Westoria Residential Project

Sustainable Communities Environmental Assessment

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1. INTRODUCTION

This Sustainable Communities Environmental Assessment (SCEA) has been prepared pursuant to Section 21155.2 of the California Public Resources Code (PRC).

1.1. PROJECT DESCRIPTION SUMMARY

The subject of this SCEA is a proposed residential development known as the Westoria Residential Project (Project; proposed Project). The Project site is comprised of multiple parcels bordered by urban development including office buildings to the north, commercial buildings and apartment complexes to the east, single-family residences to the southeast, a hotel to the south, and a commercial center, mobile home park, and EL Prado Bridge to the west. The Project site is located in the Torrance Center South Complex, a multi-use commercial property that is developed with a total of five two-story buildings that provide a total of 242,965 square feet (SF) of office use. The Project site includes the two northernmost office buildings as well as the building in the southeast corner of the site, which makes up a total building area of 145,420 SF. The Project would demolish the existing structures to construct the Project.

The Project proposes to demolish the three existing buildings and the development of 335 residential units on 7.82 acres in the City of Torrance. The residential units would be developed within two sub-areas: Lot A would be developed with 98 four-story townhome units, and Lot B would feature 237 multifamily units within a six-story building. The Project would result in an average net density of 42.8 dwelling units per acre (du/ac) across the Project site.

Implementation of the Project requires approval of a General Plan Amendment, Zone Change, Planned Development, Conditional Use Permit, Vesting Tentative Tract Map, and adoption of the Sustainable Communities Environmental Assessment.

1.2. BACKGROUND INFORMATION ON SENATE BILL 375 AND THE SCEA

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

The Southern California Association of Governments (SCAG) is the metropolitan planning organization for Los Angeles County (along with the Counties of San Bernardino, Imperial, Riverside, Orange, and Ventura). On April 4, 2024, SCAG's Regional Council adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (2024-2050 RTP/SCS). For the SCAG region, CARB has set GHG emission reduction targets at 19 percent per capita reduction by 2035 relative to 2005 levels. The 2024-2050 RTP/SCS outlines strategies to meet or exceed the targets set by CARB. By Executive Order G-20-239, approved on May 7, 2025, CARB officially determined that the 2024-2050 RTP/SCS would achieve CARB's 2035 emission reduction targets.

SB 375 allows the City of Torrance, acting as Lead Agency, to prepare a SCEA as the environmental CEQA clearance for "transit priority projects" (as described below) that are consistent with SCAG's 2024-2050 RTP/SCS.

Because the Project qualifies as a Transit Priority Project and satisfies the requirements of Public Resources Code Section 21155.2, the City has elected to prepare a Sustainable Communities Environmental Assessment in lieu of a traditional Initial Study/Mitigated Negative Declaration or Environmental Impact Report.

1.3. TRANSIT PRIORITY PROJECT CRITERIA

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

- Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCAG 2024-2050 RTP/SCS;
- Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
- Provides a minimum net density of at least 20 dwelling units per acre; and
- Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

1.4. SCEA PROCESS AND STREAMLINING PROVISIONS

Qualifying TPPs that have incorporated all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable EIR (SCAG's 2024-2050 RTP/SCS Program EIR), and that are determined to not result in significant and unavoidable environmental impacts, may be approved with a SCEA. The specific substantive and procedural requirements for the approval of a SCEA include the following:

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

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

    Note: all relevant and feasible 2024-2050 RTP/SCS Program EIR mitigation measures shall be incorporated into the Project prior to conducting the initial study analysis.
2. The initial study shall identify any cumulative impacts that have been adequately addressed and mitigated in a prior applicable certified EIR. Where the lead agency determines the impact has been adequately addressed and mitigated, the impact shall not be cumulatively considerable.
3. The SCEA shall contain mitigation measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.
4. A draft of the SCEA shall be circulated for a public comment period of no less than 30 days, and the lead agency shall consider all comments received prior to acting on the SCEA.
5. The SCEA may be approved by the lead agency after the lead agency's legislative body conducts a public hearing, reviews comments received, and finds the following:

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

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

   i. Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.
   ii. Those changes or alterations that are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

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

1.5. REQUIRED FINDINGS

For purposes of environmental review, the Project has been evaluated for consistency with the requirements of PRC Section 21155.2 based on the information contained in Section 2 (Environmental Setting), Section 3 (Project Description), Section 4 (Sustainable Communities Environmental Assessment Criteria), Section 5 (Incorporation of 2024-2050 RTP/SCS Program EIR Mitigation Measures), Section 6 (Sustainable Communities Environmental Analysis/Checklist), and Section 7 (Environmental Analysis) of this document. The preparation of a SCEA in accordance with PRC Section 21155.2(b) is appropriate for the Project for the following reasons:

- The Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the area of the Project site in the 2024-2050 RTP/SCS prepared by SCAG, which is the metropolitan planning organization for the City.
- The State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted SCAG's determination that the sustainable communities strategy adopted by SCAG in the 2024-2050 RTP/SCS would, if implemented, achieve the GHG emission reduction targets.
- The Project qualifies as a transit priority project pursuant PRC Section 21155 in that the Project contains more than 50 percent residential use; provides a minimum net density greater than 20 units an acre; and is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan, as discussed in Appendix A;
- The Project is a residential or mixed-use project as defined by PRC Section 21159.28(d);
- The Project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior environmental reports and adopted findings made pursuant to PRC Section 21081, including the 2024-2050 RTP/SCS Program EIR;
- All potentially significant or significant effects required to be identified and analyzed pursuant to CEQA in an initial study have been identified and analyzed in an initial study; and
- As outlined in detail in Section 6, *Sustainable Communities Environmental Analysis/Checklist,* changes or alterations have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of less than significant.

1.6. ORGANIZATION OF THE SCEA

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

- **Section 1. Introduction:** This section provides introductory information about the Project and background information regarding SB 375, lists the TPP criteria, and describes the required content of the SCEA.

- **Section 2. Environmental Setting:** This section provides information on the current uses and designations for the Project site and surrounding areas.
- **Section 3. Project Description:** This section provides a detailed description of the Project, including Project characteristics and required discretionary approvals.
- **Section 4. Sustainable Communities Environmental Assessment Criteria:** This section includes a discussion of the Project's consistency with the TPP criteria listed above and demonstrates that the Project satisfies all necessary criteria for approval of a SCEA as set forth in PRC Sections 21155.2 and 21159.28(a).
- **Section 5. Incorporation of 2024-2050 RTP/SCS Program EIR Mitigation Measures:** This section identifies all the mitigation measures contained in the Mitigation Monitoring and Reporting Program (MMRP) for SCAG's 2024-2050 RTP/SCS Program EIR and a discussion of the applicability of the mitigation measures to the Project.
- **Section 6. Sustainable Communities Environmental Impact Analysis/ Initial Study Checklist:** Includes the summarized results for the Environmental Checklist from Appendix G of the State CEQA Guidelines and evaluates the proposed Project's potential to result in significant adverse effects to the physical environment.
- **Section 7. Environmental Analysis:** This section contains the completed Initial Study Checklist and assesses the significance level under each environmental impact threshold. Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of Project-specific and cumulative impacts associated with each subject area. Where the evaluation identifies potentially significant effects, as identified in the Checklist, mitigation measures are provided to reduce such impacts to less than significant levels.
- **Section 8. Document Preparers and Contributors.**
- **Section 9. References.**

2. ENVIRONMENTAL SETTING

2.1. PROJECT LOCATION

The Project site is located in the eastern portion of the City of Torrance, which is situated in the southwestern part of Los Angeles County, surrounded by the Palos Verdes Estates to the south, City of Los Angeles to the east, City of Lawndale and City of Gardena to the north, and the City of Redondo Beach to the west. The Project site is bordered to the west by Bow Avenue, to the south by 213th Street, to the east by State Route 213 (SR 213) (Western Avenue), and to the north by Torrance Boulevard. The site shares a border with the City of Los Angeles to the east. Regional access is available via Interstate 110 (I-110), approximately 1.25 miles east of the site. The Project site is located 0.28 miles north of a major transit stop at the intersection of Western Avenue and Carson Street.

The Project site spans 7.82 acres and consists of three parcels (Assessor's Parcel Numbers [APNs] 7355-032-010 through -12) with the following addresses: 21171, 21151, and 21221 S Western Avenue. Local access to the site is provided via Torrance Boulevard, S Western Avenue, and W 213th Street. Regional location and local vicinity maps are provided in Figure 1, *Regional Location*, Figure 2, *Local Vicinity*, and Figure 3, *Project Aerial*, respectively.

2.2. EXISTING LAND USES

The Project site is located in the Torrance Center South Complex, a multi-use commercial property that is developed with a total of five two-story buildings that provide a total of 242,965 square feet (SF) of office use. The Project site includes the two northernmost office buildings as well as the building in the southeast corner of the site, which makes up a total building area of 145,420 SF, as shown in Table 1, *Existing On-Site Building Square Footage*. The existing onsite office buildings are currently partially occupied. Parking is provided in between each of the structures on the north, east, south, and west sides of the Project site. The site contains ornamental landscaping within landscaped parking lot medians, around the office buildings, and along the perimeter of the Project site. The site is currently accessible via five driveways, one from Torrance Boulevard, two from S Western Avenue, and two from 213th Street. Existing conditions of the Project site and adjacent uses are shown in Figure 3, *Project Aerial*, and Figure 4a-c, *Existing Site Photos*.

Table 1: Existing On-Site Building Square Footage

Existing Building Address	Square Footage
21171 S Western Ave	53,134
21151 S Western Ave	46,856
21221 S Western Ave	45,430
Total	**145,420**

2.3. EXISTING LAND USE AND ZONING

The Project site has a General Plan land use designation of Business Park (I-BP) and a zoning designation of Light Manufacturing (M1). The I-BP land use designation provides opportunities for a mixture of business, professional and medical office, research and development, and light industrial uses. The M1 zoning classification provides for light industrial, and manufacturing uses, as specified in the Torrance Municipal Code. The Project site's existing General Plan land use and zoning designations are shown in Figure 5, *Existing General Plan Land Use*, and Figure 6, *Existing Zoning*.

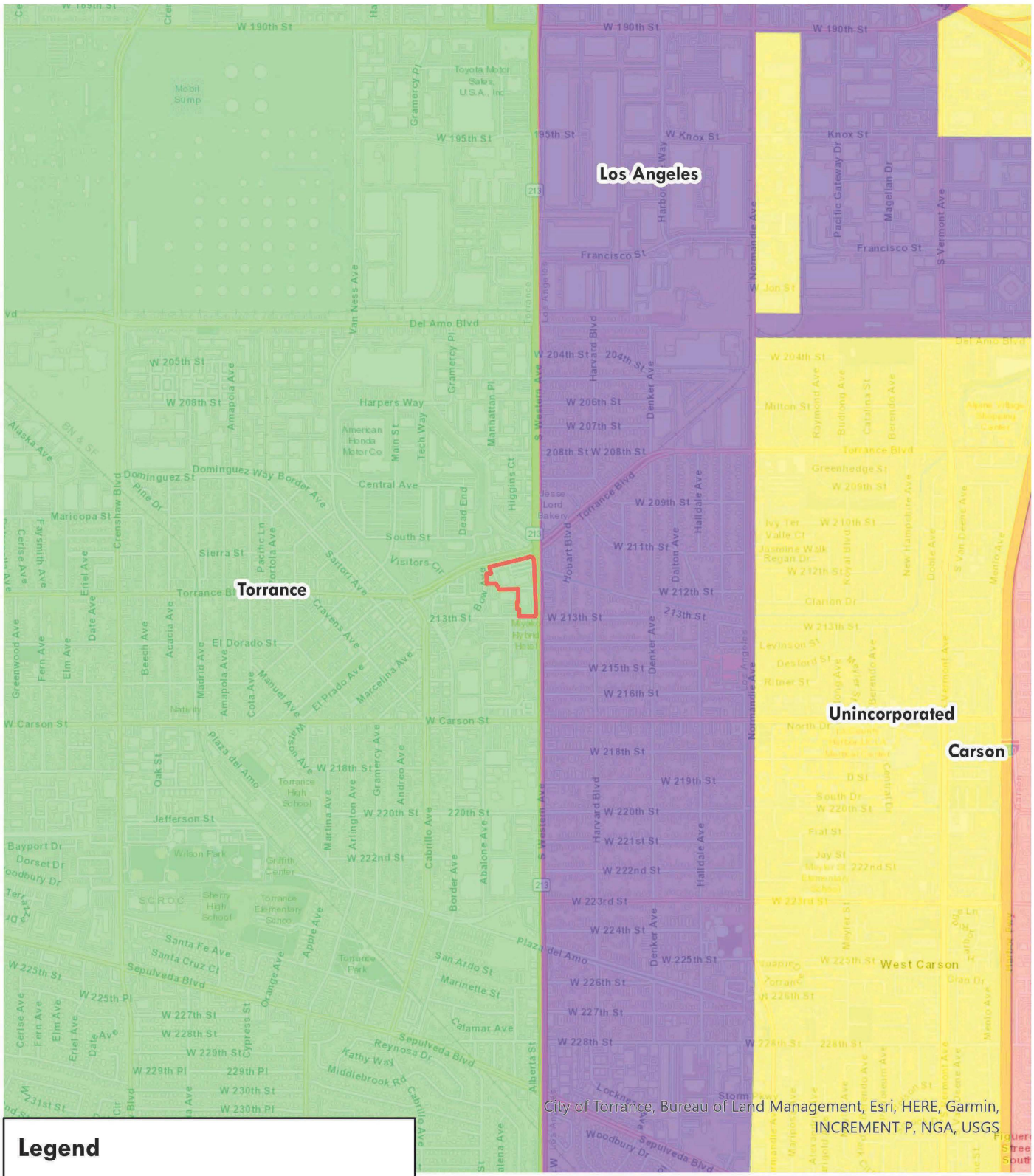
2.4. SURROUNDING LAND USES

The Project site is surrounded by urban development including office buildings to the north, commercial buildings and apartment complexes to the east, single-family residences to the southeast, a hotel to the south, and a commercial center and mobile home park to the west. Sensitive receptors in the area include a mobile home park immediately to the west of the Project site, and apartments building to the east across Western Avenue. The surrounding land uses are shown on Figure 2, *Local Vicinity*, and described in Table 2, below.

Table 2: Surrounding Land Uses and Zoning Designations

	Existing Land Use	City General Plan Designation	City Zoning Designation
North	Torrance Boulevard followed by office uses.	Business Park (I-BP)	Heavy Manufacturing (M-2)
East	S Western Avenue followed by commercial uses and apartment complex.	Highway Oriented Commercial and Medium Multiple Family Residential (City of Los Angeles)	Multiple Dwelling (R3) and Commercial (C2) (City of Los Angeles)
South	213th Street followed by the Miyako Hybrid Hotel and a parking lot.	Business Park (I-BP)	Heavy Manufacturing (M-2)
West	Two office buildings within the Torrance Center South followed, by Bow Avenue, followed by a mobile home park and a business park.	Business Park (I-BP) and Commercial Center (C-CTR)	Retail Commercial Precise Plan (C1-PP)

Regional Location



Torrance Townhomes
City of Torrance

Figure 1

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Local Vicinity



Legend

Project Boundary

0 0.2 0.4 Miles

N

Torrance Townhomes
City of Torrance

Figure 2

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Project Aerial



Legend

Project Boundary

0 150 300 US Feet

N

Torrance Townhomes
City of Torrance

Figure 3

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Existing Site Photos



Key

Viewpoint location

Direction of sight

View of existing parking lot on the Project site facing southwest

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Existing Site Photos



Key

Viewpoint location

Direction of sight

View from southeast corner of Project building facing northwest.

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Existing Site Photos



Key

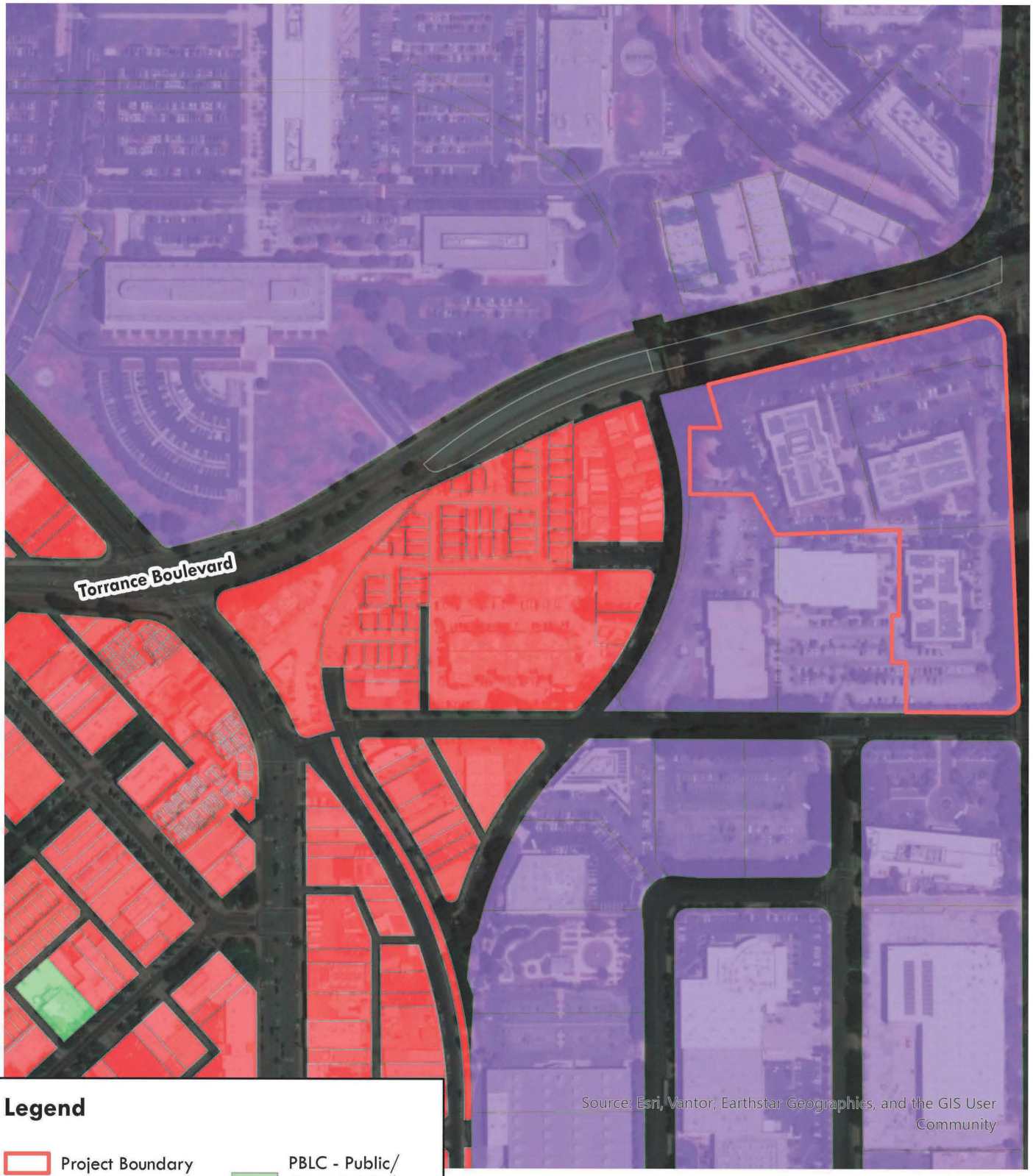
Viewpoint location

Direction of sight

View from southwest corner of Project building facing northeast.

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Existing General Plan Land Use

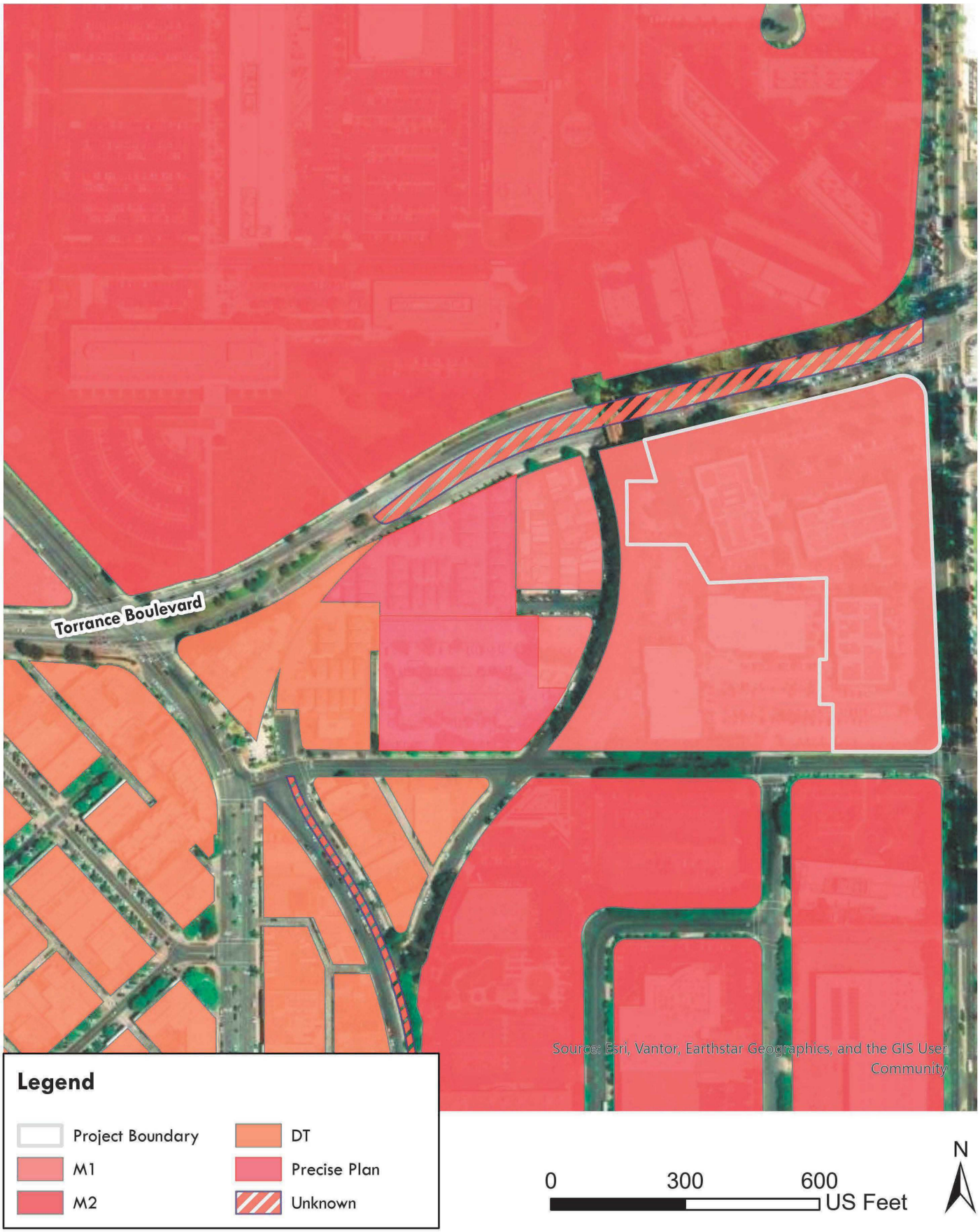


Torrance Townhomes
City of Torrance

Figure 5

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Existing Zoning



Torrance Townhomes
City of Torrance

Figure 6

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3. PROJECT DESCRIPTION

3.1. PROPOSED PROJECT

Project Overview

The Project proposes to demolish the existing 145,420 SF of office uses on-site and develop 335 residential units on 7.82 acres in the City of Torrance. The proposed Project would result in a gross building area of 726,503 square feet (SF). The residential units would be developed within two sub-areas: Lot A would be developed with 98 four-story townhome units within a 5.59 acre area for a density of 17.5 dwelling units per acre (du/ac), and Lot B would feature 237 multifamily units within a six-story building within a 2.24 acre area for a density of 105.8 du/ac. The Project would result in an average density of 42.8 du/ac across the 7.82 acre Project site.

The Project also proposes an internal access drive, a subterranean parking garage, guest parking within drive aisles, a recreational common space areas for resident use, ornamental landscaping, and additional stormwater and utility improvements to accommodate proposed residences. The Project would also include construction of two driveway entrances, one from Torrance Boulevard and one from S Western Avenue. The Project design concept is illustrated in Figure 9, *Conceptual Site Plan*.

Proposed Zoning and Land Use

Implementation of the proposed Project would require both a General Plan Amendment and zone change to change the General Plan Land Use Designation from I-BP to Medium High Density Residential (R-MH) and zoning from M1 to Planned Development District (P-D). The proposed land use designation and zone allow the Project programming and parameters to be consistent with the applicable design and development standards of the City of Torrance Municipal Code. Table 3, *Proposed P-D Development Standards*, below, distinguishes the Project's development standards for Lot A, Lot B, and the Project overall. The R-MH land use designation allows low- and medium-rise multi-unit buildings within a density range of 31.1 to 44 dwelling units per acre. The Project site's proposed General Plan land use and zoning designations are shown in Figure 7, *Proposed General Plan Land Use*, and Figure 8, *Proposed Zoning*.

Table 3: Proposed P-D Development Standards

Development Standard	Proposed Project		
	Lot A (Townhomes)	Lot B (Multifamily)	TOTAL
Zone	Planned Development District (P-D)		
General Plan Land Use	Medium-High Density (R-MH)		
Lot Area (gross)	243,459 sf	97,374 sf	340,833 sf
Lot Coverage	95,379 sf (39.2%)	76,677 sf (78.7%)	172,056 sf (50.5%)
Total Floor Area	284,942 sf	366,351 sf	651,293 sf
Floor Area Ratio (FAR)	1.17	3.76	1.91
Total Units	98 du	237 du	335 du

Development Standard	Proposed Project		
	Lot A (Townhomes)	Lot B (Multifamily)	TOTAL
Density	17.5 du/ac	106 du/ac	42.8 du/ac [1]
Height	35'-9" to highest parapet 41'-3" to top of stairs	68'-11" to highest parapet 80'-5" to top of elevator	---
Setbacks	Front Yard: 20' Side Yard: 7'-10"/20'-26' Rear Yard: 10'/34'-5"	Front Yard: 20' Side Yard: 20' Rear Yard: 6'/10'	---
Vehicular Parking	303 stalls (19 guest stalls)	371 stalls (31 guest stalls)	674 stalls (50 guest stalls)
Bike Parking	Long Term: 98 spaces [2] Short Term: 4 spaces	Long Term: 119 spaces Short Term: 5 spaces	Long Term: 217 spaces Short Term: 9 spaces
Open Space	Total: 71,872 sf Common Outdoor: 24,284 sf Private Outdoor: 47,588 sf	Total: 52,652 sf Common Outdoor: 25,219 sf Common Indoor: 7,891 sf Private Outdoor: 19,542 sf	Total: 124,524 sf Common Outdoor: 49,503 sf Common Indoor: 7,891 sf Private Outdoor: 67,130 sf
Landscape	25,930 sf	23,779 sf	49,709 sf
Storage (200 cf/unit)	19,600 cf	47,400 cf	67,000 cf
Loading	2 spaces	2 spaces	4 spaces

Project Features

Lot A Development Summary

Lot A would be developed with 98 for-sale townhome units within APNs 7355-032-010 and -011. The proposed townhomes would consist of one 3-plex, one 5-plex, two 6-plexes, one 7-plex, four 8-plexes, two 9-plexes, one 10-plex, and one 11 plex, for a gross building area of 284,942 SF. All proposed structures would be four stories and would be up to 41 feet and 3 inches in height.

The townhome product type would include seven design variations. Unit Types 1.1, 2.1, and 3.1 would feature four stories of livable space with a roof deck on the fourth level. Unit Types 1, 1.2, 2, and 3 would feature three stories of livable space with a roof deck on the fourth level. All townhome units would include a bedroom on the fourth floor ranging from 225 to 260 square feet, with the remainder of the floor serving as a rooftop deck. The proposed Lot A units are shown below in Table 4.

Table 4: Proposed Lot A Townhome Development

Townhome Type	Net Floor Area (SF)	Bedroom	Bath	Garage Spaces	Units
1	2,235	4	3.5	3	63
1.1	2,562	5	4.5	2	4
1.2	2,359	4	3.5	3	5

[1] Note the density is consistent with the R-MH land use classification which permits densities between 31.1-44 du/ac
[2] 1 space/unit

Townhome Type	Net Floor Area (SF)	Bedroom	Bath	Garage Spaces	Units
2	2,200	4	3.5	3	6
2.1	2,543	5	4.5	2	1
3	2,202	4	3.5	3	14
3.1	2,579	5	4.5	2	5
Total	222,314				98

The proposed townhouse buildings would be constructed in a modern architectural style that features arches, and includes metal horizontal and vertical siding, cement accents, and black accented rails and gates. The proposed building elevations for Lot A are shown on Figure 10a, *Townhall Type 1 Elevations*, Figure 10b, *Townhall Type 2 Elevations*, and Figure 10c, *Townhall Type 3 Elevations*.

Lot B Development Summary

Lot B would be developed with 237 for-rent and for-sale multifamily units within APN 7355-032-012. The proposed multifamily units would consist of a six-story building with a gross building area of 441,561 SF and a maximum height of 68 feet and 11 inches to the highest parapet and 80 feet and 5 inches to the top of the elevator overrun. The building would provide parking on both the basement and first levels, with the dwelling units located on floors two through six.

The units would be comprised of 16 floor plans, including one to three bedrooms and one to two bathrooms ranging in size from 636 to 1,303 SF. Table 5 provides a summary of the proposed units.

Table 5: Proposed Lot B Multifamily Unit Summary

Multifamily Unit Type	Net Floor Area (SF)	Bedroom	Bath	Units
A1	657	1	1	18
A1.1	636	1	1	5
A2	656	1	1	30
B1	918	2	2	5
B2	1,000	2	2	25
B4	1,003	2	2	57
B4.1	933	2	2	5
B4.2	971	2	2	5
B5	1,114	2	2	1
B6	1,113	2	2	4
B6.1	1,035	2	1	1
C1	1,283	3	2	5
C1.2	1,303	3	2	9
C1.3	1,220	3	2	4
C2	1,290	3	2	5
C3	1,274	3	2	5
C4	1,301	3	2	5
C5	1,268	3	2	48
Total	240,789			237

The proposed building would be constructed in a modern architectural style, with varying shades of stucco, as well as red and white bricks, as shown on Figures 11a and 11b, *Multifamily Elevations*. Table 6 provides a summary of the building layout.

Table 6: Proposed Multifamily Building Summary

Level	Units	Gross Square Feet	Common Outdoor Open Space (SF)	Common Indoor Open Space (SF)
Basement	0	75,211	0	0
1	0	74,753	2,451	5,438
2	45	57,373	13,505	2,453
3	48	58,556	0	0
4	48	58,556	0	0
5	48	58,556	0	0
6	48	58,556	0	0
Roof	0	0	8,024	0
Total	237	441,561	23,980	7,891

Access, Circulation, and Parking

Access to the site would be provided via two proposed driveways. One 43-foot-wide driveway would be located on Torrance Boulevard and allow right-turn ingress only, and one 69-foot-wide driveway would be located on S Western Avenue and allow for right-in and right-out turns. Final driveway design is subject to Engineering Division review and may be refined during plan check. Access to the adjacent office buildings would continue to be provided by the two existing driveways on 213th street. Final parking counts may be refined during final design but would not exceed the total parking supply analyzed herein.

Lot A

Access to the townhome units would be provided by the proposed driveways on Torrance Boulevard and S Western Avenue. On-site 24- and 30-foot-wide drive aisles would provide residents and guests with access to visitor spaces and residential garages. The Project would provide two to three garage parking spaces per residential unit, for a total of 284 garage spaces. In addition, Lot A would provide 19 guest parking spaces via street parking along the internal drive aisle for a total of 303 parking spaces.

Lot B

Access to the multifamily building would be provided by a driveway on the north end of the building. Parking would be provided throughout the first level and basement of the building. The first level would provide 163 parking spaces including 88 residential parking spaces, 40 tandem spaces, and 35 guest parking spaces. The basement level would provide 208 parking spaces including 144 residential spaces and 64 tandem car spaces. A total of 371 parking spaces would be provided in the two levels of parking.

Landscaping and Recreation

The Project would include ornamental water conserving landscaping throughout and around the Project site. Landscaped areas would entail both private and communal open spaces. Overall, the Project would provide 49,709 SF of landscaping. The proposed landscape palette emphasizes drought-tolerant and water-efficient plant species, including a variety of box trees ornamental shrubs, vines, and groundcover, as well as mulch and turf. Landscape design and irrigation systems would be designed in accordance with the

California Model Water Efficient Landscape Ordinance (MWELO) and all applicable local water efficiency requirements. The proposed landscaping is shown in Figure 12, *Conceptual Landscape Plan*.

Lot A

The townhome area would include 23,841 SF of common open space located within two outdoor corridors, a children's playground, a swimming pool, and a dog park. Private open space would be provided to each unit in the form of a rooftop deck, totaling 47,588 SF of private open space. The proposed open space plan within Lot A is shown in Figure 13, *Lot A Open Space Plan*.

Lot B

The multifamily structure would include both indoor and outdoor common open space. The first floor would feature a 2,225 SF coworking space, a 3,213 SF fitness center, and a 2,451 SF dog park. Level 2 would feature two outdoor courtyards totaling 14,743 SF of common outdoor open space as well as a 2,453 SF indoor club area. The structure would also include an 8,024 SF common outdoor recreation area on the roof, for a total of 31,871 SF of common open space. Each unit would feature a patio area which would provide a total of 20,831 SF of private open space. The proposed open space plan within Lot B is shown in Figure 14, *Lot B Open Space Plan*.

Infrastructure Improvements

The proposed Project would construct on-site infrastructure including new internal drive aisles, curb, gutter, sidewalk, and storm drain improvements, wet and dry utility connections, and related infrastructure improvements.

Water and Sewer Improvements

The Project would construct 8-inch water laterals that would connect to the existing 12-inch water line along Torrance Boulevard as well as the 12-inch line along 213th Street. The Project would also relocate an existing 12-inch public water line to travel beneath proposed roadways from the northwestern corner of the site from Torrance Boulevard to the southeastern corner of the site to connect to the existing line in 213th Street. Additionally, the Project would connect to the existing 24-inch sanitary sewer system in Western Avenue. All Project sewage would be conveyed via an 8-inch sanitary sewer system that would be constructed beneath the internal roadways.

Drainage Improvements

A series of on-site storm drain facilities with low impact development (LID) and peak storm elements are proposed. Street surface runoff would be collected and conveyed through a curb inlet catch basins equipped with a Dvert Diversion System that would divert low flows to proposed modular wetlands system (MWS) biofiltration vaults for water quality treatment. During larger storm events when the proposed biofiltration best management practices (BMPs) are at capacity, stormwater would collect within an "urban pond" which would release the runoff at a controlled rate.

3.2. CONSTRUCTION

Construction activities for the proposed Project would occur over one phase and would include demolition, site preparation, grading, building construction, paving, and architectural coating. Excavation activities are expected to generate approximately 10,000 cubic yards (CY) net export of soils. Construction timing is approximate and subject to market conditions and permitting but is expected to occur five days per week for 8 hours per day over an approximate duration of 14 months, beginning in December 2028 and ending in January 2030. Construction would occur within the hours allowed by the City of Torrance Municipal Code

Section 46.3.1, which states that construction noise shall not exceed 50 decibels at property lines, except between the hours of 7:30 AM to 6:00 PM, Monday through Friday, and 9:00 AM to 5:00 PM on Saturdays. Construction shall be prohibited on Sundays and Holidays observed by City Hall.

Table 7, *Project Construction Schedule*, provides the construction duration by construction phase anticipated for the Project.

Table 7: Project Construction Schedule

Construction Activity	Number of Working Days
Demolition	35
Site Preparation	10
Grading	20
Building Construction	230
Paving	20
Architectural Coating	143

3.3. OPERATION

The Project would be operated as for-sale residential townhome units and for-rent and for-sale multifamily units with private and common open space areas and amenities. Typical operational characteristics include residents traveling to and from the site, general landscaping and maintenance, and delivery of materials and supplies to the site.

