacant land parcels, I would like to submit historic information that is relevant to this site and request further investigation from the planning department.

In 2011, I observed and photographed the illegal dumping of large quantities of hydraulic oil, motor oil, and transmission fluid throughout the Butcher Hill vacant land area. I observed over a dozen, metal, 55 gallon drums marked hydraulic oil with open bung holes scattered throughout the land with some being partially submerged under the dirt. There were also, a multitude of empty plastic oil containers and buckets that were strewn about the land. (See 50 photos taken at time of incident)

In that time period, there were several large bulldozers and hauling trailers that were parked on the site. There was evidence that these vehicles were being repaired or dismantled with parts removed and scattered about the area. Furthermore, there was evidence of oil dumping and contamination throughout the site by my observation of a multitude of large sections of oil stains on the ground.

I did, in fact, report this in person to the Health Hazardous Materials Division Inspection Section, located at 24330 Narbonne Ave in Lomita. However, to my knowledge, there was never an investigation opened or a report to determine the extent of the contamination and damage to the site, or if this site has been designated as a superfund site due to toxic materials released into the ground.

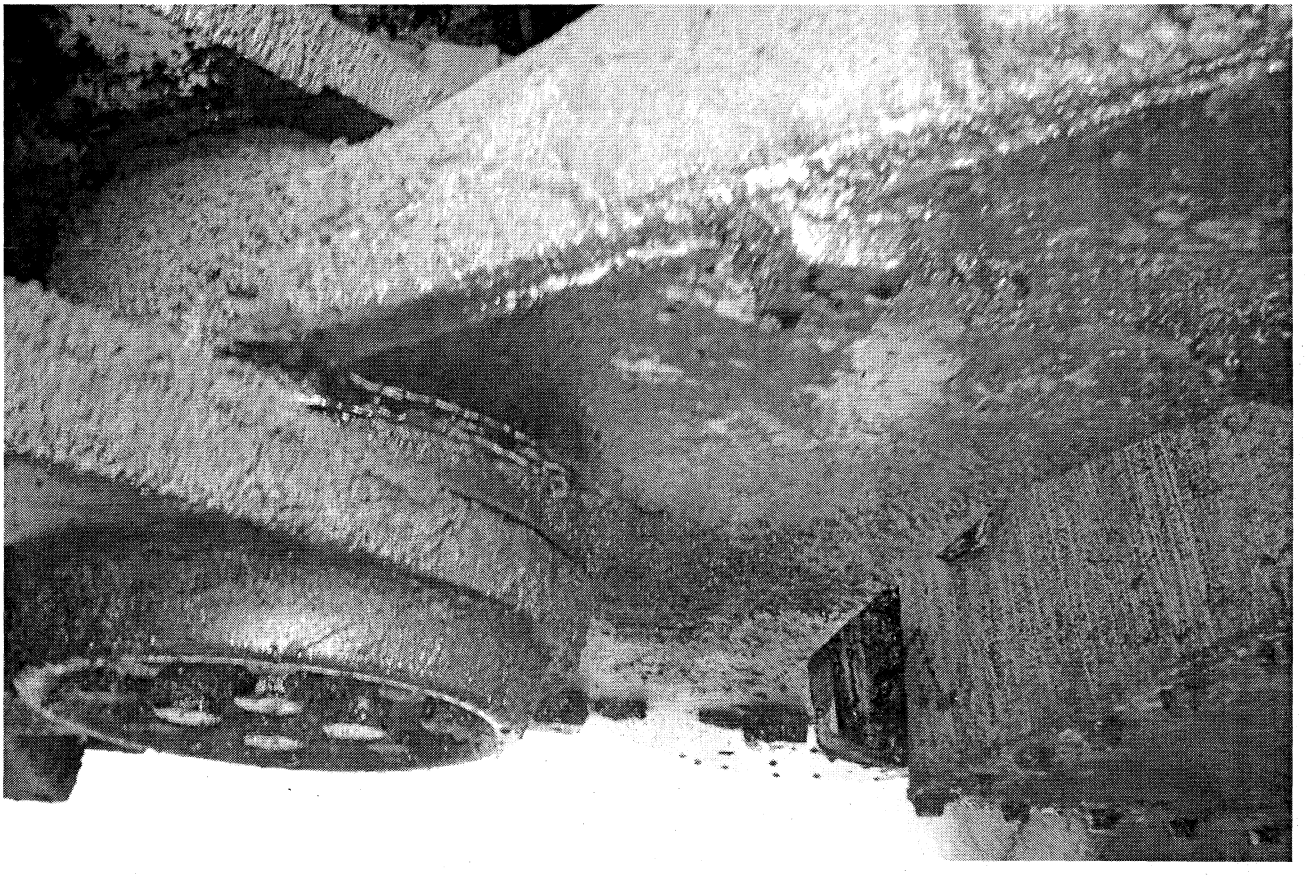
Finally, as a lifetime resident of the immediate neighborhood I have observed the ongoing dumping of organic and inorganic refuse and debris that has been systematically covered over throughout the years after the dicalite mine was closed. Based on these observations, there is great concern for the health and safety of the terra firma, fauna, flora and residents of the city of Torrance and surrounding areas.

Your attention to this matter is greatly appreciated.

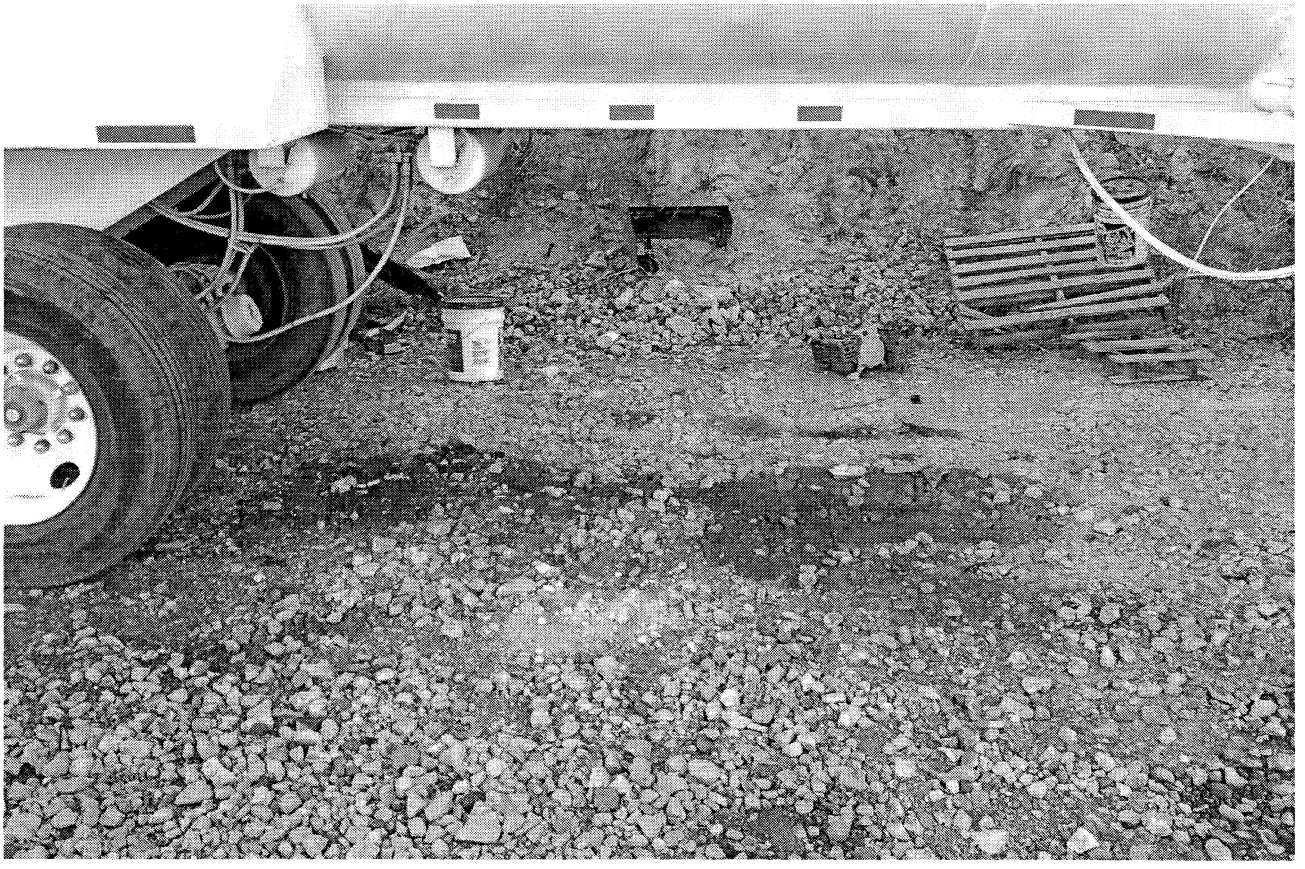
Sincerely,

Anonymous Torrance Resident

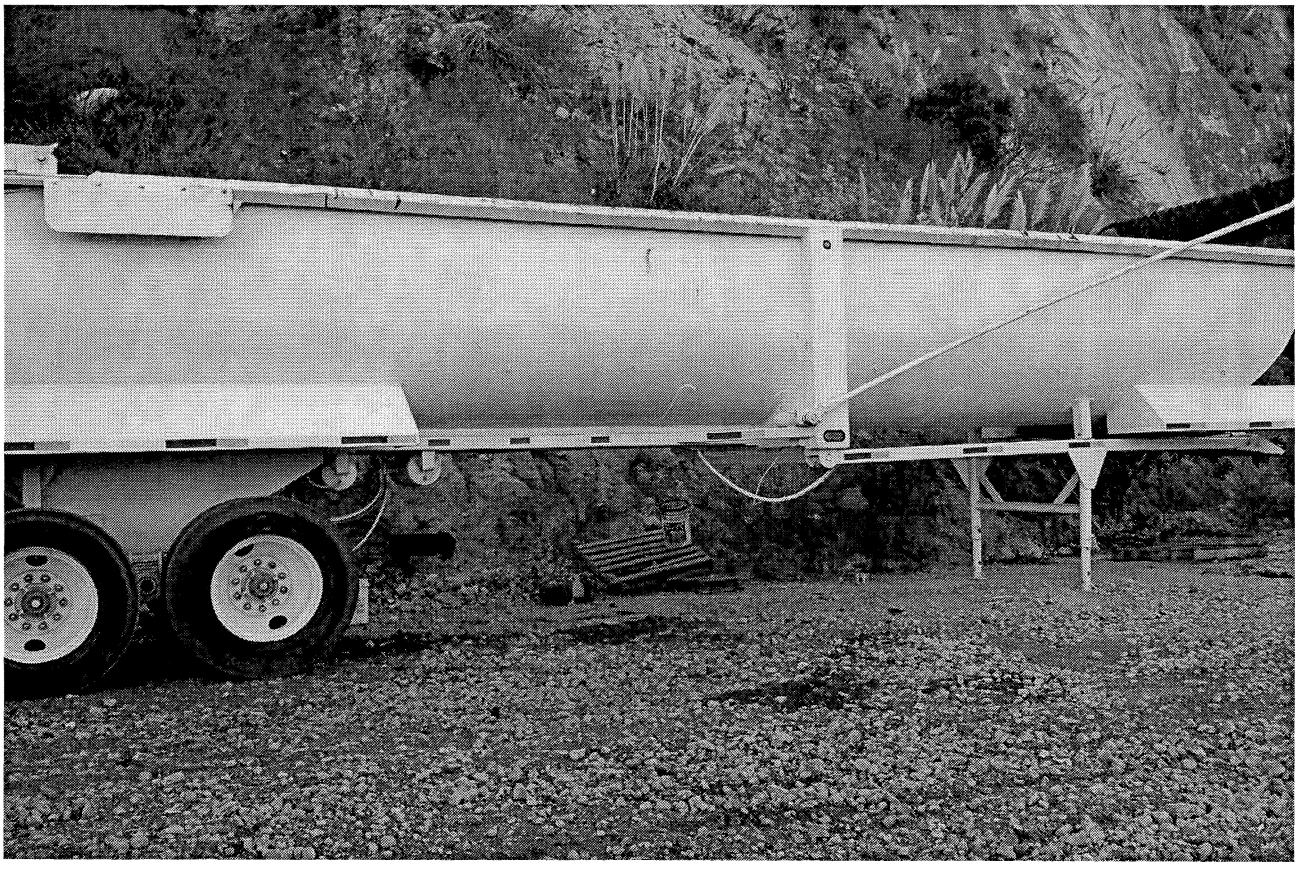














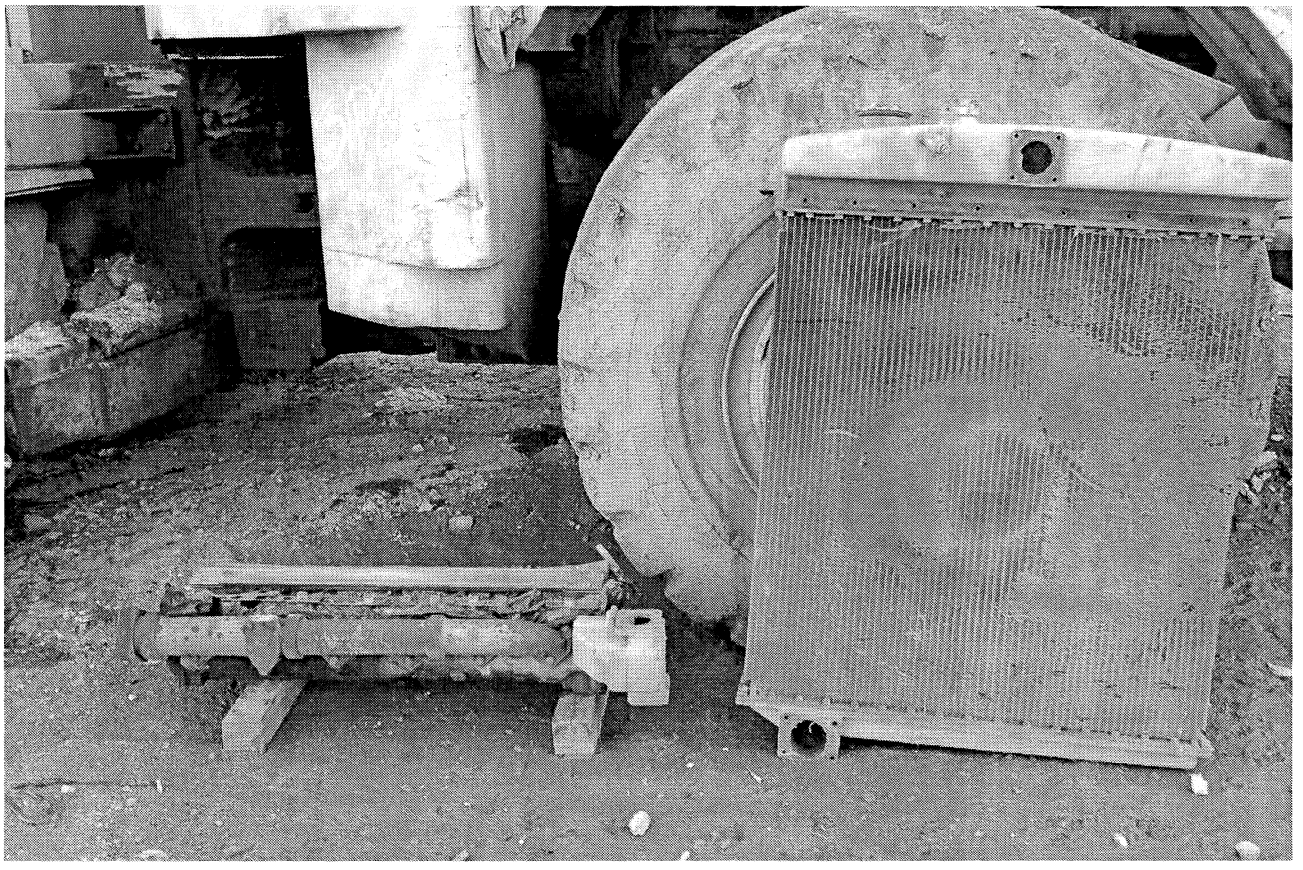


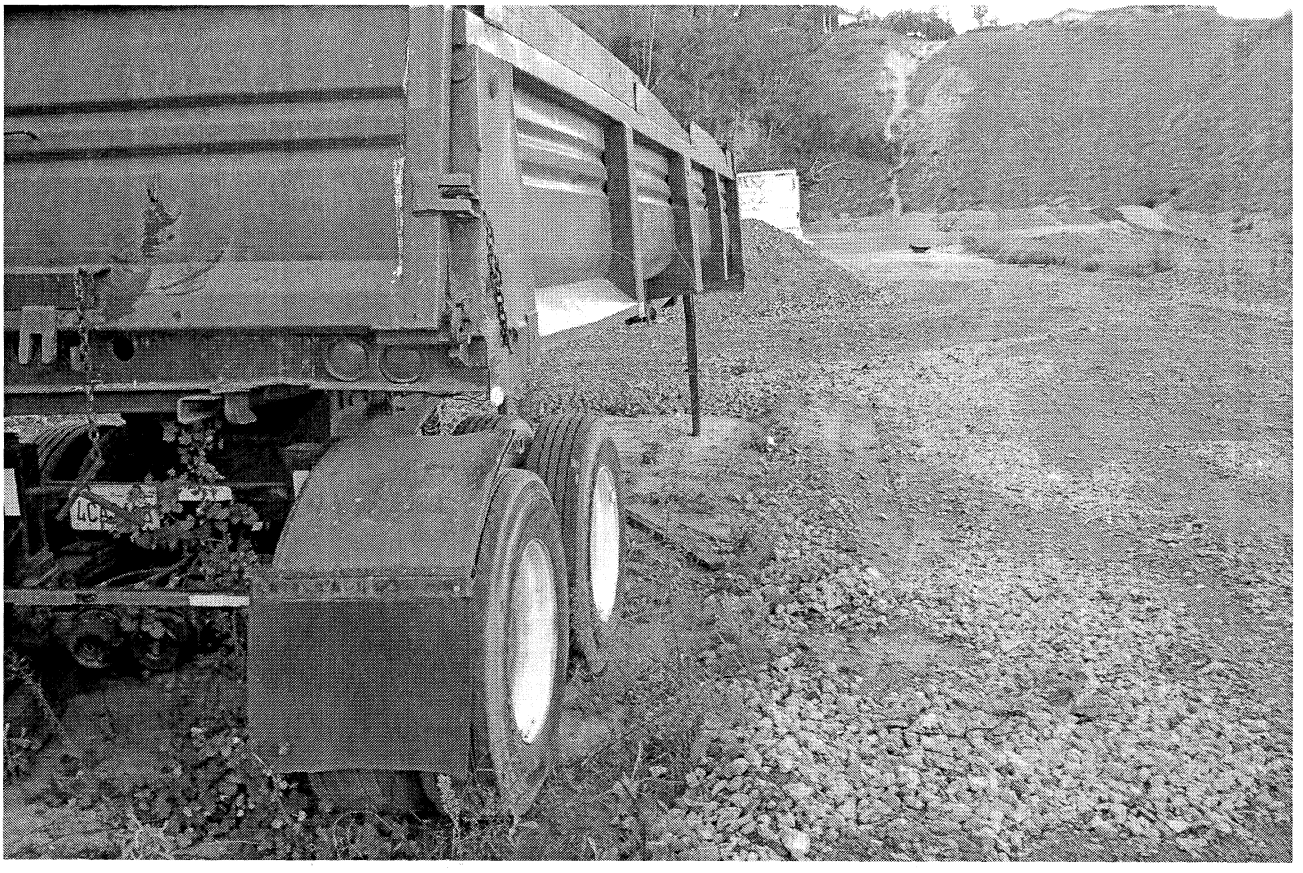





Delvac





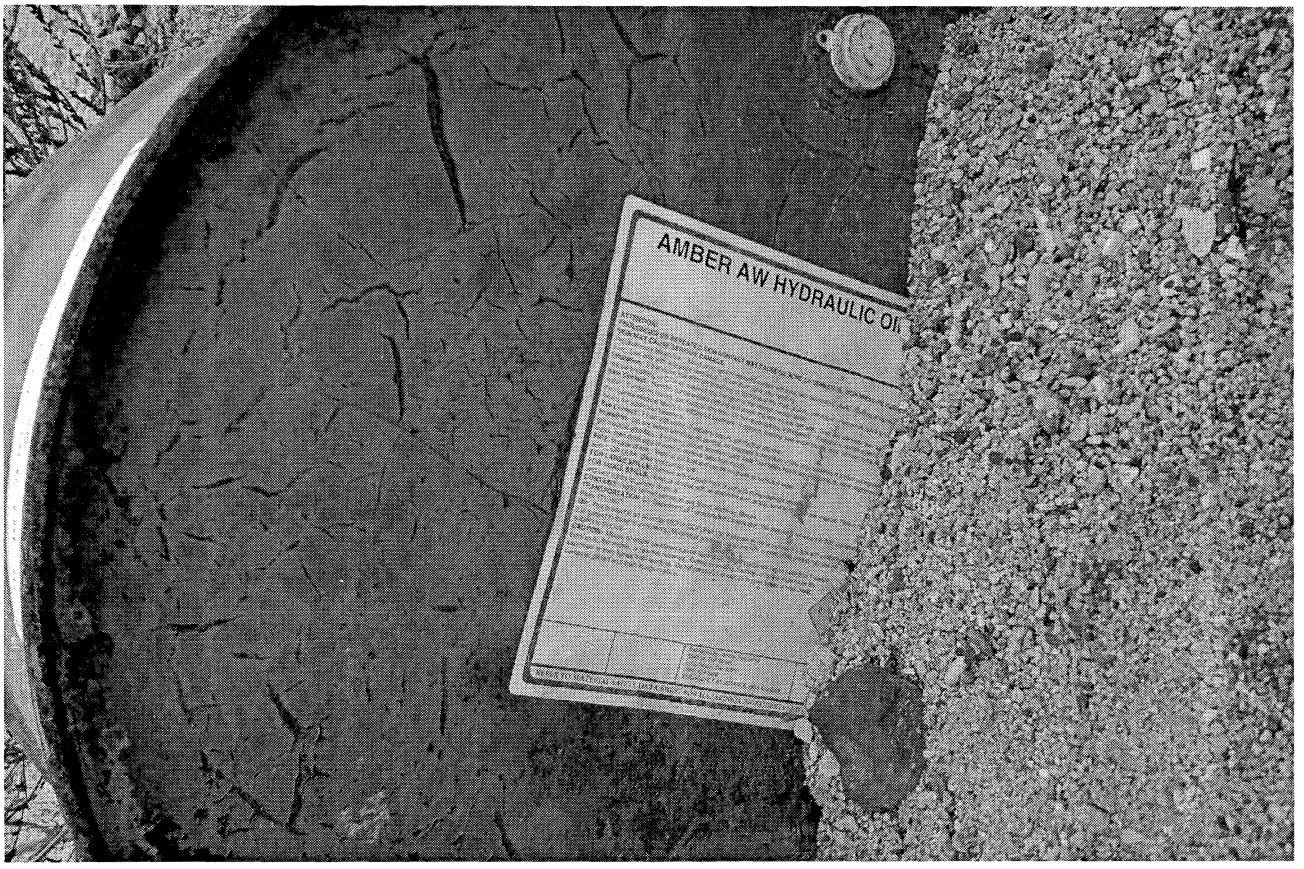


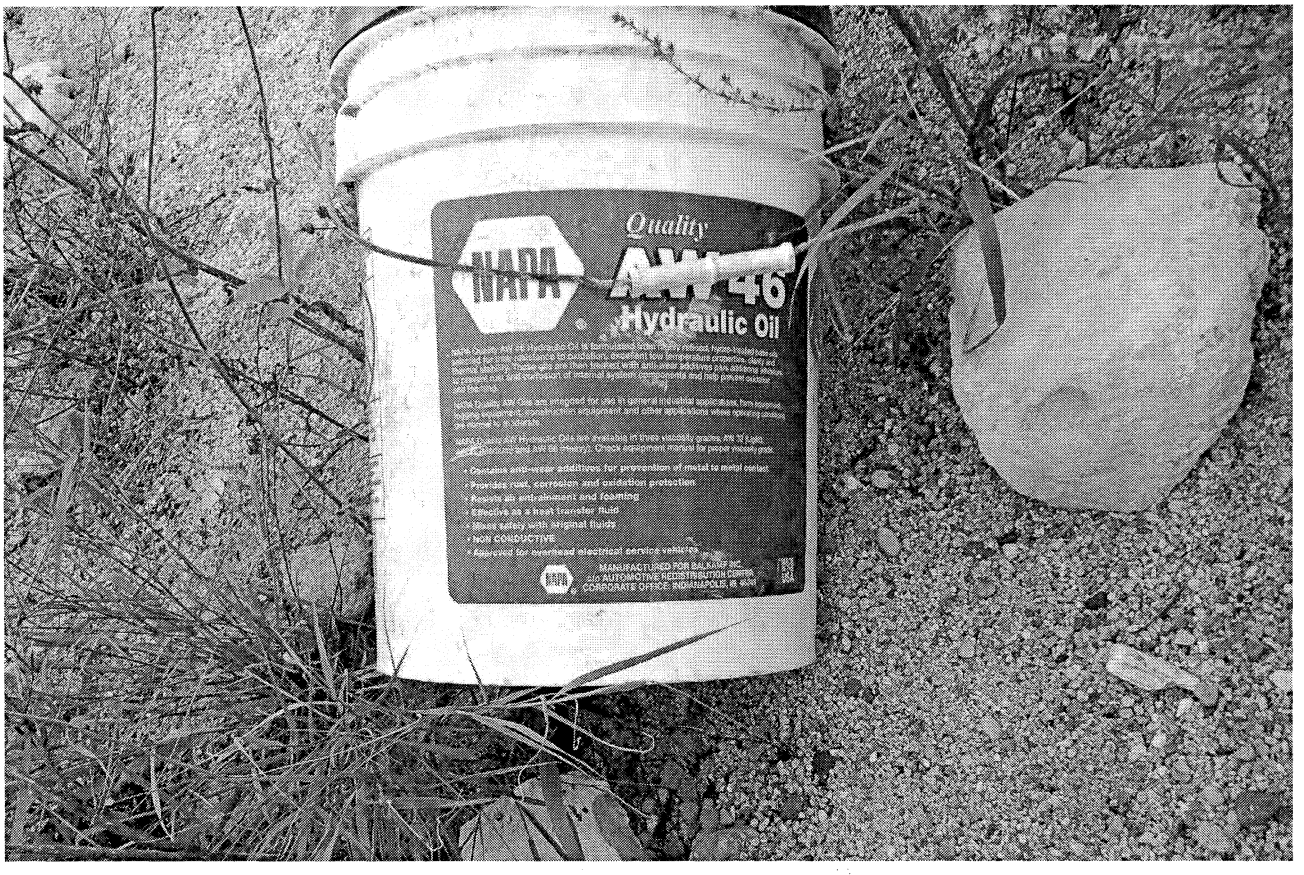


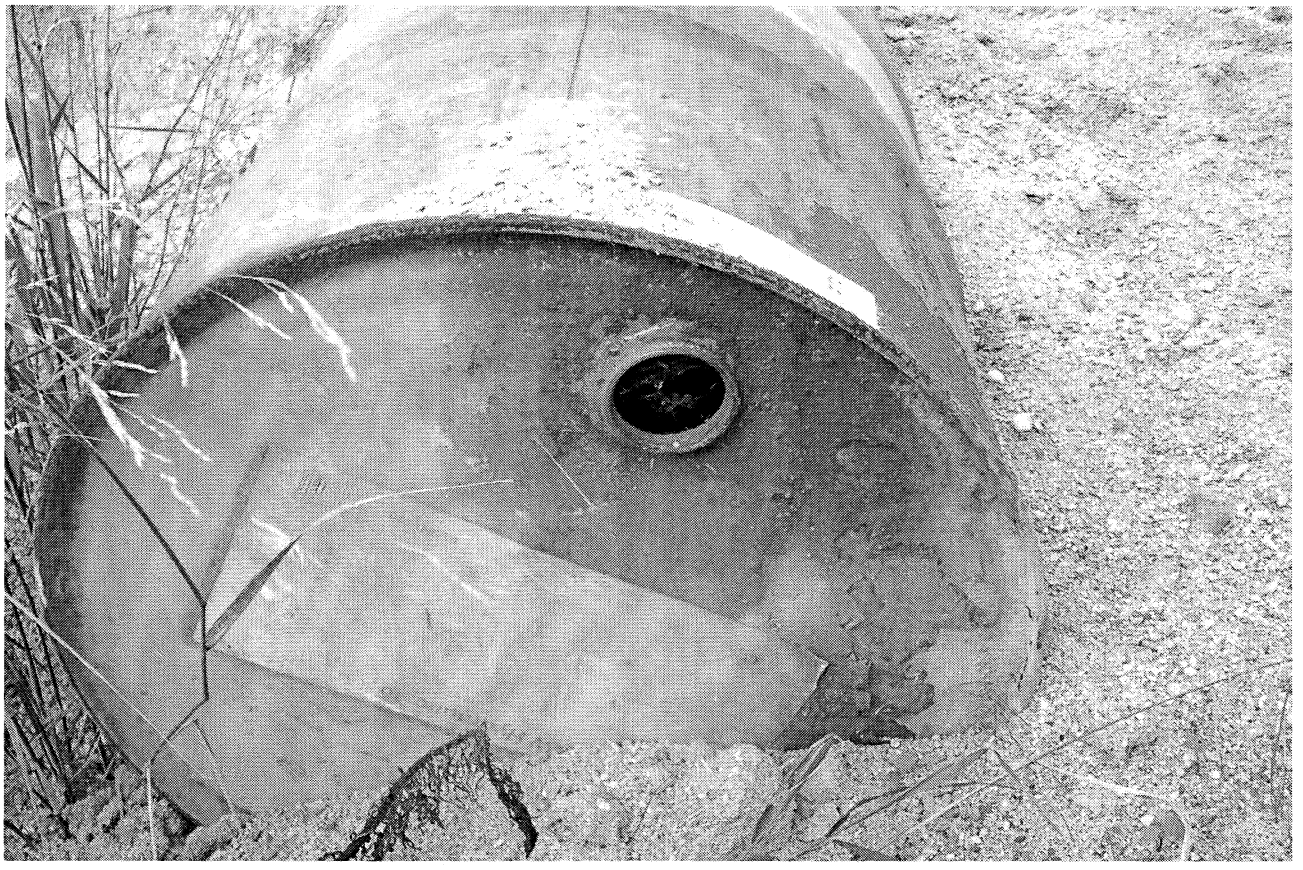


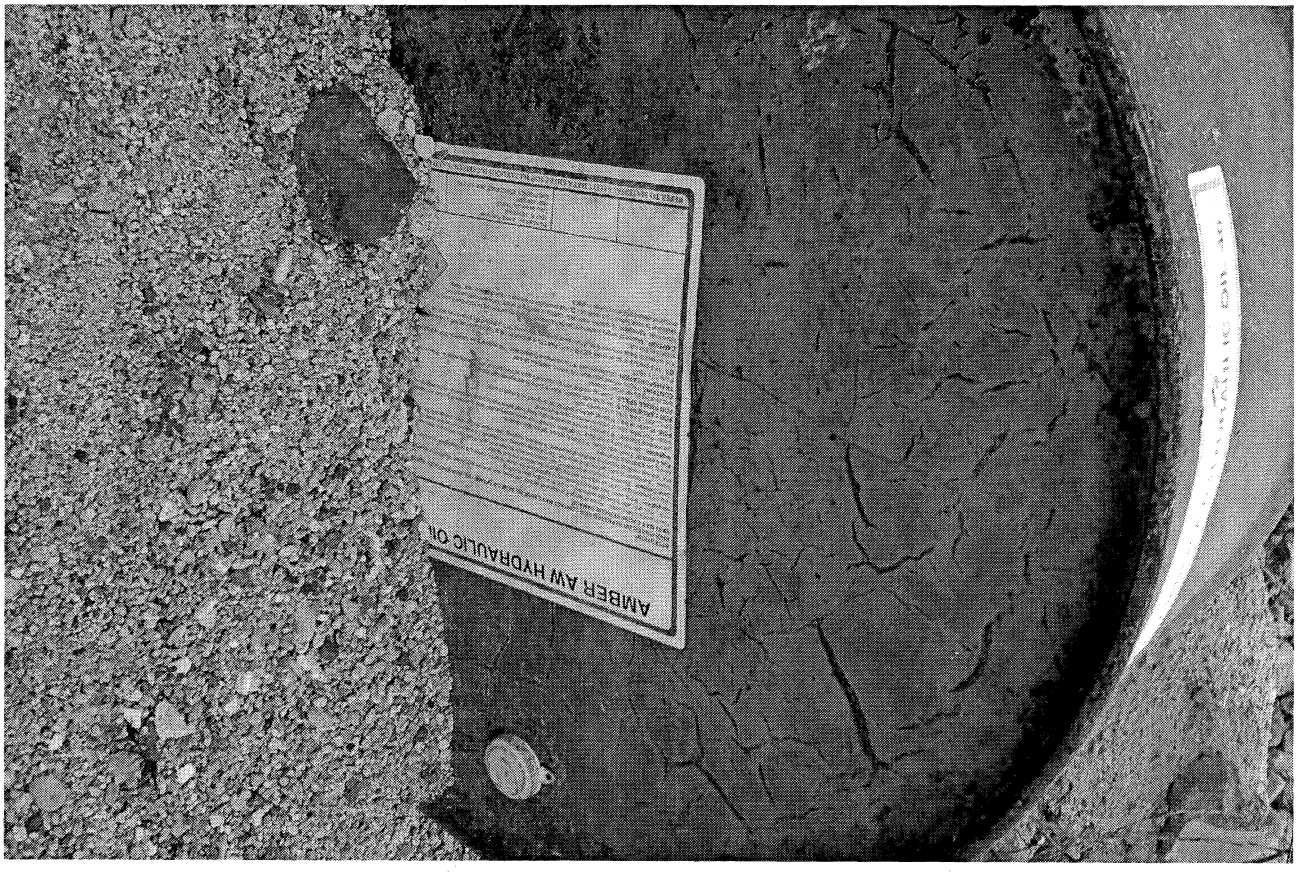





AMBER AW HYDRAULIC Oil


NAPA
Quality
Hydraulic Oil




AMBER AW HYDRAULIC OIL

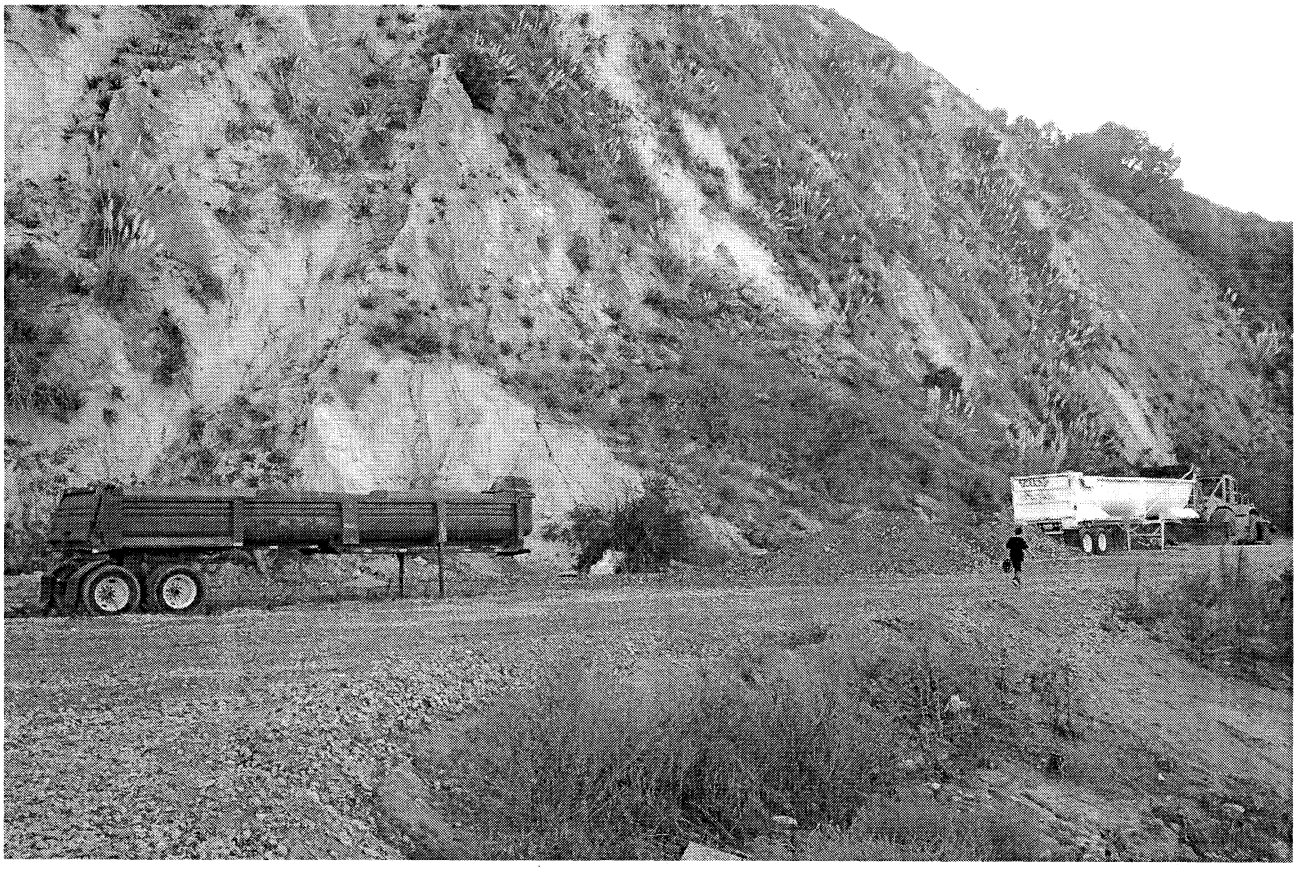



PREMIUM
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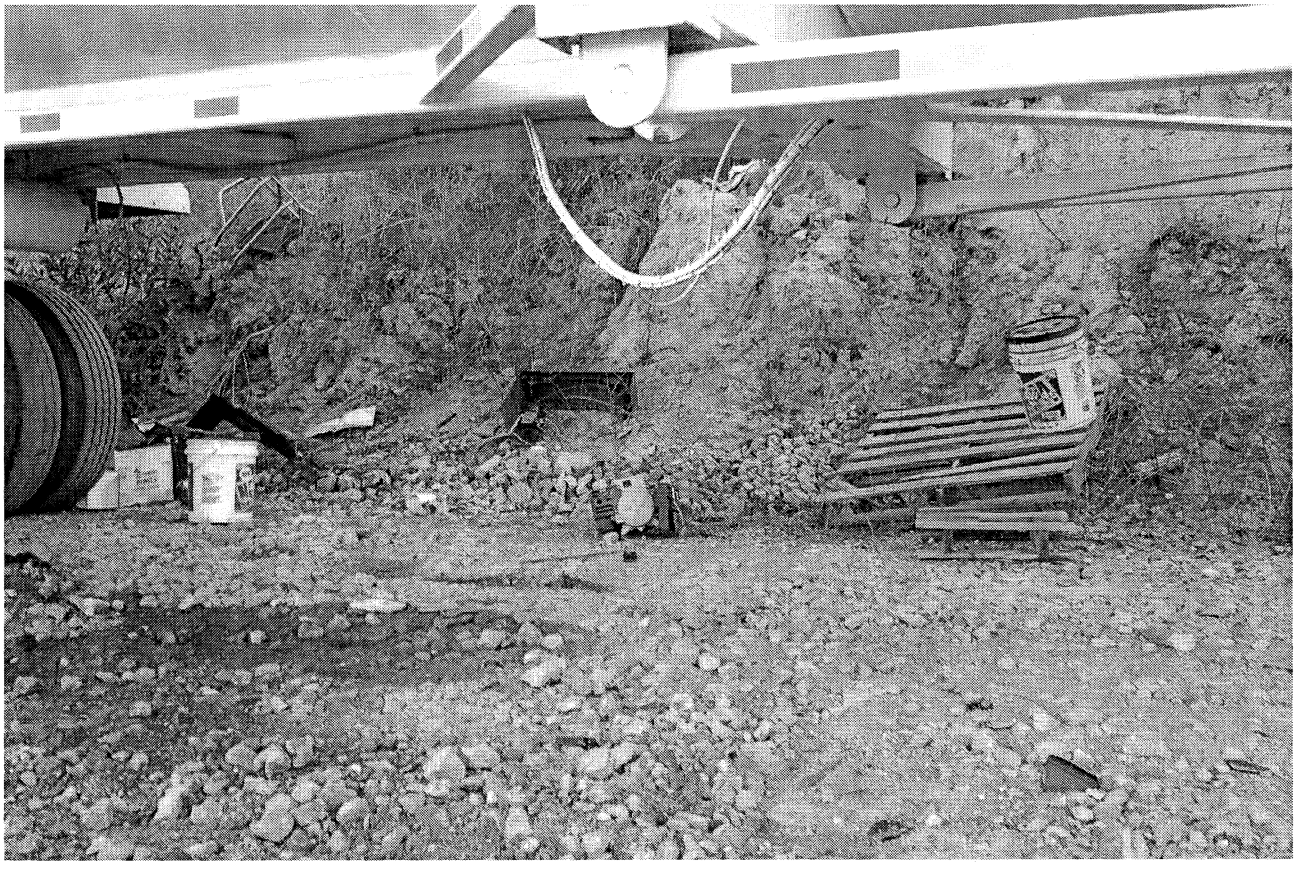





NAPA
AW 46

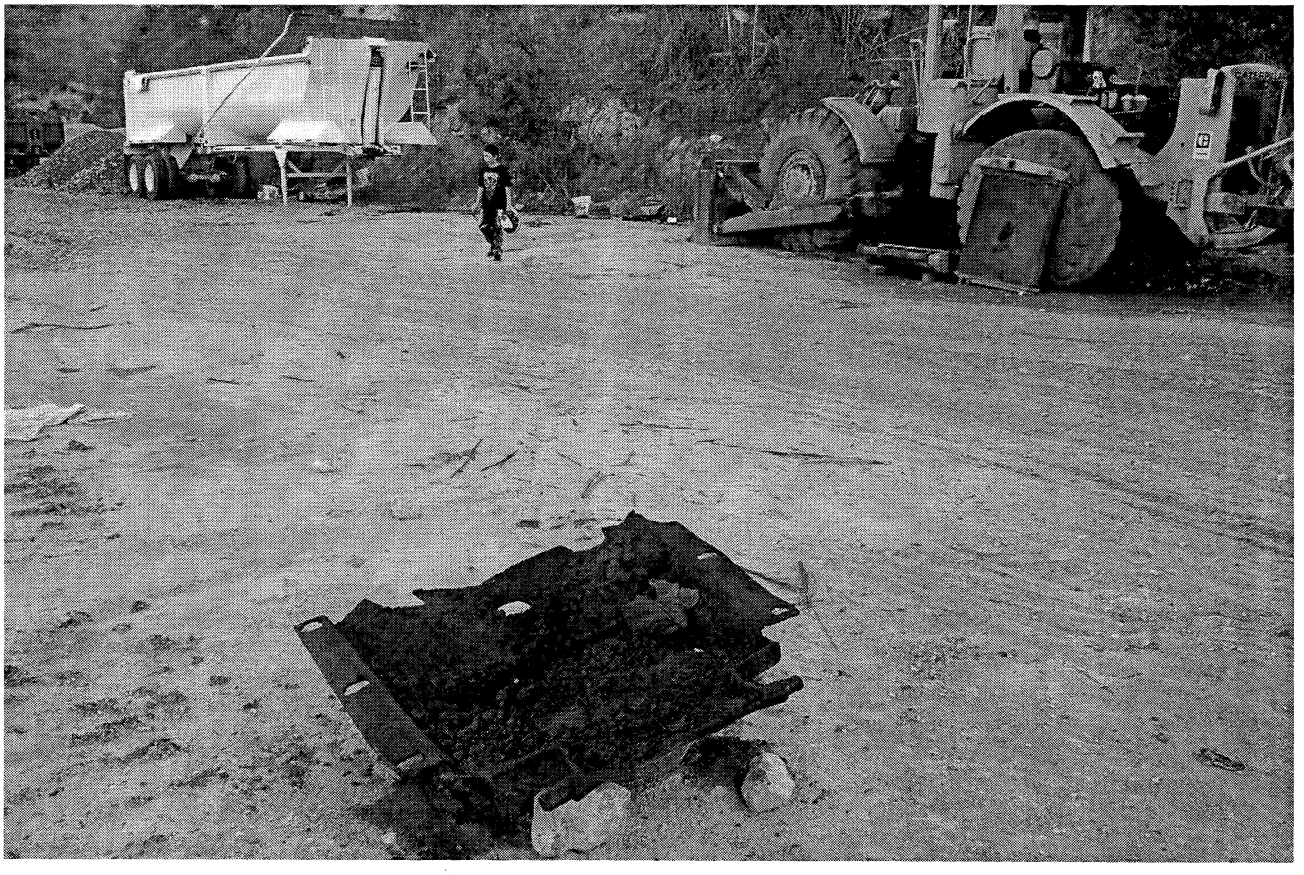



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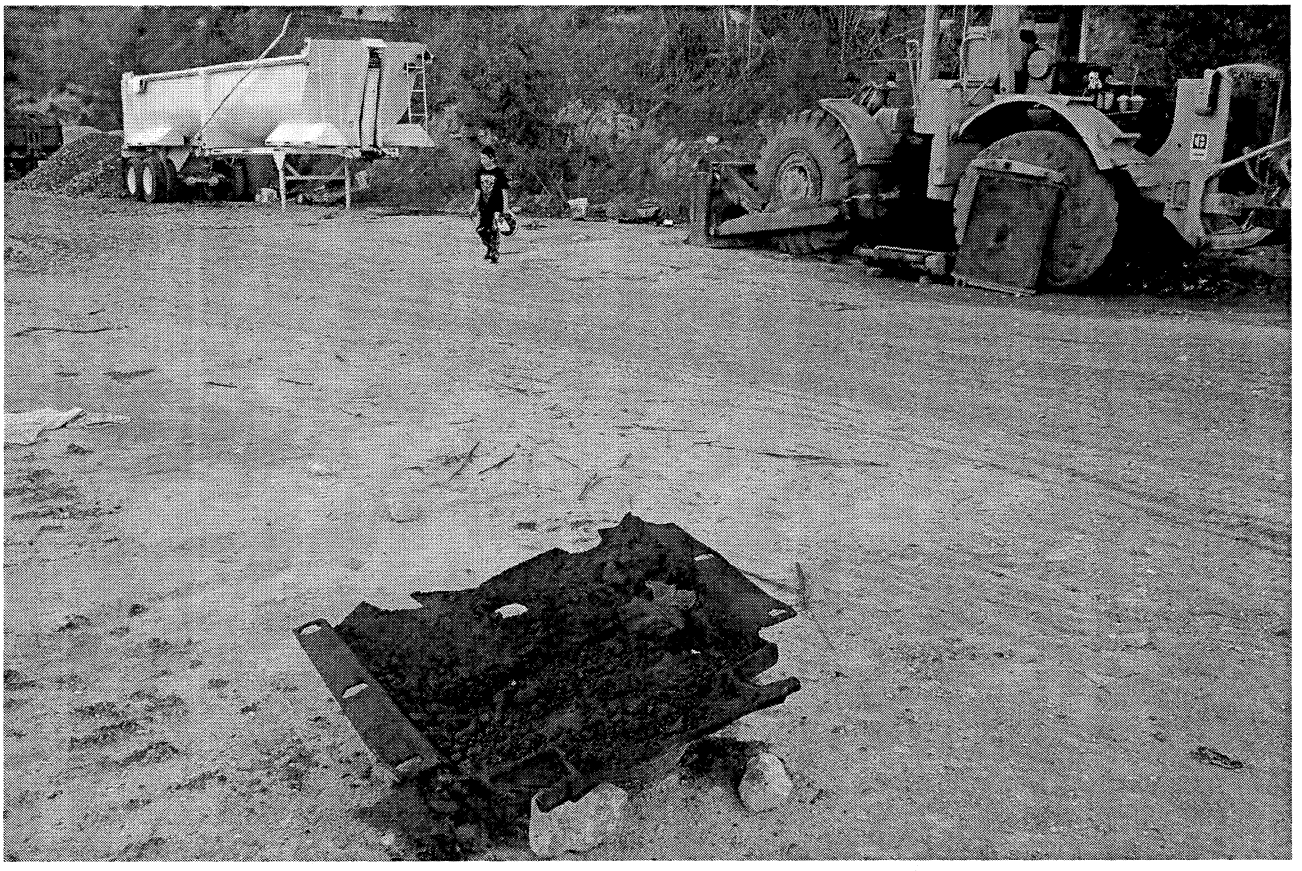


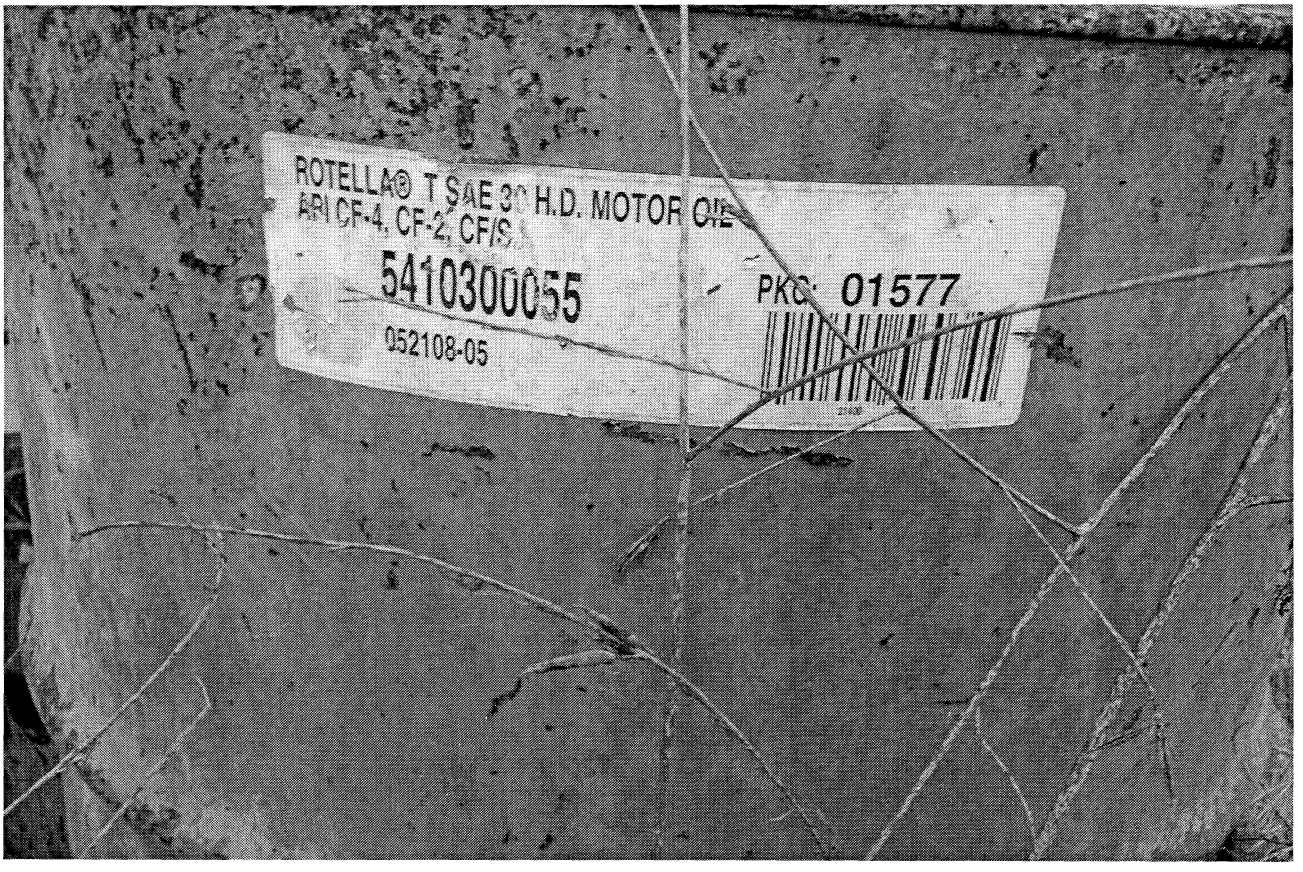










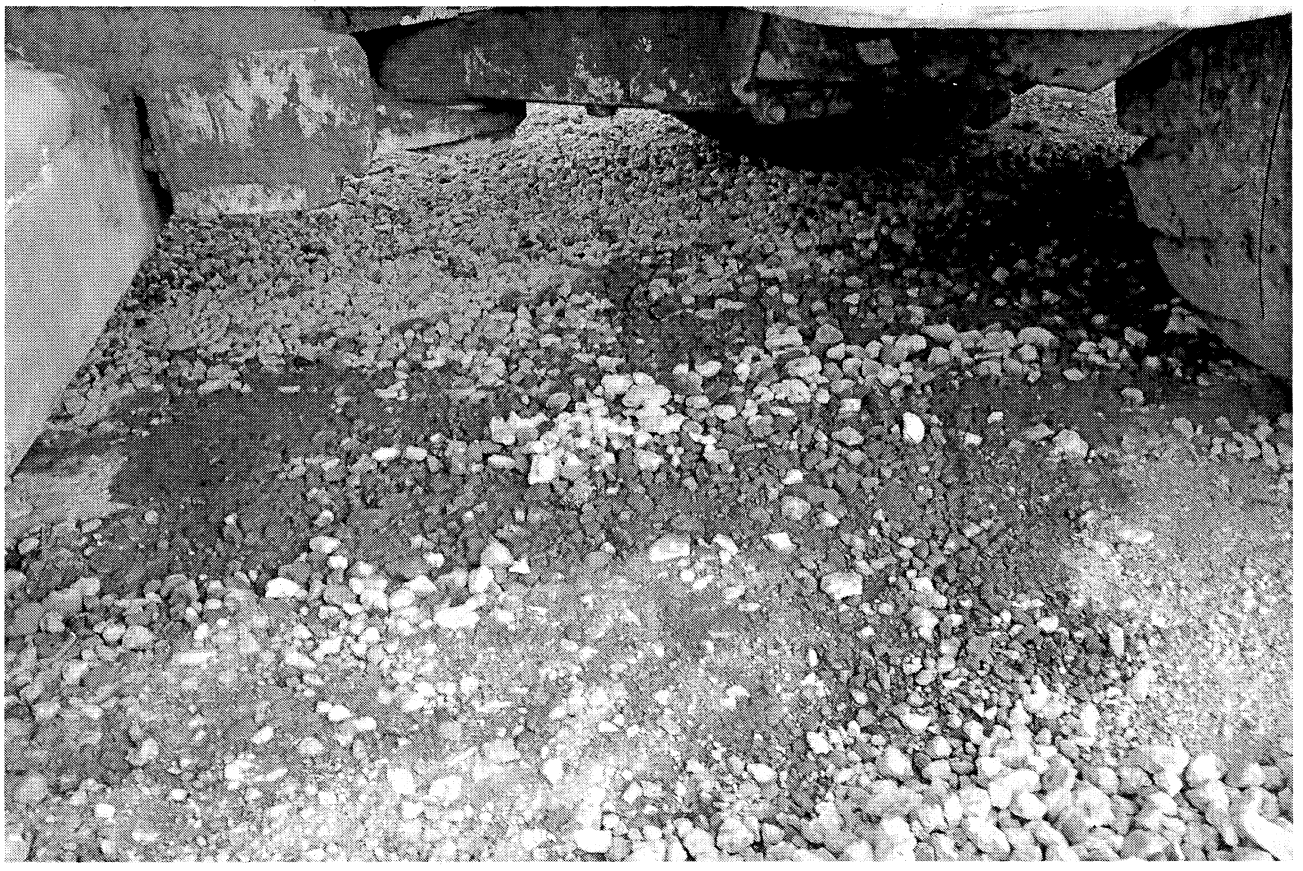

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H.D. MOTOR OIL
API CF-4, CF-2, CF/S
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PKG 01577















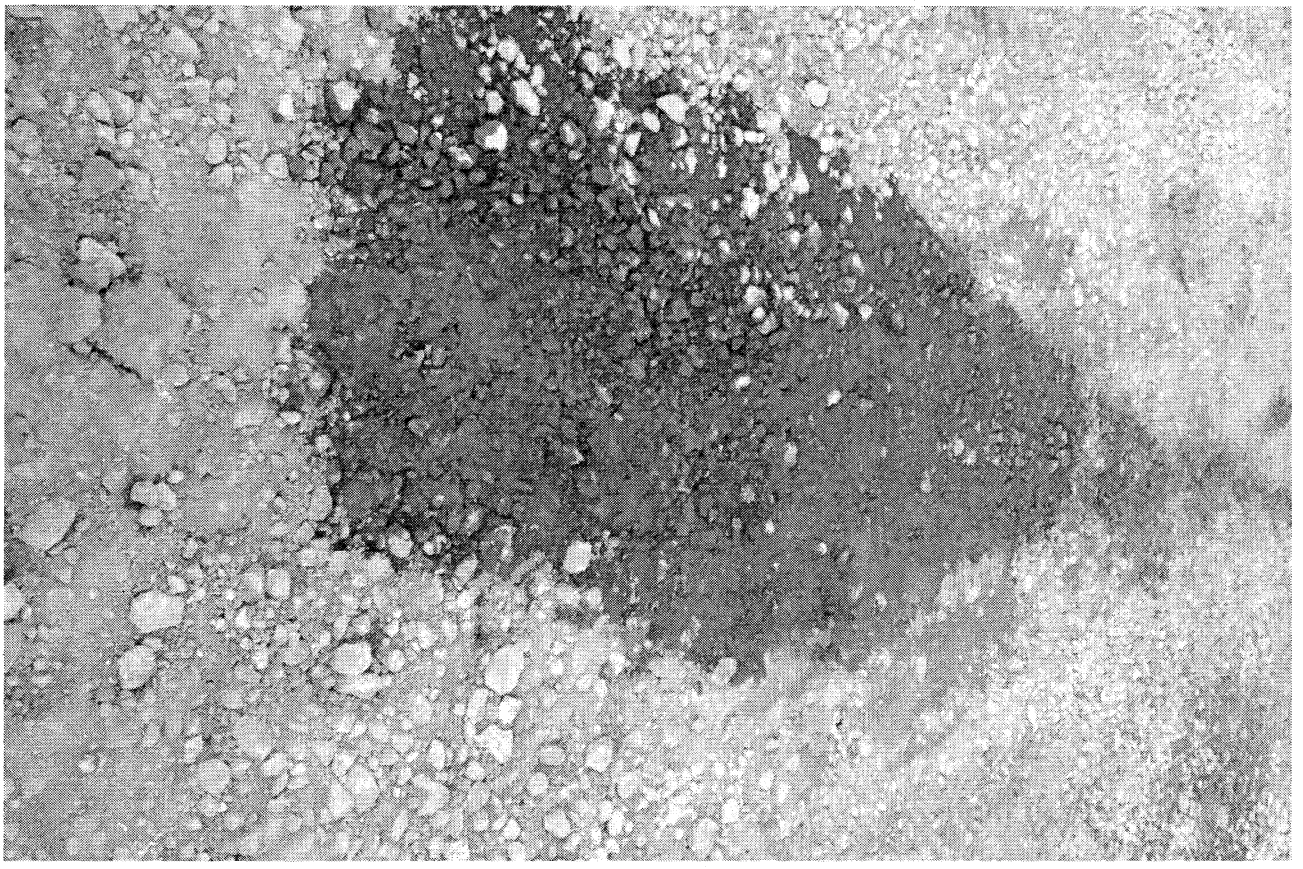

D-8
Mellon





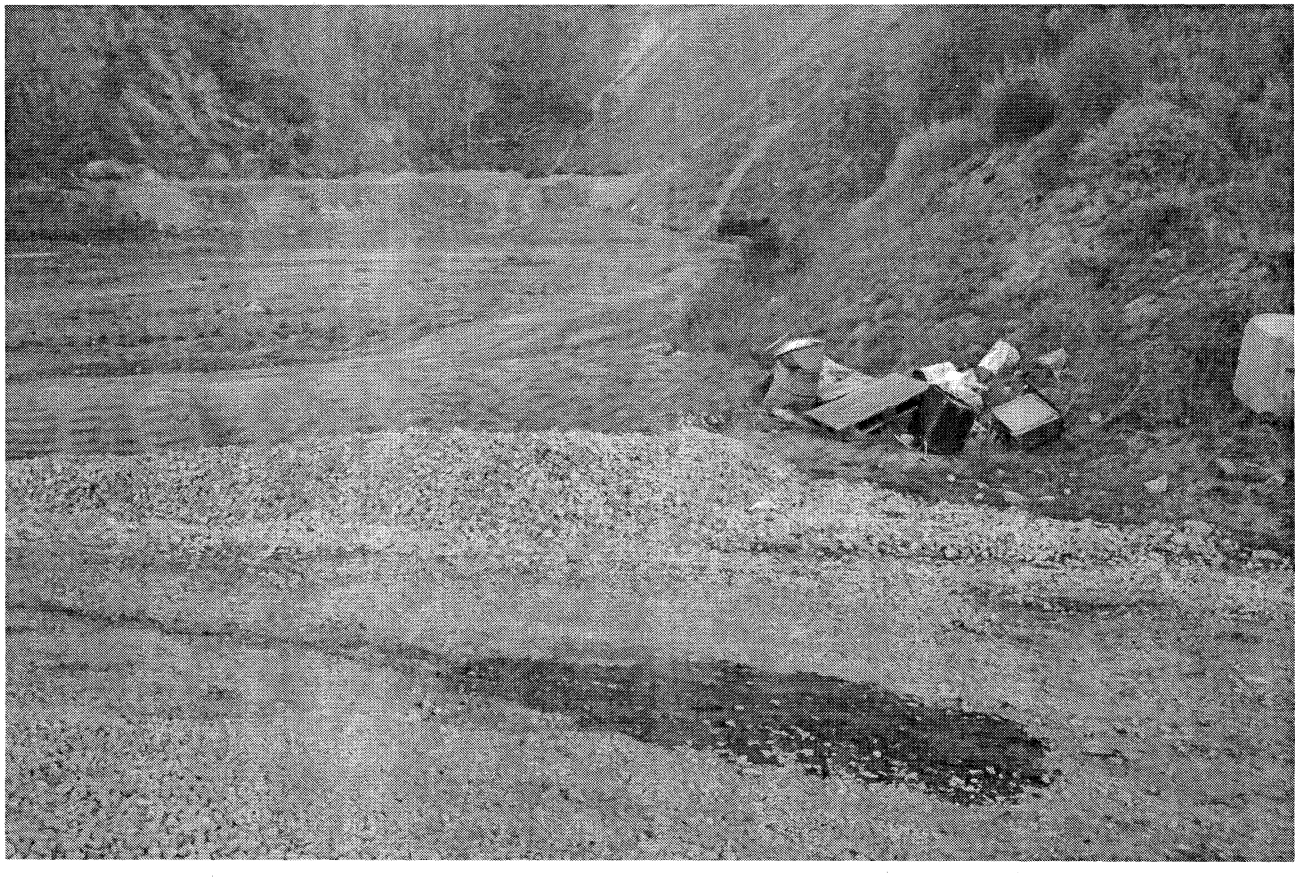




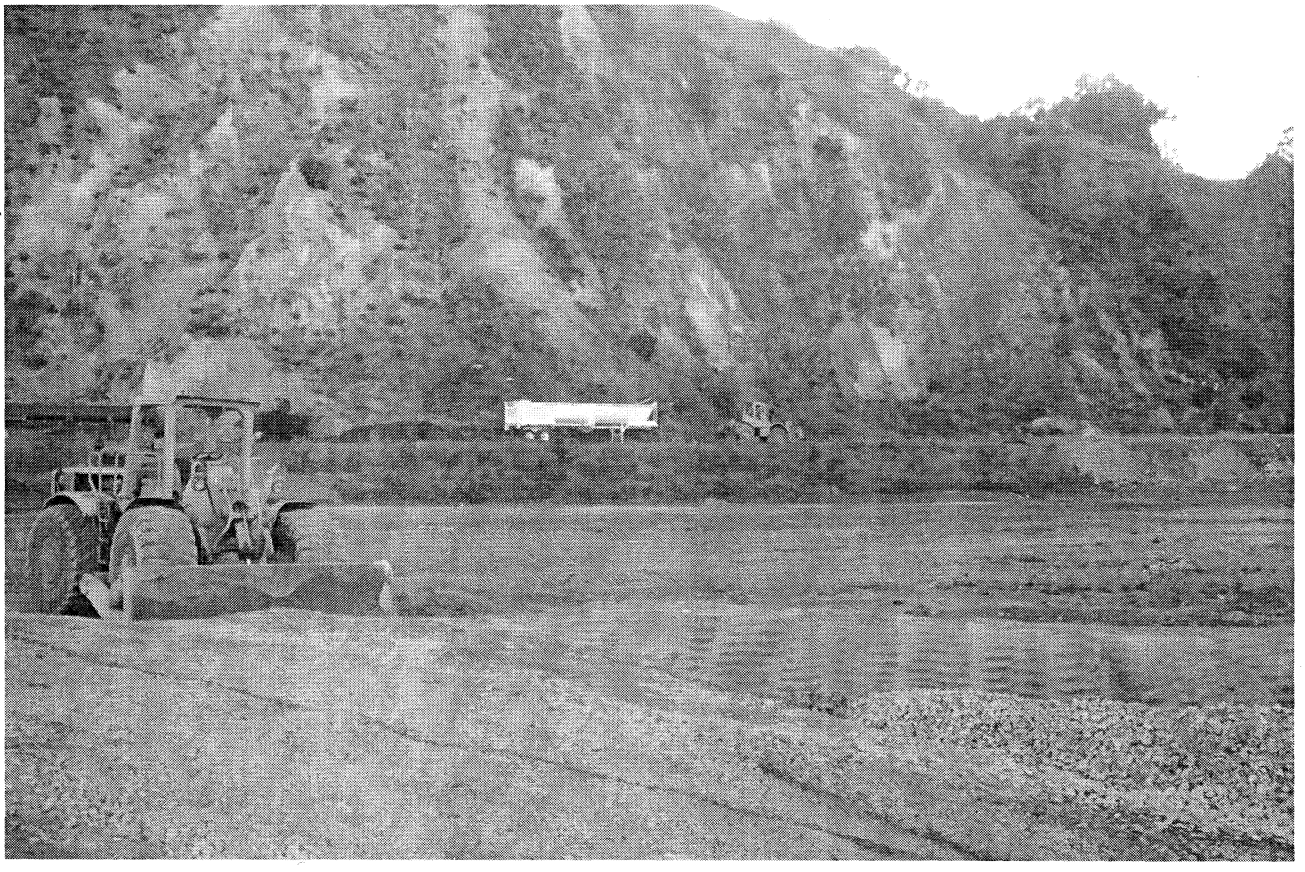


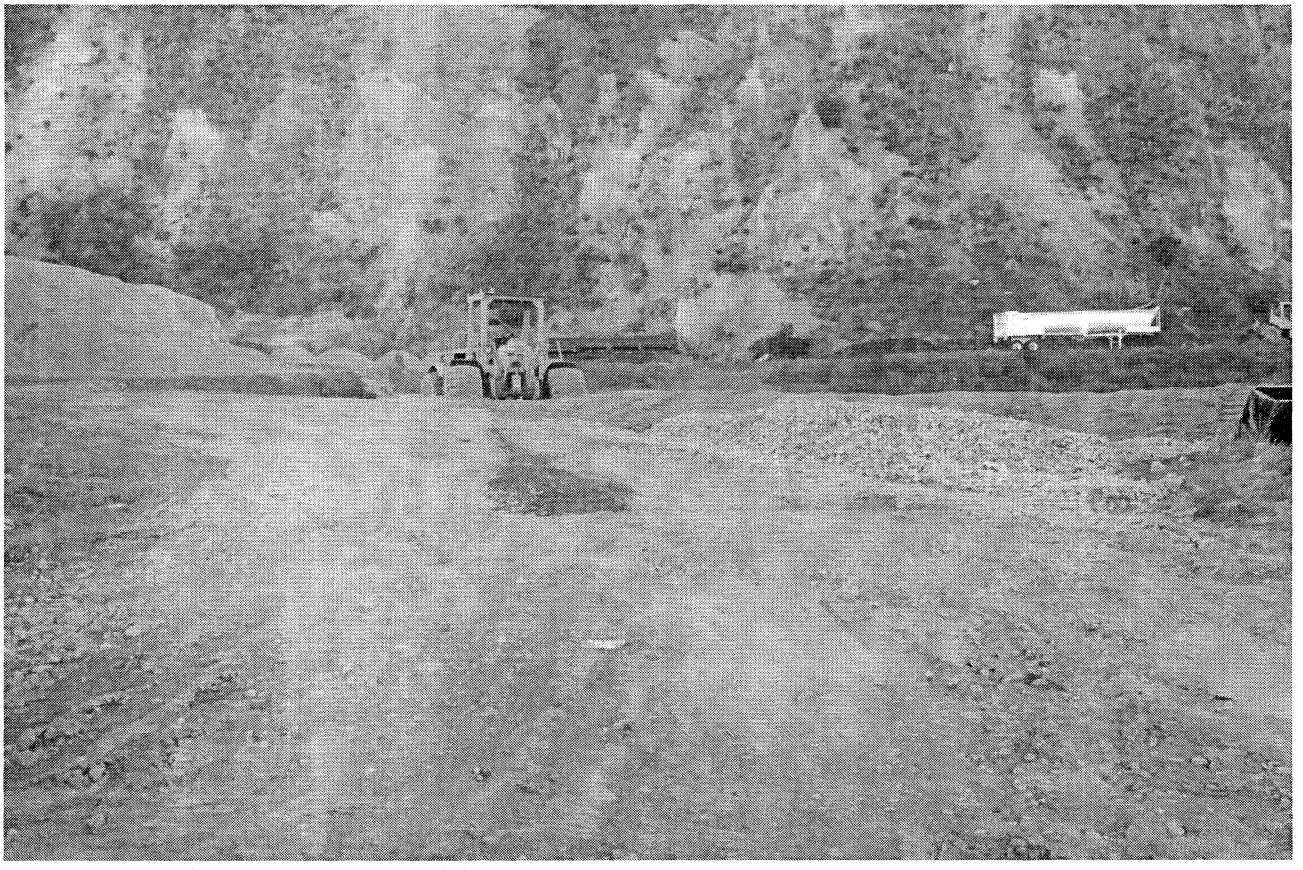




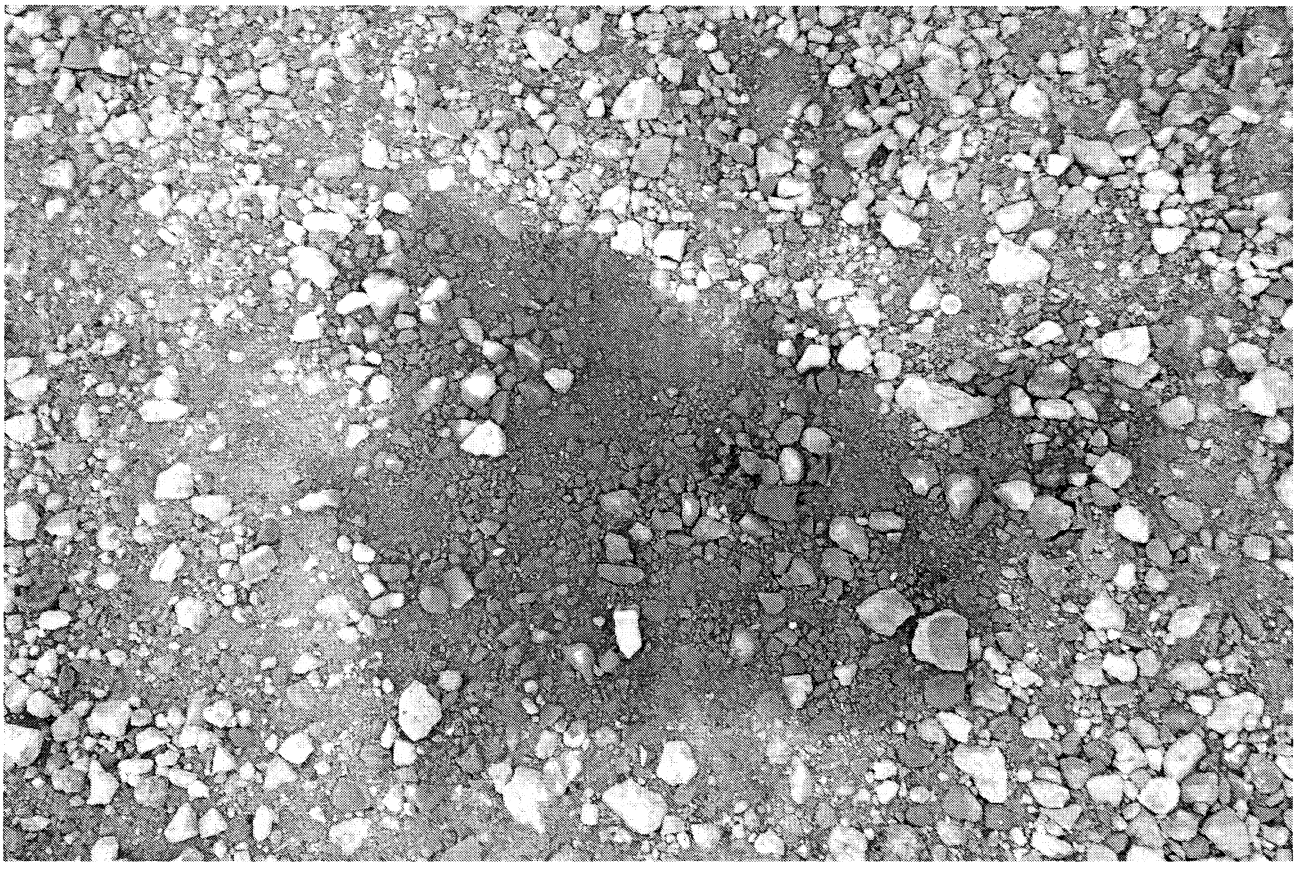


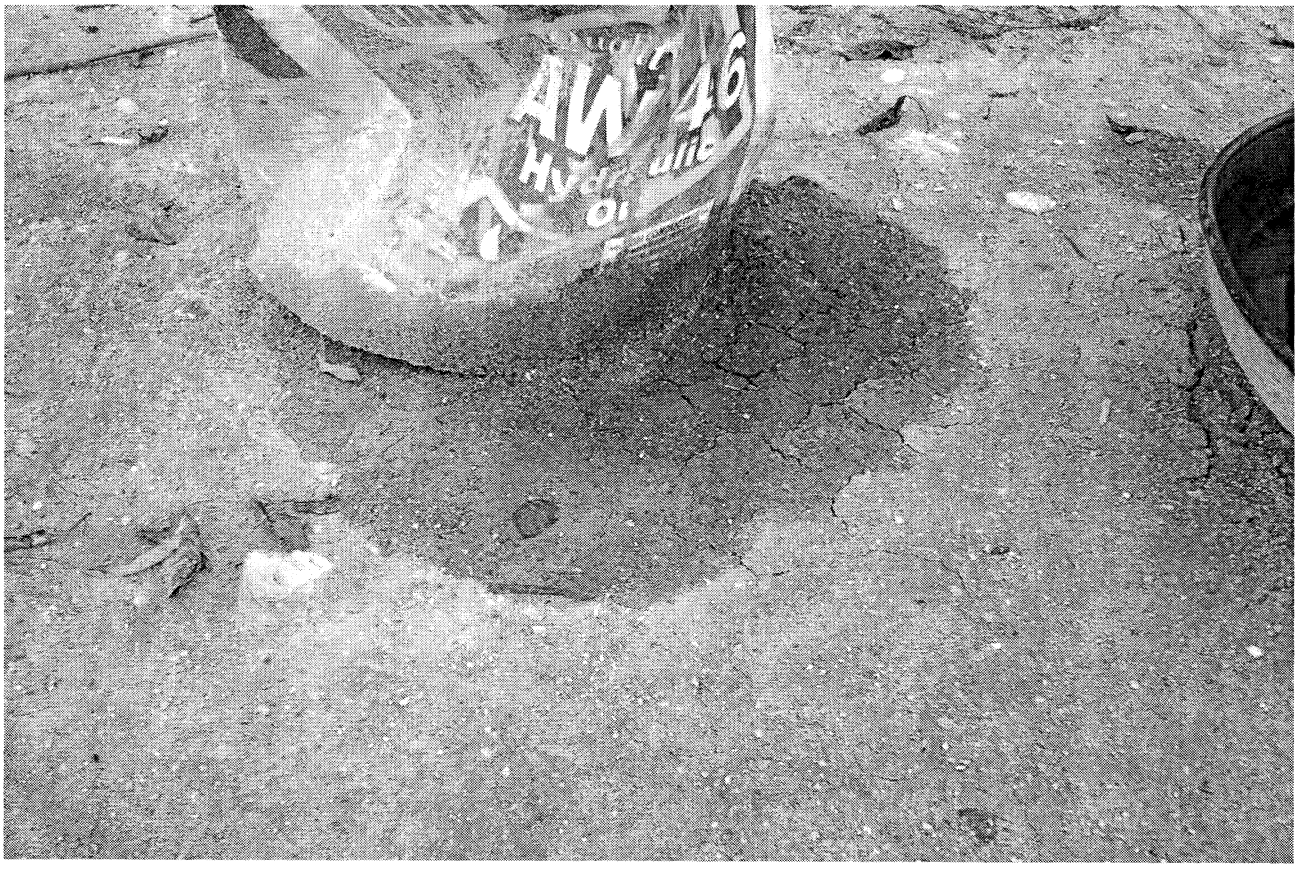

CATERPILLAR










АИ-46



COMMENT CARD

July 10, 2017 at 6:30 PM – Butcher-Solana Residential Project Scoping Meeting

RECEIVED
SEP 06 2017
CITY OF TORRANCE
COMMUNITY DEVELOPMENT DEPT.

Please let us know your comments/concerns regarding the Butcher-Solana Residential Project EIR (please print):

We, along with many others in our neighborhood, are highly concerned about the proposed construction project at the corner of Hawthorne & Via Valmonte. A housing unit of this size will be completely out of place in this area. Additionally, the traffic at this intersection is already congested, we cannot imagine what an additional 500 cars will do. It seems that an influx of this ~~much~~ many new residents will also negatively impact local schools who are unprepared to handle so many new students. Finally, it seems completely unsafe to build a housing development on top of that piece of property that was a former mine - can't be healthy to release any of that into the air during construction or to live on upon completion. Please consider these & other negative consequences and do not allow this to proceed.

Name: Brett & Wendy Moulton

Address: 4201 Via Pavion PVE

Please return this comment card to Danny Santana, Planning and Environmental Manager, City of Torrance, at the end of the Scoping Meeting or fold in half, staple, and mail it to the City of Torrance using the address provided (see reverse).

Santana, Danny

From: joedsl <joeuhd@verizon.net>
Sent: Saturday, September 02, 2017 4:23 PM
To: Santana, Danny
Cc: Judy Brunetti; Tom Fallo
Subject: Re: Butcher-Solana Project - Scoping meeting - Aug. 10, 2017

Dear Mr. Santana,

Thank you for responding to my inquiry in which I asked why the consideration of the proposed Butcher-Solana Development did not include planned action to remove the area under consideration from the land currently included within the Hillside Overlay District.

Although in your response you refer to "Permitted Development-Residential and Commercial" in 91.41.7 and 91.41.8 of the Hillside Ordinance, these sections describe construction for which no Precise Plan approval is required because the construction conforms to the limitations stated in these sections, i.e. one-story, no higher than 14 feet, occupying no more than 50% of the area. I need not point out the extreme differences between the elements of the proposed Butcher-Solana Development and these specifications. Similarly, the factors considered in 91.41.6 for allowing or denying departures from these limits do not, in any way, contemplate the Butcher Solana proposals. It should be apparent to all involved that any attempt to cram the Butcher Development within the requirements of the Hillside Overlay would make a mockery of the Hillside Overlay and destroy its credibility and effectiveness for controlling construction in the Hillside.

Accordingly, I suggest that, if the proponents of the Butcher Development wish the relevant governmental entities to give serious consideration to their proposals, they will first have to succeed in removing the land within the proposed Butcher Development from the land presently included within the Hillside Overlay District.

What you please keep me advised of your plans in this regard.

Sincerely,

Joe Buck

On Tue, 2017-08-15 at 23:23 +0000, Santana, Danny wrote:
> Mr. Buck,
>
> From an environmental perspective, the entirety of the project should be viewed as a whole. The applicant has filed for a Zone Change from A-1 to PD (Planned Development) for the proposed development. To date, the application does not involve removal of the site from the Hillside Overlay District. As a part of the project review, Staff will assess the project for compliance with all of the development standards and review criteria in place. The Hillside Overlay District establishes review criteria for proposals, including permitted development (91.41.7 Residential & 91.41.8 Commercial) and development that is subject to Precise Plan review (91.41.5). A component of the project request includes Precise Plan review. At this point, it would be premature for staff to make a determination as to whether the proposal complies with the Hillside Overlay District until the Final Environmental Impact Report is completed and area assessments are made.
>
> If you have any further questions for Staff please feel free to contact me this week or the case planner, Nina Lang, who returns from vacation next week.

>
> Thanks,
> Danny
> Danny Santana, MPA
> Acting Planning & Environmental Manager - Community Development
> Department - Planning Division City of Torrance - 3031 Torrance Blvd.
> Torrance CA 90503 - (310) 618-5871 voice - (310) 618-5829 fax
> DSantana@TorranceCA.gov - www.TorranceCA.Gov - www.Twitter.com/TorranceCA Please consider the environment before printing this email.
>
> -----Original Message-----
> From: joedsl [mailto:joeuhd@verizon.net]
> Sent: Thursday, August 10, 2017 7:55 PM
> To: Santana, Danny
> Subject: Butcher-Solana Project - Scoping meeting - Aug. 10, 2017
>
> Dear Mr. Santana,
>
> I attended your opening presentation at the above-referenced meeting on
> Aug. 10, 2017. If I understood your presentation correctly, you stated
> that, because the proposed project would be located within the "Hillside Overlay District", the proponents would be submitting a "Precise Plan"
> for approval or disapproval by the Planning Department.
>
> I would have thought that a first step towards obtaining approval of the project would be to obtain the enactment of legislation removing the location of the proposed construction from the area presently
> encompassed by the Hillside Overlay District. Because the nature and
> extent of the proposed development is far different from and far outside the limits set for construction in the Hillside Overlay, it would not seem to make sense even to attempt to demonstrate that the project would satisfy the requirements set for construction in the Hillside.
>
> If, in fact there is no plan to request legislation excluding the project area from the bounds of the Hillside Overlay District, would you please explain to me why a request for such legislation is not part of the plan?
>
> Sincerely,
>
> Joe Buck - 433 Via Anita, Redondo Beach, CA 310-373-3433
>
>
>
>

Santana, Danny

From: Kumari Gossai <kgossai@ph.lacounty.gov>
Sent: Thursday, August 31, 2017 11:35 AM
To: Santana, Danny
Cc: Lang, Nina; Plantz, Dawn@CalRecycle; info@placeworks.com; PaclandCor@aol.com
Subject: Butcher-Solana Residential Project
Attachments: Comments on Butcher-Solana Project.PDF

Good Morning,

Please see the attached letter regarding the Notice of Preparation for Butcher-Solana Residential Project.

Respectfully,

Kumari Gossai
Env. Health Specialist III
Solid Waste Management Program
Local Enforcement Agency (LEA)
5050 Commerce Dr. 1st Floor
Baldwin Park, CA 91706
(626) 430-5540 Main Line
(626) 430-5579 Direct Line
(626) 813-4839 Fax
kgossai@ph.lacounty.gov
www.publichealth.lacounty.gov/eh/
Our Mission: *To protect health, prevent disease, and promote health and well-being*

COUNTY OF LOS ANGELES
Public Health

LOS ANGELES COUNTY
HEALTH AGENCY

BARBARA FERRER, Ph.D., M.P.H., M.Ed.
Director

JEFFREY D. GUNZENHAUSER, M.D., M.P.H.
Interim Health Officer

CYNTHIA A. HARDING, M.P.H.
Chief Deputy Director

ANGELO J. BELLOMO, REHS, QEP
Deputy Director for Health Protection

TERRI S. WILLIAMS, REHS
Director of Environmental Health

BRENDA J. LOPEZ, REHS
Assistant Director of Environmental Health

5050 Commerce Drive
Baldwin Park, California 91706
TEL (626) 430-5374 • FAX (626) 813-3000

BOARD OF SUPERVISORS

Hilda L. Solis
First District

Mark Ridley-Thomas
Second District

Sheila Kuehl
Third District

Janice Hahn
Fourth District

Kathryn Barger
Fifth District

August 31, 2017

Danny Santana, Planning and Environmental Manager
City of Torrance
3031 Torrance Avenue
Torrance CA 90503

SUBJECT: Comments on the Notice of Preparation for Butcher-Solana Residential Project.

Dear Mr. Santana:

The Los Angeles County Department of Public Health, Solid Waste Management Program, acting as the Local Enforcement Agency (LEA) for solid waste sites in Los Angeles County, is responsible for the enforcement, inspection and permitting of solid waste facilities and for closed, abandoned, and illegal sites.

The California Code of Regulation (CCR), Title 27, Chapter 3, Subchapter 5, Article 2, Section 21190 sets forth the requirements for postclosure land use for the protection of Public Health and Safety, and the Environment.

Pursuant to Section 21190 (g), construction within 1000 feet of the boundary of any disposal area shall be designed and constructed in accordance with any equivalent design which will prevent gas migration into buildings.

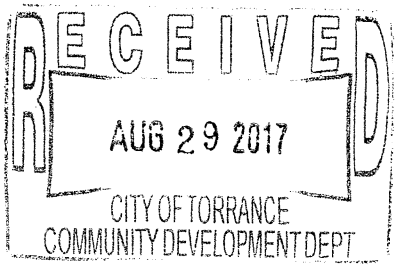
The LEA was not notified of this Project. The LEA requests copies of environmental documents, Notices of Determination, grading plans, work plans, etc., for the proposed Project.

Sincerely,

Kumari Gossai, R.E.H.S.
Environmental Health Specialist III
Solid Waste Management Program, LEA

c: Danny Santana, City of Torrance (Electronic copy)
Nina Lang, City of Torrance (Electronic copy)
Dawn Plantz, CalRecycle (Electronic copy)
Julian Capata, PlaceWorks (Electronic copy)
ReyLenn Properties LLC (US Mail)
D AND M Seven LTD Partnership ((US Mail)
Chris FitzPatrick (Electronic copy)
File:

LUCY HEMINGWAY
24643 VIA VALMONTE
TORRANCE CA 90505



August 25, 2017

Danny Santana
3031 Torrance Boulevard
Torrance CA 90503

Re: Butcher-Solana Residential Project

I respectfully ask that you don't allow any building, other than single family houses, on my street, Via Valmonte in Torrance.

My husband and I bought our house twenty years ago. We have rarely spent any time in our front yard due the heavy traffic. Via Valmonte is the main thoroughfare leaving our neighborhood and the Palos Verdes Estates neighborhood just to the South of us. Now that my two daughters are driving, they have a difficult time just trying to drive out of our driveway.

In the past twenty years, condos have been built in Hillside Village across Hawthorne Blvd at Via Valmonte contributing to a parking problem in the shopping center. Often, people park cars in front of my house, walk to Hillside Village, and leave trash on the sidewalk in front of my house when they come to retrieve their cars. This will just get worse if apartments are allowed to be built across the street from my house.

Please do not allow this project to move forward.

Thank you for your help.
Sincerely,

Lucy Hemingway
lucyhemingway@juno.com
310-780-4425

Fax: (310) 972-9988

Santana, Danny

From: Lois Olsen <olsenhoy@gmail.com>
Sent: Tuesday, August 29, 2017 9:18 AM
To: Santana, Danny
Subject: homes and 6 story parking structure along Via Valmonte

I am concerned that my location will be cut off from Torrance businesses and doctors and hospitals. I have lived in my home in Palos Verdes for over 50 years, my property on Via Solano backs up to Via Tortugas in Torrance, and I shop and do most of my activities in Torrance, and use Via Valmonte as my main access to Hawthorne Blvd. It is a narrow, winding road, probably built in the 20's, and at present it requires slow speeds and careful driving, still it is the fastest and easiest way to leave the Valmonte area for Torrance. I can imagine that with that access too congested to use, due to the proposed development, or perhaps closed to PV traffic, to lesson that congestion, I will find it easier to use businesses and services located in PV, or Hollywood Riviera.
I sympathize with the need for affordable housing, but hope you will look at better ideas for access and egress from this already difficult area. Lois Olsen

Santana, Danny

From: Joan Davidson <j135cooper@yahoo.com>
Sent: Monday, August 28, 2017 4:31 PM
To: Santana, Danny
Subject: Comments for Butcher Hill Solana project part I
Attachments: Comments for Butcher Solana Project August 28, 2017 Part I .doc

Dear Mr. Santana,
Please find attached my comments for the Butcher Solana project part I-
I will be submitting more comments before Sept. 18th.

Thank you
Joan Davidson

Comments for Butcher Solana Project and
Conditions or Items Not addressed in the Initial Study that must be Investigated and Human Health Risks Associated with these items not declared that must be investigated in the EIR:

1. Former Land uses- A complete characterization must be completed on this property. Please Investigate/provide any/all Mine reclamation plans; any/all permits and identification of named trucks dumping into Butcher Hill, name of company and entity of who dumped into Butcher Hill, testing data of contents that were dumped into Butcher Hill and dates of dumping.
2. Please investigate/provide whether Montrose Chemical used this Butcher Hill abandoned quarry in anyway for dumping, as an adjacent quarry to the Palos Verdes Landfill was reported in the EPA Montrose Case May, 1998 Superfund Site, as the point of dumping caustic liquids Section 1.3.13 of the Report pages 1-26 and 1-27.
3. State oversight agencies -Please provide the assigned and named state agencies for this former mine site. Years state agencies were assigned to the Butcher property or former owners of such property.
4. All Owners- Please investigate/provide names of any/all owners of the Butcher Property and companies related to that ownership. Please provide uses and owners of the current Butcher property land since 1925.
5. Chemicals- Benzene was found and identified in the Initial Study. Please characterize the Butcher Hill property and investigate/provide any/all chemicals found and other constituents of concern. Please provide the human health risks of Benzene. Please provide the origination of the Benzene contamination found on site. Please provide/investigate the cumulative human health risk study for the Butcher and adjacent properties.
6. Groundwater wells- Please investigate and provide the nearest monitoring sources including but not limited to the LACSD groundwater well, whether in the Palos Verdes Landfill reports, or wells located next to or adjacent to the Butcher Property and the latest and historic test results of these wells especially VOC's and other known chemicals and substances of concern.
7. Water well and gas testing: Please investigate and provide the nearest, whether historic or current, groundwater wells overseen by the Department of Public Works or the DWR and any/all data test results of these wells.
8. Please investigate/provide the CA minimum containment levels and CA Vapor Intrusion Pathway Screening Evaluations and screening levels conducted for the Butcher property and adjacent properties, and gases tested with data or noted in historic or current data.
9. Please investigate/provide any/all plumes flowing under, along or close proximity to Butcher property and testing data for these plumes and pathways of these plumes.
10. Please investigate/provide the origination of these plumes whether historic or current.
11. Please investigate/provide any/all gas well sampling of these plumes and any/all soil/gas sampling locations at or near the Butcher property.

12. Please investigate/provide any/all water bearing units and aquifers in the area surrounding the Butcher property whether of historic or current acknowledgement.
13. Please investigate/provide the water table is that it is the contact between the vadose zone (unsaturated), and the phreatic zone (saturated) in the Butcher property or area.

Santana, Danny

From: Kumari Gossai <kgossai@ph.lacounty.gov>
Sent: Monday, August 28, 2017 9:49 AM
To: Lang, Nina
Cc: Pamela Christine Urbach; Santana, Danny
Subject: Butcher-Solana Residential Project
Attachments: South side of Via Valmonte.jpg; North side of Via Valmonte.jpg

Good Morning,

Thank you for returning my call about this site. Please provide the distances from Ernie Howlett Park to (a) the project and (b) the development area.

Sincerely,

Kumari Gossai
Env. Health Specialist III
Solid Waste Management Program
Local Enforcement Agency (LEA)
5050 Commerce Dr. 1st Floor
Baldwin Park, CA 91706
(626) 430-5540 Main Line
(626) 430-5579 Direct Line
(626) 813-4839 Fax
kgossai@ph.lacounty.gov
www.publichealth.lacounty.gov/eh/
Our Mission: *To protect health, prevent disease, and promote health and well-being*



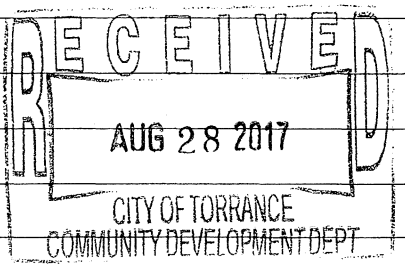


COMMENT CARD

July 10, 2017 at 6:30 PM – Butcher-Solana Residential Project Scoping Meeting

Please let us know your comments/concerns regarding the Butcher-Solana Residential Project EIR (please print):

I work in Torrance at Madison + Skypark as a MD.
I live in RPV and commute down Hawthorne Blvd.
I am concerned about the traffic impact the proposed Butcher - Soland Residential Project will create.
The current study seems very inadequate.
I hope visits to the hospital won't be delayed!
(And for my morning commute, as well.)



Name: Beth Dorn MD 26303 Birchfield Ave, RPV 90275

Address: 3701 Skypark Drive Suite 150 Torrance CA 90505

Please return this comment card to Danny Santana, Planning and Environmental Manager, City of Torrance, at the end of the Scoping Meeting or fold in half, staple, and mail it to the City of Torrance using the address provided (see reverse).

Santana, Danny

From: ANNI LEE <annihoulee@yahoo.com>
Sent: Monday, August 28, 2017 10:04 AM
To: Santana, Danny
Subject: Butcher-Solana Residential Project
Attachments: 3620EledaDriveAnniLee.pdf

Mr. Santana,

Enclosed is the letter to address my and my husband's concerns regarding the Butcher-Solana Residential Project. My contact information is listed whinin the letter and also at the end of this mail.

Please respond to confirm that you have received my email.

Contact Information:
Anni Lee
annihoulee@yahoo.com
3620 Eleda Drive
Torrance, CA 90505

Best,
Anni Lee

August 28, 2017

Danny Santana, Planning and Environment Manager
City of Torrance
3031 Torrance Blvd.
Torrance, CA 90503

RE: Butcher-Solana Residential Project

Dear Mr. Santana:

We are the residents at 3620 Eleda Drive in the Hillside Overlay Area. We have lived in Torrance since 1987 and bought this house in 1995. The purpose of this letter is to express our concerns about the proposed Butcher-Solana Residential Project.

Traffic & Parking

We strongly oppose the proposed route exit from Via Valmonte, which includes the left turn onto Hawthorne Blvd, and U turn/left turn at the intersection of Hawthorne & Rolling Hills Road. Please be advised that many fatal accidents happened at this busy intersection over the past years. Additional vehicle traffic, even with appropriate signage and lighting added, will only exacerbate the issues.

This project also will cause serious overflow parking problems. Currently, the Sunrise Senior Living (a much smaller building and occupancy than the Butcher-Solana Residential Project) has already caused overflow street parking in our area. You can check Candlewood Road and Eleda Drive during the daytime on weekdays and weekends; cars from employees, visitors, etc. line both sides of the streets.

Health Issues

The air quality EIR study has neglected to thoroughly address several potential health issues. Potential serious health hazards could occur during excavation and construction phases.

The EIR did not address the number of truckloads of diatomaceous soil that will be removed from the project site. More importantly, those trucks are not properly covered to prevent dust blow-off during transit. Since this project site is about 25 acres, think about how much dust will spread to the surrounding neighborhoods. Neighboring R-1 and commercial properties could be severely impacted by dust. Who should be liable for

illnesses caused by the dust? The city, project developer, or both? We need Torrance City personnel to monitor the air quality every week.

Noise & Light Pollution

As mentioned at the scoping meeting, there is an inadequate noise assessment in the EIR report. This oversized project will have noise impacts during construction – including machinery and vehicle traffic – and after completion with a large influx in new residents positioned at a spot that amplifies noise. Placing the swimming pool and community recreation area above the parking structure also promotes further disruption, as opposed to it being located directly on the ground. Additionally, the topic of light pollution was not included in the EIR report. Many houses in the surrounding area have panoramic views. The obstruction caused by the building, alongside the additional light generated from the project would impact sky views that again, many houses in the area have the benefit of featuring as a main selling point.

We appreciate your immediate attention and look forward to attending future council meetings as the city continues to review this project.

Chiadi Lee Anni Lee

Chiadi and Anni Lee
3620 Eleda Drive
Torrance, CA 90505
(310) 938-8297
annihoulee@yahoo.com

Santana, Danny

From: Jim McBirney <jmcbirney@gmail.com>
Sent: Monday, August 28, 2017 11:49 AM
To: Santana, Danny
Cc: Jim McBirney
Subject: BUTCHER - SOLANO RESIDENTIAL PROJECT
Attachments: Microsoft Word - TORRANCE DEVELOPMENT (Autosaved).docx.pdf

Danny,
Attached are my follow-up comments from the August 10th meeting regarding the Butcher-Solano project.

Butcher-Solano Residential Project
Danny Santana, Planning and Environmental Manager – City of Torrance
DSantana@TorranceCA.gov

Mr. Danny Santana,

I attended the August tenth, public meeting for the Butcher-Solana Residential Project public meeting at the Torrance City Hall Council Chambers. I spoke briefly at this public meeting, as I was limited to 3 minutes. The following are significant issues that are considered harmful to public health, safety and community welfare:

1. The soils at the site contain Silica. Disturbing the soils will contaminate a wide area with Silica which is considered a cancer causing element for silicosis, lung cancer and kidney disease. As the City of Torrance is knowledgeable regarding the presence of Silica and its cancer causing elements proceeding with this with this project I would think puts the City of Torrance at risk.

2. The City of Torrance is being asked to make significant changes to -their existing City Wide General Plan relating to land use and zoning to accommodate this single project. Accommodating this project would set a precedent for the many variances the Butcher-Solana project has proposed.

3. The City of Torrance is required to comply with defined criteria in approving projects. This project does not appear to comply with the following City of Torrance published criteria:

    * Does the design provide an orderly and attractive development in harmony with other properties in the vicinity.

    * The design shall not have a harmful impact upon the land values and investment of other properties in the vicinity

    * Granting such application shall not be materially detrimental to the public welfare and to other properties in the vicinity.

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

Land Use and Density

Although the site is reported to be 24.68 Acres, it is reported that only Lot 1 with 5.71 acres are developable. Existing zoning permits 9 single family homes per acre. The proposed 248 dwelling units on the gross area of 5.71 acres is 43 dwelling units per acre. However, the acreage after access drives, public space and parking may be 3 acres indicating a density of perhaps 83 units per acre. This density is contrary to code. A study of the number of parking spaces to be required to serve the residents plus visitors and handicapped spaces needs to be undertaken. Further on-site two-way circulation of cars and SUVs traffic plus provision for fire engine ingress & egress needs to be examined. The land coverage of all the buildings and improvements in the proposed development probably exceed the zoning code's floor area coverage ratio.

Lot 2 is a reported 6 acres and lot three is a reported 12.92 acres. These two lots are considered undevelopable land. It includes bluff tops and cliff sides with extreme slopes and heights of a reported 200 to 250 feet. The extreme slopes and unstable former mining soils provides a serious landside risk from heavy rains as well as earthquakes. It may be viewed as a serious risk to human welfare as there is silica in the cliffs.

The three 5-story multifamily properties with above grade garage parking do not comply with current zoning. Moreover, above grade garage parking especially for 5 story buildings may may not provide a secure foundation in circumstances where earthquake may be a risk, The six story parking garage is also not to code and may create a higher seismic risk.

Seismic Report

A Fault Rupture Hazard Report was done; however, a more meaningful Seismic Report should be done to calibrate the Probable Maximum Loss that could occur with the three 5-story apartments and the 6-Level parking structure. The characteristics of the various forms of land fill deposited on the subject site and the bearing capacity of San Pedro sands prevalent at the site plus the proximity of the Palos Verdes Fault line raise uncertainty regarding the seismic risk of the entire 24.68 acres; plus there is the the risk of land sides from the 200 – 250 foot high north facing slope. The stability of the cliffs soil is highly uncertain.

Traffic Study

The existing traffic study as brought out so clearly in the first public meeting was consider by many to be an an embarrassment of incompetence. To maintain a degree of credibility, a new traffic study is required.

Fiscal Municipal Impact Statement

A professional fiscal impact statement needs to be prepared to measure the impacts on all municipal services. Including for example: schools, police, fire protection, public utility systems, public works. A cost benefit analysis of this project from both a budgetary as well as a human welfare perspective will likely indicate the disadvantages of this project, especially because of the cancer risk due to the prevalence of silica and the risks associate with the unstable soils.

I have considered certain items that may have been over looked at the recent public meeting. Many of the other approximately 150 people in attendance spoke to other important issues. The Sonoma Environmental Checklist provided 92 items to be reviewed: 62 of these items were considered to have **significant impacts** while 14 were considered to have less impact if mitigated, 16 items did not apply. The existing Environmental report identifies a number of significant issues to be reconciled.

James McBirney
jmcbirney@gmail.com
310-373-4604

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:
DSantana@TorranceCA.gov
Danny Santana – Planning and Environmental Manager
City of Torrance, Community Development Department
3031 Torrance Boulevard
Torrance CA 90503

RECEIVED
AUG 28 2017
CITY OF TORRANCE
COMMUNITY DEVELOPMENT DEPT

August 23, 2017

Notice of Preparation of Environmental Impact Report for the Butcher-Solana Residential Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Environmental Impact Report (EIR). Please send SCAQMD a copy of the EIR upon its completion. Note that copies of the EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files[1]. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts.

[1] Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

SCAQMD's CEQA regional pollutant emissions significance thresholds can be found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by SCAQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

In the event that the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance[2] on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

Mitigation Measures

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

[2] In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: https://www.arb.ca.gov/ch/landuse.htm.

- Chapter 11 of SCAQMD's CEQA Air Quality Handbook
- SCAQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf?sfvrsn=5
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

Alternatives

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits

In the event that the Proposed Project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the Proposed Project. For more information on permits, please visit SCAQMD webpage at: http://www.aqmd.gov/home/permits. Questions on permits can be directed to SCAQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at SCAQMD's webpage (http://www.aqmd.gov).

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality impacts are accurately evaluated and any significant impacts are mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC170801-05
Control Number

Santana, Danny

From: Kit Fox <KitF@rpvca.gov>
Sent: Monday, August 28, 2017 2:17 PM
To: Santana, Danny
Cc: CC; Ara Mihranian
Subject: Butcher-Solana Residential Project: Scoping Comments from Rancho Palos Verdes
Attachments: Butcher-Solana_20170828140845.pdf

Dear Mr. Santana:

Attached, please find the City of Rancho Palos Verdes' comments on the scope of the EIR for the proposed Butcher-Solana Residential Project. Please feel free to contact me if you have any questions or need additional information.

Sincerely,

Kit Fox, AICP
Senior Administrative Analyst
City Manager's Office
City of Rancho Palos Verdes
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA 90275
T: (310) 544-5226
F: (310) 544-5291
E: kitf@rpvca.gov



RANCHO PALOS VERDES

CITY OF RANCHO PALOS VERDES

CITY MANAGER'S OFFICE
ADMINISTRATION

28 August 2017

VIA ELECTRONIC AND U.S. MAIL
Email: DSantana@TorranceCA.gov

Danny Santana, Planning & Environmental Manager
City of Torrance, Planning Division
3031 Torrance Blvd.
Torrance, CA 90503

SUBJECT: Comments in Response to the Notice of Preparation of an Environmental Impact Report for the Proposed Butcher-Solana Residential Development Project

Dear Mr. Santana:

The City of Rancho Palos Verdes appreciates the opportunity to comment upon the scope of the proposed Environmental Impact Report (EIR) for the above-mentioned project. We have reviewed the Notice of Preparation and Initial Study (NOP/IS), and offer the following comments:

1. The discussion of Cultural Resources impacts in the Initial Study (pp. 56-58) does not acknowledge the existence of the Mirlo Gate Lodge, which is located at 4420 Via Valmonte in the City of Palos Verdes Estates and within the public notification radius for this project. The Mirlo Gate Lodge was designated as a local historical landmark by the Rancho de Los Palos Verdes Historical Society in 1988. As such, the analysis of impacts to cultural resources in the EIR should include potential effects upon the Mirlo Gate Lodge.

2. The discussion of Transportation/Traffic impacts in the Initial Study (pp. 77-79) identifies potentially significant environmental impacts related to this project, particularly with respect to deteriorated level-of-service standards at certain nearby intersections and inadequate emergency access. We have also reviewed the revised traffic impact study that was prepared for this project in April 2017. Hawthorne Boulevard is one of the few major north-south roadways providing access to and from the Palos Verdes Peninsula. The City of Rancho Palos Verdes is concerned about the potential construction and operational traffic impacts that this project may have upon Peninsula residents. To that end, we respectfully offer the following suggestions regarding the analysis of transportation/traffic impacts in the EIR:

    - Please explain more fully the basis for the assumption that 80% of trips to/from the site will be to the north along Hawthorne Boulevard. It has been our

experience that Palos Verdes Drive North is a common alternate commuter route to/from the Harbor (I-110) Freeway for Peninsula residents, and we suspect that the same will be true of the future residents of the project.

- Related to the point raised above, we recommend adding the following study intersections to the analysis in the EIR: Hawthorne Blvd./Palos Verdes Dr. N., Crenshaw Blvd./Palos Verdes Dr. N. and Rolling Hills Rd./Palos Verdes Dr. N.

3. With respect to the consideration of project alternatives in the EIR, we suggest the inclusion of the following reduced-density alternatives:

   - An alternative that is consistent with the current land use and zoning for the site.
   - An alternative that reduces the number of dwelling units sufficient to eliminate any significant adverse project impacts.

4. Our neighboring cities on the Palos Verdes Peninsula—Palos Verdes Estates and Rolling Hills Estates—directly abut the project site. As such, their residents are likely to experience more direct effects of the proposed project. We suggest that the following potential impacts to nearby neighbors should be addressed in the EIR:

   - Operational noise, particularly related to residents' vehicles and the use of outdoor recreational facilities;
   - Adequacy of proposed resident and guest parking so as to avoid spillover parking impacts in surrounding neighborhoods; and,
   - Short- and long-term effects of proposed open space area, including provisions for fire safety, maintenance and public access.

Again, thank you for the opportunity to comment upon this important project. If you have any questions or need additional information, please feel free to contact Senior Administrative Analyst Kit Fox at (310) 544-5228 or via e-mail at *kitf@rpvca.gov*.

Sincerely,

Doug Willmore
City Manager

cc: Mayor Campbell and Rancho Palos Verdes City Council
Gabriella Yap, Deputy City Manager
Ara Mihranian, Director of Community Development
Kit Fox, Senior Administrative Analyst

M:\Border Issues\Butcher-Solana Project\20170828_NOPComments.docx

Santana, Danny

From: Sheri Repp <srepp@pvestates.org>
Sent: Monday, August 28, 2017 4:54 PM
To: Santana, Danny
Cc: Anton Dahlerbruch
Subject: PVE Response to NOP for Butcher-Solana Project
Attachments: PVE Response to NOP 8-28-17.pdf

Danny,
Attached is the PVE letter for the Butcher-Solana Project. We look forward to having future discussions related to this project.

Sheri Repp Loadsman
Deputy City Manager/
Planning & Building Director
City of Palos Verdes Estates
340 Palos Verdes Drive West
Palos Verdes Estates, CA 90274
(310) 378-0383

CITY OF
Palos Verdes Estates
INCORPORATED 1939
CALIFORNIA

OFFICE OF
THE CITY MANAGER

August 28, 2017

VIA ELECTRONIC AND U.S. MAIL

Email: DStanta@TorranceCA.gov

Mr. Danny Santana
Planning & Environmental Manager
Community Development Department
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503

Subject: Comments in Response to the Notice of Preparation of an Environmental Impact Report for the Proposed Butcher-Solana Residential Development Project

Dear Mr. Santana:

The City of Palos Verdes Estates appreciates the opportunity to comment on the scope of the proposed Environmental Impact Report (EIR) for the above-mentioned project. The proposed project may have significant impacts to Palos Verdes Estates residents, and as such, the City is interested in the EIR particularly focusing on the topics below. We have reviewed the Notice of Preparation and Initial Study and offer the following comments:

TRAFFIC (collectively reviewed by City of Palos Verdes Estates and City of Rolling Hills Estates):

Traffic Volume Data – The traffic count data originally collected in April 2016 was increased by 1% to account for growth to 2017. The EIR should confirm this growth factor is appropriate. This confirmation can be made by collecting current traffic count data at a few specific locations and compare that to the adjusted traffic counts used in the Revised Traffic Impact Study (Revised Study), Solana Torrance, April 20, 2017. If this comparison identifies a significant difference between the traffic counts, new traffic count data should be collected.

Trip Distribution – What is the basis for the proposed project distribution pattern in the Revised Study? Trip distribution to the east using Rolling Hills Road may be a more likely path as it appears to be a shorter distance (e.g. to I-110 Freeway).

Analysis Intersections – The EIR should include analysis of Palos Verdes Drive North/Hawthorne Boulevard, Palos Verdes Drive North/Crenshaw Boulevard, and Palos Verdes Drive North/Rolling Hills Road-Portuguese Bend Road. Analysis of intersections should use the measurable

degradation found in the City of Rolling Hills Estates Traffic Impact Analysis guidelines to identify a significant impact.

Parking – The proposed parking is less than current City of Torrance standards for parking. The EIR should address/support the use of a lower parking requirement by providing data from other sources to justify the reduction. Inadequate parking for residents and guests may cause a spillover of parking into the surrounding area and may negatively impact traffic circulation on Via Valmonte and Hawthorne Boulevard.

Site Plan – The proposed location of the access point on Hawthorne Boulevard should be relocated to the southern end of the project site. This will minimize the impacts of the right turn access with any NB to SB U-turns on Hawthorne Boulevard. In addition, a NB left turn access from Hawthorne Boulevard into the proposed project site might be feasible if the access is moved southerly.

OPEN SPACE

Public Access: Proposed Lot 2 would be 6.0 acres in area along the bluff top immediately above the former mine. Lot 3 would be 12.92 acres in area on the level bluff top south of Lot 2. This area is open and accessible to the public from Ernie Howlett Park in the City of Rolling Hills Estates and from Via Pinzon, Via Pavion and the Torrance Boundary Trail in the City of Palos Verdes Estates. Additional discussion is needed to determine how best to preserve and maintain the undeveloped open space, including potential restrictions to public access if adequate safeguards are not identified to provide for public safety and maintenance.

Fire Safety and Weed Abatement: The upper section of the site contains overgrown vegetation and debris. Adequate measures need to be identified to address fire safety and weed abatement to protect residences located within close proximity.

CONSTRUCTION IMPACTS

The project site is currently undeveloped and includes various types of vegetation that provides habitat for rodents, birds, insects and other animals. Disruption of the property as a result of initial grading may cause fauna to intrude upon surrounding neighborhoods. The EIR should address a pest control management plan.

NOISE

Operational noise should be evaluated to determine if vehicular and outdoor recreational uses will cause an impact to surrounding residential areas. The design of parking structures should be considered to minimize amplification that could unreasonably project beyond the project site.

The City of Palos Verdes Estates appreciates being kept directly apprised of actions and activities related to this project. In turn, we look forward to providing additional comments and working

collaboratively with the City of Torrance and nearby cities. If you have any questions or need additional information, please contract Deputy City Manager/Planning and Building Director Sheri Repp Loadsman at (310) 378-0383 or srepp@pvestates.org.

Sincerely,

Anton Dahlerbruch
City Manager

c: Mayor and City Council
Sheri Repp-Loadsman, Deputy City Manager/Planning and Building Director
Ken Rukavina, Director of Public Works/City Engineer

Santana, Danny

From: Jeannie Naughton <jeannien@ci.rolling-hills-estates.ca.us>
Sent: Monday, August 28, 2017 3:05 PM
To: Santana, Danny
Cc: David Wahba; Greg Grammer
Subject: Butcher-Solana Residential Project NOP Comments
Attachments: BUTCHER-SOLANA RES PROJECT NOP COMMENTS 08.28.17.pdf

Hi Danny,

Attached are comments from the City of Rolling Hills Estates regarding the Butcher-Solana NOP. Please let me know if you have any questions or concerns. Hope all is well!

Best Regards,
Jeannie

Jeannie Naughton, AICP
Senior Planner
City of Rolling Hills Estates
p. 310.377.1577 ext.115
e. jeannien@rollinghillsestatesca.gov

FRANK V. ZERUNYAN
Mayor
BRITT V. HUFF
Mayor Pro Tem
JUDY MITCHELL
Council Member
VELVETH SCHMITZ
Council Member
STEVEN ZUCKERMAN
Council Member
DOUGLAS R. PRICHARD
City Manager

City of
ROLLING HILLS ESTATES
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310-377-1577 • FAX 310-377-4468
www.RHE.city

August 28, 2017

VIA ELECTRONIC AND U.S.MAIL
Email: DSantana@TorranceCA.gov

Danny Santana
Planning and Environmental Manager
City of Torrance
3031 Torrance Blvd., Torrance, CA 90503

Subject: Butcher-Solana Residential Project NOP Comments

Dear Mr. Santana,

The City of Rolling Hills Estates thanks you for the opportunity to provide comment on the scope and content of the EIR for the Butcher-Solana Residential Project. Our main concerns are traffic-related impacts, both operationally and during construction. Based on our City Traffic Engineer's review of the traffic studies provided in the Initial Study, we would recommend that the following items be addressed in the final Traffic Study of the EIR:

- Traffic Volume Data – The traffic count data originally collected in April 2016 was increased by 1% to account for growth to 2017. The EIR should confirm this growth factor is appropriate, by collecting current traffic count data at a few specific locations and compare that to the adjusted traffic counts used in the *Revised Traffic Impact Study (Revised Study), Solana Torrance*, April 20, 2017. If this comparison identifies a significant difference between the traffic counts, new traffic count data should be collected.

- Trip Distribution – Please provide the basis for the proposed project distribution pattern in the *Revised Traffic Impact Study (Revised Study), Solana Torrance*, April 20, 2017. Trip distribution to the east, using Rolling Hills Road, may be a more likely path as it appears to be a shorter distance.

- Analysis Intersections – The EIR should include analysis of Palos Verdes Drive North/Hawthorne Boulevard, Palos Verdes Drive North/Crenshaw Boulevard, and Palos Verdes Drive North/Rolling Hills Road-Portuguese Bend Road. Analysis of intersections within the City of Rolling Hills Estates shall use the measurable degradation found in the City's Traffic Impact Analysis guidelines to identify a significant impact.

- IX. *MEASURABLE DEGRADATION*
  The following threshold is based on General Plan policies 2.4 and 2.9:
  A change in Level of Service (LOS) from C to D or D to E is a traffic impact and mitigation measures are needed. Within LOS C or D, a change in ICU value greater than 0.02 is an impact and within LOS E or F a change in ICU greater than 0.01 is an impact. For unsignalized intersections, when the addition of project traffic increases the Level of Service to an unacceptable level (less than LOS C) mitigation measures are required.

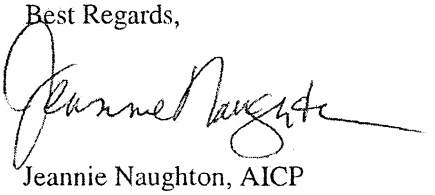
- Parking – The EIR should address/support the use of a lower parking code requirement by providing data from other sources to justify the reduction. Hawthorne Boulevard does not accommodate on-street parking between Rolling Hills Road and Palos Verdes Drive North; the City of Rolling Hills Estates will not allow the use of on-street parking to accommodate the parking needs of the proposed project. We would also recommend evaluating the feasibility of requiring that all construction-related vehicles to be parked on-site during construction activities, so as not to negatively impact the surrounding neighborhoods or Hawthorne Boulevard.

- Site Plan – We recommend exploring the feasibility of relocating the proposed ingress/egress point on Hawthorne Boulevard to the southern end of the project site. This will minimize the impacts of the right turn access with any NB to SB U-turns on Hawthorne Boulevard. In addition, a NB left turn access into the proposed project site might be feasible if the access is moved southerly.

Additionally, the Project site currently contains an informal network of trails, accessed from Ernie Howlett Park in the City of Rolling Hills Estates, as well as from residential streets within the City of Palos Verdes Estates. We would recommend an enhanced discussion regarding access and function of the 17.63 acres of passive open space, post-development.

Again, we appreciate the opportunity to provide input on the scope and content of the EIR. Please don't hesitate to contact me at jeannien@rollinghillsestatesca.gov or 310.377.1577 ext. 115, with any questions or concerns you may have, regarding the comments provided.

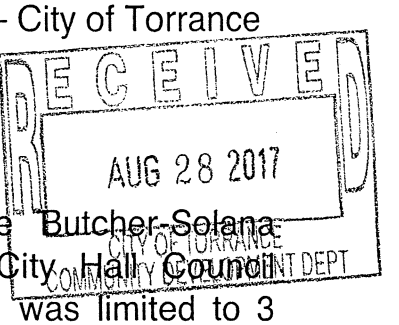
Best Regards,



Jeannie Naughton, AICP
Senior Planner

cc: Mayor Zerunyan and Rolling Hills Estates City Council

Butcher-Solano Residential Project
Danny Santana, Planning and Environmental Manager – City of Torrance
DSantana@TorranceCA.gov



Mr. Danny Santana,

I attended the August tenth, public meeting for the Butcher-Solana Residential Project public meeting at the Torrance City Hall Council Chambers. I spoke briefly at this public meeting, as I was limited to 3 minutes. The following are significant issues that are considered harmful to public health, safety and community welfare:

1. The soils at the site contain Silica. Disturbing the soils will contaminate a wide area with Silica which is considered a cancer causing element for silicosis, lung cancer and kidney disease. As the City of Torrance is knowledgeable regarding the presence of Silica and its cancer causing elements proceeding with this with this project I would think puts the City of Torrance at risk.

2. The City of Torrance is being asked to make significant changes to -their existing City Wide General Plan relating to land use and zoning to accommodate this single project. Accommodating this project would set a precedent for the many variances the Butcher-Solana project has proposed.

3. The City of Torrance is required to comply with defined criteria in approving projects. This project does not appear to comply with the following City of Torrance published criteria:

    * Does the design provide an orderly and attractive development in harmony with other properties in the vicinity.

    * The design shall not have a harmful impact upon the land values and investment of other properties in the vicinity

    * Granting such application shall not be materially detrimental to the public welfare and to other properties in the vicinity.

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

Land Use and Density

Although the site is reported to be 24.68 Acres, it is reported that only Lot 1 with 5.71 acres are developable. Existing zoning permits 9 single family homes per acre. The proposed 248 dwelling units on the gross area of 5.71 acres is 43 dwelling units per acre. However, the acreage after access drives, public space and parking may be 3 acres indicating a density of perhaps 83 units per acre. This density is contrary to code. A study of the number of parking spaces to be required to serve the residents plus visitors and handicapped spaces needs to be undertaken. Further on-site two-way circulation of cars and SUVs traffic plus provision for fire engine ingress & egress needs to be examined. The land coverage of all the buildings and improvements in the proposed development probably exceed the zoning code's floor area coverage ratio.

Lot 2 is a reported 6 acres and lot three is a reported 12.92 acres. These two lots are considered undevelopable land. It includes bluff tops and cliff sides with extreme slopes and heights of a reported 200 to 250 feet. The extreme slopes and unstable former mining soils provides a serious landside risk from heavy rains as well as earthquakes. It may be viewed as a serious risk to human welfare as there is silica in the cliffs.

The three 5-story multifamily properties with above grade garage parking do not comply with current zoning. Moreover, above grade garage parking especially for 5 story buildings may may not provide a secure foundation in circumstances where earthquake may be a risk, The six story parking garage is also not to code and may create a higher seismic risk.

Seismic Report

A Fault Rupture Hazard Report was done; however, a more meaningful Seismic Report should be done to calibrate the Probable Maximum Loss that could occur with the three 5-story apartments and the 6-Level parking structure. The characteristics of the various forms of land fill deposited on the subject site and the bearing capacity of San Pedro sands prevalent at the site plus the proximity of the Palos Verdes Fault line raise uncertainty regarding the seismic risk of the entire 24.68 acres; plus there is the the risk of land sides from the 200 – 250 foot high north facing slope. The stability of the cliffs soil is highly uncertain.

Traffic Study

The existing traffic study as brought out so clearly in the first public meeting was consider by many to be an an embarrassment of incompetence. To maintain a degree of credibility, a new traffic study is required.

Fiscal Municipal Impact Statement

A professional fiscal impact statement needs to be prepared to measure the impacts on all municipal services. Including for example: schools, police, fire protection, public utility systems, public works. A cost benefit analysis of this project from both a budgetary as well as a human welfare perspective will likely indicate the disadvantages of this project, especially because of the cancer risk due to the prevalence of silica and the risks associate with the unstable soils.

I have considered certain items that may have been over looked at the recent public meeting. Many of the other approximately 150 people in attendance spoke to other important issues. The Sonoma Environmental Checklist provided 92 items to be reviewed: 62 of these items were considered to have **significant impacts** while 14 were considered to have less impact if mitigated, 16 items did not apply. The existing Environmental report identifies a number of significant issues to be reconciled.

James McBirney
jmcbirney@gmail.com
310-373-4604

James McBirney

Santana, Danny

From: Vivian Lee <leevi@sas.upenn.edu>
Sent: Sunday, August 27, 2017 9:17 PM
To: Santana, Danny
Subject: Butcher-Solana Residential Project
Attachments: Lee_Vivian_828.pdf

Mr. Santana,

I'm a Torrance resident and have attached my letter/comments about the proposed Butcher-Solana plans. Please let me know if there are any issues opening and/or viewing the document.

Thanks in advance!

- Vivian

--
Vivian Lee
University of Pennsylvania
College of Arts and Sciences | Class of 2017
leevi@sas.upenn.edu

August 28, 2017

To Mr. Santana,

My name is Vivian Lee, and I have spent my entire childhood at 3620 Eleda Drive with my parents, who moved to our Torrance address just a couple of months before I was born in 1995. While spending time at home this summer, I attended the scoping meeting with my mother; while I share the same concerns that many of our neighbors raised, I feel that I can bring a different perspective to the issues surrounding the proposed Butcher-Solana development. Many of those who spoke several weeks ago have spent years living in the surrounding area, raising their families or perhaps living in homes passed down from their parents. I have also spent a long time here – having gone to school around here before moving away to college – but am considerably younger than most of the meeting's attendees. I feel that previously mentioned issues such as air quality, noise and light pollution, and neighborhood home values are matters that my fellow neighbors can discuss in much better detail than I could. Thus, my own thoughts are recorded below.