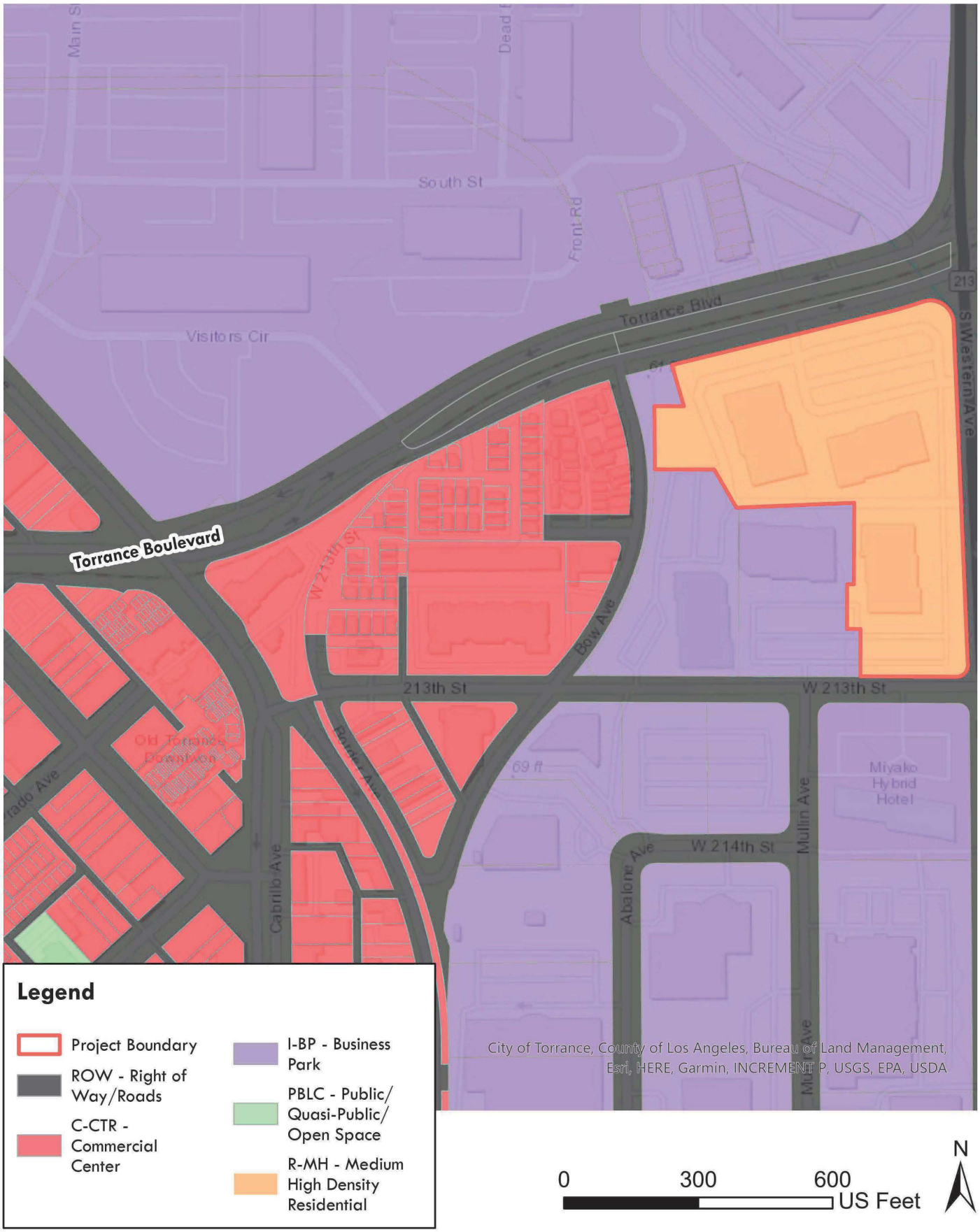
3.4. DISCRETIONARY APPROVALS, PERMITS, AND STUDIES

In accordance with CEQA Guidelines Sections 15050 and 15367, the City is the designated Lead Agency for the Project and has principal authority and jurisdiction for CEQA actions and Project approval. The following discretionary approvals, permits, and studies are anticipated to be necessary for implementation of the proposed Project:

City of Torrance:

- Conditional Use Permit (CUP) (Tier 2)
- CUP Modification (MOD)
- Planned Development
- Vesting Tentative Tract Map
- General Plan Amendment to Medium High Density Residential
- Zone Change to Planned Development District
- Environmental Assessment

Proposed General Plan Land Use

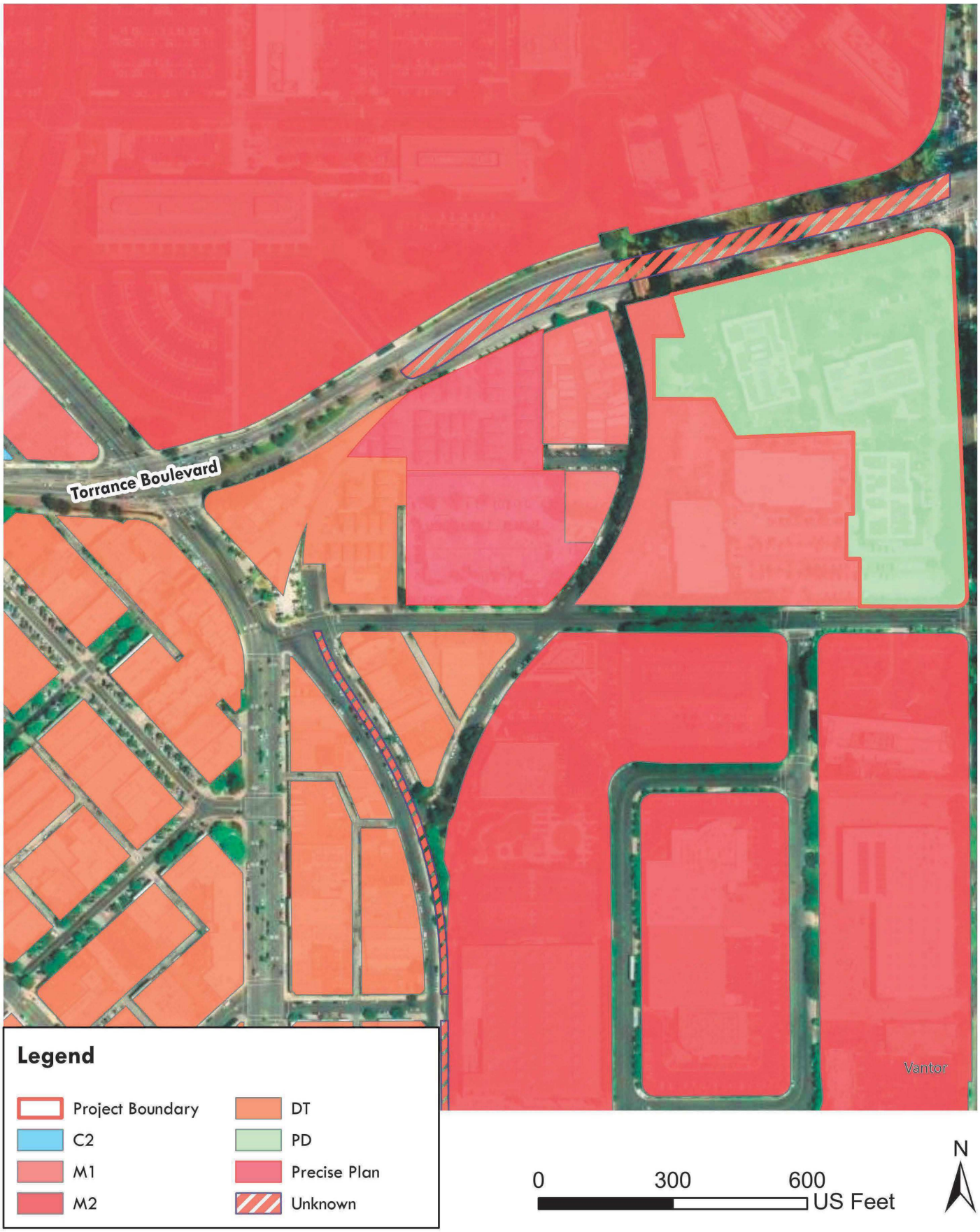


Torrance Townhomes
City of Torrance

Figure 7

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Proposed Zoning



Torrance Townhomes
City of Torrance

Figure 8

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Conceptual Site Plan



MVE + PARTNERS

Torrance Townhomes
City of Torrance

Figure 9

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Townhall Type 1 Elevations



MVE + PARTNERS

Torrance Townhomes
City of Torrance

Figure 10a

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Townhall Type 2 Elevations



MVE + PARTNERS

Torrance Townhomes
City of Torrance

Figure 10b

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Townhall Type 3 Elevations



MVE + PARTNERS

Torrance Townhomes
City of Torrance

Figure 10c

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Multifamily Elevations



Material Legend
S1. Stucco 16/20 - Walnut
S2. Stucco 16/20 - Milky Quartz
S3. Stucco - Reveals - Stone Age
B4. Brick Veneer - Canyon Rose
B5. Brick Veneer - Urban White
C6. Clear Glass Guardrail
S7. Steel Guardrail
V8. Vinyl Window with Clear Glass

2 Condo_North Elevation
1/16" = 1'-0"



1 Condo_East Elevation
1/16" = 1'-0"

MVE + PARTNERS

Torrance Townhomes
City of Torrance

Figure 11a

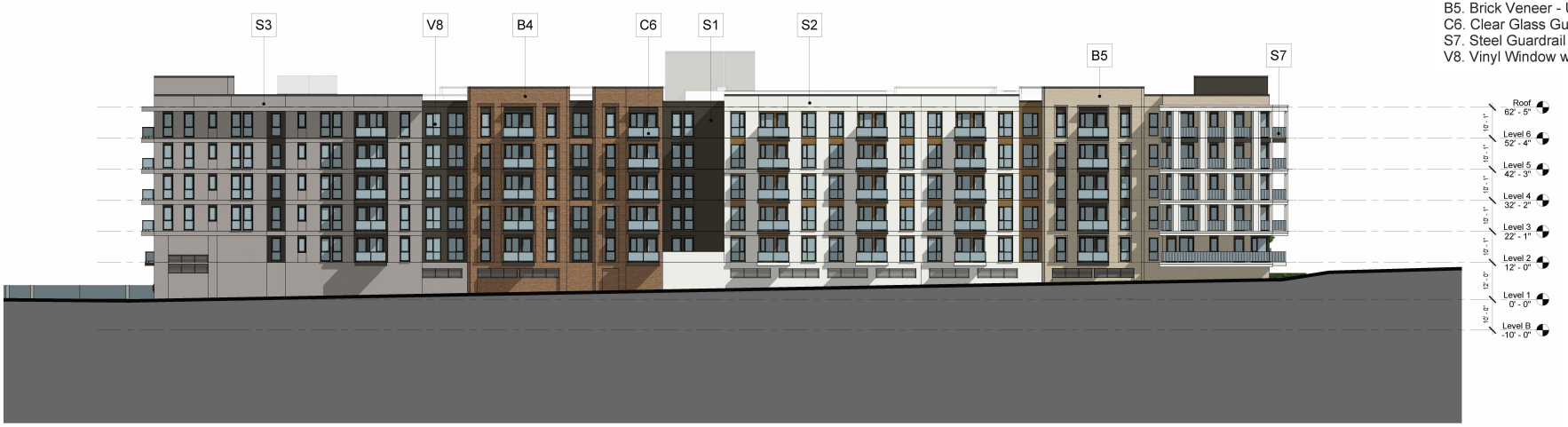
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Multifamily Elevations



2 Condo_South Elevation
1/16" = 1'-0"

Material Legend
S1. Stucco 16/20 - Walnut
S2. Stucco 16/20 - Milky Quartz
S3. Stucco - Reveals - Stone Age
B4. Brick Veneer - Canyon Rose
B5. Brick Veneer - Urban White
C6. Clear Glass Guardrail
S7. Steel Guardrail
V8. Vinyl Window with Clear Glass



1 Condo_West Elevation
1/16" = 1'-0"

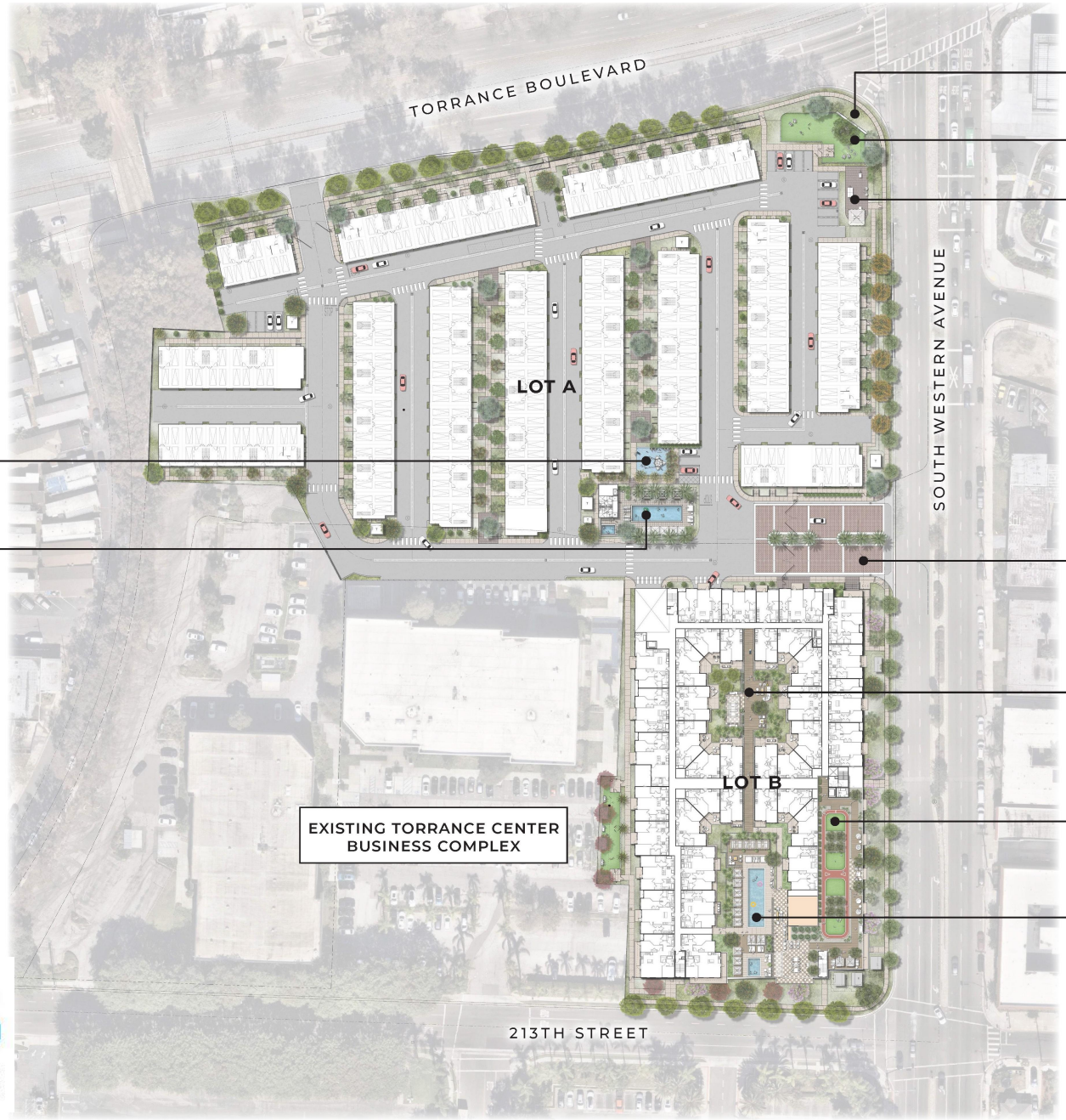
MVE + PARTNERS

Torrance Townhomes
City of Torrance

Figure 11b

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Conceptual Landscape Plan



SIGN WALL
· see sheet **L.2 & L.11**

BARK PARK
· see sheet **L.2**

GAME TERRACE
· see sheet **L.2**

TOT LOT
· see sheet **L.2**

POOL DECK
· see sheet **L.2**

PROJECT ENTRY
· see sheet **L.2**

ENTERTAINMENT COURTYARD
· see sheet **L.3**

ROOFTOP DECK
· see sheet **L.4**

POOL TERRACE
· see sheet **L.3**

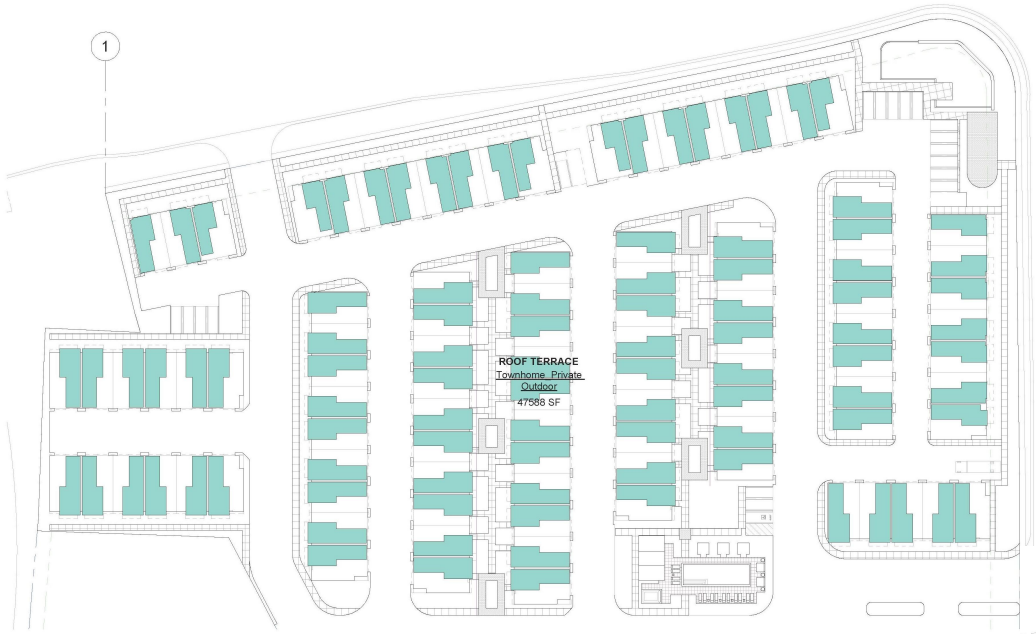
MJS LANDSCAPE ARCHITECTURE

Torrance Townhomes
City of Torrance

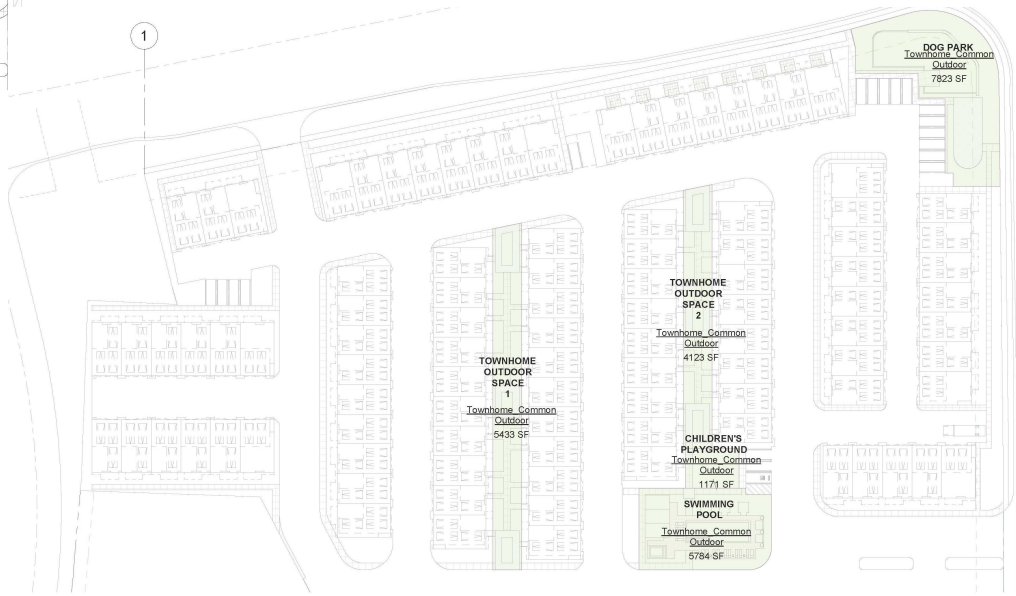
Figure 12

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Townhome Open Space Plan



2 OS TH Roof
1" = 40'-0"



OPEN SPACE LEGEND

- Townhome_Common Outdoor
- Townhome_Private Outdoor

1 OS TH Level 1
1" = 40'-0"

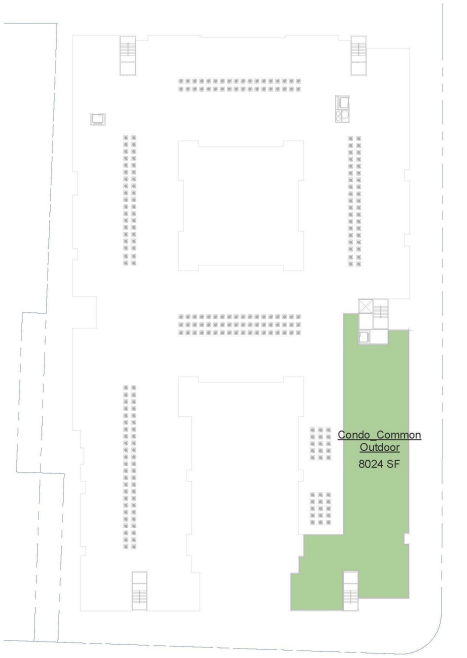
MVE + PARTNERS

Torrance Townhomes
City of Torrance

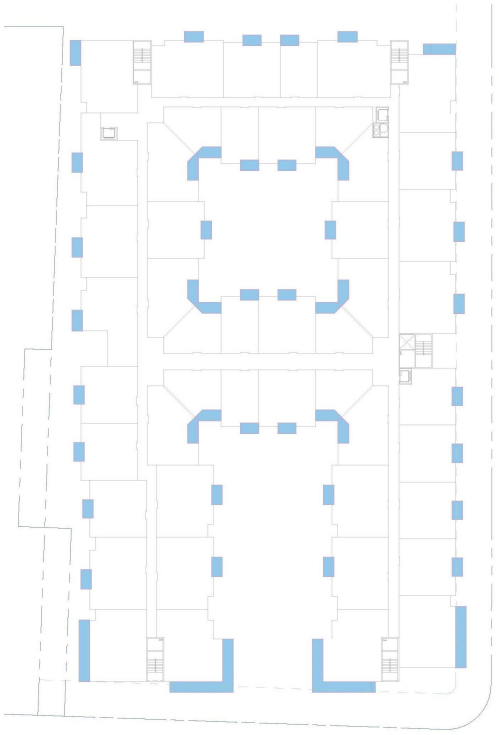
Figure 13

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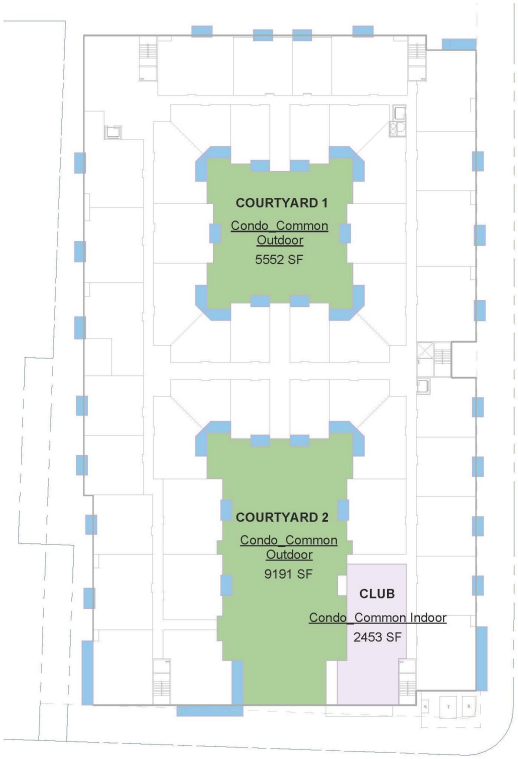
Multifamily Open Space Plan



4 OS Condo Roof
1" = 40'-0"



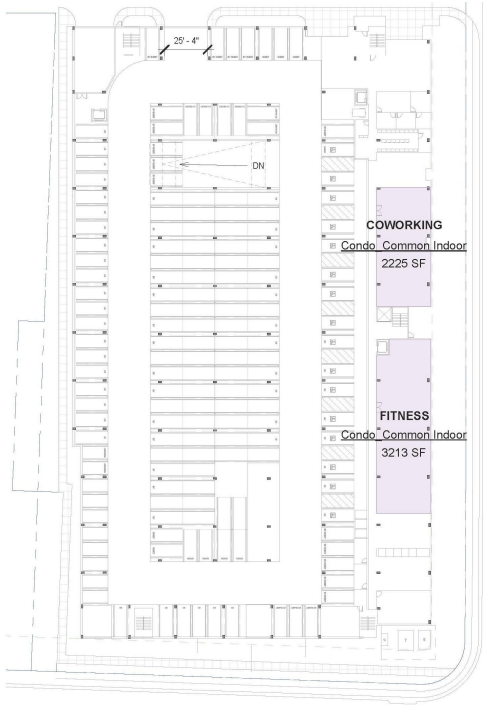
3 OS Condo Level 3 - 6
1" = 40'-0"



2 OS Condo Level 2
1" = 40'-0"

OPEN SPACE LEGEND

- Condo_Common Indoor
- Condo_Common Outdoor
- Condo_Private Outdoor



1 OS Condo Level 1
1" = 40'-0"

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Torrance Townhomes
City of Torrance

Figure 14

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4. SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT CRITERIA

4.1. SENATE BILL 375

The State of California adopted SB 375, the Sustainable Communities and Climate Protection Act of 2008 to outline growth strategies and better integrate regional land use and transportation planning, which will help the State meet its GHG reduction mandates. SB 375 requires that the State's 18 metropolitan planning organizations incorporate a "sustainable communities strategy" with their respective regional transportation plans to achieve their respective region's GHG emissions reduction targets set by CARB. SCAG is the metropolitan planning organization that has jurisdiction over the Project site.

For the SCAG region, pursuant to SB 375, CARB set GHG emissions reduction targets that were updated in 2018 to a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions.

On April 4, 2024, SCAG adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (2024-2050 RTP/SCS): Connect SoCal. The 2024-2050 RTP/SCS outlines strategies that meet or exceed these targets set by CARB. On May 7, 2025, pursuant to California Government Code Section 65080(b)(2)(J)(ii) and via Executive Order G-20-239, CARB accepted SCAG's determination that its 2024-2050 RTP/SCS would, if implemented, achieve CARB's GHG reduction targets. In addition to the GHG reduction targets set by CARB, the 2024-2050 RTP/SCS includes strategies for accommodating projected population, housing, and employment growth in the region. As a Land Use Tool, the 2024-2050 RTP/SCS identifies Priority Growth Areas (PGAs) throughout the SCAG region where 2024-2050 RTP/SCS strategies can be fully realized. These PGAs include Job Centers, transit priority areas (TPAs), High Quality Transit Areas (HQTAs), Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influence. These PGAs account for only 8.2 percent of region's total land area, but implementation of SCAG's growth strategies will help these areas accommodate an estimated 66 percent of forecasted household growth and 54 percent of forecasted employment growth between 2019 and 2050.

4.2. TRANSIT PRIORITY PROJECT CRITERIA

SB 375 provides CEQA streamlining benefits to transit priority projects (TPPs). A TPP is a project that meets the following four criteria (PRC Section 21155(a) and (b)):

1. Is consistent with the use designation, density, building intensity, and applicable policies specified for the project area in SCAG's 2024-2050 RTP/SCS;
2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 and 50 percent nonresidential uses, a floor area ratio of no less than 0.75;
3. Provides a minimum net density of at least 20 units per acre; and
4. Is located within one-half mile of a major transit stop or high-quality transit corridor included in the 2024-2050 RTP/SCS.

Consistency with Criterion 1: Project uses designation, density, building intensity, and applicable policies specified for the Project Area in SCAG's 2024-2050 RTP/SCS.

Use Designation, Density, and Building Intensity

As discussed above, for the SCAG region, CARB has set GHG emission reduction targets to 19 percent below 2005 per capita emission levels by 2035. The 2024-2050 RTP/SCS outlines strategies that meet or exceed these targets set by CARB and balances Southern California's regional future mobility and housing needs

with economic, environmental, and public health goals. On May 7, 2025, CARB accepted SCAG's quantification of GHG emission reductions from the 2024-2050 RTP/SCS and its determination that the 2024-2050 RTP/SCS would, if implemented, achieve the 2035 GHG emission reduction targets established by CARB.

For the reasons stated below, the Project is consistent with the land use designation, density, and building intensity of the 2024-2050 RTP/SCS.

Land Use Designation

The proposed Project would be consistent with the land use patterns promoted by the Connect SoCal Forecasted Regional Development Pattern. The Project site is located within Traffic Analysis Zone (TAZ) 212192500. The Project site is in an area that is considered a Priority Growth Area as it is within a Livable Corridor, Neighborhood Mobility Area, inside job centers, and within 0.5 miles of a High Quality Transit Corridor (HQTC). Furthermore, the Project would not be located in any absolutely constrained areas such as on agricultural land, open space, or on tribal lands.

The proposed Project would develop 335 residential units on 7.82 acres in the City of Torrance. The residential units would be developed within two sub-areas: Lot A would be developed with 98 four-story townhome units, and Lot B would feature 237 multifamily units within a six-story building. The Project would result in an average net density of 42.8 dwelling units per acre (du/ac) across the Project site.

The Project also proposes an internal access drive, a subterranean parking garage, guest parking within drive aisles, a recreational common space areas for resident use, ornamental landscaping, and additional stormwater and utility improvements to accommodate proposed residences. The Project would also include construction of two driveway entrances; one from Torrance Boulevard and one from S Western Avenue.

Density/Building Intensity

The Project site is located within an urbanized area within the City of Torrance. The Project is an infill, residential Project that proposes a residential density of approximately 42.8 dwelling units per acre. The 2024-2050 RTP/SCS identifies the HQTCs as appropriate for including high-density development, supporting pedestrian and bike infrastructure, reducing parking requirements, and retaining affordable housing near transit.

As discussed in Appendix A, the Project site is located within 0.5 miles of the HQTC along Carson Street to the south, as defined by SCAG, and a Transit Priority Area (TPA), as defined by SB 743, which supports transit opportunities and promotes a walkable environment. The Western Avenue and Carson Street intersection, approximately 0.28 miles from the Property, qualifies as a major transit stop (MTS), as there are several intersecting bus lines with 20-minute headways during peak commute hours, including Torrance Transit Line 3 and R3, and GTrans Line 2. Torrance Transit Line 3 and R# runs east/west and GTrans Line 2 runs north/south at this intersection. Consistent with land within a HQTC, the Project would be developed at a greater intensity than the development that currently exists on the Project site and would provide housing on an infill site. See Criterion 2C for a further discussion on the Project's location near a MTS.

The proposed Project promotes pedestrian activity and bicycling activity by providing landscaping along the public right-of-way, outdoor open space, and walking paths. The proposed Project is consistent with regional planning objectives encouraging infill housing development within areas served by high-quality transit.

Applicable Policies

The Project is consistent with applicable goals and policies presented within SCAG's 2024-2050 RTP/SCS, as shown by the consistency analysis presented in Table 8.

Table 8: Consistency Analysis with the 2024-2050 RTP/SCS Policies

2024 Connect SoCal Strategy/Policy	Project Consistency with Policy
Complete Streets	
Support implementation of Complete Streets demonstrations (including those addressing curb space management) to accommodate and optimize new technologies and micromobility devices, first/last mile connections to transit and last-mile deliveries	**Not Applicable.** This is not a project-specific goal and is therefore not applicable.
Support community-led Complete Streets plans and projects, including those that take into account how to mitigate or adapt to climate change impacts (e.g., extreme heat)	**Not Applicable.** This is not a project-specific goal and is therefore not applicable.
Transit and Multimodal Integration	
Increase multimodal connectivity (e.g., first/last mile transit and airport connections), which includes planning for and developing mobility hubs throughout the SCAG region	**Consistent.** The Project includes residential and recreational development located near commercial, retail, and office uses, which encourages residents to use alternative modes of transportation for local commute. The Western Avenue and Carson Street intersection, approximately 0.28 miles from the Property, qualifies as a major transit stop (MTS), as there are several intersecting bus lines with 20-minute headways during peak commute hours, including Torrance Transit Line 3 and GTrans Line 2. Torrance Transit Line 3 runs east/west and GTrans Line 2 runs north/south at this intersection.
Through land use planning, support residential development along high-frequency transit corridors and around transit/rail facilities and centers	**Consistent.** As described above, the Western Avenue and Carson Street intersection, approximately 0.28 miles from the Property, qualifies as a major transit stop (MTS), as there are several intersecting bus lines with 20-minute headways during peak commute hours, including Torrance Transit Line 3 and GTrans Line 2. Torrance Transit Line 3 runs east/west and GTrans Line 2 runs north/south at this intersection.
Expand the region's networks of bicycle and pedestrian facilities. This includes creating more low stress facilities, such as separated bikeways and bike paths, slow streets, and open streets	**Consistent.** The Project would improve the existing sidewalk along Western Avenue and Torrance Boulevard and would connect to other existing walkways and public transit in the area.
Safety	
Work with local, state and federal partners to advance safer roadways, including reduced speeds to achieve zero deaths and reduce GHGs	**Not Applicable.** This is not a project-specific goal and is therefore not applicable.
Priority Development Areas	
Support the development of housing in areas with existing and planned infrastructure and availability of multimodal options, and where a critical mass of activity can promote location efficiency	**Consistent.** The Project includes residential development within a residential area. The Project site is located near commercial, retail, and office uses, which encourages residents to use alternative modes of transportation for local commute. Further, the proposed Project would improve the existing sidewalk along Western Avenue and Torrance Boulevard and would connect to other existing walkways and public transit in the area.

2024 Connect SoCal Strategy/Policy	Project Consistency with Policy
	Additionally, as described above, the Western Avenue and Carson Street intersection, approximately 0.28 miles from the Property, qualifies as a major transit stop (MTS), as there are several intersecting bus lines with 20-minute headways during peak commute hours, including Torrance Transit Line 3 and GTrans Line 2. Torrance Transit Line 3 runs east/west and GTrans Line 2 runs north/south at this intersection.
Housing the Region	
Provide technical assistance for jurisdictions to complete and implement their housing elements and support local governments and Tribal Entities to advance housing production	**Not Applicable.** This is not a project-specific goal and is therefore not applicable.
Identify and pursue partnerships at the local, regional, state and federal levels to align utility, transit and infrastructure investments with housing development and equitable outcomes across the region	**Not Applicable.** This is not a project-specific goal and is therefore not applicable.
Sustainable Development	
Research the availability of resources that can support the development of water and energy-efficient building practices, including green infrastructure	**Not Applicable.** This is not a project-specific goal and is therefore not applicable.
Air Quality	
Coordinate with local, regional, state and federal partners to meet federal and state ambient air-quality standards and improve public health	**Consistent.** The Project would meet existing ambient air-quality standards.
Clean Transportation	
Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the CARB innovative clean technology (ICT) rule	**Consistent.** The CARB innovative clean technology (ICT) rule requires all public transit agencies to gradually reduce fleet vehicle tailpipe emissions and encourages them to provide innovative first and last-mile connectivity and improved mobility for transit riders. The Project would implement sidewalks and bike facilities to encourage alternative uses of transport other than passenger vehicles. While the Project is not adjacent to transit facilities, the Project is located near established public transit and would promote an active lifestyle.
Natural and Agricultural Lands Preservation	
Work with implementation agencies to support, establish or supplement voluntary regional advance mitigation programs (RAMP) for regionally significant transportation projects to mitigate environmental impacts, reduce per-capita VMT and provide mitigation opportunities through the Intergovernmental Review Process	**Not Applicable.** The Project would not be considered a regionally significant transportation Project and is therefore not applicable.
Continue efforts to support partners in identifying priority conservation areas—including habitat, wildlife corridors, and natural and agricultural lands—for permanent protection	**Consistent.** The proposed Project site is currently developed with commercial office buildings and does not provide suitable habitat for wildlife.

2024 Connect SoCal Strategy/Policy	Project Consistency with Policy
Support the integration of nature-based solutions into implementing agency plans to address urban heat, organic waste reduction, protection of wetlands, habitat and wildlife corridor restoration, greenway connectivity and similar efforts	**Consistent.** See above regarding protection of biological resources.
Climate Resilience	
Develop partnerships and programs to support local and regional climate adaptation, mitigation and resilience initiatives	**Not Applicable.** This is not a project-specific goal and is therefore not applicable.
Support implementing agencies' efforts to include climate-ready home-hardening strategies in new construction as well as the retrofitting of existing structures to minimize the potential loss of housing units stemming from climate-related hazards	**Consistent.** the Project would be required to comply with all California Fire Code (CFC) regulations as well as the City of Torrance Municipal Code Chapter 85.1.010, which provide requirements to reduce the potential of fires that include minimum access road widths, automatic motorized gates, installation of automatic sprinkler systems, and fire hydrant sizing (the quantity of water available for fire-protection purposes).
Collaborate with partners to foster adoption of systems and technologies that can reduce water demand and/or increase water supply, such as alternative groundwater recharge technologies, stormwater capture systems, urban cooling infrastructure and greywater usage systems	**Consistent.** The proposed Project would be required to implement water-efficient landscaping and water conserving appliances pursuant to the City's Municipal Code Division 4 Chapter 10, *Stormwater and Urban Runoff Pollution Control*. Compliance would be reviewed by the City during the permitting process. Additionally, the new on-site water system would convey water supplies to the proposed buildings and landscaping through plumbing/landscaping fixtures that are compliant with the CALGreen Code for efficient use of water.
Workforce Development	
Provide technical assistance to help local jurisdictions realize their economic and workforce-development goals	**Not Applicable.** This is not a project-specific goal and is therefore not applicable.
Encourage the growth of, and equitable access to, living-wage jobs throughout the region	**Consistent.** The proposed Project would provide temporary jobs during construction. However, the Project is residential in nature and does not propose any development which would result in new employment opportunities.

Consistency with Criterion 2: Based on total building square footage, the Project contains at least 50 percent residential use, and if the Project contains between 26 and 50 percent nonresidential uses, a floor area of not less than 0.75.

Criterion 2A: Project contains at least 50 percent residential use.

The Project would construct a 726,503 SF residential development with 543,430 SF of residential uses, 149,964 SF of parking, and 33,109 SF of recreational/open space. Based on total building square footage, the Project would contain 75 percent residential uses, consistent with this criterion.

Criterion 2B: Project would have a density of at least 20 units per acre.

The Project includes a minimum net density of at least 20 units per acre. The Project site consists of 3 parcels that combine for a total of approximately 7.82 acres. Therefore, the Project would provide 335 residential

units for a density of approximately 42.8 du/acre. Accordingly, the Project would exceed the required net density of at least 20 dwelling units per acre. Therefore, the Project would be consistent with Criterion 2B.

Criterion 2C: The Project is located within one-half mile of a major transit stop or high-quality transit corridor included in the 2024-2050 RTP/SCS.

A major transit stop is defined as a "site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods" and is included in the applicable regional transportation plan (PRC Sections 21064.3 and 21155(b)). A high-quality transit corridor is a "corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours" (PRC Section 21155(b)).