Traffic

In order to avoid the traffic along Hawthorne Blvd. and Pacific Coast Hwy., many drivers choose to take side roads in the surrounding area. I have frankly done the same many times – often recklessly as a high school student – and while I was fortunate enough to avoid major accidents, there are many cases of people being injured or even being killed by vehicles trying to save time by bypassing traffic. My family has known many accidents that have occurred in the streets around our address, and I personally knew kids from surrounding high schools (i.e. Palos Verdes High, South High) that have gotten in to accidents at nearby major intersections. Unfortunately, some have even died from these incidents. The ones that I can recall happened years ago, but they still continue in recent years – an example is the injured children at Newton and Madison in late 2014, which was documented in the media partly due to the subsequent lawsuit.

The intersections of Newton/Hawthorne and Newton/Madison are extremely busy during morning and evening rush hours, with the Newton/Hawthorne spot staying busy throughout the day. Even without myself going into detail about the existing congestion at Hawthorne/PCH and PCH/Madison, the traffic study that was presented alongside the Butcher-Solana project is nonetheless grossly inaccurate; I've spent four years driving through those same streets myself almost every day in order to get to and from school. Whether it is the morning, afternoon, or evening, there are always a large number of cars backed up along Hawthorne coming down the hill from Palos Verdes. This congestion worsens in the right-turn and left-turn lanes, and many also ignore the sign at Newton/Hawthorne that forbids right-turns onto Newton within a specific time frame. Adding a densely populated apartment unit to the surrounding residential area would undoubtedly exacerbate the issue. It is irrational to assume that a substantial amount of the residents would choose to use public transportation and forgo the use of personal vehicles, as I will detail further in another part of my letter with the example of the Sunrise Senior Living building on Hawthorne.

Privacy

Growing up, my family and neighbors have referred to the hill behind our houses on Eleda as "Butcher's Hill." To me, I knew it most simply as the gigantic lump that I could see from my bedroom window. It loomed over our house's backyard and cul-de-sac as I spent my childhood playing outside. Thus for the most part, with the exception of when the hill raised immediate concerns when my mother saw that it was on fire about ten years ago, I always thought of the hill as a picturesque part of my bedroom view. The proposal of building hundreds of apartments would not only disrupt the surrounding neighborhoods during its construction, but it would also present problems in terms of noise and privacy after completion. As one of the meeting's attendees mentioned, I have difficulty understanding why a private home expansion – whether it be a second floor addition, or backyard extension – requires the approval of surrounding neighbors, but a project as large as the Butcher-Solana complex seems to demand no such thing, and even goes to the point of subterfuge in terms of its conclusions in the traffic and other environmental studies. While the development project must be approved by the Torrance City Council, the council's approval is comprised of matters and motivations that differ vastly from those of residents who must live right next to the proposed project. If all of these things

would impact neighbors' privacy and city views, then why do they not all require the same amount of authorization?

A couple of years ago, the Sunrise Senior Living building located at the intersection of Hawthorne/Rolling Hills Rd. was completed. My neighbors, family and I cannot understand how that project was approved with the parking that they made available to its residents, employees and visitors. We immediately noticed that employees and visitors would park along our homes' roads because of the already full capacity at their provided parking lot, and the difficulty in entering/exiting from that building. The most notable example of this issue can be found along the curving road that links Madison St. and Candlewood Rd. – diagonally behind Eleda Dr. – where cars pack both sides of the street not only during weekday work hours, but also during weekday mornings and weekends. Those who park there would then walk along Rolling Hills Rd. and cross at Hawthorne to reach the building. . Since this overflow already occurs with Sunrise, the expected overflow from the Butcher-Solana apartments would be much, much larger. This is even more likely due to the detail – mentioned during the scoping meeting – that the developers were proposing a parking structure capacity that was under the typical amount that the lot size entails.

Schools

When attending Walteria Elementary School, I was able to walk home along Madison St. within five to ten minutes. My parents coordinated drop-offs and carpools during my attendance at Richardson Middle School, and I drove myself as a student at Rolling Hills Preparatory School. Based on the information presented at the meeting, an attendee noted that the apartment residents would be sending their children to Walteria; both methods of walking and driving present immediate issues within the existing traffic situation. Walking would entail crossing the busy Hawthorne/Newton intersection, and driving would mean expecting all exiting vehicles to make a U-turn at Hawthorne/Rolling Hills Rd. in order to enter via Newton or Madison. In the most recent school year, crossing guards only manned the Newton/Madison intersection, and the Madison crosswalk right in front of the elementary school. Adding the apartment complex ***must*** entail that apprsopriate crossing guards and signage be provided at Hawthorne/Newton and other intersections that comprise the walking route for these children. In regards to those who make the

commute via driving, many would choose to make illegal left-turns and U-turns on side roads in order to cut down on time – as many already do today. The current two-lane roadways along Hawthorne are not enough as is, and would not be expanded if the Butcher-Solana project is actually constructed. How should the surrounding schools compensate for the increased foot and vehicle traffic? I would also expect that additional traffic would occur on the roads surrounding Richardson Middle School, Riviera Elementary School and South High School, but leave this to my neighbors who are certainly much more informed on those areas.

Community

At the meeting, I noticed that many of those who vocalized their concerns would present the argument that the proposed project would not "fit" within the character of the surrounding neighborhoods. This can be most overtly understood within the context of the Torrance General Plan – with the project's plans requiring a change from the permitted low-density housing amidst neighborhoods of predominantly single-family homes – and also in the already elucidated points of prospective elevated noise and crime.

I think that the aspect of community is harder to explicitly talk about, even though it may be implicit in the points raised and the way that we talked at the scoping meeting. Many members of voluntary organizations were present, many included details about how long they have lived in the area and/or raised their families over the years, and many mentioned similar concerns with smaller development projects that have already been completed in the surrounding area. Personally, my sense of community has come from the neighbors that have lived and continue to live in the streets to my north, south, east and west. When my family moved into our home at Eleda, my mother was several months pregnant. Our neighbors on Eleda threw a party to simultaneously serve as a particular neighbor's birthday and my mother's baby shower. I have attended many block parties over the years, have bartered for and sold items at block garage sales, trick-or-treated to houses that try to outdo each other in Halloween decorations, and grew up helping out with chores at nearby homes. We pooled together resources to assist in community landscaping, security camera systems, and always notified each other of any local crime. One of my 5th grade teachers at Walteria lived just two blocks down from me, and I attended get-togethers at my high school principal's house near Via Valmonte. These are simply

lists of what I have done – and what others have done – during the twenty-plus years since I was born, and even that is vastly insufficient in my efforts to adequately describe the close-knit community that is rooted in the area.

The same neighbors that threw my mother's baby shower also organized a party for my high school graduation; even in the years since then, I've always felt unable to properly express the magnitude of my gratitude for having grown up with so many mothers and fathers, aunts and uncles, grandmothers and grandfathers. I am by no means opposed to apartment housing; while attending university in Philadelphia, I had great times living in converted houses and apartment complexes. As a young adult, it's the lifestyle that I've grown accustomed to and welcome for the immediately foreseeable future. However, I do not believe that the proposed apartment living of the Butcher-Solana project is even remotely a fairly good idea for this neighborhood. Apartments of this scale are better suited for more urban-situated areas; the type of community that it fosters is much more nebulous and far less interactive and family-friendly when compared to the surrounding areas. What is wrong with building single-family homes within the available lot? What is the primary motivation behind attempting to build five floors of apartment housing in an area that does not have anything of this size? A great deal of things are driven by trying to get as much monetary profit as possible, and this is no different. I would hate to think of the repercussions that would come from allowing development to proceed as is, especially given the precedent that its approval would have in future development projects. I had always hoped that my neighborhood would continue to be able to provide the same level of nurture for present and future neighbors, and – while I would never willingly admit to my mother outright – perhaps I would eventually come back to permanently live in the same area to give back what I had received as a child. Dramatically altering the community that has settled here is not a decision to be taken lightly.

All my best,
Vivian Lee

Contact Information
Email – viv8lee@gmail.com / leevi@sas.upenn.edu
Address – 3620 Eleda Drive
Torrance CA 90505

Santana, Danny

From: Victoria Fox <drvictoriafox@outlook.com>
Sent: Sunday, August 27, 2017 9:37 PM
To: Santana, Danny
Subject: Objections to hawthorn/Valmonte high density housing project

Dear Mr. Santana

My name is Vicki Fox and I live in the upper Torrance Hollywood Riviera, on Via El Sereno – close to the proposed multi story high density housing development on the corner of via Valmonte and Hawthorne.

This is the first time in my entire life that I have ever written a letter of protest or spoken out about something like this in my neighborhood. I firmly believe in being a good neighbor and team player but the idea of what could end up being 700+ people coming and going from that tiny little corner is so horrendous and absurd I feel compelled to communicate strong objections on behalf of myself, my husband and my son. I say 700+ because this is a reasonable number once the residents, their visitors, delivery vans and contractors are all factored in. What on earth are you thinking? How can you think such high density housing in one small area, even with road widening is ok? Surely you must have seen the traffic back up and down Hawthorne blvd and PCH? I work in Monrovia so I drive the length of the city every day – I'm very familiar with the various traffic issues that exist. At most times during the morning commute hours it already takes 20-25 minutes to get to the 110 freeway and its only 5 miles away. By the time you and all of the other cities in the area have done cramming in high density housing it will be impossible for people to get to a freeway to get to work. That is one of the other major issues – it's not only Torrance that is ramping up high density housing – it's happening all over the south bay. The point of living in the south bay vs Santa Monica or the West side is that it is still possible to drive on the roads and get to a freeway. The congestion and traffic issues of the west side and Santa Monica should be a lesson to you about cramming in too much housing. Please don't be delusional that mass transit will fix this issue – I say that as a believer of mass transit. I would gladly take the train to work if one were available as opposed to driving. I did in fact take the train when I lived in Pasadena and Long beach. Mass transit will not solve the issue because people won't take the bus or train to do their grocery shopping or run errands. You will still have the streets crammed with cars. It will also take decades for the infrastructure and culture to grow before mass transit begins to work. If you ramp up high density housing before this occurs the existing residents have to suffer in the mean-time.

I'm not against housing being built in that space. I'm not even against the idea of low-density multi-family condos or even affordable housing – I believe in integration. What I DO NOT believe in, and object strongly to is the current plan of increasing urban density, cramming people in, overloading the roads and making life miserable for the current people who kill themselves and sacrifice time with their families every day, working every hour God sends to be able to afford to live in a low density neighborhood with a good school district like the Torrance Riviera. We're not naturally wealthy people. It takes a lot to afford a house in our neighborhood. Do you care at all about the current residents? Do you want Torrance to be a nice place to live or do you just want to increase income to the city?



Victoria Fox, PhD
President and Executive Director, Pathways to Stem Cell Science
605 E. Huntington Drive, Suite 103, Monrovia, CA 91016
T: 310 483 3651 | E: info@stemcellpath.com / drvictoriafox@live.com | W: stemcellpath.com
PATHWAYS

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Santana, Danny

From:	Jeffrey Simon <jmshospitalist@yahoo.com>
Sent:	Saturday, August 26, 2017 5:09 PM
To:	Santana, Danny
Cc:	Rizzo, Geoffrey
Subject:	Butcher-Solana Residential Project

Dear Mr. Santana,

Thank you for asking for our input regarding the proposed Butcher-Solana Residential Project. We have lived at 4626 Paseo de las Tortugas in Torrance since 1990. The open pit at the corner of Via Valmonte and Hawthorne Boulevard has been an eyesore for as long as anyone can remember. While we are not opposed to the general concept of building on this site, we are opposed to the current proposal for the following reasons:

1. The current proposal of a five-story apartment complex with 248 units represents a major departure from the scale of all nearby structures. The adjacent neighborhoods and business districts mostly consist of one and two-story buildings of modest stature. The Day's Inn Motel at Pacific Coast Highway and Ladeene Avenue would appear to be the closest building of comparable height, and that structure sits squarely in a business district, not a residential zone.

2. The traffic study seems to minimize the changes in traffic patterns that would occur with this project. One particular area of concern is the issue of the residents or visitors driving to the complex via northbound Hawthorne Boulevard. It would appear that the only way for these cars to approach the entrance driveway on southbound Hawthorne Boulevard would be to make a U-turn at the corner of Hawthorne Boulevard and Via Valmonte. Currently U-turns are not allowed at that intersection. Presumably U-turns would become legal as part of the signage changes planned. U-turns not only take longer to complete than left turns but the cars making U-turns will interfere with the cars trying to turn right onto Hawthorne Boulevard from Via Valmonte. Having even a few cars making U-turns to head back up Hawthorne Boulevard will likely change the calculations of how many cars will be queuing in the turn lane on northbound Hawthorne Boulevard and Via Valmonte, how many cars will be able to "make" the turn signal before it turns red, and how many collisions or near-misses there will be between cars making that U-turn and the cars trying to turn right on the red light from Via Valmonte onto Hawthorne Boulevard.

Sincerely,

Jeffrey and Juli Simon

Santana, Danny

From: laaudiofile@gmail.com on behalf of Kevin @ LA Audio File <kevin@laaudiofile.com>
Sent: Saturday, August 26, 2017 7:43 AM
To: Santana, Danny
Subject: Butcher-Solana Residential Project

Dear Mr. Santana,
I am writing to you in response to the proposed Butcher-Solana Residential Project. I live at 3631 Eleda Drive, just across from the proposed project. I have been a resident of Torrance for 52 years and my father served on the Torrance City Council for 15 years before serving on the State Assembly. As a result, I understand the importance of balancing new projects, while trying to prevent over-development in our already crowded city. I have looked at the plans for this project and it concerns me that this development will bring some highly undesirable effects to the area.

There is already a lot of traffic near Hawthorne/Newton and Hawthorne/Rolling Hills and this will just exacerbate the problem. In addition, my biggest concern is the noise that it will create for the residents as well as having a huge high-density complex towering directly across from our home. This will also have an impact on my solar output in the latter part of the day as the sun sets towards the hill. This shadowing effect will sharply cutoff sunlight and affect my $30k solar investment. In addition, the natural looking hillside will be replaced with an enormous and potentially noisy high-density apartment complex.

The traffic situation in this area has already resulted in traffic accidents recently, some involving young children walking to/from school. I myself have witnessed multiple near-misses of accidents involving children crossing streets.

I don't believe this project will fit in with the neighboring R-1 residential properties in the Hillside Overlay District and the proposed rezoning from A-1 (agricultural) and R-LO (Residential Low Density) will allow developers to replace our residential area with large and unsightly structures. It really bothers me that this project is being considered in the Hillside Overlay District where R-1 Zoning Codes are strictly enforced.

There are significant environmental impacts to the area if construction begins and it appears that the air quality EIR study ignored these health issues. There are potentially serious health hazards that need to be addressed due to the generation of airborne respirable silica dust during the extensive grading and excavation. All neighboring R-1 and commercial properties could be severely impacted by this dust during construction.

All in all, this project has too many negative impacts to the current long-time residents in the area and potentially opens the city up to litigation should heath related issues arise from the massive excavation of the soil (with silica dust) where the project is planned. I have never seen so many unhappy residents speak up about a proposed project.

Thank you for your time.

Best regards,
Kevin & Rita Nakano
3631 Eleda Drive
Torrance, CA 90505
310-387-4487

Santana, Danny

From: Julia Stewart <jstewart@cityofrh.net>
Sent: Friday, August 25, 2017 12:47 PM
To: Santana, Danny
Subject: Butcher-Solana Residential Project
Attachments: City of RH Scoping Comments Butcher Solana Project 082517.pdf

Mr. Santana:

Please see the attached letter from the City Manager of the City of Rolling Hills. Thank you.

Julia Stewart, Assistant Planner

City of Rolling Hills, 2 Portuguese Bend Road, Rolling Hills, CA 90274

310-377-1521 Fax: 310-377-7288 www.Rolling-Hills.org

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City of Rolling Hills INCORPORATED JANUARY 24, 1957

NO. 2 PORTUGUESE BEND ROAD
ROLLING HILLS, CALIF. 90274
(310) 377-1521
FAX: (310) 377-7288

August 25, 2017

Danny Santana, Planning and Environmental Manager
City of Torrance, 3031 Torrance Boulevard
Torrance, CA 90503

Subject: Butcher-Solana Residential Project

Dear Mr. Santana:

The City of Rolling Hills staff wishes to submit comments on the scope and content of the proposed EIR for the Butcher-Solana Residential Project. There is one major area of concern where it would be helpful to include analysis so that the draft environmental impact report might fully explore all significant impacts and mitigations. City staff are concerned that traffic patterns will be altered due to the current intended development at the subject property.

We respectfully request that the following being included in the scope of the EIR for the project:

Land Use and Planning / Alternatives

- The densities proposed for the project exceed the current number of units per acre that would be allowed under the most recently contemplated General Plan. It is this greater intensity that may generate additional vehicular trips in the region. Please include analysis of traffic impacts if the density of the site were to be the maximum allowed without a General Plan amendment.

Transportation/Traffic

- Please include the following additional intersections to be analyzed for traffic impacts:
  - Rolling Hills Road and Palos Verdes Drive North
  - Palos Verdes Drive North and Hawthorne
  - Crenshaw and Palos Verdes Drive North
- Due to the nature of writing an environmental impact report and the length of time that is likely to pass before the FEIR can be certified, please ensure the traffic data collected in April 2016 is an accurate reflection of traffic counts for the area. Even though the current traffic analysis increases the counts by 1% to account for growth in 2017, the EIR should confirm this

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growth. This confirmation can be made by collecting current traffic count data at a few specific locations and compare that to the adjusted traffic counts used in the Revised Traffic Impact Study (Revised Study), Solana Torrance, April 20, 2017. If this comparison identifies a significant difference between the traffic counts, new traffic count data should be collected.

- Based on the multi-family use and bedroom count, the project appears to be under-parked. It does not meet current City of Torrance standards for parking. The lack of adequate parking may have the potential to force street parking onto local streets possibly impacting regional traffic circulation. Please include analysis that shows the amount of parking necessary based on current City of Torrance requirements (no variances or PVD to allow a deviation from parking standards) and how that might reduce any potentially significant impacts.

Thank you for your attention to these matters. Please use me at the contact for any correspondence for this project.: Raymond R. Cruz, 2 Portuguese Bend Road, Rolling Hills, CA 90274 and rcruz@cityofrh.net. I look forward to receiving a copy of your Draft Environmental Impact Report when it is circulated.

Sincerely,

Raymond R. Cruz
City Manager

cc Yolanta Schwartz, Planning Director
Julia Stewart, Assistant Planner

Santana, Danny

From: Tiffani Morris <tiffmo3@verizon.net>
Sent: Friday, August 25, 2017 1:31 AM
To: Santana, Danny
Cc: Judi Moore; Steven Morris
Subject: Appropriately named "Butcher" Hill

Mr. Santana:

My fellow hillside neighbors and I find it shameful that you and your fellow "developers" haven't taken into mind the effect your new "high-density" development will have on tens of thousands of existing residents and property owners here on the hill, not to mention those residents at the base of the hill. We find the term "high-density" insulting as well. We know what you all are doing and who is paying you to do it.

We purchased our properties here to create and raise families, and we deserve the right to live the lives we pay for without your further urbanization of our city.

The corruption and greed is not lost on us. Yes, you may line your pockets with this project. But all of us citizens will lose. Our property values will suffer, our safety will suffer, our accessibility to town and to hospitals will be severely burdened....Our freedom will be lost.

We strongly urge you to re-think your "high-density" multi-story development at Butcher Hill.

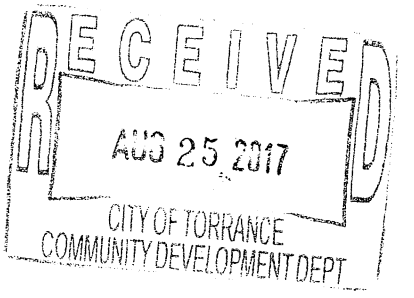
Would your mother, wife, children be happy about this development if they had to suffer the consequences of it? Would you?

We hope you listen to your conscience.

Regards,

Steve and Tiffani Morris

8/20/17



City of Torrance
3031 Torrance Blvd.
Torrance, CA 90503
Attn: Danny Santana – Planning & Environmental Manager

Re: Butcher-Solana Resident Project

Mr. Santana:

I would like to express my concerns regarding the additional traffic that will be generated as a result of the Butcher-Solana Resident Project, specifically with regard to Via Valmonte, Paseo de las Tortugas, Mesa St., Newton St., and other adjoining streets. I have lived in this neighborhood for 28 years, and I do not wish for my neighborhood to be plagued with increased traffic and noise as well as reduced air quality.

This area is residential R1 zoning, and I would like any new developments to comply with the existing neighborhood zoning regulations. If you insist on proceeding with this development, I would like to request that the residents exit only eastbound on Via Valmonte (towards Hawthorne Blvd) with restrictions on residents travelling westbound on Via Valmonte and permanent restricted hours for left and right turns on Newton St. I do not want the peaceful nature of our neighborhood to be disturbed by this increase in traffic flow.

Furthermore, I am concerned about the additional traffic this development will add to Hawthorne Blvd. In the 1960s, I could exit Torrance and be on I-405 in 5 to 7 minutes; now, the same drive takes me 15 to 20 minutes. I foresee this development only exacerbating this problematic congestion.

I am also concerned about potential obstructions to our view of the Port of Los Angeles Harbor and the ensuing view ordinance violations. After the grading of fill, how high will the project be? I also would like to express my objection to any government funding of this project and to any mandate for low-income housing that may be driving this project.

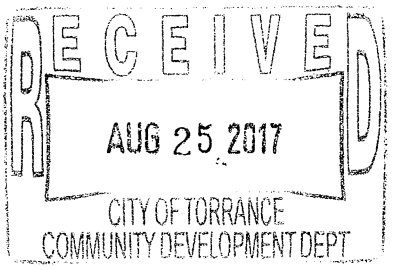
Thank you for taking the time to hear my concerns and understand the frustration of the neighborhood's residents.

Sincerely,

Norman Basmajian
4003 Paseo de las Tortugas
Torrance, CA 90505
normbasmajian@yahoo.com
(310) 261-7919

CREED LA

August 21, 2017



Via Email and U.S. Mail
Danny Santana
City of Torrance Planning Department
3031 Torrance Boulevard,
Torrance, CA 90503
DSantana@TorranceCA.gov

RE: Public Records Act Request and Request for Mailed Notice of Public Hearings and Actions –Hawthorne Boulevard/Via Valmonte).

Dear Mr. Santana:

CREED LA is writing to request a copy of any and all records related to the Hawthorne Boulevard and Via Valmonte. The developer is proposing a project that consist of the development of three 5-story building. Each building will consist of four residential floors above a ground-level parking garage. The buildings will contain 248 apartment units. The project would provide 484 parking space in one 6-story parking structure. We are also writing to request copies of all communications and mailed notice of any and all hearings and/or actions related to the Project.

Our request for mailed notice of all hearings includes hearings, study sessions and community meetings related to the Project, certification of the MND (or recirculated DEIR), and approval of any Project entitlements. This request is made pursuant to Public Resources Code Sections 21092.2, 21080.4, 21083.9, 21092, 21108 and 21152 and Government Code Section 65092, which require local agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body. Our request includes notice to any City actions, hearings or other proceedings regarding the Project, Project approvals and any actions taken, or additional documents released pursuant to the California Environmental Quality Act.

Our request for all records related to the Project is made pursuant to the California Public Records Act. (Government Code § 6250 et seq.) This request is also made pursuant to Article I, section 3(b) of the California Constitution, which provides a constitutional right of access to information concerning the conduct of government. Article I, section 3(b) provides that any statutory right to information shall be broadly construed to provide the greatest access to government information and further requires that any statute that limits the right of access to information shall be narrowly construed.

We will pay for any direct costs of duplication associated with filling this request up to $200. However, please contact me at (877) 810-7473 with a cost estimate before copying/scanning the materials.

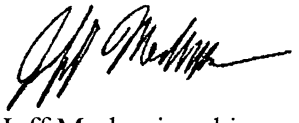
Pursuant to Government Code Section 6253.9, if the requested documents are in electronic format and are 10 MB or less (or can be easily broken into sections of 10 MB or less), please email them to me as attachments.

My contact information is:

U.S. Mail
Jeff Modrzejewski
CREED LA
501 Shatto Place, Suite 200
Los Angeles, CA. 90020

Email
Jeff@creedla.com

Please call me if you have any questions. Thank you for your assistance with this matter.
Sincerely,



Jeff Modrzejewski
Executive Director

Santana, Danny

From: Dave & Elaine Brent <dabrent@verizon.net>
Sent: Thursday, August 24, 2017 12:21 PM
To: Santana, Danny
Subject: Concerns and Suggestions Regarding the EIR for the Butcher-Solana Residential Project

Hi Danny,

I have listed below my concerns regarding the proposed **Butcher-Solana Residential Project** for 'Butcher Canyon'. I feel these concerns represent significant problems for neighboring properties. One would think that by simply tucking this mammoth residential project into the rather obscure 'Butcher Canyon' there will be minimal impact on neighboring properties. However, due to its confinement in this relatively small canyon with high walls and being a former diatomaceous earth quarry, the project could exacerbate several potentially serious environmental issues. These issues are discussed below:

1) Aesthetics and Rezoning Issues

I feel the project will not fit in harmoniously with the neighboring R-1 residential properties.

- Its immense size will rival the floor area of the largest buildings in Torrance.
    a. Twenty percent larger floor area than the twelve story California Bank and Trust Building at Hawthorne Blvd. and Carson St.
    b. Twice the livable space of the very large senior residence called Village Court, on the south side of Benihana's Restaurant.

  In order to assess the immense size of the project one should walk around these buildings to appreciate their scale. Will this be the largest apartment complex in Torrance?

- Drawings alone are not adequate to represent the scale of the project. I suggest the City request a **silhouette** on behalf of the residents and businesses. Erect a poles, strings, and flags outline of Buildings A,B, C, and the six level garage so neighbors, community planners, planning commissioners, councilmen, etc can be provided with a physical representation of the project that can be viewed from different vantage points. There are a few large earth berms on the property but the silhouette can be adjusted to represent the height and footprint of the complex.

- The proposed rezoning from A-1 (Agricultural) and R-LO (Residential Low Density) in the Hillside Overlay District should not be permitted. This project should adhere to the codes established for this district.

2) Excavation and Construction Issues

Neighboring R-1 residential and commercial properties could be impacted by dust generated by **significant excavation and disturbance** of the diatomaceous (silica) earth in the old quarry located in Butcher Canyon.

- The transport (including lofting) of soil particles by prevailing winds during excavation can be roughly separated into several physical regimes: long-term suspension (< ~20 microns diameter), short-term suspension (~20 – 70 microns), saltation/hopping (~70 – 500 microns), and creep (> ~500 microns). The large silica dust particulates, much greater than 70 microns in mean diameter, will probably not travel far in the prevailing winds since they readily settle out under their own inertia. However small particulates,

less than 20 microns, can be carried great distances (miles) since they can remain suspended (or entrained) by flow turbulence. Damage to lung tissues is more likely when exposed to small particulate silica dust. Any neighboring resident having pulmonary issues should be aware of the potential hazards. Children on the Walteria School grounds could be impacted by the silica dust.

- A comprehensive **'localized'** dust migration analysis should include the 'full range of measured wind speeds' at the site boundaries not just the average speed of 2.2 meters/sec (as listed in AQMD CalEEmod database for the LA south coast air basin) for this area to obtain upper limits for dust cloud buildup, particulate transport, and particulate migration distances.

  The maximum, average, and lowest wind speeds should be measured above the neighboring residential rooftops so that '**local** unobstructed air speeds' can be obtained. Wind speed measurements should be made at several different locations over several days since wind speed is dependent on location and time of day. Usually the wind is minimal in the morning, and therefore dust clouds can buildup and expand in the area. In the afternoon, prevailing coastal marine winds can carry the dust east into Walteria, or west toward Hollywood Riviera during a Santa Ana condition.

- A comprehensive **'localized'** dust migration analysis should include predictions for dust fallout and suspension for the neighboring properties including Greater Walteria assuming worse case particulate loading. This is a straight-forward airflow analysis for a low mass (particulate) loading analysis. Preferred method is CFD (computational fluid dynamics) with Lagrangian particulate tracking. I have used this approach in my airborne particulate contamination studies at TRW and Northrop Grumman Corporation, and have discussed this technical approach with the SCAQMD.

- The Developer should propose an action plan to provide needed (upon request) HEPA filter or electrostatic dust filter/precipitator systems for neighboring homes and commercial properties. Offering to just periodically clean drapery, curtains, carpets, washing down homes, etc. will not prevent small particulate airborne dust from entering the lungs.

- Warning/alert signs for 'dust cloud sighting' should be posted around the property with a phone number for the air quality monitoring agency. The Developer and/or SCAQMD should identify the airborne dust collectors (filters and TQCMs) that will be installed near 'Butcher Canyon' and neighboring properties to monitor particulate dust transport and fallout. These collectors should be capable of collecting the full range of particulate sizes (from 1 micron to beyond 500 microns). I have discussed this with the SCAQMD.

- The customary AQMD recommendation of a minimum 'two or three water sprays' per day on soil to be excavated might not be adequate. Quite often this recommendation is not followed by contractors. Furthermore, diatomaceous soil has low water permeability and doesn't appear to have good wettability. Surfactants might have to be added to enhance soil penetration which can create their own potential health hazards. Continuous (not intermittent) spraying might be necessary to reduce dust cloud formation. I have discussed these technical issues with the SCAQMD.

- The EIR did not appear to address the number of truckloads of diatomaceous soil (containing silica) that will be removed from the site. The 1996 Butcher Mountain EIR report estimated 60,000 truckloads over a period of 2.5 to 3 years on the larger 21.3 acre parcel. The parcel to be used for the Butcher-Solana Project is approximately 5.7 acres. Therefore, as an initial estimate, one may conclude by using a simple acreage ratio (5.7/21.3) that thousands of truckloads of soil could be removed offsite via our city streets. Quite often these trucks are not adequately covered to prevent dust blow-off during transit. I have discussed this with the SCAQMD.

- In addition, the EIR doesn't estimate the number of truckloads of stable fill (sand, etc.) that could be brought to the site to replace the excavated soil? Again, it could be thousands of truckloads.

Airborne Noise, Ground Vibration, Etc. Due to Excavation/Transport/Construction Vehicles

Long-term excavation and construction **airborne noise** by 'multiple' large earth moving vehicles could be considerable (due to direct and reflected noise) in the canyon and could significantly impact neighboring R-1 properties. It is likely that long-term **ground vibration** induced by 'multiple' heavy earth moving vehicles could significantly impact neighboring R-1 properties.

- The Developer should prepare an excavation and construction schedule showing start of surface grading, excavation, filling, and final construction. All key events should be shown.
- Steep slope sloughing/collapse should be a major concern for any proposed project in the canyon. The EIR study should evaluate the possibility of rock fall and slope sloughing/collapse due to earth vibration induced by multiple heavy earth moving vehicles.
- Will the Torrance Code regarding 'Construction Noise' be enforced including hours and days of permissible operation during the excavation and construction phase, or is the Developer appealing for a waiver?
- The EIR did not appear to address the potential traffic bottleneck that could be caused by trucks along Via Valmonte and Hawthorne Boulevard, and other large vehicles during the excavation and construction phase.

3) Potential Problems after Project Completion

Traffic and Parking Issues

Expect worsening traffic congestion on Via Valmonte and the nearby street intersections on Hawthorne Blvd.

- Potential overflow parking onto neighboring streets and commercial parking lots. The proposed two parking spots per apartment unit (484 spots for the 248 apts) could be inadequate. For example, the neighboring Sunrise Assisted Living on Hawthorne Blvd and Rolling Hills Road apparently has their employees park on residential streets since they have only 35 to 40 parking spaces on site that are largely set aside for visitors. More than 30 employee vehicles are now using the neighboring residential streets such as Madison Street, Candlewood Lane, and Eleda Drive as a commercial parking lot almost every day of the week. On several occasions, I have called Sunrise to have their employees move their vehicles on Eleda Drive since mailboxes were being blocked, trash receptacles were being forced into driveways, and lawn/tree service interfered with.

Safety Issues

- Children residing in the apartments will probably attend Walteria Elementary School. I am concerned for their safety crossing with increased traffic on Via Valmonte, Hawthorne Blvd, Newton Street, and Madison Street.

Noise Issues

- Potential reverberant noise persistence (and echos) due to the canyon walls and proposed buildings --- R-1 properties looking down on the project could be significantly impacted.
- Objectionable noise can be accidently generated by vehicle horns in all five levels of the six-level garage dedicated to parking. The noise can propagate efficiently at high intensity through the garage to the open vents due to the hard, reflective interior surfaces. Noise emissions from the open ventilation vents will propagate to the surrounding area. The garage can house up to 242 vehicles. There will also be 242 additional parking spaces on the property. Multiple 'car alarms' could be frequently triggered, as observed in many large multi-level parking structures and parking lots. The multi-level garage ventilation

openings are a source of noise that can take a direct path and in addition a reflection path (from the canyon walls) to the neighboring properties. This objectionable noise can become a serious nuisance for neighboring properties even at a distance of a 1,000 ft. Properties having a greater elevation than the floor of Butcher Canyon could be particularly vulnerable to noise.

- Steady noise from the 250+ AC condensers located on the building rooftops could become a problem for neighboring R-1 properties. Although 70 dB was used for the airborne sound power for the Trane AC condensers in the EIR noise study, in practice one can expect the value to be as much as 10 dB higher than the manufacturer's published noise specification. Trane should be contacted to obtain the actual field test data for these units to see if 70 dB is a 'mean value' or a 'max value'. In practice, one should always assume worst case (maximum noise) for AC condensers. AC condenser noise will grow steadily as the units age --- many new units could be over the specification value! The combined AC condenser noise of all the rooftop units could readily stand-out against the ambient noise during typical traffic lulls particularly in the evening and early morning hours when the ambient noise is low. Exposed ductwork can also radiate noise. Sound barriers should be required around all the large AC condenser banks. The barriers should be at least 3 ft higher than the units, and the barriers should be high enough to prevent the individual units from being visible at neighboring R-1 properties.
- 'Large group noise' from the 'rooftop social gathering area' consisting of a swimming pool, spa, and sitting/lounging area on the roof of the six-story garage could become a serious problem for neighboring R-1 residential properties. This could become the favorite social gathering spot at the project. Both direct noise and noise reflected off the north facing slope could propagate toward the neighboring R-1 residential properties. Is this the only 'large' social gathering area for the project? Even if usage hours are established for the 'rooftop social gathering area', one can expect the no-usage times to be infringed upon. Enforcement is usually lacking in residential projects!

Light Proliferation Issues

- Light emitted by the project illumination systems and other sources on the property during the evening hours apparently was not assessed in the EIR study. Project light proliferation can consist of direct propagation from the individual sources (project lamp posts, reflected light from buildings surfaces, building/deck lighting, auto headlights shining through the ventilation openings in the six-level garage, auto headlights on the property, light from apartment windows, etc.) coupled with reflected light from the north face of Butcher Hill. The total project illumination could have a potential negative impact on neighboring R-1 properties.

Property Value Issues

- There could be potential significant loss of property value for neighboring R-1 properties due to the multi-faceted intrusion by this proposed mammoth project. This potential loss in property value could ripple through neighboring areas of Walteria, the Hollywood Riviera, and Palos Verdes.

Unfortunately, the proposed mammoth project for Butcher Canyon appears to have many negative intrusive characteristics.

I am available to discuss these concerns directly in person with Torrance City Planners, Planning Commissioners, and Councilmen.

Sincerely,

Dave Brent

3614 Eleda Drive
Torrance, CA 90505
310-375-5546

Santana, Danny

From: Susan Welch <susanpwelch@yahoo.com>
Sent: Thursday, August 24, 2017 9:14 AM
To: Santana, Danny
Subject: Butcher-Solana Residential Project

I use the intersection of Via Valmonte and Hawthorne Boulevard to travel to and from my residence. I am extremely concerned about the traffic impact of the Butcher-Solana Residential Project (the "Project").

I have reviewed the Revised Traffic Impact Study, dated April 20, 2017 (the "Study"). The Study's conclusion that, even with the anticipated increased traffic from the Project, the level of service for all studied areas (except one) was within acceptable limits is based on obviously flawed assumptions. Therefore, the Study's conclusions are not reliable, and it does not provide a valid basis for even assessing (and certainly not approving) the Project.

For example, for a site with approximately 500 parking spaces (496 for residents and 50 for guests according to the Study), the Study estimates only 51 outbound trips during peak morning hours (Table V). In other words, the Study is based on an assumption that only approximately 10% of the cars in the proposed development will exit during morning peak hours. It similarly assumes that roughly 10% of the cars (56) will enter the site during peak afternoon times. The traffic study's conclusions are, therefore, based on an assumption that 90% of the cars will **not** be exiting during peak morning times or entering during peak evening times. That defies logic (and the definition of peak hours).

It is apparent that by grossly underestimating the number of peak hour trips, the developer has provided a traffic study that erroneously states that the Project will have acceptable impacts on traffic. I encourage the City of Torrance to reject the obviously flawed traffic study and require a valid study based on appropriate assumptions.

Susan Welch
310-378-8064
susanpwelch@yahoo.com

Santana, Danny

From: cm scy <cmscdjy@gmail.com>
Sent: Thursday, August 24, 2017 2:01 PM
To: Santana, Danny
Subject: Butcher-Solana Residential Project

Hello,
I'm writing to express my strong opposition to this residential project. I used to live in Torrance and recently moved to Rancho Palos Verdes, where my main access into Torrance is Hawthorne Blvd. The traffic going north on Hawthorne is already nearly unbearable, particularly during morning rush hour. It can take 30 minutes just to go from PV Drive North to PCH. Adding 300 apartments to this already congested area would make it untenable and dangerous to try to get from PV into Torrance. It's already so difficult to get to the hospital, medical offices, and shopping areas in Torrance, but this would make it nearly impossible. This large-scale project is too big and dense for such a congested throughway. Please reconsider.

Thank you very much.

Santana, Danny

From: Josey Vanderpas <jvrvanderpas@gmail.com>
Sent: Wednesday, August 23, 2017 9:46 PM
To: Santana, Danny
Subject: Butcher-Solana Residential Project

Dear Mr. Santana

Please add me to any e-mail list you have for the

Butcher-Solana Residential Project

Thank you

Josey Vanderpas

e-mail: jvrvanderpas@gmail.com

Santana, Danny

From: Terri Molinaro <tdm@lmallp.com>
Sent: Wednesday, August 23, 2017 8:39 AM
To: Santana, Danny
Cc: SDA Management Co; Lucy Lofrumento; Terri Molinaro
Subject: Butcher-Solana Residential Project - Request to be Added to Service List & for Documents

Danny,

As you know, our office represents one of the owners of the Vista Plaza Shopping Center in Torrance. We recently became aware of the Butcher-Solana Residential Project ("Project"), which is in the vicinity of the shopping center.

We would like to receive copies of all future notices concerning the Project. Since the Notice of Preparation of Environmental Impact Report and Scoping Meeting directed recipients to send responses and comments to you, we thought you may be able to assist with our request to have the following addresses added to the service list for the Project:

Lucy Lofrumento
Terri Molinaro
LMA Law, LLP
60 South Market Street, Suite 1400
San Jose, California 95113
lal@LMALLP.com
tdm@LMALLP.com

SDA Management Company, LP
Attn: Marie Rees
PO Box 6040
San Pedro, CA 90734-6040
sdamgt@cox.net

In addition, we would like to have copies of any materials that were made available at the Scoping Meeting that was held for the Project on August 10, 2017. Those materials should be sent to the same parties as above (by email is fine).

Thank you for your assistance. If these requests should be directed to someone else, please let me know.

Thanks, Terri

LMA LAW, LLP

Terri Molinaro

Attorney at Law
60 South Market Street, Suite 1400
San Jose, California 95113
Phone: (408) 560-3664 | Fax: (408) 560-3661

tdm@LMALLP.com | Web: www.LMALLP.com

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Santana, Danny

From: Kathy Tyndall <kathymtyndall@gmail.com>
Sent: Wednesday, August 23, 2017 11:45 AM
To: Santana, Danny
Subject: Butcher Solana Project on Via Valmonte

I live in Rancho Palos Verdes and want to express my concern about this project due to the projected increase in traffic. We only have a limited number of ingress/egress points for exiting "The Hill" and Hawthorne Boulevard is one of the main arteries, as you well know. Imagine how congested this will be for PV residents who are trying to drive north from PV at any given time with poentially 500 additional vehicles on the road. This could easily add considerable time to my commute and the commute of others.

Having lived on the Palos Verdes Peninsula for 40 years, I am deeply concerned about the scope of this project and the potentially negative implications for my community as well as those who live in South Torrance. As a Realtor for the last 35 years, I have always believed in promoting our quality of life here in the South Bay as one of my primary objectives for choosing this profession. Sadly, choking off main streets by permitting so many vehicles will potentially drive me and others to finally consider relocating to less congested cities. If that happens, all of the 55+ housing that has recently sprung up in Torrance and PV may suffer from a decline in residents seeking to downsize yet remain in the area because of the repudiation of our reasons for staying local. Imagine what would happen if emergency services can't reach someone in distress? I do!

I love my life here and sincerely hope the City of Torrance will consider the impact this development will have on our lives here on the Peninsula. Thank you for considering my point of view.
Best Regards,
Kathy Tyndall

--

THE TYNDALL TEAM
RE/MAX Estate Properties Lic.#0856344
Visit My Website
About.me
(310) 809-8221

Santana, Danny

From: John Blanco <johnjblanco@gmail.com>
Sent: Wednesday, August 23, 2017 2:50 PM
To: Santana, Danny
Subject: Buthcer Solano Project

Mr Santana,

The traffic study that was performed by the Project supplier does not include the traffic that will be generated by the large housing complex that will be completed on PCH and Prospect Blvd.
The traffic on PCH from Western to Palo Verdes Blvd is so bad on friday afternoons, that I avoid it. I think an independent traffic report needs to be accomplished. The report was paid for by the Project management.

John Blanco
3104185176

Santana, Danny

From: John Blanco <johnjblanco@gmail.com>
Sent: Wednesday, August 23, 2017 1:10 PM
To: Santana, Danny
Subject: Butcher Hill project.

Sir

Please perform your job. This area is zoned for nine homes. The developer wants to put in 240 units. I have lived in the hillside overlay area for over 30 years and respected that the city has maintained a low density residential area. Is our city Manager Leroy Jackson pressuring you?
Please protect our neighborhood!

John Blanco
3104185176

Santana, Danny

From: lara shea <laralou88@hotmail.com>
Sent: Wednesday, August 23, 2017 4:02 PM
To: Santana, Danny; citycouncil@pvestates.org
Subject: concerns over Via Valmonte proposed apartment buildings

To Whom It May Concern,

I just read that a 300-Unit apartment building is being proposed for the intersection of Hawthorne and Via Valmonte. I would like to add my name to the growing list of residents who are very concerned about traffic, congestion and high density living that these apartments will create. I don't understand how that area could even be zoned for a project so gigantic, but after living on top of people in Hermosa Beach, we moved to Palos Verdes to have lower density, more space and land around us and less congestion. Our environment is already pressured by those who are here, please do not approve such a massive project in such a ridiculously small and already congested space.

Thank you,
Lara Shea
Rancho Palos Verdes

August 17, 2017

Dear Mr. Danny Santana,

This is to inform you that we oppose the Butcher-Solana Residential Project for many reasons. These reasons include the following concerns related to water, traffic, pollution, and schools. As a result, the City of Torrance needs to decline this project.

A major concern is water usage. Building this project will drastically increase water consumption with the addition of 500 plus more toilets and 250 plus more showers, as well as the maintenance of drought resistant foliage and landscape.

The added pollution to the area is another factor with the addition of more cars, trash, utility services, and noise. Maintaining the area will require more police, gardeners, trash trucks, etc. More, cement, asphalt, and cars will contribute to a rise in temperature for the area. Therefore, the City of Torrance Planning and Environmental Manager must not agree with the impact of greenhouse gas emissions on the environment.

In addition to the above concerns, this project will have an impact on our local schools with added enrollment causing the need for more teachers, larger class sizes, as well as lack of facilities in order to meet the demand of a larger student population.

The traffic increase is a major concern. With 500 plus more cars, traffic will be a major issue for all residents living in Torrance, as well as surrounding communities. During peak travel times, Via Valmonte backs up with as many as 10 cars waiting at the signal in order to enter Hawthorne Blvd. Turning left from Hawthorne Blvd. onto Via Valmonte is already a dangerous situation. Currently, cars traveling north from Rolling Hills Road encounter significant congestion before reaching Pacific Coast Highway.

With the additional traffic resulting from this project, people will make alternate routes causing more traffic on Calle Mayor, Rolling Hills Road, Anza, Crenshaw, Paseo de las Tortugas, Mesa, Newton, Vista Montana, and many other local streets. Our community cannot handle this population increase for all the listed reasons. The city has enough trouble maintaining the roads, which are terrible! This project will result in a burden to all Torrance residents. Therefore, the City of Torrance must decline this project.

Sincerely,

Roger and Jewell Toombs
316 Calle Mayor
Redondo Beach, CA 90277

RECEIVED
AUG 22 2017
CITY OF TORRANCE
COMMUNITY DEVELOPMENT DEPT

G.J. Hatem
Phone: 213-924-1720
Email: valmonte777@hotmail.com

21 August 2017

Mr. Danny Santana
Planning and Environmental Manager
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503
Email: Dsantana@TorranceCa.gov
Phone: 310-618-5990

Subject: Butcher-Solana Residential Project (General questions and identification of environmental issues)

Dear Mr. Santana,

General concerns that were raised during the 10 August EIR Scoping Meeting:

1. Multiple people raised their concerns regarding the Project's, proposed policy changes to the City of Torrance's:
    a. **General Plan: (R-LO to R-LM), going from 0-9 dwelling units per acre to 43.4 du's (just under High Density at 44.1 du's)**
    b. **Current Zoning ordinance: A-1 (Light Agricultural)(Hillside Overlay District) to PD (Planned Development) (Hillside Overlay District)**
    c. **Conditional Use Permit approval: required for multiple residential developments of more than three stories in height or having more than 100 units.**

They felt that the proposed policy changes are **beyond the scope of the EIR** and should be acted upon independently and prior to the completion of the EIR.

Note: If acted upon independently, and the requested changes were not approved or approved pending community input stipulating changes to the proposed Project, then either:

a. There would be no longer a need for the EIR, or
b. The community at large would have an opportunity to weigh in independent of the EIR. (the currently plan couples the approval of the requested changes with the completion of the EIR, **the EIR should have no bearing on the proposed municipal code changes)**

Question: What prevents the proposed municipal code changes from being assessed independently of the EIR?

2. Parking:
    a. The Butcher Solana Initial Study dated is July 2017 Table 2, page 23, shows parking for 484 cars. The City of Torrance Land Use Code, Section 93.2.3 establishes a minimum requirement of 546 parking spaces.

Question: How is this being reconciled?

EIR specific concerns: Environmental Check List

III. AIR QUALITY.

Where available, the significance criteria established by the applicable air quality management or air\pollution control district may be relied upon to make the following determinations. **Would the project impact the air quality?**

Environmental Analysis: Assessment: Potential Significant Impact

An impact is potentially significant if emission levels exceed the state or federal ambient air quality standards, thereby exposing sensitive receptors to substantial pollutant concentrations. Sensitive receptors are locations where uses or activities result in increased exposure of persons more sensitive to the unhealthful effects of emissions (such as children and the elderly). Residential land uses are to the north, east, and west of the project site. The EIR will evaluate the potential for construction and operation activities of the proposed project to exceed SCAQMD's localized significance thresholds in accordance with SCAQMD's guidance methodology. The EIR will also analyze potential health impacts associated with any exposure of sensitive receptors to substantial pollutant concentrations. Identified mitigation measures will be incorporated as needed.

Note: Project plans for: Retaining walls and Rockfall Barriers

"The part of the rockfall setback upslope from the retaining wall/rockfall barrier would be graded to create a 2.5-foot-wide concrete ditch next to the wall, followed by a nearly level area ("bench") approximately 10 feet wide to permit access to remove slough. (see Figure 11, *Retaining Wall/Rockfall Barrier)".* **Need to factor in both the short and long term effects of exposure to Diatomaceous Earth (see below) when the site is being prepared and the effect on children when playing in the retaining area**

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

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

Environmental Analysis: Assessment: Less Than Significant Impact

Rebuttal: Inhalation of Diatomaceous earth may be hazardous

Background:

Diatomaceous earth: made from the fossilized remains of tiny, aquatic organisms called diatoms. Their skeletons are made of a natural substance called silica

Health hazards due to the inhalation of amorphous silica. Source (Pub Med.gov)

"Occupational exposure to crystalline silica dust is associated with an increased risk for pulmonary diseases such as silicosis, tuberculosis, chronic bronchitis, chronic obstructive pulmonary disease (COPD) and lung cancer. This review summarizes the current knowledge about the health effects of amorphous (non-crystalline) forms of silica. The major problem in the assessment of health effects of amorphous silica is its contamination with crystalline silica. This applies particularly to well-documented pneumoconiosis among diatomaceous earth workers."

XIII. POPULATION AND HOUSING. Would the project:

Induce substantial 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)?

Environmental Analysis: "The population increase due to project development would be well within the regional population forecast for the City,"

Assessment: Less Than Significant Impact

Rebuttal: The impacted area considered, should be the low density area surrounding the project, not the City of Torrance projected population growth.

XVI. TRANSPORTATION/TRAFFIC. Would the project:

Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Environmental Analysis: Assessment: Potentially Significant Impact.

"The proposed addition of 248 apartment units and an estimated 722 residents to the site would add vehicle trips to area roadways. The project site plan includes two access driveways for the project—one from Hawthorne Boulevard—which would be right-in-right-out only—and one from Via Valmonte—which would be right-out only. The project includes the addition of sidewalks to the site frontages along

Hawthorne Boulevard and Via Valmonte and along parts of the proposed network of driveways onsite. Impacts would be potentially significant. A traffic impact analysis (TIA) is being prepared for the proposed project and will be discussed in the EIR".

Note: The traffic study has since been performed and concludes that "The Project is not anticipated to result in significantly measurable traffic impacts...."

Rebuttal to Traffic Study (4/23/17)

Note regarding ITE manual used:

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual* suggests that *"the user may wish to modify trip generation rates presented in this document to reflect ... special characteristics of the site or surrounding area."*

Pg 41 Queuing Analysis survey on 5/24/16 – Duration 1 hour

a. One day for one hour is an insignificant sample size for any meaningful prediction (local residents have witnessed cueing in excess of 9 cars at various times during the day.
b. Does not capture the multiple illegal u turns into oncoming traffic on Via Valmonte to circumvent the no right turn from Paseo de las Tortugas on to Via Valmonte heading west and to circumvent the no left turn heading east on Via Valmonte on to Paseo de las Tortugas.

Recommendation:

- Install automatic sensors at the Via Valmonte /Hawthorne intersection and sensors at the West and East Via Valmonte/Paseo de las Tortugas intersection for a statistically significant time period.

Pg 43 Pedestrian Crossings paragraph 4

a. ".it was observed that students... in their route to Walteria Elementary School" Students living on the west side of Hawthorne Boulevard/ Via Valmonte attend Rivera Elementary (uncertain whom the observer was observing).

Local street impact from the Project site to neighborhood schools

The traffic study makes no mention of the traffic impact to local streets

2010 Census data for Torrance population indicates 21.9% under 18 years old – The Project plans for 722 Residents which equates to 158 people being under 18. Dividing the 158 equally between the 3 local schools yields approximately 53 students per school.

Rivera Elementary

a. The quickest way to Rivera from the proposed Project site is exiting south on to Hawthorne Blvd making a U turn at Rolling Hills and queuing in the left hand turn lane on to Via Valmonte followed by a right turn on Paseo de las Tortugas.

Potential impact:

a. Exiting the proposed Project from Via Valmonte and making an Illegal left turn on Via Valmonte resulting in collisions with east and west bound traffic
b. The left hand turn lane to Via Valmonte from Hawthorne Blvd will be unable to accommodate the morning peak demand, so consequently North bound vehicle traffic on Hawthorne will become constrained
c. Morning peak vehicle traffic on Via Valmonte and Paseo de las Tortugas will greatly increase

Richardson Middle School

Potential impact:

a. Similar to Via Valmonte except the cars will be queuing to turn left on to Newton from Hawthorne Blvd

b. Morning peak vehicle traffic on Newton will greatly increase

I would be pleased to further discuss these matters in person, over the phone, or via Email; my contact information is referenced below:

Sincerely,

G. J. Hatem

Email: valmonte777@hotmail.com Phone: 213-924-1720

Santana, Danny

From: Greg Hatem <valmonte777@hotmail.com>
Sent: Monday, August 21, 2017 7:37 PM
To: Santana, Danny
Cc: Lang, Nina
Subject: Butcher-Solana Residential Project (Comments on scope and content of the proposed EIR)
Attachments: Formal response on EIR scope and content.docx

Importance: High

Danny,

As requested, attached in the word document are my comments on the scope and content of the proposed EIR, along with requests for answers to questions that were voice by participants at the 10 August 2017 "Scoping Meeting" for the proposed EIR.

I would be pleased to further discuss these matters in person, over the phone, or via Email; my contact information is referenced below.

Sincerely,
Greg Hatem

My Contact Information:
Email: valmonte777@hotmail.com
Phone:213-924-1724

Sent from Mail for Windows 10

Santana, Danny

From: Pete Verenkoff <petev@vsdev.com>
Sent: Monday, August 21, 2017 6:09 PM
To: Santana, Danny
Cc: Lang, Nina
Subject: RE: Butcher-Solana Residential Project - 8-17-2017 Meeting follow-up: request for notes review
Attachments: Notes from Verenkoff-Santana Process Meeting – 8-17-2017.pdf

Mr. Santana,

Thank you for the extremely quick response. I really appreciate the effort. The attached document should have incorporated your corrections/clarifications.

I hope you had a great weekend as well. Again, thank you!

Best regards,
Pete Verenkoff
(424) 634-9073
Email: petev@vsdev.com

From: Santana, Danny [mailto:DSantana@TorranceCA.gov]
Sent: Monday, August 21, 2017 4:22 PM
To: Pete Verenkoff <petev@vsdev.com>
Cc: Lang, Nina <NLang@TorranceCA.gov>
Subject: RE: Butcher-Solana Residential Project - 8-17-2017 Meeting follow-up: request for notes review

Mr. Verenkoff,

Some comments have been noted. Hope you had a great weekend.

Thanks,
Danny
Danny Santana, MPA
Acting Planning & Environmental Manager - Community Development Department - Planning Division
City of Torrance - 3031 Torrance Blvd. Torrance CA 90503 - (310) 618-5871 voice - (310) 618-5829 fax
DSantana@TorranceCA.gov - www.TorranceCA.Gov - www.Twitter.com/TorranceCA



From: Pete Verenkoff [mailto:petev@vsdev.com]
Sent: Monday, August 21, 2017 12:30 PM
To: Santana, Danny
Subject: Butcher-Solana Residential Project - 8-17-2017 Meeting follow-up: request for notes review

Mr. Santana,

Thank you again for spending time with me this past Thursday to discuss aspects of the Butcher-Solana Development Application and the Torrance City Review and Approval Process.

Prior to distributing my meeting notes, I wish to request your review of the attached PDF to ensure that I have not made any substantive errors.

I have taken the liberty of interpreting and detailing what I thought I heard was the way existing municipal codes would be applied to this project as a PD zoned property in the Hillside Overlay Zoning District. If I have made any errors, please correct.

Any comments or corrections to City's Project Review & Approval Timeline would be greatly appreciated.

The attached PDF supports mark-ups and comments using Adobe Acrobat.

Thank you.

Best regards,
Pete Verenkoff
(424) 634-9073
Email: petev@vsdev.com

We are opposing the Butcher-Solana Residential Project because:

1. It is too big and it does not go with the neighborhood

2. It will create a lot of traffic, we already have enough.

3. The City of Torrance (Planning Division) should have notified us (the residents in the area) the moment this project arrived in your office. Instead you have been making plans and giving false hope to the developers in allowing it to come this far without our participation and opinion.

4. We like projects that improve the area and we would like to see this corner turned into a park or a single family home development that will agree with the neighborhood.

Thank you.

The Takehara Family
✓ 3856 Paseo de las Tortugas
Torrance, CA 90505

RECEIVED
AUG 21 2017
CITY OF TORRANCE
COMMUNITY DEVELOPMENT DEPT

COMMENT CARD

July 10, 2017 at 6:30 PM – Butcher-Solana Residential Project Scoping Meeting

Please let us know your comments/concerns regarding the Butcher-Solana Residential Project EIR (please print):

Shame on the City Council for letting this egregious project progress to this point. Abide by the current zoning, and say "NO" to this atrocious project now. I attended the meeting tonight and did NOT hear one positive comment in favor of this construction. Vote NO right now.

The report states that there will be 248 apartments, some one-bedroom and some two-bedroom. Depending on how many of each, we can assume most of the one-bedroom units will have two adults. With the cost of rents rising to an extremely high level, especially in the South Bay, four young adults could be renting the two-bedroom units. It is very likely that 725 people could live in these apartments.

This is not the 1950's where one family has one car. Most adults now own a car, and some own two cars. I live at 4105 Mesa Street with my husband, and we each have a car. Two adults=2 cars.

My next-door neighbors to the east have one car for the wife and one car for the husband. Their twin college-age children each own a vehicle. Four adults=4 cars.

My neighbors directly across the street on Mesa have one car for the wife and one car AND one truck for the husband. Two adults=3 vehicles.

My next-door neighbors to the west have one car for the wife and one car for the husband. Two adults=2 cars.

Total equals 10 adults and 11 vehicles or 1.1 vehicles per PERSON not per unit. If 725 people own 800 vehicles, where will they park?

This will not add 800+ vehicles to the intersection of Hawthorne/Valmonte because each trip is a round trip. There could be 1600 vehicles passing this intersection just from this project per day.

On average, I come and go three times per day—passing through Hawthorne/Valmonte (6 one-way trips). If these new residents have similar habits, that will add up to a possible 4,800 more cars needing to use this one intersection **EACH DAY**—and that is in addition to the already heavy traffic at that intersection. **THIS MAKES NO SENSE. DANGEROUS TOO!** Also, the people who can afford to pay and live in high-rent districts usually do not use public transportation. The noise, pollution, crime, air-quality decline will NEGATIVELY affect Torrance and home values (lower property tax), and the entire Palos Verdes peninsula. Stand up to this big developer and say NO – ASAP. Follow the rules and do what is right. The zoning should not be changed. (Is someone being illegally paid to approve this project? We need to investigate.)

Name: JANE READEUR NOLL and BEN NOLL

Address: 4105 MESA St. Torrance, CA 90505

Please return this comment card to Danny Santana, Planning and Environmental Manager, City of Torrance, at the end of the Scoping Meeting or fold in half, staple, and mail it to the City of Torrance using the address provided (see reverse).

aug.

COMMENT CARD

~~July~~ 10, 2017 at 6:30 PM – Butcher-Solana Residential Project Scoping Meeting

Please let us know your comments/concerns regarding the Butcher-Solana Residential Project EIR (please print):

I am opposing 100% the Butcher-Solana Residential Project in its current scope for the following reasons:

1.- It changes the character of our neighborhood.

2.- It will decrease our property values.

3.- It creates too much pollution in the air.

4.- It also creates noise pollution.

5.- It will impose a nightmare that never ends in regards to the traffic on all of us that live in this quiet neighborhood.

6.- The job of the City of Torrance (City Council) is to protect us from developers like the ones that are behind the Butcher-Solana Project that want to change the zoning, the codes, the neighborhood; in other words our way of life, all in the name of MONEY.

The only way I see this project moving forward is to become a single family home development that will be in harmony with the neighborhoods in the area.

Thank you.

Name: Sonia Brown

Address: 3862 Paseo de las Tortugas, Torrance CA 90505.

Please return this comment card to Danny Santana, Planning and Environmental Manager, City of Torrance, at the end of the Scoping Meeting or fold in half, staple, and mail it to the City of Torrance using the address provided (see reverse).

Santana, Danny

From: Poirier, Rebecca
Sent: Monday, August 21, 2017 3:04 PM
To: Santana, Danny
Subject: FW: Butcher Hill Project

From: Anne Watson [mailto:whiggywatson@verizon.net] ✓
Sent: Saturday, August 19, 2017 3:59 PM
To: Furey, Pat <PFurey@TorranceCA.gov>; Ashcraft, Heidi <HAshcraft@TorranceCA.gov>; Goodrich, Tim <TGoodrich@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>; Herring, Milton <MHerring@TorranceCA.gov>; Rizzo, Geoffrey <GRizzo@TorranceCA.gov>; Weideman, Kurt <KWeideman@TorranceCA.gov>; Poirier, Rebecca <RPoirier@TorranceCA.gov>; Cortez, Dana <dcortez@TorranceCA.gov>
Subject: Butcher Hill Project

Honorable Mayor, City Council Members, City Clerk and City Treasurer:

The following is a letter I sent to Dan Santana just yesterday. I wanted to reach to all of you as well and further express my sadness at the prospect of this Butcher Hill project. Today, I let my friend's daughter have a pool party for her 7th birthday at my house and they were in heaven; playing in the pool, watching the planes from Torrance airport and seeing what it was like not living in the congestion of Redondo Beach. In speaking to one of her guests, they told me they had been house hunting for the last few years, but the prices have kept everything out of their buying abilities. It dawned on me that it is not high-density housing LA needs, but affordable houses for first time buyers. I have worked with Habitat for Humanity and that is what finding a home is all about – humanity.

These developers don't care about this area, but I am assuming all of you do. Why else would you have run for office but to make sure that this city gets the best it deserves. They will build this building and then sell it for millions of dollars, just like they did in Boulder: http://www.9news.com/money/business/california-company-sells-boulder-apartments-for-record-136-million/346409259.

If you care about this city and it's people, you will refuse to allow this project to move forward.

Thank you for considering my words.

Anne Watson

> HI Mr. Santana,
>
> I spoke at the meeting of August 10th near the end. My husband and I live at 24890 Via Valmonte – the A-Frame on the hill. I have lived in Los Angeles since I was 8 – arriving in 1974 from Vancouver, Canada. I have lived all over LA – Hollywood, Topanga, Venice, Hermosa Beach and now here. What these things all have in common (except for Topanga, of course) is congestion. All my life, I have lived in an area until it got so crowded, I couldn't stand it so, I moved on. After the LA riots and the congestion that had strangled Venice, my husband and decided to move to the sleepy beach community of Hermosa Beach.
>
> After being renters for 10 years, we bought a house there, fixed it all up. We spent a total of 25 years in Hermosa and 15 in that house. We watched the Hermosa grow and expand till it wasn't the place we once knew and loved. We'd wake up in the morning and be able to hear our neighbor coughing next

door. Convinced it was time to leave, we waited patiently until my husband turned 55, spending the last two years seeking out our new home - our forever home. Though we were focused on Topanga, something drew us to the hillside here. We found this quaint little A-Frame that needed a lot of TLC. And, as a one–time opportunity, we transferred our property taxes.

We have spent the last year repairing and making this house livable: from sewer lines, plumbing, electricity – the list goes on – but each step of the way, I had to work with the City on planning, permits, inspectors and abide by the rules that were set out before me. I was told I could not build a two-story garage – even though it would not obstruct any views – and I accepted that. So when you have a Developer who not only wants you to change the rules for them, but compromise the zoning, potential safety and well-being of those who choose to live here, I am incensed.

Why is it that the ordinary citizen must abide by the rules, but when politicians and developers want something, the rules automatically get bent? Via Valmonte is a special street – but have you ever noticed driving up it how the pavement is worn and cracked? Until you get to PV of course. Then it is pristine and perfect. PV is a quarter of the size of Torrance and we can't even expect our taxes to go towards keeping our streets in good condition. Until the infrastructure is improved in this city, I think you should consider that you may be putting the cart before the horse. You cannot crowd a bunch of sardines in a tin can and expect that can to grow to accommodate them. Improve the roads, streamline the traffic, make sure all of the safe holds are in place and work with the people who worked so hard to get here to build a community of which we can all be proud.

A perfect example would be the developer in Pacific Palisades, Rick Caruso, who reached out to the residents to find out what they wanted and created a plan that would work for all concerned. Why is that not the approach you would want to take? Something needs to be done with that property, yes – but not a glass and steel building – it does not fit in with the aesthetics, anyone who has tried to build on it has determined it is not stable and it is a potential hazard to anyone who would live there.

Please consider that this is not the right solution for this property or this community.

Anne Watson
Gettin' Whiggy' With It

Santana, Danny

From: Joan Davidson <j135cooper@yahoo.com> ✓
Sent: Sunday, August 20, 2017 10:54 AM
To: Santana, Danny
Subject: re: Comments on the Butcher Solana Project and extension for comments

Dear Mr. Santana, Can you please clarify if the extension of the comment period will take under consideration comments submitted after the 28th of August with the same 'weight' as comments submitted by the 28th of August?

Legally the comments were 1st required by the 28th and just want to be reassured that comments submitted by community members by September 18th will carry the same importance and legal consideration under CEQA as those comments submitted by August 28th.

Thanks
Joan Davidson

Santana, Danny

From: Alison Davis <alison.davis@cox.net>
Sent: Sunday, August 20, 2017 9:18 PM
To: Santana, Danny
Subject: new apartments on Valmonte

I am absolutely opposed to this project of 300 new apartments. The traffic is already so congested that any more would make travel on Hawthorne impossible.
The construction period would also be horrendous. We just suffered through the building of the Sunrise facility and that was bad enough.
Please do an environmental impact study.
Do not let this project go forward.
Alison Davis

Santana, Danny

From: Anne Watson <whiggywatson@verizon.net>
Sent: Friday, August 18, 2017 5:22 PM
To: Santana, Danny
Subject: Butcher Hill - What Else?

HI Mr. Santana,

I spoke at the meeting of August 10th near the end. My husband and I live at 24890 Via Valmonte – the A-Frame on the hill. I have lived in Los Angeles since I was 8 – arriving in 1974 from Vancouver, Canada. I have lived all over LA – Hollywood, Topanga, Venice, Hermosa Beach and now here. What these things all have in common (except for Topanga, of course) is congestion. All my life, I have lived in an area until it got so crowded, I couldn't stand it so, I moved on. After the LA riots and the congestion that had strangled Venice, my husband and decided to move to the sleepy beach community of Hermosa Beach.

After being renters for 10 years, we bought a house there, fixed it all up. We spent a total of 25 years in Hermosa and 15 in that house. We watched the Hermosa grow and expand till it wasn't the place we once knew and loved. We'd wake up in the morning and be able to hear our neighbor coughing next door. Convinced it was time to leave, we waited patiently until my husband turned 55, spending the last two years seeking out our new home - our forever home. Though we were focused on Topanga, something drew us to the hillside here. We found this quaint little A-Frame that needed a lot of TLC. And, as a one–time opportunity, we transferred our property taxes.

We have spent the last year repairing and making this house livable: from sewer lines, plumbing, electricity – the list goes on – but each step of the way, I had to work with the City on planning, permits, inspectors and abide by the rules that were set out before me. I was told I could not build a two-story garage – even though it would not obstruct any views – and I accepted that. So when you have a Developer who not only wants you to change the rules for them, but compromise the zoning, potential safety and well-being of those who choose to live here, I am incensed.

Why is it that the ordinary citizen must abide by the rules, but when politicians and developers want something, the rules automatically get bent? Via Valmonte is a special street – but have you ever noticed driving up it how the pavement is worn and cracked? Until you get to PV of course. Then it is pristine and perfect. PV is a quarter of the size of Torrance and we can't even expect our taxes to go towards keeping our streets in good condition. Until the infrastructure is improved in this city, I think you should consider that you may be putting the cart before the horse. You cannot crowd a bunch of sardines in a tin can and expect that can to grow to accommodate them. Improve the roads, streamline the traffic, make sure all of the safe holds are in place and work with the people who worked so hard to get here to build a community of which we can all be proud.

A perfect example would be the developer in Pacific Palisades, Rick Caruso, who reached out to the residents to find out what they wanted and created a plan that would work for all concerned. Why is that not the approach you would want to take? Something needs to be done with that property, yes – but not a glass and steel building – it does not fit in with the aesthetics, anyone who has tried to build on it has determined it is not stable and it is a potential hazard to anyone who would live there.

Please consider that this is not the right solution for this property or this community.

Thank you.

Anne Watson
310-345-8141

Santana, Danny

From: Anne Watson <whiggywatson@verizon.net>
Sent: Friday, August 18, 2017 5:37 PM
To: Santana, Danny
Subject: Irony

Please add me to the mailing list for Project Notifications:

Don & Anne Watson
24890 Via Valmonte
Torrance, CA 90505



Please consider the environment before building this monstrosity.

Anne Watson
Gettin' 'Whiggy' With It

Santana, Danny

From: S Smith <email4ssmith@yahoo.com>
Sent: Thursday, August 17, 2017 8:19 PM
To: Santana, Danny
Subject: Butcher-Solana Residential Project
Attachments: Torrance community project ltr.docx

Mr. Santana:

Please see our attached letter in regards to the Butcher-Solana Residential Project.

Sincerly,

Myles and Stacie Watling
3644 Courtney Way
Torrance, CA 90505

To: Danny Santana – Planning & Environmental Manager

Date: August 17, 2017

RE: Butcher-Solana Residential Project

Dear Mr. Santana,

We were unable to attend the meeting held on August 10th to discuss the Butcher-Solana Residential Project but wanted to voice our concerns.

As you know there aren't many thoroughfares that lead from the coast in Torrance or PV up to the 405. There are two major ways which are Hawthorne Blvd and Crenshaw Blvd which are then intersected by Pacific Coast Highway. Given the 248 units being added and an estimated 2 vehicles per unit this proposes 500+ vehicles to these already congested streets which would deeply impact the Walteria area of Torrance.

As I am sure you are aware, when major thoroughfares become congested this leads to commuters seeking to find alternative routes, through residential streets, which in this area would be Newton and Madison. In the mornings this area is a point of congestion currently with families walking or dropping their children at Watleria Elementary, which has a stop sign. As it is currently, people tend to drive way too fast down Newton trying to cut over to Crenshaw. Adding 500+ more vehicles to this area which will force people to cut through neighboring areas will put children and families in danger.

When you add the proposed project on Crenshaw and Lomita to this mix you have now further bottlenecked the area by bottlenecking Crenshaw. This will create problems in many Southern Torrance neighborhoods by people cutting through areas, many of which have schools.

Our other concern, In addition to the congestion, you will be adding a number of kids to the already over taxed Torrance school system. If even half these units have a single child you are adding an estimated 100+ children. Is Torrance budgeted to hire 5-10 more teachers in the schools to handle these children?

Lastly we would like to bring up the impact it has on the current residents. For a year the Walteria community, specifically those near Hawthorne will be impacted by noise with crews beginning work at 7am. The dust created especially with the coastal breezes will be sent directly into our homes. We believe this area to have contaminated soil, which means our families health could be at stake for the duration of the construction period. Torrance already faces air quality issues due to the refineries and now this project could further endanger the air quality in our area.

We ask that you please deny the proposed development until the contaminated soil, dust and noise concerns have been addressed. Please deny the project until Hawthorne, Crenshaw and PCH have been modified can facilitate the extra traffic or there is some type of train public transit system that runs to Southern Torrance. Lastly please deny this project until Torrance schools have been given additional funding to hire the number of teachers and build the additional classrooms needed.

Sincerely,

Myles and Stacie Watling

3644 Courtney Way, Torrance, CA 90505

Santana, Danny

From: Greg Pass <gjpass@gmail.com>
Sent: Thursday, August 17, 2017 10:07 PM
To: Santana, Danny
Subject: Butcher Hill Property

I want to submit my opposition to the Butcher Hill project as it is currently proposed. I would also like to point out that I have never witnessed any traffic flow survey taking place. I travel east on Via Valmonte to the intersection with Hawthorne Bl. every weekday at 9:05-9:10am and west at 6:00-6:30pm. I have never seen any evidence of a survey (both mechanical or human) taking place at that intersection ever in the 18 years I have resided in the area. I have also never reached that intersection with 2.8 cars in front of me waiting to turn left. In fact there is typically 3-5 cars and sometimes 10+ cars ahead of me waiting to proceed at that intersection at almost any time of the day. The traffic impact from this project will be very detrimental to the adjacent Torrance residents in traffic, quality of life, noise, pollution and reduced property values. I ask that the planning commission and the city council disapprove of this project and maintain the current A1 zoning of the subject property.

Respectfully,
Greg Pass
4036 Via Opata
Palos Verdes Estates 90274

Santana, Danny

From: Rizzo, Geoffrey
Sent: Thursday, August 17, 2017 5:26 PM
To: Santana, Danny
Cc: Gibson, Jeff
Subject: Fwd: Butcher hill project

For the record

-------- Original message --------
From: Debra Allsopp <0104debra@gmail.com>
Date: 8/17/17 4:43 PM (GMT-08:00)
To: "Rizzo, Geoffrey" <GRizzo@TorranceCA.gov>
Subject: Fwd: Butcher hill project

The general plan calls for single family homes or agriculture. PLEASE stick to the plan. It is meant to guide you and all who represent us.
If Its actually buildable I would love to see a senior community/ village of small single family homes. Many seniors in the area would like to downsize but do not want to live in apartment dwellings. Local residents who downsize make larger homes available to the rest of the population.
As a baby-boomer and local realtor I think this is the best solution especially since it will not add to traffic or school population.

Debra Allsopp, MBA
KW Realtor
Ps. Has anyone thought of it Agrihood for seniors ?

Santana, Danny

From: Pamela Gibson <shspamela@socal.rr.com>
Sent: Thursday, August 17, 2017 10:57 AM
To: Santana, Danny
Subject: Scoping Meeting Butcher-Solana Hill Development

Dear Danny,

As the representative for the City of Torrance to conduct and lead the Scoping Meeting for the Butcher-Solana Project you were definitely in a tight spot. I thought you handled the meeting, and yourself, well considering the disdain of citizens for the City even to be considering this project at all including me and my husband. You bore the brunt of what everyone wanted the people planning to vote on this project needed to hear in person, not just on tape.

We see both the Mayor and the City Council basically ***betraying*** *the citizens of Torrance to even entertain going forward with an Environmental Impact Report in the first place! Perhaps there is Law stating an EIR must be followed through with a potential development proposal even if the project ultimately will be rejected. The fact that both the city of Torrance, and Lomita (apartment project development at Lomita Boulevard and Crenshaw Boulevard) are willing to* ***REZONE*** *these two areas just so apartment buildings could be allowed to be built in these two locations is an absolute disgrace and ultimate betrayal to the citizens of both cities. There is an obvious fact the developments are for the* ***"money gains"*** *only, not for the concern of the city's longtime resident citizens, nor, the* ***multi negative impact*** *both these horrendous projects will have on these two adjacent cities! Do these two City Councils want more people, more traffic, more*

pollution, more congestion, more red light runners, more car accidents due to overcrowding with vehicles, plus, more time to travel around the city to get places such as a Doctor appointment?! I already often miscalculate how long it takes me to get to any of my Doctors only one mile and a half from our townhome apartment due to traffic congestion all times of the day for the most part. All we want is more traffic and more people pollution congestion in our great city of Torrance?!?! I think not!!!!!!!~

Our fondest hope is that both these New Apartment Development projects being considered are rejected by both City Councils! The Citizens of both have already, and, continue to express their vehement lack of support for either development for a variety of very legitimate reasons! The "people must, and will, prevail"!!!!!!~ Is the City listening?!?! All of those on City Council are elected officials and may just be unelected if they DO NOT listen to the Citizens of their Communities! They work for us! We the citizens of both Torrance and Lomita say STOP these projects and accumulative madness immediately, if not sooner, please!!!!!!!

Respectfully,
Pamela

Santana, Danny

From: Gibson, Jeff
Sent: Thursday, August 17, 2017 8:37 AM
To: Santana, Danny; Lang, Nina
Subject: FW: High density Housing

For the record

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Ashcraft, Heidi
Sent: Thursday, August 17, 2017 8:36 AM
To: Jackson, LeRoy; Gibson, Jeff
Subject: Fwd: High density Housing

Sent from my iPhone

Begin forwarded message:

> **From:** Lynne Jackson <lynne.jack@outlook.com> ✓
> **Date:** August 16, 2017 at 5:32:21 PM PDT
> **To:** "PFurey@TorranceCA.Gov" <PFurey@TorranceCA.Gov>, "HAshcraft@TorranceCA.Gov" <HAshcraft@TorranceCA.Gov>, "TGoodrich@TorranceCA.Gov" <TGoodrich@TorranceCA.Gov>, "MGriffiths@TorranceCA.Gov" <MGriffiths@TorranceCA.Gov>, "MHerring@TorranceCA.Gov" <MHerring@TorranceCA.Gov>, "GRizzo@TorranceCA.Gov" <GRizzo@TorranceCA.Gov>, "KWeideman@TorranceCA.Gov" <KWeideman@TorranceCA.Gov>, "RPoirier@TorranceCA.Gov" <RPoirier@TorranceCA.Gov>
> **Subject: High density Housing**
>
> I am against the high density project. I would hope as members of the community you are also. Torrance is going to lose it's home town feel. Traffic congestion will be at an all time high. Please protect the quality of life for all the residents.
>
> Lynne Jackson

Santana, Danny

From: Iinuma, Mark
Sent: Thursday, August 17, 2017 7:46 AM
To: Santana, Danny
Subject: FW: Feedback for City of Torrance

From: City of Torrance [mailto:webmaster@torranceca.gov]
Sent: Wednesday, August 16, 2017 8:01 PM
To: WebMaster
Subject: Feedback for City of Torrance

You have received this feedback from James & Suzanne Shepard < shepmail@cox.net > for the following page:

https://www.torranceca.gov/our-city/community-development/planning/butcher-solana

Mr. Santana, We live on Via Pinzon and feel very strongly that any large movement of dirt will have a major impact on the air quality in and around our home. We have also reviewed the Revised Traffic Impact Study dated, April 20, 2017 and whoever did the study did not spent any time in the area. The traffic that comes off of Via Valmonte and down Hawthorne Blvd. is over whelming in the morning and evening rush hour. Then you add these extra hundreds of cars that would be coming out of this new development and it will result in gridlock that will never be reduced. It's ridiculous to even think that only a small percent (10%) of the cars will be leaving at morning rush hour. The City of Torrance needs to do more studies of the environmental impact on our community. They also need other companies to do a more comprehensive study for the potential traffic concerns, and possible hazardous air and ground emissions that will accompany this proposed development. Respectfully, James & Suzanne Shepard 4213 Via Pinzon PVE, 90274 shepmail@cox.net

Santana, Danny

From: jmpang@aol.com ✓
Sent: Wednesday, August 16, 2017 7:53 AM
To: Santana, Danny
Subject: Butcher-Solana residential project

Dear Mr. Santana,
Can you please add my name to the contact list for the Butcher-Solana residential project?

Thank you,

Judy Pang

Santana, Danny

From: Goodrich, Tim
Sent: Wednesday, August 16, 2017 4:15 PM
To: Santana, Danny
Subject: Fw: [FWD: RE: building on Butcher Hill]

Danny,
Where can info on this be found?

Tim Goodrich
Councilmember, City of Torrance

From: tim@timgoodrich.com <tim@timgoodrich.com>
Sent: Wednesday, August 16, 2017 4:08 PM
To: Goodrich, Tim
Subject: [FWD: RE: building on Butcher Hill]

-------- Original Message --------
Subject: RE: building on Butcher Hill
From: "Karen Greenberg" <kgreenberg@socal.rr.com>
Date: Wed, August 16, 2017 3:56 pm
To: <tim@timgoodrich.com>
Cc: "Ralph Seifer" <ralphseifer@sbcglobal.net>, "David Henseler" <dhenseler@socal.rr.com>

Where can I find the details of the project, like entrance and exit streets to the building, number of units and mix, is this apartments or condos, senior living, etc.

Thanks.

Karen

at&t

CALIFORNIA

August 16, 2017

Danny Santana
Planning and Environmental Manager
City of Torrance
3031 Torrance Blvd.
Torrance, CA 90503

RE: Utility Request-Street-Butcher-Solana Residential Development Project

Dear Danny,

Your request for substructure utility maps has been received. However, your requested area is in Verizon/Frontier Communications local exchange network. AT&T California records do not exhibit having facilities in this area. Please be aware, map records may or may not be current.

CAUTION IS ADVISED PLEASE CALL DIG ALERT AT 1-800-422-4133.

Please refer all questions to Eric Lim 714-276-4731,eric.lim@att.com

Sincerely,

Cathy Hurtado
Engineering Administrator
ma2797@att.com

Santana, Danny

From: Gibson, Jeff
Sent: Monday, August 14, 2017 11:11 AM
To: Jackson, LeRoy
Cc: Santana, Danny; Lang, Nina
Subject: RE: butcher hill development

Okay....

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Jackson, LeRoy
Sent: Monday, August 14, 2017 11:05 AM
To: Gibson, Jeff
Subject: butcher hill development

Got a call from the PV CM – he indicates he has some of his councilmembers pushing hard to take stands and get involved – he is indicating other than input on scoping it is too early to step out – would be appreciative if your staff could keep him loop as project moves forward;

There has also been discussion about a previous EIR circa 1990 which was done related to this area – asking if we have a copy – he thinks it tied to an effort to close Vista Vel Monte -- ljj

Santana, Danny

From: HURTADO, CATHY <MA2797@att.com>
Sent: Wednesday, August 16, 2017 1:20 PM
To: Santana, Danny
Subject: RE: Butcher-Solana Residential Development Project
Attachments: image2017-08-16-125718.pdf

Good Afternoon, Danny

Per your request.

Thank You,
Cathy

at&t

CALIFORNIA

August 16, 2017

Danny Santana
Planning and Environmental Manager
City of Torrance
3031 Torrance Blvd.
Torrance, CA 90503

RE: Utility Request-Street-Butcher-Solana Residential Development Project

Dear Danny,

Your request for substructure utility maps has been received. However, your requested area is in Verizon/Frontier Communications local exchange network. AT&T California records do not exhibit having facilities in this area. Please be aware, map records may or may not be current.

CAUTION IS ADVISED PLEASE CALL DIG ALERT AT 1-800-422-4133.

Please refer all questions to Eric Lim 714-276-4731,eric.lim@att.com

Sincerely,

Cathy Hurtado
Engineering Administrator
ma2797@att.com

Santana, Danny

From: Richard Sherman <shermanpianoman@socal.rr.com>
Sent: Tuesday, August 15, 2017 5:45 PM
To: Santana, Danny
Subject: Butcher Solana Project

Dear Mr. Santana,
As a long time resident of Country Hills I oppose the Butcher Solana Project at Hawthorne and Via Valmonte.
The high density apartment planned development simply does not fit the single family home zoning in our community.
We do not want any re-zoning of this property.
It will dramatically increase traffic and the current traffic study for the project does not adequately address the distribution of traffic
in the surrounding community in which I live.
It will also significantly increase the air quality issues of particulate matter and GHG.
I am adamantly opposed to this project.

Thank you
Richard Sherman
3226 Carolwood Lane
Country Hills Resident

Santana, Danny

From: beks <bekbecker@gmail.com>
Sent: Tuesday, August 15, 2017 11:46 PM
To: Santana, Danny
Subject: Butcher Hill development

Hello -

I'm writing this email to express my concerns for this newly proposed development.

Such a large development on this land would be a huge detriment to our community. A rezoning of the parcel should NOT be allowed and it's unfair and irresponsible of our elected city council members to do so.

Safety is the number one concern for me and my young family. We live on Paseo De Las Tortugas and the street serves as a pass through between Anza and Hawhtorne. Speeding is already a HUGE issue on our street and makes it dangerous for my young children to play outside. Adding in the consideration of 700 more cars to the area, on a daily basis, to our neighborhood, not including delivery vehicles (amazon, ups, etc) would make the traffic at Hawthorne/Valmonte and the surrounding area unsafe and congested.

It's disappointed that our city council would even consider such a project for the area. This interests the city's bottom line more than considering the needs of its constituents. As a resident of Torrance for over 25+ years, this is truly disappointing.

Becky Yee
4205 Paseo De Las Tortugas

Santana, Danny

From: Judy English <crudlish@me.com> ✓
Sent: Tuesday, August 15, 2017 12:07 PM
To: Santana, Danny
Subject: Butcher Hill

We are mailing to voice our opposition to the proposed 5 story high project at Butcher Hill. We believe it is imperative to not give a zoning exception for this project as it will open the door for mid- and high-rise developments all over the Hillside district. The R-1 character of this entire area will be in jeopardy. The single home neighborhoods stand to be destroyed, with property values decreased, views destroyed, traffic increased, infrastructure challenged. A nightmare. Please do not allow this.

Thank you.

Judith English
✓ William Crudup
531 Camino de Encanto

RECEIVED
AUG 15 2017
CITY OF TORRANCE
COMMUNITY DEVELOPMENT DEPT.

117
P106

To: Danny Santana
Planning & Environmental Manager

I have been a resident of Paseo De La Fortuna, Hollywood Riviera for over twenty years. My sister Betty Lou Rothstein, who lives next door, has been a resident since 1973.

I would like to be able to say the Apartment Project would improve the area, but the Quarry has been a natural wildlife preserve for many types of wildlife.

On one hand, the Quarry is an eyesore to the area and the Apartments would rid the neighborhood of hawks, falcons, owls, racoons, etc. On the other hand, it gives the area a certain "nature" type atmosphere. For example, there is a hiking trail right across the street from me. The point being, currently, it is a very quiet, safe, noise free, crime free area.

The biggest inconvenience to the neighborhood would be, in the short term, the Project Construction

itself. In the long term, it would drive down property values. Apartments are transient in nature. Condos are another story, but the apartments themselves - just the congestion they would cause, 248 of them, not to mention three five story high rise buildings to house them.

You make it sound like a low cost housing project. I can't imagine wanting to park my car in a multi-story parking structure every day - just the idea of carrying your groceries to your apartment from your car!

You also have to take into consideration the amount of construction time it would take to build them. My estimate is at least one and one-half years. That would be a big inconvenience.

Why am I saying this? First, there are only two ways in and out of my area. Paseo Del Mar Gorrinas runs into Via Del Monte on to Hawthorne Blvd. The Quarry is at the foot of the street. You would not be able

to widen the street because new construction has just begun on the other side which is part of the hillside, the other side is Via Montana, the other way out. It's about one fourth mile between Via Dellmonte and Via Montana which turns into Aga across PCH.

Worse, Hawthorne Blvd. is the only way and main entrance to Rolling Hills and Palos Verdes. It's like Crenshaw Canyon Blvd in L.A. Hawthorne lies between Palos Verdes Blvd and Western. Have there been any traffic studies done on this?

The traffic going up and down Hawthorne Blvd is now bumper to bumper. Traffic volume mornings and evenings is a legitimate concern.

Nobody actually works in Palos Verdes, they all come down the "Hill" to go to work. I won't even go into the tie-up during the construction project.

If you do go through with this project, I have a couple of suggestions.

First, reduce the number of apartments and charge more money. To do this you must provide services that measure up to the rental charging. The best example would be a modern day Marina City Club - a city within a city - valet service, cleaners, retail shops - service orientated - convenience is the answer and people will expect to be charged for it. This will enhance the value of both properties - yours and mine.

Second, I would consider giving the tenants the choice to own their own apartment. People hate to pay rent. Consider the option to buy.

Third, I would think beyond one and two bedroom apartments. Make sure there are a number of three bedroom, two bathroom apartments. Go even further, put penthouses on your fifth floor of your three buildings.

Fourth, put swimming pools on the top of each of the three buildings. Rooftops with bars and activities (much like the Big Hotels in down

town H.A.).

Fifth, a Country Club atmosphere with an actual Country Club like Ironwood in Palm Desert. To complete your country club atmosphere put in a putting green and tennis courts, open to the public for a fee.

Sixth, have the security gate entrance with the guard - make it exclusive - not too exclusive - have it open for public events.

Have the neighborhood look forward to having something that could become a part of their life rather than a hinderance to their way of life.

Something to think about.

Just a note:

I graduated from Torrance High School in 1955. My family moved into 364 Calle Mayor in 1954. THS use to bus us to school. It was half-day sessions, so when I stayed after, I walked home. I use to walk through fully grass 3 and 4 foot high that is Torrance Del Amo today. Hawthorne Blvd was one step

above a dirt road and the quarry at Walteria Station was considered a "slum".

My house 3927 Paseo Delas Bertuegas, was one of five custom build homes built in 1969. I hope pictures. My sister's was the second.

Sincerely
Dancy Carter
3927 Paseo De Las Bertugas
(310) 339-1188
E-mail ____

2/10/17

Danny

Please excuse my handwriting. I just had hand surgery to straighten out my fingers and I'm still in therapy. Hope you can read it.

Nancy Carter

Kennedy

The Kennedys

3650 Blair Way • Torrance, CA 90505 • 310•378•2584

Danny Santana Planning Environmental Manager
Project
City of Torrance
3031 Torrance Blvd.
Torrance CA 90503

Subject: Butcher-Solana Residential

Date: 8/9/2017

We are not going to be able to attend the 8/10/2017 meeting but wish to record our strong opposition to the subject project as proposed. The area surrounding this project is primarily a low density single family residential area with a few small apartment and condominium units. The proposed 248 apartment complex with five and six story structures is an incompatible high density proposal. This project would impact the very nature of the neighborhood, obstruct views of the hillside, create noise and impact traffic on Hawthorne Blvd and other area streets. Also the area was formerly a diatomaceous earth quarry and I question the sub-surfare structural suitability for these large buildings.

We have lived here for well over thirty years now; we love the city of Torrance and the character and quality of our neighborhood and we feel that this too large of a project would be a negatively impact in a number of ways.

I have spoken to a number of our neighbors and everyone I talked to feels the same as we do. Most all have been living here for many years and are good citizens and vote regularly.

We petition that the project as proposed be rejected for its negative human environmental impact to this neighborhood.

If you have any question for us please contact us.

RECEIVED
AUG 14 2017
CITY OF TORRANCE
COMMUNITY DEVELOPMENT DEPT

Respectfully,

Dan Kennedy

Daniel and Claudia Kennedy
3650 Blair Way
Torrance, CA 90505
310-378-2584

Santana, Danny

From: Clarke, Catherine <cclarke@maccosmetics.com>
Sent: Monday, August 14, 2017 9:24 AM
To: Santana, Danny
Subject: Re: Butcher hill development

Good morning, thank you for your quick response. Please send any correspondence to 4717 Paseo de las Tortugas
Torrance CA
90505. Just so that we are perfectly clear I am completely opposed to this project happening.
Thank you
Catherine

Catherine Clarke
MAC Cosmetics
RVP Western Regions
310-343-6576 Office
310-779-5335 Cell
310-343-6567 Fax

Sent from my iPhone

On Aug 14, 2017, at 9:05 AM, Santana, Danny <DSantana@TorranceCA.gov> wrote:

> Ms. Clarke,
>
> Thank you for your comments. A copy will be placed in the case file and forwarded to the City's Environmental consultant.
>
> Lastly, if you would like to be added to the project's notification list, please provide mailing address.
>
> Thanks,
> Danny
> **Danny Santana, MPA**
> Acting Planning & Environmental Manager - Community Development Department - Planning Division
> City of Torrance - 3031 Torrance Blvd. Torrance CA 90503 - (310) 618-5871 voice - (310) 618-5829 fax
> DSantana@TorranceCA.gov - www.TorranceCA.Gov - www.Twitter.com/TorranceCA
>
> 
> *Please consider the environment before printing this email.*
>
> **From:** Clarke, Catherine [mailto:cclarke@maccosmetics.com]
> **Sent:** Saturday, August 12, 2017 3:08 PM
> **To:** Santana, Danny
> **Subject:** Fwd: Butcher hill development
>
> **From:** cclarke@maccosmetics.com
> **Date:** August 12, 2017 at 12:58:01 PM PDT

To: dsantana@torrance.ca.gov
Subject: Butcher hill development

To Mr. Santana, I am writing you about the Butcher Hill Development. My family has resided in the Riviera for a decade. We moved from Hermosa and Redondo Beach to find a place that was more family and child friendly. In the past few years the amount of traffic and increase in crime has been extremely concerning. We are highly opposed to this development. Not only will it have a negative impact on our property, it will also adversely affect our quality of life. We are shocked the Torrance council would even consider this development. Our children have to worry now about their safety crossing the street due to the high level of traffic, and careless drivers that take short cuts through the Riviera streets. This is an incredibly irresponsible decision. We will rally all of neighbors to push back on this development. This will absolutely impact our voting decisions.
I look forward to your response
Thank you
Catherine Clarke

Catherine Clarke
MAC Cosmetics
Vice President
Western Regions
310-343-6576 Office
310-779-5335 Cell
310-343-6567 Fax

Sent from my iPhone

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SUBMITTED BY: GUS MARIN
EMAIL: VALMONTE777@HOTMAIL.COM 924-1720

Butcher-Solana Residential Project (1/4)

Environmental Impact Issues

Environmental Check List

III. AIR QUALITY.

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project

Environmental Analysis:

Assessment: Potential Significant Impact

An impact is potentially significant if emission levels exceed the state or

federal ambient air quality standards, thereby exposing sensitive receptors to substantial pollutant concentrations. Sensitive receptors are locations where uses or activities result in increased exposure of persons more sensitive to the unhealthful effects of emissions (such as children and the elderly). Residential land uses are to the north, east, and west of the project site. The EIR will evaluate the potential for construction and operation activities of the proposed project to exceed SCAQMD's localized significance thresholds in accordance with SCAQMD's guidance methodology. The EIR will also analyze potential health impacts associated with any exposure of sensitive receptors to substantial pollutant concentrations. Identified mitigation measures will be incorporated as needed.

Comment:

Project plans for:

Retaining walls and Rockfall Barriers

The part of the rockfall setback upslope from the retaining wall/rockfall barrier would be graded to create a 2.5-foot-wide concrete ditch next to the wall, followed by a nearly level area ("bench") approximately 10 feet wide to permit access to remove slough. (see Figure 11, *Retaining Wall/Rockfall Barrier).*

Need to factor in both the short and long term effects of exposure to Diatomaceous earth(see below) when the site is being prepared and the effect on children when playing in the retaining area

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

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

Environmental Analysis:

Assessment: Less Than Significant Impact

Rebuttal: Inhalation of Diatomaceous earth may be hazardous

Background:

Diatomaceous earth: made from the fossilized remains of tiny, aquatic organisms called diatoms. Their skeletons are made of a natural substance called **silica**

Health hazards due to the inhalation of amorphous silica. Source (Pub Med.gov)

Occupational exposure to crystalline silica dust is associated with an increased risk for **pulmonary diseases such as silicosis, tuberculosis, chronic bronchitis, chronic obstructive pulmonary disease** (COPD) and lung cancer. This review summarizes the current knowledge about the health effects of amorphous (non-crystalline) forms of silica. The major problem in the assessment of health effects of amorphous silica is its contamination with crystalline silica. **This applies particularly to well-documented pneumoconiosis among diatomaceous earth workers.**

XIII. POPULATION AND HOUSING. Would the project:

a) Induce substantial 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)?

Environmental Analysis:

"The population increase due to project development would be well within the regional population forecast for the City,"

Assessment: Less Than Significant Impact

Rebuttal:

The impacted area considered, should be the low density area surrounding the project, not the City of Torrance projected population growth

Butcher-Solana Residential Project (2/4)

Environmental Impact Issues

XVI. TRANSPORTATION/TRAFFIC. Would the project:

Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Environmental Analysis:

Assessment: Potentially Significant Impact.

The proposed addition of 248 apartment units and an estimated 722 residents to the site would add vehicle trips to area roadways. The project site plan includes two access driveways for the project—one from Hawthorne Boulevard—which would be right-in-right-out only—and one from Via Valmonte—which would be right-out only. The project includes the addition of sidewalks to the site frontages along Hawthorne Boulevard and Via Valmonte and along parts of the proposed network of driveways onsite. Impacts would be potentially significant. A traffic impact analysis (TIA) is being prepared for the proposed project and will be discussed in the EIR.

Note: The traffic study has since been performed and concludes that "The Project is not anticipated to result in significantly measurable traffic impacts...."

Rebuttal to Traffic Study (4/23/17) conclusions found on the following pages

Butcher-Solana Residential Project (3/4)

Environmental Impact Issues –
Traffic Study

Note regarding ITE manual used:

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual* suggests that *"the user may wish to modify trip generation rates presented in this document to reflect ... special characteristics of the site or surrounding area."*

Rebuttal to Traffic Study (4/23/17)

Pg 41 Queuing Analysis survey on 5/24/16 – Duration 1hour

- One day for one hour is a insignificant sample size for any meaningful prediction (local residents have witnessed cueing in excess of 9 cars at various times during the day.
- Does not capture the multiple illegal u turns into oncoming traffic on Via Valmonte to circumvent the no right turn on Paseo de las Tortugas/ Via Valmonte and no left turn on Via Valmonte/Paseo de las Tortugas

• Recommendation:

- Install automatic sensors at the Via Valmonte /Hawthorne intersection and sensors at the West and East Via Valmonte/Paseo de las Tortugas intersection for a statistically significant time period'

Pg 43 Pedestrian Crossings paragraph 4

- ."..it was observed that students... in their route to Walteria Elementary School"
  - » Students living on the west side of Hawthorne Boulevard/ Via Valmonte attend Rivera Elementary (uncertain whom the observer was observing)

Butcher-Solana Residential Project (4/4)

Environmental Impact Issues – Traffic Study continued

Local street impact from the Project site to neighborhood schools

- The traffic study make no mention of the traffic impact to local streets
- 2010 Census data for Torrance population indicates 21.9% under 18 years old – The Project plans for 722 Residents which equates to 158 people being under 18. Dividing the 158 equally between the 3 local schools yields approximately 53 students per school.

- **Rivera Elementary**
  - The quickest way to Rivera from the proposed Project site is exiting south on to Hawthorne Blvd making a U turn at Rolling Hills and queuing in the left hand turn lane on to Via Valmonte followed by a right turn Paseo de las Tortugas

  Potential impact:
  - Illegal left turns on Via Valmonte resulting in collisions with east bound traffic
  - The left hand turn lane to Via Valmonte from Hawthorne Blvd will be unable to accommodate the morning peak demand, so consequently North bound vehicle traffic on Hawthorne will become constrained
  - Morning peak vehicle traffic on Via Valmonte and Paseo de las Tortugas will greatly increase
- **Richardson Middle School**

  Potential impact:
  - Similar to Via Valmonte except the cars will be queuing to turn left on to Newton from Hawthorne Blvd
  - Morning peak vehicle traffic on Newton will greatly increase

Santana, Danny

From: Dave Roelen <birderdave@hotmail.com>
Sent: Monday, August 14, 2017 8:29 PM
To: Santana, Danny
Subject: DSantana@TorranceCA.gov

DSantana@TorranceCA.gov

Environmental Impact Report Comments
August 14, 2017

Butcher-Solana
Apartment Proposal

Via Valmonte & Hawthorne Blvd.
Torrance, CA

1. What are mitigations for light pollution from on-site lighting diminishing night sky in existing light-free agricultural area?

2. What are seasonal mitigations for light/glare bouncing off windows?

3. What are mitigations for reflective light that interferes with car drivers on Hawthorne blvd. and Via Valmonte?

4. What are mitigations for window glare/reflection that interferes with pilots arriving/departing TOA in south pattern?

5. How many vehicular trips per day/week for trash, gardening, maintenance, pool cleaning, "UPS", mail, food delivery, employees, etc.?

6. How easily will large trash trucks and other large vehicles make turns into/out of proposed project on steep Via Valmonte and fast-moving Hawthorne Blvd.?

7. What survey(s) has developer/owner conducted for unknown creature remains buried in the ancient skeletal diatomaceous soil?

8. What are project impacts on nesting Great Horned Owls and other birds on the hill?

9. How will project disrupt feeding area/supply for hawks, owls, shrikes on the undeveloped agricultural land?

10. How will project impact resident skunks, raccoons, o'possums, foxes, coyotes, snakes etc?

11. Has developer/owner had reputable scientists conduct animal, bird, reptile, plant population survey(s) of property during all seasons of the year?

12. What are mitigations for noise pollution from echoing parking structure(s) and pool area for neighboring properties/businesses, restaurants and apartment residents?

13. How does/will noise/sound carry to neighboring residential and commercial properties?

14. How will developer/owner mitigate against dust/dirt/pollen/etc migrating from the existing hill and hill face onto and into proposed project apartments and resident tenants?

15. Almost annual brush fires occur on "Butcher Hill" how will this danger be mitigated?

16. Are developers/owners bonded to pay fire/emergency costs if resident fire/rescue due to property dwellers?

17. How will the dangers of apartment resident children/teens climbing the hill be mitigated?

18. How will vehicular congestion and traffic jams be mitigated at confluence/junction of Hawthorne/Via Valmonte/Newton/project street exits?

19. What precautions or mitigations and escape routes are proposed in case of hill collapse onto subject property?

20. What are mitigations for water runoff from roofs and asphalt/cement area of project onto public and private properties?

21. What are water flow mitigations onto project property from the hill, neighboring properties, and altered roadways?

22. How does project and loss of agricultural land negatively impact existing and future water absorption and the re-charging of the water table?

23. Do structures on diatomaceous earth pose a liquefaction issue during heavy rains in the existing earthquake fault zone?

24. Is there a proposed bike lane on Via Valmonte or Hawthorne?

25. Is this a gated/guarded project? 24 hrs a day?

26. Are curbs and sidewalks on Hawthorne and/or Via Valmonte fronting the development a part of this project?

27. Are safe pedestrian crosswalks/signals provided for crossing at both Hawthorne and Via Valmonte?

28. How do resident children cross surrounding streets and walk safely to schools, libraries, parks in the area?

29. Are there designated children play areas within the project properties?

30. What are mitigations to protect night-flying migratory birds from striking windows and lights?

31. Will development change/undercut the hill's angle of repose?

32. Will property development cause vibration resulting in lack of hill stability?

33. Will irrigation/watering undermine stability of the hill? What precautions will be taken during construction?

34. Will additional traffic signalization be installed along Hawthorne Blvd. near the project? Where?

35. During winter healthful direct sunlight onto the tenant apartment windows will be blocked by the hill. How will this be mitigated?

36. Does the developer/owner propose coating hill face with cement (or?) similar to the nursing residence property at Hawthorne and Rolling Hills Road?

37. Is it proposed by the developer/owner or the City that there be any on-street parking near project on Hawthorne Blvd. or Via Valmonte?

38. How will privacy issues of existing residences be addressed and mitigated for the viewing from five-story apartments?

39. How will bi-weekly (one side one day, other side another day) street sweeping impact traffic flow and intersections?

40. What are the health risks of airborne diatomaceous earth to humans, especially children, during and after construction?

41. What are the building/safety issues when constructing buildings on compacted diatomaceous earth and what building and footing hazards might arise from the high water absorption rate of diatomaceous earth?

42. How much of the "open space" at the project site is NOT asphalt, cement, roofs, pools, roads, parking, etc?

43. How will property owners control noise caused by barking dogs that reside at the apartments?

44. Will a 24-hour a day contact phone number (to a live staff person) be made available to the public to lodge noise and other complaints?

45. Will the general public have continued access to "Butcher Hill" and the "Pit" via hiking trail(s) on the subject property?

46. How many parental driving trips taking children to/from school will be generated each morning and afternoon?

David Roelen
24211 Adolph Ave.
Torrance, CA. 90505

Santana, Danny

From: joann waybright <joannlorraine@icloud.com>
Sent: Monday, August 14, 2017 8:52 PM
To: Santana, Danny
Subject: Butcher hill project

Hello
I have lived in this community for 30 years and typically love everything about Torrance I am very unhappy to hear about the Butcher Hill project which will be adding another 248 units. The impact this will have on traffic is frightening and adding gridlock is nothing that will contribute to our community. Please do not change the zoning.
Thank you,

Joann Waybright
23114 Carlow rd
Torrance, CA 90595

Santana, Danny

From: Mendie R <mendiel@outlook.com>✓
Sent: Monday, August 14, 2017 12:05 PM
To: Santana, Danny
Subject: Planned developments

Good morning Mr. Santana,

I hope you enjoyed your weekend. I would like to express my concern regarding the Butcher Hill and the Del Amo Senior Village projects as well as any planned or future development projects. Traffic and the quality of life in Torrance is already being pushed to the limits of well-being. Drivers are stuck at lights, running red lights, not stopping at Stop signs, and being aggressive possibly do to the increase in traffic. To say that these types of developments will not impact negatively on our community is short-sighted in the least. Please accept my disapproval for these projects and any future projects of this magnitude.

Sincerely,
Melinda Wrigley

Santana, Danny

From: Debra Allsopp <0104debra@gmail.com>
Sent: Monday, August 14, 2017 6:33 PM
To: Santana, Danny
Subject: Butcher hill project

The general plan calls for single family homes or agriculture. PLEASE stick to the plan. It is meant to guide you and all who represent us.
If Its actually buildable I would love to see a senior community/ village of small single family homes. Many seniors in the area would like to downsize but do not want to live in apartment dwellings. Local residents who downsize make larger homes available to the rest of the population.
As a baby-boomer and local realtor I think this is the best solution especially since it will not add to traffic or school population.
Debra Allsopp, MBA
KW Realtor

Santana, Danny

From: Paula Henges <phenges@aol.com>
Sent: Monday, August 14, 2017 4:42 PM
To: Santana, Danny
Subject: Butcher Hill project / Lomita- Chrenshaw project

As an almost 60 year residents of Torrance, we have seen many changes to our formerly sleepy, hometown city.
The traffic is out of control already now. Try to go up or down Hawthorne to Palos Verdes during commute times, or sit through 4 signals on Lomita Blvd to cross Crenshaw.
I absolutely oppose the project at Hawthorne Blvd. R1 is what it is and shall remain!
I hope the City of Torrance will also take a stand on the Lomita Project as well!

NO!

Paula E Henges
Jeffrey W Henges
22427 Ellinwood Dr
Torrance, CA 90505

Santana, Danny

From: Christine Bhagat <christinebhagat840@gmail.com>
Sent: Monday, August 14, 2017 9:05 PM
To: Santana, Danny
Subject: Stop development at Via Valmonte and Hawthorne

I am totally opposed to plans to build a 250 unit building on the corner of Via Valmonte and Hawthorne Blvd. for reasons of traffic congestion, air pollution, and ruining the quiet nature of the Via Valmonte neighborhood.
I live on Palos Verdes Drive West which already has significant traffic congestion. This project will exacerbate our traffic problem.
I also own rental property in the city of Torrance and would appreciate the city of Torrance listening to the very strong objections to this project made by citizens of Torrance and surrounding neighborhoods. This project is vehemently opposed by the majority of local citizens.

Christine Bhagat
457 Palos Verdes Dr West, PVE

Sent from my iPad

Santana, Danny

From: Lemor Wasserstrom <lemorwass@yahoo.com> ✓
Sent: Monday, August 14, 2017 6:32 PM
To: Santana, Danny
Subject: Butcher Hill Project

Hi Danny,
Wasserstrom family here voicing our opposition to the above-mentioned project. We live right next to Walteria school and already deal with horrendous traffic, people failing to stop at the 3-way stop and children getting hit and nearly hit by cars.

This project would be a complete disaster.

Thank you,
Lemor Wasserstrom

Sent from Yahoo Mail on Android

Santana, Danny

From: Paul Ponichtera <paulponi@yahoo.com>
Sent: Sunday, August 13, 2017 5:24 PM
To: Santana, Danny
Subject: Butcher Hill Project Aug 10 EIR and Scoping Meeting

Dear Danny Santana, Planning and Environmental Manager

I attended the the meeting of which there were about 200 participants and over 50 speakers. All of the speakers objected to the project. I am also stating in this email my objection to the project.

I am fine with adding residential housing consistent with the neighborhood (which is single family no more than 9 houses per net buildable acre). The Hillside is not Urban in character and allowing this project constitutes a significant impact. I have no issue with communities adding people as long as they don't change the character of a neighborhood. If a neighborhood is going to change, it must be done transparently (without abusing the intent of the zoning) and with the support of all the people affected.

To even consider this mega-development is absolutely unacceptable. Anything above the current R1 zoning restriction is unacceptable.

Paul and Maria Ponichtera
4106 Paseo de las Tortugas
Torrance, CA 90505

paulponi@yahoo.com

Santana, Danny

From: Shane Andrews <shane_neuman@yahoo.com>
Sent: Sunday, August 13, 2017 5:07 PM
To: Santana, Danny; Furey, Pat; Ashcraft, Heidi; Goodrich, Tim; Griffiths, Mike; Herring, Milton; Rizzo, Geoffrey; Weideman, Kurt
Subject: Butcher Hill complex

To Whom it May Concern,
I am a lifetime resident of Palos Verdes Estates and I am writing to voice my opposition to the proposed apartment complex at Butcher Hill. The traffic, congestion and especially air and noise pollution that such a large complex would use cause would greatly impact the quality of life for all residents of Valmonte and the surrounding areas. I urge you to not support this proposal.
Best,

Shane Andrews, Ph.D.
3717 Via Palomino,
PVE, CA 90274

Santana, Danny

From: Marisela Smith <mariselasmith@verizon.net>
Sent: Sunday, August 13, 2017 12:20 PM
To: Santana, Danny
Subject: Butcher-Solana residential project EIR

My name is Marisela Smith and my husbands name is Lawrence Smith and we live on 4714 Newton Street, Torrance, CA 90505

We attended the meeting on August 10, 2017 and We are following up with an email to OPPOSE the Butcher-Solana project EIR for the following reasons:

1. The zoning has been changed to accommodate this project. The city of Torrance should not change zoning for this project as it is in total conflict with the Hillside Overlay.

2. Traffic. Traffic is already a nightmare on PCH and Anza, PCH and Hawthorne, PCH and Crenshaw, PCH and rolling hills road and newton street is overloaded w cars going around the heavy congested streets. This project is only going to add more congestion.

3. Schools - Walteria, riviera, Richardson and south high unavoidably will get an injection of many more children and the class sizes will be impacted. Also the traffic on newton will definitely be impacted. The safety of children walking to school is a huge issue.

4. Crime - there's no doubt crime will increase.

My husband and I are in total disbelief how the city of Torrance has allowed this project to get this far. This project should never have gotten this far.

If the investor!s intent is to start with 248 units and cut the project back down to make residents happy, we still oppose this project. Anything above the current R1 zoning zoning restriction is unacceptable.

Should you have any questions, please call me at 310-200-7252.

Marisela and Larry Smith

Santana, Danny

From: Cristina M <cca3340@gmail.com> ✓
Sent: Saturday, August 12, 2017 3:39 AM
To: Santana, Danny
Subject: Butcher-Solana project

Mr. Santana,

I am a resident of the Hollywood Riviera. I am vehemently opposed to this project because the addition of the population in this area will create severe traffic problems, increased negative impact to our police and fire services and overcrowding at Riviera Elementary, Richardson Middle and South High. How will Torrance Unified School District address the increase in enrollment in these schools? Please do not allow this project to continue. Thank you.

Cristina
Sent from my iPhone

Santana, Danny

From: Frederick Mohit <fmohit1@gmail.com> ✓
Sent: Saturday, August 12, 2017 5:00 PM
To: Santana, Danny
Subject: **Butcher-Solana 248 Units Apt Project in Torrance

Dear Mr. Santana,

I received the notice of "Butcher Hill" residential development at the corner of Hawthorne & Via Valmonte. I am greatly amazed to see such a project being considered let alone approved for construction. In my opinion there will be a huge negative impact on (already over crowded Hawthorne and Via Valmonte) traffic flow, air quality (green house gases, fine lime stone dust clouds in the pit), infrastructure (already falling apart pavement, water shortage and old sewer lines over stress) just to name a few.

If the Torrance Mayor and City Council approve such a project, it become apparent they have no regard for the current resident who have lived in the Riviera, Country Hills & Walteria neighborhoods, and are solely concerned with financial gains of a few from this project. It is noteworthy to keep in mind all environmental investigation/study report must be unbiased and made available to people who live in the impacted communities.

I hope no project of such huge environmental impact ever be considered nor be authorized for completion. I have lived in Torrance for 36 years with 20 years in Hollywood Riviera, and I hate to see it get ruined merely for financial gains of a minority few. Let us be mindful of future generations and make the right decision now.

Sincerely,
Fred Mohit

Lang, Nina

From: Gibson, Jeff
Sent: Friday, August 11, 2017 8:49 AM
To: Lang, Nina
Subject: FW: Butcher-Solana Residential Project

For the record

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Rizzo, Geoffrey
Sent: Friday, August 11, 2017 7:59 AM
To: Santana, Danny
Cc: Gibson, Jeff
Subject: Fwd: Butcher-Solana Residential Project

For the record

-------- Original message --------
From: Julie Makrygiannis <makrygiannis@cox.net> ✓
Date: 8/11/17 4:34 AM (GMT-08:00)
To: "Santana, Danny" <DSantana@TorranceCA.gov>, "Furey, Pat" <PFurey@TorranceCA.gov>, "Goodrich, Tim" <TGoodrich@TorranceCA.gov>, "Ashcraft, Heidi" <HAshcraft@TorranceCA.gov>, "Griffiths, Mike" <MGriffiths@TorranceCA.gov>, "Herring, Milton" <MHerring@TorranceCA.gov>, "Rizzo, Geoffrey" <GRizzo@TorranceCA.gov>, "Weideman, Kurt" <KWeideman@TorranceCA.gov>, citycounsil@pvestates.org
Subject: Butcher-Solana Residential Project

To the City Council of the City of Torrance,

As a Palos Verdes Estates resident residing on Via Valmonte, I am writing with grave concern over the proposed development of the Butcher-Solana Project. The proposed development of 248 apartment units at the base on Via Valmonte will negatively impact significantly more lives than the 248 families it will serve! The idea of an apartment complex at the base of the Palos Verdes Peninsula goes against the aesthetic of our community, and will negatively contribute to the already existing traffic of the thousands of commuters on Hawthorne Blvd. and Via Valmonte.

The City of Torrance is neglecting the needs/partnership of its neighboring community by prioritizing only its potential increased revenue and tax base as evidenced by presenting the architect associated with this project, Withee Malcom Architects, the "Enriching The Community Award" in March of 2017. This award recognizes businesses for their excellence in contributing to the prosperity of the City and recognizes innovative economic development strategies of local businesses. The fact the a spokesman from your Office of Economic Development cited the firm's contributions to the city's architecture as "thoughtful, functional, quality structures that serve the community" demonstrates your complete disregard for the needs of the Palos Verdes Peninsula community, a major contributor to the economic success of the City of Torrance.

I urge you to please consider the negative impact the development of this project will have on the Palos Verdes Peninsula and consider alternative, less harmful uses for the site.

Sincerely,

Julie Makrygiannis
4300 Via Valmonte, PV Estates
310-373-1278
makrygiannis@cox.net

Santana, Danny

From: Rizzo, Geoffrey
Sent: Friday, August 11, 2017 7:59 AM
To: Santana, Danny
Cc: Gibson, Jeff
Subject: Fwd: Butcher-Solana Residential Project

For the record

-------- Original message --------
From: Julie Makrygiannis <makrygiannis@cox.net>
Date: 8/11/17 4:34 AM (GMT-08:00)
To: "Santana, Danny" <DSantana@TorranceCA.gov>, "Furey, Pat" <PFurey@TorranceCA.gov>, "Goodrich, Tim" <TGoodrich@TorranceCA.gov>, "Ashcraft, Heidi" <HAshcraft@TorranceCA.gov>, "Griffiths, Mike" <MGriffiths@TorranceCA.gov>, "Herring, Milton" <MHerring@TorranceCA.gov>, "Rizzo, Geoffrey" <GRizzo@TorranceCA.gov>, "Weideman, Kurt" <KWeideman@TorranceCA.gov>, citycounsil@pvestates.org
Subject: Butcher-Solana Residential Project

To the City Council of the City of Torrance,

As a Palos Verdes Estates resident residing on Via Valmonte, I am writing with grave concern over the proposed development of the Butcher-Solana Project. The proposed development of 248 apartment units at the base on Via Valmonte will negatively impact significantly more lives than the 248 families it will serve! The idea of an apartment complex at the base of the Palos Verdes Peninsula goes against the aesthetic of our community, and will negatively contribute to the already existing traffic of the thousands of commuters on Hawthorne Blvd. and Via Valmonte.

The City of Torrance is neglecting the needs/partnership of its neighboring community by prioritizing only its potential increased revenue and tax base as evidenced by presenting the architect associated with this project, Withee Malcom Architects, the "Enriching The Community Award" in March of 2017. This award recognizes businesses for their excellence in contributing to the prosperity of the City and recognizes innovative economic development strategies of local businesses. The fact the a spokesman from your Office of Economic Development cited the firm's contributions to the city's architecture as "thoughtful, functional, quality structures that serve the community" demonstrates your complete disregard for the needs of the Palos Verdes Peninsula community, a major contributor to the economic success of the City of Torrance.

I urge you to please consider the negative impact the development of this project will have on the Palos Verdes Peninsula and consider alternative, less harmful uses for the site.

Sincerely,

Julie Makrygiannis
4300 Via Valmonte, PV Estates
310-373-1278
makrygiannis@cox.net

Santana, Danny

From: Rizzo, Geoffrey
Sent: Friday, August 11, 2017 8:02 AM
To: Santana, Danny
Cc: Gibson, Jeff
Subject: Fwd: Butcher Hill Project

For the record

-------- Original message --------
From: Edward Joyce <ejoyce1875@icloud.com>
Date: 8/10/17 3:03 PM (GMT-08:00)
To: "Furey, Pat" <PFurey@TorranceCA.gov>, "Ashcraft, Heidi" <HAshcraft@TorranceCA.gov>, "Goodrich, Tim" <TGoodrich@TorranceCA.gov>, "Griffiths, Mike" <MGriffiths@TorranceCA.gov>, "Herring, Milton" <MHerring@TorranceCA.gov>, "Rizzo, Geoffrey" <GRizzo@TorranceCA.gov>, kweidemab@torranceca.gov
Subject: Butcher Hill Project

Dear Council Members,

We are the recent purchasers (February 2017) of our home at 3819 Paseo de Las Tortugas in Torrance, only a few hundred yards from the proposed Butcher Hill Project. We were astonished to learn yesterday of the proposal to build 250 apartment units in an area that is currently comprised of low density single family housing.

We can categorically state that we would not have purchased our home six months ago had we known of the possibility of this project. It will fundamentally change the nature of our neighborhood, and it will diminish the value of its current homes. It will also substantially increase traffic congestion in an area that is already too congested.

As new residents of California and newly registered voters, we will be very carefully following the deliberations on this project. It is quite surprising to us that this proposal has progressed this far in light of local resident opposition--opposition that was clearly forseeable.

This property is obviously quite valuable, but it should be restricted to low -density single-family housing, with the possible exception of the frontage along Hawthorne. The latter would be appropriate for small commercial properties in keeping with the existing establishments along the Hawthorne corridor.

We urge you to do the right thing and reject the current proposal.

Sincerely,

Edward Joyce
Zining Li
3819 Paseo de Las Tortugas
Torrance, CA 90505

Sent from my iPad

Lang, Nina

From: Bruce Szeles <bruce.szeles@gmail.com> ✓
Sent: Friday, August 11, 2017 11:38 AM
To: Lang, Nina
Subject: Butcher Hill information request

Hi Nina,
Please put my email address on any information regarding the Butcher Hill project. Also, can you give me the name and city the owner of the property that is being developed if it is someone other than the applicant. Thank you and have a nice weekend!

Bruce Szeles
✓ 5326 Linda Drive
Torrance CA 90505
cell (310) 994-4416

Santana, Danny

From: Ruth Vogel e <RuthVogel@earthlink.net>
Sent: Friday, August 11, 2017 12:43 PM
To: Santana, Danny
Cc: Gibson, Jeff; ljackson@torrance.gov; Furey, Pat; Ashcraft, Heidi; Goodrich, Tim; Herring, Milton; Rizzo, Geoffrey; Weideman, Kurt
Subject: August 10 EIR Scoping Meeting

Dear Danny,

I want to congratulate you for your superb handling of the EIR Scoping Meeting last night. You guided the whole process through with great knowledge, patience and courtesy and in a most professional manner. This was no small accomplishment considering the large and potentially unruly crowd in attendance. I hope that you and staff were impressed with them as well. They were respectful, erudite, well prepared and often very funny! I think you even enjoyed some of their remarks. Too bad it wasn't televised. It was the best meeting of that sort that I have ever attended and a good example of citizen action at its best. Kudos to you and all who helped in the proceedings.

Best Regards,
Ruth Vogel

Santana, Danny

From: Kendrick, Elizabeth <Elizabeth.Kendrick@kyl.com> ✓
Sent: Friday, August 11, 2017 6:23 PM
To: Santana, Danny
Subject: Butcher Hill projext

I would like to be added to the email distribution list for updates and future public meetings regarding this proposed project. Thank you,
Elizabeth Kendrick
Sent from my iPhone

Santana, Danny

From: bethamd@yahoo.com
Sent: Friday, August 11, 2017 5:11 PM
To: Santana, Danny
Subject: Butcher hill

Thank you for leading last nights EIR meeting. Please add to my name to the list of residents who will receive updates regarding the project and upcoming meetings.
Thank you,
Beth Dorn MD
3701 Skypark Drive Suite 150
Torrance, CA 90505

Sent from my iPhone

Santana, Danny

From: Julie Schulte Maddox <jmaddox@remaxpv.com> ✓
Sent: Friday, August 11, 2017 10:51 PM
To: Santana, Danny
Subject: Opposition to Butcher-Solana Resident Project

Dear Danny,

As a longtime resident living on Via Valmonte in Torrance, I wanted to voice my strong opposition to the Butcher-Solana Resident Project.
Proceeding with the magnitude of development proposed at the Southwest corner of the Via Valmonte & Hawthorne intersection would be gross negligence by the City.
The current amount & speed of traffic on Via Valmonte is extremely dangerous for a residential street due to Palos Verdes Estates residents using it as a thoroughfare, especially during the rush hours.
I personally was almost killed in 2012 when someone ran a red light coming up Hawthorne as I entered the intersection from Via Valmonte turning left onto Hawthorne. It took me 2 years to regain full use of my neck.
Funneling an additional 1,000+ residents (from the proposed 248 apartments consisting of 1 & 2 bedrooms) onto Via Valmonte would be total irresponsibility of the City & insanity for the neighborhood residents
As you know, the bulk of this acreage parcel is unbuildable. Fire & rescue have been called out numerous times over the years due to issues concerning the dangerous hillside, unstable soil & dry ground cover.
Putting three 5-story buildings plus one 6-story parking structure on the Northeast quarter section of this acreage parcel places this proposed development directly alongside of Via Valmonte.
This is in NO way consistent with the architectural design of the neighborhood, & it would not only overpopulate the area making it further unsafe, it would be an absolute monstrosity.