As discussed in the TPA /AB 2097 Verification Memo included as Appendix A, the Project site is located within 0.5 miles of the HQTC along Carson Street to the south, as defined by SCAG, and a Transit Priority Area (TPA), as defined by SB 743, which supports transit opportunities and promotes a walkable environment. The Western Avenue and Carson Street intersection, approximately 0.28 miles south from the Project site, qualifies as a major transit stop (MTS). The stop qualifies, pursuant to California Public Resources Code Section 21064.3(c), as it constitutes an "intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods." The California Department of Housing and Community Development (HCD) has issued valuable guidance about how to determine whether two (2) buses meet the 20-minute service intervals, stating as follows:

> *"HCD recommends averaging bus service intervals across the combined morning and afternoon peak periods for the purposes of maximizing housing production potential and to account for peak-directional service (e.g., more frequent inbound morning service). **The average frequency must be 20 minutes or less across both peak periods. In other words, two or more bus routes must stop at a given location at least 21 times in a seven-hour period to qualify for AB 2097 prohibition on minimum parking requirements.** Public Resources Code section 21064.3, subdivision (c) identifies a statutory threshold of "two or more major bus routes with a frequency of service interval of 20 minutes or less" during the morning and afternoon peak commute periods but does not provide a methodology for calculating peak frequency." (Emphasis added.)* [3]

Torrance Transit Lines 3 and R3, and GTrans Line 2, intersect at the intersection of Western Avenue and Carson Street. Torrance Transit Lines 3 and R3 run eastbound/westbound, and GTrans Line 2 runs northbound/southbound at this intersection. For the purposes of AB 2097, as stated in HCD's Technical Advisory memorandum, local and rapid express bus line schedules can be combined for calculating service frequency as they are considered "colinear line families." Torrance Transit Lines 3 and R3 are colinear line families, as Line 3 is a local line and Line R3 is a rapid line, that share the same route. When combined, Torrance Transit Lines 3 and R3 have frequency intervals of 20 minutes or less at the Western Avenue and Carson Street intersection during morning and afternoon peak periods. Both Torrance Transit Lines 3 and R3 intersect with GTrans Line 2.

As shown on Figure 3 within Appendix A, the Torrance Transit Lines 3 and R3, and GTrans Line 2, buses stop more than 21 times at the intersection. During peak weekday commute hours per HCD, Torrance Transit Lines 3 and R3 stop 24 times eastbound, and 23 times westbound for a total of 47 times east/west. GTrans Line 2 stops 26 times northbound and 27 times southbound, for a total of 53 times north/south. As such, there are buses which stop 100 times at the subject intersection during the peak analysis times.

[3] From the "Peak Period Bus Service Interval Frequency" subsection of HCD's AB 2097 Technical Advisory

Headways were calculated by dividing the 420 minutes (seven hours multiplied by 60 minutes per hour) by the total number of stops in each direction. The average frequency for Torrance Transit Line 3/R3 is 17.5 minutes eastbound and 18.26 minutes westbound, and the average frequency for GTrans Line 2 is 16.15 minutes northbound and 15.56 minutes southbound. Therefore, in all directions, the bus routes have headways of less than 20 minutes.

Thus, based on a review of the intersecting bus lines, the entirety of the Property is located within a TPA, as the closest MTS at the intersection of Western Avenue and Carson Street is approximately 0.28 miles south. In addition, as discussed above Carson Street has been identified as a HQTC between Flower Avenue and Western Avenue, as indicated within SCAG's 2024-2050 RTP/SCS and the City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects TPA Map. Thus, the proposed Project would qualify as a transit priority project.

5. INCORPORATION OF 2024-2050 RTP/SCS PROGRAM EIR MITIGATION MEASURES

5.1. INCORPORATION OF FEASIBLE MITIGATION MEASURES, PERFORMANCE STANDARDS, AND CRITERIA FROM PRIOR APPLICABLE EIRS

Public Resources Code (PRC) Sections 21155.2 and 21159.28(a) require that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs, which for the Project would include the 2024-2050 RTP/SCS Program Environmental Impact Report for Southern California Association of Governments, which was certified April 4, 2024 (RTP/SCS PEIR). It is the intent of SCAG that lead agencies and others use the information contained within the PEIR in order to "tier" subsequent environmental documentation of projects in the region.

The Mitigation Monitoring and Reporting Program for the RTP/SCS PEIR (SCAG MMRP) does not include project level mitigation measures that are required to be incorporated into the Project. However, the SCAG MMRP does provide a list of mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the lead agency has concluded that a project has the potential to result in significant effects. The City has complied with PRC Section 21155.2 and 21159.28.

The RTP/SCS PEIR serves as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed RTP/SCS. The RTP/SCS PEIR includes mitigation measures designed to help avoid or minimize significant environmental impacts. The RTP/SCS PEIR serves as a first-tier document for later CEQA review of individual projects included in the program.

The City has reviewed all mitigation measures contained in the RTP/SCS PEIR (and determined their applicability) to the Project. For each such mitigation measure, the City considered whether to use the RTP/SCS PEIR mitigation measure or an equally effective City mitigation measure or federal, State, regional, or City regulation. The City's applicability determination is found in Table 9, *Project Consistency with 2024-2050 RTP/SCS Mitigation Measures*. As indicated in Table 9, the City has incorporated an equally or more effective Project-specific mitigation measure or federal, State, regional, or City regulation, or has for other reasons determined that incorporation of the SCAG 2024 RTP/SCS MMRP mitigations measures is not required.

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Table 9: Project Consistency with 2024-2050 RTP/SCS PEIR Mitigation Measures

Topic	2024-2050 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
Aesthetics		
Impact AES-1: Potential for the Project to have a substantial adverse effect on a scenic vista. **Impact AES-2:** Potential to substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	**PMM AES-1:** In accordance with provisions of CEQA Guidelines Sections 15091(a)(2) and 15126.4(a)(1)(B), a lead agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency: a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. c) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements. d) Retain or replace trees bordering highways, so that clear-cutting is not evident. e) Provide new corridor landscaping that provides appropriate transitions to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas. f) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity. g) Use see-through safety barrier designs (e.g., railings rather than walls), as appropriate.	**No mitigation applies.** PRC Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site or within a transit priority area shall not be considered significant impacts on the environment." This measure is intended to mitigate impacts on scenic vistas. The Project Site is within a fully urbanized area of the City dominated by residential, commercial, and industrial development. There are no designated or otherwise identified scenic vistas within the vicinity of the Project Site. Thus, this mitigation measure is not applicable to the Project.
Impact AES-3: Potential to substantially degrade the existing visual character or quality of public views (public views are those that are experienced from publicly accessible vantage points). In an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality.	**PMM AES-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding	**No mitigation applies.** PRC Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site or within a transit priority area shall not be considered significant impacts on the environment." As such, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.

Topic	2024-2050 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	terrain in accordance with county and city hillside ordinances, where applicable. b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. c) Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible, or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria. d) Design projects consistent with design guidelines of applicable general plans. e) Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape. f) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows: • use transparent panels to preserve views where sound walls would block views from residences; • use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height; • construct sound walls of materials whose color and texture complements the surrounding landscape and development; g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.	Further provisions of SB 743 provide that this legislation "does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies" (PRC Section 21099(d)(2)(A)), and that "aesthetic impacts do not include impacts on historical or cultural resources" (Section 21099(d)(2)(B)).
Impact AES-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	**PMM AES-3:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such	**No mitigation applies.** PRC Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site or within a

Topic	2024-2050 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	measures may include the following or other comparable measures identified by the lead agency: a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. c) Use high-pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. d) Use unidirectional lighting to avoid light trespass onto adjacent properties. e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. f) Provide structural and/or vegetative screening from light-sensitive uses. g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses. h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. i) Direct all architectural lighting onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.	transit priority area shall not be considered significant impacts on the environment." As such, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099. The proposed Project would be subject to Torrance Municipal Code Section 92.30.5 that requires shielding of light to minimize lighting of adjacent off-site areas and generation of glare.
Agricultural Resources		
Impact AG-1: Potential for the Project to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use.	**PMM AG-1:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency: a) Provide permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential to mitigate for loss of farmland. b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. c) Maintain and expand agricultural land protections such as urban growth boundaries.	**No mitigation applies.** The Project site is currently fully developed and is located in an urbanized setting. There is no farmland or agricultural activity on the Project site or in the vicinity of the Project.

Topic	2024-2050 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	d) Provide for mitigation fees to support a mitigation bank4 that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands. e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access. f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.	
Impact AG-2: Potential for the Project to conflict with existing zoning for agricultural use, or a Williamson Act Contract.	See **PMM AG-1** **PMM AG-2:** Project-level mitigation measures can and should be considered by lead agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each lead agency, may include the following, or other comparable measures: a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts. b) Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.	**No mitigation applies.** The Project site is not currently zoned for agricultural production, the site is currently developed with three office buildings, there is no farmland on-site, and there are no Williamson Act Contracts in effect for the Project site.
Impact AG-3: Potential for the Project to 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)). **Impact AG-4:** Potential for the Project to result in the loss of forest land or	**PMM AG-3:** Project-level mitigation measures can and should be considered by lead agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each lead agency, may include the following, or other comparable measures: a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with forestry resources. b) Acquire conservation easements for the loss of forestland or timberland.	**No mitigation applies.** The Project site is currently fully developed with urban uses, not forest use. Therefore, no forest land will be lost or converted to non-forest uses.

Topic	2024-2050 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
conversion of forest land to non-forest use.		
Impact AG-5: Potential for the Project to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.	See **PMM AG-2** and **PMM GHG-2.** **PMM AG-4:** Project-level mitigation measures can and should be considered by lead agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each lead agency, may include the following, or other comparable measures: a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land. b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management. c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted. **PMM AG-5:** Project-level mitigation measures can and should be considered by lead agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each lead agency, may include the following, or other comparable measures: a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation	**No mitigation applies.** The Project site is currently fully developed with urban uses and is not used for any agricultural uses or forest land. Additionally, the Project site is in an urbanized area and there are no agricultural or forest uses within the Project vicinity. Therefore, no agricultural or forest land will be converted with implementation of the Project.

Topic	2024-2050 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	would be required for permanent or significant loss of economically viable operations.	
Air Quality		
Impact AQ-1: Conflict with or obstruct implementation of the applicable air quality plan.	**PMM-AQ-1:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the lead agency: a) Minimize land disturbance. b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. c) Cover trucks when hauling dirt. d) Stabilize the surface of dirt piles if not removed immediately. e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. f) Minimize unnecessary vehicular and machinery activities. g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. h) Revegetate disturbed land, including vehicular paths created during construction to avoid future offroad vehicular activities. i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications. j) Assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB approved fleet. k) Ensure that all construction equipment is properly tuned and maintained. l) Minimize idling time to 5 minutes—saves fuel and reduces emissions. m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the	**Consistent with mitigation measure.** The Project's impacts with respect to air quality standards are less than significant, but the Project would nevertheless substantially conform to this mitigation measure as set forth in the 2024-2050 RTP/SCS, as it consists of existing regulatory compliance measures set by CARB and the South Coast Air Quality Management District (SCAQMD). • CARB Anti-Idling Air Toxics Control Measure: This measure, codified in Title 13 California Code of Regulations (CCR) Section 2485, applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given time, with certain exception for vehicles where idling is a necessary performance activity such as for concrete trucks. • SCAQMD Rule 401 – Visible Emissions: This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view. • SCAQMD Rule 402 – Nuisance: This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the

Topic	2024-2050 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators. o) Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. p) Obtain CARB Portable Equipment Registration with the state or a local district permit for portable engine-driven equipment units used at the project work site, with the exception of on-road and offroad motor vehicles. Arrange appropriate consultations with the CARB or the local air district to determine registration and permitting requirements prior to equipment operation at the site. q) Use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final or better engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by the project's lead agency before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 Final or better engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible or higher tier standard diesel equipment as it becomes developed and feasible. r) Projects located within the South Coast Air Basin and the Coachella Valley should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available low-	public, or which cause, or have a natural tendency to cause, injury or damage to business or property. • SCAQMD Rule 403 – Fugitive Dust: This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM10 emissions to less than 50 micrograms per cubic meter (µg/m3) and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule). Dust control measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers and/or ceasing all activities. • SCAQMD Rule 1113 – Architectural Coatings: This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories. • SCAQMD Rule 1186 – PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations: This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM10 emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also SCAQMD Rule 403). • SCAQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities: The Project would comply with the requirements of this rule if asbestos is found during the demolition and construction activities. With regulatory compliance, the risk related to any existing asbestos-containing building materials (ACBMs) at the Project Site would be reduced to

Topic	2024-2050 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles. s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for identification of additional feasible mitigation that can be applied to individual projects. t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs. u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors). v) As applicable for airport projects, the following measures should be considered: – Consider operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines. – Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project. – Use ground service equipment (GSE) that can operate on battery-power. If using electric equipment is not feasible, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4 Final, at a minimum. w) As applicable for port projects, the following measures should be considered: – Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE). – Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress. – Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power. – Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized. – Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation	acceptable levels, and the Project would result in no impact with regard to ACBMs. • The Project will comply with South Coast Air Quality Management District Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil, which sets requirements to control the emission of VOC from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. • The Project will install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138. • In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines will meet specified fuel and fuel additive requirements and emission standards. • Nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review. Compliance with these existing regulations would facilitate consistency with plans for attainment of air quality standards identified by South Coast AQMD, CARB, the State of California, and the federal government, and would be equal to or more effective than PMM AQ-1. Therefore, the proposed Project would be consistent with this mitigation measure.

Topic	2024-2050 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin. – Encourage the participation in the Green Ship Incentives. – Offer incentives to encourage the use of on-dock rail. x) As applicable for rail projects, the following measures should be considered: – Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards. y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit. z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters. – Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems – Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued. – Disclose the potential increase in energy costs for running the HVAC system to prospective residents. – Provide information to residents on where MERV filters can be purchased. – Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units. – Identify the responsible entity such as future residents themselves, Homeowner's Association, or property managers for ensuring enhanced filtration units are replaced on time. – Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units. – Set criteria for assessing progress in installing and replacing the enhanced filtration units; and – Develop a process for evaluating the effectiveness of the enhanced filtration units.	

Topic	2024-2050 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
	aa) Consult the SCAG Environmental Justice Toolbox available on SCAG's Environmental Justice webpage for potential measures to address impacts to low-income and/or communities of color. bb)The following criteria related to diesel emissions shall be implemented on by individual project sponsors as appropriate and feasible: – Diesel nonroad vehicles on site for more than 10 total days shall have either (1) engines that meet EPA on road emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%. – Diesel generators on site for more than 10 total days shall be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%. – Nonroad diesel engines on site shall be Tier 2 or higher. – Diesel nonroad construction equipment on site for more than 10 total days shall have either (1) engines meeting EPA Tier 4 nonroad emissions standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines for 50 hp and greater and by a minimum of 20% for engines less than 50 hp. – The construction contractor shall maintain a list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following: i. Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment. ii. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. iii. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date. – Establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. – Maintain a monthly report that, for each on road diesel vehicle, nonroad construction equipment, or generator onsite, includes:	

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	i. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date. ii. Any problems with the equipment or emission controls. iii. Certified copies of fuel deliveries for the time period that identify: 1. Source of supply 2. Quantity of fuel 3. Quantity of fuel, including sulfur content (percent by weight) cc) Promote energy efficiency and exceed Title-24 Building Envelope Energy Efficiency Standards (California Building Standards Code): – Install programmable thermostat timers – Obtain Third-party HVAC commissioning and verification of energy savings (to be grouped with exceedance of Title 24). – Install energy efficient appliances (Typical reductions for energy-efficient appliances can be found in the Energy Star and Other Climate Protection Partnerships Annual Reports.) – Install higher efficacy public street and area lighting – Limit outdoor lighting requirements – Replace traffic lights with LED traffic lights – Establish onsite renewable or carbon neutral energy systems – generic, solar power and wind power – Utilize a combined heat and power system dd) Promote transportation efficiency. The following measures can be used to increase transportation efficiency: – Locate project near bike path/bike lane – Provide pedestrian network improvements, such as interconnected street network, narrower roadways and shorter block lengths, sidewalks, accessibility to transit and transit shelters, traffic calming measures, parks and public spaces, minimize pedestrian barriers – Provide traffic calming measures, such as: i. Marked crosswalks ii. Count-down signal timers iii. Curb extensions iv. Speed tables v. Raised crosswalks vi. Raised intersections	

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	vii. Median islands viii. Tight corner radii ix. Roundabouts or mini-circles x. On-street parking xi. Chicanes/chokers – Create urban non-motorized zones – Provide bike parking in non-residential and multi-unit residential projects – Dedicate land for bike trails – Limit parking supply through: i. Elimination (or reduction) of minimum parking requirements ii. Creation of maximum parking requirements iii. Provision of shared parking – Require residential area parking permit. – Provide ride-sharing programs i. Designate a certain percentage of parking spacing for ride sharing vehicles ii. Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles iii. Providing a web site or messaging board for coordinating rides iv. Permanent transportation management association membership and finding requirement. ee) Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time. ff) Install signage containing the complaint number of the local air district where construction activities are located at the construction sites.	
Impact AQ-2: 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.	See **PMM AQ-1**	**Consistent with mitigation measure.** As discussed above under AQ-1, the proposed Project would be consistent to this mitigation measure, as it would comply with existing regulations that have been identified and are required by the South Coast AQMD and CARB to facilitate consistency with plans for attainment for the NAAQS and CAAQS, as applicable and feasible.
Impact AQ-3: Expose sensitive receptors to substantial pollutant concentrations.	See **PMM AQ-1** **PMM AQ-2:** Projects subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects) and located within the jurisdiction of the	**Consistent with mitigation measure.** As shown on Table AQ-4 below, the daily construction emissions generated on-site by the proposed Project have been evaluated

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	South Coast Air Quality Management District (SCAQMD) and within one-quarter mile (1,320 feet) of a sensitive land use shall prepare an air quality analysis that evaluates potential localized project air quality impacts in conformance with SCAQMD methodology for assessing localized significance thresholds (LST) air quality impacts. If air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the project shall incorporate feasible mitigation measures to reduce air pollutant emissions.	against SCAQMD's localized significance thresholds (LSTs) to determine whether the emissions would cause or contribute to adverse localized air quality impacts. As shown in Table AQ-4, construction related criteria pollutant emissions would not exceed applicable SCAQMD localized significance thresholds, and impacts would be less than significant. According to the SCAQMD LST methodology, LSTs apply to a project's stationary and on-site mobile sources. Projects that involve mobile sources that spend long periods queuing and idling at a site, such as transfer facilities or warehousing and distribution buildings, have the potential to exceed the operational LSTs. The proposed Project would operate as a residential development, which does not typically involve diesel vehicles regularly idling or queuing for long periods. Therefore, due to the lack of significant stationary source emissions or idling diesel-powered vehicles, impacts related to operational LSTs are presumed to be less than significant.
Impact AQ-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	See **PMM AQ-1** and **PMM AQ-2**	See consistency analysis for **PMM AQ-1** under **Impact AQ-**1 and for **PMM AQ-2** under **Impact AQ-3**.
Biological Resources		
Impact BIO-1: Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service.	**PMM BIO-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, and species that meet the definition of "rare" as defined in CEQA Guidelines Section 15380(b)(2). Such measures may include the following or other comparable measures identified by the lead agency: a) Avoid occupied habitat and potentially suitable habitat for threatened, endangered, or rare species, as well as designated critical habitat in project design, wherever practicable and feasible. Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, prior to construction, conduct focused species surveys that	**No mitigation applies.** No mitigation is required as Project impacts would be less than significant. However, the Project would be substantially in conformance with this mitigation measure for the following reasons: The Project site is an infill site located in an urban area that is fully developed with commercial uses. The Project site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service.

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	follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel. If sensitive plants or wildlife are present, identify and implement species-specific measures to avoid, minimize, and mitigate for potential impacts in consultation with USFWS or CDFW. b) Where avoidance is determined to be infeasible for species protected under FESA, CESA, or local/regional species habitat conservation plan, provide conservation measures to result in no net loss of sensitive habitats and open space and fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include: i. Impact minimization strategies ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts iii. Use of in-kind mitigation bank credits iv. Funding of research and recovery efforts v. Habitat restoration vi. Establishment of conservation easements vii. Permanent dedication of in-kind habitat c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies. d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or non-native habitat wherever feasible, so as to avoid or minimize impacts to these species e) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources. f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation. g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact.	There are multiple trees on the Project site that would be removed. This mitigation measure is not incorporated because the City has determined that the existing regulatory compliance measures listed below would apply to the Project and ensure potential impacts are less than significant. Applicable regulations: • Federal Endangered Species Act • Migratory Bird Treaty Act • California Endangered Species Act • California Native Plant Protection Act • California Desert Native Plants Act • Lists from the CDFW: ○ Species of Special Concern ○ Fully Protected Animals Lists ○ Special Vascular Plants, Bryophytes and Lichens List ○ California Sensitive Natural Communities ○ Inventory of Rare and Endangered Plants by the California Native Plant Society

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	h) Appoint a qualified biologist to monitor implementation of mitigation measures. i) Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased. j) Develop an invasive species control plan associated with project construction k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance. m) Project design should address the protection of habitat on both sides of a freeway to improve effectiveness of the crossings and may use alternatives to hydrocarbon-based asphalt paving to mitigate for potential hydrocarbon and heavy metal contamination.	
Impact BIO-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.	**PMM BIO-2:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities. Such measures may include the following or other comparable measures identified by the lead agency: a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA. b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino. c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare,	**No mitigation applies.** No mitigation measures are required. The Project is located in a developed, urban area and would be replacing existing commercial buildings and associated uses. The Project would not be developed on existing open space. This mitigation measure is not incorporated because the Project site does not contain any wetlands, riparian habitats, sensitive natural community or critical habitat, or support any species identified or designated as candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW or the U.S. Fish and Wildlife Service. No impacts related to this issue would occur.

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	threatened, and endangered species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code. d) Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds. e) Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season. f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-beaming mammals, are actively using the areas in conjunction with breeding activities. g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. Where practicable and feasible, require upland buffers that sufficiently minimize impacts to riparian corridors. h) Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required. i) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to sensitive communities. j) Appoint a qualified biologist to monitor implementation of mitigation measures. k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased. l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects. m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant to an adopted regional conservation plan.	

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	n) Install fencing and/or mark sensitive habitat to be avoided during construction activities. o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified ecologist/biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist. p) Revegetate with appropriate native vegetation following the completion of construction activities. As identified by the qualified ecologist/biologist. q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species). r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.	
Impact BIO-3: Have a substantial adverse effect on State or Federally Protected Wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means.	See **PMM-BIO-1** and **PMM-BIO-2.** **PMM BIO-3:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands. Such measures may include the following or other comparable measures identified by the lead agency. a) Conduct an aquatic resources delineation by a qualified biologist to identify and map the extent of state and federally protected aquatic resources Avoid state and federally protected aquatic resources in project design, consistent with the provisions of Sections 404 and 401 of the CWA, wherever practicable and feasible. b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters Of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW.	**No mitigation applies.** No mitigation measures are required. The Project site is fully developed with commercial uses and parking lots, and is not located on federally or state protected wetlands or water features.

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	c) Where avoidance of wetlands is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by USACE or SAA by CDFW. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with USACE's Final Compensatory Mitigation Rule or the CDFW SAA conditions. The USACE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as feasible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACE permit may require a project proponent to restore, establish, enhance, or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the maximum extent feasible, establishes equivalent requirements and standards for the three sources of – Permittee-responsible mitigation – Contribution of in-kind in-lieu fees – Use of in-kind mitigation bank credits d) Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities: • Avoidance • Impact Minimization • On-site alternatives • Off-site alternatives e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.	

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Impact BIO-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	See **PMM BIO-1** through **PMM BIO-3.** **PMM BIO-4:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement. Such measures may include the following or other comparable measures identified by the lead agency: a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino. b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans. c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season. d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31. e) Prohibit construction activities with 300 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season. g) When feasible and practicable, minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors in project design. h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on and off-site. i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor.	**Consistent with mitigation measure.** Sections PMM BIO-4 d through f are applicable to the proposed Project and would be incorporated through Project specific MM BIO-1. The Project site is currently developed with commercial uses and is in an urbanized area in the City of Torrance. No wildlife corridors or native wildlife nursery sites are present on the Project site or in the surrounding area. Further, due to the urbanized nature of the Project area, the potential for native resident or migratory wildlife species movement through the site is extremely limited. Nonetheless, the Project site does include multiple ornamental trees that could support raptor and/or songbird nests. Migratory nongame native bird species are protected under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR Section 10.13). California Fish and Wildlife Code Sections 3503, 3503.5, and 3513 prohibit take of all birds and their active nests (as listed under the Federal MBTA). The removal of vegetation with nesting birds during the breeding season is considered a potentially significant impact. Mitigation Measure BIO-1 is identified to ensure the proposed Project would be consistent with the MBTA and would be consistent with PMM BIO-1. Therefore, compliance with existing regulatory requirements and Mitigation Measure BIO-1, development of the proposed Project would not conflict with any local policies or ordinances protecting biological resources and would be consistent with mitigation measure PMM BIO-4.

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	j) Review construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation. k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat). l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches. m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA's Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities. n) Install directional wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction. o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the temporal or permanent loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in PMM-BIO-1(b), where applicable: – Wildlife movement buffer zones – Corridor realignment – Appropriately spaced breaks in center barriers – Stream rerouting – Culverts – Acquire contiguous adjacent land parcels to be protected in perpetuity from encroachment and development – Other comparable measures p) Where the lead agency has identified that an RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.	

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	q) Incorporate applicable and appropriate guidance (e.g., FHWA-HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants. r) Implement berms and sound/sight barriers at all wildlife crossings to encourage wildlife to utilize crossings. Sound and lighting should also be minimized in developed areas, particularly those that are adjacent to or go through natural habitats. s) Reduce lighting impacts on sensitive species through implementation of mitigation measures such as, but not limited to: – Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. – Design exterior lighting to confine illumination to the project site. – Provide structural and/or vegetative screening from light-sensitive uses. – Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. – Direct architectural lighting onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties. t) Reduce noise impacts to sensitive species through implementation of mitigation measures such as, but not limited to: – Install temporary noise barriers during construction. – Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses. – Provide structural and/or vegetative screening from light-sensitive uses. – Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. – Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools	

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	themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. – Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where repavement is planned – Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. – Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures. u) Include large buffers between sensitive uses and freeways. v) Create corridor redundancy to help retain functional connectivity and resilience. w) To the extent practicable, avoid construction during dawn and dusk, when wildlife activity is highest. y) If protected terrestrial wildlife enter work areas during construction, temporarily halt work to allow wildlife to move through the work area unharmed. A qualified biologist may relocate non-listed wildlife species out of the work area.	
Impact BIO-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	See **PMM BIO-1** through **PMM BIO-4.** **PMM BIO-5:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources. Such measures may include the following or other comparable measures identified by the lead agency. a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to	**No mitigation applies.** Mitigation is not required because Project impacts would be less than significant with the implementation of regulatory compliance measures. Nevertheless, the Project would be in substantial conformance with these mitigation measures for the reasons stated below. The project site currently contains ornamental landscaping would be removed by the proposed Project. None of the mature trees located on the Project site are designates as "protected trees," "landmark trees," or "heritage trees." As such, the Project would not conflict with any local

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	remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist. c) If specific project area trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species, as directed by a qualified biologist. d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as "Protected Trees," "Landmark Trees," or "Heritage Trees," to facilitate avoidance of resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. e) Establish a scheme for the removal and disposal of logs, brush, earth, and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree. f) No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Wires, ropes, or other devices not to be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree. g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist. h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such	policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

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	damage. If such tree cannot be preserved in a healthy state, as determined by the certified arborist, replace any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources. i) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance, such as to support issuance of a tree removal permit. The consideration of conservation measures may include: – Avoidance strategies – Contribution of in-lieu fees – Planting of replacement trees – Re-landscaping areas with native vegetation post-construction – Other comparable measures developed in consultation with local agency and certified arborist.	
Impact BIO-6: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	See **PMM BIO-1** through **PMM BIO-5.** **PMM BIO-6:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs. Such measures may include the following or other comparable measures identified by the lead agency: a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs. b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP. c) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act and/or Sections 2081(b) or 2080.1 of the California Fish and Game Code, to support issuance of an incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The	See consistency analysis for **PMM BIO-1**, **PMM BIO-2**, **PMM BIO3**, **PMM BIO-4**, and **PMM BIO-5** under **BIO-1**, **BIO-2**, **BIO-3**, **BIO-4**, and **BIO-5**, respectively. **No mitigation applies.** No mitigation measures are required because the Project site is not located in or subject to provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

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	consideration of additional conservation measures would include the measures outlined in SMM-BIO-2, where applicable.	
Cultural Resources		
Impact CULT-1: Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.	**PMM CULT-1:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources. Such measures may include the following or other comparable measures identified by the lead agency: a) Pursuant to CEQA Guidelines Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified. b) During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior's Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center. c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following: – Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible. – Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.	**Consistent with mitigation measure.** As discussed in Chapter 6, Initial Study and Environmental Analysis, and as described in detail in Appendix E, a records search was conducted including review of the National Register of Historic Places, (NRHP), California Register of Historic Resources (CRHR), Built Environment Resource Directory (BERD), California Historical Landmarks (CHL), and California Points of Historical Interest (CPHI). Historic-era maps and aerial photographs were also reviewed, and correspondence with the Torrance Historical Society and Los Angeles Conservancy. The El Prado Bridge is listed in the CRHR and NRHP and is an American Society of Civil Engineers Historic Landmark and is a historical resource for the purposes of CEQA. The proposed Project would construct a new building approximately 10 feet from the El Prado Bridge. Implementation of Mitigation Measures CUL-1 and CUL-2, consistent with PMM CUL-1 (c), impacts related to the historical context of El Prado Bridge would be reduced to a less than significant level. As discussed in Chapter 6, Initial Study and Environmental Analysis, the Cultural Assessment conducted for the proposed Project concluded that no archeological resources were observed (Appendix F). Based on these results, mitigation measure CUL-3 is identified to ensure that the proposed Project would be consistent with PMM CUL-1.

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	d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior's Standards for the Treatment of Historic Properties should be used to the maximum extent feasible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the Secretary of the Interior's PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the lead agency for review and approval. e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the Secretary of the Interior's PQS. Recordation should meet the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the lead agency. f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the Secretary of the Interior's PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified. g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information. h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the lead agency, or the Information Center. In the event the records indicate that no previous survey has been conducted, the qualified professional or Information Center will make a recommendation on whether a	

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	survey is warranted based on the sensitivity of the project area for archaeological resources. i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not feasible, appropriate resource-specific mitigation measures should be established by the lead agency and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Archaeological materials collected from a significant resource should be curated with a recognized scientific or educational repository. j) If a record search or archaeological assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the lead agency in consultation with a qualified archaeologist, retain an archaeological monitor to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the Secretary of the Interior's PQS k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated. l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant. If the archaeologist determines that the discovery is significant, it should be curated with a recognized scientific or educational repository.	

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Impact CULT-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.	See **PMM CULT-1.**	See consistency analysis for **PMM CULT-1** under **Impact CULT-1.**
Impact CULT-3: Disturb human remains, including those interred outside of dedicated cemeteries.	**PMM CULT-2:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains. Such measures may include the following or other comparable measures identified by the lead agency: a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required. b) If any discovered remains are of Native American origin: • Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains • If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.	**No mitigation applies.** Mitigation measures are not required because Project impacts would be less than significant with the implementation of regulatory requirements. Nevertheless, the Project substantially complies with this mitigation measure. If human remains are encountered during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to PRC Section 5097.98. If the county coroner concludes that the remains are of Native American descent, the Native American Heritage Commission must be notified within 24 hours, and NAHC guidelines would be adhered to in the treatment and handling of the remains. With regulatory compliance, any potential significant impacts of the Project related to this threshold would be less than significant.

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Energy		
Impact ENR-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	See **PMM-AQ-1**, **PMM-GHG-1**, and **PMM-TRA-1**	See consistency analysis for **PMM AQ-1**, **PMM GHG-1**, and **PMM TRA-1** under **Impact AQ-1**, **Impact GHG-1**, and **Impact TRA-1**, respectively.
Impact ENR-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	See **PMM-AQ-1**, **PMM-GHG-1**, and **PMM-TRA-1**	See consistency analysis for **PMM AQ-1**, **PMM GHG-1**, and **PMM TRA-1** under **Impact AQ-1**, **Impact GHG-1**, and **Impact TRA-1**, respectively.
Geology and Soils		
Impact GEO-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; (iv) landslides.	**PMM-GEO-1:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to minimize the potential for adverse effects associated with surface fault rupture, seismic ground shaking, seismic-related ground failure, liquefaction, and landslides for projects located on sites with unusual geologic conditions, the following measures shall be considered: – Use interim precautionary steps during construction to maintain ground surface and slope stability; – Incorporate design and structural features that exceed the requirements of the applicable building code(s); and – Utilize innovative design techniques for buildings and other structural elements located on sites with unique geologic conditions.	**No mitigation applies.** According to the General Plan and the project-specific Geotechnical Investigation, there are no active faults in the immediate vicinity of the site and the site is not located in an Alquist-Priolo Earthquake Fault Zone (Appendix G). The nearest active fault zone is the Palos Verdes fault zone, located approximately 4.5 miles southwest form the Project site. The Project would be required to comply with the existing building, grading, and seismic regulations of the 2022 California Building Code (CBC) and City Building Code.
Impact GEO-2: Result in substantial soil erosion or the loss of topsoil	**PMM-GEO-2:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to geological impacts. Such measures may include the following or other comparable measures identified by the lead agency: a) While compliance with the various municipal regional stormwater permits (MS4s) is required by law, not all areas are necessarily covered under one. For those areas that are not covered under a municipal stormwater permit (MS4), consistent with the requirements of the SWRCB and local regulatory	**Consistent with mitigation measure.** The Project would result in less-than-significant impacts as a result of compliance with regulatory requirements, but nonetheless substantially conforms with this mitigation measure. The Project would require approval of a SWPPP to minimize soils erosion from stormwater during construction. Additionally, the Project would require a Water Quality Management Plan in order to reduce soil erosion from stormwater during Project operation. With implementation

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	agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation	of the SWPPP and Water Quality Management Plan, impacts related to soil erosion or loss of topsoil would be less than significant.
Impact GEO-3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	See **PMM GEO-1**	See consistency analysis for **PMM GEO-1** under **Impact GEO-1**
Impact GEO-4: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	See **PMM GEO-1**	See consistency analysis for **PMM GEO-1** under **Impact GEO-1**
Impact GEO-5: Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	No mitigation is required.	No mitigation is required.
Impact GEO-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	**PMM-GEO-3:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the lead agency: a) For sites where the presence of paleontological resources is considered possible, as appropriate obtain review by a qualified paleontologist (meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic	**Consistent with mitigation measure** The Project conforms to PMM-GEO 1 measures 1 through h. A Paleontological Records Search was prepared for the Project by BFSA Environmental Services in April 2025 which includes review of the Project's potential for sensitivity of encountering paleontological resources. The Paleontological Resources Report describes that Project excavation has the potential to impact paleontologically sensitive late Pleistocene older alluvium. As such, the Project will incorporate Project-specific Mitigation Measure GEO-1, which requires preparation of a Paleontological Resource Impact Mitigation Program (PRIMP) and paleontological monitoring for ground disturbing activities occurring past

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	mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface. b) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources. c) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible: 1) All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered. 2) A qualified paleontologist prepares a paleontological resources management plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP. 3) Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols. 4) Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas. d) Avoid routes and project designs that would permanently alter unique geological features. e) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.	five feet in depth within native soil, as determined by the Project paleontologist. With implementation of MM GEO-1, impacts related to this threshold would be less than significant.

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	f) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. g) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.	
Greenhouse Gas Emissions		
Impact GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	**PMM-GHG-1:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions. Such measures may include the following or other comparable measures identified by the lead agency: a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including: i. Use energy efficient materials in building design, construction, rehabilitation, and retrofit. ii. Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. iii. Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight. iv. Incorporate passive environmental control systems that account for the characteristics of the natural environment. v. Use high-efficiency lighting and cooking devices. vi. Incorporate passive solar design. vii. Use high-reflectivity building materials and multiple glazing. viii. Use no-gas-powered landscape maintenance equipment. ix. Install electric vehicle charging stations. x. Reduce wood burning stoves or fireplaces. xi. Provide bike lanes accessibility and parking at residential developments.	**Consistent with mitigation measure.** Mitigation is not required because Project impacts would be less than significant. Nevertheless, the Project substantially conforms to this mitigation measure as discussed below. The Project would incorporate energy efficiency measures of Title 24 of the California Building Code. Additionally, the Project would provide sustainable measures such as the inclusion of bike racks, efficient lighting, and using trees as shade in parking areas.