The Butcher-Solana Resident Project cannot proceed as proposed.

JULIE SCHULTE MADDOX
Torrance, CA 90505
24726 Via Valmonte
Phone: 310.373.5311
juliemax@earthlink.net

Santana, Danny

From: Joan Davidson <j135cooper@yahoo.com>✓
Sent: Friday, August 11, 2017 12:17 PM
To: Santana, Danny
Subject: re: Butcher Solana Project

Dear Mr. Santana, Thank you for the meeting last night and the polite way in which you handled the meeting.
Much appreciated.
I am asking that you please set up a subscribe email list for this specific Butcher Solana project so that interested parties such as myself can be informed as the project moves forward and/or is reviewed by the various city departments.

I am also asking that Torrance delay the deadline for public comments on this project so that the residents who stated they only received a notice 3 days prior to last night and those away on summer vacations, etc. will have ample time to comment and submit them to you
in writing as requested.

Thank you
Joan Davidson
310-897-9022

Santana, Danny

From: dominique pacheco <dp@mixingreality.com> ✓
Sent: Friday, August 11, 2017 12:28 PM
To: Santana, Danny
Subject: Please add me to the mailing list

Please accept my request to be added to an email list to keep updated on the Butcher-Solana Project.

Thank you,

Dominique Pacheco

Santana, Danny

From: Judy B <judyfrooti@yahoo.com> ✓
Sent: Friday, August 11, 2017 11:48 AM
To: Santana, Danny
Subject: Butcher-Solana project
Attachments: As a board member of theRiviera Homeowners Association and the Planning commission observer on that board.docx

As a board member of the Riviera Homeowners Association and the Planning commission observer on that board,I regularly talk with homeowners who attend Planning Commission hearings who want to maintain their view, light, air and privacy in spite of new remodels or rebuilds in their neighborhood. I have come to deeply appreciate the Hillside Overlay Ordinance for the protection it provides.

Although it is not perfect, the Hillside Overlay Ordinance has been in effect continuously since 1977 and has been the primary reason that the quiet character and scenic views of the Riviera neighborhood and other Hillside Overlay District neighborhoods have been maintained.

The Solana-Butcher project threatens to open the HO District to other multi-unit projects because developers can point to it as a precedent. The Torrance Community Development Department would have to bypass the HOO in order to get this project built. It seems wrong that one project and one developer are able to bring about a redesign of zoning, a rewrite of the Torrance General Plan, a change in the land use development forms from single family homes to 5-story, high-density, multi-family units AND an amendment to the HOO-- all this in spite of what the community wants.

If Butcher-Solana wants to build a high-density apartment project, they should place it in an urban area! They and the City should respect the integrity of the General Plan.

I ask that the City honor existing zoning and General Plan guidelines . Don't build this inappropriate, too dense,unwanted development in a natural, open area like the Riviera.
--Judy Brunetti, Torrance resident

Santana, Danny

From: Pete Verenkoff <petev@vsdev.com> ✓
Sent: Friday, August 11, 2017 10:30 AM
To: Santana, Danny
Subject: Butcher-Solana Residential Project - Comment Submission & Request for Meeting
Attachments: Verenkoff EIR Scoping Comment LTR EIR Scoping 8-10-17.pdf

Dear Mr. Santana,

Please find an electronic copy of my comments from last evening's EIR Scoping Meeting for the subject project attached.

By way of introduction, I am the designated "Butcher-Solana Project Analyst" advising the Riviera Homeowners Association Board of Directors.

I am requesting a meeting with you to better understand the background behind the selection of the specific changes to the General Plan and Zoning that has been requested for this project. It would appear there were several possible options. I would also like to gain a better understanding of the Torrance process for definitively adopting and approving these types of changes.

I have extensive experience interacting with the City of Redondo Community Development Department, Planning Commission and City Council regarding development bordering Torrance on PCH. This is my first interaction with development in Torrance (my City).

I look forward to working constructively with your department. I will do my best to educate the residents of Torrance, PVE, Rolling Hills and others such that meetings and interactions can be as productive and efficient as the process will allow.

I am retired and have a flexible schedule. Please let me know how I go about scheduling the requested meeting. I look forward to meeting you in person.

Thank you.

Best regards,
✓ Pete Verenkoff
(424) 634-9073
Email: petev@vsdev.com

Electronic Submission of Initial EIR Scoping Comments: Verenkoff EIR Scoping Comment LTR EIR Scoping 8-10-17.pdf

10 August 2017

To: Mr. Danny Santana
Planning and Environmental Manager
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503

Subject: **Butcher-Solana Residential Project (Comments on scope and content of the proposed EIR)**

Dear Mr. Santana:

We wish to communicate our key issues with the "scope of the planned EIR" for the Butcher-Solana Residential Project.

As 40+ year residents of the Hillside Neighborhood District, we are opposed to this project's request to amend the Torrance General Plan Land Use Element to allow the introduction of new multi-family residential development in the Hillside Overlay District. Further, we are opposed to changing the zoning of this parcel to "Planned Development," within the District, thereby circumventing Torrance Municipal Code Section 91 Article 41 residential building code restrictions.

The proposed changes will significantly alter our neighborhood's character and are completely inconsistent with the values and concerns of residents living in the Hillside Neighborhood District. These values and concerns are aptly articulated in the Torrance General Plan Land Use Element, pages LU43-44 adopted in 2010.

The proposed changes are precedent setting and affect both the character of the Hillside Neighborhood District and the intent of the Hillside Overlay Zoning. **THESE ARE NOT STRICTLY ENVIRONMENTAL IMPACT ISSUES**.

The proposed changes have broad land use strategy and zoning implications for the entire Hillside Overlay District. Policy changes with this level of impact and precedence deserve discussion outside the scope of any single development project's proposal.

Therefore, **we assert that evaluation of this project's consistency with General Plan and Zoning Policies, inclusive and/or exclusive of the proposed amendment and changes, to be BEYOND-THE-SCOPE of this EIR**.

To further discuss this matter, please contact Peter Verenkoff at the phone number and email listed below.

Respectfully submitted,
[signed]
Peter Verenkoff
Jill Verenkoff
533 Via La Selva
Redondo Beach, CA 90277
Email: petev@vsdev.com
Phone: (424) 634-9073

Submitted to the City of Torrance in person at the EIR Scoping Meeting on 8/10/2017
Submitted by email to DSantana@TorranceCA.gov on 8/11/2017

Santana, Danny

From: Kan Family <vcnkan@gmail.com> ✓
Sent: Friday, August 11, 2017 12:16 PM
To: Santana, Danny
Subject: Butcher-Solana Residential Project

Dear Mr. Santana,

Thank you for giving myself and others the opportunity to express our views regarding the Butcher-Solana Residential Project. My husband and I were at the scoping meeting last night and can tell that you do not have an enviable position. At the same time, I appreciate very much your patience and time in listening to everyone. You were always respectful, kind, and courteous to everyone and I think that made a difference during the meeting.

My main concern regarding the project was hugely expressed by everyone who spoke last night - traffic. Even though you've heard numerous comments regarding traffic, I'd like to share with you my personal experiences in order to give you concrete evidence instead of speculations:

Regarding traffic, my husband and I are most concerned about **time/congestion and safety**.

Time & congestion: I teach at Peninsula High School directly up the hill (south) on Hawthorne Boulevard. If there were no traffic with minimal red lights, I can leave my driveway and arrive at my parking space in about 5 minutes. During my **morning commute**, it can take me anywhere between 15 to 20 minutes to get to work. I leave home at 7:30AM every morning which coincides with the time of the EIR study. I was very surprised with their findings. There have been numerous times when I couldn't turn left onto Hawthorne with a green light because the southbound (traveling uphill) traffic piled into the intersection. If I'm not first in line, I usually have to wait a couple of greens in order to go.

During my **afternoon commute** (approximately 3PM), I am heading down the hill (north) on Hawthorne Boulevard to pick up my son from school, Richardson Middle School. It is not uncommon for me to sit in standstill traffic on Hawthorne Boulevard. At first I thought they were due to construction traffic or accidents, but that was never the case. There were numerous days when the stop-and-go traffic started at Hawthorne Blvd and PV Drive North. When I arrive at the Hawthorne Blvd & Newton intersection where I need to turn left (westbound), I usually wait through several green signals because of the long line at the light and because the southbound (up the hill) traffic once again blocks the intersection. Many times I have to go further to 244th street in order to turn left and find my way to the school through the neighborhood.

**If you would like better data, I can keep daily records from my travels for you but it would be best after school resumes on September 7th. If not, I'd like to encourage the city to ask your consultants to be more thorough on their report with a larger sample size that is a better representation of this area, especially during school commute hours (7:30AM to 9:30AM and 2:45PM to 4:00PM). I truly believe that one sample size is not adequate to provide a picture of that intersection. Furthermore, I don't believe that 7am to 8am is the best representation of the congestion in my neighborhood. Richardson Middle School starts at 8:10AM and Walteria Elementary School starts at 8:59AM. During this hour, you will find parents crossing the Hawthorne and Newton intersection to drop their children off at school along with Palos Verdes residents traveling down the hill.

Safety: There are many students from my neighborhood and the Country Hills community (south of Rolling Hills Road) who travel across the Hawthorne & Newton intersection daily to attend Richardson Middle School. Last year, I personally witnessed one car accident at the intersection which happened to be a family I know. I'm sure your police records will show this incident. I, myself, was almost hit by a car traveling down the hill (northbound) on Hawthorne as I was about to turn left up the hill when the car ran a red light. My neighbor's son was hit by a car as he was crossing Hawthorne Blvd. Luckily the boy saw the car coming and jumped so the impact of the car was on the backpack on his back. These are just 3 incidents in 2017 during school hours. As the area becomes more congested, I am afraid for the safety of everyone traveling through this intersection.

Mr. Santana, I am not an activist and never have been. I've never attended city meetings to express my concerns believing in the city to make the best decisions for my community. I've never spoken up in meetings to voice my concerns and even though I didn't stand up last night, I felt so passionate that I would have if the comments had not already ran so late. I see my neighborhood as a quiet peaceful neighborhood. Even now when people are hiking up on the hill, I can hear them talking from my house. In fact, my neighbors went for a walk up there once and were able to call my name to get my attention from up the hill. Your presentation with the requests for permits completely scared me of what could become. Seeing the top floor of the apartment building as a social location shocked me for all the noise that would travel down to my community. I see so many negative impacts that this project could have on my community as expressed by others at the meeting. I felt encouraged seeing how you handled the meeting and hope that you can help my neighbors and I maintain the health and safety and standards of living that we appreciate so much in our community.

Thank you for patiently listening to everyone last night and for reading all our comments and emails. I truly appreciate your time. If there is anything I can do or provide to be of assistance, please do not hesitate to let me know. At your earliest convenience, please confirm receipt of my email.

Sincerely,
Vararat

Mrs. VararatChaiyont Kan
3643 Courtney Way
Torrance, Ca 90505
310-294-9761 (home)
310-755-5775 (mobile)
vcnkan@gmail.com

NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT AND SCOPING MEETING

Butcher-Solana Residential Development Project

TO: Area Residents, Agencies, Organizations, and Interested Parties **DATE:** July 27, 2017

FROM: City of Torrance – Community Development Departmant (Lead Agency)

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report in Compliance with Title 14, Section 15082(a) of the California Code of Regulations and Notice of Scoping Meeting

The City of Torrance Community Development Department (City) has prepared an Initial Study for the Butcher-Solana Residential Development Project. The City of Torrance will serve as the Lead Agency for the proposed project in accordance with the California Environmental Quality Act (CEQA), Section 15051(c) in the preparation of the Environmental Impact Report (EIR) for the Butcher-Solana Residential Project (project) as described below. The City is requesting identification of environmental issues and information that you or your organization believes should be considered in the EIR.

PROJECT TITLE: Butcher-Solana Residential Project

PUBLIC REVIEW PERIOD: July 27, 2017 – August 28, 2017

Butcher-Solana Residential Project - Scoping Meeting

August 10, 2017
6:30 p.m. – 8:00 p.m.
Torrance City Hall Council Chambers
3031 Torrance Blvd., Torrance CA 90503

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Section 1:
Conflicts with Torrance City General Plan

Torrance City General Plan

- **The city of Torrance adopted the 2009 General plan on 4/6/2010 which is published on the Torrance city's website.** (https://www.torranceca.gov/our-city/community-development/general-plan/plan-2009)
  - General Plan is the principal document for guiding future development in the City.
  - General Plan reflects the community's shared valued of what Torrance is today and what it will be in the future (15 to 20 years time frame).
  - General Plan provide the foundation for the day-to-day decisions of the City Council, City commissions, and City staff.

Torrance established a General Plan that reflects community's shared values

General Plan – Land Use Density Policy

- **2009 General Plan (Chapter 1, Figure LU-1) planned land use designation is R-LO for the proposed lot.**
  - **Low Density Residential – (0 to 9 du/ac)**

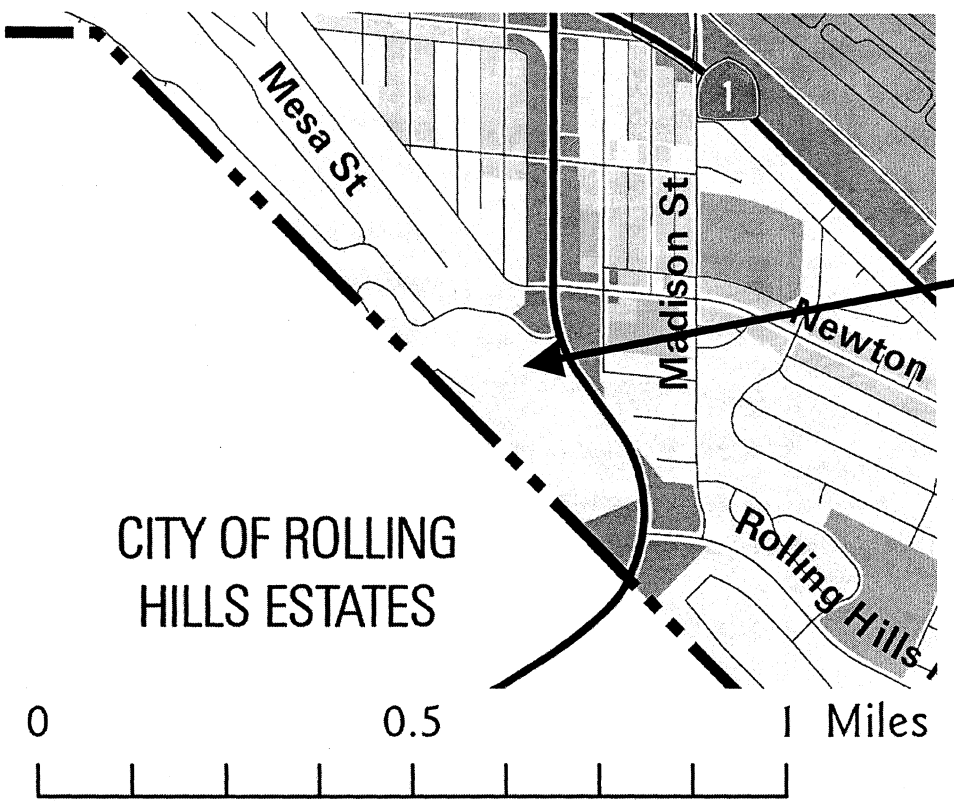


Figure LU-1
General Plan Land Use Policy

Land Use Designations

R-LO	Low Density Residential (0-9 du/ac)
R-LM	Low-Medium Density Residential (9.1-18 du/ac)
R-MD	Medium Density Residential (18.1-31 du/ac)
R-MH	Medium High Density Residential (31.1-44 du/ac)
R-HI	High Density Residential (44.1+ du/ac)
C-GEN	General Commercial (max 0.6 FAR)*

Land Use Density Allocation is 0-9 Dwelling Units / Acre

Propose Project – Land Use Density

- **Proposed Initial Study Section 1.2.3 (page 15) specified project density of 43.8 dwelling units per acre; (FAR of 0.90).**
  - **5.71 acres will be development for residence**
  - **248 apartment units proposed**

Proposed Density = 248 Units / 5.71 acres = 43.43 du/ac

- **Exceeded the 0-9 du/ac planned policy in the General Plan by 34.4 du/ac**
- Note: the different between the calculated 43.43 versus 43.8 specified in the Initial Study is due to rounding and lower level data availability for calculation. The number is close enough.

- **Note 1: The total proposed lot area is 24.68 acres (Lot 1+2+3)**
- **Note 2: The propose lot 2 (6 acres) and lot 3 (12.92 acres) cannot be used for the density calculation as these two lots are not part of the residence development.**

Exceeded the limit of Land Use Policy for R-LO (0-9 du/ac)

General Plan – Vacant Lot Usage Assessment (1 of 2)

- **2009 General Plan, Chapter 6 (Housing Element), Table H-42, stated subject vacant lot has potential dwelling units of 19 totaled (due to the topographical constrain of the site) - not the 248 dwelling units proposed.**

Table H-42
Residential Vacant Land Inventory

General Plan Designation	Zoning	Affordability Level	Maximum Density	Vacant Acreage	Potential Dwelling Units
Low Density Residential (R-LO)	R-1	Above Moderate	9 du/ac	0.57	3
Low Density Residential (R-LO) – Topographically Constrained	R-1/A-1	Above Moderate	9 du/ac	24.6	19
Low Medium Density Residential (R-LM)	R-2/M-L	Above Moderate	18 du/ac	1.5	19
Medium Density Residential (R-MD)	R-3	Lower	31 du/ac	0.40	10
Medium High Density Residential (R-MH)	R-3	Lower	44 du/ac	0.45	15
Residential Office (R-OF)	CR/RP	Lower	31 du/ac	0.40	5
General Commercial*	CR/C-2/C-3	Lower	27-44 du/ac	2.8	88
Total				30.7	159

19 dwelling units planned versus 248 dwelling units proposed

General Plan – Vacant Lot Usage Assessment (2 of 2)

- **General Plan for future population and residential dwelling growth (Chapter 1, Table-2) have taken into account of Butcher Hill providing 19 dwelling units.**
  - **The proposed land use of 248 dwelling units at Butcher Hill does not agree with the land use distribution projection specified in our General Plan.**

Table LU-2
Development and Population Projections Pursuant to Land Use Plan

Land Use	Expected Density/ Intensity	Acres	Estimated Dwelling Units Pursuant to Land Use Plan	Estimated Non-Residential Square Feet (in thousands)	Estimated Population
R-LO Low Density [1]	6.8 du/ac	4,002	27,210	-	69,559
R-LM Low-Medium Density	13.5 du/ac	420	5,666	-	14,484
R-MD Medium Density	23.25 du/ac	606	14,085	-	36,006
R-MH Medium-High Density	33 du/ac	274	9,039	-	23,106
R-HI High Density	45 du/ac	5	207	-	529
C-GEN General Commercial [2,3]	0.35 FAR	825	42	12,584	107
C-CTR Commercial Center [2]	0.4 FAR	402	816	7,001	2,086
R-OF Residential Office	0.5 FAR/ 23.25 du/ac	41	471	441	1,204
I-HVY Heavy Industrial	0.1 FAR	859	-	3,740	-
I-LT Light Industrial	0.45 FAR	527	-	10,338	-
I-BP Business Park	0.45 FAR	881	-	17,271	-
PUB Public/Quasi-Public/Open Space	0.15 FAR	1,218	-	7,960	-
HM Hospital/Medical [4]	1.0 FAR	62	-	2,692	-
AIR Airport	0.01 FAR	313	-	136	-
Other (right of way)	NA	73	-	-	-
TOTAL		10,506	57,536	62,164	147,082
Build-out scenario under the 1992 General Plan			54,476	60,892	139,262
Difference			3,060	1,272	7,820

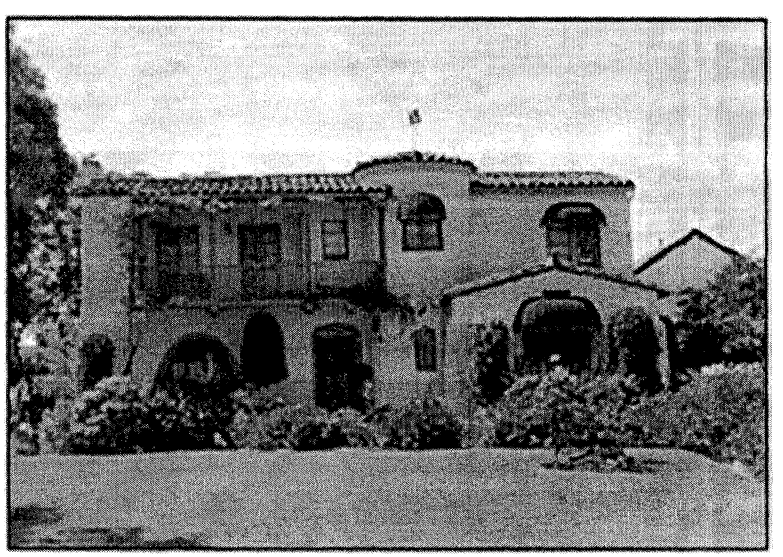
Proposed land use density does not agree with city planned density

General Plan – Neighborhood Harmony (1 of 5)

- **General Plan – Residential Land Use (Section 1)**
  - **The lowest residential densities are largely located in the western and southern portions of the city.**
  - **The proposed nearby residential neighborhoods are Zoned R1 (R-LO)**

LOW DENSITY RESIDENTIAL (R-LO)

The Low-Density Residential designation provides for the development of single-family residences within a density range of up to 9 dwelling units per acre. Development is characterized generally by detached single-family dwellings on individual lots forming a cohesive neighborhood.



Unit Density: 0-9 dwelling units per acre
Typical Population Density: 3 - 24 persons per acre

Low Density Residential (R-LO) – Nice!!!

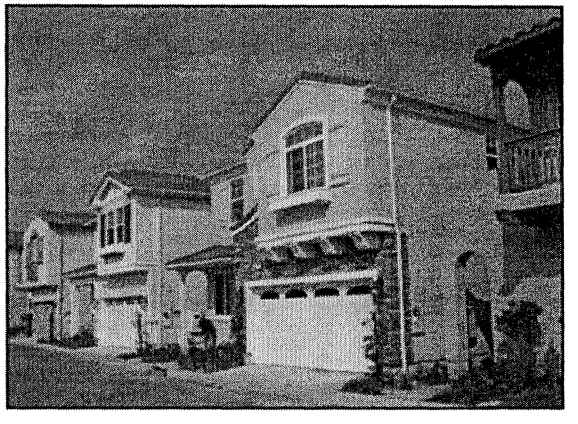
General Plan – Neighborhood Harmony (2 of 5)

- **General Plan – Residential Land Use (Section 1)**
  - **Transition R-LM (Low Medium); R-MD (Medium)**

LOW-MEDIUM DENSITY RESIDENTIAL (R-LM)

The Low-Medium Density Residential designation provides for the development of small-lot single-family homes, duplexes, attached multi-unit developments, and mobile home parks within a density range of 9.1 to 18 dwelling units per acre. Mobile homes are included to reflect current uses and as a guide for future development.

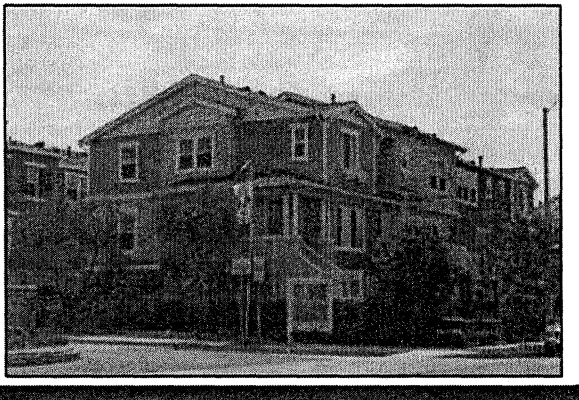
Unit Density: 9.1-18 dwelling units per acre
Typical Population Density: 24-47 persons per acre



MEDIUM DENSITY RESIDENTIAL (R-MD)

The Medium Density Residential designation allows townhouses and low-rise multi-unit buildings within a density range of 18.1 to 31 dwelling units per acre.

Unit Density: 18.1-31dwelling units per acre
Typical Population Density: 47-81 persons per acre



Low-Mid & Mid Density – OK, it's getting BIG!

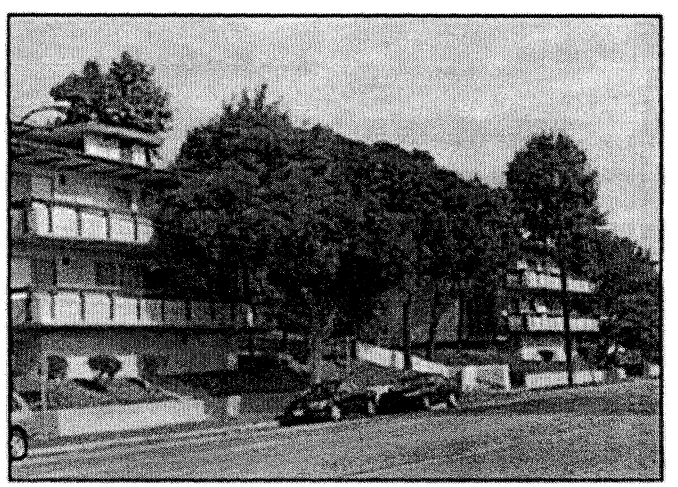
General Plan – Neighborhood Harmony (3 of 5)

- **Proposed – New Residential Land Use**
  - **Three 5-stores buildings + one 6-stores parking structures**
    - **Planned building height is 65 feet tall**
  - **Land Use density of 43.4 du/ac is R-MH designation**
  - **No transition density used; not compatible with current R-LO neighborhoods.**

MEDIUM-HIGH DENSITY RESIDENTIAL (R-MH)

Residential development accommodated in the Medium-High Residential designation includes low- and medium-rise multi-unit attached developments. Residential development may occur within a density range of 31.1 to 44 dwelling units per acre. Areas in the City with an R-MH designation are appropriate for subterranean parking.

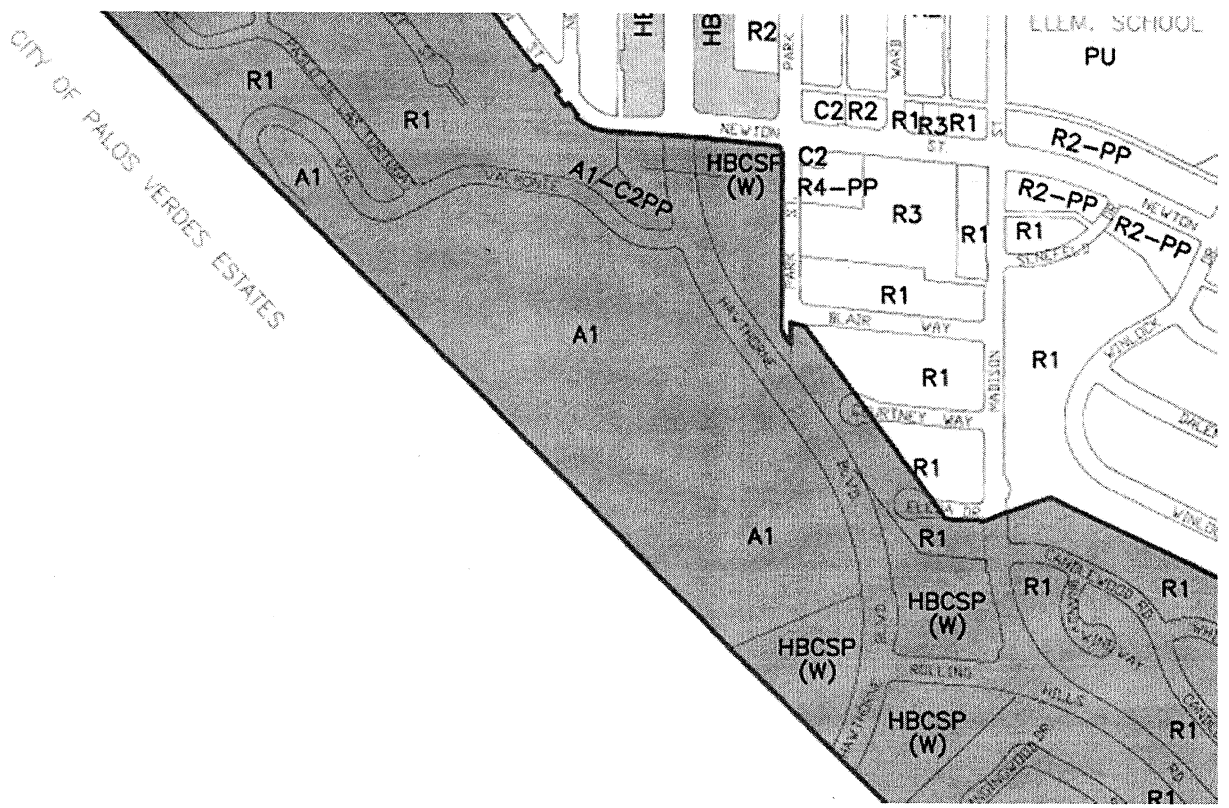
Unit Density: 31.1 -44 dwelling units per acre
Typical Population Density: 81-115 persons per acre



Too Big next to adjacent R-LO neighborhood – NOT NICE #@%$!!!

General Plan – Neighborhood Harmony (4 of 5)

- **Butcher Hill current zoning is A1 per City of Torrance Property Zoning Map (July 2015)**
  - **Zoned A1 (Light Agricultural) (0-9 du/ac)**



Residential Neighborhood Adjacent to Butcher Hill is R1

General Plan – Neighborhood Harmony (5 of 5)

- **General Plan Section 3.1 does has requirements against dis-harmony:**
  - **Policy LU.5.1 – Requires that new residential development be visually and functionally consistent in scale, mass, and character with structure in the surrounding neighborhood.**

- **Proposed – New Residential Land Use**
  - **There is no transition density residential neighborhood in place to support the high land use density proposed.**
  - **The proposed plan is just too massive for the surrounding R1/R-LO neighborhoods.**
    - **The abrupt density change will cause dis-harmony to the adjacent neighborhoods, will cause eye-sore for years to come; and will reflect not the best planning the people of Torrance can provide.**

Stop intrusive neighborhood change!

Section 2:
Mineral Extraction

General Plan – Environmental Constrains - Mineral

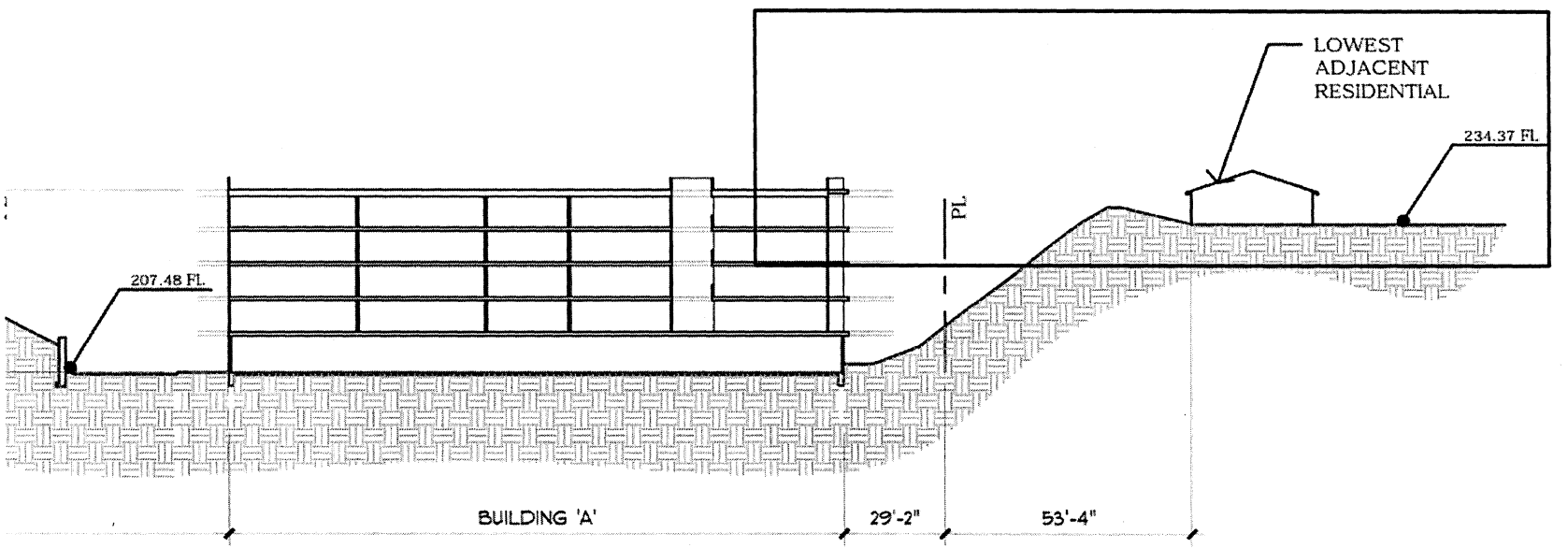
- **2009 General Plan, Chapter 6 Section 2.2.3 stated Butcher Hill is designated as MRZ-2, indicating that significant mineral deposits are present.**
  - **Action Required – Add State Mining and Geology Board to approve the proposed new land use.**
    - **Update Notice of Completion & Environmental Document Transmittal (Appendix C) – Reviewing Agencies Checklist and other application documents.**

Add State Mining & Geology Board for project approval

Section 3:
Loss of Privacy & View

General Plan – Loss of Privacy & View

- **The proposed project to tall to adjacent neighbor**
  - **The proposed height of the new building is as high as the existing R1 neighborhood back yard window.**
  - **Loss of privacy to neighbor.**

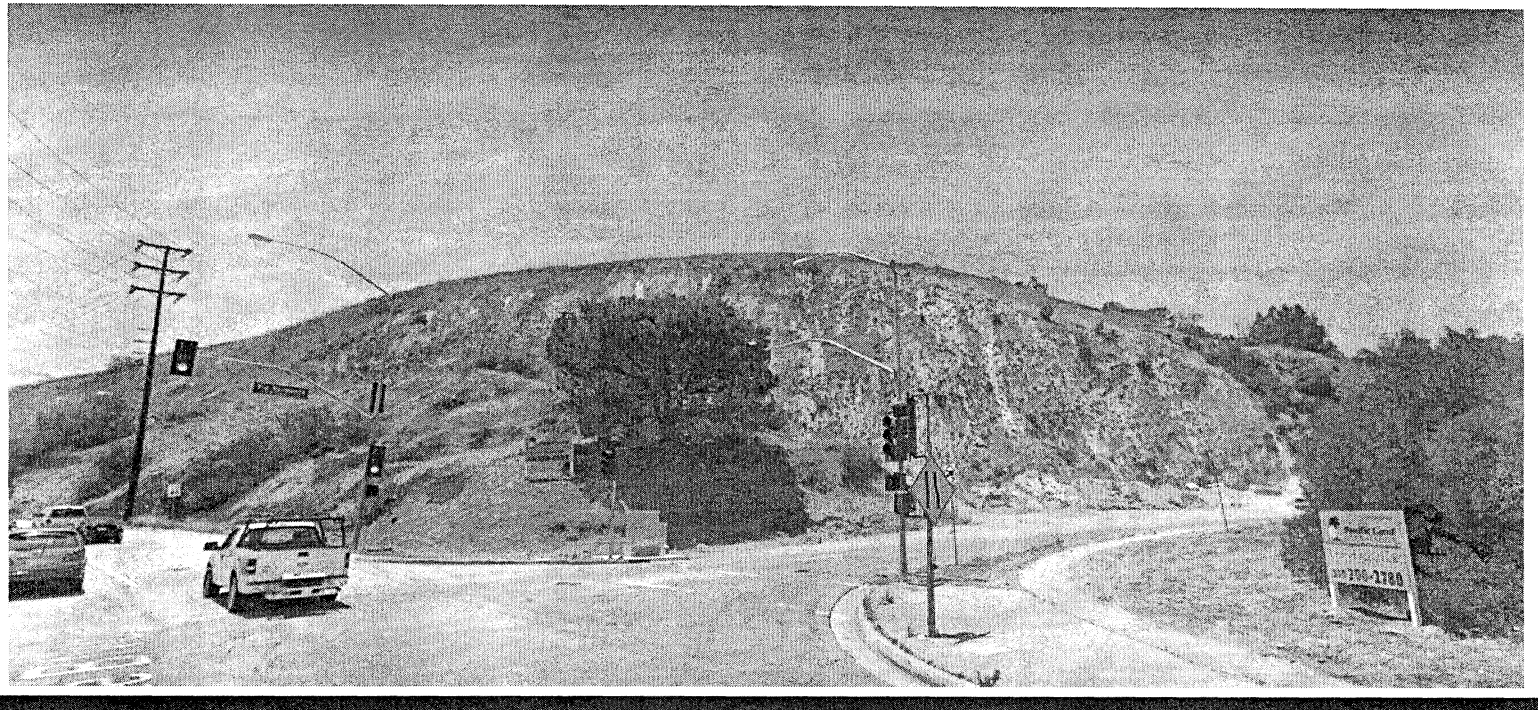


SECTION 2

New building window same height as adjacent house backyard windows

General Plan – Loss of Privacy & View

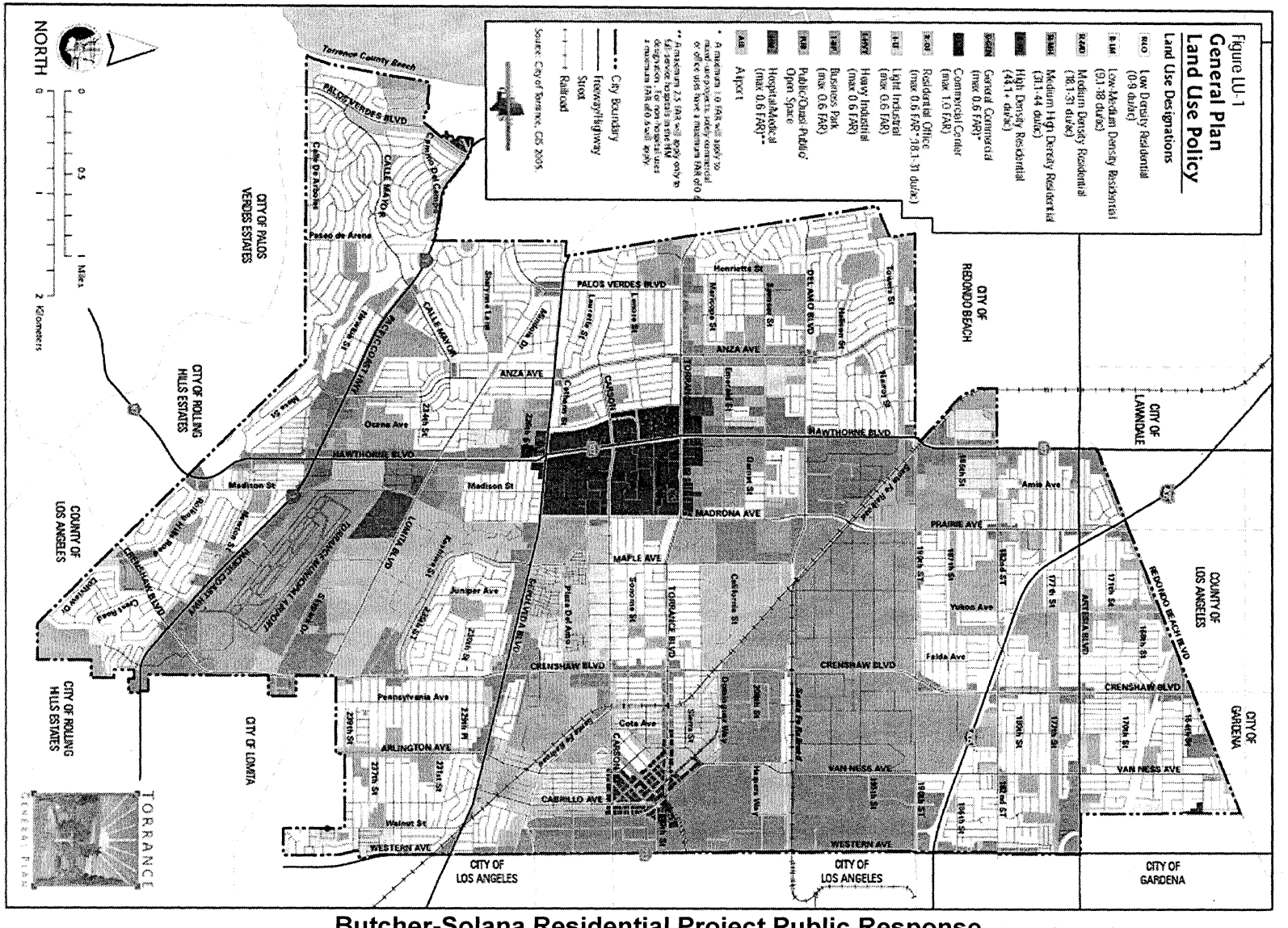
- **Yes, it is just a hill:**
  - **But it has been a landmark of Torrance since the city was established - you can see it from miles away!**
  - **It is offering peace and serenity to those who enjoy the view, not just for those who live around it but to all who drive by it.**



Nature is GOOD!

Backup

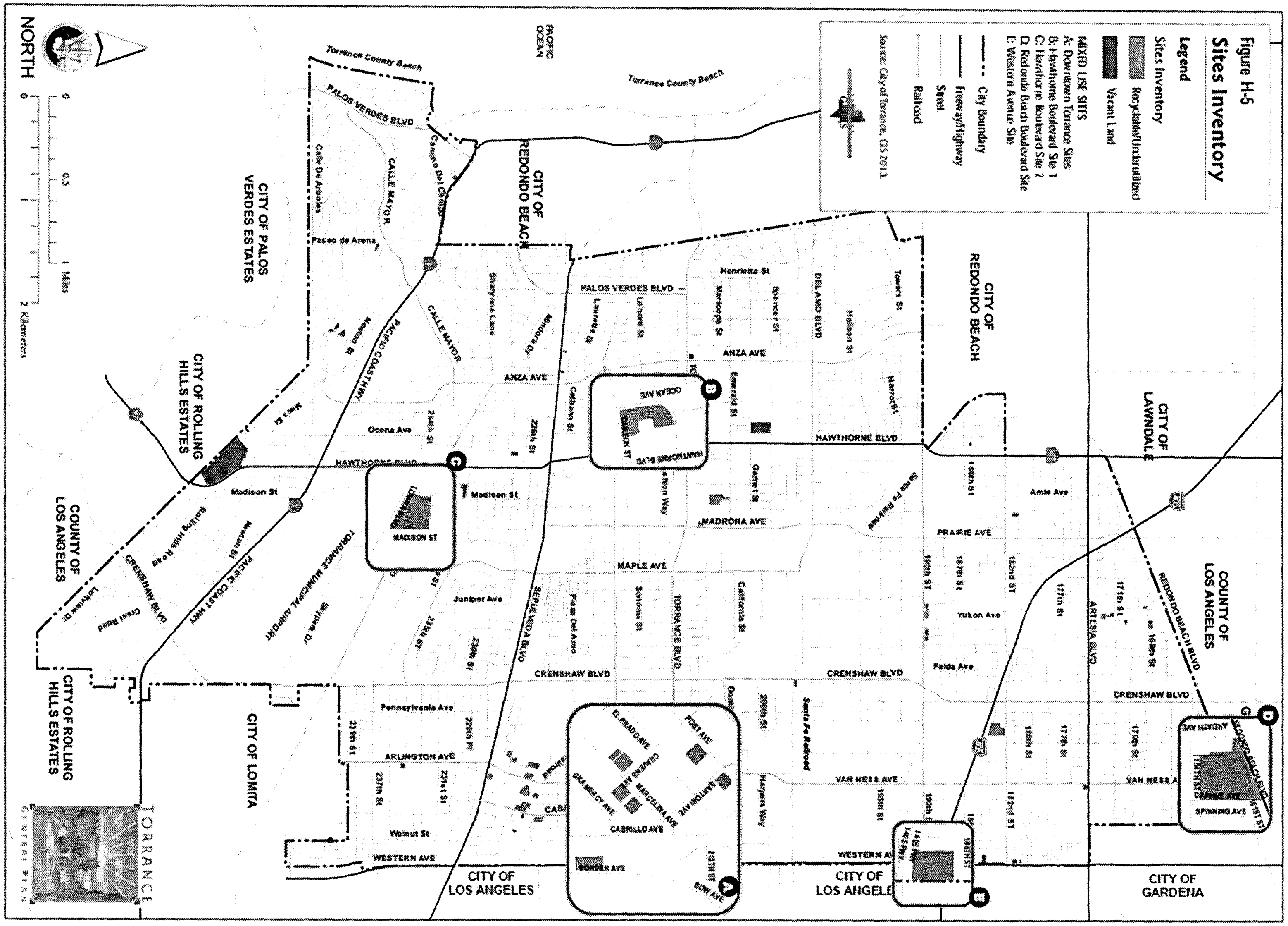
General Plan – Land Use Map (Fig. LU-1)



CITY OF TORRANCE GENERAL PLAN

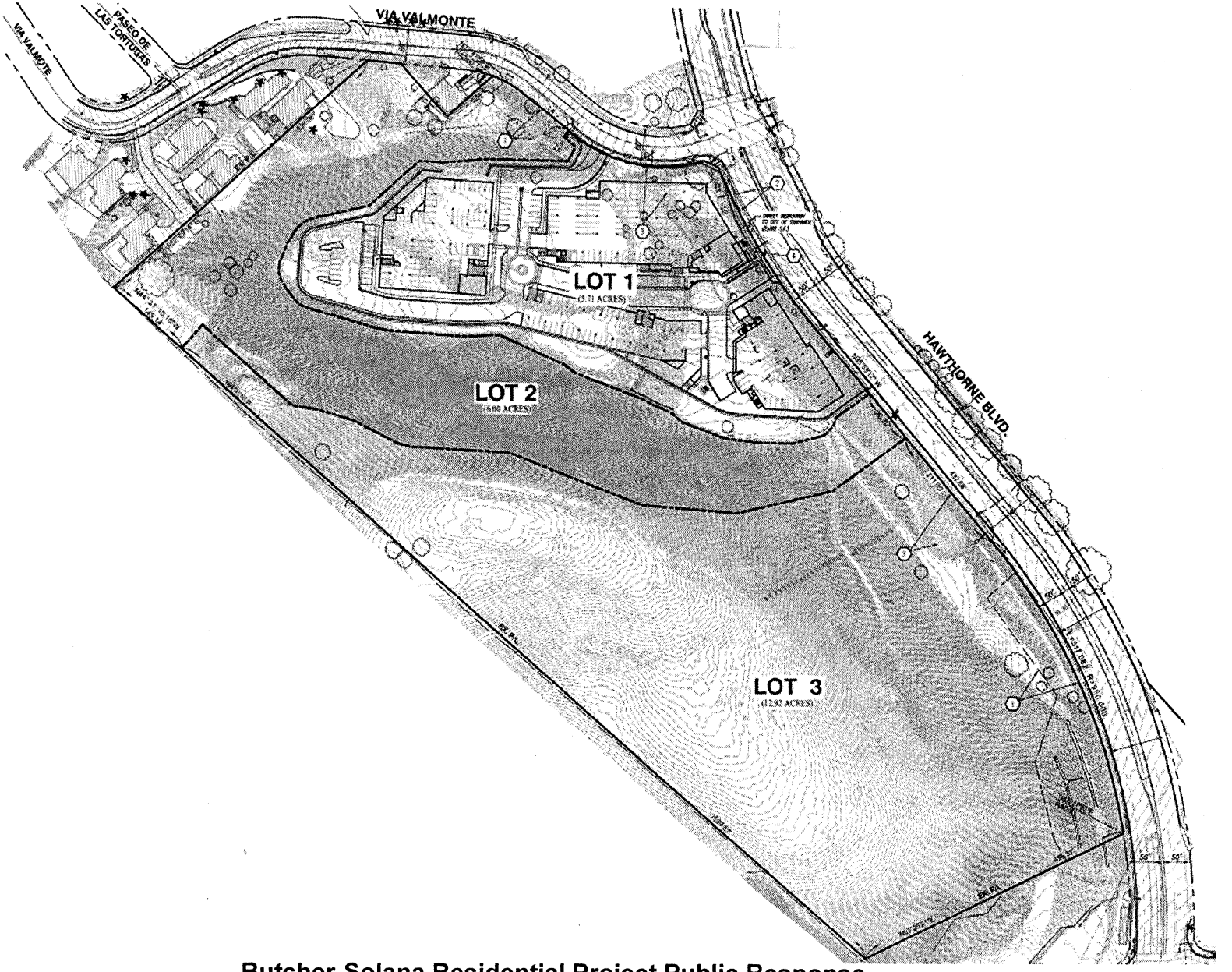
Butcher-Solana Residential Project Public Response

General Plan – Vacant Land Butcher Hill (Fig. H-5)



Butcher-Solana Residential Project Public Response

Proposed Tract Map (Initial Study Fig. 7)



COMMENT CARD

July 10, 2017 at 6:30 PM – Butcher-Solana Residential Project Scoping Meeting

Please let us know your comments/concerns regarding the Butcher-Solana Residential Project EIR (please print):

Name: Roger and Jewell Toombs

Address: 316 Calle Mayor Redondo, Beach CA 90277

Please return this comment card to Danny Santana, Planning and Environmental Manager, City of Torrance, at the end of the Scoping Meeting or fold in half, staple, and mail it to the City of Torrance using the address provided (see reverse).

COMMENT CARD

July 10, 2017 at 6:30 PM – Butcher-Solana Residential Project Scoping Meeting

Please let us know your comments/concerns regarding the Butcher-Solana Residential Project EIR (please print):

Dear Mr. Santana,

I am sending you this comment card to express my opposition to the Butcher-Solana Residential Project. Allowing this project will cause many problems to our community: water, pollution, safety, traffic, schools.

It will increase the traffic on my street, Paseo de las Tortugas. This street is already a very busy street as residences exit the area to Hawthorne Blvd. via Via Valmonte and Vista Montana. Traveling to doctor and business appointments are difficult with the current traffic problems in the area. More residence occupancy in the area will cause more congestion and safety issues. The project will impact our streets with more traffic including more noise, as well as pollution. More people will impact our schools and police. More people – more crime. Our current road conditions are needing repair so it is doubtful that the City of Torrance can handle more traffic in this area.

Due to the above concerns for this project, the City of Torrance must decline an apartment building in the area.

Name: Lea Toombs

Address: 4110 Paseo de las Tortugas Torrance, CA 90505

Please return this comment card to Danny Santana, Planning and Environmental Manager, City of Torrance, at the end of the Scoping Meeting or fold in half, staple, and mail it to the City of Torrance using the address provided (see reverse).

COMMENT CARD

~~July~~ Aug 10, 2017 at 6:30 PM – Butcher-Solana Residential Project Scoping Meeting

Please let us know your comments/concerns regarding the Butcher-Solana Residential Project EIR (please print):

Thank you for holding an informative meeting on August 10, 2017.

We are opposed to this development for the following reasons:

- the necessity of changing many zoning laws
- the additional traffic
- the inadequacy of our current streets and stoplights
- the size of this development
- the instability of the development site
- the dust that will be raised before and during construction

Name: David & Laura Wang

Address: 4100 Via Nivel, PVE 90274

Please return this comment card to Danny Santana, Planning and Environmental Manager, City of Torrance, at the end of the Scoping Meeting or fold in half, staple, and mail it to the City of Torrance using the address provided (see reverse).

COMMENT CARD
July 10, 2017 at 6:30 PM – Butcher-Solana Residential Project Scoping Meeting

Please let us know your comments/concerns regarding the Butcher-Solana Residential Project EIR (please print):

TRAFFIC... CITY NEEDS TO BUILD A DOUBLE-TIER ROAD ON THIS SOUTH PART OF HAWTHORNE, SOUTH OF P.C.H.

BUILDING ON THAT SOFT SOIL WILL BE A PROBLEM, WITH THE STEEP WALL SO NEARBY. A STORM WILL BRING MUD DOWN TO COVER THE LOWER FLOORS. THIS TOOK PLACE IN TAIWAN.

IF THIS APT. BLDG. HAPPENS, THE TURN AT MESA FROM VALMONTE WILL HAVE TO BE REOPENED.

P.V. DRIVE IS TOO BUSY ALREADY.

I HAVE LIVED HERE 48 YEARS. I HOPE TO CONTINUE TO HAVE CLEAN AIR AND A QUIET, NICE, SAFE NEIGHBORHOOD.

Name: JACQUELIN SZYMANEK

Address: 3916 VIA PAVION, P.V.E., CA 90274

Please return this comment card to Danny Santana, Planning and Environmental Manager, City of Torrance, at the end of the Scoping Meeting or fold in half, staple, and mail it to the City of Torrance using the address provided (see reverse).

COMMENT CARD

July 10, 2017 at 6:30 PM – Butcher-Solana Residential Project Scoping Meeting

Please let us know your comments/concerns regarding the Butcher-Solana Residential Project EIR (please print):

We are in quote un quote drought
How much water would be used?
by new residents?

Name:

Address:

Please return this comment card to Danny Santana, Planning and Environmental Manager, City of Torrance, at the end of the Scoping Meeting or fold in half, staple, and mail it to the City of Torrance using the address provided (see reverse).

COMMENT CARD
July 10, 2017 at 6:30 PM – Butcher-Solana Residential Project Scoping Meeting

Please let us know your comments/concerns regarding the Butcher-Solana Residential Project EIR (please print):

Dear Mr. Santana,

It wouldn't be wise to approve the Butcher-Solana Residential project the Reasons are Many to count We had heard hundreds of them on the Scoping Meeting Thursday evening August, 8, 2017

I & My family Add our vote to all of those voices. --

Please, help us to keep our NeighborHood safe, by not adding more Trafic to it and Damage the Quality of life for us and them. Pullotion, Pullotion!!!

Please, think of schools, Park, Noice, Fire Dept. ~~Environmentaly~~ Environmental effect and more Bad things could happened.

Thank you.

Name: Ray & Wafaa HakiM

Address: 24714 Via Valmonte, Torrance, CA 90505

Please return this comment card to Danny Santana, Planning and Environmental Manager, City of Torrance, at the end of the Scoping Meeting or fold in half, staple, and mail it to the City of Torrance using the address provided (see reverse).

COMMENT CARD

July 10, 2017 at 6:30 PM – Butcher-Solana Residential Project Scoping Meeting

Please let us know your comments/concerns regarding the Butcher-Solana Residential Project EIR (please print):

THIS PROJECT IS A POTENTIAL DISASTER

(1) TRAFFIC ALONG NEWTON IS ALREADY PAST A JOKE.
IT IS VERY DANGEROUS
THE INCREASE IN POPULATION IN SUCH A SMALL AREA WILL BE RIDICULOUS.

(2) I AM NOT AN ENGINEER BUT I CANNOT IMAGINE THAT CONSTRUCTION UNDER THAT CLIFF WILL NOT CAUSE ANYTHING BUT HARM AND DANGER.

✓ Name: MARK MILLS

Address: 4074 NEWTON STREET, TORRANCE, CA, 90505.

Please return this comment card to Danny Santana, Planning and Environmental Manager, City of Torrance, at the end of the Scoping Meeting or fold in half, staple, and mail it to the City of Torrance using the address provided (see reverse).

COMMENT CARD

July 10, 2017 at 6:30 PM – Butcher-Solana Residential Project Scoping Meeting

Please let us know your comments/concerns regarding the Butcher-Solana Residential Project EIR (please print):

I WANT TO ADDRESS THE INCREASE IN EMS/FIRE CALLS RELATED TO PROJECTS OF THIS MAGNITUDE. I USED TO WORK IN THE City OF Glendale. THESE PROJECTS ARE BUILT ALL AROUND DOWNTOWN GLENDALE. 23 PROJECTS. THE IMPACT TO FIRE & POLICE SERVICES HAVE GREATLY BEEN IMPACTED. THIS NEEDS TO BE A CONCERN FOR THE SAFETY OF OUR RESIDENTS.

Name: CARLOS GUERRERO

Address: 113 CALLE DE ARBOLES, R.B. CA 90277

Please return this comment card to Danny Santana, Planning and Environmental Manager, City of Torrance, at the end of the Scoping Meeting or fold in half, staple, and mail it to the City of Torrance using the address provided (see reverse).

COMMENT CARD

July 10, 2017 at 6:30 PM – Butcher-Solana Residential Project Scoping Meeting

Please let us know your comments/concerns regarding the Butcher-Solana Residential Project EIR (please print):

- traffic back-up @ Via Valmonte / Hawthorne already an issue
- real estate value decrease
- Not in favor of any changes to general plan
- landslide dangers
- poor report
- Too many items on the report have negative impacts.
- Quality of life.
- Negative environmental impact.
- Rise of crime
- Not compatible with the neighborhood.

Name: Bergland

Address: 4209 Via Alondra. PVE
Via Valmonte / Via Goron / Via Alondra

Please return this comment card to Danny Santana, Planning and Environmental Manager, City of Torrance, at the end of the Scoping Meeting or fold in half, staple, and mail it to the City of Torrance using the address provided (see reverse).

COMMENT CARD

July 10, 2017 at 6:30 PM – Butcher-Solana Residential Project Scoping Meeting

Please let us know your comments/concerns regarding the Butcher-Solana Residential Project EIR (please print):

Traffic assessment completely inadequate. 484 parking spaces will provides a number of cars to completely choke traffic on Hawthorne Blvd and likely on streets to the west of the units, for example Mesa St.

Rather than changing zoning to accommodate the developer, the present zoning should be left as is to accommodate present residents who made their house purchases based on the original zoning.

Name: DAVID COHN

Address: 4221 MESA ST, TORRANCE 90505

Please return this comment card to Danny Santana, Planning and Environmental Manager, City of Torrance, at the end of the Scoping Meeting or fold in half, staple, and mail it to the City of Torrance using the address provided (see reverse).

COMMENT CARD

July 10, 2017 at 6:30 PM – Butcher-Solana Residential Project Scoping Meeting

Please let us know your comments/concerns regarding the Butcher-Solana Residential Project EIR (please print):

Traffic is already heavy. Completion of this project will make it intolerable. Picture it on trash pick-up day. Imagine emergency vehicles trying to get through. The intersection of Via Valmonte & Hawthorne Blvd is already often blocked by cars that can't clear the intersection by the time the light turns red. When it rains it is even worse. When that ambulance or fire truck can't get Through, lives will be potentially lost. I imagine the law suits if the morality isn't sufficient.

How does this project benefit the community residents?

Name: JEFFREY and SUSAN BRODY

Address: 4260 Via Alondra PVE 90274

Please return this comment card to Danny Santana, Planning and Environmental Manager, City of Torrance, at the end of the Scoping Meeting or fold in half, staple, and mail it to the City of Torrance using the address provided (see reverse).

COMMENT CARD

July 10, 2017 at 6:30 PM – Butcher-Solana Residential Project Scoping Meeting

Please let us know your comments/concerns regarding the Butcher-Solana Residential Project EIR (please print):

I am not opposed to residential building even apartments. We need more housing in the South Bay, certainly.

But this is not the place for high-density development such as this project.
A zoning change should not be approved so that this project can go forward.
This is not compatible w/ the single family home neighborhood.

The traffic will be nightmarish for Torrance & PVE residents that travel Via Valmonte to get to Hawthorne Blvd. Via Valmonte is a small street & cannot handle the traffic.

Please deny this project.

Name: Judy Pamo

Address: 4032 Via Chuluan PVE 90274

Please return this comment card to Danny Santana, Planning and Environmental Manager, City of Torrance, at the end of the Scoping Meeting or fold in half, staple, and mail it to the City of Torrance using the address provided (see reverse).

COMMENT CARD

July 10, 2017 at 6:30 PM – Butcher-Solana Residential Project Scoping Meeting

Please let us know your comments/concerns regarding the Butcher-Solana Residential Project EIR (please print):

Is there anything that can be done about residents who stop watering their lawns. Lawns/weeds to 4' tall. It makes the entire neighborhood look bad.

Re: Butcher Hill - What about the water situation. I presume that the new residents won't be using water!

Name:

Address:

Please return this comment card to Danny Santana, Planning and Environmental Manager, City of Torrance, at the end of the Scoping Meeting or fold in half, staple, and mail it to the City of Torrance using the address provided (see reverse).

COMMENT CARD

July 10, 2017 at 6:30 PM – Butcher-Solana Residential Project Scoping Meeting

Please let us know your comments/concerns regarding the Butcher-Solana Residential Project EIR (please print):

1 VEHICULAR TRAFFIC - NEED IN DEPTH STUDY OF IMPACT TO LOCAL STREETS

2 CHANGE OF NATURAL TOPOGRAPHY - AND THE PREDICTED IMPACT ON SURROUNDING ESTABLISHED LOCATIONS IE NEIGHBORS

3 ACCURATE POLUTION STUDY - POLLUTION GENERATED AT PROPOSAL WILL TEND TO SETTLE TO THE EAST AND AT A LOWER LEVEL THAN PROPOSAL.

4 IS THERE A DETAILED PLAN TO MONITOR AND MAINTAIN THE DEBRI THAT WILL BE AIRBORNE AND OTHERWISE BE TRANSPORTED (VEHICLE TIRES, SOIL HAULERS, ETC?

5 HAS A SOIL STUDY BEEN DETERMINED AT BUILDING SITE?

6 EFFECT ON SCHOOLS EDUCATIONAL SYSTEM?

7. IMPACT ON POSSIBLE DROUGHT?

8. MOVING AND DISPLACING THE ENORMOUS AMOUNT OF SOIL PRESENTS PROBLEMS TO THE ENVIRONMENT WHAT ARE THE BUILDERS SPECIFIC PLANS TO CONTROL AND MAINTRIN THE ENVIRONMENT

Name: WALLACE & ELAINE DRAPER

Address: 24814 MADISON ST TORRANCE CA 90505

Please return this comment card to Danny Santana, Planning and Environmental Manager, City of Torrance, at the end of the Scoping Meeting or fold in half, staple, and mail it to the City of Torrance using the address provided (see reverse).

Lang, Nina

From: Gibson, Jeff
Sent: Thursday, August 10, 2017 5:02 PM
To: Santana, Danny; Lang, Nina
Subject: FW: Butcher Hill Project

For the record

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Ashcraft, Heidi
Sent: Thursday, August 10, 2017 5:01 PM
To: Jackson, LeRoy; Gibson, Jeff
Subject: Fwd: Butcher Hill Project

Sent from my iPhone

Begin forwarded message:

> **From:** Edward Joyce <ejoyce1875@icloud.com>
> **Date:** August 10, 2017 at 3:03:21 PM PDT
> **To:** pfurey@torranceca.gov, hashcraft@torranceca.gov, tgoodrich@torranceca.gov, mgriffiths@torranceca.gov, mherring@torranceca.gov, grizzo@torranceca.gov, kweidemab@torranceca.gov
> **Subject: Butcher Hill Project**
>
> Dear Council Members,
>
> We are the recent purchasers (February 2017) of our home at 3819 Paseo de Las Tortugas in Torrance, only a few hundred yards from the proposed Butcher Hill Project. We were astonished to learn yesterday of the proposal to build 250 apartment units in an area that is currently comprised of low density single family housing.
>
> We can categorically state that we would not have purchased our home six months ago had we known of the possibility of this project. It will fundamentally change the nature of our neighborhood, and it will diminish the value of its current homes. It will also substantially increase traffic congestion in an area that is already too congested.
>
> As new residents of California and newly registered voters, we will be very carefully following the deliberations on this project. It is quite surprising to us that this proposal has progressed this far in light of local resident opposition--opposition that was clearly forseeable.
>
> This property is obviously quite valuable, but it should be restricted to low -density single-family

housing, with the possible exception of the frontage along Hawthorne. The latter would be appropriate for small commercial properties in keeping with the existing establishments along the Hawthorne corridor.

We urge you to do the right thing and reject the current proposal.

Sincerely,

Edward Joyce
Zining Li
3819 Paseo de Las Tortugas
Torrance, CA 90505

Sent from my iPad

Lang, Nina

From: Gibson, Jeff
Sent: Thursday, August 10, 2017 7:53 AM
To: Santana, Danny; Lang, Nina
Subject: FW: Butcher Hill Project

For the record

Jeffery W. Gibson
Director, Community Development Department City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

-----Original Message-----
From: Ashcraft, Heidi
Sent: Wednesday, August 09, 2017 9:54 PM
To: Don Richards
Cc: Jackson, LeRoy; Gibson, Jeff
Subject: Re: Butcher Hill Project

Mr. Richards,
Thank you for your email.

Heidi Ashcraft
Torrance City Council

Sent from my iPhone

> On Aug 9, 2017, at 4:54 PM, Don Richards <daledonrichards@gmail.com> wrote: ✓
>
> Dear Council Members,
>
> I am writing to you today to express my opposition to the Butcher Hill Project on many levels. It is my belief that the negative impact of this project on the community will far outweigh any positive contributions that it may make.
>
> The most obvious impact will be increased traffic and congestion, not only for the residents on and around Via Valmonte, but also those Torrance residents living on streets nearby. This would include homeowners on Tortugas, Bluff, Mesa, Newton, virtually all of Walteria on both sides of Hawthorne Blvd, and the entire area East of Hawthorne Blvd., both North and South of Rolling Hills Road. The increased traffic attempting to enter or leave the proposed housing development would cause traffic to slow down or stop, increasing carbon dioxide emissions, and adding to the already heavy traffic on all surrounding roads. The potential of 500 additional cars at the new development, not only exacerbates the existing greenhouse gas problem, but adds additional wear and tear to surrounding roads in including Via Valmonte, which is in a perpetual state of disrepair.
>
> There are also safety issues to consider. The housing project, if built, would place additional traffic on the streets around Walteria Elementary School, increasing the danger to children and parents going to and from the school. Entering and exiting the proposed project would not be easy, since there are no easy turns that can be made from either Via Valmonte or Hawthorne Blvd., with the further complication of a median blocking turns into the proposed building project from Northbound Hawthorne Blvd.

> Allowing "U" Turns from Northbound Hawthorne Blvd. at Newton would make an already bad situation at that intersection even worse, backing cars up on Northbound Hawthorne Blvd. trying to get into the left turn lane at Newton, which currently allows only 3 or 4 cars at most to make a left or "U" turn before the left turn arrow turns red again. This already causes many drivers to turn left after the left turn arrow changes to red.
>
> Lastly, adding a potential 500 cars to the area will negatively impact the businesses along both sides of Hawthorne Blvd. between Pacific Coast Highway and Rolling Hills Road. It will also add to the congestion already existing on Hawthorne Boulevard all the way up to the 405 Freeway.
>
> Thank you all for taking the time to read my comments.
>
> Donald A. Richards
> Palos Verdes Estates

Lang, Nina

From: Steve and Jean Gill <steveandjeangill@gmail.com> ✓
Sent: Thursday, August 10, 2017 12:14 AM
To: Santana, Danny
Cc: David Caceres; Gibson, Jeff; Bill Tymczyszyn; Scott Sing; Mary Gagne
Subject: Re: Butcher-Solana Residential Project

Good Morning, Danny.

Although he wasn't speaking on my behalf, I agree with all of David Caceres' comments. I'd also like to add a few more of my own comments:

1. Looking at the Traffic study of the Initial document, in number 10 on page 13, the description of the northbound lanes of Vista Montana indicates two left turn lanes. This is not true as of today. But, further down in number 10, it is mentioned that the intersection of Anza Avenue/Vista Montana & Pacific Coast Highway is slated for capital improvements in 2018. However, I think the study should reflect the current intersection as well as the improved intersection.

2. I think additional information regarding Hawthorne Blvd between PCH and Via Valmonte should be included in the traffic study. Specifically, it should be mentioned that the right-most lane in both directions is a parking lane, except for peak hours on weekdays. During non-peak hours, with cars parked in the right-most lane on both sides of Hawthorne, traffic currently backs up. It would be good to see an analysis of increased traffic effects on a weekend for this section of Hawthorne Blvd. It would also be interesting to see an indication of how many parked cars have been hit by moving vehicles and a projection of how many could be hit when traffic flow has increased as a result of the development.

3. Looking at the Sewer study of the Initial document, in Table 2 on page 8, it shows the daily flow factor for both the one bedroom and two bedroom units is the same at 195 gpd/unit. It just doesn't make sense to me that a two bedroom unit, which seemingly would have more occupants than a one bedroom unit, would generate the same flow as a one bedroom unit. Although it doesn't appear that this would change the outcome of the sewer study, I wanted to point it out in case it needs to be adjusted.

In conclusion, like David, I am looking forward to seeing an improvement to this particular parcel that will cause all of us to be happy and proud.

And finally, I'd like to thank you, Danny, for all the time you are dedicating to making this project a compatible, appropriately sized development.

Steve Gill
✓ 4020 Mesa Street
Torrance, CA 90505

Email: steveandjeangill@gmail.com

On Wed, Aug 9, 2017 at 11:46 AM, Santana, Danny <DSantana@torranceca.gov> wrote:

Good morning David,

The Project Plans, as currently designed, do currently restrict the one Via Valmonte driveway to exit only and right turn only. The City appreciates your comments about the traffic circulation and number of units currently proposed. A copy of your correspondence has been placed in the project file and will be forwarded to the City's environmental consultant preparing the Environmental Impact Report (EIR) for the project to ensure that the potential environmental impacts you raise are covered in the forthcoming Draft EIR.

Lastly, we have added you to the project notification list and you will be included in any future public notifications related to the project.

Thanks,
Danny

Danny Santana, MPA

Acting Planning & Environmental Manager - Community Development Department - Planning Division
City of Torrance - 3031 Torrance Blvd. Torrance CA 90503 - (310) 618-5871 voice - (310) 618-5829 fax
DSantana@TorranceCA.gov - www.TorranceCA.Gov - www.Twitter.com/TorranceCA



Please consider the environment before printing this email.

From: David Caceres [mailto:dcaceres01@gmail.com] ✓
Sent: Wednesday, August 09, 2017 9:25 AM
To: Santana, Danny
Cc: Gibson, Jeff; Bill Tymczyszyn; Steve & Jean Gill; Scott Sing; Hope Witkowsky; Mary Gagne
Subject: Butcher-Solana Residential Project

Danny:

Congratulations on the great job your doing in managing the above-referenced project! As you know (as also recently referenced in the Daily Breeze), this project that will get a lot of attention, mostly for the impact that it will have to our residential community. With that said, I have two comments/concerns:

First, please make sure that the project does in fact require that the driveway on Via Valmonte become "exit-only" and "right-out only" and that it also include "raised traffic" barriers to prevent any other type of ingress and egress at this driveway.

Second, I believe that this project will have a much better chance of residential acceptance if the total number of approved apartment units is significantly reduced from the currently contemplated 248 units. This, of course, will also have the effect of mitigating the added traffic congestion that this project will undoubtedly create.

In conclusion, I look forward to seeing an improvement to this particular parcel that will cause all of us to be happy and proud.

Regards,

David Caceres

4021 Mesa Street

Torrance, CA 90505

P.S. I copied some of my neighbors on this email. I do this only to allow them to read my thoughts on this project. I do not speak for them nor have I been asked to do so.

Santana, Danny

From: Steve And Jean <steveandjeangill@gmail.com> ✓
Sent: Thursday, August 10, 2017 11:39 AM
To: Lang, Nina
Cc: Santana, Danny; dcaceres01@gmail.com
Subject: Re: Butcher-Solana Residential Project

Good Morning, Nina.

Thank you for forwarding my comments and for putting me on the project notification list.

I know that a project of this scale takes a lot of time and energy from City staff and am appreciative of all the efforts that have already been devoted to this project and to all the future effort that will be required. I have no doubts that with staff's hard work and open collaboration with the public, this project will be completed in the best interests of the neighborhood and the City of Torrance.

Have a great weekend!

Sincerely,
Steve

On Aug 10, 2017, at 9:51 AM, Lang, Nina <NLang@TorranceCA.gov> wrote:

> Mr. Gill,
>
> Thank you for your comments. A copy of your e-mail has been placed in the project file and will be forwarded to the City's environmental consultant preparing the Environmental Impact Report (EIR) for the project to ensure that the potential environmental impacts you raise are covered in the forthcoming Draft EIR. Please note that the City has scheduled a Scoping Meeting for the public to provide their comments related to the project this evening, August 10th, 2017, at 6:30 pm in the City Council Chambers (located at 3031 Torrance Boulevard).
>
> Lastly, you have been added to the project's notification list and will be included in future public notifications for this project.
>
> Thanks,
> Nina
>
> Nina Lang
> Planning Associate – Community Development Department
> City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5835 voice | 310.618.5829 fax|
> NLang@TorranceCA.gov | www.TorranceCA.Gov | www.Twitter.com/TorranceCA
>
> **From:** Gibson, Jeff
> **Sent:** Thursday, August 10, 2017 7:52 AM

To: Lang, Nina
Subject: FW: Butcher-Solana Residential Project

For the record

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax |
JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Steve and Jean Gill [mailto:steveandjeangill@gmail.com]
Sent: Thursday, August 10, 2017 12:14 AM
To: Santana, Danny
Cc: David Caceres; Gibson, Jeff; Bill Tymczyszyn; Scott Sing; Mary Gagne
Subject: Re: Butcher-Solana Residential Project

Good Morning, Danny.

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1. Looking at the Traffic study of the Initial document, in number 10 on page 13, the description of the northbound lanes of Vista Montana indicates two left turn lanes. This is not true as of today. But, further down in number 10, it is mentioned that the intersection of Anza Avenue/Vista Montana & Pacific Coast Highway is slated for capital improvements in 2018. However, I think the study should reflect the current intersection as well as the improved intersection.

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In conclusion, like David, I am looking forward to seeing an improvement to this particular parcel that will cause all of us to be happy and proud.

And finally, I'd like to thank you, Danny, for all the time you are dedicating to making this project a compatible, appropriately sized development.

Steve Gill
4020 Mesa Street
Torrance, CA 90505

Email: steveandjeangill@gmail.com

On Wed, Aug 9, 2017 at 11:46 AM, Santana, Danny <DSantana@torranceca.gov> wrote:

Good morning David,

The Project Plans, as currently designed, do currently restrict the one Via Valmonte driveway to exit only and right turn only. The City appreciates your comments about the traffic circulation and number of units currently proposed. A copy of your correspondence has been placed in the project file and will be forwarded to the City's environmental consultant preparing the Environmental Impact Report (EIR) for the project to ensure that the potential environmental impacts you raise are covered in the forthcoming Draft EIR.

Lastly, we have added you to the project notification list and you will be included in any future public notifications related to the project.

Thanks,
Danny

Danny Santana, MPA

Acting Planning & Environmental Manager - Community Development Department - Planning Division
City of Torrance - 3031 Torrance Blvd. Torrance CA 90503 - (310) 618-5871 voice - (310) 618-5829 fax
DSantana@TorranceCA.gov - www.TorranceCA.Gov - www.Twitter.com/TorranceCA


Please consider the environment before printing this email.

From: David Caceres [mailto:dcaceres01@gmail.com] ✓
Sent: Wednesday, August 09, 2017 9:25 AM
To: Santana, Danny
Cc: Gibson, Jeff; Bill Tymczyszyn; Steve & Jean Gill; Scott Sing; Hope Witkowsky; Mary Gagne
Subject: Butcher-Solana Residential Project

Danny:

Congratulations on the great job your doing in managing the above-referenced project! As you know (as also recently referenced in the Daily Breeze), this project that will get a lot of attention, mostly for the impact that it will have to our residential community. With that said, I have two comments/concerns:

First, please make sure that the project does in fact require that the driveway on Via Valmonte become "exit-only" and "right-out only" and that it also include "raised traffic" barriers to prevent any other type of ingress and egress at this driveway.

Second, I believe that this project will have a much better chance of residential acceptance if the total number of approved apartment units is significantly reduced from the currently contemplated 248 units. This, of course, will also have the effect of mitigating the added traffic congestion that this project will undoubtedly create.

In conclusion, I look forward to seeing an improvement to this particular parcel that will cause all of us to be happy and proud.

Regards,

David Caceres

4021 Mesa Street

Torrance, CA 90505

P.S. I copied some of my neighbors on this email. I do this only to allow them to read my thoughts on this project. I do not speak for them nor have I been asked to do so.

Lang, Nina

From: Victor Li <victor.li@tireco.com>
Sent: Thursday, August 10, 2017 7:46 AM
To: Santana, Danny
Subject: Butcher-Solana Residential Project

Mr. Santana,
I'm writing to you to express my deep concern regarding the proposed Butcher-Solana Residential Project at the corner of Hawthorne Blvd and Via Valmonte.

I've been a resident of Palos Verde Estates, living on Via Valmonte since 2001 and have seen a variety of issues regarding the proposed property site. Everything from illegal off-roading, paintball, drone and R/C use, suspicious vehicle parking, trash dumping, and the impact it has on both traffic at that intersection and the disruption with law enforcement and/or clean up.

The proposed, massive apartment complex, would seriously impact the traffic congestion at that intersection, along with negatively effecting the neighborhood with the associated noise, pollution, servicing vehicles and personnel needed to support this proposed facility. For these reasons, I am deeply troubled at the prospect of this project so close to my home.

I am asking the City of Torrance to not allow this project to proceed and hope that my concern, along with an overwhelming number of local residents have in opposing this project, will be acknowledged and acted upon with a vote no to this proposed project.

I appreciate your time and consideration.

Sincerely,

Victor Li
Home Owner
4224 Via Valmonte
Palos Verdes Estates, CA
310.886.9564

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Lang, Nina

From: John D. Gwinner <john@gwinner.org>
Sent: Thursday, August 10, 2017 12:56 PM
To: Lang, Nina
Cc: Santana, Danny
Subject: RE: Feedback for City of Torrance

Sure!

It's 3005 Windmill Road
Torrance, CA 90505

Danny:

I read the proposal in depth, and was constructing a longer reply, but the gist of my comments were below. It was a quite extensive study – very complete, so please take my comments with a grain of salt :) I'm still surprised at the conclusion, but maybe I missed something. Someone did put a lot of work into this. Thank you.

I'm also a little worried about the right hand turn lane into the complex – frankly, people go about 20mph up Hawthorn – Angelinos just aren't use to hills; so that right hand lane frequently has people driving up at 45 (people with engines). Turning that into a right hand turn lane might create a collision issue.

Regarding bike paths – you take your life into your hands riding a bike up Hawthorn. Because the left turn lanes to Rolling Hills crowd to the right (the yellow painted triangle), there's little room on the right hand side. I've done it exactly once and it was pretty nerve wracking. You can't take the crosswalk as you can't get to it, and it only puts you into the wrong side if you're going down Rolling Hills.

== John ==

From: Lang, Nina [mailto:NLang@TorranceCA.gov]
Sent: Thursday, August 10, 2017 9:59 AM
To: John D. Gwinner <john@gwinner.org>
Cc: Santana, Danny <DSantana@TorranceCA.gov>
Subject: RE: Feedback for City of Torrance

Dear John,

Thank you for your comments. A copy of your e-mail has been placed in the project file and will be forwarded to the City's environmental consultant preparing the Environmental Impact Report (EIR) for the project to ensure that the potential environmental impacts you raise are covered in the forthcoming Draft EIR.

Lastly, if you would like to be added to the project's notification list, please provide your mailing address.

Thanks,
Nina

Nina Lang
Planning Associate – Community Development Department

City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5835 voice | 310.618.5829 fax|
NLang@TorranceCA.gov | www.TorranceCA.Gov | www.Twitter.com/TorranceCA

From: Chun, Carolyn
Sent: Thursday, August 10, 2017 7:57 AM
To: Lang, Nina; Santana, Danny
Cc: Lodan, Gregg
Subject: FW: Feedback for City of Torrance

From: Iinuma, Mark
Sent: Thursday, August 10, 2017 7:50 AM
To: Chun, Carolyn
Subject: FW: Feedback for City of Torrance

Please forward

From: City of Torrance [mailto:webmaster@torranceca.gov]
Sent: Wednesday, August 09, 2017 7:00 PM
To: WebMaster
Subject: Feedback for City of Torrance

You have received this feedback from John Gwinner < john@gwinner.org > for the following page:

https://www.torranceca.gov/our-city/community-development/planning/butcher-solana

I have heard that this study apparently says their would be minimal impact to traffic. As someone that has lived in Country Hills for the last 17 years, I can tell you that Hawthorne is a hellish zone of nasty traffic. The idea that this many people could just flood out onto the streets each morning without making the choke hold worse is silly. I could maybe argue with some definitive figures saying it's only an impact of xx minutes, or whatever. However, to suggest that there is NO impact makes me wonder about the study itself and the creditability of the people that accepted it. that just can't be right. I am unemployed and cannot make the meeting Thursday night, but wanted to register my objection to the project. Thank you, == John ==

Lang, Nina

From: Ried Schott <lrschott@hotmail.com>
Sent: Thursday, August 10, 2017 2:29 PM
To: Lang, Nina
Subject: Re: Butcher-Solana Residential Project Concerns

Dear Ms. Lang,

Thank you for your reply and for forwarding my comments to the City's Environmental Consultant. I also appreciate the notification about the Scoping Meeting today. However, as I'm unavailable to attend it, this is why I forwarded an email to you and others about this matter.

I'd be interested in be placed on the notification list for the : Butcher-Solana Residential Project. My email is as shown above, LRSchott@hotmail.com. ✓

Best regards,
Ried Schott

From: Lang, Nina <NLang@TorranceCA.gov>
Sent: Thursday, August 10, 2017 8:36 AM
To: lrschott@hotmail.com
Subject: RE: Butcher-Solana Residential Project Concerns

Mr. Schott,

Thank you for your comments. A copy of your e-mail has been placed in the project file and will be forwarded to the City's environmental consultant preparing the Environmental Impact Report (EIR) for the project to ensure that the potential environmental impacts you raise are covered in the forthcoming Draft EIR. Please note that the City has scheduled a Scoping Meeting for the public to provide their comments related to the project this evening, August 10th, 2017, at 6:30 pm in the City Council Chambers (located at 3031 Torrance Boulevard).

Lastly, if you would like to be added to the project's notification list, please provide your mailing address.

Thanks,
Nina

Nina Lang
Planning Associate – Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5835 voice | 310.618.5829 fax|
NLang@TorranceCA.gov | www.TorranceCA.Gov | www.Twitter.com/TorranceCA

From: Rizzo, Geoffrey
Sent: Tuesday, August 8, 2017 3:03 PM
To: Santana, Danny

Cc: Gibson, Jeff
Subject: FW: Butcher-Solana Residential Project Concerns

Danny,

Citizen comments for the record.

Geoff

Geoff Rizzo
Councilman – City Council
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.2801 voice | 310.618-5841 fax | GRizzo@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

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From: Ried Schott [mailto:lrschott@hotmail.com]
Sent: Tuesday, August 08, 2017 11:37 AM
To: Furey, Pat; Ashcraft, Heidi; Goodrich, Tim; Griffiths, Mike; Herring, Milton; Rizzo, Geoffrey; Weideman, Kurt
Cc: j135cooper@yahoo.com
Subject: Butcher-Solana Residential Project Concerns

Dear City Council Member,

I would like to express major concerns over the development of the proposed project in the above caption.

The first are safety concerns for those residents living near this hillside and those that would be living in the complex. The construction of such a project cold undermine the integrity of especially the buildings adjoining and near the hillside. Despite a possible favorable engineer study to the contrary, it is believed that there are unforeseen conditions that such a study cannot take into account. In particular, the combination of this construction and a major earthquake could cause a calamity that could cost many lives. This shouldn't be a risk that the City of Torrance, and its Council Members should be willing to take.

My second concern relates to the traffic that would be caused at this intersection. As all Council members are undoubtedly aware, Hawthorne one of the most congested non-freeway streets in Torrance. This development would not only create more delays, but it would likely create a much more dangerous intersection at Hawthorne and Valmonte. Again, this would place more lives at risk.

Finally, it is not believed that this high density multi-family development is congruous or compatible with the adjoining single family residential neighborhood. As a former real estate appraiser, it is my opinion that it will cause substantial property value diminution to those homes closest to this proposed development on Via Valmonte.

Base on the above, it is believed the City Council should consider the serious consequences that impact not only residents and home owners in Torrance, but those in the adjoining communities of Palos Verdes Estates, Rolling Hills Estates and Rancho Palos Verdes, and not approve the Butcher-Solana Residential Pro as proposed.

Very truly yours,
Ried Schott
A Resident of Palos Verdes Estates
And Frequent Patron of Torrance Businesses

Lang, Nina

From: Gibson, Jeff
Sent: Thursday, August 10, 2017 5:13 PM
To: Lang, Nina
Subject: FW: Butcher-Solana Residential Project

For the record

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Ruth Vogel e [mailto:RuthVogel@earthlink.net] ✓
Sent: Thursday, August 10, 2017 5:11 PM
To: Gibson, Jeff; Santana, Danny
Cc: Furey, Pat; Ashcraft, Heidi; Herring, Milton; Goodrich, Tim; Griffiths, Mike; Rizzo, Geoffrey; Weideman, Kurt
Subject: Butcher-Solana Residential Project

These are my concerns re: the proposed Butcher-Solana Residential Project as it relates to the EIR:

ZONE CHANGE

* I questions whether the EIR is the proper tool in which to make a zone change, and I am opposed to a zone change with in our General Plan for the following reasons:

Back several decades (?) ago or so when the State required all Cities to update their General Plans, I believe our City Fathers at that time convened a citizens committee to study and provide input, much of which was incorporated into our current General Plan approved by both City Staff, City Council and residents. (with a revision in 2010) I do believe the Neighborhood Districts and applicable zoning established then stands today.

* Making a zone change now to allow 1 project seems egregious to me. I I fear it would open the door to other planned developments in what is an R-1 Zone...and particularly a defined neighborhood called "The Hillside
District" and particularly how this possible zone change might ultimately negatively impact the Hillside Overlay or HOO as we fondly refer to it.

* This sort of piecemeal zone change could have impacts throughout the other neighborhood Torrance Districts.

TRAFFIC

+ The project report for tonight included a traffic assessment & in my humble opinion, I believe the report was a disgrace. Citing no traffic impacts will occur and assessing only an increase of 74 cars is astonishing. This is a

proposed complex of nearly 300 units w/parking for 400 cars. Reality says: each unit will have more than 1 person residing; a 1 bedroom could be 2 people/2 bedroom could easily double the amount & if adults or drivers

could possibly have at least 2 vehicles each, and if this space or garage is used for storage, as is common, then where will these vehicles go to park??

* Via Valmonte is a historic, narrow, winding & scenic 2 lane road that should not & probably could not be widened and leads to very scenic and pastoral neighborhoods which have enjoyed great privacy. Ex., the Valmonte

PV neighborhood & Upper Paseo de las Tortugas in Torrance. This ambience should not meddled with & I believe is understood by all existing residents.

* I believe ther is more historic significance to the so called Butcher Hill site than delineated. Possibly and ancient Native Indian site existed then and when what is now Hawthorne Blvd. was an Indian Trail up & over the

Hill to the Ocean & Via Valmonte was also quite possibly an Indian Trail That is how many of our current roads began. So this site way pre-dates mining.

*Traffic on Hawthorne/Newton Street/Via Valmonte/Vista Montana, Tortugas etc will explode exponentially & could also affect the entire Hollywood Riviera clear west to Palos Verdes Blvd. as everyone seeks alternate routes. More about this traffic explosions possibility at a later time.

Thank you,

Ruth Vogel
114 Via La Soledad
Redondo Beach, 90277 (Torrance)
310-375-4702
cp 310-292-8047
email: ruthvogel@earthlink.net

Santana, Danny

From: Judy Pang <jmpang11@gmail.com>
Sent: Thursday, August 10, 2017 4:44 PM
To: Santana, Danny
Subject: Butcher-Solana residential project

Dear Mr. Santana:

I am writing about the proposed apartment complex at the corner of Hawthorne Blvd. and Via Valmonte.

While I am not opposed to the building of residential units in the area, as a Valmonte resident I have real concerns about a project this large on this corner.

Via Valmonte is a narrow residential street that already gets backed up with the traffic from Torrance and PVE residents who live on Via Valmonte or on streets that feed into Via Valmonte.

Via Valmonte is the primary way to access Hawthorne Blvd from these neighborhoods. (The only other way to reach Hawthorne is to go all the way around, via PV Dr. North, which is quite a bit out of the way.)

Adding 250 apartments and hundreds of cars to this corner is going to make exiting our neighborhood a daily nightmare. Via Valmonte simply cannot handle this amount of traffic.

This large volume of cars and congestion will also impact large trucks, emergency vehicles, and traffic turning onto Via Valmonte from Hawthorne Blvd, which will back up on Hawthorne due to cars turning left into the apartment complex.

I urge you to deny the permit for this large complex. It is too much for this corner.

Sincerely,

Judy Pang
310 375-5783

Proposed Butcher Hill Project

The project is too big (too many units), based both on conformance with the General Plan designation of the site and on specific, measurable impacts on schools, traffic, water, and City budgets downstream.

General Plan designation: (Design)

- R-LO (low-density residential 0-9 du/ac) - dwelling units per acre – single family homes

Zoning designation: (Rules)

- A-1 (light agriculture) within the Hillside Overlay district
- Under the Torrance General plan, this permits 9.0 du/ac.
- The current site is 24.68 ac – at 9.0 du/ac this equals 222.12 du permitted under the current plan designation. (exceeded by 20 units)
- Under the current designation, the permitted residential use is single-family residences on 6,000 sf lots, with a maximum height of 27'.

Under the General Plan, the following objectives must be considered in reviewing this project:

- **Policy LU.5.1:** (Land use policies) Require that new residential development be visually and functionally consistent in scale, mass, and character with structures in the surrounding neighborhood.
- **Policy LU.5.5:** Require that developers of housing consider and quantify the effects of new residential developments on local schools prior to development approval. (schools at capacity)
- **Policy LU.5.6:** Strictly enforce City codes, including building and safety, zoning and land use regulations, and property maintenance codes, to maintain safe, high-quality residential neighborhoods.

As proposed, the Project grossly violates these policies.

From the Guiding Principles of the 2009 General Plan:

TORRANCE GENERAL PLAN GUIDING PRINCIPLES

- Future development will occur consistent with the high standards we have set and that make Torrance a desirable place to live.
- Development decisions will be based upon the availability of infrastructure, schools, and public services to meet anticipated needs and to avoid compromising high service levels to established homes and businesses.
- All development will reflect the special characteristics that distinguish the City's many neighborhoods and districts by considering the scale, urban form, design, character, and quality of the existing community.

The proposed Project clearly does not meet the standards set out in the General Plan and Zoning ordinance for the City of Torrance.

The proposed Project unmistakably has unacceptable impacts on infrastructure (water, sewer, traffic), schools, and public services.

The proposed Project does not meet the standard of 'reflect[ing] the special characteristics' of the Hillside Overlay district.

From the Traffic Study for the project:

1. 248du w/546 parking spaces. 2.2 spaces/du –in adequate calculations.
2. Existing "like situations" for real time comparison of parking and traffic generation
3. Sunrise Living /Anza apartments' onsite parking given the offsite load these apartments currently impose on the surrounding neighborhoods? I personally have bumper to bumper workers parking up and down Madison both sides 40 cars.

4. Crenshaw/PCH – Currently has a services level D. Already unsatisfactory. Rating A-F.
5. D and below is considered unacceptable. Wait 2 lights before passing intersection. LOS without project – unmitigatable impact??

The project attempts to look at cumulative impacts, but does not include projects in other Beach Cities (Redondo Beach, Hermosa Beach) along PCH that will drive through traffic on PCH, projects in Lomita or Wilmington, proposed major projects in Torrance and Redondo beach along Hawthorne Blvd. Finding that there is no LOS (level of service) degradation in 2019 given the project at the key intersections ignores in-flight and potential projects & cumulative impact of these projects. If you look at cum impact, they acknowledge LOS decreases at Hawthorne/PCH and Hawthorne/244th (as well as the likely decline at Hawthorne/Valmonte).

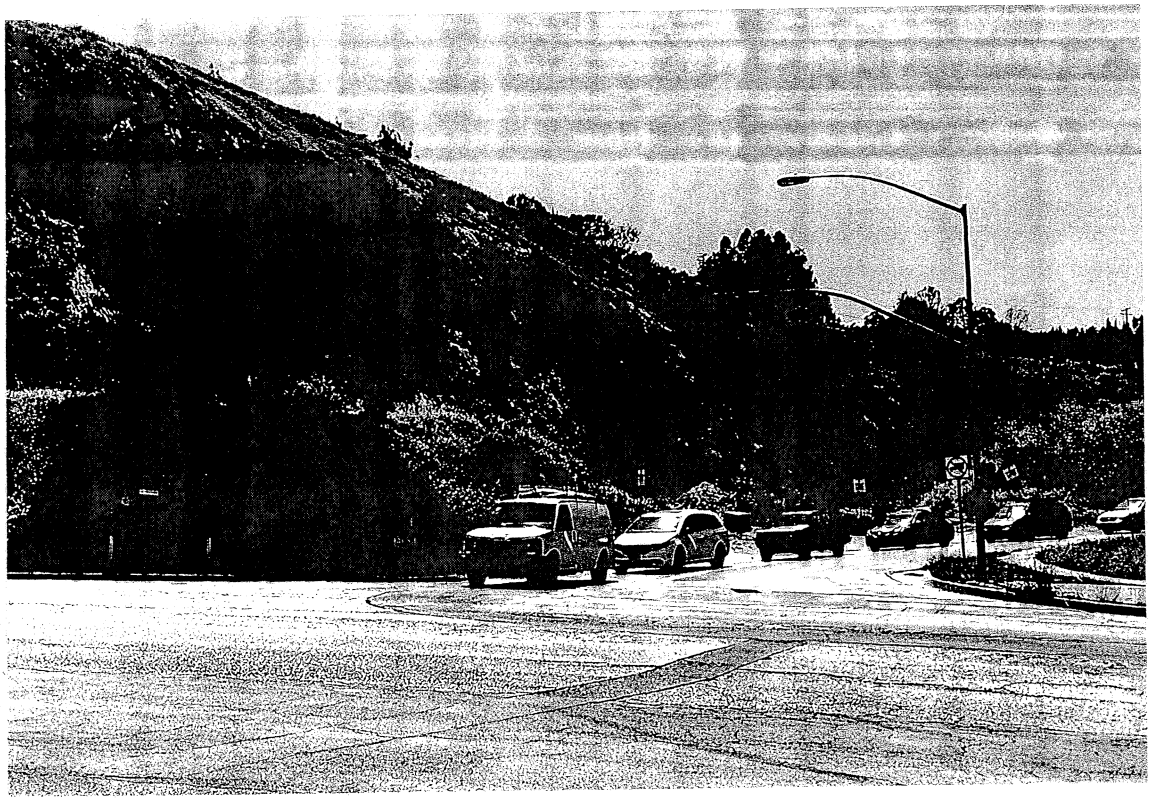
Finally, the proposed density of the project should exclude the unbuildable slope areas of the site; the developer should not be credited for development rights on portions of the site that are not developable which we estimate to be half.

Kristine Kobe

3361 Candlewood Rd

Torrance, CA 90505

310-292-4090



From: Hope Witkowsky
✓ Resident: 3923 Mesa Street Torrance CA 90505
hopewitkowsky@gmail.com

Attached is a picture I took of Via Valmonte taken from the parking lot in Hillside Village around 2:30pm. Take a look at how the cars stack up on this 2 lane highway. Can't imagine the traffic load when over 240 cars are added to this traffic. The 2 line highway needs to be a 4 lane if we are to keep in line with our First Responders information on evacuation procedures during an earthquake or other types as fires etc. I travel this street many times a day to get off the hill to go to work or just to go shopping. This is also true of those who live in PV and use this as the only way to get to Hawthorne Blvd and the 405 freeway.

This development needs to be cut down to a much smaller scale. If you think that an entrance and exit onto Hawthorne is the answer I would have to say you and the developers are wrong. Those living in this development and exiting onto Hawthorne Blvd would have to make a U-Turn at Rolling Hills Road in order to go North onto Hawthorne. Think of the traffic that would be backed up on those traveling down the hill from PV and those trying to exit Rolling Hills Road to get north onto Hawthorne.

The fact is that this is a disaster waiting to happen and I fear for not just my safety but all who will travel on those streets.

3632 Courtney Way
✓ Torrance, Calif. 90505
August 10, 2017

City of Torrance
Planning Commission
3031 Torrance Blvd.
Torrance, Calif. 90503

Reference: Butcher Hill – Solano Project
Via Valmonte & Hawthorne Blvd.

To Whom It May Concern:

Relative to the above referenced project, I would like to go on record as opposing the project for the following reasons:

The proposal is for three four story apartment buildings with sub-terranean parking resulting in 248 rental units.
This could result in 500 plus cars on an already congested Hawthorne Blvd. at peak travel time.

The height of the building is not in keeping with the surrounding residential neighborhoods and creates a density issue.

The possibility of contamination exists as this property was formerly a mine. Have the results of the environmental impact report authorized in February been completed and made available to the public?

While I agree that there is a need for more affordable housing in the Torrance area, I don't agree that this particular site is appropriate for the reasons stated.

Thank you for the opportunity to express my concerns.

Sincerely,

Cynthia Cohen

10 August 2017

To: Mr. Danny Santana
Planning and Environmental Manager
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503

Subject: **Butcher-Solana Residential Project (Comments on scope and content of the proposed EIR)**

Dear Mr. Santana:

We wish to communicate our key issues with the "scope of the planned EIR" for the Butcher-Solana Residential Project.

As 40+ year residents of the Hillside Neighborhood District, we are opposed to this project's request to amend the Torrance General Plan Land Use Element to allow the introduction of new multi-family residential development in the Hillside Overlay District. Further, we are opposed to changing the zoning of this parcel to "Planned Development," within the District, thereby circumventing Torrance Municipal Code Section 91 Article 41 residential building code restrictions.

The proposed changes will significantly alter our neighborhood's character and are completely inconsistent with the values and concerns of residents living in the Hillside Neighborhood District. These values and concerns are aptly articulated in the Torrance General Plan Land Use Element, pages LU43-44 adopted in 2010.

The proposed changes are precedent setting and affect both the character of the Hillside Neighborhood District and the intent of the Hillside Overlay Zoning. **THESE ARE NOT STRICTLY ENVIRONMENTAL IMPACT ISSUES**.

The proposed changes have broad land use strategy and zoning implications for the entire Hillside Overlay District. Policy changes with this level of impact and precedence deserve discussion outside the scope of any single development project's proposal.

Therefore, **we assert that evaluation of this project's consistency with General Plan and Zoning Policies, inclusive and/or exclusive of the proposed amendment and changes, to be BEYOND-THE-SCOPE of this EIR**.

To further discuss this matter, please contact Peter Verenkoff at the phone number and email listed below.

Respectfully submitted,
[signed]
Peter Verenkoff
Jill Verenkoff
533 Via La Selva
Redondo Beach, CA 90277
Email: petev@vsdev.com
Phone: (424) 634-9073

Submitted to the City of Torrance in person at the EIR Scoping Meeting on 8/10/2017
Submitted by email to DSantana@TorranceCA.gov on 8/11/2017

NAME: Elaine Bush

ADDRESS:

WE LIVE APPROXIMATELY 800 FEET SOUTHEAST OF THE PROPOSED CONSTRUCTION SITE.

AS THE OCEAN BREEZE BLOWS FROM THE WEST OVER AND AROUND TO THE NORTH OF BUTCHER HILL IT RAISES SOME DUST FROM THE HILL THAT SETTLES AT OUR HOME. MY CONCERN IS WHAT PARTICULATES FROM THE BUTCHER HILL WILL BE LOFTED BY MASSIVE MOVEMENT OF SOIL FROM THE GRADING AND EXCAVATION DURING THE CONSTRUCTION PHASE. LIKEWISE, WHEN AN EASTERLY SANTA ANA BLOWS, HOMES NEXT TO THE PROPERTY COULD BE HEAVILY IMPACTED.

WHEN CORING WAS DONE IN JULY OF 2015 MULTIPLE BORINGS REVEALED THAT DIATOMACIOUS EARTH WAS AT THE SITE. THE FIRST BORING SHOWED DIATOMATIOUS EARTH FROM 2 FEET DOWN TO 111 FEET.

SINCE I HAVE MEDICAL PULMONARY ISSUES, I RESEARCHED WHAT MAY BE INCLUDED IN DIATOMACIOUS EARTH FOUND IN THE CORINGS. MY SOURCES ARE:

AMERICAN LUNG ASSOCIATION

CENTER FOR DISEASE CONTROL

OSHA, ETC.

DIATOMACIOUS EARTH IS SILICA. ONE TYPE OF SILICA DUST OF MOST CONCERN TO ME IS 'CRYSTALLINE' SILICA. IT IS THE TYPE OF SILICA ACCORDING TO THE AMERICAN LUNG ASSOCIATION COMPRISED OF VERY SMALL PARTICULATES THAT DO NOT SETTLE OUT LIKE LARGE AIRBORNE EARTH PARTICULATES, BUT RATHER STAY ENTRAINED AND AIRBORNE FOR A CONSIDERABLE LENGTH OF TIME.

CRYSTALLINE SILICA WHEN INHALED CAN ACCUMULATE IN LUNG TISSUE. WHEN IT ACCUMULATES IN THE LUNGS IT CAN CAUSE SYLOCOSIS--A NON REVERSIBLE DISEASE. SYLOCOSIS LEADS TO COUGHS, CHEST PAINS, AND BREATHING DIFFICULTY.

MASSIVE MOVEMENT OF THE SOIL -- DISTURBING THE SOIL ON BUTCHER HILL MAY INTRODUCE CRYSTALLINE SILICA INTO OUR AIR.

I SUGGEST THE CITY OF TORRANCE REQUEST A SUBCONSULTANT FOR THIS SPECIALIZED AREA OF HEALTH CONCERN. OSHA MAY BE ABLE TO RECOMMEND A HEALTH SPECIALIST IN DUST DISEASE OR A RECOMMENDATION FROM THE AMERICAN LUNG ASSOCIATION OR THE NATIONAL INSTITUTE FOR OCCUPATIONAL SAFETY AND HEALTH.

THE SPECIALIST SHOULD EXAMINE AND ASSESS THE IMPACT OF SILICA DUST SPECIFICALLY CRYSTALLINE SILICA ON US THAT MAY BE LOFTED FROM THE SITE DURING GRADING AND EXCAVATION.

I WOULD APPRECIATE THEIR FINDINGS ADDED TO THE EIR.

THANK YOU

Santana, Danny

From: Ed Mestman <EdMestman@tengco.com>
Sent: Thursday, August 10, 2017 3:13 PM
To: Santana, Danny
Cc: enbudakian@yahoo.com; Andrew Mestman
Subject: Butcher-Solana Residential Project

My family will not be able to attend the meeting tonight, but as long time residents, we extremely oppose this project. In addition to creating a traffic nightmare at the corner of Hawthorne & Via Valmonte, the creation of these apartments will overload our area with too many new residents, not to exclude the noise & pollution created during & after completion of the project. Most of the homes in this area are valued in the neighborhood of $1,000,000 - $4,000,000 each & by adding more transient apartment dwellers it would considerably hurt the local property owners home values.

We strongly oppose the approval of this project.

Best regards,

Ed Mestman
4123 Paseo De Las Tortugas
Torrance, CA 90505
310 897-0113



Santana, Danny

From: George Ottiniano <George@geointlserv.com>
Sent: Thursday, August 10, 2017 3:37 PM
To: Santana, Danny
Subject: Butcher-Solana Resident Project

Hello,

As Torrance residents of Hollywood Riviera for over 35 years, We feel we must express our displeasure with this news of 248 proposed apartments.
We live on Mesa Street and it is already a "short cut" to Vista Montana. The traffic that speeds through the neighborhood already presents a significant hazard to the residents of the street and the idea that at least 248 more vehicles would be added into the mix and using Mesa Street to get to Vista Montana, is, quite frankly, frightening. Also consider that most residents in apartments or houses have 2 cars so in essence, it could be closer to 500 vehicles in this area.
As you are aware, after your evaluation of this proposal, Via Valmonte is a 2 lane road, and a route that many take to get up Hawthorne or over to Rolling Hills Road. I would hope you as the manager of Planning and Environment for Torrance have realized the negative impact this will have for Hollywood Riviera. It will cause more congestion at that intersection, and adding that many more vehicles cannot be good for the air quality
in this already highly impacted area.

Of the people we have spoken to in this neighborhood, we have not met one who believes this proposal is a good idea.

We look forward to the outcome and hope our voices will be heard.

Thank you for your consideration. We look forward to a reply.

Sincerely,

George and Elaine Ottiniano
4213 Mesa Street
Torrance 90505

Santana, Danny

From: daniel gordey <dgordey@verizon.net> ✓
Sent: Thursday, August 10, 2017 4:21 PM
To: Santana, Danny
Cc: 'daniel gordey'
Subject: Butcher-Solana Resident Project

Mr. Santana,

I wish to inform you that I am in opposition to the Butcher-Solana residential project proposed for the location at the cross streets
of Hawthorne Blvd. and Via Valmonte, Zip code 90505.

In opposition for the following reasons:

- Traffic congestion. There is already too much traffic from PV residence coming up and down Via Valmonte, including large trucks.
- Crime
- Aesthetics
- Reduce property values
- Noise pollution
- Air pollution
- Quality of life

Regards,

Daniel D. Gordey (home owner, resident)
24719 Via Valmonte
Torrance, CA 90505

Cell: 310-213-8112

Santana, Danny

From: commercial6@verizon.net
Sent: Thursday, August 10, 2017 4:30 PM
To: Santana, Danny
Subject: Butcher/Solana Development

To: Danny Santana,

I am writing regarding the proposed Butcher/Solana Residential Development Project. I find this proposal incredible to anyone who has driven along Via Valmonte to Hawthorne. There are only 2 traffic lanes, one each way, with no room for additional lanes. The traffic frequently backs up on Valmonte while waiting for a green light in order to proceed onto Hawthorne Blvd. which also is very congested in that area. Adding 248 apartments would probably add in excess of 300 cars to the current traffic load.

That is not even taking into account what would happen while the building process was going on with a constant flow of trucks, etcetera. The inconvenience and dust and traffic that the neighborhood would have to tolerate for a long time is also another consideration.

Also I can't imagine anyone wanting to live in a dug out pit at the bottom of a very steep hill above!

Even with proposed outlets on both Valmonte and Hawthorne, the increased traffic would be terrible!

Margaret Garvey
332 Avenida Atezada
Redondo Beach, CA 90277 (upper Hollywood Rivera)

Santana, Danny

From: Leung, Joe Y <joe.y.leung@boeing.com> ✓
Sent: Thursday, August 10, 2017 5:11 PM
To: Santana, Danny
Subject: Butcher-Solana Residential Project - Public Comment
Attachments: Butcher-Solana Response 2017-08-10-v001.pptx

Danny:

I am oppose to the proposed Butcher-Solana Residential Project.

Please see the attached file for my reasoning.

If you can, please response back in a email.
Thank you for your time.

Joe Leung

Santana, Danny

From: Adam Lentz <adamlentz@gmail.com> ✓
Sent: Thursday, August 10, 2017 5:19 PM
To: Santana, Danny
Subject: Butcher-Solana Residential Project

Danny,

Unfortunately I am unable to attend the Scoping meeting for the above-referenced project. I am vehemently opposed to this project. Please ensure that the following comments are addressed in the EIR:

1. The KHR Traffic Impact Analysis (TIA) is inadequate. My comments:

   a. Target date for the project to complete construction and begin occupancy is listed as 2019. I am in the multifamily development business. This product type takes two or more years to build. With EIR prep, review, public comment periods, public hearings, construction document preparation and permitting, I believe they won't start construction until the earliest late-2018. Add two years to build, and occupancy would be early 2021. Please revise the study to contemplate these dates and be sure to inflate traffic growth factors starting today.

   b. Growth factors are assumed to be 1% annually, however population growth projections for the area are much more aggressive. Please revise this growth factor to 3%.

   c. The report states on Page 4, section 14 "A queuing analysis performed for the eastbound approach to the Via Valmonte/Hawthorne Boulevard intersection revealed that the hour long average of vehicles waiting within the left-turn lane during the A.M. peak hour". I drive this route daily and this is incorrect. Please re-study and have new car counts performed.

   d. Page 26 "Trip Distribution" contemplates an 80/20 split on northbound versus southbound traffic on Hawthorne for peak hour cars leaving the project site. Please support this assumption with data. A more realistic split is 95/5 north versus south. Please study this as an alternate analysis.

   e. Page 25 "Land Use Code 223…" Section states "It is important to note that for the daily trip rate, Mid-Rise Apartment data was not available, and therefore, the more general "Apartment (220)" land use category was used." This omission skews the entire study, as the study is based on a placeholder land use category that most likely doesn't fit what is truly being contemplated. Revise the study.

   f. a 220-unit apartment project has been proposed for the Northeast corner of Lomita and Crenshaw in Lomita. This was not factored into the TIA. Please revise the study to include this proposed project. http://www.dailybreeze.com/business/20170729/residents-alarmed-over-large-apartment-building-plan-for-lomitas-border-with-torrance?source=most_viewed

2. Please study the environmental contaminants that otherwise have laid undisturbed for decades that will be released during a grading operation and their impacts on the health of nearby residents.

3. Please have Placeworks prepare an in-depth Human Health Risk Assessment

4. Please study the following Project alternatives:

    a. No project

    b. Significantly reduced unit count – 50 units total

    c. No drive access on Valmonte

    d. Less grading

--
Adam Lentz
300 Via Alcance
Palos Verdes Estates, 90274

Santana, Danny

From: John Viering <jviering@microfarads.com> ✓
Sent: Thursday, August 10, 2017 5:38 PM
To: Santana, Danny
Subject: Butcher-Solana Resident Project

Hello Mr. Santana

My name is John Viering - I live at 3809 Paseo de Las Tortugas in Torrance - for the last 17 years. This is right around the corner from the proposed area project.

I'm shocked this is even being considered. The traffic coming off Hawthorne from Palos Verdes has already become stifling in the last few years. I overlook Hawthorne Blvd and I can see traffic backed up every morning - traffic in this area from Thanksgiving to Christmas coming down Hawthorne towards Del Amo Mall is usually backed up from PCH past Via Valmonte morning til night --- we live in this area because we love it -- we do not want West LA like traffic. I have not heard one person that lives in our neighborhood that is in support of this project - I would like to hear the 'benefits' and to whom - other than the developers.

I drive to my office in central Torrance from my home every morning -- it's not a long commute but it has increased in time by 30% in the last 5 years. I take Anza because taking Hawthorne would add another 10%. We have one of the largest malls in the country down the street - how much more traffic can we take?

I can't imagine this will pass any environmental study either --- Put a park there! That would be a huge hit with everyone -- an apartment complex will, ***without a doubt***, only do damage to the area.

PLEASE consider what the long term Torrance residents have to say!

John Viering
MICROFARADS
Torrance, California USA
(310) 370-3106
www.microfarads.com
www.capacitors.com
CAGE CODE: 5BPW4

Santana, Danny

From: Wendy and Scott Rosenbaum <the_rosenbaums@cox.net>
Sent: Thursday, August 10, 2017 5:56 PM
To: Santana, Danny
Subject: RE: Comments for the Butcher - Solana Residential Project Public Hearing August 10th, 2017

Dear Mr. Danny Santana,

I would very much like to express my concerns at the meeting tonight for the Butcher - Solana Residential Project. However I am unable to attend. Hence I will be sharing my concerns to you via email.

I have reviewed the documents posted on the Torrance website concerning the Butcher - Solana Residential Project. First I want to say I am not opposed to improving this lot. However the size and scope of the project raises a huge concern to me and the community especially when you consider the impact it will have on traffic.

As you can see on the plans there are two ingress and egress points. One on Via Valmonte and one on Hawthorne Blvd. With the proposed 248 unit plan of which 113 are two bedroom units and 135 are 1 bedroom units there could be up to 766 cars which does not include guests.

Imagine if you will upwards to 766 cars leaving for work in the morning and returning in the evening to and from the proposed Butcher-Solana site. Most jobs are located away from the hill. That would mean the majority of the traffic will need to head North on Hawthorne so they would use the Via Valmonte egress to access the light to turn left. In this case the area from the egress out to Via Valmonte to Hawthorne Blvd. and from Hawthorne to the light at Newton and from Newton to Pacific Coast Highway will be completely at max causing a gridlock all the way up Via Valmonte and up Hawthorne towards Rolling Hills Road.

Some vehicles will opt to go right on the Hawthorne egress and turn left at Rolling Hills Road or make a u-turn at Hawthorne and Rolling Hills Road. The left hand turn lane will be at capacity and spill over into the left hand moving lane. This is a somewhat blind corner and could potentially cause an unsafe situation.

Additionally the residents of Rolling Hills Estates, Rancho Palos Verdes, Palos Verdes Estates, and Torrance who use Via Valmonte and Hawthorne Blvd. everyday will be faced with gridlock and choose alternate routes such as Crenshaw Blvd. and Palos Verdes Blvd.. This project will have a far greater reaching impact on traffic.

Again I am not opposed to improving this lot however without proper and prudent infrastructure changes the area can not support the scope and size of the proposed Butcher - Solana Residential Project. I propose a smaller development or only one ingress and egress via a road that will parallel Hawthorne Blvd. up to Rolling Hills Road to use the light at Hawthorne and Rolling Hills Road.

I thank you for hearing my concerns and what I am sure will be many others as well.

Many Kind Regards,

Wendy Rosenbaum
Valmonte Resident
Palos Verdes Estates

Santana, Danny

From: joedsl <joeuhd@verizon.net> ✓
Sent: Thursday, August 10, 2017 7:55 PM
To: Santana, Danny
Subject: Butcher-Solana Project - Scoping meeting - Aug. 10, 2017

Dear Mr. Santana,

I attended your opening presentation at the above-referenced meeting on Aug. 10, 2017. If I understood your presentation correctly, you stated that, because the proposed project would be located within the "Hillside Overlay District", the proponents would be submitting a "Precise Plan" for approval or disapproval by the Planning Department.

I would have thought that a first step towards obtaining approval of the project would be to obtain the enactment of legislation removing the location of the proposed construction from the area presently encompassed by the Hillside Overlay District. Because the nature and extent of the proposed development is far different from and far outside the limits set for construction in the Hillside Overlay, it would not seem to make sense even to attempt to demonstrate that the project would satisfy the requirements set for construction in the Hillside.

If, in fact there is no plan to request legislation excluding the project area from the bounds of the Hillside Overlay District, would you please explain to me why a request for such legislation is not part of the plan?

Sincerely,

✓ Joe Buck - 433 Via Anita, Redondo Beach, CA 310-373-3433

Santana, Danny

From: Michael Friedman <mlfriedman@me.com> ✓
Sent: Thursday, August 10, 2017 9:20 PM
To: Santana, Danny
Cc: Michael Friedman; margy bloom
Subject: Butcher-Solana residential project

Dear Danny: I am a physician who has been in practice in Torrance since 1981. I have lived in Torrance and did my post grad training at Harbor/UCLA in Torrance. I currently live in Rancho Palos Verdes and drive to the Torrance office (4201 Torrance Blvd) across from Little Company of Mary Torrance. I have driven down Hawthorne Blvd to and from work for 30 years. I have passed Butcher Hill every day and on weekends come off the hill to Torrance to shop and eat, etc. According to the Daily Breeze article, there will be no interruption of the flow of traffic going up and down Hawthorne Blvd. I would like to place my objection to this project, not from the need of more housing but to the location. If you wish to understand better what I am saying, please drive down Hawthorne Blvd in the am and try driving thru Torrance from Torrance Blvd up Hawthorne Blvd at rush hour around 5pm and you will understand that it is a congested mess even without an accident or breakdown. The street going from Pacific Coast Hwy up to Rolling Hills Road which is all in Torrance is a pothole filled night mare at present. With construction and heavy trucks , it will be a disaster not to mention if done, the in bound and exit traffic from the unit will be unbearable for everyone. Please take this information to the City Council as a very strong comment against this project which will make a bad situation unbearable and I believe will cause bad will and even loss of business in Torrance since it will back up into Del Amo Mall or make getting there a real pain . Please consider this in the decision to approve or disapprove this project simply based upon the human aspect. I will leave the environmental concerns to others. Thank you for your consideration and I hope this will shed some perspective. Please feel free to contact me if you have any questions. Thank you.

Respectfully yours, Michael L. Friedman, MD. 4201 Torrance Blvd. Suite 660, Torrance, California 90503 310-316-4373

✓

Lang, Nina

From: Gibson, Jeff
Sent: Thursday, August 10, 2017 7:53 AM
To: Santana, Danny; Lang, Nina
Subject: FW: Butcher Hill Project

Follow Up Flag: Follow up
Flag Status: Flagged

For the record

Jeffery W. Gibson
Director, Community Development Department City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

-----Original Message-----
From: Ashcraft, Heidi
Sent: Wednesday, August 09, 2017 9:54 PM
To: Don Richards
Cc: Jackson, LeRoy; Gibson, Jeff
Subject: Re: Butcher Hill Project

Mr. Richards,
Thank you for your email.

Heidi Ashcraft
Torrance City Council

Sent from my iPhone

> On Aug 9, 2017, at 4:54 PM, Don Richards <daledonrichards@gmail.com> wrote:
>
> Dear Council Members,
>
> I am writing to you today to express my opposition to the Butcher Hill Project on many levels. It is my belief that the negative impact of this project on the community will far outweigh any positive contributions that it may make.
>
> The most obvious impact will be increased traffic and congestion, not only for the residents on and around Via Valmonte, but also those Torrance residents living on streets nearby. This would include homeowners on Tortugas, Bluff, Mesa, Newton, virtually all of Walteria on both sides of Hawthorne Blvd, and the entire area East of Hawthorne Blvd., both North and South of Rolling Hills Road. The increased traffic attempting to enter or leave the proposed housing development would cause traffic to slow down or stop, increasing carbon dioxide emissions, and adding to the already heavy traffic on all surrounding roads. The potential of 500 additional cars at the new development, not only exacerbates the existing greenhouse gas problem, but adds additional wear and tear to surrounding roads in including Via Valmonte, which is in a perpetual state of disrepair.
>
> There are also safety issues to consider. The housing project, if built, would place additional traffic on the streets around Walteria Elementary School, increasing the danger to children and parents going to and from the school. Entering and exiting the proposed project would not be easy, since there are no easy turns that can be made from either

Via Valmonte or Hawthorne Blvd., with the further complication of a median blocking turns into the proposed building project from Northbound Hawthorne Blvd.
> Allowing "U" Turns from Northbound Hawthorne Blvd. at Newton would make an already bad situation at that intersection even worse, backing cars up on Northbound Hawthorne Blvd. trying to get into the left turn lane at Newton, which currently allows only 3 or 4 cars at most to make a left or "U" turn before the left turn arrow turns red again. This already causes many drivers to turn left after the left turn arrow changes to red.
>
> Lastly, adding a potential 500 cars to the area will negatively impact the businesses along both sides of Hawthorne Blvd. between Pacific Coast Highway and Rolling Hills Road. It will also add to the congestion already existing on Hawthorne Boulevard all the way up to the 405 Freeway.
>
> Thank you all for taking the time to read my comments.
>
> Donald A. Richards
> Palos Verdes Estates

Lang, Nina

From: Gibson, Jeff
Sent: Thursday, August 10, 2017 7:52 AM
To: Lang, Nina
Subject: FW: Butcher-Solana Residential Project

Follow Up Flag: Follow up
Flag Status: Flagged

For the record

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Steve and Jean Gill [mailto:steveandjeangill@gmail.com]
Sent: Thursday, August 10, 2017 12:14 AM
To: Santana, Danny
Cc: David Caceres; Gibson, Jeff; Bill Tymczyszyn; Scott Sing; Mary Gagne
Subject: Re: Butcher-Solana Residential Project

Good Morning, Danny.

Although he wasn't speaking on my behalf, I agree with all of David Caceres' comments. I'd also like to add a few more of my own comments:

1. Looking at the Traffic study of the Initial document, in number 10 on page 13, the description of the northbound lanes of Vista Montana indicates two left turn lanes. This is not true as of today. But, further down in number 10, it is mentioned that the intersection of Anza Avenue/Vista Montana & Pacific Coast Highway is slated for capital improvements in 2018. However, I think the study should reflect the current intersection as well as the improved intersection.

2. I think additional information regarding Hawthorne Blvd between PCH and Via Valmonte should be included in the traffic study. Specifically, it should be mentioned that the right-most lane in both directions is a parking lane, except for peak hours on weekdays. During non-peak hours, with cars parked in the right-most lane on both sides of Hawthorne, traffic currently backs up. It would be good to see an analysis of increased traffic effects on a weekend for this section of Hawthorne Blvd. It would also be interesting to see an indication of how many parked cars have been hit by moving vehicles and a projection of how many could be hit when traffic flow has increased as a result of the development.

3. Looking at the Sewer study of the Initial document, in Table 2 on page 8, it shows the daily flow factor for both the one bedroom and two bedroom units is the same at 195 gpd/unit. It just doesn't make sense to me that a two bedroom unit, which seemingly would have more occupants than a one bedroom unit, would generate the same flow as a one bedroom unit. Although it doesn't appear that this would change the outcome of the sewer study, I wanted to point it out in case it needs to be adjusted.

In conclusion, like David, I am looking forward to seeing an improvement to this particular parcel that will cause all of us to be happy and proud.

And finally, I'd like to thank you, Danny, for all the time you are dedicating to making this project a compatible, appropriately sized development.

Steve Gill
4020 Mesa Street
Torrance, CA 90505

Email: steveandjeangill@gmail.com

On Wed, Aug 9, 2017 at 11:46 AM, Santana, Danny <DSantana@torranceca.gov> wrote:

Good morning David,

The Project Plans, as currently designed, do currently restrict the one Via Valmonte driveway to exit only and right turn only. The City appreciates your comments about the traffic circulation and number of units currently proposed. A copy of your correspondence has been placed in the project file and will be forwarded to the City's environmental consultant preparing the Environmental Impact Report (EIR) for the project to ensure that the potential environmental impacts you raise are covered in the forthcoming Draft EIR.

Lastly, we have added you to the project notification list and you will be included in any future public notifications related to the project.

Thanks,
Danny

Danny Santana, MPA

Acting Planning & Environmental Manager - Community Development Department - Planning Division
City of Torrance - 3031 Torrance Blvd. Torrance CA 90503 - (310) 618-5871 voice - (310) 618-5829 fax
DSantana@TorranceCA.gov - www.TorranceCA.Gov - www.Twitter.com/TorranceCA


Please consider the environment before printing this email.