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	xii. Encourage projects to reduce natural gas infrastructure in buildings and/or reduce the use of natural gas appliances, with exceptions for limited uses. b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines. c) Include off-site measures to mitigate a project's emissions. d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to: i. Use energy and fuel-efficient vehicles and equipment; ii. Deployment of zero- and/or near zero emission technologies; iii. Use lighting systems that are energy efficient, such as LED technology; iv. Use the minimum feasible amount of GHG-emitting construction materials; v. Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production; vi. Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; vii. Incorporate design measures to reduce energy consumption and increase use of renewable energy; viii. Incorporate design measures to reduce water consumption; ix. Use lighter-colored pavement where feasible; x. Recycle construction debris to maximum extent feasible; xi. Plant shade trees in or near construction projects where feasible; and xii. Solicit bids that include concepts listed above. e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following: i. Promote transit-active transportation coordinated strategies; ii. Increase bicycle carrying capacity on transit and rail vehicles; iii. Improve or increase access to transit; iv. Increase access to common goods and services, such as groceries, schools, and day care; v. Incorporate affordable housing into the project;	

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	vi. Incorporate the neighborhood electric vehicle network; vii. Orient the project toward transit, bicycle and pedestrian facilities; viii. Improve pedestrian or bicycle networks, or transit service; ix. Provide traffic calming measures; x. Provide bicycle parking; xi. Limit or eliminate park supply through: i. Elimination (or reduction) of minimum parking requirements ii. Creation of maximum parking requirements iii. Provision of shared parking. xii. Unbundle parking costs; xiii. Provide parking cash-out programs; xiv. Implement or provide access to commute reduction program; f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network; g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that: i. Provide car-sharing, bike sharing, and ride-sharing programs; ii. Provide transit passes; iii. Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services; iv. Provide incentives or subsidies that increase that use of modes other than single occupancy vehicle; v. Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms; vi. Provide employee transportation coordinators at employment sites; vii. Provide a guaranteed ride home service to users of non-auto modes. i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles;	

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	j) Land use siting and design measures that reduce GHG emissions, including: i. Developing on infill and brownfields sites; ii. Building compact and mixed-use developments near transit; iii. Retaining on-site mature trees and vegetation, and planting new canopy trees; iv. Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and v. Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse. vi) Establish methane recovery in Landfills and Wastewater Treatment Plants, where applicable. k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or communities of color. l) Require at least five percent of all vehicle parking spaces include electric vehicle charging stations, or at a minimum, require the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in. Encourage electric vehicle capable (branch circuit and raceway) or ready (charging outlet) spaces to accommodate future growth in electric vehicles. m) Encourage telecommuting and alternative work schedules, such as: i. Staggered starting times ii. Flexible schedules iii. Compressed work weeks n) Implement commute trip reduction marketing, such as: i. New employee orientation of trip reduction and alternative mode options ii. Event promotions iii. Publications o) Implement preferential parking permit program p) Implement school pool and bus programs q) Price workplace parking, such as: i. Explicitly charging for parking for its employees;	

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	ii. Implementing above market rate pricing; iii. Validating parking only for invited guests; iv. Not providing employee parking and transportation allowances; and v. Educating employees about available alternatives.	
Impact GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases	See **PMM GHG-1.**	See consistency analysis for **PMM GHG-1** under **Impact GHG-1**
Hazards and Hazardous Materials		
Impact HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	**PMM HAZ-1:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials and hazardous materials releases, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency: a) Reduce train speeds when train cars contain hazardous material to 40 miles per hour when passing through urbanized areas of any size. b) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments. c) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident. d) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified. e) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training. f) Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies g) Properly dispose of discarded containers of fuels and other chemicals.	**Consistent with mitigation measure.** The Project substantially conforms to this mitigation measure as discussed below. Like the majority of construction projects, construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings, cleaning materials, fuels and oils. However, all materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Also, construction work would be performed in compliance with applicable federal Occupational Safety and Health Administration (OSHA) Safety and Health Standards and CalOSHA requirements to ensure the safety of construction workers. A Historical Recognized Environmental Condition was recorded in the Phase 1, citing an oily liquid substance seeped into the excavation site during the previous development of the Project site. Portions of the Project site contain soil that could be reused on-site as backfill material for non-residential and non-sensitive use areas. Soils that exceed applicable USEPA and/or DTSC Screening Levels would be excavated and removed during Project excavation and grading activities. As a result, Mitigation Measure HAZ-1 is included to require a Soil Management Plan (SMP) be implemented during earthwork and grading to remove and dispose of impacted soils. Mitigation Measure HAZ-1 requires

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		handling of contaminated soils be completed pursuant to existing DTSC and RWQCB standards, soils sampling to ensure contaminated soils are removed, and that a certified hazardous waste hauler remove and transport hazardous materials per California Hazardous Waste Regulations to a landfill permitted by the state to accept hazardous materials.
Impact HAZ-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	See **PMM HAZ-1.**	See consistency analysis for **PMM HAZ-1** under **Impact HAZ-1**
Impact HAZ-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school	See **PMM HAZ-1** **PMM HAZ-2:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within 0.25 miles of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency: a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such materials within 0.25 miles of schools, when school is in session, wherever feasible. b) Where it is not feasible to avoid transport of hazardous materials, within 0.25 miles of schools on local streets, provide notifications of the anticipated schedule of transport of such materials.	**No mitigation applies.** Mitigation is not required because Project impacts would be less than significant as the Project site is not within a quarter mile of a school. Nevertheless, the Project substantially conforms with this mitigation measure. Construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils typically used in construction. The types of potentially hazardous substances and materials that would be used in association with the operation of the Project would include those typical of residential and commercial developments, such as small quantities of cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. However, all such substances and materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. With compliance to applicable laws, regulations, and manufacturers' instructions, construction of the Project would not create a significant risk of exposure to hazardous materials for schools.

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Impact HAZ-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	See **PMM HAZ-1** **PMM HAZ-3:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is included on the Cortese List, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency: a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects. b) If warranted by the Phase I report, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. c) Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action. d) Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans. e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building. f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including,	**Consistent with mitigation measure.** The Project substantially conforms with this mitigation measure. According to the California Department of Toxic Substances Control (DTSC) EnviroStor database, the project site is not on a list of hazardous materials sites and therefore would be consistent with this mitigation measure. See discussion for **PMM HAZ-1** under **Impact HAZ-1** for additional discussion of the proposed Project's consistency with the applicable requirements of this mitigation measure.

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	but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps. g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency. h) Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority. i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies. j) Groundwater (including dewatering effluent) pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the lead agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site. l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to	

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	an acceptable level and to prevent any further environmental contamination as a result of construction. m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915- 25919.7; and other local regulations. n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, lead based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law. o) Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.	
Impact HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area	See **PMM NOI-1.**	**No mitigation applies.** There are no private or public airstrips within the vicinity of the Project area. The closest airport is the Torrance Municipal Airport – Zamperini Field is approximately 2.75 miles southwest of the Project site. As such, the Project is not within the airport's land use plan, noise contours, or influence area, and the Project would not result in an airport-related safety hazard for people residing or working in the Project area.
Impact HAZ-6: Impair implementation of or physically interfere with an	**PMM HAZ-4:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects	**Consistent with mitigation measure.** Future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation

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adopted emergency response plan or emergency evacuation plan	which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency: • Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions. • Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks; • Continue to evaluate lifeline routes for movement of emergency supplies and evacuation. • Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements: – Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. – Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. – Scheduling of truck trips outside of peak morning and evening commute hours. – Limiting of lane closures during peak hours to the maximum extent feasible. – Usage of designated haul routes to minimize truck traffic on local roadways to the maximum extent feasible. – Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. – Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.	including proper emergency exits for visitors, employees, and residents. Project site access and circulation plans would be subject to review and approval by the Torrance Fire Department (RFD). All construction staging would occur within the boundaries of the Project site and would not interfere with circulation along the adjacent roadways, or any other nearby roadways. Although temporary lane closures may be required for utility and sidewalk improvements on public right-of-way, none of the surrounding roadways would be significantly impeded. Therefore, compliance with existing regulations would achieve conformance with PMM HAZ-4.

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	– Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures. – Storage of construction materials only in designated areas. – Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. – Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: (a) emergency responders to enter the region, (b) evacuation of affected facilities, and (c) restoration of utilities.	
Impact HAZ-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.	See Wildfire, **Impact WF-2.**	**No mitigation applies.** The Project site is located in a fully urbanized area and is not within a High Fire Hazard Severity Zone and is not near a wildland fire hazard.
Hydrology and Water Quality		
Impact HYD-1: Potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality	**PMM HYD-1:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. While compliance with the various municipal regional stormwater permits (MS4s) is required by law, not all areas are necessarily covered under one. For those areas that are not covered under a municipal stormwater permit (MS4), such measures may include the following or other comparable measures identified by the lead agency: a) Implement best management practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.	**Consistent with mitigation measure.** The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project substantially conforms with this mitigation measure because the Project is subject to regulatory compliance measures such as NPDES and SWPPP regulations that are capable of avoiding or reducing the potential impacts on water quality. The Project would comply with waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Board and other regulatory agency requirements including, but not limited to, the NPDES permitting requirements.

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	b) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. c) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. d) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. e) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities. f) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase. g) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process. h) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels. i) Encourage low-impact development (LID) and incorporation of natural spaces that reduce, treat, infiltrate, and manage stormwater runoff flows in all new developments, where practical and feasible.	
Impact HYD-2: Potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the	**PMM HYD-2:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements	**Consistent with mitigation measure.** The Project's impacts would be less than significant, and no mitigation is required. Nevertheless, Project substantially conforms with this mitigation measure because the Project Site is located

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project may impede sustainable groundwater management of the basin.	or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency: a) Avoid designs that require continual dewatering where feasible. For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the CBC. b) Maximize, where practical and feasible, permeable surface area to protect water quality and allow for groundwater recharge. Minimize new impervious surfaces, including the use of in-lieu fees and off-site mitigation. c) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.	in an urbanized area that does not contain any significant groundwater recharge areas. Additionally, the Project site is currently almost entirely impervious, with the exception of limited landscaping along the Project boundaries. The Project would reduce the impervious areas on-site and would maximize permeable surfaces in order to promote groundwater recharge.
Impact HYD-3a: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site.	See **PMM HYD-1.**	See consistency analysis for **PMM HYD-1** under **Impact HYD-1**
Impact HYD-3b: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of flooding on- or off-site.	See **PMM HYD-1** and **PMM HYD-2.**	See consistency analysis for **PMM HYD-1** and **PMM HYD-2** under **Impact HYD-1** and **Impact HYD-2**, respectively
Impact HYD-3c: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would	See **PMM HYD-1** and **PMM HYD-2.**	See consistency analysis for **PMM HYD-1** and **PMM HYD-2** under **Impact HYD-1** and **Impact HYD-2**, respectively

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create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.		
IMPACT HYD-3D Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows	See **PMM HYD-1** and **PMM HYD-2.**	See consistency analysis for **PMM HYD-1** and **PMM HYD-2** under **Impact HYD-1** and **Impact HYD-2**, respectively
Impact HYD-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.	**PMM-HYD-4:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. In areas affected by coastal flooding, new projects should be designed for resilience with 3.5 feet of sea-level rise, as per California Ocean Protection Council's strategic guidance. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.	**Consistent with mitigation measure.** According to FEMA flood insurance rate maps, the majority of the Project site is identified as: Flood Zone X, an area of 0.2 percent annual chance of flood; an area of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile, or areas protected by levees from 1 percent annual chance flood (FEMA, 2024). In addition, Zone X flood plain areas are outside the 100-year floodplain. The City would review the proposed Project permit applications to ensure the proposed development would not be subject to significant flood hazard and structures would be floodproofed. Additionally, the Project site is not located in a seiche or tsunami flood hazard area.
Impact HYD-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	See **PMM HYD-2.**	See consistency analysis for **PMM HYD-2** under **Impact HYD-2**
Land Use		
Impact LU-1: Potential for the Project to physically divide an established community	**PMM LU-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse	**No mitigation applies.** This mitigation does not apply to the proposed Project because the proposed Project does not contain features or new infrastructure that would cause

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	effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Facilitate good design for land use projects that build upon and improve existing circulation patterns b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by: • Selecting alignments within or adjacent to existing public rights of way. • Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project. • Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to: • Alignment shifts to minimize the area affected. • Reduction of the proposed right-of-way take to minimize the overall area of impact. • Provisions for bicycle, pedestrian, and vehicle access across improved roadways.	a permanent disruption in the physical arrangement of the established community. Nevertheless, the proposed Project would provide for new connections around the Project site and include improved larger sidewalks surrounding the Project site. Furthermore, the proposed Project would include new open space areas for the residents including connecting courtyards and walkways, which would improve pedestrian connectivity around and through the Project site. The proposed Project would encourage multiple modes of travel by providing bicycle access and parking. Therefore, no mitigation applies.
Impact LU-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect	**PMM LU-2:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects that are due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, as applicable and feasible. When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified measures may include the following or other comparable measures identified by the lead agency: a) Modify the transportation or land use project to eliminate or reduce the conflict; or determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation and process said amendment.	**No mitigation applies.** The Project would be substantially consistent with all applicable plans, policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect associated with development of the Project Site. The Torrance General Plan Land Use Element sets forth goals and policies to guide day-to-day land use policies and to meet the existing and future needs and desires of the community. The Project would include a request to amend the Project Site's General Plan land use designation from Business Park (I-BP) to Medium High Density Residential (R-MH) and to change its associated zoning from Light Manufacturing (M-1) to Planned Development District (P-D). The proposed zone would allow the Project programming and

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		parameters to be consistent with the applicable design and development standards of the City of Torrance Municipal Code. Table 3, Proposed P-D Development Standards, distinguishes the Project's development standards for Lot A, Lot B, and the Project overall. The R-MH land use designation allows low- and medium-rise multi-unit buildings within a density range of 31.1 to 44 dwelling units per acre. The Project proposes a density of 42.8 dwelling units per acre and would be consistent with the R-MH land use designation upon adoption of the General Plan Amendment. In addition, the Project would be consistent with the goals and policies of the City of Torrance General Plan and the SCAG 2024 RTP/SCS. More specifically, the Project would support goals and policies of these documents, as it is an infill development in an urban area that is near transit that would contribute toward the City's long-term housing needs. The Project would provide a modern new development and associated landscaping within the City's existing urban fabric, creating architectural diversity among the City's older and newer housing stock. The Project would provide new housing near existing services, transit and infrastructure would contribute to the orderly development of new housing in the City. New landscaping and trees would encourage pedestrian circulation at the street level. Therefore, the Project would not result in a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project, and the Project as a whole ensures consistency. Thus, this mitigation measure is not applicable to the Project.
Mineral Resources		
Impact MIN-1: Potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.	**PMM MIN-1:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:	**No mitigation applies.** The Project site is located within an urbanized area of the City of Torrance. According to the City of Torrance General Plan Environmental Impact Report, the Project site is designated as Mineral Resource Zone 1 (MRZ-1), indicating that no significant mineral resources are present or likely to be present on the site

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	a) Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects. b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures such as: 1) Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. 2) Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site. 3) Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations. 4) Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.	(City of Torrance, 2009). The Project site is not zoned for mineral extraction use and has not been historically used for mineral resource extraction.
Impact MIN-2 Potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.	See **PMM MIN-1.**	See consistency analysis for **PMM MIN-1** under **Impact MIN-1**
Noise		
Impact NOISE-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local	**PMM NOISE-1:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce ambient noise levels in the vicinity of the project, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:	**Consistent with mitigation measure.** The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project conforms to this mitigation measure. The Project is required to comply with regulatory

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general plan or noise ordinance, or applicable standards of other agencies.	a) Install temporary noise barriers during construction between noise sources and noise-sensitive land uses and species. b) Include permanent noise barriers and sound-attenuating features as part of the project design between noise sources and noise-sensitive land uses and species. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses. Sound-attenuating features could be in the form of grade separation, buffer zones, reduced-noise paving materials, and traffic calming measures. c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance d) Post procedures and phone numbers at the construction site for notifying the lead agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem. e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance. f) Designate an on-site construction complaint and enforcement manager for the project. g) Ensure that construction equipment is properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.	control measures in Section 46.3.1 of the Torrance Municipal Code prohibits stationary noise sources from exceeding 50 dBA as measured at property lines, except for between the hours of 7:30 AM to 6:00 PM Monday through Friday and 9:00 AM to 5:00 PM on Saturdays. Construction shall be prohibited on Sundays and Holidays observed by City Hall; Municipal Code Section 46.7.2, which sets exterior noise limits based on land use.

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	i) Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors. j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction. k) Use rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant. m) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance. n) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. o) Stationary noise sources can and should be located as far from adjacent sensitive receptors and species to the maximum extent feasible, and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the lead agency (or other appropriate government agency) to provide equivalent noise reduction. p) Use of portable barriers in the vicinity of sensitive receptors during construction. q) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets) and implement if such measures are feasible and would noticeably reduce noise impacts. r) Monitor the effectiveness of noise attenuation measures by taking noise measurements.	

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	s) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities.	
Impact NOISE-2: Generation of excessive groundborne vibration or groundborne noise levels.	See **PMM NOISE-1.** **PMM-NOISE-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency: a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations. b) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds. c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain and reduce the vibration occurrences and magnitude. d) Perform construction activities within permitted hours in accordance with local jurisdiction regulation. e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps).	**Consistent with mitigation measure.** The Project's impacts would be less than significant as a result of the implementation of regulatory compliance measures. Nevertheless, the Project conforms to this mitigation measure. The Project is required to comply with regulatory control measures in Section 46.3.1 of the Torrance Municipal Code which prohibits stationary noise sources from exceeding 50 dBA as measured at property lines, except for between the hours of 7:30 AM to 6:00 PM Monday through Friday and 9:00 AM to 5:00 PM on Saturdays. Construction shall be prohibited on Sundays and Holidays observed by City Hall.
Impact NOISE-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in	See **PMM NOI-1.**	See consistency analysis for **PMM NOI-1** under **Impact NOI-1**

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the project area to excessive noise levels.		
Population and Housing		
Impact POP-1: Induce substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure)	There are no project-level mitigation measures.	No mitigation applies.
Impact POP-2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	**PMM-POP-1:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency: a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people. b) Prioritize the use existing ROWs, wherever feasible. c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction. d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable). e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.	**No mitigation applies.** The Project site is currently developed with commercial uses and does not contain any existing housing. Therefore, development of the Project would not displace existing people or housing.
Fire Services		
Impact PS-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of	**PMM PS-1:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered fire and police facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:	**Consistent with mitigation measure.** Mitigation is not required because Project impacts would be less than significant with implementation of regulatory requirements. The Project would be subject to compliance with fire protection design standards per the California Building Code, California Fire Code, the City of Torrance

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which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	a) Coordinate with fire and police protection services agencies to ensure that there are adequate facilities to maintain acceptable service ratios, response times or other performance objectives for fire and police protection services and that any required additional construction of buildings is incorporated into the project description. b) Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts.	Municipal Code, and City of Torrance Fire Department (RFD), to ensure adequate fire protection. Existing facilities are capable of providing acceptable response times for fire protection and emergency response services. The Project site is served by Fire Station 1, located approximately 1.1 miles southwest of the Project site. Additionally, the Project would be subject to the existing regulations in the City's Fire Code related to emergency access and would be required to pay development fees pursuant to the Torrance Municipal Code. Therefore, the Project would not result in new or physically altered government facilities.
Police Services		
Impact PS-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	See **PMM AES-1**, **PMM AQ-1**, **PMM AQ-2**, **PMM-BIO-1**, **PMM-BIO-2**, **PMM-BIO-4**, **PMM-BIO-5**, **PMM-CUL-1**, **PMM-CUL-2**, **PMM-GEO-1**, **PMM-GEO-2**, **PMM-GHG-1**, **PMM-HAZ-2 through PMM-HAZ-4**, **PMM-NOI-1**, **PMM-NOI-2**, **PMM-PS-1**, **PMM-TCR-1**, **PMM-UTIL-1**, and **PMM-WF-2**.	**Consistent with mitigation measure.** The Project site and the surrounding area are currently served by the City of Torrance Police Department (TPD). The proposed Project would not require the addition of a new police facility or the expansion, consolidation, or relocation of an existing police station to maintain service ratios. In addition, the proposed Project would be required to pay applicable Development Impact Fee (DIF) adopted by the City of Torrance in October 2005. Compliance with all State and City regulatory requirements and guidelines that address police protection
Schools		
Impact PS-3: Result in substantial adverse physical impacts associated with the provision of new or physically altered educational facilities, need for new or physically altered educational facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	**PMM PS-2:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency: a) Where construction or expansion of school facilities is required to meet public school service ratios, support expansion of such facilities, for example by ensuring safe routes to schools.	**Consistent with mitigation measure.** The proposed Project would be consistent to this mitigation measure due to its compliance with existing regulatory requirements. Specifically, payment of required school fees to Torrance Unified School District is required by law and is considered full mitigation of all impacts to schools pursuant to SB 50 and California Government Code Section 65995. Therefore, pursuant to existing regulatory requirements the proposed Project would be consistent with this mitigation measure.

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Library Services		
Impact PS-4: Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	See **PMM AES-1**, **PMM AQ-1**, **PMM AQ-2**, **PMM-BIO-1**, **PMM-BIO-2**, **PMM-BIO-4**, **PMM-BIO-5**, **PMMCUL-1**, **PMM-CUL-2**, **PMM-GEO-1**, **PMM-GEO-2**, **PMM-GHG-1**, **PMM-HAZ-2 through PMM-HAZ-4**, **PMM-NOI-1**, **PMM-NOI-2**, **PMM-TCR-1**, **PMM-UTIL-1**, and **PMM-WF-2.**	**Consistent with mitigation measure.** The proposed residences would result in a limited incremental increase in the need for additional services, such as public libraries and post offices, etc. Because the Project area is already served by other services and the Project would result in a limited increase in residences, the Project would not result in the need for new or physically altered facilities to provide other services, the construction of which could cause significant environmental impacts. Furthermore, the Applicant would be required to pay Developer Impact Fees to offset any impacts to public services.
Parks		
IMPACT PS-5: Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives.	This impact is addressed under **Impact REC-2.**	See consistency analysis for **PMM NOI-1** under **Impact NOI-1**
Recreation		
Impact REC-1: Potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	**PMM-REC-1** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency: a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies. b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on	**Consistent with mitigation measure.** No mitigation is required. However, the Project would substantially conform with PMM REC-1. The Project would provide 57,394 SF of common open space as well as 67,130 SF of private open space, and would be compliant with open space requirements. The Project applicant would be responsible for meeting any park fee requirements pursuant to the Quimby Act and in accordance with the City of Torrance Development Impact Fee (DIF) requirements.

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	infrastructure and make better use of existing facilities, using strategies such as: i. Increasing the accessibility to natural areas for outdoor recreation ii. Utilizing "green" development techniques iii. Promoting water-efficient land use and development iv. Encouraging multiple uses, such as the joint use of schools v. Including trail systems and trail segments in General Plan recreation standards	
Impact REC-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	See **PMM REC-1**, **PMM AQ-2**, and **PMM NOI-1.**	See consistency analysis for **PMM REC-1, PMM AQ-2,** and **PMM NOI-1** under **Impact REC-1, AQ-2, and NOI-1,** respectively
Transportation, Traffic, and Safety		
Impact TRA-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	**PMM-TRA-1:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation impacts. Such measures may include the following or other comparable measures identified by the lead agency: • For future land use development projects, lead agencies shall encourage the incorporation of transit, bicycle, pedestrian, and micro-mobility facilities, features, and services in project designs, as well as encourage developers to provide information regarding the availability of these facilities and services to residents, tenants, and owners in order to facilitate increased access to and utilization of transit and active transportation services and facilities.	**Consistent with mitigation measure.** The Project would provide access for multiple modes of travel, including vehicles, pedestrians and cyclists. The Project Site is planned to promote pedestrian and bicycle use via internal connections within the Project Site. The walkways minimize the extent of pedestrian and bicycle interaction with vehicles at the Project Site and provide a comfortable, convenient, and safe environment which in turn can encourage use of active transportation modes. The Project Site is further planned to provide bicycle parking and storage for residents, minimizing traffic on local roadways.

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		The Project Site is fully located within one-half mile of a high-quality transit corridor (HQTC) (Carson Street). The Project Site is located within one-half mile of a major transit stop The Project's close proximity to transit, pedestrian-oriented development and bicycle infrastructure would allow for safe and convenient connections to local destinations. Therefore, the Project would be developed to facilitate increased access to and utilization of transit and active transportation services and facilities.
Impact TRA-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3(b).	**PMM-TRA-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts. Such measures may include the following or other comparable measures identified by the Lead Agency: • Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration's publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region's roadways: o include TDM mitigation requirements for new developments; o incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks; o provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; o implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools; o develop TDM-specific performance measures to evaluate project-specific and systemwide performance; o incorporate TDM performance measures in the decision-making process for identifying transportation investments;	**No mitigation applies.** No mitigation is required as Project impacts would be less than significant. Due to the Project's location in a TPA and within a low VMT generating area as described in Appendix L, impacts related to VMT would be less than significant.

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	○ implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and ○ set aside funding for TDM initiatives. The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis.	
Impact TRA-3: Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	**PMM TRA-3:** Prepare a sight distance analysis as needed for locations where sight lines could be impeded. The sight distance analysis to be prepared according to the jurisdiction's applicable Municipal Code requirements and the Caltrans Highway Design Manual (HCM) standards and guidelines, and should recommend safety improvements as appropriate such as limited use areas (e.g., low-height landscaping), and on-street parking restrictions (e.g., red curb), and any turning restrictions (e.g., right-in/right-out).	**Consistent with mitigation measure.** The Project's impacts would be less than significant as a result of implementation of regulatory requirements. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. The Project would not introduce any new roadways or introduce a land use that would conflict with existing urban land uses in the surrounding area. On-site circulation would be provided via a 25 to 31-foot-wide drive aisle that would double as a fire lane. Design of the proposed Project, including the internal private roadway, ingress, egress, and other streetscape changes are subject to the City's development standards.
Impact TR-4: Result in inadequate emergency access.	This impact is addressed in **Impact HAZ-6.**	**Consistent with mitigation measure.** The Project's impacts would be less than significant as a result of implementation of regulatory requirements. Nevertheless, the Project substantially conforms to this mitigation measure because emergency access to the site would be provided by the existing street system, and the Project is designed and would be constructed in accordance with City of Torrance requirements to ensure proper emergency access. In addition, the Applicant will submit a parking and driveway plan for review by the City of Torrance staff and the Torrance Fire Department to ensure compliance with all applicable code-required site access

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		and circulation requirements as well as code-required emergency access.
Tribal Cultural Resources		
Impact TCR-1: Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 that is: a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.	See **PMM CULT-1.** **PMM TCR-1:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources. Such measures may include the following or other comparable measures identified by the lead agency: a) Avoid and/or preserve of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria b) Treat the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource; c) Provide permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource. d) If tribal cultural resources are found, then the lead agency should consider tribal construction monitoring.	**Consistent with mitigation measure.** The Project substantially conforms to this mitigation measure. In compliance with AB 52 and SB 18 requirements, on January 5, 2026 the City sent letters to 16 Native American tribes that may have knowledge regarding tribal cultural resources in the Project vicinity. Kizh Nation, which consulted with the City and considers the area sensitive for cultural resources. Furthermore, due to the presence of tribal cultural resources within the Project area, the Kizh Nation described that there is a potential of encountering historic and prehistoric resources. As such, the consulting tribes requested inclusion of mitigation due to the potential of the Project to unearth previously undocumented TCRs during construction. As such, development pursuant to the proposed Project could involve grading and excavation to greater depths than previously undertaken that could disturb unknown buried TCRs. Thus, Mitigation Measures CUL-3, PPP CUL-1, and Mitigation Measures TCR-1 through TCR-3 are required and would reduce the potential for TCRs to be impacted during earthmoving activities and provides for preservation of any identified resources. With implementation of Mitigation Measures CUL-3 and TCR-1 through TCR-3, impacts related to a substantial adverse change in the significance of a TCR would be less than significant.
Utilities and Service Systems		
IMPACT UTIL-1 Require or result in the relocation or construction of new or expanded water wastewater treatment or storm water drainage,	**PMM UTIL-1:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater	**Consistent with mitigation measure.** The City's LID standards are intended to reduce stormwater and urban runoff while improving water quality, promote rainwater harvesting, reduce offsite runoff and increase

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electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.	facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency: • During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. The proposed development can and should be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities. **PMM UTIL-2:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency: a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. b) Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible. c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non- potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.	groundwater recharge, and reduce erosion and hydrologic impacts downstream. Consistent with these standards the proposed Project would implement a LID stormwater management strategy to reduce runoff and stormwater pollution. Impacts associated with on-site stormwater drainage facilities would be less than significant. Therefore, based on the above, the Project would not require or result in the relocation or construction of new or expanded stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects. Wastewater generated within the City is conveyed to the Sanitation Districts of Los Angeles County (LACSD) A.K. Warren Water Resource Facility (formerly known as the Joint Water Pollution Control Plant) in Carson, via LACSD interceptor sewers. In 2023, typical daily effluent flows at the facility were approximately 246 million gallons per day. In addition, the facility has capacity for 400 million gallons of wastewater per day (Los Angeles County Sanitation District, 2024). Thus, the existing excess capacity is approximately 156 million gallons of wastewater per day. The existing uses generate approximately 29,084 gallons of wastewater per day. The proposed residential uses on site have a generation rate of approximately 260 gallons of wastewater per day for every unit (City of Torrance, 2009). Therefore, the proposed Project would generate approximately 87,100 gallons of wastewater per day. Therefore, the proposed Project's wastewater generation increase of approximately 58,016 gallons per day and would be within the current capacity for the A.K. Warren Water Resource Facility. Under existing conditions, the facility has an excess treatment capacity of approximately 156 million gallons per day. Implementation of the proposed Project would utilize less than 0.01 percent of daily excess treatment capacity.

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IMPACT UTIL-2 Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	See **PMM UTIL-1** and **PMM UTIL-2**	See consistency analysis for **PMM UTIL-1** and **PMM PMM-2**, under **Impact UTIL-1**
IMPACT UTIL-3 Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.	See **PMM-UTIL-2.**	See consistency analysis for **PMM UTIL-2** under **Impact UTIL-1**
IMPACT UTIL-4 Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals	**PMM UTIL-3:** In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency: Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following: a) Reuse and minimize construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. b) Include of a waste management plan that promotes maximum C&D diversion. c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.). d) Reuse existing structure and shell in renovation projects. e) Develop indoor recycling program and space. f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities. g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage	**Consistent with mitigation measure.** The proposed Project would be consistent to this mitigation measure through compliance with existing regulations. Specifically, at the State level, the California Integrated Waste Management Act of 1989 (Assembly Bill (AB) 939) seeks to improve solid waste disposal management with respect to (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. AB 939 mandates jurisdictions to meet a diversion goal of 25 percent by 1995 and 50 percent by 2000. The closest active landfill that serves the Project site is Sunshine Canyon Landfill, located at 14747 San Fernando Road. Sunshine Canyon has a maximum permitted throughput of approximately 12,100 tons per day, a maximum permitted capacity of 140,900,000 cubic yards, and a remaining capacity of 77,900,000 cubic yards (CalRecycle, 2024). The CalEEMod solid waste generation for the proposed residential development estimates the Project would result in approximately 251 tons of solid waste per year, or 0.69 tons of waste per day, which represents less than 0.01 percent of the permitted daily intake capacity at the Sunshine Canyon Landfill. Thus, the proposed Project can be adequately served by the City's solid waste provider. Overall, compliance with existing regulations would ensure that the proposed Project's waste disposal needs

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	disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) where appropriate and feasible. h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target. i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices. j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities. k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts. l) Integrate reuse and recycling into residential industrial, institutional, and commercial projects. m) Provide education and publicity about reducing waste and available recycling services. n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.	are reduced and can be sufficiently met by local landfills, thereby achieving conformance with this mitigation measure.
IMPACT UTIL-5 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	See **PMM-UTIL-3.**	See consistency analysis for **PMM UTIL-3** under **Impact UTIL-2**
Wildfire		
IMPACT WF-1 Substantially impair an adopted emergency response plan or emergency evacuation plan.	This impact is addressed in **Impact HAZ-6**	**No mitigation applies.** The Project site is located in a highly urbanized area of the City and is not located within a VHFHSZ. Therefore, mitigation measure PMM HAZ-4 would not apply.
Impact WF-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant	See **PMM-HAZ-5** **PMM WF-1:** 5 PMM-WF-1 In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce wildfire risk,	**Consistent with mitigation measure.** The Project's impacts would be less than significant. Nevertheless, the Project substantially conforms to this mitigation measure because the Project is not located in a Fire Hazard Area

Topic	2024-2050 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
concentrations from a wildfire or the uncontrolled spread of a wildfire. **Impact HAZ-7:** Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.	as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency: a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition. b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in place. c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary. d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses. e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures. f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place g) Include external sprinklers with an independent water source to reduce flammability of structures. h) Include local solar power paired with batteries to reduce power flow in electricity lines. i) For developments in high fire-prone areas, have a fire protection plan for residents and businesses. j) Provide fire hazard and fire safety education for homeowners in or near fire hazard areas. k. Developments in fire-prone areas should have fire-resistant feature, such as: 1) Ember-resistant vents 2) Fire-resistant roofs 3) Surrounding defensible space 4) Proper maintenance and upkeep of structures and surrounding area	that may contain substantial fire risk or a Very High Fire Hazard Severity Zone.
Impact WF-3: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources,	See **PMM HAZ-4.** **PMM WF-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project	**Consistent with mitigation measure.** The Project's impacts would be less than significant. Nevertheless, the Project substantially conforms to this mitigation measure because the Project is not located in a Fire Hazard Area

Topic	2024-2050 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to the Project
power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment.	can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to: 1) Submit a fire protection plan including the designation of fire watch staff; 2) Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities; 3) Locate construction and maintenance equipment in designated "safe areas" such that they do not discharge combustible materials; and 4) Designate trained fire watch staff during project construction to reduce risk of fire hazards.	that may contain substantial fire risk or a Very High Fire Hazard Severity Zone.
Impact WF-4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes.	See **PMM WF-1**, **PMM WF-2**, **PMM HYD-1**, and **PMM HAZ-4.**	**Consistent with mitigation measure.** The Project's impacts would be less than significant. Nevertheless, the Project substantially conforms to this mitigation measure because the Project is not located in a Fire Hazard Area that may contain substantial fire risk or a Very High Fire Hazard Severity Zone. Additionally, the proposed Project does not include any characteristics (e.g., permanent road closures or long-term blocking of road access) that would substantially impair or otherwise conflict with an emergency response plan or emergency evacuation plan.

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6. SUSTAINABLE COMMUNITIES ENVIRONMENTAL ANALYSIS/INITIAL STUDY CHECKLIST

This section includes the completed environmental checklist form. The checklist form is used to assist in evaluating the potential environmental impacts of the proposed Project. The checklist form identifies potential Project effects as follows: 1) Potentially Significant Impact; 2) Less than Significant with Mitigation Incorporated; 3) Less than Significant Impact; and, 4) No Impact. Substantiation and clarification for each checklist response is provided in Section 7 (Environmental Analysis). Included in the discussion for each topic are standard condition/regulations and mitigation measures, if necessary, that are recommended for implementation as part of the proposed Project.

6.1. 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" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

Environmental Factors Potentially Affected

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

6.2. DETERMINATION

(To be completed by the Lead Agency) on the basis of this initial evaluation

☐	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☐	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
☒	I find that the proposed Project is a qualified “transit priority project” that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or qualified “residential or mixed use residential project” that satisfies section 21159.28(d) of the PRC, and although the Project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because the SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT (SCEA) identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project.

Signature Date

Printed Name For

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 will 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: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).
5. Earlier analysis 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 Analysis Used. Identify and state where they are available for review.
   (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

7. ENVIRONMENTAL ANALYSIS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099 would the Project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

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

As described in Chapter 3, Project Description, and Chapter 4, SCEA Criteria, the proposed Project is a residential development on an existing site within a TPA and, therefore, SB 743 applies to the Project. Therefore, the Project's potential aesthetic effects shall not be considered environmental impacts. As such, the analysis presented in the aesthetics section is for informational purposes only.

Except as provided in Public Resources Code Section 21099 would the Project:

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

Less than Significant Impact. Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting. A scenic vista can be impacted in two ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or "vista" of the scenic resource. Important factors in determining whether a proposed project would block scenic vistas include the project's proposed height, mass, and location relative to surrounding land uses and travel corridors.

According to the Community Resources Element of the City of Torrance General Plan, the San Gabriel Mountains and Pacific Ocean are considered scenic vistas. While the City has adopted policies to protect scenic views in hillside areas where such vistas are typically available, the Project site is not located within a hillside area and does not provide views of these scenic resources. There are no existing views of the San Gabriel Mountains or Pacific Ocean from the Project site or from public vantage points along surrounding streets. Existing development and structures in the vicinity already obstruct potential long-range views. Therefore, impacts to scenic vistas would be less than significant and no mitigation measures would be required.

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

No Impact. The property is currently developed with three two-story office buildings, ornamental landscaping, associated parking, and infrastructure. The Project site is not located near any State scenic highway. The nearest State eligible scenic highway is Route 1, located approximately 12 miles southeast of the Project site (CalTrans, 2024). The nearest State designated scenic highway is State Route (SR) 27, located approximately 23 miles northwest of the Project site (CalTrans, 2024). Additionally, no rock outcroppings or historic buildings would be removed as part of the proposed Project, and no areas with special street tree designations would be impacted or damaged. Due to the Project site's urban context and distance from designated or eligible scenic highways, the Project would not be visible from any State scenic highway. Thus, the proposed Project would not damage any scenic resources or historic buildings within a State scenic highway. Therefore, no impacts to scenic resources would occur and no mitigation measures would be required.

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

Less than Significant Impact. The Project site is located within a developed urban environment, surrounded by single-family residential development to the west, Business Park development to the north and south, and commercial development to the east. As described previously, the Project site has an existing General Plan land use designation of Business Park and zoning designation of Light Manufacturing. The proposed Project would require a General Plan Amendment and zone change to change the land use and zoning of the site to Medium-High Density (R-MH) and Plan Development District. The proposed land use designation and zone allow the Project programming and parameters to be consistent with the applicable design and development standards of the City of Torrance Municipal Code. Table 3, *Proposed P-D Development Standards*, above, distinguishes the Project's development standards for Lot A, Lot B, and the Project overall. The R-MH land use designation allows low- and medium-rise multi-unit buildings within a density range of 31.1 to 44

dwelling units per acre (du/a). The proposed Project would provide a density of 42.8 du/a which is within the densities allowed under the R-MH land use. The proposed Project would not degrade the existing character or quality of the site and its surroundings. All final designs of the proposed Project, including but not limited to the proposed buildings, signage, and landscape/hardscape features, would be required to conform to all applicable City design standards and would be subject to City review and approval, which would ensure that the proposed Project would not substantially degrade the existing visual character and quality of the Project site and its surroundings. Therefore, impacts would be less than significant, and no mitigation measures would be required.

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

Less than Significant Impact. As described above, the Project site is currently developed with three two-story office and commercial buildings. Additionally, the Project site is surrounded by sources of nighttime lighting that includes illumination from vehicle headlights along Torrance Boulevard and Western Avenue, security lighting from adjacent uses and parking lots, and from interior illumination of nearby buildings passing through windows. Sensitive receptors relative to lighting and glare include motorists, pedestrians, and the residents to the west.

The proposed Project involves the removal of existing structures and on-site lighting, followed by the installation of new lighting for security purposes around and within the proposed residential development. This could result in an overall increase in on-site lighting levels. However, the proposed Project would be required to meet the requirements of City's Municipal Code. Light emanating from the Project is required by Torrance Municipal Code Section 92.30.5 to be shielded and directed downward and away from adjoining residential uses. With compliance with the City's Municipal Code, which is checked through the City's plan check and Project permitting process, impacts related to increased sources of light would be less than significant.

Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare in the Project vicinity is generated by building and vehicle windows reflecting light. However, there are no substantial buildings or structures near the Project site that presently generate substantial glare since most of the buildings are one or two-story structures that are set back from adjacent roadways and screened by landscaping.

As described previously, the proposed building materials do not consist of highly reflective materials that would create substantial glare. Additionally, lights would be shielded consistent with Municipal Code requirements and the proposed landscaping along Project boundaries would reduce sources of light and the potential for glare. The proposed Project would create limited new sources of light or glare from security and site lighting but would not adversely affect day or nighttime views in the area given the similarity of the existing lighting in the surrounding urbanizing environment. With implementation of the regulatory requirements per Municipal Code Section 92.30.5, impacts related to light and glare would be less than significant.

Project Design Features

None.

Existing Plans, Programs, or Policies

None.

Mitigation Measure

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, 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 State of California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) is charged with producing maps for analyzing impacts on the state's agricultural resources. California's agricultural lands are rated based on soil quality and irrigation status. Per the Farmland Mapping and Monitoring Program, the Project is located in an area designated as Urban and Built-Up Land (California Department of Conservation, 2022a). The Project site is currently occupied by three two-story office buildings. There are no agricultural resources or operations located at the Project site or in the surrounding area. Therefore, no impacts to farmlands would occur and no mitigation measures would be required.

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

No Impact. The Williamson Act (California Land Conservation Act of 1965) restricts the use of agricultural and open space lands to farming and ranching by enabling local governments to contract with private landowners for indefinite terms in exchange for reduced property tax assessments. As identified above, the Project site has a General Plan land use designation of Business Park and zoning designation of Light Manufacturing. In addition, per the Farmland Mapping and Monitoring Program and the City of Torrance Zoning Map, the Project site is not located within a zone designated for agricultural uses or an area that is designated as Williamson Act contract land. Therefore, no impacts or conflicts with existing zoning for agriculture use or Williamson Act contract would occur and no mitigation measures would be required.

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. "Forest land" is defined as "land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." "Timberland" is defined as "land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees." "Timberland Production Zone" (TPZ) is defined as "an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h)."

As noted above, the Project site is currently developed with three two-story office buildings. The Project site has a General Plan land use designation of Business Park and a zoning designation of Light Manufacturing. The Project site is located within an urbanized environment in an area that is not designated as forest land, timberland, or timber. There are no forests, timberland or timber resources or operations located at the Project site or in the immediate area. Therefore, no impacts to forest land zoning or timberland or timber would occur and no mitigation measures would be required.

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

No Impact. As stated above, the Project site is located within an urban environment in an area that is not designated as forest land. There are no forest resources or operations located at the Project site or in the immediate area. Therefore, no impacts to forest land or conversion of forest land would occur and no mitigation measures would be required.

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. There are no Farmland/agricultural or forestry resources or operations located at, adjacent to, or near the Project site. The proposed Project would not introduce any changes that would result in conversion

of Farmland/agricultural or forest land. Therefore, no impact to farmland or forest lands would occur and no mitigation measures would be required.

Project Design Features

None.

Existing Plans, Programs, or Policies

None.

Mitigation Measure

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district 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?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?	☐	☐	☒	☐

The discussion below is based on the Air Quality, Energy, and Greenhouse Gas Impact Analysis, prepared by EPD Solutions, included as Appendix B as well as the Health Risk Assessment prepared by EPD Solutions, included as Appendix C.

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

Less than Significant Impact. The Project site is located in the South Coast Air Basin (SoCAB) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and State Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. The current AQMP is the 2022 AQMP, adopted in December 2022.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993). SCAQMD's CEQA Handbook provides the following two criteria to determine whether a project would be consistent or in conflict with the AQMP:

1. The Project would not generate population and employment growth that would be inconsistent with Southern California Association of Governments (SCAG)'s growth forecasts from the 2024-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); and
2. The Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to the SCAG's growth forecasts, and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities located within the SCAG region. Therefore, if the

level of housing and employment growth related to the proposed Project is consistent with the applicable assumptions used in the development of the AQMP, the proposed Project would not jeopardize attainment of the air quality levels identified in the AQMP.

Implementation of the proposed Project would require approval of a General Plan Amendment and zone change to modify the General Plan Land Use Designation from Business Park (I-BP) to Medium High Density Residential (R-MH) and the zoning designation from Limited Manufacturing (M1) to Planned Development District (P-D). The proposed Project consists of 335 residential dwelling units, including 98 attached townhomes and 237 multifamily dwelling units.

The Project does not include employment-generating uses and would not induce substantial unplanned employment growth or exceed regional growth assumptions for the area. Population growth associated with the Project was evaluated using assumptions consistent with the SCAG Local Housing Data. Based on the City of Torrance's reported average household size of 2.587 persons per household, the Project would generate approximately 867 residents.

According to SCAG growth forecasts, the population of Los Angeles County is projected to increase from approximately 10,044,500 persons in 2016 to approximately 10,258,000 persons in 2045. The population increase associated with the Project would represent a negligible increment of projected regional growth and would be consistent with the growth assumptions used in the development of the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Accordingly, the Project would not result in growth beyond that analyzed in the applicable Air Quality Management Plan and would not jeopardize attainment of regional air quality standards.

Upon approval of the requested General Plan Amendment and zone change by the City of Torrance, the Project would be consistent with the applicable General Plan and zoning framework and would satisfy Consistency Criterion No. 1.

Consistency Criterion No. 2 refers to the California Ambient Air Quality Standards. An impact would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions. Furthermore, the SoCAB is currently in a non-attainment status for federal ozone standards, federal carbon monoxide standards, and State and federal particulate matter standards. Any development in the SoCAB, including the proposed Project, has the potential to cumulatively contribute to these pollutant violations. Should construction or operation of the Project exceed these thresholds a significant impact could occur. However, if estimated emissions are less than the thresholds, impacts would be considered less than significant.

As presented in Tables AQ-1 and AQ-2 below, neither construction nor operation of the proposed Project would result in emissions that would exceed any SCAQMD thresholds. Therefore, because the proposed Project does not exceed any of the thresholds it would not conflict with SCAQMD's goal of bringing the Basin into attainment for all criteria pollutants and, as such, is consistent with the AQMP. The proposed Project would be consistent with Criterion No. 2. As the proposed Project would be consistent with both Criterion No. 1 and 2, impacts related to consistency with the AQMP would be less than significant.

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

Less than Significant Impact. The SoCAB is in non-attainment status for federal ozone standards, and State and federal particulate matter standards. The SoCAB is designated as a maintenance area for federal PM_{10} standards. Any development in the SoCAB, including the proposed Project, could cumulatively contribute to these pollutant violations. Evaluation of the cumulative air quality impacts of the proposed Project has been completed pursuant to SCAQMD's cumulative air quality impact methodology. SCAQMD states that if an individual project results in air emissions of criteria pollutants (ROG, CO, NOx, SOx, PM_{10}, and $PM_{2.5}$) that

exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the Project region is in non-attainment under an applicable federal or State ambient air quality standard. SCAQMD has established daily mass construction and operations thresholds for regional pollutant emissions, which are shown in Table AQ-1.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds

Pollutant	Construction (lbs/day)	Operations (lbs/day)
NOx	100	55
ROG	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SOx	150	150
CO	550	550

NOx = nitrogen dioxides, ROG = reactive organic gases, PM_{10} = particulate matter 10 microns in diameter, $PM_{2.5}$ = particulate matter 2.5 microns in diameter, SOx = sulfur dioxides, CO = carbon monoxide
Source: Appendix B

Construction

Construction activities associated with the proposed Project would generate pollutant emissions from the following construction phases: (1) demolition, (2) site preparation, (3) grading, (4) building construction, (5) paving, and (6) architectural coating. The number of emissions generated on a daily basis would vary, depending on the intensity and type of construction activities occurring.

All construction activities would be required to comply with applicable SCAQMD Rules, including SCAQMD Rule 402, Rule 403, and Rule 1113. Rule 402, Public Nuisance, prohibits the discharge of air contaminants that cause injury, nuisance, or annoyance to the public or damage to property and is included as PPP AQ-1. Rule 403 requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas. Compliance with Rule 403, included as PPP AQ-2, was accounted for in the construction emissions modeling.

SCAQMD Rule 1113, included as PPP AQ-3, regulates the volatile organic compound (VOC) content in architectural coating, paint, thinners, and solvents, was also accounted for in construction emissions modeling. While both ROGs and VOCs refer to compounds of carbon, ROG is a term used by CARB and is based on a list of exempted carbon compounds determined by CARB. VOC is a term used by the USEPA and is based on its own exempt list. As shown in Table AQ-2, the California Emissions Estimator Model (CalEEMod) results indicate that construction emissions generated by the proposed Project would not exceed SCAQMD regional thresholds. Therefore, construction activities would result in a less-than-significant impact.

Table AQ-2: Construction Related Criteria Pollutant Emissions

Construction Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
2028	2.4	32.8	24.5	0.1	13.6	3.2
2029	34.2	31.3	37.9	0.1	13.6	4.1

Construction Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
2030	34.1	12.7	30.3	<0.1	5.2	1.4
Maximum Daily Construction Emissions 2028-2030	**34.2**	**32.8**	**37.9**	**0.1**	**13.6**	**4.1**
SCAQMD Significance Thresholds	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: ROG = reactive organic gases, NOx = nitrogen oxides, CO = carbon monoxide, SO_2 = sulfur dioxide, PM_{10} = particulate matter 10 microns in diameter, $PM_{2.5}$ = particulate matter 2.5 microns in diameter
Source: Appendix B

Operation

Operational activities associated with the residential development would result in emissions of CO, VOCs, NOx, SOx, PM_{10}, and $PM_{2.5}$. Operational related emissions are expected from the following primary sources: area source, energy source, and mobile source emissions. Implementation of the proposed Project would result in new long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as landscaping and applications of architectural coatings. Operational vehicular emissions would generate a majority of the emissions from implementation of the proposed Project.

Operational emissions associated with the proposed Project were modeled using CalEEMod 2022.1 and are presented in Table AQ-3. As shown, the emissions generated from the proposed Project would not exceed the SCAQMD's applicable thresholds and, in the case of PM_{10}, and $PM_{2.5}$ emissions, would be less than the emissions from the existing commercial buildings on-site. Therefore, impacts would be less than significant.

Table AQ-3: Operational Regional Criteria Pollutant Emissions

Operational Activity	Maximum Daily Regional Emissions (pounds/day)					
	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile	5.7	4.5	50.3	0.1	12.6	3.3
Area	19.1	0.2	23.2	<0.1	<0.1	<0.1
Energy	0.1	1.3	0.5	<0.1	0.1	0.1
Total Project Operational Emissions	**24.9**	**6.0**	**74.1**	**0.1**	**12.7**	**3.4**
Existing Use Operational Emissions	5.9	1.7	1.4	<0.1	13.5	3.5
Net New Emissions	**18.9**	**4.3**	**72.7**	**0.1**	**-0.8**	**-0.1**
SCAQMD Significance Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: ROG = reactive organic gases, NOx = nitrogen oxides, CO = carbon monoxide, SO2 = sulfur dioxide, PM10 = particulate matter 10 microns in diameter, PM2.5 = particulate matter 2.5 microns in diameter
Source: Appendix B

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact.

Localized Significance Threshold

The daily construction emissions generated on-site by the proposed Project have been evaluated against SCAQMD's localized significance thresholds (LSTs) to determine whether the emissions would cause or

contribute to adverse localized air quality impacts. These thresholds set the maximum rates of daily construction or operational emissions from a project site that would not exceed a national or State ambient air quality standard. LSTs are developed based on the ambient concentrations of NOx, CO, PM_{10}, and $PM_{2.5}$ pollutants for each of the 38 air-monitoring areas in the SoCAB. The Project site is located in Air Monitoring Area 3, Southwest Coastal Los Angeles County. Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities.

Residential Receptors – Air quality sensitive receptors can include uses such as residences, long-term health care facilities, rehabilitation centers, and retirement homes. They generally include locations where an individual can remain for 24 hours. The sensitive receptor closest to the Project site is a residence located 20 meters (65 feet) west of the Project site.

SCAQMD provides screening tables (Appendix C of the SCAQMD 2008 Final Localized Significance Threshold Methodology) for projects that disturb less than or equal to five acres in a day. These tables were created to easily determine if the daily emissions of NOx, CO, PM_{10}, and $PM_{2.5}$ from a project could result in a significant impact to the local air quality. The phase with the most ground disturbance would be the site preparation phase, with a maximum of 3.5 acres of ground disturbance per day. Distance to the nearest sensitive receptor also determines the emission thresholds. As described above, the sensitive receptors closest to the Project site include a residence about 20 meters west of the Project's boundary; therefore, the construction and operation emission thresholds for 25 meters was used, as the lowest threshold provided. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. Consistent with SCAQMD guidance, the thresholds were calculated by interpolating the threshold values for the Project's disturbed acreage and nearest sensitive receptor distance (Appendix B). Although sensitive receptors are located in close proximity to the Project site, proximity alone does not establish a significant impact; rather, significance is determined by whether emissions exceed applicable localized thresholds, which they do not.

Construction

Construction of the proposed Project could temporarily expose nearby sensitive receptors to airborne particulates and limited emissions from construction equipment, which typically consists of diesel fueled vehicles and machinery. Construction activities would be required to comply with applicable South Coast Air Quality Management District standard construction practices. SCAQMD Rule 402 requires implementation of dust suppression measures to prevent fugitive dust from creating an off-site nuisance and is incorporated as Project Design Feature PPP AQ-1. SCAQMD Rule 403 requires the use of best available control measures to prevent fugitive dust from remaining visible beyond the property line and is incorporated as PPP AQ-2. As shown in Table AQ-4, construction related criteria pollutant emissions would not exceed applicable SCAQMD localized significance thresholds, and impacts would be less than significant.

Table AQ-4: Construction-Related Localized Criteria Pollutant Emissions

Construction Activity	Pollutant Emissions (pounds/day)			
	NOx	CO	PM_{10}	$PM_{2.5}$
2028 (Year 1)				
Demolition	19.6	18.7	10.2	2.4
Maximum On-Site Emission (2028)	**19.6**	**18.7**	**10.2**	**2.4**
2029 (Year 2)				
Demolition	18.6	18.5	10.2	2.3
Site Preparation	29.9	30.1	7.1	4.0
Grading	17.9	25.1	3.1	1.7

Construction Activity	Pollutant Emissions (pounds/day)			
	NOx	CO	PM_{10}	$PM_{2.5}$
Building Construction and Paving	16.7	38.8	4.2	1.4
Building Construction	10.2	28.8	4.0	1.1
Building Construction and Architectural Coating	11.3	30.3	4.0	1.2
Maximum On-Site Emission (2029)	**29.9**	**38.8**	**10.2**	**4.0**
2030 (Year 3)				
Building Construction and Architectural Coating	33.1	10.1	<0.1	<0.1
Architectural Coating	32.1	1.0	<0.1	<0.1
Maximum On-Site Emission (2030)	**33.1**	**9.1**	**0.3**	**0.3**
Maximum Daily Emissions	**33.1**	**38.8**	**10.2**	**4.0**
SCAQMD Screening Thresholds	164	1,381	11.5	6.5
Threshold Exceeded?	**No**	**No**	**No**	**No**

Notes: ROG = reactive organic gases, NOx = nitrogen oxides, CO = carbon monoxide, SO_2 = sulfur dioxide, PM_{10} = particulate matter 10 microns in diameter, $PM_{2.5}$ = particulate matter 2.5 microns in diameter
Source: Appendix B

Diesel Mobile Source Health Risk Analysis

A Construction Health Risk Assessment (HRA) (Appendix C) was completed for the proposed Project to assess the potential mobile source health risk impacts to the nearest sensitive receptors (which are residents) and nearest workers to the proposed Project. Health risk impacts are a result of exposure to diesel particulate matter (DPM) emitted from construction equipment and heavy-duty diesel trucks accessing the site. The HRA was completed using USEPA AERMOD air dispersion model to determine how the toxic air contaminants would move through the atmosphere after release from sources both on site and on surrounding airways. The air dispersion model uses emissions from various emission sources and meteorological data such as wind speed and direction, air temperature, and atmospheric mixing rates to estimate the air pollutant impacts at various geographic locations (referred to as receptor locations). The HRA incorporates conservative assumptions regarding equipment usage, receptor proximity, and exposure duration; therefore, actual risks are expected to be lower than the modeled results. The nearest residential sensitive receptors are located approximately 19.8 meters (61 feet) west of the Project boundary. However, the maximally impacted residential receptor for this analysis is a multifamily residence located approximately 35 meters (115 feet) east of the Project's eastern boundary at 21210 South Western Avenue. The nearest worker receptor is located at office buildings remaining on site, approximately 10.1 meters (33 feet) west and south of the Project's southern boundary, and represents the maximally impacted worker receptor.

The City of Torrance has not adopted a numerical significance threshold for cancer risk or non-cancer hazards. Therefore, the significance thresholds recommended by the SCAQMD were used for this assessment. The relevant significance thresholds include the following:

- Cancer Risk: 10 persons per million population as the maximum acceptable incremental cancer risk due to exposure to toxic air contaminants (TACs)
- Non-Cancer Hazard Index (HI): 1.0

The cancer risk methodology for a HRA evaluates the potential for long-term exposure to carcinogenic substances to result in an increased risk of cancer. Cancer risks are estimated as the upper-bound incremental probability that an individual would develop cancer due to exposure to potential carcinogens over a specified exposure duration. The estimated risk is expressed as a probability since there is no level below which some level of impact may occur. A risk level of 10 in one million implies a likelihood that up to 10

people in a population of one million equally exposed people could contract cancer if exposed continuously (24 hours per day) to the levels of TACs over a specified duration.

Construction emissions were calculated using the latest CalEEMod Version 2022.1. DPM construction emissions were based on the CalEEMod construction runs for the proposed construction schedule and equipment inventory, using exhaust PM_{10} construction emissions to represent DPM emissions. Construction-related DPM emissions are expected to primarily occur as a function of heavy-duty equipment that would operate on-site during the construction phase. Additional DPM emissions would occur from the operation of construction vehicles that travel to/from the Project during construction (haul trucks and vendor trucks). As shown in Table AQ-5, the estimated maximum cancer risk for construction is 7.48 in one million, for sensitive/residential receptors. The estimated maximum cancer risks for worker receptors during construction is 0.23 in one million. In addition, the Project's maximum estimated construction results for non-cancer health risk are 0.02 and 0.02 (for the maximum impacted sensitive receptor and worker receptor), respectively, both below the significance threshold of 1.0. As shown in Table AQ-5, emissions would be below the SCAQMD health risk thresholds.

Table AQ-5: Summary of Proposed Project Construction Health Risk

Receptor	Cancer Risk (per million)		Exceeds Significance Threshold?
	Maximum Lifetime Proposed Project Risk	Significance Threshold	
Maximum Impacted Sensitive Receptor – Infant to Adult (1.13 years)	7.48	10	No
Maximum Impacted Sensitive Receptor – Adult (1.13 years)	0.23	10	No
Maximum Impacted Worker Receptor (1.13 years)	0.23	10	No
Receptor	**Chronic Non-Cancer Hazard Index**		**Exceeds Significance Threshold?**
	Maximum Lifetime Proposed Project Risk	**Significance Threshold**	
Maximum Impacted Sensitive Receptor – Infant to Adult (1.13 years)	0.02	1.0	No
Maximum Impacted Sensitive Receptor – Adult (1.13 years)	0.02	1.0	No
Maximum Impacted Worker Receptor (1.13 years)	0.02	1.0	No

Source: Appendix C

As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location. As such, construction of the Project would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

Operation

According to the SCAQMD LST methodology, LSTs apply to a project's stationary and on-site mobile sources. Projects that involve mobile sources that spend long periods queuing and idling at a site, such as transfer facilities or warehousing and distribution buildings, have the potential to exceed the operational LSTs. The proposed Project would operate as a residential development, which does not typically involve diesel vehicles regularly idling or queuing for long periods. Therefore, due to the lack of significant stationary source emissions or idling diesel-powered vehicles, impacts related to operational LSTs are presumed to be less than significant.

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

Less than Significant Impact. The proposed Project does not include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding, or other land uses that typically result in emissions associated with odor complaints, based on the SCAQMD CEQA Air Quality Handbook. Potential odor sources associated with the proposed Project may result from construction equipment exhaust, the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. For example, the proposed Project would be required to comply with the provisions of SCAQMD Rule 1113, as described above. The proposed Project includes a residential development, which would not involve the types of uses that lead to odors. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with current solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, the Project would result in less-than-significant impacts on other emissions affecting a substantial number of people.

Project Design Features

None.

Existing Plans, Programs, or Policies

PPP AQ-1: Rule 402. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The Project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury, or damage to business or property.

PPP AQ-2: Rule 403. The Project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least 3 times daily during dry weather; preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

PPP AQ-3: Rule 1113. The Project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only "Low-Volatile Organic Compounds" paints (no more than 50 gram/liter of VOC) and/or High Pressure Low Volume (HPLV) applications shall be used.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the Project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
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 Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

The discussion below is based on the Biological Records Search, prepared by Hernanez Environmental Services, included as Appendix D.

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 Game or U.S. Fish and Wildlife Service?

Less than Significant with Mitigation Incorporated. The Community Resources Element of the Torrance General Plan does not identify any candidate, sensitive, or special status species that occupies the Project site. The Project site, currently developed with three two-story office buildings, is situated in a predominantly urbanized area surrounded by a mix of residential and industrial developments.

A Biological Records Search was prepared for the Project site by Hernandez Environmental Services in April 2025, and is included as Appendix D. The Biological Records Search included a literature review and review of aerial photographs and topographic maps of the Project site and the surrounding area. The literature review was based on the review of the following to obtain species information for the Project area: California Natural Diversity Database (CNDDB), United States Fish and Wildlife Service (USFWS) Endangered Species Lists, and the California Native Plant Society (CNPS) Rare Plant Inventory.

According to the CNDDB, a total of 36 sensitive species of plants and 48 sensitive species of wildlife have the potential to occur on or within the vicinity of the site (Appendix D). These include those species listed or candidates for listing by the USFWS, California Department of Fish and Wildlife (CDFW), and CNPS. Based upon the fact that the site is currently developed with office uses and is surrounded by heavy urban development in all directions, none of these species were determined to have the potential to be present within or surrounding the Project site (Appendix D).

Implementation of Mitigation Measure BIO-1 would ensure compliance with the Migratory Bird Treaty Act and California Fish and Game Code and would reduce potential impacts to nesting birds and native wildlife nursery sites to a less-than-significant level. Vegetation removal shall occur outside of the nesting bird season, generally between February 1 and September 15, to the extent feasible. If vegetation removal is required during the nesting season, a qualified biologist approved by the lead agency shall conduct nesting bird surveys within three days prior to ground disturbance.

If active nests are identified, appropriate avoidance buffers and adaptive measures shall be implemented to avoid disturbance until the nests are no longer active. At a minimum, construction activities shall remain outside a 300-foot buffer for non-raptor species and a 500-foot buffer for raptor species. Buffer areas shall be clearly delineated in the field, and no vegetation removal or ground disturbance shall occur within the buffer until a qualified biologist verifies that the nest is inactive and young have fledged. Survey and monitoring results shall be documented and submitted to the City of Torrance for recordkeeping. With implementation of Mitigation Measure BIO-1, impacts would be less than significant.

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

No Impact. Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors.

As stated above, the entire property has been developed with three two-story office buildings surrounded by parking, various hardscape, and various landscaping features. Therefore, the Project site does not contain any drainage, riparian, or riverine features. In addition, there are no sensitive natural communities on site. The Project site is not located within any designated critical habitat areas according to the Community Resources section in the Torrance General Plan. Therefore, no impacts related to riparian habitat or other sensitive natural communities identified in local or regional plans would result from Project implementation, and no mitigation is required.

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

No Impact. The Project site is located in a largely urbanized area. As discussed previously, the Project site is fully developed with three two-story office buildings. There are no CDFW, United States Army Corps of Engineers (USACE), or Regional Water Quality Control Board (RWQCB) jurisdictional waters within the

Project site boundaries (Appendix D). Therefore, no impacts to federally protected wetlands would occur and no mitigation measures would be required.

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

Less than Significant with Mitigation Incorporated. Wildlife movement corridors can be local or regional in scale. Wildlife corridors represent areas where wildlife movement is concentrated due to natural or anthropogenic constraints. Local corridors provide access to resources such as food, water, and shelter. Animals use these corridors, which are often hillsides or riparian areas, to move between different habitats. Regional corridors provide these functions and link two or more large habitat areas. The Project site does not contain, and is not adjacent to, any wildlife corridors (Appendix D). The site consists of flat, developed land surrounded by heavy urban development such as industrial uses and roadways. Development of the site would not result in impacts related to established native resident or migratory wildlife corridor.

The Project site contains ornamental trees, shrubs, and groundcover that can be utilized by nesting birds and raptors during the nesting bird season of February 1 through September 15. Therefore, if vegetation is required to be removed during nesting bird season, MM BIO-1 has been included to require a nesting bird survey to be conducted prior to initiating vegetation clearing. With the implementation of MM BIO-1, impacts related to nesting birds would be reduced to a less-than-significant level.

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

No Impact. The Project site is fully developed and located in a largely urbanized area. There are no biologically significant resources within the Project site; nor are there any local ordinance or area-wide preservation or conservation plans or policies such as a tree preservation policy, applicable to the Project site. The Project site is not located on or near any street designated as a special area for street trees. Therefore, there is no potential for the proposed Project to conflict with any local ordinances or area-wide preservation or conservation plans or policies, such a tree preservation policy, and no mitigation would be required.

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 located in a largely urbanized area and is not located in an environmentally sensitive area. The General Plan does not identify any wildlife habitats nor any threatened or endangered species on or near the Project site. There are no wetlands or sensitive natural habitats on the site. The Project site does not contain biological resources that are managed under any conservation plan. The proposed Project does not conflict with any conservation or preservation plans. Therefore, no impacts to conservation plans would occur and no mitigation measures would be required.

Project Design Feature

None.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

MM BIO-1: Pre-construction Nesting Bird Survey. Vegetation removal shall occur outside of the nesting bird season (generally between February 1 and September 15). If vegetation removal is

required during the nesting bird season, the applicant must conduct avoidance surveys for nesting birds prior to initiating vegetation removal/clearing. Surveys will be conducted by a qualified biologist(s), as approved by the lead agency, within three days of vegetation removal. If active nests are observed, a qualified biologist will determine appropriate minimum disturbance buffers and other adaptive mitigation techniques (e.g., biological monitoring of active nests during construction-related activities, staggered schedules, etc.) to ensure that impacts to nesting birds are avoided until the nest is no longer active. At a minimum, construction activities will stay outside of a 300-foot buffer around the active nests. For raptor species, the buffer is to be expanded to 500 feet. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist verifies that the nests are no longer occupied, and the juvenile birds can survive independently from the nests. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities may occur. The surveys shall be documented with a biological resources survey log and at the conclusion of monitoring shall be submitted to the City of Torrance for recordkeeping.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

The discussion below is based on the Historical Resources Evaluation, prepared by Chronicle Heritage included as Appendix E as well as the Cultural Resources Records Search, prepared by BFSA Environmental Services, Appendix F.

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

Less than Significant with Mitigation Incorporated. CEQA defines a historical resource as something that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project's Lead Agency (PRC Section 21084.1 and CEQA Guidelines Section 15064.5[a]).

PRC Section 5024.1 directs evaluation of historical resources to determine their eligibility for listing on the CRHR. The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing on the NRHP, enumerated above, and require similar protection to what NHPA Section 106 mandates for historic properties. According to PRC Section 5024.1(c)(1-4), a resource is considered historically significant if it meets at least one of the following criteria: (1) Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States; (2) Associated with the lives of persons important to local, California or national history; (3) Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or (4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The City of Torrance Municipal Code Section 91.50.050 states that a property may be designated by the Historic Preservation Commission as a historic landmark if: (1) It is associated with events that have made a significant contribution to the broad patterns of local, regional, state, or national history, or the cultural heritage of the City, California, or the United States; (2) It is associated with an important person or persons who made a significant contribution to the history, development, and/or culture of the City, region, State, or nation; (3) It embodies the distinctive characteristics of a type, period, style, or method of construction; (4) It represents the work of a master; (5) It possess high artistic or aesthetic value; (6) It has yielded or has the

potential to yield information important to the prehistory of history of the City, region, State, or nation; (7) It is among the last, best remaining examples of an architecture; or historical type or specimen.

While there are no designated historic resources located within the Project site, development of the proposed Project has the potential to impact several historic structures in the immediate vicinity. These resources include five buildings on the eastern side of Western Avenue which are greater than 50 years of age, as well as the El Prado Bridge, which is listed as a historic resource in the CRHR and NRHP, which is adjacent to the northwest corner of the Project site. Therefore, a Historical Resources Evaluation, as included in Appendix E, was prepared for the Project.

According to the findings of the Historical Resources Evaluation, none of the five structures located east of the project site meet the criteria for listing in the National Register (Criteria A-D), California Register of Historical Resources (Criteria 1-4), or designation under the Torrance Preservation Plan, as detailed below.

21210 Western Avenue

The building at 21210 South Western Avenue is a two-and-a-half-story apartment building on the eastern side of S. Western Boulevard that was constructed in 1964.

Criterion A/1 and City Criteria 1: The subject building is also outside of the historic Torrance Tract boundary, which is bounded by the western side of South Western Avenue. The subject property does not have a significant association with the residential development of the City because it was constructed as one of several postwar apartment buildings after the initial real estate boom following the end of World War II. No demonstrably significant events are known to have occurred at this site. Therefore, the subject property is ineligible for individual listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion A/1/1.

Criterion B/2 and City Criteria 2: No persons who made demonstrably significant contributions to the history of the nation, state, or region are known to be associated with the subject property. Therefore, it is ineligible for listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion B/2/2.

Criterion C/3 and City Criteria 3, 4, 5: The subject building is a common example of a stucco-box apartment building, which were frequently constructed in the 1950s and 1960s. The building features minimal architectural detailing and is not an excellent example of a style of architecture. Archival research was unable to identify any architect, if any, or builder associated with the construction of the building. The building does not possess high artistic value and was not found to be the work of a master. Therefore, the subject property is ineligible for listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion C/3/3–5.

Criterion D/4 and City Criteria 6: The building was constructed using common materials and methods, and the site was graded during construction. Therefore, the subject property is not likely to yield important information and is ineligible for listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion D/4/6.

City Criteria 7: *T*he subject building is a stucco-box apartment, which were commonly constructed and have been well documented. As a result, it is not among the last, best remaining examples of an architectural or historical type of specimen. Therefore, the subject building is ineligible for listing as a Landmark under Criterion 7.

21220 Western Avenue

Criterion A/1 and City Criteria 1: The subject building is an apartment complex constructed in 1964. By this time, the city of Torrance had already experienced a residential boom as the land to the south, east, and north was developed with single family residences by the 1950s. The subject building is also outside of the historic Torrance Tract boundary, which is bounded by the western side of South Western Avenue. The subject property does not have a significant association with the residential development of the City because it was

constructed as one of several postwar apartment buildings after the initial real estate boom following the end of World War II. No demonstrably significant events are known to have occurred at this site. Therefore, the subject property is ineligible for individual listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion A/1/1.

Criterion B/2 and City Criteria 2: No persons who made demonstrably significant contributions to the history of the nation, state, or region are known to be associated with the subject property. Therefore, it is ineligible for listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion B/2/2.

Criterion C/3 and City Criteria 3, 4, 5: The subject property is a typical example of a stucco-box apartment building, which were frequently constructed in the 1950s and 1960s. The building lacks architectural detail and is not an excellent example of architecture. Archival research was unable to identify an architect, if any, or builder associated with the construction of the building. Additionally, the building appears to have replacement vinyl windows. The building does not possess high artistic value and was not found to be the work of a master. Therefore, the subject property is ineligible for listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion C/3/3–5.

Criterion D/4 and City Criteria 6: The building was constructed using common materials and methods, and the site was graded during construction. Therefore, the subject property is not likely to yield important information and is ineligible for listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion D/4/6.

City Criteria 7: The subject building is a stucco-box apartment, which were commonly constructed and have been well documented. As a result, it is not among the last, best remaining examples of an architectural or historical type of specimen. Therefore, the subject building is ineligible for listing as a Landmark under Criterion 7.

21228 Western Avenue

Criterion A/1 and City Criteria 1: The subject building is an apartment complex constructed in 1963. By this time, the city of Torrance had already experienced a residential boom as the land to the south, east, and north was developed with single family residences by the 1950s. The subject building is also outside of the historic Torrance Tract boundary, which is bounded by the western side of South Western Avenue. The subject property does not have a significant association with the residential development of the City because it was constructed as one of several postwar apartment buildings after the initial real estate boom following the end of World War II. No demonstrably significant events are known to have occurred at this site. Therefore, the subject property is ineligible for individual listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion A/1/1.

Criterion B/2 and City Criteria 2: No persons who made demonstrably significant contributions to the history of the nation, state, or region are known to be associated with the subject property. Therefore, it is ineligible for listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion B/2/2.

Criterion C/3 and City Criteria 3, 4, 5: The subject building is a typical example of a stucco-box apartment building, which were frequently constructed in the 1950s and 1960s. The building lacks architectural detailing and is not an excellent example of architecture. Archival research was unable to identify any architect associated with the construction of the building; V. and V. "Builders" was listed as the builder of the property, though research was unable to identify any information pertaining to the builder. Additionally, most of the original windows have been replaced with vinyl windows. The building does not possess high artistic value and is not the work of a master. Therefore, the subject property is ineligible for listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion C/3/3–5.

Criterion D/4 and City Criteria 6: The building was constructed using common materials and methods, and the site was graded during construction. Therefore, the subject property is not likely to yield important information and is ineligible for listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion D/4/6.

City Criteria 7: The subject building is a stucco-box apartment, which were commonly constructed and have been well documented. As a result, it is not among the last, best remaining examples of an architectural or historical type of specimen. Therefore, the subject building is ineligible for listing as a Landmark under Criterion 7.

21236 Western Avenue

Criterion A/1 and City Criteria 1: The subject building is a vernacular commercial building constructed in 1963. The building was one of countless commercial building constructed to provide support services for the residential boom that occurred following the end of World War II. The subject property does not have a demonstrably significant association with the development of the City. No demonstrably significant events are known to have occurred at this site. Therefore, the subject property is ineligible for individual listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion A/1/1.

Criterion B/2 and City Criteria 2: No persons who made demonstrably significant contributions to the history of the nation, state, or region are known to be associated with the subject property. Therefore, it is ineligible for listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion B/2/2.

Criterion C/3 and City Criteria 3, 4, 5: The subject building is a vernacular commercial building devoid of any features of any notable style of architecture. The building features minimal architectural detail and is not an excellent example of commercial architecture. Archival research was unable to identify any architect, if any, or builder associated with the construction of the building. Additionally, the building appears to have replacement windows on the western and southern façades. The building does not possess high artistic value and was not found to be the work of a master. Therefore, the subject property is ineligible for listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion C/3/3–5.

Criterion D/4 and City Criteria 6: The building was constructed using common materials and methods, and the site was graded during construction. Therefore, the subject property is not likely to yield important information and is ineligible for listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion D/4/6.

City Criterion 7: The subject building is a vernacular commercial building, which were commonly constructed and have been well documented. As a result, it is not among the last, best remaining examples of an architectural or historical type of specimen. Therefore, the subject building is ineligible for listing as a Landmark under Criterion 7.

21240 Western Avenue

Criterion A/1 and City Criteria 1: The subject building is an apartment complex constructed in 1979. By this time, the city of Torrance had already experienced a residential boom as the land to the south, east, and north was developed with single family residences by the 1950s. The subject building is also outside of the historic Torrance Tract boundary, which is bounded by the western side of South Western Avenue. The subject property does not have a significant association with the residential development of the City because it was constructed as one of several postwar apartment buildings after the initial real estate boom following the end of World War II. No demonstrably significant events are known to have occurred at this site. Therefore, the subject property is ineligible for individual listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion A/1/1.

Criterion B/2 and City Criteria 2: No persons who made demonstrably significant contributions to the history of the nation, state, or region are known to be associated with the subject property. Therefore, it is ineligible for listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion B/2/2.

Criterion C/3 and City Criteria 3, 4, 5: The subject building is a typical example of a vernacular courtyard apartment building, which were frequently constructed in the 1950s and 1960s. The building features minimal architectural detailing and is not an excellent example of architecture. Archival research was unable to identify an architect, if any, or builder. Additionally, the building appears to have replacement vinyl windows. The building does not possess high artistic value and was not found to be the work of a master. Therefore, the subject property is ineligible for listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion C/3/3–5.