From: David Caceres [mailto:dcaceres01@gmail.com]
Sent: Wednesday, August 09, 2017 9:25 AM
To: Santana, Danny
Cc: Gibson, Jeff; Bill Tymczyszyn; Steve & Jean Gill; Scott Sing; Hope Witkowsky; Mary Gagne
Subject: Butcher-Solana Residential Project

Danny:

Congratulations on the great job your doing in managing the above-referenced project! As you know (as also recently referenced in the Daily Breeze), this project that will get a lot of attention, mostly for the impact that it will have to our residential community. With that said, I have two comments/concerns:

First, please make sure that the project does in fact require that the driveway on Via Valmonte become "exit-only" and "right-out only" and that it also include "raised traffic" barriers to prevent any other type of ingress and egress at this driveway.

Second, I believe that this project will have a much better chance of residential acceptance if the total number of approved apartment units is significantly reduced from the currently contemplated 248 units. This, of course, will also have the effect of mitigating the added traffic congestion that this project will undoubtedly create.

In conclusion, I look forward to seeing an improvement to this particular parcel that will cause all of us to be happy and proud.

Regards,

David Caceres

4021 Mesa Street

Torrance, CA 90505

P.S. I copied some of my neighbors on this email. I do this only to allow them to read my thoughts on this project. I do not speak for them nor have I been asked to do so.

9 August 2017

Danny Santana
Planning and Environmental Manager
City of Torrance, CA

Subject: Revised Traffic Impact Study, Solana Torrance project, April 20, 2017

Sir:

I have been a resident of the Valmonte area of Palos Verdes Estates since 1989. I use Via Valmonte daily during my commutes to work and daily activities, particularly visits to Home Depot and Lowes in Torrance. I am chief engineer of a Fortune 50 telecommunications company. My doctoral thesis included traffic analysis of communications networks. I have additional training and certification in project management. I would attend the hearing and present my comments in person were is not for a prior commitment with Project Management International the same Thursday evening. Please accept my remarks in writing instead.

There are similarities between analysis of telecommunications traffic and vehicular traffic. In both cases engineers use models and start with assumptions of data parameters that feed the models. It is more accurate to take measurements of actual traffic data, particularly data that is representative of the network characteristics. In the case case of both telecommunications and traffic, the model assumes Poisson arrival rates and recognizes there are average (24-hour) traffic rates and peak hour periods. Both roads and networks have node/link topologies, routing limitations (intersection turn restrictions), traffic capacity limitations, and traffic flow priorities. Both drivers and cell phone users have response times. Queuing theory is applied to calculate holding times, i.e. how long you have to wait at a traffic light. More complex models use a so-called Monte Carlo process to calculate best case, worst case, and averages since traffic pattern fluctuate. It is obvious that traffic flow fluctuates diurnally, with peaks typically occurring during morning and evening commutes, but the peaks themselves occur at different time during weekends and holidays. Incidentally, the busiest day for phone traffic is Mother's Day. The all-time busiest day was 9/11.

Regardless, key assumptions enter into every model. In the case of the Solana Torrance project, it is obvious that there is zero traffic (ingress or egress) from the property now. Less obvious are how assumptions on human behavior are introduced into the model. How long are people willing to wait for a green light? Will the residents at Solana Torrance exhibit daily patterns that are consistent with the model? Let's review a few of these assumptions.

First, some facts. The property plans for 248 multi-family units with 546 parking spaces. I would like to know the occupancy distribution of the units. What is the expected total number of residents who can drive? How many are target for single residents, how many are for married couples without children, how many are for single-parent with children,

how many are for couples with children? Is it expected that each unit would have two working adults? This is a normal part of the marketing plan which also would identify the target market. It would also clarify turnover rates, more specifically are the residents owners or renters? The traffic patterns depend critically on the behavioral patterns of the residents. Millennials commuting to work have different daily lifestyle patterns than retirees. There will be significant traffic from delivery vehicles, maintenance crews, and other service providers, UPS, Fedex, Amazon, utility companies, building maintenance, landscapers, florists, etc. We have to assume that the residents will also have visitors. I doubt the neighbors and nearby businesses want a situation similar to that in Hermosa Beach where visitors seek parking on the surrounding neighborhood streets and take advantage of any nearby public parking structure. So it is important to do this right. Validate the assumptions that lead to the calculations for traffic flow and parking.

An important consideration is the fact that Solana Torrance only has one entrance (ingress node) and one exit (egress node), following the recommendation of the traffic engineering report. Assumptions have been made regarding this "source" and "sink" of traffic from the subject property, but how certain are we of the validity of these assumptions? There is a better way that will give you more reliable data. Once you have determined the demographics of the residents, I would collect actual traffic statistics form an area of Torrance that has similar demographics and limited ingress/egress. For example, the New Horizons South Bay area, south of Sepulveda and west of Maple might be a candidate if the demographics were similar, but there may be other locations that are more representative. They have four road connecting that subdivision, with traffic permitted both ways, but one could aggregate the traffic from several traffic flow meters and calculate the diurnal patterns for that community. Then use the total adult (over age 16) population of the subdivision and scale the expected traffic patterns at Solana Torrance using the estimate for resident drivers resident there. It will be a mix of traffic from residents, vendors, and visitors. If another multi-family housing development is used to collect traffic data, be sure to find out the occupancy rate. Recently completed construction may not be fully occupied.

It would be helpful to review past traffic studies on Via Valmonte and compare to the current (within the last 12 months) traffic analysis based on actual measurements (average and peak rates). Several years ago there was a big ruckus when it was proposed to close Via Valmonte at the border with Palos Verdes Estates. I was at the public hearing. The volume of traffic on Via Valmonte was the core argument, and resulted in an agreement between the Cities of Torrance and Palos Verdes Estates whereby traffic was restricted by means of left turn restrictions on Palos Verdes Drive North during certain times of the day and left turns from Via Valmonte onto Paseo de las Tortugas were prohibited. It seems the current argument is not consistent with the arguments presented at the prior hearing.

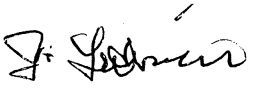
As a worse case analysis, admittedly overly simplified, if each of the 248 units had two working adults, and if they all left at the same hour for work in the morning (less 50 since the parking would be full), there would be 546 vehicles leaving in the space of 60 minutes or roughly 9 cars per minute. I haven't timed the traffic light sequence at the Via Valmonte / Hawthorne intersection, but I can attest that line waiting is seldom more that five or six cars before the light turns green, but even that line would extend to the proposed exit from

Solana Torrance. Even if the road was expanded to create a left turn lane on Via Valmonte, I don't see how all the cars exiting the property could get into the left turn lane, since there would be a considerable queue during peak periods. There could be a similar queue on Hawthorne Blvd waiting to enter the property.

I would also advise that consideration be given to the impact of limited ingress and egress in case of fire or earthquake. Are the lanes large enough for fire trucks to enter or would they need to park on Via Valmonte (or Hawthorne Blvd)?

In summary, I recommend further analysis to validate the underlying assumptions of the Revised Traffic Impact Study. I sympathize with the project manager on the issue of cost and project delays, but my gut feeling, based on several decades of engineering experience and from what I see in the report, is that the peak hour traffic ingress/egress volumes are low, due to assumptions that haven't been validated. I would like to be proven wrong; further investigation now is better than revelation after project completion. In addition to using collected data representative of the demographics for the new residents, I would perform a Monte Carlo analysis to estimate the worse case scenario (at 90% confidence level).

respectfully,



James L. Latimer, PhD, PMP
200 Via Colorin
Palos Verdes Estates, CA 29074

Lang, Nina

From: Desiree Collings <desireecollings@gmail.com>
Sent: Wednesday, August 9, 2017 4:00 PM
To: Santana, Danny
Subject: Objection to building on Hawthorne & via Valmonte

Hello Mr. Santana,

I had grown up in Palos Verdes, left in late 1980's and have recently moved back.
Re: the Butcher condo complex to be built at via Valmonte & Hawthorne. A huge NO!
I have first hand witnessed and now experiencing the changes in density, traffic, lack of cared for roads e.g.Hawthorne from PV to past PCH is one of the worst, least maintained in most of Torrance.
I have heard this is Cal trans controlled- so if you know it is deteriorated, and you have no jurisdiction- why add density there?
To think of adding this kind of density to this already traffic clogged area is beyond me- to both valmonte (it's a residential street with people unable to drive out of their driveways as it is) to Hawthorne which is Always always busy & backed up.

Environmental: I believe this is an old mine or done type of quarry. My guess is very unstable, just look at it and the Homes above there. Look back at history when they built Crenshaw to the top-- it caused the biggest landslide which forever changed PV.

This project does NOT belong in that specified site. We have few roads for Palos Verdes residents and all who work here to ingress/egress.
All residents use Hawthorne to get to Torrance to shop, do business, go to work, eat at restaurants.
If you make this road even more Clogged up and hazardous, residents just might limit going to Torrance to do these things... or will become quite angry with you!

Please stop the approval of this- for traffic reasons, environmental, hazard, generally bad placement with way too high density. It should be a small commercial center or something with much less traffic impact.

Thank you

Kind Regards,
Desiree Collings

Lang, Nina

From: Gibson, Jeff
Sent: Wednesday, August 9, 2017 1:42 PM
To: Santana, Danny; Martinez, Oscar
Subject: FW: Apartment Complex at Via Valmonte & Hawthorne

For the record

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Ashcraft, Heidi
Sent: Wednesday, August 09, 2017 1:34 PM
To: Jackson, LeRoy; Gibson, Jeff
Subject: Fwd: Apartment Complex at Via Valmonte & Hawthorne

Sent from my iPhone

Begin forwarded message:

> **From:** Stan <sjchang5@cox.net>
> **Date:** August 9, 2017 at 9:20:33 AM PDT
> **To:** <Pfurey@torranceca.gov>, <Tgoodrich@torranceca.gov>, <Hashcraft@torranceca.gov>, <Mgriffiths@torranceca.gov>, <Mherring@torranceca.gov>, <Grizzo@torranceca.gov>, <Kweideman@torranceca.gov>
> **Subject: Fwd: Apartment Complex at Via Valmonte & Hawthorne**
>
> Torrance city council:
>
> I am writing to voice my strong opposition to this apartment building. The density is out of character with the neighborhood.
>
> The intersection at Hawthorne Boulevard is not equipped to handle the volume of traffic which this project would generate.
>
> I am physician at Torrance Memorial and when I am called in to attend an emergency this stretch of Hawthorne between via valmonte and pch is already congested and impacts public safety as it is. If you approve the project the travel through there will be a bottleneck for amulances , fire and police and myself as I rush down to TMMC for emergencies.
>
> As proof I point to the current roadwork northbound in front of the old Akai swim school. Hawthorne is narrowed to two lanes and it creates a tremendous backup. Add in daytime street parking and the traffic

of 248 apartment units and 484 parking spots and you are creating gridlock in an already congested area.

I urge the Torrance city council to please be responsible and reject this project as it will create traffic nightmares in Torrance and surrounding communities.

Thank you for your consideration.

Stanley Chang MD

Lang, Nina

From: Melayne Yocum <myocum08@gmail.com>
Sent: Wednesday, August 9, 2017 4:07 PM
To: Santana, Danny
Subject: Butcher Hill Project

I am a 17 year resident of Palos Verdes Estates and prior to that a 16 year resident of Rancho Palos Verdes. As one who almost daily travels on Hawthorne Blvd. or via Via Valmonte to Hawthorne Blvd., I am very concerned about the plans for the Butcher Hill development on the corner of Via Valmonte and Hawthorne Blvd. Currently it is not unusual for me to wait through at least one full light, before I can turn onto Hawthorne from Via Valmonte. Those few blocks of Hawthorne are usually very congested. There are added apartments and retail construction going on a couple of blocks north on Hawthorne which will only add more traffic to this area. Adding additional traffic at that intersection is very concerning. It will add more delays, cause more pollution, and impact pedestrian safety in those few blocks. Property values will be negatively impacted for all cities near this development.

Additionally, I am concerned with the fact that the site has high levels of benzene, a carcinogen. The property was a mine in the past and was filled for the last several decades with untested industrial products and soil. The PV Landfill has testing wells around the property as far down as this Butcher Hill project. The initial study found Benzene above acceptable limits. This soil should not be airborne as the benzene will become airborne. It is not be a suitable site for residential development.

Other concerns are this project's impact on property values. With the added congestion, property values in and around this site (in Torrance, PV, etc.) will be negatively impacted.

I am very opposed to this development at this location.

--
Warm regards,
Melayne

Melayne Yocum
(310) 428-8663 (cell)
myocum08@gmail.com
Healthcare Consultant and
Volunteer Puppy Raiser, Canine Companions for Independence (cci.org)

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information you viewed confidential. Any disclosure, copying, distribution or action taken in reliance on the contents of these documents is strictly prohibited.

Lang, Nina

From: Vahan Garboushian <Vahan@ArzonSolar.com>
Sent: Wednesday, August 9, 2017 3:24 PM
To: Santana, Danny
Subject: Butcher-Solana 248 Unit Apt.

Dear Mr. Santana,

I have been resident of Torrance since 1970. In addition I have established several successful businesses also in Torrance employing large numbers of people.

I have just learned about the Butcher-Solana 248 unit apartment project. I am gravely concerned about the impact on the environment and the traffic from such a massive project.

I live at 3905 Mesa Street, a very short distance from the intersection of Hawthorne and Via Valmonte. I have to go through that intersection several times a day. It is really congested specially during the morning and evening hours.

With additional 400-500 cars coming in and out of the project site one can imagine the traffic chaos it will cause without counting the traffic and dust during the prolonged construction period.

In my opinion putting that many units and most of it of one bedroom is going to attract plenty of transients and a total traffic mess plus all the pollutants that go with it.

This project simply does not belong in this neighborhood which is fully developed with single family homes. At the right time, I will ask the planning Commission and city Council to deny it. In the meantime, I expect the EIR to fully investigate all of the identified environmental impacts of the project so that all of the residents in the area are fully aware what they are faced with.

Thank you.
Vahan

My residence address is:
Vahan Garboushian
3905 Mesa street
Torrance, CA 90505
Phone: 310- 375 2933

Vahan Garboushian
Chief Executive officer
ArzonSolar
Powered by AHONIX Technology
3425 Fujita Street
Torrance, CA 90505
Direct: +1(424)273-5638
Cell: +1(310) 200-5514
Email: Vahan@arzonsolar.com

Lang, Nina

From: James Pickard <jamespartm@aol.com>
Sent: Wednesday, August 9, 2017 1:39 PM
To: Santana, Danny
Subject: Butcher Hill Proposal.

Dear Mr. Santana,

I strongly disfavor the proposed apartment project at the rock quarry. The recent traffic study has to be seriously flawed. Anyone who thinks 250+ apartments fifteen yards from Via Valmonte isn't going to affect traffic has been smoking funny cigarettes. Of course it will affect traffic for residents of both the Hollywood Riviera and Palos Verdes Estates who come and go on Valmonte all the time. Besides that, all the dwellings in that area are single-family homes. It would border on criminality to plunk multi-unit structures in that location. In addition, traffic on Hawthorne Blvd. would be seriously affected as well.

Please pass my sentiments along to the Planning Commission and to the City Council if necessary. Thank you.

Sincerely,

James E. Pickard
405 Via La Soledad
Redondo Beach, Ca. 90277 (Torr.)

Lang, Nina

From: bandbinpv <bandbinpv@cox.net>
Sent: Wednesday, August 9, 2017 12:06 PM
To: Santana, Danny
Subject: Butcher-Solana project

Mr. Santana
My name is Brooks Vogt and I am a former Palos Verdes Estates Planning Commissioner. I moved here when Via Valmonte was the main street into hill side Torrance and PV. Hawthorne was extended to provide better access to the hill and reduce traffic on Via Valmonte.
Since then, many single family homes have been added along Via Valmonte and the Torrance hill area. The proposed five story tower is totally inconsistent with the current neighborhood and will add significantly to the traffic and congestion at the Valmonte /Hawthorne intersection.
I recommend the current project be rejected and replaced with a more modest project, 3 story? that could maintain the sense of the existing single family homes. This would also reduce traffic congestion.
Brooks Vogt
Via Larga Vista
Palos Verdes Estates
Ca 90274
310 375 4048

Sent via the Samsung GALAXY S® 5, an AT&T 4G LTE smartphone

Lang, Nina

From: Santana, Danny
Sent: Wednesday, August 9, 2017 11:38 AM
To: Lang, Nina
Subject: FW: INFORM: CITYGRAM - FW: Feedback for City of Torrance - Hawthorne/Via Valmonte condo development

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks.

From: Gibson, Jeff
Sent: Wednesday, August 09, 2017 11:22 AM
To: Santana, Danny; Martinez, Oscar
Subject: FW: INFORM: CITYGRAM - FW: Feedback for City of Torrance - Hawthorne/Via Valmonte condo development

For the record

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Jackson, LeRoy
Sent: Wednesday, August 09, 2017 11:19 AM
To: Jackson, LeRoy; Gibson, Jeff
Subject: FW: INFORM: CITYGRAM - FW: Feedback for City of Torrance - Hawthorne/Via Valmonte condo development

FOR INFORMATION ONLY! NO REPLY REQUIRED.

BCC: Council2

LeRoy J. Jackson
City Manager – Office of the City Manager
City of Torrance |

From: Gurrola, Toni
Sent: Wednesday, August 09, 2017 8:49 AM
To: Jackson, LeRoy
Subject: INFORM: CITYGRAM - FW: Feedback for City of Torrance - Hawthorne/Via Valmonte condo development

FYI

Toni Gurrola
Office Assistant -- Office of the City Manager
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5880 voice | 310.618.5891 fax | TGurrola@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Citygram
Sent: Wednesday, August 09, 2017 7:43 AM
To: Gurrola, Toni
Subject: Fw: Feedback for City of Torrance

From: Iinuma, Mark
Sent: Tuesday, August 8, 2017 6:44 PM
To: Citygram
Subject: FW: Feedback for City of Torrance

From: City of Torrance [mailto:webmaster@torranceca.gov]
Sent: Tuesday, August 08, 2017 6:21 PM
To: WebMaster
Subject: Feedback for City of Torrance

You have received this feedback from Melayne Yocum < myocum08@gmail.com > for the following page:

https://www.torranceca.gov/government/city-council

I am against the planned condo development at the corner of Hawthorne and Via Valmonte. I am a Palos Verdes Estate resident of over 18 years (with another 16 in Rancho Palos Verdes) and travel this intersection often. The traffic is frequently jammed so that I at times sit through 2 or more lights to try to turn from Via Valmonte onto northbound Hawthorne. This proposed condo development will only make this already bad intersection worse. There are only a few roads leaving the peninsula and this will simply add too much traffic. I am also concerned about the possible carcinogens. This property has a history as a mine, and has been filled for the last 60+ years with untested industrial products. The Palos Verdes Landfill has testing wells around the property as far down as this Butcher Hill. The Initial Study has found Benzene above limits, a known carcinogen. These soils should not be airborne nor should it become residential property at all.

Lang, Nina

From: Rizzo, Geoffrey
Sent: Wednesday, August 9, 2017 9:28 AM
To: Santana, Danny
Cc: Gibson, Jeff
Subject: Fw: Apartment Complex at Via Valmonte & Hawthorne

Citizen comments for Thursday's meeting.

Geoff

From: Stan <sjchang5@cox.net>
Sent: Wednesday, August 9, 2017 9:20 AM
To: Furey, Pat; Goodrich, Tim; Ashcraft, Heidi; Griffiths, Mike; Herring, Milton; Rizzo, Geoffrey; Weideman, Kurt
Subject: Fwd: Apartment Complex at Via Valmonte & Hawthorne

Torrance city council:

I am writing to voice my strong opposition to this apartment building. The density is out of character with the neighborhood.

The intersection at Hawthorne Boulevard is not equipped to handle the volume of traffic which this project would generate.

I am physician at Torrance Memorial and when I am called in to attend an emergency this stretch of Hawthorne between via valmonte and pch is already congested and impacts public safety as it is. If you approve the project the travel through there will be a bottleneck for amulances , fire and police and myself as I rush down to TMMC for emergencies.

As proof I point to the current roadwork northbound in front of the old Akai swim school. Hawthorne is narrowed to two lanes and it creates a tremendous backup. Add in daytime street parking and the traffic of 248 apartment units and 484 parking spots and you are creating gridlock in an already congested area.

I urge the Torrance city council to please be responsible and reject this project as it will create traffic nightmares in Torrance and surrounding communities.

Thank you for your consideration.

Stanley Chang MD

Lang, Nina

From: Michael Timmermann <mtimmer@mac.com> ✓
Sent: Wednesday, August 9, 2017 5:27 PM
To: Santana, Danny
Subject: Butcher-Solana Residential Project

I am writing urging the city of Torrance to not approve the proposed development at Butcher Hill in its current form. The proposed development is much too large with 248 units and an expected 722 additional residents. The extra traffic is more than can be borne by the existing streets, particularly given that Via Valmonte is one of the few streets in/out of the PV and Torrance areas. By definition, traffic moves slowly on Via Valmonte and onto Tortugas with waits at stop signs and the traffic light at Hawthorne Blvd. As a result, there will be a significant impact in terms of car exhaust in a residential neighborhood. Emergency services will also be slower in an area with limited access points.

The size and design of the buildings also have an impact on the character of the neighborhood and are better suited to an urban location, rather than a hillside area of single family residences.

Michael Timmermann
✓ 120 Via Colusa
Redondo Beach (city of Torrance)
424-247-3755

Lang, Nina

From:	John Trotter <johntrotterdds@yahoo.com> ✓
Sent:	Wednesday, August 9, 2017 6:06 PM
To:	Santana, Danny; Furey, Pat; Ashcraft, Heidi; Goodrich, Tim; Griffiths, Mike; Herring, Milton; Rizzo, Geoffrey; Weideman, Kurt; citycouncil@pvestates.org
Cc:	Irene Trotter
Subject:	Butcher Solana Residential Project
Attachments:	Trotter Butcher.pdf

Below, please find our comments regarding the Butcher Solana Residential Project. I have also attached a pdf file with our signatures on the document.

August 8th, 2017

Danny Santana- Planning and Environmental Manager
City of Torrance, 3031 Torrance Blvd., Torrance, CA 90503
310-618-5990 – Dsantana@TorranceCA.gov

Re: Butcher Solana Residential Project

Dear Mr. Santana and the Entire Torrance City Council,

First, my wife and I would like to express our **extreme** and **total** opposition to this project.

My wife and I bought our first house in the Hollywood Riviera section of Redondo Beach (Via La Circula) in 1998. We lived there until 2000, when we moved to our house in the Valmonte section (Via La Selva) of Palos Verdes Estates. We then moved to our current house in Valmonte (Via Colusa) in 2002, and have lived there ever since. We, as a family, have a 17 year history in Valmonte and have deep roots in the community and the surrounding area,..., my wife grew up in Rolling Hills Estates (Marloma Drive) and her parents still live in that house today and my orthodontic practice of 23 years has always been in the Riviera Village.

Our biggest concern is the direct impact this development will have on the traffic on Hawthorne Blvd,..., specifically the section between Rolling Hills Road and Pacific Coast Highway. On average, we drive that section on a daily basis, if not more often. The current traffic is almost impassable as it is. The traffic is more than just cars with its occupants passing through to their jobs or homes; it includes pedestrians (both in and out of crosswalks), local residents, commercial tenants, patrons of the local businesses, and day laborers.

We believe that adding a project, as currently proposed, will severely and irreparably adversely affect a major thoroughfare to the Palos Verdes Peninsula. The added traffic, once the project is completed (let alone during construction), will impact Valmonte even more as Via Valmonte will no longer be a viable alternative route to those residents. One only needs to drive Hawthorne Blvd. between Rolling Hills Road and

Pacific Coast Highway during the hours of 7:00 AM-7:00 PM to see what a devastating affect this project would cause.

Frankly, from a traffic safety, and planning standpoint, I cannot think of a worse place to put a project of this size and scope. We respectfully ask that you vote **against** this project as the quality of life of many who live in the South Bay (Walteria, The Hollywood Riviera, and the entire Peninsula) will be forever negatively affected.

Sincerely,

John H. Trotter

Irene Trotter

205 Via Colusa
✓ Palos Verdes Estates, CA 90274
310-373-2635

John H. Trotter, DDS, MS
Orthodontics and Dento-Facial Orthopedics
Village Professional Building/ Riviera Village
1706 South Elena Ave. Suite D
Redondo Beach, CA 90277
(310) 373-0093
TrotterOrthodontics.com

Lang, Nina

From: sandra holliday <sandra.holliday25@gmail.com>✓
Sent: Wednesday, August 9, 2017 9:18 PM
To: Santana, Danny
Subject: Butcher-Solana Resident Project

Attention: D. Santana et al,

As a 50+ year Torrance resident I am voicing my protest for the proposed Butcher-Solana 248 units Apartment Project (Corner of Hawthorne/ Via Valmonte) for the following reasons and concerns:

- Traffic congestion to an already exacerbated location,
- Noise pollution from cars and residents in a high density living situation,
- Unnecessary over development of a serene, quiet hillside community

All of the above listed concerns have negative consequences to our property values and quality of living that we enjoy and want to continue to enjoy in this hillside community now and for future generations.

Sandra L. Holliday
Cell 310 972-8382

Lang, Nina

From: Rizzo, Geoffrey
Sent: Wednesday, August 9, 2017 5:53 PM
To: Santana, Danny
Cc: Gibson, Jeff
Subject: Fwd: Butcher Hill Project

Citizen comments for the meeting tomorrow

Geoff

-------- Original message --------
From: Don Richards <daledonrichards@gmail.com> ✓
Date: 8/9/17 4:54 PM (GMT-08:00)
To: "Furey, Pat" <PFurey@TorranceCA.gov>, "Ashcraft, Heidi" <HAshcraft@TorranceCA.gov>, "Goodrich, Tim" <TGoodrich@TorranceCA.gov>, "Griffiths, Mike" <MGriffiths@TorranceCA.gov>, "Herring, Milton" <MHerring@TorranceCA.gov>, "Rizzo, Geoffrey" <GRizzo@TorranceCA.gov>, "Weideman, Kurt" <KWeideman@TorranceCA.gov>
Cc: citycouncil@pvestates.org
Subject: Butcher Hill Project

Dear Council Members,

I am writing to you today to express my opposition to the Butcher Hill Project on many levels. It is my belief that the negative impact of this project on the community will far outweigh any positive contributions that it may make.

The most obvious impact will be increased traffic and congestion, not only for the residents on and around Via Valmonte, but also those Torrance residents living on streets nearby. This would include homeowners on Tortugas, Bluff, Mesa, Newton, virtually all of Walteria on both sides of Hawthorne Blvd, and the entire area East of Hawthorne Blvd., both North and South of Rolling Hills Road. The increased traffic attempting to enter or leave the proposed housing development would cause traffic to slow down or stop, increasing carbon dioxide emissions, and adding to the already heavy traffic on all surrounding roads. The potential of 500 additional cars at the new development, not only exacerbates the existing greenhouse gas problem, but adds additional wear and tear to surrounding roads in including Via Valmonte, which is in a perpetual state of disrepair.

There are also safety issues to consider. The housing project, if built, would place additional traffic on the streets around Walteria Elementary School, increasing the danger to children and parents going to and from the school. Entering and exiting the proposed project would not be easy, since there are no easy turns that can be made from either Via Valmonte or Hawthorne Blvd., with the further complication of a median blocking turns into the proposed building project from Northbound Hawthorne Blvd.
Allowing "U" Turns from Northbound Hawthorne Blvd. at Newton would make an already bad situation at that intersection even worse, backing cars up on Northbound Hawthorne Blvd. trying to get into the left turn lane at Newton, which currently allows only 3 or 4 cars at most to make a left or "U" turn before the left turn arrow turns red again. This already causes many drivers to turn left after the left turn arrow changes to red.

Lastly, adding a potential 500 cars to the area will negatively impact the businesses along both sides of Hawthorne Blvd. between Pacific Coast Highway and Rolling Hills Road. It will also add to the congestion already existing on Hawthorne Boulevard all the way up to the 405 Freeway.

Thank you all for taking the time to read my comments.

Donald A. Richards
Palos Verdes Estates

Lang, Nina

From: Rizzo, Geoffrey
Sent: Wednesday, August 9, 2017 9:31 AM
To: Santana, Danny
Cc: Gibson, Jeff
Subject: Fw: Butcher-Solana Project

Citizen comments for the record.

Geoff

From: Michael Thelen <mthelen218@gmail.com>
Sent: Tuesday, August 8, 2017 6:20 PM
To: Furey, Pat; Ashcraft, Heidi; Goodrich, Tim; Griffiths, Mike; Herring, Milton; Rizzo, Geoffrey; Weideman, Kurt
Subject: Butcher-Solana Project

As a Torrance property owner, I am writing to voice my sharp dismay with the recently announced plan to allow a huge apartment complex at the base of Via Valmonte and Hawthorne Blvd. I use Via Valmonte to access Hawthorne every day and I can tell you from experience that the amount of traffic this project will generate will completely bottleneck an already overburdened intersection and further clog Hawthorne Blvd.

I have read the traffic study. I see where it says an additional 1600 trips will be generated DAILY. The vast majority of them will go through the Via Valmonte exit, since that is the only way to take a left turn and travel north. I can imagine current residents being forced to wait signal after signal while and endless stream of cars exit for this project. I can even imagine the tempers that will flare and acts of road rage that will ensue.

We who live in the Hill Zone do so because we value the lower density and separation we enjoy from the traffic below. There are no large multi-family projects in this area and that is the way that we like it. Putting another 250 families into this small space is a recipe for disaster.

Please consider the strong feelings of us, the current residents, and not just the increased tax revenues that the city hopes to take in. Low density housing should be the goal in the Hillside Zone. I hope you will vote with the residents and against greedy developers and vote against the Butcher-Solana project.

Michael Q. Thelen

Lang, Nina

From: Santana, Danny
Sent: Wednesday, August 9, 2017 8:03 AM
To: Lang, Nina
Subject: FW: Butcher-Solana Project

Follow Up Flag: Follow up
Flag Status: Flagged

From: Gibson, Jeff
Sent: Wednesday, August 09, 2017 7:51 AM
To: Santana, Danny; Martinez, Oscar
Subject: FW: Butcher-Solana Project

For the record

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Ashcraft, Heidi
Sent: Tuesday, August 08, 2017 11:37 PM
To: Jackson, LeRoy; Gibson, Jeff
Subject: Fwd: Butcher-Solana Project

Sent from my iPhone

Begin forwarded message:

> **From:** Michael Thelen <mthelen218@gmail.com>
> **Date:** August 8, 2017 at 6:20:53 PM PDT
> **To:** PFurey@torranceca.gov, HAshcraft@torranceca.gov, TGoodrich@torranceca.gov, MGriffiths@torranceca.gov, MHerring@torranceca.gov, GRizzo@torranceca.gov, KWeideman@torranceca.gov
> **Subject: Butcher-Solana Project**
>
> As a Torrance property owner, I am writing to voice my sharp dismay with the recently announced plan to allow a huge apartment complex at the base of Via Valmonte and Hawthorne Blvd. I use Via Valmonte to access Hawthorne every day and I can tell you from experience that the amount of traffic this project will generate will completely bottleneck an already overburdened intersection and further clog Hawthorne Blvd.

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We who live in the Hill Zone do so because we value the lower density and separation we enjoy from the traffic below. There are no large multi-family projects in this area and that is the way that we like it. Putting another 250 families into this small space is a recipe for disaster.

Please consider the strong feelings of us, the current residents, and not just the increased tax revenues that the city hopes to take in. Low density housing should be the goal in the Hillside Zone. I hope you will vote with the residents and against greedy developers and vote against the Butcher-Solana project.

Michael Q. Thelen

RECEIVED
AUG 09 2017
CITY OF TORRANCE
COMMUNITY DEVELOPMENT DEPT

9 August 2017

Danny Santana
Planning and Environmental Manager
City of Torrance, CA

Subject: Revised Traffic Impact Study, Solana Torrance project, April 20, 2017

Sir:

I have been a resident of the Valmonte area of Palos Verdes Estates since 1989. I use Via Valmonte daily during my commutes to work and daily activities, particularly visits to Home Depot and Lowes in Torrance. I am chief engineer of a Fortune 50 telecommunications company. My doctoral thesis included traffic analysis of communications networks. I have additional training and certification in project management. I would attend the hearing and present my comments in person were is not for a prior commitment with Project Management International the same Thursday evening. Please accept my remarks in writing instead.

There are similarities between analysis of telecommunications traffic and vehicular traffic. In both cases engineers use models and start with assumptions of data parameters that feed the models. It is more accurate to take measurements of actual traffic data, particularly data that is representative of the network characteristics. In the case case of both telecommunications and traffic, the model assumes Poisson arrival rates and recognizes there are average (24-hour) traffic rates and peak hour periods. Both roads and networks have node/link topologies, routing limitations (intersection turn restrictions), traffic capacity limitations, and traffic flow priorities. Both drivers and cell phone users have response times. Queuing theory is applied to calculate holding times, i.e. how long you have to wait at a traffic light. More complex models use a so-called Monte Carlo process to calculate best case, worst case, and averages since traffic pattern fluctuate. It is obvious that traffic flow fluctuates diurnally, with peaks typically occurring during morning and evening commutes, but the peaks themselves occur at different time during weekends and holidays. Incidentally, the busiest day for phone traffic is Mother's Day. The all-time busiest day was 9/11.

Regardless, key assumptions enter into every model. In the case of the Solana Torrance project, it is obvious that there is zero traffic (ingress or egress) from the property now. Less obvious are how assumptions on human behavior are introduced into the model. How long are people willing to wait for a green light? Will the residents at Solana Torrance exhibit daily patterns that are consistent with the model? Let's review a few of these assumptions.

First, some facts. The property plans for 248 multi-family units with 546 parking spaces. I would like to know the occupancy distribution of the units. What is the expected total number of residents who can drive? How many are target for single residents, how many are for married couples without children, how many are for single-parent with children,

how many are for couples with children? Is it expected that each unit would have two working adults? This is a normal part of the marketing plan which also would identify the target market. It would also clarify turnover rates, more specifically are the residents owners or renters? The traffic patterns depend critically on the behavioral patterns of the residents. Millennials commuting to work have different daily lifestyle patterns than retirees. There will be significant traffic from delivery vehicles, maintenance crews, and other service providers, UPS, Fedex, Amazon, utility companies, building maintenance, landscapers, florists, etc. We have to assume that the residents will also have visitors. I doubt the neighbors and nearby businesses want a situation similar to that in Hermosa Beach where visitors seek parking on the surrounding neighborhood streets and take advantage of any nearby public parking structure. So it is important to do this right. Validate the assumptions that lead to the calculations for traffic flow and parking.

An important consideration is the fact that Solana Torrance only has one entrance (ingress node) and one exit (egress node), following the recommendation of the traffic engineering report. Assumptions have been made regarding this "source" and "sink" of traffic from the subject property, but how certain are we of the validity of these assumptions? There is a better way that will give you more reliable data. Once you have determined the demographics of the residents, I would collect actual traffic statistics form an area of Torrance that has similar demographics and limited ingress/egress. For example, the New Horizons South Bay area, south of Sepulveda and west of Maple might be a candidate if the demographics were similar, but there may be other locations that are more representative. They have four road connecting that subdivision, with traffic permitted both ways, but one could aggregate the traffic from several traffic flow meters and calculate the diurnal patterns for that community. Then use the total adult (over age 16) population of the subdivision and scale the expected traffic patterns at Solana Torrance using the estimate for resident drivers resident there. It will be a mix of traffic from residents, vendors, and visitors. If another multi-family housing development is used to collect traffic data, be sure to find out the occupancy rate. Recently completed construction may not be fully occupied.

It would be helpful to review past traffic studies on Via Valmonte and compare to the current (within the last 12 months) traffic analysis based on actual measurements (average and peak rates). Several years ago there was a big ruckus when it was proposed to close Via Valmonte at the border with Palos Verdes Estates. I was at the public hearing. The volume of traffic on Via Valmonte was the core argument, and resulted in an agreement between the Cities of Torrance and Palos Verdes Estates whereby traffic was restricted by means of left turn restrictions on Palos Verdes Drive North during certain times of the day and left turns from Via Valmonte onto Paseo de las Tortugas were prohibited. It seems the current argument is not consistent with the arguments presented at the prior hearing.

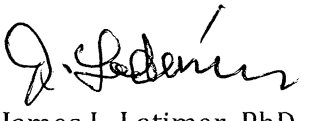
As a worse case analysis, admittedly overly simplified, if each of the 248 units had two working adults, and if they all left at the same hour for work in the morning (less 50 since the parking would be full), there would be 546 vehicles leaving in the space of 60 minutes or roughly 9 cars per minute. I haven't timed the traffic light sequence at the Via Valmonte / Hawthorne intersection, but I can attest that line waiting is seldom more that five or six cars before the light turns green, but even that line would extend to the proposed exit from

Solana Torrance. Even if the road was expanded to create a left turn lane on Via Valmonte, I don't see how all the cars exiting the property could get into the left turn lane, since there would be a considerable queue during peak periods. There could be a similar queue on Hawthorne Blvd waiting to enter the property.

I would also advise that consideration be given to the impact of limited ingress and egress in case of fire or earthquake. Are the lanes large enough for fire trucks to enter or would they need to park on Via Valmonte (or Hawthorne Blvd)?

In summary, I recommend further analysis to validate the underlying assumptions of the Revised Traffic Impact Study. I sympathize with the project manager on the issue of cost and project delays, but my gut feeling, based on several decades of engineering experience and from what I see in the report, is that the peak hour traffic ingress/egress volumes are low, due to assumptions that haven't been validated. I would like to be proven wrong; further investigation now is better than revelation after project completion. In addition to using collected data representative of the demographics for the new residents, I would perform a Monte Carlo analysis to estimate the worse case scenario (at 90% confidence level).

respectfully,



James L. Latimer, PhD, PMP
200 Via Colorin
Palos Verdes Estates, CA 29074

Santana, Danny

From: David Caceres <dcaceres01@gmail.com>
Sent: Wednesday, August 09, 2017 2:02 PM
To: Santana, Danny
Cc: Gibson, Jeff; Bill Tymczyszyn; Steve & Jean Gill; Scott Sing; Hope Witkowsky; Mary Gagne; Jackson, LeRoy
Subject: Re: Butcher-Solana Residential Project

Great, Danny! And yes, it is the "current design" restriction on Via Valmonte that I, wholeheartedly, support. Any change to this design or having this driveway become a point of entry will cause me great concern as it will invite more vehicular traffic to travel through my street's thoroughfare, i.e., Mesa Street. Given that I have seen children riding their bicycles on this street, I am confident that the City of Torrance will continue to take this concern into consideration as it endeavors to support the "current design."

Thanks again and good luck with the project!

David

P.S. Please feel free to also add this email to the Administrative Record.

On Wed, Aug 9, 2017 at 11:46 AM, Santana, Danny <DSantana@torranceca.gov> wrote:

> Good morning David,
>
> The Project Plans, as currently designed, do currently restrict the one Via Valmonte driveway to exit only and right turn only. The City appreciates your comments about the traffic circulation and number of units currently proposed. A copy of your correspondence has been placed in the project file and will be forwarded to the City's environmental consultant preparing the Environmental Impact Report (EIR) for the project to ensure that the potential environmental impacts you raise are covered in the forthcoming Draft EIR.
>
> Lastly, we have added you to the project notification list and you will be included in any future public notifications related to the project.
>
> Thanks,
> Danny
>
> Danny Santana, MPA
>
> Acting Planning & Environmental Manager - Community Development Department - Planning Division
> City of Torrance - 3031 Torrance Blvd. Torrance CA 90503 - (310) 618-5871 voice - (310) 618-5829 fax

DSantana@TorranceCA.gov - www.TorranceCA.Gov - www.Twitter.com/TorranceCA

Please consider the environment before printing this email.

From: David Caceres [mailto:dcaceres01@gmail.com]
Sent: Wednesday, August 09, 2017 9:25 AM
To: Santana, Danny
Cc: Gibson, Jeff; Bill Tymczyszyn; Steve & Jean Gill; Scott Sing; Hope Witkowsky; Mary Gagne
Subject: Butcher-Solana Residential Project

Danny:

Congratulations on the great job your doing in managing the above-referenced project! As you know (as also recently referenced in the Daily Breeze), this project that will get a lot of attention, mostly for the impact that it will have to our residential community. With that said, I have two comments/concerns:

First, please make sure that the project does in fact require that the driveway on Via Valmonte become "exit-only" and "right-out only" and that it also include "raised traffic" barriers to prevent any other type of ingress and egress at this driveway.

Second, I believe that this project will have a much better chance of residential acceptance if the total number of approved apartment units is significantly reduced from the currently contemplated 248 units. This, of course, will also have the effect of mitigating the added traffic congestion that this project will undoubtedly create.

In conclusion, I look forward to seeing an improvement to this particular parcel that will cause all of us to be happy and proud.

Regards,

David Caceres

4021 Mesa Street

Torrance, CA 90505

P.S. I copied some of my neighbors on this email. I do this only to allow them to read my thoughts on this project. I do not speak for them nor have I been asked to do so.

Lang, Nina

From: Gibson, Jeff
Sent: Tuesday, August 8, 2017 4:46 PM
To: Santana, Danny; Martinez, Oscar
Subject: FW: Butcher Hill Solana Residential Project

For the record

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Ashcraft, Heidi
Sent: Tuesday, August 08, 2017 4:23 PM
To: Jackson, LeRoy; Gibson, Jeff
Subject: Fwd: Butcher Hill Solana Residential Project

Sent from my iPhone

Begin forwarded message:

> **From:** Erin Hoffman <erinbhoffman@aol.com>
> **Date:** August 8, 2017 at 4:02:28 PM PDT
> **To:** PFurey@TorranceCA.Gov, HAshcraft@TorranceCA.Gov, TGoodrich@TorranceCA.Gov, MGriffiths@TorranceCA.Gov, MHerring@TorranceCA.Gov, GRizzo@TorranceCA.Gov, KWeideman@TorranceCA.Gov
> **Cc:** Silk Meredith <mesilk@msn.com>
> **Subject: Butcher Hill Solana Residential Project**
>
> Dear Torrance Council,
>
> Thank you, in advance, for this opportunity to express my vehement opposition to this development. My primary objection is the increase in traffic at an already congested intersection (especially during commuting hours) with a single lane in and out of Via Valmonte at Hawthorne. I understand the government is looking for whatever tax revenue that would be generated from that property and that the developers are looking for profit. Unfortunately, there are hidden and unintended negative consequences to concentrated growth.
>
> Please reconsider your support for the Butcher Hill Solana Residential project. Could there be a green space project at that location instead?
>
> Respectfully,
> Erin Hoffman
>
> Sent from my iPhone

Begin forwarded message:

From: Meredith Silk <mesilk@msn.com>
Date: August 8, 2017 at 12:38:59 PM PDT
Subject: Butcher Hill Solana Residential Project Huge Apartment Complex to be built on Via Valmonte and Hawthorne --Please Read!!!

Email Torrance Council with comments to be considered on this Butcher-Solana Project:

PFurey@TorranceCA.Gov, HAshcraft@TorranceCA.Gov, TGoodrich@TorranceCA.Gov, MGriffiths@TorranceCA.Gov, MHerring@TorranceCA.Gov, GRizzo@TorranceCA.Gov, KWeideman@TorranceCA.Gov

Lang, Nina

From: Gibson, Jeff
Sent: Tuesday, August 8, 2017 1:55 PM
To: Santana, Danny; Martinez, Oscar
Subject: FW: Butcher Solana Residential Project Via Valmonte and Hawthorne Blvd

For the record

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Goodrich, Tim
Sent: Tuesday, August 08, 2017 1:47 PM
To: Jackson, LeRoy
Cc: Gibson, Jeff
Subject: Fw: Butcher Solana Residential Project Via Valmonte and Hawthorne Blvd

Second person that mentions this being on a toxic landfill. Are you sure there wasn't some previous use along these lines?

Tim Goodrich
Councilmember, City of Torrance

From: Meredith Silk <mesilk@msn.com>
Sent: Tuesday, August 8, 2017 1:29 PM
To: Goodrich, Tim
Cc: Meredith Silk
Subject: Butcher Solana Residential Project Via Valmonte and Hawthorne Blvd

Butcher Solana Residential Project August 7th, 2017

To Tim Goodrich,
I live close by to this project that is being proposed. I am outraged and furious that the city would even consider having a high density living project on Via Valmonte and Hawthorne Blvd. This project is not compatible with the existing single family homes and to urbanize this community is a big mistake. This project will increase traffic tremendously and cause plenty of congestion and gridlock, increase car accidents, air pollution, increase driving time to get to work and back and decrease amount of spending quality time with family. This will also decrease our property values. There already is enough traffic trying to get to PCH coming from Hawthorne Blvd. We do not have the infrastructure for this development. The schools in the area are already overcrowded. There are already large lines at local markets to buy groceries. Nearby parking lots on PCH are already packed with cars trying to find a car space. We will need more police, fire, sewage lines, and more water, even though the threat of ongoing droughts loom. This lot being considered for development is on an earthquake fault and a former toxic landfill.

There is an election coming up this November. If this project goes any further, there will be a big uprising of people protesting and the mayor and other Torrance city council members are up for reelection. People will not vote for this mayor. Other city council members will face a reelection struggle or the likelihood of recall.

Sincerely,
Meredith Silk
mesilk@msn.com

Lang, Nina

From: Gibson, Jeff
Sent: Tuesday, August 8, 2017 1:54 PM
To: Santana, Danny; Martinez, Oscar
Subject: FW: Butcher-Solana Residential Project Concerns

For the DEIR

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Ashcraft, Heidi
Sent: Tuesday, August 08, 2017 12:01 PM
To: Jackson, LeRoy; Gibson, Jeff
Subject: Fwd: Butcher-Solana Residential Project Concerns

Sent from my iPhone

Begin forwarded message:

From: Ried Schott <lrschott@hotmail.com>
Date: August 8, 2017 at 11:37:28 AM PDT
To: "PFurey@TorranceCA.Gov" <PFurey@TorranceCA.Gov>, "HAshcraft@TorranceCA.Gov" <HAshcraft@TorranceCA.Gov>, "TGoodrich@TorranceCA.Gov" <TGoodrich@TorranceCA.Gov>, "MGriffiths@TorranceCA.Gov" <MGriffiths@TorranceCA.Gov>, "MHerring@TorranceCA.Gov" <MHerring@TorranceCA.Gov>, "GRizzo@TorranceCA.Gov" <GRizzo@TorranceCA.Gov>, "KWeideman@TorranceCA.Gov" <KWeideman@TorranceCA.Gov>
Cc: "j135cooper@yahoo.com" <j135cooper@yahoo.com>
Subject: Butcher-Solana Residential Project Concerns

Dear City Council Member,

I would like to express major concerns over the development of the proposed project in the above caption.

The first are safety concerns for those residents living near this hillside and those that would be living in the complex. The construction of such a project cold undermine the integrity of especially the buildings adjoining and near the hillside. Despite a possible favorable engineer study to the contrary, it is believed that there are unforeseen conditions that such a study

cannot take into account. In particular, the combination of this construction and a major earthquake could cause a calamity that could cost many lives. This shouldn't be a risk that the City of Torrance, and its Council Members should be willing to take.

My second concern relates to the traffic that would be caused at this intersection. As all Council members are undoubtedly aware, Hawthorne one of the most congested non-freeway streets in Torrance. This development would not only create more delays, but it would likely create a much more dangerous intersection at Hawthorne and Valmonte. Again, this would place more lives at risk.

Finally, it is not believed that this high density multi-family development is congruous or compatible with the adjoining single family residential neighborhood. As a former real estate appraiser, it is my opinion that it will cause substantial property value diminution to those homes closest to this proposed development on Via Valmonte.

Base on the above, it is believed the City Council should consider the serious consequences that impact not only residents and home owners in Torrance, but those in the adjoining communities of Palos Verdes Estates, Rolling Hills Estates and Rancho Palos Verdes, and not approve the Butcher-Solana Residential Pro as proposed.

Very truly yours,

Ried Schott

A Resident of Palos Verdes Estates

And Frequent Patron of Torrance Businesses

Lang, Nina

From: Fred Llano <fredllano@att.net>
Sent: Tuesday, August 8, 2017 8:27 PM
To: Santana, Danny
Subject: Butcher-Solana Resident Project

City of Torrance
This is to advise you that I did not receive the notice until today, August 8, 2017 along with the local grocery shopping flyers. It was never mailed to my physical address. I oppose the entire development due to the following reasons:
1. This project will create tremendous traffic problems especially on Via Valmonte .
2. The views of the local residential area will be effected.
3. The area is very close to an earthquake fault.
4. I am worried that the area was a previous mining area and am concerned about the soil being properly compacted. The soil is unstable.
5. There will be additional traffic signals required which will slow the traffic more than presently.
6. There should be concern about soil contamination from the land fill further down the area.
7. The project is too dense and will lower the values of the current housing in the area due to its density.
8.There could be the potential of mud slides being adjacent to a huge mountain behind it and soil slides due to an earthquake.
9. It may require new schools to be built for the additional children.
10. Actually the land should be attached to the present Howlett Park and not built on.Torrance needs more parks and green areas.
11. This project will impact the quality of air, cause noise pollution and traffic.

Fred Llano
3862 Paseo De Las Tortugas
Torrance, ca. 90505

Lang, Nina

From: Gibson, Jeff
Sent: Tuesday, August 8, 2017 4:45 PM
To: Santana, Danny; Martinez, Oscar
Subject: FW: Feedback on Butcher-Solana Project
Attachments: Letter to Torrance re Butcher Solana Project 8 7 17.pdf

For the record

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Rizzo, Geoffrey
Sent: Tuesday, August 08, 2017 2:57 PM
To: Santana, Danny
Cc: Gibson, Jeff
Subject: FW: Feedback on Butcher-Solana Project

Danny,

Comments for the project file.

Geoff

Geoff Rizzo
Councilman – City Council
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.2801 voice | 310.618-5841 fax | GRizzo@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

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From: Jim Illson [mailto:jim.illson@yahoo.com]
Sent: Tuesday, August 08, 2017 9:08 AM
To: Furey, Pat; Ashcraft, Heidi; Goodrich, Tim; Griffiths, Mike; Herring, Milton; Weideman, Kurt; Santana, Danny; Rizzo, Geoffrey
Cc: Inna Illson
Subject: Feedback on Butcher-Solana Project

Honorable Mayor Furey and City Council

Please see attached for our feedback on the proposed Butcher-Solana Development Project.

Jim Illson
Mobile: 310-650-3389

Lang, Nina

From: Gibson, Jeff
Sent: Tuesday, August 8, 2017 4:44 PM
To: Santana, Danny; Martinez, Oscar
Subject: FW: Butcher Solana Residential Project Via Valmonte and Hawthorne Blvd

For the record

Jeffery W. Gibson
Director, Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310-618-5983 voice | 310-618-5829 fax | JGibson@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

From: Ashcraft, Heidi
Sent: Tuesday, August 08, 2017 2:51 PM
To: Meredith Silk
Cc: Jackson, LeRoy; Gibson, Jeff
Subject: RE: Butcher Solana Residential Project Via Valmonte and Hawthorne Blvd

Ms. Silk,
Thank you for your email. With this email to you I am copying our City Manager and head of Planning Dept. There is a meeting scheduled this Thursday evening for discussion of this issue.

Heidi Ashcraft
Torrance City Council

From: Meredith Silk [mailto:mesilk@msn.com]
Sent: Tuesday, August 08, 2017 1:25 PM
To: Ashcraft, Heidi
Cc: Meredith Silk
Subject: Butcher Solana Residential Project Via Valmonte and Hawthorne Blvd

Butcher Solana Residential Project August 7th, 2017

To Heidi Ann Ashcraft,
I live close by to this project that is being proposed. I am outraged and furious that the city would even consider having a high density living project on Via Valmonte and Hawthorne Blvd. This project is not compatible with the existing single family homes and to urbanize this community is a big mistake. This project will increase traffic tremendously and cause plenty of congestion and gridlock, increase car accidents, air pollution, increase driving time to get to work and back and decrease amount of spending quality time with family. This will also decrease our property values. There already is enough traffic trying to get to PCH coming from Hawthorne Blvd. We do not have the infrastructure for this development. The schools in the area are already overcrowded. There are already large lines at local markets to buy groceries. Nearby parking lots on PCH are already packed with cars trying to find a car space. We will need more police, fire, sewage lines, and more water, even though the threat of ongoing droughts loom. This lot being considered for development is on an earthquake fault and a former toxic landfill.

There is an election coming up this November. If this project goes any further, there will be a big uprising of people protesting and the mayor and other Torrance city council members are up for reelection. People will not vote for this mayor. Other city council members will face a reelection struggle or the likelihood of recall.

Sincerely,
Meredith Silk
mesilk@msn.com

Lang, Nina

From: Rizzo, Geoffrey
Sent: Tuesday, August 8, 2017 3:03 PM
To: Santana, Danny
Cc: Gibson, Jeff
Subject: FW: Butcher-Solana Residential Project Concerns

Danny,

Citizen comments for the record.

Geoff

Geoff Rizzo
Councilman – City Council
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.2801 voice | 310.618-5841 fax | GRizzo@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

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From: Ried Schott [mailto:lrschott@hotmail.com]
Sent: Tuesday, August 08, 2017 11:37 AM
To: Furey, Pat; Ashcraft, Heidi; Goodrich, Tim; Griffiths, Mike; Herring, Milton; Rizzo, Geoffrey; Weideman, Kurt
Cc: j135cooper@yahoo.com
Subject: Butcher-Solana Residential Project Concerns

Dear City Council Member,

I would like to express major concerns over the development of the proposed project in the above caption.

The first are safety concerns for those residents living near this hillside and those that would be living in the complex. The construction of such a project cold undermine the integrity of especially the buildings adjoining and near the hillside. Despite a possible favorable engineer study to the contrary, it is believed that there are unforeseen conditions that such a study cannot take into account. In particular, the combination of this construction and a major earthquake could cause a calamity that could cost many lives. This shouldn't be a risk that the City of Torrance, and its Council Members should be willing to take.

My second concern relates to the traffic that would be caused at this intersection. As all Council members are undoubtedly aware, Hawthorne one of the most congested non-freeway streets in Torrance. This development would not only create more delays, but it would likely create a much more dangerous intersection at Hawthorne and Valmonte. Again, this would place more lives at risk.

Finally, it is not believed that this high density multi-family development is congruous or compatible with the adjoining single family residential neighborhood. As a former real estate appraiser, it is my opinion that it will

cause substantial property value diminution to those homes closest to this proposed development on Via Valmonte.

Base on the above, it is believed the City Council should consider the serious consequences that impact not only residents and home owners in Torrance, but those in the adjoining communities of Palos Verdes Estates, Rolling Hills Estates and Rancho Palos Verdes, and not approve the Butcher-Solana Residential Pro as proposed.

Very truly yours,
Ried Schott
A Resident of Palos Verdes Estates
And Frequent Patron of Torrance Businesses

Lang, Nina

From: Meredith Silk <mesilk@msn.com>
Sent: Tuesday, August 8, 2017 3:18 PM
To: Santana, Danny
Cc: Meredith Silk
Subject: Butcher Solana Residential Project Via Valmonte and Hawthorne Blvd

Butcher Solana Residential Project August 7th, 2017

To Danny Santana,
I live close by to this project that is being proposed. I am outraged and furious that the city would even consider having a high density living project on Via Valmonte and Hawthorne Blvd. This project is not compatible with the existing single family homes and to urbanize this community is a big mistake. This project will increase traffic tremendously and cause plenty of congestion and gridlock, increase car accidents, air pollution, increase driving time to get to work and back and decrease amount of spending quality time with family. This will also decrease our property values. There already is enough traffic trying to get to PCH coming from Hawthorne Blvd. We do not have the infrastructure for this development. The schools in the area are already overcrowded. There are already large lines at local markets to buy groceries. Nearby parking lots on PCH are already packed with cars trying to find a car space. We will need more police, fire, sewage lines, and more water, even though the threat of ongoing droughts loom. This lot being considered for development is on an earthquake fault and a former toxic landfill.

There is an election coming up this November. If this project goes any further, there will be a big uprising of people protesting and Mayor Furey and other Torrance city council members are up for reelection. People will not vote for this mayor. Other city council members will face a reelection struggle or the likelihood of recall.

Danny, please add me to contact list at mesilk@msn.com to keep me posted and updated on this project. Thank you.

Sincerely,
Meredith Silk
mesilk@msn.com

Lang, Nina

From: Rizzo, Geoffrey
Sent: Tuesday, August 8, 2017 3:05 PM
To: Santana, Danny
Cc: Gibson, Jeff
Subject: FW: Butcher Solana Residential Project Via Valmonte and Hawthorne Blvd

Danny,

Citizen comments for the record.

Geoff

Geoff Rizzo
Councilman – City Council
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.2801 voice | 310.618-5841 fax | GRizzo@TorranceCA.gov | www.TorranceCA.gov | www.Twitter.com/TorranceCA

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From: Meredith Silk [mailto:mesilk@msn.com]
Sent: Tuesday, August 08, 2017 1:39 PM
To: Rizzo, Geoffrey
Cc: Meredith Silk
Subject: Butcher Solana Residential Project Via Valmonte and Hawthorne Blvd

Butcher Solana Residential Project August 7th, 2017

To Geof Rizzo,
I live close by to this project that is being proposed. I am outraged and furious that the city would even consider having a high density living project on Via Valmonte and Hawthorne Blvd. This project is not compatible with the existing single family homes and to urbanize this community is a big mistake. This project will increase traffic tremendously and cause plenty of congestion and gridlock, increase car accidents, air pollution, increase driving time to get to work and back and decrease amount of spending quality time with family. This will also decrease our property values. There already is enough traffic trying to get to PCH coming from Hawthorne Blvd. We do not have the infrastructure for this development. The schools in the area are already overcrowded. There are already large lines at local markets to buy groceries. Nearby parking lots on PCH are already packed with cars trying to find a car space. We will need more police, fire, sewage lines, and more water, even though the threat of ongoing droughts loom. This lot being considered for development is on an earthquake fault and a former toxic landfill.
There is an election coming up this November. If this project goes any further, there will be a big uprising of people protesting and Mayor Furey and other Torrance city council members are up for reelection. People will not vote for this mayor. Other city council members will face a reelection struggle or the likelihood of recall.

Sincerely,
Meredith Silk
mesilk@msn.com

Santana, Danny

From:	Jim Illson <jim.illson@yahoo.com>
Sent:	Tuesday, August 08, 2017 9:08 AM
To:	Furey, Pat; Ashcraft, Heidi; Goodrich, Tim; Griffiths, Mike; Herring, Milton; Weideman, Kurt; Santana, Danny; Rizzo, Geoffrey
Cc:	Inna Illson
Subject:	Feedback on Butcher-Solana Project
Attachments:	Letter to Torrance re Butcher Solana Project 8 7 17.pdf

Honorable Mayor Furey and City Council

Please see attached for our feedback on the proposed Butcher-Solana Development Project.

Jim Illson
Mobile: 310-650-3389

August 7, 2017

Patrick Furey, Mayor of Torrance
City Council of Torance
Danny Santana, Planning and Environmental Manager

Honorable Mayor and City Council Members

My name is Jim Illson, and my wife Inna and I live at 24900 Via Valmonte in Torrance. This is a short distance up Via Valmonte from where the proposed Solana Butcher project would be located. We recently received the notice of this proposed project, and find many aspects of this proposed development highly troubling. We will be attending the public meeting on August 10th, but want to register our concerns in advance of the public session.

We have lived in Torrance for almost 9 years, and believe that if this development is allowed to proceed it will have a material negative impact on air and noise pollution, traffic congestion, quality of life and property values for ourselves and our neighbors.

We have reviewed the materials posted on the City of Torrance website, and find there are many aspects of the various studies which raise significant environmental concerns, and other study areas where the depth and quality of the analysis appears to be meaningfully deficient.

Here is a recap of our observations:

- **Environmental Impact Report (EIR):** There were approximately 80 factors considered in the EIR. Of those items, more than 50 were identified as having a potentially significant negative impact.
    - In particular, in EIR categories where there were more than 4 factors for each category (e.g Hydrology; Hazards; Geology; Noise; Transportation; Biological; Air Quality; Public Services; etc) the percentage of negative Significant Impact factors was over 70%.
    - Our bedroom faces the location of the project. Based on the proposed design which includes a rooftop deck and pool, we believe there will be significant noise and light pollution.
    - We did not see anything in the EIR which indicated how these significant negative impact areas would be addressed.
- **Traffic:** It appears the Traffic Study was conducted using a very limited sample taken during one month of 2016. There was not adequate data for us to assess the analytical rigor of this study, but based on our real-world experience of driving down Via Valmonte to Hawthorne Blvd every day (and frequently driving North on Hawthorne from Rolling Hills Road), the conclusions of this study do not fit with our experience, and seem simplistic and optimistic. We were not able to find much detail on the professional services firm which conducted this study, but believe that this study needs to be conducted with a more detailed methodology and a much broader current sampling of data.

- **Degradation of Public Services and Potential Increase in Criminal Activity:** As noted in our comments on the EIR, all five (5) factors in the Public Services category were rated as having significant potential negative impact. During the past 12 months, we have experienced 2 thefts from our home and our next-door neighbors have also had items stolen from their property. Given the significant increase in population from this project a short distance from our house, and the increase in transient guests and visitors, we are highly concerned about an increase in crime and personal safety.

- **Airbnb and Short-term Rentals:** We did find anything in the study which addresses how units in this proposed development might be used for Airbnb or other short-term rentals. We did not see anything in the materials which addressed how Airbnb-type rentals might be governed. Given the project's proximity to beach areas and the Palos Verdes peninsula, there is the potential for significant undesirable activity.