Criterion D/4 and City Criteria 6: The building was constructed using common materials and methods, and the site was graded during construction. Therefore, the subject property is not likely to yield important information and is ineligible for listing in the NRHP or the CRHR or as a Landmark pursuant to Criterion D/4/6.

City Criterion 7: The subject building is a vernacular courtyard apartment building, which were commonly constructed and have been well documented. It is not among the last, best remaining examples of an architectural or historical type of specimen. Therefore, the subject building is ineligible for listing as a Landmark under Criterion 7.

El Prado Bridge

The El Prado Bridge is listed in the CRHR and NRHP and is an American Society of Civil Engineers Historic Landmark and is a historical resource for the purposes of CEQA. The El Prado Bridge is also listed in the Torrance Historic Register. The bridge is one of the oldest structures in Torrance, as it was constructed in 1913, and was designed by master architect Irving Gill. The El Prado Bridge features symmetrical arches. Below the deck of the bridge are a series of six arches. From the center to the abutments, the two central arches are narrow and tall. The next pair of arches moving toward the abutments are lower in height but are wider to accommodate vehicular traffic. Adjacent to the abutments are two arches to allow for pedestrian traffic. The face of the bridge is clad in smooth stucco. The Pacific Electric Railway line spans the deck of the bridge. The rail line is currently not in service and is not accessible to the public.

The proposed Project would construct a new building approximately 10 feet from the El Prado Bridge. Demolition of the three existing office buildings would not result in an impact on El Prado Bridge due to the buildings setbacks and the modern architecture of the structures which do not complement the historic structure. The construction of the new townhome units in close proximity to the El Prado Bridge has the potential to indirectly impact the setting of the bridge by materially altering those physical characteristics of the historical resource that convey its historical significance: its setting in an open space area of the City. The proposed Project would incorporate the following mitigation measures which would minimize the Project's potential impacts on the historical context of El Prado Bridge: Mitigation Measure CUL-1: Landscaped Buffer Area, would require the Project to install medjool date (phoenix doctylifera), Brisbane box (tristana conferta), and true green lace bark elm (ulmus parvifolia) to physically separate the new construction from the historic bridge. The tree canopy, in addition to the extant landscaping in the rail easement, will provide a reasonable visual buffer to minimize visual impacts resulting from the new construction. Although the openness will be affected by the Project, the bridge will retain the feel of open space through planting mature landscape including native draught-tolerant trees and plants. Mitigation Measure CUL-2: Mediterranean Revival Architecture, would require the buildings located closest to El Prado Bridge to be designed in a manner consistent with the design and materials of the bridge structure. The character-defining features of the bridge are the arches and the smooth stucco. These are features commonly found in Mediterranean Revival. As shown in Figure 15, *Townhome Elevations Along Torrance Boulevard*, the townhome

units fronting Torrance Boulevard would be designed in the Style of Irving Gill, who designed El Prado Bridge. The buildings would feature smooth stucco with flat, geometric forms as well as arches to complement the bridge adjacent to the Project site.

Upon implementation of the above mitigation measures, impacts related to the historical context of El Prado Bridge would be reduced to a less-than-significant level. None of the buildings within the Torrance Center South business park are of 50 years of age and do not possess exceptional significance. Demolition of the three buildings within the business park would not result in a substantial adverse change to a historical resource (Section 15064.5(b) of the CEQA Guidelines. None of the five buildings along S Western Avenue possess sufficient significance or architectural quality to merit consideration as a historical resource (Section 15064.5(a) of the CEQA Guidelines. Thus, impacts related to an adverse change to a historic resource would be less than significant with the implementation of MM CUL-1 and MM CUL-2.

Townhome Elevations Along Torrance Boulevard







ORIGIN AND DESIGN

- **Built in 1913, this double-tracked,concrete arch bridge was designed by Irving Gill, a pioneer of Modernist architecture. It served as part of the north-south San Pedro via Gardena Line - Pacific Electric Railway's first interurban line to San Pedro.**
- **The bridge ingeniously crosses over its own east-west Torrance local line—a unique self-overpass within the entire PE system-required due to the area's challenging topography. A more direct spur would have resulted in an excessively steep grade.**

IRVING GILL'S KEY DESIGN ELEMENTS

1. Radical Simplicity

- Eliminated applied ornamentation almost entirely-believing that architecture should be pure, functional, and honest.
- Buildings often described as **austere, smooth-walled, & block-like**.

2. Geometric Forms

- Preferred **cubes, flat planes & arches** reduced to their simplest forms.
- Rounded corners and parabolic or semicircular arches appear in some of his works, softening the stark geometry.

3. Whitewashed Surfaces

- Frequently used **smooth, white plaster or stucco**, inspired by both Mission architecture and Mediterranean traditions.
- Emphasized clarity, light, and contrast with the California sun.

4. Indoor-Outdoor Integration

- Designed with **arcades, loggias, pergolas, and courtyards**, connecting homes to gardens.
- Both stylistic and practical for Southern California's climate.

5. Use of Modern Materials

- Early adopter of **reinforced concrete** for durability and hygiene.
- Concrete block construction for affordable, socially progressive housing.





BUILDINGS ADJACENT TO EL PRADO BRIDGE WERE INFLUENCED BY IRVING GILL'S STYLE.





MVE + PARTNERS

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

Less than Significant with Mitigation Incorporated. The proposed Project includes demolition, site preparation, grading, and other ground disturbance activities. The Project site has been previously disturbed during construction of the existing structures. As such, there is reduced potential for the proposed Project to impact archeological resources. An archaeological resources records search was completed for the proposed Project (included as Appendix F), in April 2025. Based upon the records search results, five resources have been previously recorded within one mile of the project area, four of which are historic resources and one is an unidentified archeological site. However, no resources are recorded within the Project site. In addition, the records search identified 25 previous studies within the one-mile search radius. One previous study was mapped on the subject property. This study was a historic context overview of the city of Torrance and does not directly address the subject property.

Historic aerial photographs and maps indicate that the subject property was partially cleared for commercial development in 1928. From at least 1928 to 1952 the subject property was developed with several structures, the majority of which were removed and replaced with new structures by 1972. Between 1980 and 1985, the existing subject property buildings were constructed. Since that time the buildings have been occupied by various commercial office occupants with very few changes to the site. Since the site was developed after the establishment of environmental regulations requiring the appropriate identification, recordation, and evaluation of cultural resource (i.e. National Historic Preservation Act, CEQA, and Assembly Bill 52), it is unlikely the development has impacted and removed evidence of prehistoric and historic resources. However, there is still a possibility that undiscovered archaeological resources or cultural sites may exist beneath or around the current development. Therefore, out of an abundance of caution, the proposed Project would be required to comply with MM CUL-3, for the inadvertent discovery of archeological resources. If cultural resources are inadvertently discovered during ground-disturbing activities, all work within 50 feet of the discovery shall be halted until a qualified archaeologist can assess the significance of the finding. The archaeologist shall evaluate the discovery and recommend appropriate treatment measures in accordance with CEQA Guidelines and applicable local, State, and federal regulations. Thus, implementation of MM CUL-3 would ensure that if buried features are present, they would be handled in a timely and proper manner. The proposed Project would result in a less-than-significant impact related to archaeological resources with the implementation of the MM CUL-3.

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

Less than Significant Impact. The Project site does not contain a cemetery, and no known formal cemeteries are located within the immediate vicinity of the Project site. It is not expected that implementation of the proposed Project would result in the disturbance of human remains. However, implementation of the proposed Project would require grading of the Project site which could potentially impact previously uncovered human remains. Thus, should human remains be unearthed during grading and excavation activities associated with Project development, the construction contractor would be required by California law to comply with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. According to Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the NAHC by telephone within 24 hours. Pursuant to California Public Resources Code Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or

disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.98(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

Thus, Plan, Program or Policy (PPP) CUL-1 has been included to ensure impacts to human remains would not be significant. With implementation of PPP CUL-1, listed below, impacts related to buried human remains would be less than significant.

Project Design Features

None.

Existing Plans, Programs, or Policies

PPP CUL-1: **Human Remains.** In the event that human remains (or remains that may be human) are discovered at the Project site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. The Project proponent shall then inform the Los Angeles County Coroner and the City of Torrance Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

If the coroner determines that the remains are of Native American origin, the coroner will notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the Project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the South Central Coastal Information Center (SCCIC).

Mitigation Measures

MM CUL-1: **Landscaped Buffer Area.** The project shall install medjool date (phoenix doctylifera), Brisbane box (tristana conferta), and true green lace bark elm (ulmus parvifolia) to physically separate the new construction from the historic bridge. The tree canopy, in addition to the extant landscaping in the rail easement, will provide a reasonable visual buffer to minimize visual impacts resulting from the new construction.

MM CUL-2: **Mediterranean Revival Architecture.** The buildings located closest to El Prado Bridge shall be designed in a manner consistent with the design and materials of the structure. The

character-defining features of the bridge are the arches and the smooth stucco. These are features commonly found in Mediterranean Revival. The townhome units fronting Torrance Boulevard shall be designed in the Style of Irving Gill, who designed El Prado Bridge. The buildings shall feature smooth stucco with flat, geometric forms as well as arches to complement the bridge adjacent to the Project site.

MM CUL-3: **Inadvertent Discovery of Archeological Resources.** If cultural resources are inadvertently discovered during ground-disturbing activities, all work within 50 feet of the discovery shall be halted until a qualified archaeologist, who meets the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, can assess the significance of the find. The archaeologist shall evaluate the discovery and recommend appropriate treatment measures in accordance with CEQA Guidelines and applicable local, state, and federal regulations.

If the find is determined to be significant, the archaeologist shall develop a treatment plan in consultation with the lead agency and, if applicable, consulting Native American tribes. Treatment measures may include preservation in place, data recovery, or other appropriate actions.

Work in the affected area shall not resume until the resources are appropriately treated and the lead agency provides authorization to proceed.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY. Would the Project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

The discussion below is based on the Air Quality, Energy, and Greenhouse Gas Impact Analysis, prepared by EPD Solutions, included as Appendix B.

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

Less than Significant Impact. An Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix B) was prepared for the proposed Project that analyzed the Project's energy use during construction and operation. The analysis was based on CalEEMod modeling, which quantifies energy use for Project operations. Based on the information provided by the Applicant, construction of the proposed Project is anticipated to begin in 2028 and occur for 14 months. The fuel consumption (diesel fuel and gasoline) from vehicle trips during operation was estimated for the Project based on trip estimates from the CalEEMod model and fuel efficiencies from the CARB's EMFAC2021 model. Estimates of fuel consumption (diesel fuel and gasoline) from construction trucks and construction worker vehicles were based on trip estimates from the CalEEMod model and fuel efficiencies from the CARB EMFAC2021 model. For the purposes of this analysis, the amount of electricity, natural gas, construction fuel, and fuel use from operations are quantified and compared to that consumed in Los Angeles County. Energy use of the proposed Project was analyzed as a whole on an annual basis.

Construction

During construction, the proposed Project would consume energy in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the proposed residential development and the associated infrastructure are not expected to result in demand for fuel greater on a per-development basis than other development projects within Los Angeles County. Table E-1 below details the construction fuel and gasoline usage over the Project's construction period.

Table E-1: Total Construction Fuel Usage

Construction Source	Gallons of Diesel Fuel	Gallons of Gasoline Fuel
Construction Vehicles	41,084.5	93,423.2
Off-Road Construction Equipment	39,459.0	-
Total	**80,543.5**	**93,423.2**
Los Angeles Countywide Consumption	170,608,267.7	2,576,030,802.1
Percentage Increase (%)	0.05%	<0.01%

Source: Appendix B

As shown in Table E-1, the Project would consume approximately 80,543.5 gallons of diesel fuel and approximately 93,423.2 gallons of gasoline during construction. Approximately 2,600 million gallons of gasoline and approximately 248 million gallons of diesel fuel was sold in Los Angeles County in 2024 (California Energy Comission, 2024). Therefore, construction of the proposed Project would increase the annual construction generated fuel use in Los Angeles County by less than approximately 0.05 percent for diesel fuel usage and less than 0.01 percent for gasoline fuel usage. As such, Project construction would have a negligible effect on local and regional energy supplies.

Furthermore, impacts related to energy use during construction would be temporary and relatively small in comparison to Los Angeles County's overall use of the States available energy resources. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the State. In addition, construction activities are not expected to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by the construction contractors who would conserve the use of their supplies to minimize their costs on the proposed Project. The proposed Project would not cause or result in the need for additional energy facilities or an additional or expanded delivery system. Therefore, fuel consumption during construction would not be inefficient, wasteful, or unnecessary and impacts would be less than significant.

Operation

Once operational, the proposed Project would generate demand for electricity, natural gas, and petroleum. Operational use of energy includes the heating, cooling, and lighting of the buildings, water heating, operation of electrical systems and plug-in appliances, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR). Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The City's administration of the Title 24 requirements includes review of design components and energy conservation measures that occur during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation, and air conditioning equipment (HVAC); energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. Thus, operation of the proposed Project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur. As detailed in Table E-2, operation of the proposed Project is estimated to result in the annual use of approximately 4,987,296.9 thousand British thermal units (BTU) of natural gas, 1,675,269.5 kilowatt-hours (kWh) of electricity, and approximately 5,934,216.3 gallons of gasoline used annually.

Table E-2: Project Annual Operational Energy Demand Summary

Operational Source	Energy Usage	Los Angeles Countywide Energy Consumption	Percentage Increase
Electricity (Kilowatt-Hours)			
Proposed Project	1,675,269.5	9.98E+09	0.02%
Existing Use	4,461,734.5	--	--
Net Electricity	-2,786,465.01	--	--
Natural Gas (Thousands British Thermal Units)			
Proposed Project	4,987,296.9	4.29E+11	<0.01%
Existing Use	6,158,304.5	--	--
Net Natural Gas	-1,171,007.6	--	--
Petroleum (Gasoline) Consumption (Gallons)			
Proposed Project	5,934,216.3	2,576,030,802.1	0.01%
Existing Use	5,564,597.9	--	--
Net Petroleum (Gasoline)	369,618.5	--	--

Source: Appendix B

As shown in Table E-2, the proposed Project is anticipated to result in a decrease in electricity usage of 2,786,465 kWh and a decrease in natural gas consumption of 1,171,007.6 thousand BTUs. While the proposed Project is expected to require less electricity and natural gas than the existing use on-site, it is expected to require more gasoline than the existing use on-site. The total gasoline demand in Los Angeles County in 2024 was approximately 2,576,030,02.1 gallons (Appendix B). Therefore, operation of the proposed Project would increase the annual electricity consumption in Los Angeles County by a nominal amount (0.01 percent).

Electrical and natural gas demand associated with Project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Furthermore, the proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. As previously stated, the Project would be required to adhere to all federal, State, and local requirements for energy efficiency, including the Title 24 standards. Title 24 building energy efficiency standards establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, which would reduce energy usage. In addition, the proposed Project would include interior and exterior LED light fixtures as well as solar ready roofs per CALGreen Code requirements for residential developments.

Therefore, construction and operations-related fuel consumption by the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region, and impacts would be less than significant.

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

Less than Significant Impact. In 2002, the Legislature passed SB 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels for the Integrated Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing

incentive programs for zero emission vehicles (ZEVs) and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC's 2021 Integrated Energy Policy Report and 2022 Integrated Energy Policy Report Update provides the results of the CEC's assessments of a variety of energy issues facing California. As indicated above, energy usage on the Project site during construction would be temporary in nature and would be relatively small in comparison to the overall use in the County. In addition, energy usage associated with operation of the Project would be relatively small in comparison to the overall use in the County of Los Angeles, and the State's available energy resources. Therefore, energy impacts at the regional level would be negligible. Because California's energy conservation planning actions are conducted at a regional level, and because the Project's total impact on regional energy supplies would be minor, the Project would not conflict with or obstruct California's energy conservation plans as described in the CEC's Integrated Energy Policy Report. Additionally, as demonstrated above, the Project would not result in the inefficient, wasteful, and unnecessary consumption of energy and the increases in energy demand would be minimal compared to the energy demands of the County. Therefore, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

The California Title 24 Building Energy Efficiency Standards are designed to ensure new and existing buildings achieve energy efficiency and preserve outdoor and indoor environmental quality. The California Energy Commission is responsible for adopting, implementing, and updating building energy efficiency. Local city and county enforcement agencies have the authority to verify compliance with applicable building codes, including energy efficiency, and compliance with Title 24 Standards. The proposed Project would be required to meet the California Code of Regulations (CCR) Title 24 energy efficiency standards in effect during permitting of the proposed Project. Therefore, the proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would not occur. As such, the proposed Project would have less-than-significant impacts related to energy.

Project Design Features

None.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. Would the Project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

The discussion below is based on the Geotechnical Engineering Report, prepared by Geotechnologies, Inc, March 5, 2025 included as Appendix G and the Paleontological Resources Record Search, prepared by BFSA Environmental Services, April 23, 2025 and included as Appendix H.

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

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Less than Significant Impact. As stated in the Safety Element of the Torrance General Plan, there are several fault zones near the City of Torrance. However, according to the General Plan and the project-specific Geotechnical Investigation, there are no active faults in the immediate vicinity of the site and the site is not located in an Alquist-Priolo Earthquake Fault Zone (Appendix G). The nearest active fault zone is the Palos Verdes fault zone, located approximately 4.5 miles southwest form the Project site. Therefore, the possibility of significant fault rupture on the site is considered to be low. Impacts would be less than significant after compliance with the Alquist-Priolo Earthquake Fault Zoning Act and compliance with the City Municipal Code. In addition, the proposed Project would not result in habitable structures on the Project site. Therefore, the proposed Project would result in a less-than-significant impact related to rupture of a known fault.

ii. Strong seismic ground shaking?

Less than Significant Impact. The Project site is located in a seismically active region, as is all of Southern California. The Project site could be subject to seismically related strong ground shaking. The amount of motion expected at a building site can vary from none to forceful depending upon the distance to the fault, the magnitude of the earthquake, and the local geology. Greater movement can be expected at sites located closer to an earthquake epicenter, that consist of poorly consolidated material such as alluvium located near the source, and in response to an earthquake of great magnitude.

The Project site is likely to be subject to strong seismic ground shaking during the life of the proposed Project due to the numerous faults in the region. According to the Safety Element of the City of Torrance General Plan, the highest risks from earthquake fault zones come from the Palos Verdes Fault Zone, the Puente Hills Fault, the Newport-Inglewood fault zone, the Elysian Park fault zone, the Malibu Coast-Santa Monica-Hollywood fault zone, and the Whittier fault zone. However, the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]) includes provisions for earthquake resistant design that include considerations for geologic hazard and on-site soil conditions. The City of Torrance has adopted the CBC in Section 81.1.1 of the Municipal Code and the proposed Project would be required to adhere to the provisions of the CBC as part of the plan check and development review process. Additionally, the proposed Project would be required to comply with other seismic safety requirements as well as State and local seismic and structural regulations (i.e., Alquist-Priolo Earthquake Fault Zoning Act, California Seismic Hazards Mapping Act, and RCMC). Compliance with the requirements of the CBC and the City's Municipal Code would reduce hazards from strong seismic ground shaking to a less-than-significant level. Therefore, the proposed Project would result in less-than-significant impacts on people or structures due to strong seismic ground shaking

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction occurs when soils are transformed from a solid state into a liquefied state due to increased pressure. Liquefaction is most likely to occur when soils of higher porosity (i.e., clay) become saturated and subjected to seismic activity. Areas where the groundwater table is within approximately 50 feet below ground surface are also more susceptible to liquefaction. Additionally, seismic settlement (otherwise known as subsidence) occurs when loose to medium dense granular soils densify during seismic events. Liquefaction occurring beneath buildings and other structures can cause major damage during earthquakes.

The Geotechnical Investigation (Appendix G) prepared for the proposed Project described that groundwater was encountered at a depth of 55 feet below existing site grade during exploration. Additionally, according to the California Department of Conservation Mapping, Liquefaction Zones defined under the Seismic Hazards Mapping Act of 1990, the Project site is not within an area mapped for high susceptibility to liquefaction (California Department of Conservation, 2022b). Based on the Standard Penetration Tests conducted at the Project site, liquefaction is not expected to be a risk for construction of the Project site (Appendix G). Additionally, the proposed Project would be required to be constructed in compliance with the CBC, the City's Municipal Code, and development standards which would be verified through the City's plan check and permitting process. Therefore, impacts related to ground failure or liquefaction would be less than significant.

iv. Landslides?

No Impact. Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. The Project site is relatively flat and is not located near substantial slopes or hillsides. There are no landslides known to have occurred near the site, nor is the site in the path of any potential landslides. Additionally, according to the California Department of Conservation, the Project site is not within an area mapped for susceptibility to landslides (California Department of Conservation, 2015). Therefore, the proposed Project would not expose people or structures to slope instability or seismically induced landslides, and no impacts would occur.

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

Less than Significant Impact. During construction activities, soil would be exposed and there would be an increase in potential for soil erosion compared to existing conditions. However, development greater than one acre in size is required to comply with the provisions of the Construction General Permit (CGP) adopted by the State Water Resources Control Board (SWRCB), which includes implementation of standard erosion control practices and best management practices (BMPs), as required by a Stormwater Pollution Prevention Plan (SWPPP) and included as PPP WQ-1. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from Project-related grading and construction activities. After completion of construction, the Project site would be developed with a multi-family structure, townhomes, new paved parking lot, and landscape improvements, and would not contain exposed soil. Thus, the potential for soil erosion or the loss of topsoil would be low during construction and operation of the proposed Project. Construction of the Project would have a less-than-significant impact related to potential soil erosion. With adherence to PPP WQ-1, impacts would be less than significant.

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

Less than Significant Impact. As described above, the Project site does not contain nor is adjacent to any significant slope or hillside area. The proposed Project would not create slopes. Thus, on or off-site landslides would not occur from implementation of the proposed Project.

Lateral spreading is a type of liquefaction induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move downslope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures. Records indicate historic high groundwater levels recorded in the area are at depths of

approximately 20 feet below existing ground surface. The site contains approximately three to fourteen feet of artificial fill that is underlain by native soils consisting of medium dense to very dense soils. Therefore, the Project site is not susceptible to liquefaction (Appendix G). Similarly, the site is not susceptible to lateral spreading. Impacts would be less than significant with compliance with the mandatory CBC requirements.

Subsidence is a general lowering of the ground surface over a large area that is generally attributed to lowering of the ground water levels within a groundwater basin. Localized or focal subsidence or settlement of the ground can occur as a result of earthquake motion in an area where groundwater in a basin is lowered. According to the Geotechnical Investigation, the risk for subsidence at the Project site is low due to the subsurface conditions encountered at the boring locations, specifically the near-surface alluvium soils encountered (Appendix G). Impacts would be less than significant with compliance with mandatory CBC requirements.

Overall, compliance with the requirements of the CBC as ensured by the City through the permitting process would reduce potential impacts related to lateral spreading, subsidence, liquefaction, and collapse to a less-than-significant level.

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

Less than Significant Impact. Expansive soils contain clay particles that swell when wet and shrink when dry. Foundations constructed on expansive soils are subjected to forces caused by the swelling and shrinkage of the soils and could result in heaving and cracking of buildings and foundations. According to the Geotechnical Investigation of the Project site, the near-surface site soil consists of silty clay, clayey silt, silty sand and sand. As such, the near-surface soils have been determined to possess very low to moderate expansion potential (Expansion Index = 3 to 58) (Appendix G). The Expansion Potential Index score system is a framework for quantifying the potential for growth or expansion in a specific area or context. The score typically ranges from low to high, with higher scores indicating greater potential for expansion and lower scores indicating limited potential.

Due to the presence of expansive soils at this site, the Geotechnical Investigation recommended expansive soils be removed and blended with artificial fill to achieve a low expansion potential prior to placement as compacted fill. Consistent with PPP GEO-1, prior to the issuance of grading or building permits, the Project Applicant shall ensure that all recommendations contained in the site-specific Geotechnical Investigation Report are incorporated into the Project's final design and construction plans. The City shall review and approve these provisions prior to construction to ensure compliance. As such, the proposed Project would require compliance with the CBC requirements and any recommendations in the Geotechnical Report, as implemented by the City's Municipal Code and through the plan check and permitting process. Impacts related to expansive soils would be less than significant.

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

No Impact. The proposed Project would connect to the City's sanitary sewer system. No septic tanks or other alternative wastewater disposal systems are proposed. Therefore, no impact related to septic tanks or alternative wastewater disposal systems would occur, and no mitigation measures would be required.

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

Less than Significant with Mitigation Incorporated. A Paleontological Records Search Report (Appendix H) was completed for the Project site that included review of existing records regarding recorded fossil localities within and adjacent to the property and review of the Project's geologic setting. According to the records search the closest fossil locality to the project lies just north of the Torrance Boulevard/Western

Avenue intersection, consisting of uncatalogued invertebrates (likely molluscan shells) of Pleistocene age found during an excavation for an oil tanks. The Project site is mapped as late to middle Pleistocene old alluvium, which is known to be fossiliferous. Pleistocene old alluvium has a high potential to yield significant paleontological resources. Implementation of the proposed Project would require grading and soil excavation on the Project site. Due to the existence of old alluvial deposits on the Project site and the presence of previously recorded fossil specimens less than one mile from the site, it is possible that there are fossils underlying the Project site. Therefore, MM GEO-1 requires the proposed Project to implement a Paleontological Resources Impact Mitigation Program (PRIMP) that would mitigate any adverse impacts to potential nonrenewable paleontological resources to a level below significant. Any significant adverse impacts related to buried paleontological resources or geographic features would be reduced to less than significant with the incorporation of MM GEO-1.

Project Design Features

None.

Existing Plans, Programs, or Policies

PPP GEO-1: **Geotechnical Recommendations.** Prior to the issuance of grading or building permits, the Project Applicant shall ensure that all recommendations contained in the site-specific Geotechnical Investigation Report are incorporated into the Project's final design and construction plans. The Project Applicant shall provide written verification from a qualified geotechnical engineer or licensed civil engineer to the City of Torrance that all applicable recommendations have been implemented. The City shall review and approve these measures prior to construction to ensure compliance.

PPP WQ-1: **General Construction Permit.** Prior to grading permit issuance, the Project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a qualified SWPPP developer pursuant to the Municipal Code Division 4, Chapter 10. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to comply with the National Pollutant Discharge Elimination System (NPDES) requirements to limit the potential of polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City staff or its designee to confirm compliance.

Mitigation Measures

MM GEO-1: **Paleontological Resource Impact Mitigation Program (PRIMP).** Prior to issuance of a grading permit, the Project applicant shall submit a Paleontological Resource Impact Mitigation Program (PRIMP) to the City of Torrance for review and approval of the grading permit. A PRIMP is outlined below. When implemented with the provisions of CEQA and the guidelines of the Society of Vertebrate Paleontology (2010), this PRIMP would mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources (fossils), if present, to a level below significant.

1. Monitoring of mass grading and excavation activities shall be performed by a qualified paleontologist or paleontological monitor. A qualified paleontologist is a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist, which is defined as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California (preferably southern California), and who has worked as a paleontological mitigation Project supervisor for a least one year. Periodic spot checks should be performed from

the surface to a depth of five feet to determine the potential presence of Pleistocene strata or fossils. Once Pleistocene strata are recognized or fossils are discovered, or excavation depths proceed beyond five feet deep, full-time monitoring for paleontological resources is warranted. Monitoring will be conducted in areas where grading, excavation, or drilling activities occur at five feet or deeper in order to mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources. Monitoring of artificial fill and disturbed soil is not warranted.

2. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow for the removal of abundant or large specimens in a timely manner. The monitor shall notify the City of Torrance Community Development Department and the Project paleontologist, who will then notify the concerned parties of the discovery. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if they are present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.
3. Preparation of recovered specimens to a point of identification and permanent preservation will be conducted, including screen-washing sediments to recover small vertebrates and invertebrates if indicated by the results of test sampling. Preparation of any individual vertebrate fossils is often more time-consuming than accumulation of invertebrate fossils.
4. All fossils must be deposited in an accredited institution (university or museum, such as the LACM) that maintains collections of paleontological materials. The property owner shall relinquish ownership of all paleontological resources to the local institution or designated museum. All costs of the paleontological monitoring and mitigation program, including any one-time charges by the receiving institution, are the responsibility of the developer. Final disposition and location of the paleontological resources shall be determined by the City.
5. Preparation of a final monitoring and mitigation report of findings and significance will be completed, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). A letter documenting receipt and acceptance of all fossil collections by the receiving institution must be included in the final report. Work in the area of the discovery shall resume once the find is properly documented and the qualified paleontologist authorizes resumption of construction work. The report, when submitted to and accepted by the appropriate lead agency (e.g., the City of Torrance), will signify satisfactory completion of the Project program to mitigate impacts to any nonrenewable paleontological resources.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS. Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The discussion below is based on the Air Quality, Energy, and Greenhouse Gas Impact Analysis, prepared by EPD Solutions, included as Appendix B.

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

Less than Significant Impact. The SCAQMD formed a working group to identify greenhouse gas emissions thresholds for land use projects that could be used by local lead agencies in the Basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold, that could be applied by lead agencies, which includes the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:

  - All land use types: 3,000 $MTCO_2e$ per year
  - Based on land use type:
    - Residential: 3,500 $MTCO_2e$ per year
    - Commercial: 1,400 $MTCO_2e$ per year
    - Mixed use: 3,000 $MTCO_2e$ per year

- Tier 4 has the following options:

  - Option 1: Reduce business as usual emissions by a certain percentage; this percentage is currently undefined.
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.

- Option 3, 2020 Target: For service populations (SP), including residents and employees, 4.8 $MTCO_2e$ /SP/year for projects and 6.6 $MTCO_2e$ /SP/year for plans.
- Option 3, 2035 Target: 3.0 $MTCO_2e$ /SP/year for projects and 4.1 $MTCO_2e$ /SP/year for plans.

The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO_2 concentrations at 450 ppm, thus stabilizing global climate.

Based on the foregoing guidance, the City of Torrance has elected to rely on compliance with a local air district threshold in the determination of significance of Project-related GHG emissions. Specifically, the City has selected the interim 3,000 $MTCO_2e$/yr threshold recommended by SCAQMD staff for residential and commercial sector projects against which to compare Project-related GHG emissions.

The City understands that the 3,000 $MTCO_2e$/yr threshold for residential/commercial uses was proposed by SCAQMD a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 $MTCO_2e$/yr threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold (2008) document and subsequent Working Group meetings (latest of which occurred in 2010). SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Further, as stated by SCAQMD, this threshold "uses the Executive Order S-3-05 goal [80 percent below 1990 levels by 2050] as the basis for deriving the screening level" and, thus, remains valid for use in 2022. Lastly, this threshold has been used for hundreds, if not thousands of GHG analyses performed for projects located within the SCAQMD jurisdiction.

Thus, for purposes of analysis in this analysis, if Project-related GHG emissions do not exceed the 3,000 $MTCO_2e$/yr threshold, then Project-related GHG emissions would clearly have a less-than-significant impact.

Construction

During construction, temporary sources of GHG emissions include construction equipment and workers' commutes to and from the site. Construction GHG emissions associated with the proposed Project were modeled using CalEEMod version 2022.1 and are presented in Table GHG-1. As shown on Table GHG-1, the proposed Project has the potential to generate a total of approximately 40 $MTCO_2e$ per year from construction emissions amortized over 30 years per SCAQMD methodology.

Table GHG-1: Project Related Construction Greenhouse Gas Emissions

Activity	Annual GHG Emissions ($MTCO_2e$)
2028	150
2029	1,012
2030	49
Total Emissions	**1,211**
Total Emissions Amortized Over 30 Years	40

Source: Appendix B

Operation

Operation of the proposed Project would result in area and indirect sources of operational GHG emissions that would primarily result from vehicle trips, electricity and natural gas consumption, water transport (the energy used to pump water), and solid waste generation. The CalEEMod modeled operational and total

GHG emissions that would be generated from implementation of the proposed Project are shown in Table GHG-2. In accordance with SCAQMD's methodology, the proposed Project's construction-related GHG emissions are amortized over 30 years and added to the operational emissions estimate in order to determine the proposed Project's total annual GHG emissions. As shown in Table GHG-2, the proposed Project would increase emissions over existing conditions by 1,456 $MTCO_2e$ per year. According to the SCAQMD, a cumulative global climate change impact would occur if the GHG emissions created from the ongoing operation of the project exceeded 3,000 $MTCO_2e$. Additionally, the proposed Project would be required to meet the 2022 Title 24 building standards for energy efficient lighting and appliances as well as CALGreen Standards which requires sustainable measures be taken such as the inclusion of bike racks, efficient lighting, and using trees as shade in parking areas. Overall, impacts related to the generation of greenhouse gas emissions through Project construction and operation would be less than significant.

Table GHG-2: Project Related Construction Greenhouse Gas Emissions

Activity	Annual GHG Emissions ($MTCO_2e$)
Mobile	1,975
Area	8
Energy	530
Water	32
Waste	79
Refrigerant	1
Total Project Operation Emissions	**2,624**
Amortized Construction Emissions	40
Total Project Emissions	**2,665**
Existing Emissions	1,209
Net New Emissions	**1,456**
Significance Threshold	3,000
Threshold Exceeded?	**No**

Note: Numbers have been rounded.
Source: Appendix B

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

Less than Significant Impact.

City of Torrance General Plan and Climate Action Plan

The City of Torrance has not adopted a Climate Action Plan; thus, Table GHG-3 provides a consistency summary that outlines the City of Torrance General Plan (adopted in 2010) policies related to reducing GHG emissions. As shown in Table GHG-3, the proposed Project would not conflict with applicable plans and programs of the Torrance General Plan intended to reduce GHG emissions.

Table GHG-3: City of Torrance General Plan Consistency Summary

Action	Consistency
Community Resources Element	
Policy CR.14.1: Support the California Air Resources Board in its ongoing plans to implement AB32, and fully follow any new AB32-related regulations.	**Not Applicable, Not Project Specific.** The proposed Project would not interfere with this policy.
Policy CR.14.2: Develop and implement GHG emissions reduction measures, including discrete, early action greenhouse gas reducing measures that are technologically feasible and cost-effective.	**Not Applicable, Not Project Specific.** The proposed Project would not interfere with this policy.
Policy CR 14.3: Pursue actions recommended in the U.S. Mayors Climate Protection Agreement to meet AB32 requirements.	**Not Applicable, Not Project Specific.** The proposed Project would not interfere with this policy.
Policy CR 14.4: Act as a leader and example in sustainability and reduction in greenhouse gas emissions by conducting City business in the most greenhouse gas-sensitive way.	**Not Applicable, Not Project Specific.** The proposed Project would not interfere with this policy.

Source: Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix B)

2022 Scoping Plan

The 2022 CARB Scoping Plan Update sets the GHG emission reduction target for 2045 at 85 percent below 1990 levels, which was codified by SB 32. Table GHG-4 shows consistency with CARB's 2022 Scoping Plan. As seen in Table GHG-4, the Project would be consistent with the 2022 Scoping Plan. The proposed Project would not conflict with any plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs within the City of Torrance and the 2022 CARB Scoping Plan.

Table GHG-4: City of Torrance General Plan Consistency Summary

Action	Consistency
GHG Emissions Reductions Relative to the SB 32 Target	
40% Below 1990 levels by 2030.	**Consistent.** The proposed Project would comply with the 2022 Title 24, Part 6 building energy requirements along with other local and State initiatives that aim to achieve the 40% below 1990 levels by 2030 goal.
Smart Growth/Vehicle Miles Traveled VMT	
VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045.	**Consistent.** The proposed Project would provide bicycle racks and bicycle parking spaces to encourage alternative modes of transportation. As previously discussed, the Project would be consistent with the growth and land use assumptions in the 2020-2045 RTP/SCS, so the Project would not interfere with the analysis completed for the 2020-2045 RTP/SCS report outlining VMT reduction targets and measures.
Light-Duty Vehicle (LDV) Zero-Emission Vehicles (ZEVs)	
100% of LDV sales are ZEV by 2035.	**Not Applicable.** The proposed Project does not propose the sale of vehicles.

Action	Consistency
Truck ZEVs	
100% of medium-duty (MDV)/HDC sales are ZEV by 2040 (AB 74 University of California Institute of Transportation Studies [ITS] report).	**Not Applicable.** The proposed Project does not propose the sale of trucks.
Aviation	
20% of aviation fuel demand is met by electricity (batteries) or hydrogen (fuel cells) in 2045. Sustainable aviation fuel meets most or the rest of the aviation fuel demand that has not already transitioned to hydrogen or batteries.	**Not Applicable.** The proposed Project would not utilize aviation fuel.
Ocean-Going Vessels (OGV)	
2020 OGV At-Berth regulation fully implemented, with most OGVs utilizing shore power by 2027. 25% of OGVs utilize hydrogen fuel cell electric technology by 2045.	**Not Applicable.** The proposed Project would not utilize any OGVs.
Port Operations	
100% of cargo handling equipment is zero-emission by 2037. 100% of drayage trucks are zero emission by 2035.	**Not Applicable.** The proposed Project would not impact any operations at any ports.
Freight and Passenger Rail	
100% of passenger and other locomotive sales are ZEV by 2030. 100% of line haul locomotive sales are ZEV by 2035. Line haul and passenger rail rely primarily on hydrogen fuel cell technology, and others primarily utilize electricity.	**Not Applicable.** The proposed Project would not involve any freight or passenger rail operations.
Oil and Gas Extraction	
Reduce oil and gas extraction operations in line with petroleum demand by 2045.	**Not Applicable.** The proposed Project would not involve oil and gas extraction operations.
Petroleum Refining	
CCS on majority of operations by 2030, beginning in 2028. Production reduced in line with petroleum demand.	**Not Applicable.** The proposed Project would not involve any petroleum refining.
Electricity Generation	
Sector GHG target of 38 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) in 2030 and 30 $MMTCO_2e$ in 2035. Retail sales load coverage13420 gigawatts (GW) of offshore wind by 2045. Meet increased demand for electrification without new fossil gas-fired resources.	**Not Applicable.** The proposed Project would not generate electricity.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	**Not Applicable.** The proposed Project proposes an industrial use and does not include any residential or commercial uses.

Action	Consistency
Existing Residential Buildings	
80% of appliance sales are electric by 2030 and 100% of appliance sales are electric by 2035. Appliances are replaced at end of life such that by 2030 there are 3 million all-electric and electric-ready homes—and by 2035, 7 million homes—as well as contributing to 6 million heat pumps installed statewide by 2030.	**Consistent.** The proposed project would comply with Title 24, Part 6 energy efficiency requirements, including the installation of electrical wiring for all built-in appliances. As a residential development, the project would not use natural gas on-site and would rely entirely on electricity to meet its energy needs.
Existing Commercial Buildings	
80% of appliance sales are electric by 2030, and 100% of appliance sales are electric by 2045. Appliances are replaced at end of life, contributing to 6 million heat pumps installed statewide by 2030.	**Consistent.** The Project site is currently occupied with three commercial office buildings, but, as the Project proposed residential townhomes and multifamily units, the Project would not propose or include the sales of appliances. Conversely, the proposed Project will introduce residential on the site which would be 100% electric.
Food Products	
7.5% of energy demand electrified directly and/or indirectly by 2030; 75% by 2045.	**Not Applicable.** The proposed Project does not propose cold storage and would not involve mass food production.
Construction Equipment	
25% of energy demand electrified by 2030 and 75% electrified by 2045.	**Consistent.** The proposed Project would be required to use construction equipment that is registered by CARB and meet CARB's standards. CARB sets its standards to be in line with the goal of reducing energy demand by 25 percent in 2030 and 75 percent in 2045.
Chemicals and Allied Products; Pulp and Paper	
Electrify 0% of boilers by 2030 and 100% of boilers by 2045. Hydrogen for 25% of process heat by 2035 and 100% by 2045. Electrify 100% of other energy demand by 2045.	**Not Applicable.** The proposed Project is a residential development and would not involve the production and/or storage of chemicals and allied products like pulp and paper.
Stone, Clay, Glass, and Cement	
CCS on 40% of operations by 2035 and on all facilities by 2045. Process emissions reduced through alternative materials and CCS.	**Not Applicable.** The proposed Project is a residential development and would not involve the production and/or storage of stone, clay, glass, and/or cement.
Other Industrial Manufacturing	
0% energy demand electrified by 2030 and 50% by 2045.	**Not Applicable.** The proposed Project is a residential development and does not include any industrial manufacturing uses.
Combined Heat and Power	
Facilities retire by 2040.	**Not Applicable.** The proposed Project is a residential development and would not involve any existing combined heat and power facilities.

Action	Consistency
Agriculture Energy Use	
25% energy demand electrified by 2030 and 75% by 2045.	**Not Applicable.** The proposed Project would not involve any agricultural uses.
Low Carbon Fuels for Transportation	
Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.	**Not Applicable.** The proposed Project would not involve any production of biofuels.
Low Carbon Fuels for Buildings and Industry	
In 2030s, biomethane135 blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040. In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters	**Not Applicable.** The proposed Project would not involve any production of fuels for buildings and industry.
Non-Combustion Methane Emissions	
Increase landfill and dairy digester methane capture. Some alternative manure management deployed for smaller dairies. Moderate adoption of enteric strategies by 2030. Divert 75% of organic waste from landfills by 2025. Oil and gas fugitive methane emissions reduced 50% by 2030 and further reductions as infrastructure components retire in line with reduced fossil gas demand	**Not Applicable.** The proposed Project would not involve any production of non-combustion methane emissions or organic waste.
High GWP Potential Emissions	
Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions.	**Not Applicable.** The proposed Project is a residential development and does not propose cold storage uses.

Source: Appendix B

Overall, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The proposed Project would be implemented in compliance with State energy standards provided in Title 24, in addition to provision of sustainable design features. The proposed Project would not interfere with the State's implementation of AB 1279's target of 85 percent below 1990 levels and carbon neutrality by 2045 because it would be consistent with the CARB 2022 Scoping Plan, which is intended to achieve the reduction targets required by the State. In addition, the proposed Project would be consistent with the relevant General Plan goals and policies. Thus, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant.

Project Design Features

None.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
9. 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?	☐	☒	☐	☐
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?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

The discussion below is based on the Phase I Environmental Site Assessment, prepared by Partner Engineering and Science, Inc., included as Appendix I.

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

Less Than Significant with Mitigation Incorporated. On March 31, 2025, a Phase I Environmental Site Assessment (ESA) was conducted for the Project site by Thornburgh Consulting (Appendix I). The site is fully

developed with three two-story office buildings that total approximately 145,420 SF. The Phase I assessment for the Project site did not identify any recognized environmental conditions (RECs) or Controlled Recognized Environmental Conditions (CRECs). A Historical Recognized Environmental Condition was recorded in the Phase 1, citing an oily liquid substance seeped into the excavation site during the previous development of the Project site. The case was closed in 1965 as Contaminated soil was excavated and stockpiled at another location pending development of a plan for management.

A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that a business or the local implementing agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. Hazardous waste requires special handling and disposal because of their potential to damage public health and the environment.

Construction

Heavy construction equipment (e.g., dozers, excavators, tractors) would be operated for development of the proposed Project. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored, handled, or transported. Other materials used—such as paints, adhesives, and solvents—could also result in accidental releases or spills that could pose risks to people and the environment. These risks are standard, however, on all construction sites, and the proposed Project would not cause greater risks than would occur on other similar construction sites. To avoid an impact related to an accidental release, the use of BMPs during construction are implemented as part of a SWPPP as required by the National Pollution Discharge Elimination System General Construction Permit (PPP WQ-1). Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage, refueling, and construction dewatering activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

In addition, Mitigation Measure HAZ-1 would be implemented to reduce the potential risks related to accidental release and exposure of people and the environment to the contaminated soils. Mitigation Measure HAZ-1 requires that a qualified consultant prepare and implement a Soil Management Plan (SMP) to be used during earthwork and grading to identify soils that cannot be reused on-site and off-site disposal. Mitigation Measure HAZ-1 requires handling of contaminated soils be conducted pursuant to existing DTSC standards, soil sampling to ensure non-reusable contaminated soils are removed and that applicable USEPA and/or DTSC Screening Levels are not exceeded, and that a certified hazardous waste hauler remove and transport all hazardous materials, as needed, per California Hazardous Waste Regulations to a landfill permitted by the state to accept hazardous materials. Excavated soil containing hazardous substances would be classified as a hazardous waste if they exhibit the characteristics of ignitability, corrosivity, reactivity, or toxicity (CCR, Title 22, Division 4.5, Chapter 11, Article 3). The SMP would detail hazardous materials excavation and disposal methods and requirements pursuant to the regulation of Title 8 of the California Code of Regulations (CalOSHA) and DTSC that regulates the removal, transportation, and disposal of hazardous waste to protect human health and the environment. With implementation of Mitigation Measure

HAZ-1, impacts related to hazards from routine transport, use, or disposal of contaminated soils would be less than significant.

Operation

Once operational, the proposed Project would be used for residential uses. Operation of the proposed Project generally uses common hazardous materials, including: solvents, cleaning agents, paints, pesticides, batteries, and aerosol cans. Although the proposed Project would utilize common types of hazardous materials, normal routine use of these products pursuant to existing regulations would not result in a significant hazard to the environment, residents, or workers in the vicinity of the proposed Project. Therefore, operational impacts related to routine transport, use, and disposal of hazardous materials during operation of the proposed Project would be less than significant.

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

Less Than Significant with Mitigation Incorporated. As discussed above, the Phase I ESA for the Project site did not identify any RECs (Appendix I).

Construction

Accidental Releases. While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of BMPs during construction are implemented as part of a SWPPP as required by the National Pollution Discharge Elimination System General Construction Permit (PPP GEO-1). Implementation of a SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

With implementation of construction BMPs, impacts related to the reasonably foreseeable upset or accident conditions related to hazardous materials would be less than significant.

Contaminated Soils. As described previously, portions of the Project site contain soil that could be reused on-site as backfill material for non-residential and non-sensitive use areas. Soils that exceed applicable USEPA and/or DTSC Screening Levels would be excavated and removed during Project excavation and grading activities. As a result, Mitigation Measure HAZ-1 is included to require a Soil Management Plan (SMP) be implemented during earthwork and grading to remove and dispose of impacted soils. Mitigation Measure HAZ-1 requires handling of contaminated soils be completed pursuant to existing DTSC and RWQCB standards, soils sampling to ensure contaminated soils are removed, and that a certified hazardous waste hauler remove and transport hazardous materials per California Hazardous Waste Regulations to a landfill permitted by the state to accept hazardous materials. With implementation of Mitigation Measure HAZ-1 impacts related to hazards from contaminated soils would be less than significant.

Asbestos Containing Materials. Buildings on the Project site were constructed in the 1980s when many structures were constructed with what are now recognized as hazardous building materials, such as lead and asbestos. Demolition of these structures could result in the release of hazardous materials. However, asbestos abatement contractors must follow state regulations contained in California Code of Regulations Sections 1529, and 341.6 through 341.14 as implemented by SCAQMD Rule 1403 to ensure that asbestos removed during demolition or redevelopment of the existing buildings is transported and disposed of at an appropriate facility. The contractor and hauler of the material are required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition permit until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. These requirements are included as PPP HAZ-1 to ensure that the Project applicant submits verification to the City that the appropriate activities related to asbestos have occurred, which would reduce the potential of impacts related to asbestos to a less-than-significant level.

Operation

As described above, the risks related to upset or accident conditions involving the release of hazardous materials into the environment would be adequately addressed through compliance with existing federal, state, and local regulations. Development under the proposed Project would involve residential uses that would use and store common hazardous materials such as paints, solvents, and cleaning products. Also, building mechanical systems and grounds and landscape maintenance could also use a variety of products formulated with hazardous materials, including fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides.

As described previously, normal routine use of these products pursuant to existing regulations would not result in a significant hazard to the environment, residents, or workers in the vicinity of the proposed Project. In addition, a Water Quality Management Plan (WQMP) is required to be implemented for the proposed Project (as further discussed in Section 7.10, Hydrology and Water Quality and included as PPP WQ-2). The BMPs that would be implemented as part of the WQMP would protect human health and the environment should any accidental spills or releases of hazardous materials occur during operation of the proposed Project. Mitigation Measure HAZ-1 requires implementation of a Soil Management Plan to ensure appropriate removal and handling of potentially hazardous materials that could be encountered during site excavation and grading. As a result, operation of the proposed Project would not result in 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, and impacts would be less than significant.

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

Less than Significant Impact. There are no schools within a quarter mile of the proposed Project site. Torrance High School is located approximately 0.75 miles southwest of the Project site. Additionally, the Switzer Learning Center is located 1,000 feet to the southeast.

Construction

Heavy construction equipment (e.g., dozers, excavators, tractors) would be used for construction at the Project site. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous materials and may also generate hazardous emissions. As discussed in Impact (a), use of the hazardous materials would be regulated by the California Department of Toxic Substances Control, Regional Water Quality Control Board, and the Torrance Fire Department. Additionally, as discussed in Section 7.3, *Air Quality*, construction-related emissions would

be regulated by SCAQMD Rules 402 and 403 (PPP AQ-1 and PPP AQ-2). Furthermore, to the extent possible, construction vehicles accessing the sites would use designated truck routes on Torrance Boulevard and Western Avenue, so trucks would not drive past the schools nearby. Therefore, potential construction-related impacts to the schools caused by hazardous emissions and materials would be less than significant.

Operation

As described in response to Impact HAZ-1, operation of the proposed Project includes activities related to residential development, which generally uses common hazardous materials, including: solvents, cleaning agents, paints, pesticides, batteries, and aerosol cans. Normal routine use of these products pursuant to existing regulations would not result in a significant hazard to the environment or school facilities in the vicinity of the proposed Project. Therefore, operational impacts related to nearby schools would be less than significant.

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

No Impact. The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, nor are any of the adjacent properties. Government Code Section 65962.5 specifies lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated.

The Phase I Environmental Site Assessment that was conducted included database searches to determine if the Project area or any nearby properties are identified as currently having hazardous materials. The record searches determined that although the site has a history of various uses and identified as previously generating hazardous wastes and clean-up activities, the Project site is not located on or near by a site which is included on a Cortese List of hazardous materials sites pursuant to Government Code Section 65962.5 (Appendix I).

Also, although the Phase I Environmental Site Assessment (Appendix I) identified off-site sources of contamination, such as LUSTs, it did not identify any nearby or surrounding area sites that are included on a Cortese List of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the proposed Project.

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

No Impact. Torrance Municipal Airport – Zamperini Field is approximately 2.75 miles southwest of the Project site. The Project site is outside of the airport area of influence where land uses are regulated to minimize air crash hazards to persons on the ground and is not located within the Torrance Municipal Airport Land Use Plan. Aircraft operations are subject to Federal regulations regarding flight altitudes and aircraft noise. Therefore, the proposed Project would not result in a safety hazard or excessive noise for people residing or working in the Project area and there would be no impact, and no mitigation measures would be required.

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

Less than Significant Impact. Emergency response and evacuation planning in the City of Torrance is overseen by the Torrance Fire Department, which coordinates services such as fire suppression, disaster preparedness, and evacuation protocols as part of its broader public safety and disaster response initiatives. In addition, the City of Torrance utilizes the Local Hazard Mitigation Plan (LHMP) which was approved by City Council June 2024. The LHMP identifies both natural and human-caused hazards local to Torrance that may impact the City. The LHMP summarizes vulnerabilities of the community and assesses ways in which the City can reduce the impacts of these threats through long-term hazard mitigation projects. The City of Torrance has also designated official emergency evacuation routes as part of its disaster preparedness planning, as identified in Figure 7, *Torrance Evacuation Routes*, of the LHMP (City of Torrance, 2024). These routes are established to facilitate the safe and efficient movement of residents and visitors during emergencies.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site, and would not restrict access of emergency vehicles to the Project site or adjacent areas. According to Figure 7, *Torrance Evacuation Routes*, from the LHMP, the Project site is located adjacent to Western Avenue, which is designated as an emergency route (City of Torrance, 2024). However, any temporary lane closures needed for utility connections, driveway, or intersection construction would be required to implement appropriate measures to facilitate vehicle circulation, as included within construction permits. Thus, implementation of the proposed Project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access or evacuation impacts to a less-than-significant level.

Operation

Direct access to the Project site would be provided via two driveways: one on Torrance Boulevard and one on Western Avenue. The Project driveways and internal access would be required through the City's permitting procedures to meet the City's design standards to ensure adequate emergency access and evacuation. The Project is also required to provide fire suppression facilities (e.g., hydrants and sprinklers). The Torrance Fire Department and/or Public Works Department would review the development plans as part of the permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), included as Municipal Code 81.1.1. As such, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

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

No Impact. The Project site is within a developed area in the City of Torrance. The Project site is bound by residences to the north, business park structures to the south and east, and industrial to the west. The Project site is not adjacent to any wildland areas. According to the CAL FIRE Hazard Severity Zone map, the Project site is not within an area identified as a Fire Hazard Area or State Responsibility Area (SRA) that may contain substantial fire risk or a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE, 2024). Implementation of the proposed Project would be required to adhere to the California Fire Code, as adopted by the City of Torrance in Municipal Code Section 85.1.010 and would be reviewed by the City's Building and Safety Division during the permitting process to ensure that the Project plans meet the fire protection requirements. The Project site does not include any slopes or prevailing winds that would

exacerbate fire risks. As a result, the proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Project Design Features

None.

Existing Plans, Programs, or Policies

PPP HAZ-1: **SCAQMD Rule 1403.** Prior to issuance of demolition permits, the Project applicant shall submit verification to the City Building and Safety Division that an asbestos survey has been conducted at all existing buildings located on the Project site. If asbestos or asbestos containing material is found, the Project applicant shall follow all procedural requirements and regulations of the South Coast Air Quality Management District (SCAQMD) Rule 1403. Rule 1403 regulations require that the following actions be taken: notification of SCAQMD prior to construction activity, asbestos removal in accordance with prescribed procedures, placement of collected asbestos in leak-tight containers or wrapping, and proper disposal.

PPP WQ-1: **As listed previously.**

PPP AQ-1: **As listed previously.**

PPP AQ-2: **As listed previously.**

Mitigation Measures

MM HAZ-1: Prior to issuance of a grading permit, a Soil Management Plan (SMP) shall be prepared by a qualified hazardous materials consultant in coordination with the Community Development Department, Building & Safety Division, for review and approval, and shall detail procedures and protocols for excavation and disposal of on-site hazardous materials, including:

- Any subsurface materials exposed during construction activities that appear potentially contaminated, based on either visual observation or suspect odors, shall be segregated, stockpiled, and tested for potential contamination. If contamination is found to be present per the California Department of Toxic Substances Control (DTSC) Environmental Screening Levels (ESLs) for the applicable use, and cannot be reused on the Project site, it shall be transported by a certified hazardous waste hauler to a landfill permitted by the state to accept hazardous materials and disposed of per California Hazardous Waste Regulations. The appropriate regulatory agency (e.g., DTSC, RWQCB, or County Department of Public Health) shall be notified as required by law, and all agency directives shall be implemented.
- A Health and Safety Plan (HASP) shall be prepared in accordance with Cal/OSHA requirements for each contractor that addresses potential safety and health hazards and includes the requirements and procedures for employee protection. The HASP shall also outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.
- All SMP measures shall be printed on the construction documents, contracts, and project plans prior to issuance of grading permits. Documentation demonstrating compliance with the SMP, including laboratory results and waste disposal manifests (if applicable), shall be provided to the Community Development Department, Building & Safety Division prior to final grading approval.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the Project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

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

Less than Significant Impact.

Construction

Construction of the proposed Project would require grading and excavation of soils, which would loosen sediment, and then have the potential to mix with surface water runoff and degrade water quality.

Additionally, construction would require the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents and paints. These potentially harmful materials could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff, could wash into and pollute waters.

These types of water quality impacts during construction of the proposed Project would be prevented through implementation of a stormwater pollution prevention plan (SWPPP). Construction of the proposed Project would disturb more than one acre of soil; therefore, the proposed Project would be required to obtain coverage under the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity (PPP WQ-1). Municipal Code Section 410.1.040(b) also requires the preparation of a SWPPP. Construction activity subject to this permit includes clearing, grading, and ground disturbances such as trenching, stockpiling, or excavation. The Construction General Permit requires implementation of a SWPPP that is required to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. The SWPPP would generally contain a site map showing the construction perimeter, proposed buildings, stormwater collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and adjacent roadways. The SWPPP would also include construction BMPs.

Adherence to the existing requirements and implementation of the appropriate BMPs as ensured through the City's plan check and permitting process are included as PPP WQ-1, which would ensure that the proposed Project would not violate any water quality standards or waste discharge requirements, potential water quality degradation associated with construction activities would be minimized, and impacts would be less than significant.

Operation

The proposed Project would operate 335 new residential units, which would introduce the potential for pollutants such as chemicals from household cleaners, nutrients from fertilizer, pesticides and sediments from landscaping, trash and debris, and oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation of water quality. Thus, the proposed Project would be required to comply with existing regulations that limit the potential for pollutants to discharge from the site.

The Project would also be required to comply with applicable regulations in the City of Torrance Municipal Code Division 4, Chapter 10 (Stormwater and Urban Runoff Pollution Control). Municipal Code Section 410.1.040(b) also requires the preparation of an SWPPP (PPP WQ-1). Additionally, construction and operation of the Project would be required to comply with applicable regulations in Municipal Code Division 4, Chapter 11 (Low Impact Development Strategies for Development and Redevelopment), which require construction and operations of development and redevelopment projects to comply with the municipal NPDES permit, lessen the effects of development to water quality by using smart growth practices, and integrate low impact development (LID) plan principles to mimic predevelopment hydrologic patterns through infiltration, evapotranspiration, rainfall harvest, and use. LID is a stormwater management strategy that reduces the amount of impervious area of a completed project site and promotes the use of infiltration and other controls that reduce runoff (PPP WQ-2). The Project has developed a Low Impact Development Standard Urban Storm Water Mitigation Plan (SUSMP) in order to comply with the City's NPDES permit. The SUSMP includes Project specific BMPs to implement during Project operation in order to minimize storm water pollution.

Compliance with the NPDES Construction General Permit and applicable regulations in the City of Torrance Municipal Code would ensure that the proposed Project would not violate any water quality standards or any waste discharge requirements during construction. Therefore, impacts to water quality or waste discharge requirements would be less than significant, and no mitigation measures would be required.

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

Less than Significant Impact. Groundwater recharge is facilitated by percolation of stormwater through pervious surface areas to groundwater resources. Increasing the imperviousness of an area could interfere with groundwater recharge capabilities of an area. The Project site is currently largely pervious. The proposed Project would demolish the existing buildings on-site and would develop 335 residential units. The Project site is currently developed with impervious surfaces and the proposed Project would not result in an overall increase of impervious surfaces on-site. The proposed Project would install new on-site water lines that would be connected to the City's existing water and would not deplete groundwater supplies.

The Project site currently receives water from the Torrance Municipal Water District (TMWD). TMWD serves approximately 105,000 residents and businesses, covering 78 percent of the City of Torrance. The department is responsible for local water supply, monitoring and maintaining water quality, planning preventive maintenance, operating and repairing the water system, and coordinating with State health departments and other agencies regarding water quality matters. TMWD operates groundwater wells within Torrance as well as imports groundwater pumped from the Metropolitan Water District. The Basin is managed by the Water District, which regulates the amount of groundwater pumped from the Basin and sets the Basin Production Percentage for all pumpers. According to the 2020 Urban Water Management Plan (UWMP) for TMWD, the district has sufficient water supply to meet current and projected demand through the 25-year planning horizon (City of Torrance, 2021a). Thus, the proposed Project would not result in the lowering of the local groundwater table, and impacts would be less than significant.

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

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

Less than Significant Impact. The Project site does not contain, nor is adjacent to, a stream, river, creek, or other flowing water body. There is a flood control ditch which flows beneath the Project site as part of the Dominguez Channel, However construction of the proposed Project would not alter or impact the drainage system. Thus, impacts related to alteration of the course of a stream or river would not occur. The Project site is relatively flat and would drain into the internal stormwater system proposed.

Construction

Construction of the proposed Project would require grading and excavation of soils, which would loosen sediment and could result in erosion or siltation. However, as described previously, construction of the proposed Project requires City approval of a SWPPP prepared by a Qualified SWPPP Developer (PPP WQ-1). The SWPPP is required during the City's plan check and permitting process and would include construction BMPs to reduce erosion or siltation. Typical BMPs for erosion or siltation include use of silt fencing, fiber rolls, gravel bags, stabilized construction driveway, and stockpile management (as described in the previous response above, under Impact a). Adherence to the existing requirements and implementation of the required BMPs per the plan check and permitting process would ensure that erosion and siltation associated with construction activities would be minimized, and impacts would be less than significant.

Operation

The Project site is currently developed with three two-story office buildings and paved with impervious surfaces. Development of the proposed Project would include residential dwelling units, internal roadways, and communal open space and would not introduce an overall increase to the amount of impervious surfaces on-site. As described previously, the proposed Project would be required to prepare a SUSMP under

Municipal Code Division 4, Chapter 11 (PPP WQ-2). These regulations ensure that development and redevelopment projects comply with the municipal NPDES permit, reduce the effects of development on water quality, and integrate LID principles to mimic predevelopment hydrologic patterns through infiltration, evapotranspiration, rainfall harvesting, and reuse. In addition, the development would comply with the City of Torrance LID ordinance requirements that would minimize off-site erosion and siltation. The proposed Project has been developed in order to comply with the City's NPDES permit (PPP WQ-2).

The Project site is currently developed with three structures and paved with impervious surfaces. The development would comply with the City of Torrance LID ordinance requirements that would minimize off-site erosion and siltation. The Project has developed a Low Impact Development Standard Urban Stormwater Mitigation Plan (SUSMP) in order to comply with the City's NPDES permit and LID ordinance. The SUSMP includes Project specific BMPs to implement during Project operation in order to minimize storm water pollution. During operations, the paved portion of the Project site would not cause erosion or siltation, as there would be no exposed soil. In addition, the Project is required to infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event. The Project would install drainage infrastructure that would direct runoff from the Project to drainage inlets and gutters that would convey runoff to an underground infiltration basin that would remove pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides).The unpaved approximately 47,588 SF of landscape area may initially temporarily cause erosion and siltation, but once the vegetation is established, erosion and siltation would not be substantial, as vegetation would stabilize the soil. Therefore, impacts to the existing drainage pattern of the site that would result in erosion or siltation would be less than significant on- or off-site.

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

Less than Significant Impact. As described in the previous response, the Project site does not contain, nor is adjacent to, a stream, river, creek, or other flowing water body. Thus, impacts related to alteration of the course of a stream or river would not occur. In addition, the proposed Project would be required to implement a SWPPP (included as PPP WQ-1) during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and flooding on or off-site would not occur.

Also, as described above, the proposed Project would implement low impact development design that would install drainage infrastructure that would direct runoff from the Project to drainage inlets and gutters that would convey runoff to existing storm drain systems that would remove pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides) (Appendix J). In addition, the proposed Project would reduce the impervious surface area on-site from 90 percent to 85 percent impervious surface area. The Project proposes 47,588 SF of landscaping area that would further decrease surface runoff. Additionally, per the State Water Resources Control Board Municipal Separate Storm Sewer System (MS4) permit requirements, post development peak stormwater runoff discharge rates are not allowed to exceed the estimated pre-development water discharge rate. The proposed Project would be required to comply with applicable regulations in the City of Torrance Municipal Code Division 4, Chapter 11 (PPP WQ-2). With installation of an on-site storm drain system, the rate of stormwater runoff would not substantially increase in a manner that would result in additional on-site flooding and would not result in off-site flooding. Therefore, impacts associated with changes to the existing drainage pattern that could result in flooding would be less than significant, and no mitigation would be required.

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

Less than Significant Impact. As described in the previous responses, the Project would be required to comply with all federal, State, and local regulations related to water quality standards and wastewater discharge, including Torrance Municipal Code Division 4, Chapter 10 (Stormwater and Urban Runoff Pollution Control) and Division 4, Chapter 11 (Low Impact Development Strategies for Development and Redevelopment). Municipal Code Division 4, Chapter 10 requires the preparation of a SWPPP. Construction contractors would be required to obtain coverage under the NPDES Construction General Permit. A SWPPP would be prepared for the Project and would include BMPs that would limit the amount of polluted runoff entering the stormwater drainage system. Compliance with applicable regulations and requirements in the SWPPP would ensure that during construction, pollutants would not discharge from the Project site, and impacts related to drainage systems and water quality would be less than significant.

Per the State Water Resources Control Board Municipal Separate Storm Sewer System (MS4) permit requirements, post development peak stormwater runoff discharge rates are not allowed to exceed the estimated pre-development water discharge rate. Although the proposed Project would be exempt from preparing a SUSMP under Municipal Code Division 4, Chapter, the proposed Project would still be required to comply with applicable regulations in the City of Torrance Municipal Code Division 4, Chapter 10 (PPP WQ-2). The proposed Project would implement low impact development design that would install drainage infrastructure that would direct runoff from the Project to drainage inlets and gutters that would convey runoff to existing storm drain systems that would remove pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides) (Appendix J). Thus, operation of the Project would not substantially increase stormwater runoff, and pollutants would be filtered on-site. Impacts related to drainage systems and polluted runoff would be less than significant with implementation of existing requirements, which would be verified during the plan check and permitting process.

iv. Impede or redirect flood flows?

Less than Significant Impact. The Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) for the Project area (06037C1935F) is identified as: Flood Zone X, an area of 0.2 percent annual chance of flood; an area of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile, or areas protected by levees from 1 percent annual chance flood (FEMA, 2024). In addition, Zone X flood plain areas are outside the 100-year floodplain. The City would review the proposed Project permit applications to ensure the proposed development would not be subject to significant flood hazard and structures would be floodproofed. Thus, the proposed Project would not impede or redirect flood flows, and impacts related to flood flows would be less than significant.

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

Less than Significant Impact. As discussed above, the Project site is classified as Flood Zone X which is an area of 0.2 percent annual chance flood; area of one percent annual chance flood with average depths of less than one foot or with drainage areas less than one square mile; and areas protected by levees from one percent annual chance flood. In addition, a SWPPP and low impact development design would be prepared and implemented as part of the Project to ensure pollutants are contained and would not be released from the Project site during construction as included in PPP WQ-1. Post construction stormwater infrastructure would ensure capture and treatment of storm flows. Therefore, implementation of the proposed Project would not risk the release of pollutants due to Project inundation in a flood hazard zone.

Tsunamis are tidal waves generally caused by earthquakes, sea floor landslides, rock falls, and exploding volcanic islands. The Project site is approximately 4.5 miles from the Pacific Ocean shoreline. Based on the inland location of the site, the Project site is not within a tsunami zone.

A seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment

wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The Project site is not within vicinity of any impounded bodies of water. As such, the proposed Project is not at risk of a seiche and impacts would be less than significant.

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

Less than Significant Impact. The Project site is located in the Dominguez watershed, which is regulated by the Los Angeles Regional Water Quality Control Board (LARWQCB). Water quality standards for the Los Angeles region, including the Dominguez watershed, are set forth in the Water Quality Control Plan: Los Angeles Region Basin Plan (Basin Plan). The Basin Plan establishes water quality objectives to protect the valuable uses of surface waters and groundwater within the Los Angeles region. Under Section 303(d) of the Clean Water Act, the Basin Plan is intended to protect surface waters and groundwater from both point and nonpoint sources of pollution within the Project area and identifies water quality standards and objectives that protect the beneficial uses of various waters. To meet the water quality objectives established in the Basin Plan, LARWQCB established total maximum daily loads, which are implemented through stormwater permits. As discussed in Response to Question 10(a), the proposed Project would be required to comply with applicable regulations associated with water quality. Compliance with these regulations would ensure that the proposed Project would be consistent with the Basin Plan.

The Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or alternatives to GSPs. GSPs are detailed road maps for how groundwater basins will reach long term sustainability. The Project site is underlain by the Coastal Plain of Los Angeles – West Coast Groundwater Basin, which is a very low-priority basin. To date, no sustainable groundwater management plan has been developed for the groundwater basin.

Therefore, the proposed Project would not conflict with or obstruct implementation of the Basin Plan. Impact related to water quality control plans or sustainable groundwater management plans would be less than significant, and no mitigation measures would be required.

Project Design Features

None.

Existing Plans, Programs, or Policies

PPP WQ-1: General Construction Permit. Prior to grading permit issuance, the Project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a qualified SWPPP developer pursuant to the Municipal Code Division 4, Chapter 10. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to comply with the National Pollutant Discharge Elimination System (NPDES) requirements to limit the potential of polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City staff or its designee to confirm compliance.

PPP WQ-2: Municipal Code Division 4, Chapter 11: Low Impact Development Strategies for Development and Redevelopment. The provisions of this Chapter contain requirements for construction activities and facility operations of development and redevelopment projects to comply with the current municipal NPDES permit, lessen the water quality impacts of development by using smart growth practices, and integrate LID design principles to mimic predevelopment hydrology through infiltration, evapotranspiration and rainfall harvest and/or use.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING. Would the Project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

a) Physically divide an established community?

No Impact. The physical division of an established community could occur if a major road (expressway or freeway, for example) were built through an existing community or neighborhood or if a major development was built which was inconsistent with the land uses in the community, such that it divided the community. The environmental effects caused by such a facility or land use could include lack of, or disruption of, access to services, schools, or shopping areas. It might also include the creation of blighted buildings or areas due to the division of the community.

The Project site currently contains three two-story office buildings which would be demolished as part of the proposed Project. The proposed Project would construct 335 residential units within a multi-family building and 98 townhomes that are consistent with the proposed zoning for the site, P-D, as shown previously in Table 3. The site is surrounded by existing roadways, existing commercial uses, and residences. The proposed Project would be consistent with the proposed land use and zoning designations for the site. In addition, the proposed Project does not involve development of roadways or other infrastructure that could divide a community. Therefore, implementation of the proposed Project would not physically divide an established community.

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

Less than Significant. The Project site has an existing General Plan land use designation of I-BP and zoning designation of M-1. The M-1 zone provides for commercial, industrial, and manufacturing uses, as specified in the Torrance Municipal Code. Implementation of the proposed Project would require both a General Plan Amendment and zone change to change the General Plan Land Use Designation from I-BP to Medium High Density Residential (R-MH) and zoning from M1 to Planned Development District (P-D). The proposed zone would allow the Project programming and parameters to be consistent with the applicable design and development standards of the City of Torrance Municipal Code. Table 3, *Proposed P-D Development Standards*, distinguishes the Project's development standards for Lot A, Lot B, and the Project overall. The R-MH land use designation allows low- and medium-rise multi-unit buildings within a density range of 31.1 to 44 dwelling units per acre. The Project proposes a density of 42.8 dwelling units per acre and would be consistent with the R-MH land use designation upon adoption of the General Plan Amendment. Table LU-1 lists applicable policies from the General Plan that were adopted to avoid or mitigate environmental effects of new development projects and includes a discussion of whether the proposed Project is consistent with those policies. As shown, the proposed Project would be consistent with the applicable General Plan policies. Therefore, impacts associated with General Plan policy consistency would be less than significant.

Table LU-1: Project Consistency with Applicable General Plan Policies

General Plan Policy	Project Consistency
Land Use Element	
Policy LU.2.1: Require that new development be visually and functionally compatible with existing residential neighborhoods and industrial and commercial areas.	As shown in Table 3, the proposed Project would be consistent with the City's development standards which include setbacks from adjacent roadways, screening features, fencing, and landscaping.
Policy LU.2.6: To the extent possible, preserve the balance between jobs and housing in Torrance through land use decisions	The proposed Project would contribute to addition dwelling units within a jobs-rich area. As discussed in Section 7.14, *Population and Housing*, the addition of 857 new residents would represent a population increase of 0.58 percent and the new housing units would result in a 0.60 percent increase in residential units within the City. Implementation of the proposed Project would put residences near commercial and office corridors and reduce VMT.
Policy LU.3.1: Require new development to be consistent in scale, mass, and character with structures in the surrounding area. For distinct neighborhoods and districts, consider developing design guidelines that suit their unique characteristics. Create guidelines that offer a wide spectrum of choices and that respect the right to develop within the context of existing regulations.	As shown in Table 3, the Project would be consistent with the City's development standards which include setbacks from adjacent roadways, screening features, fencing, and landscaping.
Policy LU.4.2: Encourage the use of development design and amenities that support transit and other alternative forms of transportation, including bicycling and walking.	The proposed Project would include bike racks on-site as well as improved sidewalks on Western Avenue and Torrance Boulevard with non-vehicular on-site circulation.
Policy LU.4.3: Require that new development projects provide their full fair share of the improvements necessary to mitigate project generated impacts on the circulation and infrastructure systems.	As discussed in Section 7.15, *Public Services*, the proposed Project would not conflict with the City's Development Impact Fee Program and would contribute any applicable fees.
Policy LU.11.10: Encourage site and building design that integrates low-impact development Principles.	The proposed Project would include Low Impact Design features such as drought tolerant landscaping to reduce water use and hydrologic features to reduce the impacts of soil erosion.
Policy LU.12.2: Require the equitable sharing of the full fair-share cost of public improvements between the public and private sector. Require that business- or development-specific improvements be paid for by those entities.	The proposed Project would contribute to applicable fair share contributions.
Circulation Element	
Policy CI.3.4: Encourage the use of regional rail, buses, bicycling, carpools, and vanpools for work trips to relieve regional traffic congestion.	The Project site is adjacent to four Torrance Transit System Bus lines at Torrance Boulevard and Western Avenue.
Policy CI.3.5: Encourage site and building design that reduces automobile trips and parking space demand.	The Project site is adjacent to two Torrance Transit System Bus stops at Crenshaw Boulevard and Del Amo Blvd. The proposed Project would also improve the adjacent

General Plan Policy	Project Consistency
	pedestrian and bike route network and provide bike racks on-site.
Policy CI.4.6: Require the equitable sharing between the public and private sector of the full fair-share cost of improvements needed to mitigate traffic impacts.	As discussed in Section 7.15, *Public Services*, the proposed Project would contribute development impact fees required by the city.
Policy CI-5.1: Require new development to accommodate project-generated parking demand on site.	As shown in Table 3, the proposed Project would provide 674 parking spaces that would exceed the requirement of 245 spaces.
Policy CI.6.2: Provide for the consistent use of street trees along all sidewalks, parkways, and property frontages	The proposed Project would include street trees adjacent to the proposed sidewalk along Western Avenue and Torrance Boulevard.
Policy CI-9.1: Require that developers, prior to issuance of building permits, demonstrate that adequate infrastructure exists or will be provided to serve proposed development and not diminish services to existing uses.	As discussed in Section 7.19, *Utilities and Service Systems*, the proposed Project would be adequately served by the existing infrastructure on site.
Policy CI.9.4: Require that new development assume the full fair-share costs of construction and expansion of water, sewer, and storm drain system improvements necessitated by that development.	The proposed Project would pay applicable development impact fees that would contribute to needed infrastructure improvements.
Policy CI.9.5: Require that private infrastructure be built to public standards, including water lines, sewers, storm drains, and paving materials, and that private maintenance programs comply with City standards and schedules	The proposed Project would develop all on-site private infrastructure consistent with City standards and would be subject to review by the City's permitting process.
Policy CI.9.9: Require that developers address the City's Total Maximum Daily Load as required by a project's watershed.	As discussed in Section 7.10, *Hydrology and Water Quality*, the proposed Project would include a SWPPP that develops Best Management Practices for reducing pollution in stormwater during construction (PPP WQ-1). The proposed Project would also comply with the City of Torrance Municipal Code Division 4, Chapter 10 (Stormwater and Urban Runoff Pollution Control) (PPP WQ-2).
Community Resources Element	
Policy IIA. Comply with state and federal regulations to ensure protection and preservation of significant biological resources.	As discussed in Section 7.4, *Biological Resources*, the proposed Project is fully developed with three two-story office buildings and is not a source of biological resources.
Policy CR.4.2: Require that developers and property owners improve their properties by providing landscaping and similar aesthetic treatments along roadways.	As shown in Table 3, the Project would be consistent with the proposed development standards which include setbacks from adjacent roadways, screening features, fencing, and landscaping.
Policy CR.6.3: Require developers to dedicate land or pay sufficient in-lieu fees to meet established public recreational open space standards.	As discussed in Section 7.15, *Public Services*, the proposed Project would contribute applicable development impact fees and would not conflict with the City's Development Impact Fee Program.