In conclusion, based on the information provided in the EIR and other materials, and our experience of living in the area where this project would be located, we believe there would be significant factors which would affect our health, safety, quality of life and property values. We strongly urge the City of Torrance to not allow this project to proceed.

Regards,



Jim Illson

August 7, 2017

Patrick Furey, Mayor of Torrance
City Council of Torance
Danny Santana, Planning and Environmental Manager

Honorable Mayor and City Council Members

My name is Jim Illson, and my wife Inna and I live at 24900 Via Valmonte in Torrance. This is a short distance up Via Valmonte from where the proposed Solana Butcher project would be located. We recently received the notice of this proposed project, and find many aspects of this proposed development highly troubling. We will be attending the public meeting on August 10th, but want to register our concerns in advance of the public session.

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We have reviewed the materials posted on the City of Torrance website, and find there are many aspects of the various studies which raise significant environmental concerns, and other study areas where the depth and quality of the analysis appears to be meaningfully deficient.

Here is a recap of our observations:

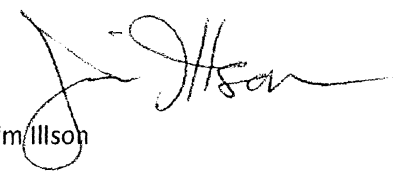
- **Environmental Impact Report (EIR):** There were approximately 80 factors considered in the EIR. Of those items, more than 50 were identified as having a potentially significant negative impact.
    - In particular, in EIR categories where there were more than 4 factors for each category (e.g Hydrology; Hazards; Geology; Noise; Transportation; Biological; Air Quality; Public Services; etc) the percentage of negative Significant Impact factors was over 70%.
    - Our bedroom faces the location of the project. Based on the proposed design which includes a rooftop deck and pool, we believe there will be significant noise and light pollution.
    - We did not see anything in the EIR which indicated how these significant negative impact areas would be addressed.
- **Traffic:** It appears the Traffic Study was conducted using a very limited sample taken during one month of 2016. There was not adequate data for us to assess the analytical rigor of this study, but based on our real-world experience of driving down Via Valmonte to Hawthorne Blvd every day (and frequently driving North on Hawthorne from Rolling Hills Road), the conclusions of this study do not fit with our experience, and seem simplistic and optimistic. We were not able to find much detail on the professional services firm which conducted this study, but believe that this study needs to be conducted with a more detailed methodology and a much broader current sampling of data.

- **Degradation of Public Services and Potential Increase in Criminal Activity:** As noted in our comments on the EIR, all five (5) factors in the Public Services category were rated as having significant potential negative impact. During the past 12 months, we have experienced 2 thefts from our home and our next-door neighbors have also had items stolen from their property. Given the significant increase in population from this project a short distance from our house, and the increase in transient guests and visitors, we are highly concerned about an increase in crime and personal safety.

- **Airbnb and Short-term Rentals:** We did find anything in the study which addresses how units in this proposed development might be used for Airbnb or other short-term rentals. We did not see anything in the materials which addressed how Airbnb-type rentals might be governed. Given the project's proximity to beach areas and the Palos Verdes peninsula, there is the potential for significant undesirable activity.

In conclusion, based on the information provided in the EIR and other materials, and our experience of living in the area where this project would be located, we believe there would be significant factors which would affect our health, safety, quality of life and property values. We strongly urge the City of Torrance to not allow this project to proceed.

Regards,



Jim Illson

Lang, Nina

From: Gary Hart <garylhart@gmail.com>
Sent: Monday, August 7, 2017 11:08 AM
To: Santana, Danny
Subject: Proposed development at Butcher Hill

Torrance City Planner,

I have been a resident on Newton Street in Torrance for over 35 years, and I have a great concern on the planned 248 condos for Butcher Hill.
Newton Street has always been used as a short cut for folks to avoid PCH and Hawthorne. The amount and speed of traffic on Newton between Vista Montana and Hawthorne exceeds anything that should be allowable for a neighborhood street that has no sidewalks. No visible attempts by the city to calm the traffic on Newton has happened in over a decade, and the problem just continues to get worse.

The intersections of Newton and Hawthorne, and Via Valmonte and Hawthorne are dangerous, impacted, and cannot carry the traffic safely that is there today. I have several friends that have been in serious traffic accidents on those intersections, I have seen bicyclists run off the road, and I have had many near misses over the years.

The addition of 248 condos will add at least 700 vehicle trips each day. The infrastructure in this are cannot bear that additional traffic load with out major improvements. For example, there are three spots on Newton where, when cars are parked on the street, two cars cannot pass at the same time. There are two "blind" intersections where pedestrians must walk in the traffic lane to get by (and by pedestrians I mean kids walking to school).

Our infrastructure needs improvements as is. The city could enforce the traffic laws (e.g. stop signs that are ignored, left turn restrictions that are ignored) to help correct the issues. Also, groups of bicycle riders are using Newton more and more. These groups do not obey the traffic laws.

I would urge you to vote against this sort of development in the Walteria area. Our safety and the safety of our children, and our quality of life is at risk at current traffic levels and driver behaviors.

I thank you for your consideration.

Lang, Nina

From: Terry Griggs <btgriggs@cox.net>
Sent: Monday, August 7, 2017 7:09 PM
To: Santana, Danny
Subject: 248 unit apartment complex at Hawthorne & Via Valmonte

Hi Mr. Santana,

We wanted to let you know that we have lived in this area and neighborhood for over 50 years and my family and I would hate to see such a large complex to be built in the "pit" area. The neighborhood is full of multi-million dollar single family homes. It would not be conducive to build a 248 unit apartment complex at the mouth of the neighborhood. This will bring transient type tenants and crime and loitering will increase. This apartment complex will also add almost 450-750 more cars/people to that one corner that already backs up during commuter hours. Torrance is already growing way too fast and the traffic is horrendous. We do not want to see over 500 additional people move into the mouth of the neighborhood.

We do not think the city of Torrance should entertain anything but a development of single family homes in that pit area.

Thank you.

Bill & Terry Griggs & Robert Griggs
4301 Paseo de las Tortugas
Torrance, CA 90505

Lang, Nina

From: Debbie <dsinger303@aol.com>
Sent: Monday, August 7, 2017 1:03 PM
To: Santana, Danny
Subject: Butcher Hill Development

I am totally against this development. I live on Newton Street and we have always had a problem with cars using our street as a cut off from Pacific Coast Hwy. Adding another huge development will only increase this flow of traffic and affect all of us in Walteria. Our city is getting out of control with its development. The traffic is terrible and will only keep getting worse. We need Newton Street to either be made a one way or put in more stop signs or speed bumps. There are a lot more families with children living in this area and it is dangerous because of the influx of traffic.

Debbie Singer
3959 Newton St.
Torrance, CA 90505
310-373-4849

Debbie Singer dsinger303@aol.com

Lang, Nina

From: Lee Ann Hart <lahart5@gmail.com>
Sent: Monday, August 7, 2017 11:21 AM
To: Santana, Danny
Subject: Scoping Meeting Butcher Hill Development 8/10/17

City Planning Department:

I am writing to express my objection to the proposed Butcher Hill Development.

As a resident on Newton Street in Torrance for over 35 years, I have a great concern regarding the planned 248 condos for Butcher Hill.
Newton Street and Hawthorne Blvd already has serious traffic concerns without adding more traffic, pollution and density to this area.

I ask the Planning Commission to vote against this type of development in the Walteria area.
Our safety, the safety of our children, and our quality of life is at risk.

I thank you for your consideration.

Lee Ann Hart
3868 Newton Street
Torrance

Lang, Nina

From: Poirier, Rebecca
Sent: Monday, August 7, 2017 2:48 PM
To: Santana, Danny
Subject: FW: Implore you to vote "nay" on Butcher Hill Development

From: Vicki [mailto:DrVictoriaRadel@cs.com]
Sent: Monday, August 07, 2017 11:23 AM
To: Furey, Pat <PFurey@TorranceCA.gov>; Ashcraft, Heidi <HAshcraft@TorranceCA.gov>; Goodrich, Tim <TGoodrich@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>; Herring, Milton <MHerring@TorranceCA.gov>; Rizzo, Geoffrey <GRizzo@TorranceCA.gov>; Weideman, Kurt <KWeideman@TorranceCA.gov>; Poirier, Rebecca <RPoirier@TorranceCA.gov>; Cortez, Dana <dcortez@TorranceCA.gov>
Cc: Gary Hart <garylhart@gmail.com>; Lee Ann & Gary Hart <lahart5@gmail.com>; Peggy Maddox <PeggyKay@aol.com>; Cindy Constantino <clbc7@hotmail.com>; Judy Brunti <judyfrooti@yahoo.com>; Judy English <crudlish@mac.com>; Ruth Vogel <ruthvogel@earthlink.net>; Sheri Ghaby <sghaby@gmail.com>; Linda Gohata <gohata@aol.com>; Dr Vicki Radel <drvictoriaradel@cs.com>
Subject: Implore you to vote "nay" on Butcher Hill Development

Esteemed Mayor and Council Members:
Traffic Congestion increases in our Torrance community at a horrific pace!
Please halt the anticipated greater increase by voting in opposition to the additional threat to our quality of life.
My dear friends, the Harts on Newton, will be immediately, and as long as they live, negatively impacted if you allow this monstrosity to go forward. The rest of us, who travel on Newton and Hawthorne will become victims of poor judgment and additional 700 vehicles in our midst, if it proceeds, as well.
Therefore, I implore you to proceed as if you were the residents whose quality of life would be butchered as a result of the Butcher Hill Development project and please vote "NO"!
Respectfully,
Dr. Vicki Radel
43 year resident Torrance

Begin forwarded message:

From: Gary Hart <garylhart@gmail.com>
Subject: Butcher Hill Development
Date: August 7, 2017 at 10:57:50 AM PDT
To: "to: Pat Furey" <PFurey@torranceca.gov>, "hashcraft@torranceca.gov" <HAshcraft@torranceca.gov>, "tgoodrich@torranceca.gov" <TGoodrich@torranceca.gov>, "mgriffiths@torranceca.gov" <MGriffiths@torranceca.gov>, MHerring@torranceca.gov, "grizzo@torranceca.gov" <GRizzo@torranceca.gov>, Kurt Weideman <KWeideman@torranceca.gov>, RPoirier@torranceca.gov, DCortez@torranceca.gov

Honored Council Members,

I have been a resident on Newton Street in Torrance for over 35 years, and I have a great concern on the planned 248 condos for Butcher Hill.
Newton Street has always been used as a short cut for folks to avoid PCH and Hawthorne. The amount and speed of traffic on Newton between Vista Montana and Hawthorne exceeds anything that should be allowable for a neighborhood street that has no sidewalks. No visible attempts by the city to calm the traffic on Newton has happened in over a decade, and the problem just continues to get worse.

The intersections of Newton and Hawthorne, and Via Valmonte and Hawthorne are dangerous, impacted, and cannot carry the traffic safely that is there today. I have several friends that have been in serious traffic accidents on those intersections, I have seen bicyclists run off the road, and I have had many near misses over the years.

The addition of 248 condos will add at least 700 vehicle trips each day. The infrastructure in this are cannot bear that additional traffic load with out major improvements. For example, there are three spots on Newton where, when cars are parked on the street, two cars cannot pass at the same time. There are two "blind" intersections where pedestrians must walk in the traffic lane to get by (and by pedestrians I mean kids walking to school).

Our infrastructure needs improvements as is. The city could enforce the traffic laws (e.g. stop signs that are ignored, left turn restrictions that are ignored) to help correct the issues. Also, groups of bicycle riders are using Newton more and more. These groups do not obey the traffic laws.

I would urge each and everyone of you to vote against this sort of development in the Walteria area. Our safety and the safety of our children, and our quality of life is at risk at current traffic levels and driver behaviors.

I thank you for your consideration.

Gary Hart
3868 Newton St
Torrance, CA 90505

Lang, Nina

From:	joseph eustaquio <recon_marine_90501@yahoo.com>
Sent:	Monday, August 7, 2017 4:56 PM
To:	Santana, Danny
Cc:	Joseph Eustaquio
Subject:	Butcher-Solana Residential Project

Dear Mr. Danny Santana, Planning & Environment Manager:

I have reviewed your planned project to develop 248 apartment units in (3) 5-story buildings providing 484 parking spaces in (1) 6-story parking structure in the Palos Verdes Estates and Rolling Hills Estates region adjacent to my community.

I oppose this development and have great concerns that the development what create the following;
- Ruin the Small Town feel of our South Bay community.
- Increase Renters population creating a larger transient group of residents not vested in the overall well-being of the community.
- Unnecessarily negatively impact the Ecosystem and Wildlife.
- Create overburdening our Public Works (Water mains drainage, Pollution Control, and Electrical Grid) resulting in unnecessary outages, breaks and ruptures, disruptions, closures, alerts, and related expenses.
- Unnecessary increase and overburdening of Public Services and Emergency Services resulting in increased potential for crime and criminal proliferating in the immediate community, which in turn raises the Crime Rates and Victims Rates.
- Increased Traffic burdens on our local streets resulting in more gridlock, accidents, and road rage along with increased health and safety issues for locals, pedestrians, children, and cyclists.
- Potential for negatively impacting and decreasing property values for current and future homeowners in our immediate area due to aspect of increased high renter population density as experienced in other communities adjacent to the South Bay area.

In closing, it is with great thought and concern that I raise these issues in order that the families, homeowners, and vested residents in my community and those immediately adjacent can maintain their health, well-being, and prosperity.

Regards,
Mr. Joseph Eustaquio
310-755-4813
recon_marine_90501@yahoo.com

Lang, Nina

From: Poirier, Rebecca
Sent: Monday, August 7, 2017 3:13 PM
To: Santana, Danny
Subject: FW: Butcher Hill Development

From: Gary Hart [mailto:garylhart@gmail.com]
Sent: Monday, August 07, 2017 10:58 AM
To: Furey, Pat <PFurey@TorranceCA.gov>; Ashcraft, Heidi <HAshcraft@TorranceCA.gov>; Goodrich, Tim <TGoodrich@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>; Herring, Milton <MHerring@TorranceCA.gov>; Rizzo, Geoffrey <GRizzo@TorranceCA.gov>; Weideman, Kurt <KWeideman@TorranceCA.gov>; Poirier, Rebecca <RPoirier@TorranceCA.gov>; Cortez, Dana <dcortez@TorranceCA.gov>
Subject: Butcher Hill Development

Honored Council Members,

I have been a resident on Newton Street in Torrance for over 35 years, and I have a great concern on the planned 248 condos for Butcher Hill.
Newton Street has always been used as a short cut for folks to avoid PCH and Hawthorne. The amount and speed of traffic on Newton between Vista Montana and Hawthorne exceeds anything that should be allowable for a neighborhood street that has no sidewalks. No visible attempts by the city to calm the traffic on Newton has happened in over a decade, and the problem just continues to get worse.

The intersections of Newton and Hawthorne, and Via Valmonte and Hawthorne are dangerous, impacted, and cannot carry the traffic safely that is there today. I have several friends that have been in serious traffic accidents on those intersections, I have seen bicyclists run off the road, and I have had many near misses over the years.

The addition of 248 condos will add at least 700 vehicle trips each day. The infrastructure in this are cannot bear that additional traffic load with out major improvements. For example, there are three spots on Newton where, when cars are parked on the street, two cars cannot pass at the same time. There are two "blind" intersections where pedestrians must walk in the traffic lane to get by (and by pedestrians I mean kids walking to school).

Our infrastructure needs improvements as is. The city could enforce the traffic laws (e.g. stop signs that are ignored, left turn restrictions that are ignored) to help correct the issues. Also, groups of bicycle riders are using Newton more and more. These groups do not obey the traffic laws.

I would urge each and everyone of you to vote against this sort of development in the Walteria area. Our safety and the safety of our children, and our quality of life is at risk at current traffic levels and driver behaviors.

I thank you for your consideration.

Gary Hart
3868 Newton St

Torrance, CA 90505

Santana, Danny

From: Jeffrey Brody <dr.jb@cox.net>
Sent: Sunday, August 06, 2017 6:21 PM
To: Santana, Danny
Subject: The Butcher-Solana Residential Project

Friday, August 6, 2017
Dear Mr. Santana ~
I am writing to you to express my displeasure with, and disapproval of, the proposed Butcher-Solana Residential Project.
At various times of day, the intersection of Hawthorne Blvd. and Via Valmonte is significantly backed up. Having to wait for the traffic light to cycle to the next green twice before being able to get through the intersection is not unusual. I have witnessed emergency vehicles, with lights flashing and sirens blaring, struggle terribly slowly to get through this intersection, with every second *PUTTING LIVES AT GREATER RISK*. Constructing a multi-unit residence at this intersection will undoubtedly lead to greater delays and even chaos as cars remain in the middle of the intersection, unable to move. I have no doubt that in addition to the greater inconvenience and frustration that will certainly take place, tempers are apt to flare more often, and emergency vehicles will take longer to reach their destinations.
I am completely against this project moving forward. Please contact me with information on how I can make my voice heard more strongly and widely.
Thank you,
Jeffrey Brody, Ph.D.
Clinical Psychologist
Dr.JB@Cox.Net
cell: (310) 940-2176

Santana, Danny

From: Janine Van Poppelen <jvanpoppelen@yahoo.com>
Sent: Sunday, August 06, 2017 7:50 PM
To: Santana, Danny
Subject: Via Valmonte and Hawthorne Building proposal

Dear Office of the Torrance City Planner,

It has come to my attention that there is a proposed 5-buillding apartment complex for the Via Valmonte/Hathorne Blvd. space, which I am sure you are aware.

I do hope to attend the Scoping Meeting at City Hall on Aug 10 to voice my concern, but wanted to be sure to share my thoughts with you directly, as you did on my front door.

I am not opposed to building on that corner; however, the size and number of residents needs to be addressed. The infratructure, ingress and egress of the area cannot sustain the proposed 300 unit, 5 building structure. I hope you will review all information and weigh in as appropriate for that space.

Thanks - Janine Van Poppelen

-- Janine Van Poppelen

Santana, Danny

From: Miriam Varend <mir3var@icloud.com>
Sent: Friday, August 04, 2017 9:40 AM
To: Santana, Danny
Subject: Butcher-Solana Residential Project

Mr. Santana -

I am a resident of RPV who frequently drives Hawthorne Blvd, in both directions, to access shopping in Torrance and return home. I want to express my grave concerns over the proposed Butcher Hill residential project.

The intersections of Hawthorne/Via Valmonte and Hawthorne/Newton, as well as the 2 lane roadways through Walteria, are currently traffic choke points. For example, during peak traffic periods I have waited as long as 4 traffic signals to turn left onto Newton from northbound Hawthorne. During peak morning and afternoon/evening traffic periods the traffic backs up on both the north and southbound sides of Hawthorne due to the press of cars, 2 lanes through Walteria, and the mis-timed lights at the cramped intersections of Via Valmonte and Newton.

The addition of hundreds of apartments at Butcher Hill, contributing hundreds of additional cars (assuming in general, 2 cars per apartment) will create a traffic nightmare at the already choked intersections and roadway mentioned above, force drivers onto Crenshaw and residential side streets creating new traffic choke points, increased pollution, and safety issues.

The Butcher Hill project is ill advised and should not be approved by the City of Torrance. I plan on advising the RPV City Council of my concerns and ask them to take appropriate action. Thank you for your consideration of my concerns.

Miriam Varend

Santana, Danny

From: Susan Brody <susanbrody@cox.net>
Sent: Friday, August 04, 2017 9:46 AM
To: Santana, Danny
Cc: 'JEFF'
Subject: Butcher-Solana Residential Project

Hello Mr. Santana,

We live in the Valmonte area of Palos Verdes Estates. We use Via Valmonte to exit the Peninsula every day, at least once a day. Sometimes we have to wait for the light to cycle twice to turn north (left) from Via Valmonte to Hawthorne Boulevard. Sometimes the traffic is so backed up on Hawthorne Blvd that we can't turn left onto Hawthorne even though we have the green light because there is nowhere to go. Now we understand that a dense housing project is planned for that very corner of Via Valmonte and Hawthorne Boulevard. We are against this as this project would only intensify a problem that already exists. We want to be included in any discussions and meetings where this project is discussed. So if there is a list, please include us.

Jeff and Susan Brody
4260 Via Alondra
Palos Verdes Estates, CA 990372
susanbrody@cox.net
310.408.5021

Santana, Danny

From: Terry White <terry4274@gmail.com>
Sent: Friday, August 04, 2017 11:38 PM
To: Santana, Danny
Subject: Oppose Butcher-Solana project

Dear Project Planner

I strongly against this apartment project. It will harm the existing living environment and bring too much traffic to this surrounding area. This plan has NO common sense and the apartment could damage the whole surrounding residential area. Please reconsider this plan. Thanks!

Xuqiang Bai

2933 Winlock RD. Torrance CA 90505

Alan & Tina Virgil
24660 Via Valmonte
Torrance, California 90505
(310)791-9855 phone
(310_791-9865 fax
E-mail:avirgil@sbrmins.com

RECEIVED
AUG 07 2017
CITY OF TORRANCE
COMMUNITY DEVELOPMENT DEPT

August 3, 2017

Mr. Danny Santana – Planning and Environmental Manager
City of Torrance
3031 Torrance Blvd.
Torrance, CA 90503

Re: Butcher -Solana Residential Project

Dear Mr. Santana,

We will (perhaps) be the most affected residents by this proposed new project and must post our objection to this overly aggressive project that will greatly impact us as local residents and cause continuous problems. The proposed project will add enormous traffic, noise, pollution and congestion and will bottleneck traffic beyond reason. We have lived here since June 1984 and already know how badly traffic can back up on Via Valmonte and many times we have to sit and wait for a generous person to allow us in and out of our driveway and this condition will be increased substantially with this new project as traffic bottlenecks getting to and from Via Valmonte and Hawthorne Blvd. It's bad enough now without adding more congestion and delays.

There apparently is a new project also going on right across the street where the access road will lead into this proposed new project. So now we're also going to have to contend with people from this new additional development plus this one. Immediately I foresee huge and often daily bottlenecks accessing Via Valmonte / Hawthorne Blvd from every direction. And at the traditional busy times of the day, the congestion and delays will be beyond belief.

The proposed Butcher – Solana Residential Project is overly aggressive and will add an unbearable burden on the local Torrance residents as well as the hundreds of PV motorists that go up and down Via Valmonte daily. As mentioned, we've live here 33 years so can assure you that there are probably thousands of residents, delivery trucks, ambulances, etc., that go up and down Via Valmonte daily. It is a major artery and to add the additional volume of traffic that will inherently flow in and out of these two new development sites at the corner of Via Valmonte and Hawthorne will cause tremendous traffic problems at peak periods as well as ongoing traffic flow.

What concerns us even more is that from we have read, what is apparently ultimately planned is to further expand this proposed development by even more / additional developments, so the problems that we foresee will surely be exacerbated as even more people move in.

This is too much in too little of space and should soundly be rejected or at least significantly scaled back before you impose great hardships on your constituents.

Thank you.

Sincerely,

Alan K. Virgil

Alan K. Virgil

Santana, Danny

From: robin fontenot <robinincali@gmail.com>
Sent: Thursday, August 03, 2017 10:36 AM
To: Santana, Danny
Subject: Butcher-Solana residential project

I vote no. Being a life time resident of RPV, over the last decade, it has become longer and gridlock to drive these cities' streets. We are already crammed in like sardines on what once was open land and quiet. We do not need more residential or businesses. Already enough. The once green, full of trees palos verdes peninsula hill I've called home for over half a century has progressively been flattened and is slowly but steadily blending in with the rest of the concrete jungle of Los Angeles county. Please, do not destroy this tiny section and create more gridlock and bring in more people.

ThAnk you

Robin Fontenot
Rancho Palos Verdes

--
robin :)

Santana, Danny

From: Cid Stoltenberg <cidstoltenberg@hotmail.com>
Sent: Tuesday, August 01, 2017 6:31 PM
To: Santana, Danny
Subject: Butcher Solana residential project

Dear Sirs:
my name is Cid Stoltenberg, my address is 5112 Vanderhill Rd., Torrance CA.

I will unfortunately be unable to attend the meeting on August 10 as i am out of town.

I would however like to communicate my displeasure with the proposed project. Current traffic is already very poor in that area, and from what i've read, the project has no intention to do anything to enhance and improve our neighborhood.

For any consideration for them to go forward, i would like to see traffic impacts addressed with road improvements, and or other infrastructure added to improve our neighborhood.

Please do NOT allow the project to go forward with out more being offered by the developer.

thank you,
brgds,
Cid Stoltenberg

Santana, Danny

From: Jerene Armendarez <jerenebutterfly@att.net>
Sent: Sunday, July 30, 2017 3:15 PM
To: Santana, Danny
Subject: Butcher Hill Project

I am very concerned about the traffic problems the Butcher Hill Project will bring to this area. What does the city council plan to do regarding environmental issues?
Thank you for a reply.

Respectfully,
Jerene Armendarez

Santana, Danny

From: Michel Vaccaro <mmgv45@gmail.com>
Sent: Thursday, July 27, 2017 5:42 PM
To: Santana, Danny
Subject: Butcher Hill Project

Dear Sir,
As a resident of Country Hills, I must protest you bringing in a 250+ housing project into the area. To say it will have little environmental impact is a joke. Your plans will turn my neighbourhood into a "hood", packing too many people into such a small space. I can only imagine my property value decrease.

I beg you, please do not allow this project to progress! It will increase traffic, add tons of kids to already overcrowded schools and decrease my property values. Let's keep Torrance boring! The area is already too busy!

Thank you,
Michel Vaccaro
3028 Glenwood Circle
Torrance Ca 90505

Michel Guthrie Vaccaro

Santana, Danny

From: Ann Hinchliffe <ahinchliffe@bhhmgmt.com>
Sent: Thursday, July 27, 2017 5:37 PM
To: Santana, Danny
Subject: Re: Butcher-Solana Development Project

Thank you. My mailing address is:
3825 Paseo del Campo, Palos Verdes Estates, CA 90274.
Ann Hinchliffe

Sent from my iPhone

> On Jul 27, 2017, at 3:31 PM, Santana, Danny <DSantana@TorranceCA.gov> wrote:
>
> Ms. Hinchliffe,
>
> Thank you for your comments. A copy of your e-mail has been placed in the project file and will be forwarded to the City's environmental consultant preparing the Environmental Impact Report (EIR) for the project to ensure that the potential environmental impacts you raise are covered in the forthcoming Draft EIR. Please note that the City has scheduled a Scoping Meeting for the public to provide their comments related to the project on August 10th, 2017, at 6:30 pm in the City Council Chambers (located at 3031 Torrance Boulevard).
>
> Lastly, if you would like to be included in future public notifications for this project, please provide your mailing address so we can include it in the project's notification list.
>
> Thanks,
> Danny Santana
> Danny Santana, MPA
> Acting Planning & Environmental Manager - Community Development
> Department - Planning Division City of Torrance - 3031 Torrance Blvd.
> Torrance CA 90503 - (310) 618-5871 voice - (310) 618-5829 fax
> DSantana@TorranceCA.gov - www.TorranceCA.Gov - www.Twitter.com/TorranceCA Please consider the environment before printing this email.
>
> -----Original Message-----
> From: Ann Hinchliffe [mailto:ahinchliffe@bhhmgmt.com]
> Sent: Thursday, July 27, 2017 12:46 PM
> To: Santana, Danny
> Cc: adahlerbruch@pvestates.org
> Subject: Butcher-Solana Development Project
>
> Mr. Santana,
>
> I wish to state my concerns about this "residential" project which I feel will be too dense for the neighborhood and, further, will cause major traffic congestion at the foot of the hill.
>
> I also understand that an earthquake fault runs through that property, which makes it a risky venture that could affect lives and property.
>

> I am a neighbor in the Valmonte section of Palos Verdes Estates and drive on Via Valmonte daily for my daily needs (Chevron Station, Walteria Cleaners, ABC Pools, etc.) as well as egress to Torrance's malls, doctors, hospitals, theaters and cultural events. Therefore the proposed development will affect me greatly.
>
> I would appreciate my name and email address being added to your notification list.
>
> Thank you,
> Ann L. Hinchliffe
> ahinchliffe@bhhmgmt.com
>

Santana, Danny

From: Jenny Gu <jennygu@gmail.com>
Sent: Wednesday, July 26, 2017 10:02 PM
To: Santana, Danny
Subject: Comments and Questions on the Butcher-Solana Residential Development Project

Dear Mr. Danny Santana

I live near the development site for the Butcher-Solana Residential Development Project. After review the notice of preparation of environmental impact report, as much as I love seeing that plot of land being developed, I strongly opposite building so many apartment units in that area.

With 248 units and 484 parking spaces, the traffic on Hawthorne will get significantly worst (and it is already pretty bad as it is). How is the city and development company plan to mitigate the traffic jam?

Furthermore, more residents mean more students for the local k-12 schools. The classrooms already have too many students per teacher as it is, how will the schools able to support additional students? Is the development company plan to pay additional tax (Mello-Roos) so the schools can hire more teachers and buy more equipment to support the additional students?

What about noise and pollution impact to the nearby residents during constructions? How is the the company plan to mitigate its impact? How is the city plan to enforce it?

I would like to see the empty plots being develop but I would much prefer it being turn into a park or single family homes.

Regards,

Jenny Gu
jennygu@gmail.com
(626) 872-5366

December 6, 2018

Danny Santana – Planning and Environmental Manager
CITY OF TORRANCE
3031 Torrance Boulevard
Torrance, CA 90503

Subject: Butcher-Solana Residential Project, City of Torrance – Traffic Impact Study Review

Dear Mr. Santana:

Introduction

My name is Bryan Estrada (AICP, PTP), and I work as a Senior Associate in charge of transportation planning, traffic engineering and environmental planning reports and documents for a Southern California based engineering firm. On behalf of my father, Mr. Larry Estrada (24648 Via Valmonte), who has also worked as a transportation consultant, I would like to submit this personal courtesy review of the *Solana Torrance Revised Traffic Impact Study*, prepared by KHR Associates, April 20, 2017 (Traffic Study) and the *Butcher-Solana Residential Development Project Initial Study*, prepared by Placeworks, July 2017 (Initial Study).

Background

Since the property at 24648 Via Valmonte has been in the family since its construction in 1959, our familiarity with the surrounding residential areas allows us the opportunity to recognize existing traffic impacts that could often be overlooked or miscalculated in a standard traffic impact study. Furthermore, we have independently prepared, or have been involved in the preparation of hundreds of traffic impact analysis and/or reports, and are fully aware of the complexity of data gathering, the subsequent analysis, and the possibility for error within these technical documents. We also recognize KHR Associates to be a highly respected firm, and therefore feel any errors or omissions found in the Solana Torrance Revised Traffic Impact Study, April 20, 2017, would reflect the complexity of the analysis, and not the competence or the intent of the consultant.

Since the release of the much anticipated Final Draft EIR/Traffic Study has been pushed back several months, we feel it is important to continue to reiterate all traffic concerns that will, or could, add traffic to areas already significantly impacted. Therefore, the purpose of sending you this document at this time is to continue to provide relevant information that will assist the City of Torrance in its ongoing evaluation of all existing and future traffic impacts associated with the proposed development of the Butcher-Solana Residential Project.

Project Description

According to the Butcher-Solana Notice of Preparation of Environmental Impact Report and Scoping Meeting, July 27, 2017 (NOP), the Butcher-Solana Residential Project (project) is located on a 24.68-acre former diatomaceous earth quarry site at the southwest corner of Hawthorne Boulevard and Via Valmonte, in the City of Torrance. The project would consist of constructing and operating 248 apartment units in three 5-story buildings, each consisting of four residential floors above a ground-level garage. The project would provide a total of 484 parking spaces in one 6-story parking structure, as well as in the ground-level parking garages and additional surface parking. Access to the project site is proposed through one driveway entrance on Hawthorne Boulevard (right-in/right-out only) and one exit-only driveway on Via Valmonte (right-out only).

Comments

Based on our professional experience in transportation/traffic engineering, several errors and omissions in the preparation of the *Solana Torrance Revised Traffic Impact Study*, April 20, 2017, prepared by KHR Associates (Traffic Study) have been identified and are described in the following comments.

1. Project Description, Page 6. The Traffic Study indicates the project will include 546 parking spaces in a subterranean structure. This is not consistent with the project description provided in the Initial Study and NOP, which indicates the project would include a total of 484 parking spaces in a 6-story structure. Please confirm the actual amount of parking to be provided and update the report as needed.

2. Table I – Study Area Roadways & Intersections, Page 10. The Traffic Study should include the roadway segments of Newton Street, east and west of Hawthorne Boulevard, as part of the traffic study area. The proposed project is shown to distribute traffic to these segments, therefore, they should be included within the analysis of potential impacts. Newton Street west of Hawthorn Boulevard is a residential street already experiencing high traffic volumes due to high levels of cut-through traffic. Newton Street East of

Hawthorne Boulevard is primarily a residential district also experiencing high traffic volumes due to cut-through traffic. The City of Torrance has already made attempts to limit the amount of cut-through traffic by installing regulatory signs restricting right turns onto eastbound Newton Street from northbound Hawthorne Boulevard. However, according to the Traffic Study (Figure 17), the project would contribute up to 20% of its 1,650 daily trips to Newton Street between Hawthorne Boulevard and PCH, further exacerbating an existing problem. Per CEQA requirements, the analysis must identify all areas where the project may result in significant traffic impacts.

3. Description of Roadway Segments, Page 11. The description of Via Valmonte is incomplete, misleading, and fails to mention several physical characteristics which reduce level of service operations and capacity of this street. This includes such things as the high number of residential driveway access points present along Via Valmonte, the narrow lane widths, lack of shoulders and sidewalks, dramatic vertical and horizontal curves, on-street parking, and speed limits. Via Valmonte also has speed humps with corresponding 15 mph signage and raised medians and signage restricting cut-through traffic at the intersection of Paseo De Las Tortugas. It is recommended that a more complete and detailed descriptions of the study area be provided.

4. A.M. and P.M. Peak Hours, Page 14. The Traffic Study does not analyze all potential peak periods of traffic. Page 14 indicates traffic counts were obtained during the AM (7-9) and PM (4-6) peak hours on a Wednesday in April, 2016. No consideration was given to peak weekend conditions, peak summer months or peak holiday season traffic. As shown in the City of Torrance *Citywide Traffic Analysis*, holiday season traffic is significantly higher than non-holiday season traffic along Hawthorne Boulevard. Therefore, the analysis may not consider the worst-case peak conditions and traffic impacts are potentially underestimated.

5. A.M. and P.M. Peak Hours, Page 14. Traffic counts are now over 2 years old and may not adequately represent current baseline conditions at the time the EIR is prepared. Typically, traffic counts are valid for one year prior to initiating the final environmental document. The Traffic Study should be updated with current traffic counts.

6. Figure 16, Page 20. Figure 16 incorrectly shows a fourth northbound through lane on Hawthorne Boulevard at Via Valmonte. The report should be updated to indicate the correct lane geometry used for the LOS analysis.

7. Significant Transportation Impact, Page 23-24. The Traffic Study should provide a source of reference for the statement, "The City of Torrance defines a significant impact as when project traffic increases volume/capacity by .02 or more and the resulting LOS is E or worse." This criterion does not appear to be established in the City's General Plan Circulation Element or City-Wide Traffic Study. In the absence of formally established significance criteria, the EIR should consider any traffic added to facilities operating below the General Plan Objective of Level of Service D to be considered a significant impact.

8. Trip Generation, Page 24. The Traffic Study is based on an older version of the ITE Trip Generation Manual. The Traffic Study should be updated and utilize the latest 10th Edition trip rates.

9. Ambient Growth, Page 25. The Traffic Study assumes that the date of project occupancy would be year 2019. Given the current timing, it seems unlikely the project will be operational by year 2019. The analysis should be revised to include a more realistic opening year time frame. This would result in additional ambient traffic growth and would continue to further degrade LOS operations within the study area.

10. Figure 17 - Trip Distribution Assumptions, Page 27. The Traffic Study fails to assign project traffic to Via Valmonte, east of the site. Via Valmonte is a logical route for cut-through traffic to South Bay beaches, Palos Verdes town center, etc. The failure to assign traffic to a study area segment that is directly adjacent to the site is illogical and avoids disclosing probable impacts to a street that is already heavily impacted by traffic. The Traffic Study should be revised to include trip assignment on Via Valmonte and disclose the subsequent impacts.

11. Table VII – 2017 Existing; 2019 Existing+Ambient; 2019 Ambient+Project & 2019 Cumulative Roadway Segment V/C Ratios & Levels of Service, Page 36. The roadway segment analysis for Hawthorne Boulevard and Via Valmonte are critically flawed. The analysis fails to consider numerous physical characteristics that affect capacity as described in the Highway Capacity Manual, Chapter 15/Two-Lane Highways, December 2010. This would include such things as the number of driveways and intersections along the segment, residential access, speed limits, lane widths, shoulder widths, bus stops, no-passing zones, vertical and horizontal curves, sight distance, pedestrian crossings, etc.

For the segment of Via Valmonte, the analysis calculation assumes a straight, flat uninterrupted highway with minimum travel speeds of 45 MPH. This does not represent the existing condition, and as a result, V/C ratios and traffic impacts on Via Valmonte are grossly underestimated.

As described in the AASHTO Policy of Geometric Design of Highways and Streets, Chapter V., 2004, it would appear that a more accurate way to analyze Via Valmonte would be as a residential street. This segment meets the definition of a residential district as defined by the California Vehicle Code, Division 1, Section 515. Although Via Valmonte is classified as a Collector Road in the City of Torrance General Plan and carries a considerable amount of cut-through traffic, it has not been designed to Collector level standards and should therefore be managed as a residential street for practical and safety purposes.

12. Intersection LOS Analysis, Page 35-38. The LOS analysis does not adequately model real-world conditions at the intersection of Hawthorne Boulevard and PCH. By definition, this intersection is failing, and regularly experiences forced flow and jammed conditions. Queues form downstream for over 1,000 feet that cause vehicles to wait multiple cycles to get through the intersection during peak periods. The analysis should be revised with reduced lane capacities to account for such things as, narrow lanes (less than 12 feet wide), bus stops, closely spaced intersections, pedestrian crossings, on-street parking and a constrictive curb radius for the NB right turns on Hawthorne.

13. Parking, Page 41. The Traffic Study should acknowledge that the project does not meet the City of Torrance parking code requirements. Per Chapter 93.2.3 of the Torrance Municipal Code, the project would be required to provide 546 total parking spaces. However, based on the project description provided in the Initial Study, the project will only provide 484 parking spaces. Resulting in a parking deficiency of 62 parking spaces. The traffic study should acknowledge the potential for overflow parking and analyze the impact to the adjacent residential areas.

14. General Comment. The Traffic Study does not consider the long-term and cumulative traffic effects of the required zone change and General Plan Amendment. A long-range traffic analysis (20+ year horizon) should be performed to evaluate the potential impacts to buildout conditions and identify any inconsistencies with the established General Plan Circulation Element, the Los Angeles County Congestion Management Program, and regional traffic models.

15. General Comment. The Traffic Study did not perform a vehicle miles traveled (VMT) analysis, as required by SB 743 and discussed in the *Proposed CEQA Guideline Implementing SB 743 (Section 15064.3)* and the *Technical Advisory on Evaluating Transportation Impacts in CEQA.* At a minimum, the Traffic Study should compare the proposed project's VMT to the existing site VMT and the VMT of an allowable use based on the site's land use designation.

16. General Comment. The Traffic Study utilized HCS analysis software for determining Level of Service (LOS) at intersections. HCS software is limited in its analysis capabilities to model real-world traffic conditions within a network. Intersections are modeled in a standalone setting and the operational impacts from closely spaced intersections, vehicle platooning and queuing are not adequately analyzed. To provide a more accurate analysis, the Traffic Study should be revised using software with traffic simulation capabilities.

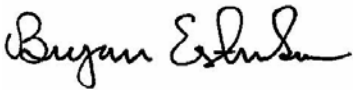
17. Initial Study Checklist XVI. Transportation/Traffic, Page 46. The Initial Study Checklist appears to be based on the Association of Environmental Professionals Appendix N Checklist for Infill Developments; which exempts parking from the scope of CEQA. However, this project clearly does not meet the characteristics of in-fill development, as defined by CEQA. In particular, the project is not consistent with the general plan or zoning designation, it is more than 5-acres in size, and it would result in significant environmental effects. The EIR should utilize the standard Appendix G checklist and identify the potentially significant impacts from parking shortages.

Conclusions

Based upon this review, the *Solana Torrance Revised Traffic Impact Study* does not adequately assess the potential adverse traffic/transportation impacts of the proposed Butcher-Solana Residential Project. Numerous errors and omissions have been identified in this letter and substantial evidence has been provided to refute the findings of the Traffic Study. The Traffic Study should be revised to provide a more accurate analysis of real world traffic conditions and fully disclose all potentially significant impacts in the EIR.

If you have any questions regarding this letter, please do not hesitate to contact me at (714) 658-9769 or bc.estrada@gmail.com.

Kind regards,



Bryan Estrada, AICP, PTP

Danny Santana 30 March 2018
Planning and Environmental Manager
City of Torrance
3031 Torrance Blvd
Torrance, CA 90503

RE: Butcher-Solana Residential Project SCH#2017071061

Dear Mr. Santana,

In regards to the referenced project I have the following scoping comment concerning Aesthetics. The Draft EIR must assess the Substantial damage to scenic resources for this project.

The Initial Study Butcher-Solana Residential Development Project, City of Torrance (1) Project SCH#2017071061, prepared by Placeworks is incorrect in several places. One that is particularly egregious is in the table on page 41, section 3.1 b) and the rationale on page 49, same section which claims there is No Impact. The conclusion is based on a cursory, narrow, flawed and inadequate analysis I will discuss below. This section must be addressed, and use the proper industry analytical tools in the Draft EIR.

The Draft EIR must address Aesthetics on page 41 of the Initial Study in section 1. b) *Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?* as a significant impact, and also on page 49, section 3.1 b). This section must address the aesthetics of the project, and use the proper industry analytical tools, including views of the project from various perspectives and analytical tools given below. My comments will begin with 1) the inadequacy of the aesthetic analysis, 2) the significance of "Butcher Hill," 3) methods to analyze aesthetics that must be applied to this portion of the aesthetic impacts, 4) subjective bias and insensitivity of the project proponent and 5) conclusions.

1. **Inadequacy of the aesthetic analysis concerning damaging scenic resources.**
   1.1. The Initial Study (1) on page 49 3.1 b) states:
   "*b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?* ***No Impact.*** *Approximately 0.62 acre of the area where vegetation would be impacted by project development—0.39 acre of development area and 0.23 acre of brush management zone—consists of toyon chaparral vegetation. Toyon chaparral has an open to continuous shrub canopy less than 23 feet high (Dudek 2016). The toyon chaparral is in an area surrounded by steep slopes to the south, west, and northwest and thus is not visible from most places offsite. Therefore, the toyon chaparral is not considered a scenic resource. The steep slope next to the south and northwest boundaries of the development area is a remnant from a former diatomaceous earth mine; the slope is not a natural rock outcropping and is not considered a scenic resource. The site is vacant and there are no historic buildings onsite*

The nearest designated state scenic highway to the site is State Route 27, Topanga Canyon Road, approximately 22 miles to the northwest (Caltrans 2017). No impact to scenic resources would occur, and this topic will not be evaluated in the EIR."

1.2. The analysis addresses only to the short description given in CEQA Guidelines (2), California Code of Regulations, Title 14, Division 6, Chapter 3) Appendix G: Environmental Checklist Form. It fails to recognize that the checklist language is given as a starting point, but that careful consideration must be given to the particular circumstances of the site and surrounding. Even the text of the CEQA Table says "… *including, but not limited to…"* but the analysis did not venture beyond the narrow examples given in the table instructions. The CEQA regulations Appendix G instructions before the table also state: *"NOTE: The following is a sample form and may be tailored to satisfy individual agencies' needs and project circumstances. It may be used to meet the requirements for an initial study when the criteria set forth in CEQA Guidelines have been met. Substantial evidence of potential impacts that are not listed on this form must also be considered.* ***The sample questions in this form are intended to encourage thoughtful assessment of impacts, and do not necessarily represent thresholds of significance."***

1.3. The text in section 3.1 b) fails to give any insights into the actual aesthetic impacts of a project.

1.4. Reading the title of the section, it is true that the site does not have significant number of trees, natural outcroppings, buildings or historic highways. However, the analysis neglects to recognize the entire cliff face as a significant landmark of the South Bay. Additionally, natural outcroppings are generally formed by rock exposed by erosion from wind and or rain, or water. However there are also outcroppings that are exposed by human development (mining) and subsequently revealed by erosion.

2. **The Significance of Butcher Hill.**

2.1. "Butcher Hill" (also called "Butcher Mountain"), and its 260 foot cliff face is a significant long-standing South Bay landmark and scenic resource (3). The face of the cliff has looked similar for the past 70 years. It provides a remnant of open space in an increasingly overdeveloped area. Since 1965 when Hawthorne Blvd. was extended past Via Valmonte, it has been visible to people in their cars going up the hill, often on their way home.

2.2. The Palos Verdes News noted, *"The steep Torrance property bordering Palos Verdes Estates is quite easily spotted from several directions in its location at the southwest corner of Via Valmonte and Hawthorne Boulevard, where it* ***serves as a local landmark*** *for many area residents."* (3)

2.3. Maureen Megowan, a local historian writes: *"One interesting* ***landmark*** *that most people don't know the history of is the open land area to the south of Via Valmonte as you head east on Via Valmonte, just past the city limits of Palos Verdes Estates, as you sit at the signal at Hawthorne Boulevard. It is blocked off by concrete blocks and a fence. This area beginning in 1944, before Hawthorne was extended past the current Via Valmonte, was a diatomaceous*

earth (dicalite) mine, that extended into the area now occupied by the Hillside Village shopping center…" (4).

2.4. The unique cliff face can be seen by all of the traffic traveling south on Hawthorne Blvd., from the neighborhoods in Walteria surrounding the site in varying degrees, from the Torrance Memorial Hospital, from the Torrance Zamparini Airport, and from great distances all the way from Century City on a clear day. A large portion of the natural hill on the east side of the site in front of the cliff will be completely removed for the project, further degrading the more natural look of the area.

2.5. For many the Butcher Hill cliff is a welcome "home" milestone, gateway of escape from the noise and congestion of the city by entering the peaceful neighborhoods of Palos Verdes Estates, Rolling Hills, and Rancho Palos Verdes.

2.6. It is the Rock of Gibraltar to many who have lived in the area for any length of time. It is a symbol of victory to those of us who have climbed up its face, and a place of peace and calm in an increasingly crowded area, with unique topography. Once its integrity is destroyed, it can never be recovered.

3. **Aesthetic analytical techniques.** If one accepts that the hill and cliff are scenic, which I assert it is, and a landmark, which is documented in local publications, there are several techniques for assessing the aesthetic impact on the project. The most widely used method I am aware of is given in Reference (5, 6 and 7). One analysis (5) was prepared in support of the Space Shuttle Environmental Impact Statement for Vandenberg Air Force Base and is available at the Defense Technical Information Center (DTIC).

3.1. The purpose of that study was: It is incumbent on designers to preserve the aesthetic qualities of scenic areas (that are to eliminate or minimize adverse visual impacts). In order to accomplish this, a method of evaluating the aesthetic value of sites and facilities is needed. This report provides a systematic approach to aesthetic evaluation – a pursuit generally assumed to be subjective. Our approach achieves a degree of objectivity by producing accurate representations of the study object, identifying the field from which it is observable, and applying a systematic, reproducible aesthetic evaluation from within that field. While this report was developed to evaluate a specific proposed development, the methodology described herein is applicable to any project.

3.2. The methodology that should be used for the project is to portray anticipated visual changes in an accurate manner and describe the subjective effects of such change on the visual quality of the scene. Visual quality is taken to mean the sum of three components: 1) the memorability of a scene; 2) its degree of development; and 3) the harmony of its parts. These components are respectively refereed to as vividness, innocents, and unity. The details of what these factors mean and how to apply them are given as an attachment.

4. Subjective bias and insensitivity of the project proponent.

4.1. The original website for the project proponent showed several images of what the project would look like if approved. They were also on the sign at the site (that was damaged and removed). The same site stated that the project

would improve an unimproved sight that was an “eyesore”. It also showed interiors of the proposed project.

4.2. The same website showed other projects in various locations, all of which looked nearly identical to the Torrance site, except with different backgrounds. The interiors were identical to the ones showed for the site. so it appears to me that the proponent / architect simply clones the same structures and places them in various sites. There was no attempt to make the project harmonious with the site or setting. This paper cutter approach to architecture may be profitable, as it takes less labor than designing a project that fits in with the local environment, but it creates a tension that is inappropriate for the site.

4.3. The project as designed is an encroachment of what would be appropriate in a high density city setting and foisting it onto a residential neighborhood.

5. **Conclusions** -

5.1. The aesthetic analysis in the Initial Report incorrectly asserted there would be no significant aesthetic impact that would *Substantially damage scenic resources*. It did so through incomplete analysis as directed by CEQA guidelines and does not meet the intent of proper analysis in an Environmental Impact Report. The Initial Report fails to recognize the value of the Butcher Hill cliff as a South Bay Landmark. The contractor further failed to apply the proper tools to assess the impacts of the project on the aesthetics of the area. The contractor demonstrated bias by characterizing Butcher Hill as an eyesore, and insensitivity by seeking to place an incongruous mega-structure in a natural and residential setting, thus creating what some would consider an eyesore. The Draft EIR must assess the Substantial damage to scenic resources for this project.

5.2. The current beautiful view of the face of the cliff will be obscured by this project as designed. To me the Cliff is a landmark of Torrance and Palos Verdes, like the Rock of Gibraltar or the White Cliffs of PV. It has been a landmark since I was growing up in the 1950’s in Hollywood Riveria and Palos Verdes. It is a crime to obscure its natural beauty with an out-of-place structure.

5.3. This is one area of concern I have with this project of many. I will forward my other comments as I complete them. I also have concerns for this project about Easements, Open Space, Range of Mitigation measures, purpose of the project, quality of life impacts, general plan and zone changes and potential for additional future development and traffic.

Sincerely,

SIGNED

John R. Edwards
4036 Via Solano
Palos Verdes Estates, CA 90274

REFERENES:

(1) Initial Study, Butcher-Solana Residential Development Project, City of Torrance, Prepared by: Placeworks 700South Flower Street, Suite 600, Los Angeles, CA 90017, July 2017 [available on line]
(2) CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000– 15387) [http://ccr.oal.ca.gov/]
(3) Palos Verdes News, *"Butcher Mountain Housing Proposal Withdrawn"* November 14, 1996
(4) *Historic Tales from Palos Verdes and the South Bay,* Bruce and Maureen Megowan, The History Press, Charleston, SC 29403, 2014, pp 73, 74
(5) Aesthetic Impact Analysis of the proposed shallow draft barge Facility at the Point Arguello Boathouse, The Ralph M. Parsons Company TOR 101, 1977. [The analysis was prepared in support of the Space Shuttle Environmental Impact Statement for Vandenberg Air Force Base] [www.dtic.mil/dtic/tr/fulltext/u2/a413227.pdf]
(6) "A method for Quantification of Aesthetic Values for Environmental Decision Making", Nuclear Technology, Vol. 25, No. 4, April 1975.
(7) Landscape Planning, 3 (1976) 151--302 151 © Elsevier Scientific Publishing Company, Amsterdam -- Printed in The Netherlands Scenic and Recreational Highways Study for the State of Washington Grant R. Jones, John Ady and Brian A. Gray, Jones & Jones, Landscape Architects, Seattle, Wash. (U.S.A.) with Fred Utevsky, Paul Hendrickson and Glenn Wilfert (Consultant.) (Received 14 October 1976) https://dokumen.tips/documents/scenic-and-recreational-highway-study-for-the-state-of-washington.html
(8) CEQA (Public Resources Code 21000–21189) [http://leginfo.ca.gov/]

ATTACHMENTS (3):

1. CEQA CODE § 21001. ADDITIONAL LEGISLATIVE INTENT

The Legislature further finds and declares that it is the policy of the state to:
(a) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.
(b) Take all action necessary to provide the people of this state with clean air and water, enjoyment of **aesthetic**, natural, scenic, and historic environmental qualities, and freedom from excessive noise.

2. Reference (5) AESTHETIC IMPACT ANALYSIS TECHNIQUE

There are three main aesthetic criteria used to analyze a viewscape: vividness, intactness, and unity. These criteria are equally weighted during analysis. A definition and detailed discussion of each criterion follows.
Vividness
Vividness is the memorability of the visual impression received from the viewscape or its elements. Vividness relates to the level of distinction resulting form contrast of diverse viewscape elements. Eight complementary effects are defined.
1. Definition of viewscape boundary. The viewscape boundary is the furthest visible limit of land reform, water form, or vegetation that acts as the skyline boundary for the viewscape. Viewscapes with strongly defined visual walls and with distinct or irregular skyline, profiles that are clearly legible and memorable are more vivid than viewscapes with poorly defined, indistinct, and hazy skyline boundaries. Jagged ridgelines and mountain peaks from highly

distinct and legible middleground and background boundaries of the viewscape, while skyline edges of the forest or lower vegetation can clearly and distinctly define the viewscape boundary in the foreground and middleground. Smooth, regular skyline profiles are less distinct. Skyline boundary definition is very low where there is no legible distinction of skyline at all. Man-made elements can reduce the definition of a viewscape boundary by removing a portion of the boundary element or by blocking a portion of the element from view.

2. Diversity of spatial enclosure. The skyline boundary may be only one of many elements in the viewscape that encloses space. There may be other viewscape spaces, the overlapping walls of which are partly visible, e.g., views of consecutive ridges and valleys, or views with glimpses of several clearings within a wooded valley. A high diversity of spatial enclosure normally enhances the visual quality of a viewscape. This type of viewscape takes on another dimension, holding the observer's visual interest for longer periods than viewscapes in which every element and every space is immediately and readily seen and understood. Spatial enclosure is often more diverse as the number and configuration of vertical elements increases, as the overlapping vertical or sloping planes weave space between elements of the viewscapes.

Overlapping planes may be formed by vegetation, landform, and/or by man-made elements. However, man may also simplify or remove spatial definitions of landform and vegetation to convert the land to his own purposes.

3. Degree of topographic relief. The visual perception of topographic relief will often enhance the quality of a viewscape, adding to its vividness. The visual stimulation received from viewscape of mountains, hillsides, or canyons is often higher than that received from viewscapes of nearly flat terrain. However, contrast between flat and high, steep or deeply incised terrain can also add to the visual perception of topographic relief. Man-made elements seen in the middleground (or foreground) may affect the observer's perception of the true size of landscape elements. They can block the observer's view and/or make landforms or differences in topographic relief seem smaller than they really are.

4. Diversity of vegetative pattern. Pattern is formed at the edge between two major types of vegetation, as between forest/shrubland/grassland/barren surfaces. Pattern can also exist within a major vegetation type and can be expressed as variation of from degrees of contrast and distinction or irregularity of vegetative edge and profile. Man's alterations nearly always influence vegetative pattern, sometimes increasing its diversity (e.g., increasing the length and configuration of vegetative edges, when creating alternate clearings, woodlots, and hedgerows) and sometimes decreasing vegetative diversity (e.g., removing or simplifying the existing patterns, when totally clearing forests and planting one single crop throughout, or by paving once-vegetated land).

5. Prominence of natural features. Prominent natural features and natural landmarks nearly always increase the vividness of a viewscape. Prominent natural landmarks nearly always increase the vividness of a viewscpae. Prominent natural features include those of land reform (distinctive mountain peaks, volcanic cones, gorges and canyons, or striking rock outcrops), vegetation (distinctive groupings of rare or specimen trees, a single majestic oak or a lonely, tenacious, windswept tree atop a rocky bluff), or water (waterfalls, geysers, glaciers, rapids, or springs), or combination of these. These striking and memorable natural features may owe their prominence to their uniqueness, isolation, distinctive profile, size/scale domination, or contrast with the surrounding viewscape elements. Man-made elements may visually compete with these natural features for attention, or may visually attract attention by complementing them. The vividness of natural features may be visually obscured or physically altered by man's actions or their vividness may be enhanced through careful design restraint.

6. Prominence of water forms. Water prominently displayed nearly always enhances the vividness and visual quality of a viewscape. Prominence refers not only to the actual amount of

water that is visible but also to the degree that water enhances the viewscape by its color, value, and texture; by the steepness, height, clarity, and definition of the shoreline edge; and by the complexity of the water form pattern as woven into the overall viewscape elements. Man's alterations to the viewscape may enhance or degrade the vividness of water forms, depending on the degree and design sensitivity of the alteration.

7. Vividness of sky. Since the sky is the most highly ephemeral natural element of the viewscape, its visual quality is difficult to evaluate. Yet in most viewscape, the sky is among the largest visual elements present. Although constantly changing, various moods or types of skies are frequently associated with particular regions or areas of the country; e.g., cloudy, drizzling skies of the Pacific Northwest, clear, crisp skies of Eastern Washington and Oregon, silent fogs of San Francisco, or hazy orange smog's of Los Angeles. Assuming that each viewscape sky represents a relatively consistent condition, evaluation of vividness should take into consideration it's clarify, depth, contrasts of color and cloud pattern textures, and its prominence or memorably in the viewscape. Man's effects on the vividness of the sky can include visual competition, visual blockage, or the results of air pollution.

8. Vividness of man-made element. Buildings, bridges, dams, water towers, power lines, roads, and parking areas may or may not be highly vivid in the viewscape, depending more on their contrast, diversity, prominence, and level of visual distinction within the overall viewscape than on their size or number (as measured by intactness).

Intactness

The intactness of a viewscape is a measure of its apparent degree of natural condition as judged by its level or urbanization and the degree to which encroachment is present. One viewscape may display a very high degree of man- made development with very little visual disturbance (as in a well-designed, carefully maintained urban setting), while another may display a very high degree of visual disturbance and alteration with little apparent man- made development (as in a forested area recently devastated by fire). Hence, it is important to gauge the intensity of development along with the severity of visual disturbance and alteration when measuring the overall intactness of a viewscape.

Overall, intactness is likely to be scored somewhere between the scores for level of urbanization and degree of encroachment.

1. Level of urbanization is a measure of the apparency or presence of man-made development in the viewscape. The two extremes are immediately recognizable: views of apparently undisturbed landscapes devoid of roads structures or any sign of human settlement or activity as opposed to views of highly urban centers and dense industrial complexes.

2. Degree of encroachment is a measure of the presence or absence of undesirable, visually disturbing elements in the viewscapes. Encroachment includes such visual disturbances as garbage heaps, junk yards, trash and/or litter, confusing and inharmonious signs and billboards, mazes of overhead wires, the sources or visual results of air or water pollution, as well as the apparent level of man' physical alteration or visual obscurity of sky, land, or water forms, as by strip mining, clear cutting, road cuts/fills, wet land or shoreline filling or alterations, diking, rip-apping or culverting of streams or rivers, or visual intrusions and unhealed scare in the viewscape. Also included is any obvious effect of natural catastrophes such as the visual disturbances caused by fire, flood, or earthquake.

Unity

Unity is a measure of the degree to which individual elements in the viewscape join together to form a single, coherent, and harmonious visual unit. Unity refers to the compositional harmony or inter-compatibility of the individual elements that comprise the viewscape. Unity does to require similarity or blandness of interrelated elements; rather, it depends on an organized balance between visually dominant and subordinate viewscape elements. Vividness depends

on visual contrasts and distinction between diverse viewscape elements, while unity quantifies heir visual coherence and compositional integrity. A viewscape of high visual quality is often likely to possess richness and diversity, making it highly vivid, while at the same time possessing a high degree of visual unity.
Overall, unity and the unity between man-made and natural elements are not necessarily the same as the level of urbanization or degree of encroachment, which together comprise viewscape intactness. Intactness is the relative degree of natural condition of the viewscape, while unity is indifferent to the degree of natural condition and is only concerned with visual integration of the viewscape composition.
A sample questionnaire from the survey on aesthetic impacts resulting from the SDB Facility is shown on page A6. This survey was conducted using the above criteria. A blank questionnaire form is included for the reader's independent evaluation.

Vividness	100= very dramatic scene 0= totally undramatic, boring scene
Intactness	100= totally natural condition, no development 0= totally developed area, no natural condition
Unity	100= maximum harmony between the parts (Similarity in form, line, color, and texture) 0= disharmonious, clashing

3. Reference (7) PREFATORY NOTE The Scenic and Recreational Highway Study for Washington State illustrates an application of some of the fundamental tools for visual resource management that Jones & Jones has been developing for several years. From its initial explorations of aesthetic resource evaluation in the Plan for the Nooksack River in 1973, the firm began probing more deeply into the .... nature of aesthetics, believing it to be one of the more holistic indicators of environmental quality. The firm eventually dis- covered a simple method for evaluating aesthetic quality in a manner which diminishes subjective bias. The methodology first appeared in a handbook prepared for the Atomic Energy Commission assessing the aesthetic impacts of nuclear power plants; later the procedure was refined, adapted and applied for impact assess- ment of proposed dams on the South Platte River in Colorado and on the Susitna River in Alaska. Since their publication of the Scenic and Recreational Highway Study, Jones & Jones has further developed tools to help quantify landscape importance (uniqueness, historicity, level of contribution, threat of loss), viewer sensitivity (visual acuity, viewer expectation and viewer aware- ness), and has conducted limited public viewer testing to iso- late parameters of the potential visual absorption capability of different landscapes to absorb transmission lines. Jones & Jones is presently preparing a national training course for the U.S. Federal Highway Administration entitled "Esthetics and Visual Resource Management in the Highway Development Process".
https://dokumen.tips/documents/scenic-and-recreational-highway-study-for-the-state-of-washington.html