General Plan Policy	Project Consistency
Policy CR.12.1: Encourage the preservation of public and private buildings which are of local, historical, or cultural importance.	As discussed in Section 7.5, *Cultural Resources*, none of the on-site structures planned for demolition are of historic significance. In addition, impacts to EL Prado Bridge would be reduced to a less-than-significant level with the incorporation of MM CUL-1 and CUL-2.
Policy CR.13.1: Continue to participate in the efforts of the State Air Resources Board and the South Coast Air Quality Management District to meet State and federal air quality standards.	As discussed in Section 7.3, *Air Quality*, the proposed Project would be below applicable thresholds and would be consistent with all SCAQMD and CARB air quality standards.
Policy CR.13.5: Support air quality and energy and resource conservation by encouraging alternative modes of transportation such as walking, bicycling, transit, and carpooling	The Project site is adjacent to two Torrance Transit System Bus stops at Crenshaw Boulevard and Del Amo Blvd. The proposed Project would also improve the adjacent pedestrian and bike route network and provide bike racks on-site.
Policy CR.13.8: Promote energy-efficient building construction and operation practices that reduce emissions and improve air quality.	As discussed in Section 7.3, *Air Quality*, the proposed Project would not conflict with SCAQMD's goal of bringing the Basin into attainment for all criteria pollutants. The proposed Project would include bike racks.
Policy CR.14.1: Support the California Air Resources Board in its ongoing plans to implement AB32, and fully follow any new AB32-related regulations.	As discussed in Section 7.8, *Greenhouse Gas Emissions*, the proposed Project would be below the SCAQMD thresholds and would be consistent with the CARB Scoping Plan.
Policy CR.14.2: Develop and implement greenhouse gas emissions reduction measures, including discrete, early-action greenhouse gas reducing measures that are technologically feasible and cost effective	As discussed in Section 7.8, *Greenhouse Gas Emissions*, the proposed Project would be below the applicable SCAQMD thresholds for GHG emissions.
Policy CR.14.3: Pursue actions recommended in the U.S. Mayors Climate Protection Agreement to meet AB32 requirements	As discussed in Section 7.8, *Greenhouse Gas Emissions*, the proposed Project would be consistent with AB32 requirements.
Policy CR.15.6: Reduce the amount of water used for landscaping through such practices as the planting of native and drought-tolerant plants, use of efficient irrigation systems, and collection and recycling of runoff.	The proposed Project would utilize native and drought resistant landscaping to reduce the amount of water used.
Policy CR.20.1: Establish regulations for private lighting that minimize or eliminate light pollution, light trespass, and glare (obtrusive light).	As discussed in Section 7.1, *Aesthetics*, the proposed project would be consistent with the City of Torrance Municipal Code Section 92.30.5 which requires lighting to be shielded and directed downward and away from adjoining residential uses.
Policy CR.20.2: Require that nonresidential uses adjacent or near residential neighborhoods provide shielding or other protections from outdoor lighting and lighted signage.	As discussed in Section 7.1, *Aesthetics*, the proposed Project would be consistent with the City of Torrance Municipal Code Section 92.30.5 which requires lighting to be shielded and directed downward and away from adjoining residential uses.
Safety Element	
Policy S.1.1: Adopt and strictly enforce the most recent State regulations governing seismic safety and structural design to minimize damage to structures from seismic or geologic hazards.	As discussed in Section 7.7, *Geology and Soils*, the proposed Project would adhere CBC building guidelines regarding seismic hazards, which was adopted into City Municipal Code in Article 81.1.1.

General Plan Policy	Project Consistency
Policy S.4.1: Adopt and strictly enforce the most current regulations governing hazardous waste management.	As discussed in Section 7.9, *Hazards and Hazardous Materials*, the proposed Project would be consistent with all applicable regulations regarding hazardous materials including those from HMBP, NPDES, and the Torrance Fire Department.
Policy S.6.5: Maintain sufficient and adequate police stations and substations, facilities, services, and staffing to meet high public safety standards.	As discussed in Section 7.15, *Public Services*, the proposed Project is not expected to generate additional need for police services and would be required to pay any applicable fees related to public service impacts.
Noise Element	
Policy N.1.1: Continue to strictly enforce the provisions of the City's Noise Ordinance to ensure that stationary noise, traffic-related noise, railroad noise, airport-related noise, and noise emanating from construction activities and special events are minimized.	As discussed in Section 7.13, *Noise*, the proposed Project would be below the applicable City thresholds for construction and operational noise increases as well as potential vibration impacts.
Policy N.1.4: Minimize unnecessary outdoor noise through enforcement of the noise ordinance and through permit processes that regulate noise-producing activities.	As discussed in Section 7.13, *Noise*, noise impacts on nearby sensitive receptors were found to be less than significant.
Policy N.2.3: Require developers and business owners to minimize noise impacts associated with on-site motor vehicle activity through the use of noise-reduction features (e.g., berms, walls, well designed site plans).	As discussed in Section 7.13, *Noise*, noise impacts on nearby sensitive receptors were found to be less than significant.
Policy N.3.3: Encourage dense, attractive landscape planting along roadways and adjacent to other noise sources to increase absorption of noise.	As shown in Table 3, the Project would be consistent with the proposed development standards which include setbacks from adjacent roadways, screening features, fencing, and landscaping.

Project Design Features

None.

Existing Plans, Programs, and Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
12. MINERAL RESOURCES. Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

No Impact. The State Mining and Geology Board classifies lands in California based on the availability of mineral resources. Four Mineral Resources Zone (MRZ) designations have been established for the classification of sand, gravel, and crushed rock resources. The MRZ designations are classifications developed by the California Geological Survey to identify areas with varying levels of mineral resource significance. These zones help guide land-use planning to balance development and resource conservation. Below is a summary of the four MRZ designations:

- **MRZ-1: No Significant Mineral Deposits.** Areas where adequate geologic information indicates no significant mineral resources are present, or it is unlikely that significant resources exist.
- **MRZ-2: Significant Mineral Deposits.** Areas where well-documented geologic studies confirm the presence of significant mineral resources.
- **MRZ-3: Undetermined Mineral Resource Significance**. Areas where mineral resources may exist, but the significance of these resources cannot be determined due to insufficient data.
- **MRZ-4: Unknown Mineral Resource Potential.** Areas where geologic information is inadequate to assign any other MRZ designation.

According to the City of Torrance General Plan Environmental Impact Report, the Project site is designated as Mineral Resource Zone 1 (MRZ-1), indicating that no significant mineral resources are present or likely to be present on the site (City of Torrance, 2009). The site is designated Business Park (I-BP) and zoned Light Manufacturing (M1) and is neither currently used nor planned for mineral extraction. In addition, the Project site is surrounded by existing commercial and residential development that is incompatible with mining operations. Accordingly, the proposed Project would not result in the loss of, or impact to, the availability of valuable mineral resources.

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

No Impact. As stated above, the Project site does not include a mineral resource recovery site delineated by the City of Torrance General Plan or other applicable land use plans. Therefore, impacts related to known mineral resources that are delineated on a land use plan would not occur from implementation of the proposed Project.

Project Design Features

None.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE. Would the Project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The discussion below is based on the Noise and Vibration Impact Analysis prepared by Urban Crossroads, included as Appendix K.

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

Less than Significant Impact.

Federal Transit Administration (FTA) Manual

The Transit Noise and Vibration Assessment Manual (FTA Manual), prepared by the FTA, September 2018, is the only guidance document from a government agency that defines what constitutes a significant noise impact from implementing a project. The FTA Manual also provides guidance on construction noise and recommends developing construction noise criteria on a project-specific basis that utilizes local noise ordinances if possible. However, local noise ordinances usually relate to nuisance and hours of allowed activity and sometimes specify limits in terms of maximum levels but are generally not practical for assessing the noise impacts of a construction project. Project construction noise criteria should take into account the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land uses. The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects from noise.

As previously stated, the City does not have construction noise level limits for activities that occur within the specified hours listed in the Municipal Code, thereby construction noise was assessed using criteria from the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) (FTA Manual). Table N-1 below shows the FTA's Detailed Analysist Construction Noise Criteria based on the composite noise levels per construction phase.

Table N-1: Detailed Assessment Construction Noise Criteria (FTA)

Land Use	Daytime 1-hour L_{eq} (dBA)	Nighttime 1-hour L_{eq} (dBA)
Residential	80	80
Commercial	85	85
Industrial	90	90

Source: Appendix K

Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation sources, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

City of Torrance General Plan

The City establishes land use compatibility standards in the Noise Element of the City General Plan (2010). Under the industrial land use designation, up to 70 dBA CNEL is considered to be the "normally acceptable" noise level for this type of new land use development. The Noise Element requires an interior level no higher than 45 dBA CNEL for residential uses.

The following General Plan Noise Element goals and policies are applicable to the Project.

- **Policy N-1.1:** Mitigate transportation equipment impacts at construction sites.
- **Policy N-1.2:** Ensure noise mitigation measures are included in the design of new developments.
- **Policy N-2.3:** Ensure noise mitigation techniques are incorporated into all construction-related activities.
- **Policy N-3.2:** Ensure Community Noise Equivalent Levels (CNEL) levels for noise sensitive land uses meet or exceed normally acceptable levels, as defined by State of California standards.

City of Torrance Municipal Code

Operational Noise Standards. Section 46.7.2 of the Torrance Municipal Code sets the noise limits at different regions based off of the land use in each region. The City has established 4 regions based on land use that have different maximum allowable noise standards. The Project is located within Region 1, which applies to Industrial and Commercial uses and the limits are summarized in Table N-2 below. These standards are designed to protect noise sensitive land uses adjacent to stationary sources from excessive noise and represent the acceptable exterior noise levels at the sensitive receptor. For noise receivers located on residential land, for measurement position five hundred (500) feet from the boundary of Region 1 or 2, the following limits apply:

Table N-2: Maximum Allowable Noise Exposure- Stationary Noise Sources

Region	Daytime Noise Level, db	Nighttime Noise Level, db
3	50	45
4	55	50

Source: (Appendix K)

Machinery, Equipment, Fans and Air Conditioning. Section 46.2.6 of the Torrance Municipal Code prohibits any person from operating any machinery, equipment, pump, fan, air conditioning apparatus or similar mechanical device in a manner so as to create any noise which would cause the noise level at the property line of any residential land to exceed the ambient level by more than five (5) decibels.

Construction Noise Standards. Section 46.3.1 of the Torrance Municipal Code prohibits stationary noise sources to exceed 50 dBA as measured at property lines, except for between the hours of 7:30 AM to 6:00

PM Monday through Friday and 9:00 AM to 5:00 PM on Saturdays. Construction shall be prohibited on Sundays and Holidays observed by City Hall.

The City has not adopted any thresholds for construction noise impacts and the Torrance Municipal Code primarily regulates construction noise though construction hour limitations. However, Section 46.3.1 of the Municipal Code exempts noise levels generated by construction activities as long as a valid building permit has been issued and the activities occur between the hours specified above.

Existing Noise Levels

Short term noise level measurements were taken at three locations in the Project study area: west of 21210 S Western Avenue, along the northwest corner of 1668 W 213th Street, and east of 35 Bow Avenue. The Noise Impact Analysis describes that the background ambient noise levels in the Project area are dominated by traffic on Western Avenue and Torrance Boulevard and infrequent parking lot activities. The existing long-term ambient noise levels measured adjacent to the Project site are provided in Table N-3 and shown in Figure 16, *Noise Measurement Locations*.

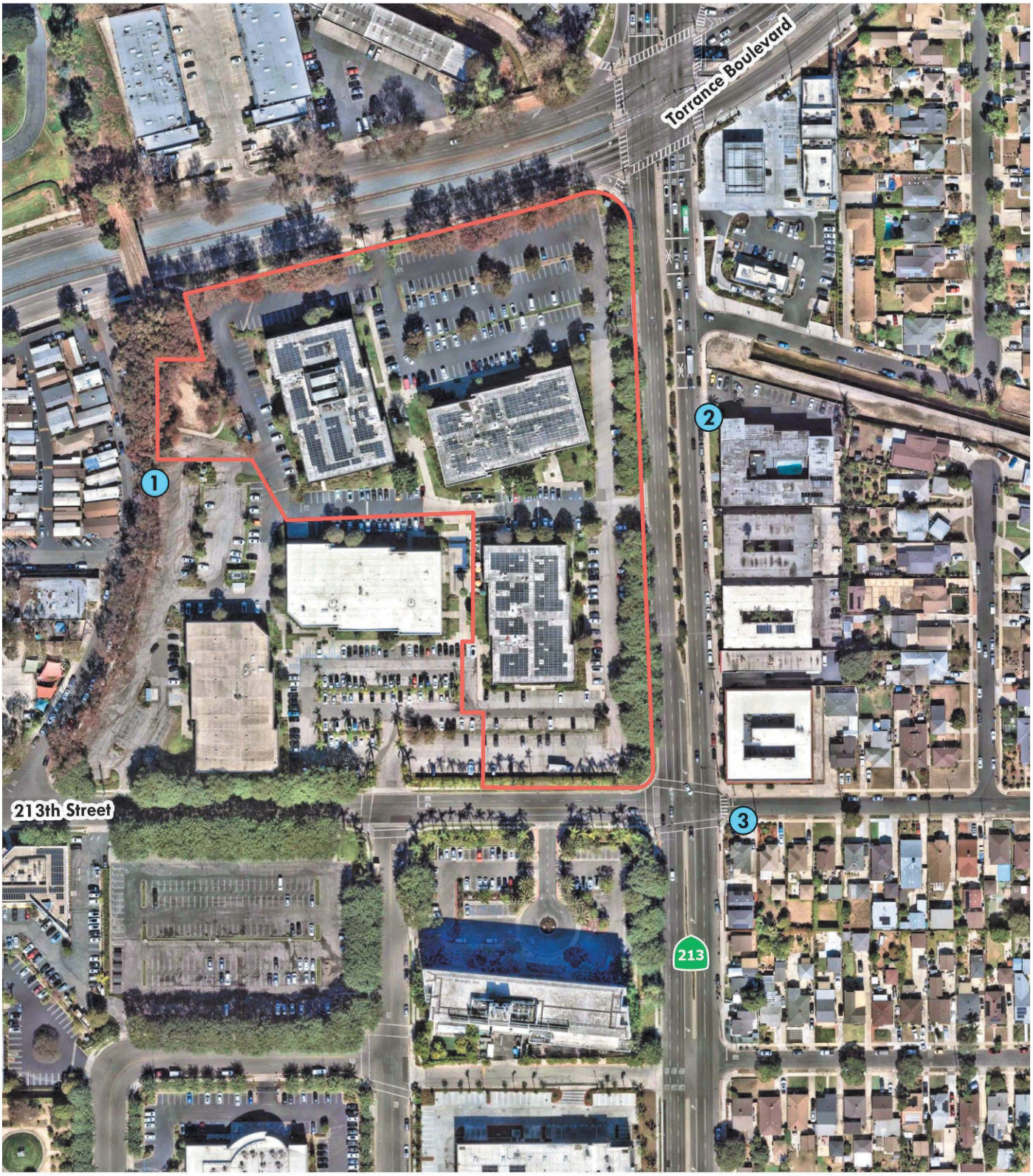
Table N-3: Long-Term 24-Hour Ambient Noise Monitoring Results

Site Location	Description	L_{eq} (dBA)	L_{max} (dBA)	L_{min} (dBA)
NM-1	West of 21210 S Western Avenue, along the sidewalk	71.1	97.7	50.0
NM-2	Northwest corner of 1668 W 213th Street, at the intersection.	67.6	87.9	47.5
NM-3	East of 35 Bow Avenue	52.1	66.5	47.6

Source: Appendix K

Notes: dBA=A-weighted decibels; L_{eq}=Equivalent Sound Level; L_{min}=Minimum Sound Level; L_{max}=Maximum Sound Level

Noise Measurement Locations



Legend

Project Boundary

Noise Measurement Location

0 200 400 US Feet

N

Torrance Townhomes
City of Torrance

Figure 16

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Construction

Two types of short-term noise impacts could occur during the construction of the Project including construction crew commutes and construction activities. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on access roads leading to the site. According to the Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix B), during an overlapping construction phase (Building Construction and Architectural Coating overlapping), approximately 388 passenger car equivalent (PCE) vehicles would be added to the adjacent roadway to the Project site. When compared to the estimated 26,393 daily vehicle trips on Western Avenue, the main construction access street, an increase of less than 0.1 dBA CNEL is expected. A noise level increase of less than 3 dBA would not be perceptible to the human ear. Therefore, short-term construction-related roadway noise impacts associated with worker commute and equipment transport to the Project site would be less than significant.

Construction activities are temporary and would result in temporary increases in ambient noise levels in the Project area on an intermittent basis. Such short-term construction activities include demolition, site preparation, grading, building construction, paving, and architectural coating. Noise levels from these activities would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Table N-4, lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 ft between the equipment and a noise receptor, taken from the Federal Highway Administration (FHWA) Roadway Construction Noise Model (FHWA, 2006)

Table N-4: Typical Construction Equipment Noise Levels

Activity	Equipment[1]	Maximum Noise Level @ 50 Feet[2,3]
		dBA L_{max}
Demolition	Rubber Tired Dozers	81.7
	Excavators	80.7
	Concrete/Industrial Saws	89.6
Site Preparation	Rubber Tired Dozers	81.7
	Crawler Tractors	84.0
Grading	Graders	85.0
	Excavators	80.7
	Rubber Tired Dozers	81.7
	Crawler Tractors	84.0
	Rubber Tired Loader	79.1
Building Construction	Cranes	80.6
	Forklift	74.7
	Tractors/Loaders/Backhoe	84.0
	Generator Sets	80.6
	Welders	74.0
Paving	Pavers	77.2
	Paving Equipment	89.5
	Rollers	80.0
Architectural Coating	Air Compressors	77.7

Source: Appendix K

As stated above, Section 46.3.1 of the Torrance Municipal Code prohibits stationary noise sources from exceeding 50 dBA as measured at property lines, except for between the hours of 7:30 AM to 6:00 PM Monday through Friday and 9:00 AM to 5:00 PM on Saturdays. Construction shall be prohibited on Sundays and Holidays observed by City Hall. Section 46.3.1 also requires that use of heavy construction equipment such as pile drivers, mechanical shovels, pneumatic hammers, compressors, or similar devices shall not be operated at any time, within or adjacent to a residential area, without first obtaining from the Community Development Director permission to do so.

As seen in Table N-5, the closest off-site sensitive residential receiver to the Project site are multi-family residences 65 feet west of the Project site. The geographic center of the Project site is approximately 470 feet from the closest multi-family residences. These noise level projections do not take into account intervening topography or barriers. Construction equipment calculations are provided in the Noise and Vibration Impact Analysis (Appendix K).

Table N-5: Composite Noise Level by Phase

Activity	Maximum Noise Level @ 50 Feet	Maximum Noise Level @ 470 Feet
	dBA L_{eq}	dBA L_{eq}
Demolition	86.4	67.0
Site Preparation	87.6	68.2
Grading	87.8	68.3
Building Construction	86.1	66.6
Building Construction and Paving	89.3	69.6
Paving	86.5	57.1
Building Construction and Architectural Coating	86.3	66.9
Architectural Coating	73.7	54.2

Source: Appendix K

As mentioned above, construction noise would vary, and it is expected that composite construction noise levels would approach 69.6 dBA L_{eq} at the nearest sensitive residential us daytime hours. These predicted noise levels would only occur when all construction equipment is operating simultaneously; and therefore, are assumed to be rather conservative in nature. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the Project area under existing conditions, it would be temporary in nature until Project construction is completed. Therefore, impacts would be less than significant.

As stated in the Noise and Vibration Impact Analysis (Appendix K), construction-related noise impacts would remain below the 80 dBA L_{eq} and 90 dBA L_{eq} 1-hour construction noise level criteria for daytime construction noise level criteria as established by the FTA for residential and industrial land uses, respectively; therefore, the impact would be considered less than significant.

The City's Noise Ordinance regulates noise impacts associated with construction activities. The Project would comply with the construction hours specified in the City's Noise ordinance, which states that construction activities are allowed between the hours of 7:30 AM to 6:00 PM Monday through Friday and 9:00 AM to 5:00 PM on Saturdays. Therefore, construction related noise impacts would be less than significant.

Operation

On-Site Operational Noise. Adjacent off-site land uses would be potentially exposed to stationary-source noise impacts from the proposed on-site heating, ventilation, and air conditioning (HVAC) equipment and mobile sources including passenger vehicles, daily delivery trucks, and weekly garbage trucks moving on-

site. The potential noise impacts to off-site sensitive land uses from the proposed HVAC equipment and vehicular activities are discussed below.

To identify Project operational ambient noise level increases, the Project operational noise levels (from the sources described above) are combined with the existing ambient noise levels measurements. The difference between the combined Project and ambient noise levels identifies the Project noise level increase. Based on the modeling results from CadnaA, the noise generated from stationary sources and vehicle activities on-site would be 43.7 dBA during the daytime and 41.2 dBA during the nighttime, which would not exceed the City's thresholds of 60 dBA and 55 dBA at the nearest residential property, respectively Appendix K). As shown in Table N-3, the ambient noise level in the Project vicinity would range from 52.1 to 71.1 dBA L_{eq}. As such, the Project's daytime and nighttime noise levels during operation would be less than 52.1 dBA, which would thus not result in an increase in ambient noise level due to auditory masking. In human perception, auditory masking is that the louder sound covers the quieter one so that it is inaudible or less perceptible. Therefore, the incremental increase in ambient noise from operation of the proposed Project would be less than significant.

Off-Site Traffic Noise. Roadway segment noise levels for the "Existing" and "Existing with Project" scenarios were compared to evaluate Project-related operational noise impacts. As shown in Table N-6, *Existing Plus Project Traffic Noise Levels*, the noise level under the "Existing" scenario at a distance of 100 feet from the roadway centerline ranges 55.5 to 66.8 dBA. The increase due to the Project would range less than 0.1 to 0.3 dBA, which would not exceed the 1.5 dB threshold along Torrance Boulevard and Western Avenue. Furthermore, the traffic noise with the Project would be less than the ambient noise level measured off-site. As such, impacts would be less than significant.

Table N-6: Existing Plus Project Traffic Noise Levels

Roadway Segment	Existing		Existing Plus Project				Increase over Existing Scenario (dBA)
	Existing ADT[1]	dBA @ 100 feet from Roadway Centerline	Existing Plus Project ADT[2]	dBA @ 100 feet from Roadway Centerline	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	
Western Avenue (Between Torrance Boulevard and 213th Street)	26,393	65.9	26,599	66.0	-	116	<0.1
Torrance Boulevard (West of 213th Street)	28,450	70.2	28,656	70.3	104	224	<0.1
213th Avenue (Between Bow Avenue and 213th Street)	2,341	55.2	2,547	55.5	-	-	0.3

Notes: ADT= average daily traffic; CNEL=Community Noise Equivalent Level; dBA=A-weighted decibels.
1. The existing ADT along the roadway refers to Table 4-2, *Existing Traffic Noise Levels*, in Appendix K.
2. ADT of the Existing with Project is the total of the existing ADT and Project's daily trips, which is 206 trips per day, based on the Torrance Townhomes Vehicle Miles Traveled (VMT) Screening Analysis, dated November 24, 2025, prepared by EPD Solutions.

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

Less than Significant Impact.

Construction

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Construction activity can cause varying degrees of ground vibration, depending on the equipment and methods used, the distance to receptors, and soil type. Construction vibrations are intermittent, localized intrusions. The use of heavy construction equipment, particularly large bulldozers, and large loaded trucks hauling materials to or from the site generate construction-period vibration impacts.

Although there are no adopted State or City ground-borne vibration standards, vibration standards included in the FTA Manual were used to analyze the Project's ground-borne vibration impacts on human annoyance. FTA guidelines show that a vibration level of up to 0.5 in/sec in PPV is considered safe for newer residential structures and modern industrial or commercial buildings and would not result in any construction vibration damage. For older residential structures, the construction building vibration damage criterion is 0.3 in/sec in PPV (Appendix K).

The Noise and Vibration Impact Analysis prepared for the proposed Project evaluated construction equipment vibration levels at the closest sensitive receptors. As shown in Table N-7, at approximately 25 feet, a large bulldozer would create a vibration level of 0.089 inch per second PPV.

Table N-7: Construction Equipment Vibration Levels

Equipment	Reference Vibration Level at 25 Feet (PPV [inches/second])[1]	Vibration Level at 45 Feet (PPV [inches/second])[2]	Vibration Level at 65 Feet (PPV [inches/second])[2]
Large Bulldozer	0.089	0.037	0.021
Loaded Trucks	0.076	0.031	0.018
Small Bulldozer	0.003	0.001	0.001
Highest Vibration		0.037	0.021
Thresholds		**0.5**	**0.3**
Exceed thresholds?		No	No

Source: Appendix K

As indicated in Table N-7, vibration levels are expected to approach 0.037 PPV in/sec at the surrounding structures which would not exceed the Caltrans Manuel threshold of 0.3 in/sec PPV or 0.5 in/sec PPV for building damage potential. Vibration levels at all other buildings would be lower. Although construction vibration levels at the nearest buildings would have the potential to result in an annoyance, these vibration levels would no longer occur once construction of the Project is completed. Because construction activities are regulated by the City's Municipal Code, which states that construction activities are allowed between the hours of 7:30 AM to 6:00 PM Monday through Friday and 9:00 AM to 5:00 PM on Saturdays, vibration impacts would not occur during the more sensitive nighttime hours. As such, construction would not result in any vibration damage, and impacts would be less than significant.

Operation

The proposed Project would not generate vibration levels related to on-site operations. In addition, vibration levels generated from Project-related traffic on the adjacent roadways are unusual for on road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Caltrans has done extensive research on vibration level created along freeways and State Routes and their vibration measurements of roads have never exceeded 0.08 inches per second PPV at 15 feet from the center of the nearest lane, with the worst combinations of heavy trucks. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Garbage trucks and delivery trucks on-site would be travelling at very low speeds, so it is expected that garbage truck vibration at nearby sensitive receptors would not be noticeable. Therefore, operational vibration impacts would be less than significant.

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

No Impact. The Project site is located approximately 2.7 miles northeast of Torrance Municipal Airport and is outside the boundaries of the Airport Environs Land Use Plan for Torrance Municipal Airport. Specifically, the Project site is well outside the 70 dBA CNEL noise contour based on Figure N-3 of the City's Noise Element (City of Torrance, 2010). Therefore, the proposed Project would not expose people residing or working in the Project area to excessive noise levels from airports, and there would be no impact,

Project Design Features

None.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING. Would the Project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Induce substantial unplanned population growth in an area, either directly or indirectly?

Less than Significant Impact. The Project would remove the existing office buildings and construct 98 townhome units and 237 multifamily units, for a total of 335 residential units.

The California Department of Finance (CDF) data details that the City of Torrance has a residential population of 143,261, and 59,195 housing units as of January 2025 (California Department of Finance, 2025). Based on the average household size of 2.56 persons per the City of Torrance General Plan buildout assumptions, the proposed 335 residential units would result in an increase of approximately 857 new residents (City of Torrance, 2009).

Based on SCAG Connect SoCal methodology, the City of Torrance had a population of 147,700 persons in 2019 and estimates that the City's population will increase to 157,687 in 2050 , which is a 6.7 percent increase (Southern California Association of Governments, 2024). SCAG also estimates that between 2019 and 2050, the number of housing units in the City will increase from 56,200 to 60,000, which is a 6.8 percent increase. The addition of 857 new residents would represent a population increase of 0.58 percent and the new housing units would result in a 0.60 percent increase in residential units within the City. Thus, development of the proposed Project would be within the expected growth demands from SCAG. Therefore, the Project would not result in unplanned growth.

Additionally, the proposed Project is located in an urbanized residential area of the City that is already served by existing roadways and infrastructure systems. As mentioned previously, the proposed Project would include upgrades to sidewalks and curbs along the Project frontage along Torrance Boulevard, Western Avenue, and 213th Street. However, no other infrastructure would be extended to serve areas beyond the Project site, and indirect impacts related to growth would not occur from implementation of the proposed Project. Therefore, potential impacts related to inducement of unplanned population growth, either directly or indirectly, would be less than significant.

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

No Impact. The Project site currently includes three two-story office buildings as well as associated structures. The proposed Project would remove the existing structures and develop a residential development. The removal of the existing structures would not displace anyone as there are no residents on-site. Thus, the

proposed Project would not necessitate the construction of replacement housing elsewhere, and there would be no impact.

Project Design Features

None.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES.				
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

a) Result in substantial adverse physical impacts associated with the provision of 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:

i. Fire protection?

Less than Significant Impact. The Torrance Fire Department provides fire protection to the City of Torrance, which includes the Project site. The services provided include fire prevention and suppression, emergency medical services, technical rescue, and hazardous materials response. The Torrance Fire Department currently employs 144 sworn and 19.5 non-sworn personnel, for a total of 163.5 positions in the Department (Torrance Fire Department, 2024).

Fire Station 1, located approximately 1.1 miles southwest of the Project site, is the closest station, and additional fire stations are located within the surrounding area, although no additional fire stations are located within 1.5 miles of the Project site. Fire protection resources are deployed through a regional service delivery system that allows personnel and equipment to respond without regard to jurisdictional boundaries. However, resources are deployed upon a regional service delivery system, assigning personnel and equipment to emergency incidents without regard to jurisdictional boundaries. Therefore, the site may be served by other Torrance Fire Department stations in the vicinity. The other responding stations include Station 6 located 2.6 miles west from the Project site, Station 5, located 2.7 miles northwest of the Project site, and Station 4, located 3.75 miles southwest of the Project site.

The Project would demolish the three existing office buildings and redevelop the site with 98 single-family townhome units and 237 multifamily units (335 units total), introducing approximately 857 new residents. This population increase may result in a marginal increase in calls for emergency service, potentially placing further strain on response times if concurrent calls occur. However, given that four fire stations are located within a 4-mile radius of the Project site, the Project site is adequately served by existing facilities. Therefore, the Project would not require construction of new or expanded fire stations to maintain acceptable service levels.

Implementation of the proposed Project would be required to adhere to the California Fire Code, as included in Section 85.1.010 of the Municipal Code and ensured through the Project permitting process. Additionally, since November 2005, the City of Torrance has collected a Development Impact Fee (DIF) at plan check. The DIF is a one-time cost, other than a tax or special assessment fee, that is charged by a local government agency. The DIF is applied to pay a portion of the costs identified for public facilities used for transportation services, undergrounding of utilities, sewer and storm drains. As of January 2007, the DIF fees were also extended to cover Police and fire facilities. Therefore, the proposed Project would not result in the need for new or expanded fire service facilities, and impacts related to fire protection services would be less than significant.

ii. Police protection?

Less than Significant Impact. The Torrance Police Department provides policing services in the Project vicinity from the Sheriff's Department, which is approximately 1.82 miles west of the Project site. The Torrance Police Department currently employs 227 sworn officers and 128 civilian staff (Torrance Police Department, 2023). The City of Torrance population as of January 2024 was approximately 143,261, equating to about 1.58 sworn officers per 1,000 residents (State Department of Finance, 2025).

The Project would introduce approximately 857 new residents to the area, generating a corresponding increase in demand for police services. Based on the current officer-to-population ratio (1.58 sworn officers per 1,000), the Project would generate a service demand equivalent to approximately 1.35 additional officers (857/1,000 x 1.58 = 1.35). This represents just over one full-time officer and is not considered a substantial increase in demand and would not require the construction or expansion of the City's existing policing facilities. Crime and safety issues during Project construction may include theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. Operation of the proposed Project may generate a typical range of police service calls such as burglaries, thefts, and resident disturbances. However, the proposed Project would include security lighting and other security measures. In addition, as described above under the Population and Housing section, the proposed Project is not anticipated to cause a substantial population increase or generate additional demand for police protection services, including an increase in calls for police department response. Therefore, the additional need for law enforcement services from the proposed Project would not result in the need for new or physically altered police facilities, since existing police personnel would be adequate to maintain existing response times and service ratios. Furthermore, the City of Torrance would collect a DIF, which contributes funding to public utilities and services including police facilities. Therefore, the proposed Project would have a less-than-significant impact with regard to police protection and no mitigation measures would be required.

iii. Schools?

Less than Significant Impact. The Project site is located within the Torrance Unified School District (TUSD), which includes 17 elementary schools, eight middle schools, four high schools, one continuation school, and one alternative high school. The schools that would likely serve the Project site are Torrance Elementary School (2125 Lincoln Ave), which is approximately 1.3 roadway miles from the Project site; Hull Middle School (2080 231st Street), which is approximately 1.8 roadway miles from the Project site; and Torrance High School (2200 W Carson Street), which is approximately 1.2 roadway miles from the Project site (School

Site Locator, 2025). Table PS-1 below shows the TUSD student generation factors (SGF) for residential developments. As shown, the proposed Project would result in the generation of 48 elementary school students, 27 middle school students, and 43 high school students.

Table PS-1: Proposed Project Student Generation

School Level	SGF for Single-Family Detached Units	SGF for Multifamily Attached units	Proposed Project Student Generation
Elementary	0.1950	0.1246	48
Middle School	0.1181	0.0666	27
High School	0.1773	0.1057	43
Total			118

Source: City of Torrance, 2009

Pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a State school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in the Government Code. The Project would be required to contribute fees to the Torrance Unified School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services. Therefore, impacts related to school services would be less than significant.

iv. Parks?

Less than Significant Impact. The City has a total of 275.56 acres of parkland, or approximately 1.92 acres of parkland per 1,000 residents. Thus, the City is currently parkland deficient and is not meeting its City standard of 10 acres per 1,000 residents. As described previously, the Project is anticipated to result in 857 residents. This increase in residents could in turn increase demand for park and recreational facilities.

Using the City's standard of 10 acres of parkland for every 1,000 residents, the proposed Project would result in a demand for approximately 8.57 additional acres of parkland to support the additional residents. The Project would provide 57,394 square feet (1.32 acres) of common indoor and outdoor open space, including dog parks, a swimming pool, fitness center, a walking path, and outdoor courtyards. In addition, a total of 67,130 square feet (1.54 acres) of private open space would be provided in the form of private patios and balconies. With the implementation of the proposed open space areas, the Project's parkland demand would still exacerbate the City's parkland deficiency. As discussed above, the City of Torrance would collect a DIF which has been expanded to cover parks.

Additionally, there are 84 acres of parkland within 2 miles of the Project site available for use by residents. Therefore, due to the amount of recreational amenities and parkland within the vicinity of the Project site, future residents are not anticipated to increase the use of existing parks and recreation facilities such that substantial physical deterioration of such parks and facilities would occur. Therefore, with implementation of proposed recreational amenities and payment of in lieu fees, impacts would be less than significant.

v. Other public facilities?

Less than Significant Impact. The Project would demolish three existing office buildings and redevelop the 7.82-acre site with 98 townhome units and 237 multifamily units (335 units total). The additional residences would result in a limited incremental increase in the need for additional services, such as public libraries and post offices, etc. Because the Project area is already served by other services and the Project would result in a limited increase in population, the Project would not result in the need for new or physically altered

facilities to provide other services. Therefore, impacts would be less than significant. As previously mentioned, the City collects a DIF, and applies a portion of the costs for public facilities used for transportation services, undergrounding of utilities, sewer and storm drains. The City of Torrance has expanded the DIF to cover parks, libraries, and general services. Therefore, impacts related to other public facilities would be less than significant.

Project Design Features

None.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION.				
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
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?	☐	☐	☒	☐

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?

Less than Significant Impact. As described previously, the Project is anticipated to result in 857 residents. This increase in residents could in turn increase demand for park and recreational facilities. Using the City's standard of 10 acres of parkland for every 1,000 residents, the proposed Project would result in a demand for approximately 8.57 additional acres of parkland to support the additional residents. The Project would provide 57,394 square feet (1.32 acres) of common indoor and outdoor open space, including dog parks, a swimming pool, fitness center, a walking path, and outdoor courtyards. In addition, a total of 67,130 square feet (1.54 acres) of private open space would be provided in the form of private patios and balconies. With the implementation of the proposed open space areas, the Project would increase demand for park facilities, but the City's existing parks and recreational facilities in the vicinity have capacity to accommodate additional use without substantial physical deterioration. As discussed above, the City of Torrance would collect a DIF which has been expanded to cover parks.

Additionally, there are 84 acres of parkland within 2 miles of the Project site available for use by residents. Therefore, due to the amount of recreational amenities and parkland within the vicinity of the Project site, future residents are not anticipated to increase the use of existing parks and recreation facilities such that substantial physical deterioration of such parks and facilities would occur. Therefore, with implementation of proposed recreational amenities and payment of in lieu fees, impacts would be less than significant.

b) Require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than Significant Impact. The Project would demolish three existing office buildings and redevelop the 7.82-acre site with 98 townhome units and 237 multifamily units (335 units total). The Project does not include the construction or expansion of parks beyond the on-site open space area. As described above, the Project would result in the need for parkland to serve the future population. However, the City of Torrance would collect a DIF which has been expanded to cover parks. Any new or expanded facilities would be constructed by the City, since they are the responsible party that acquires, constructs, and maintains new parks and recreation areas. Thus, the Project would have less-than-significant impacts on the construction or expansion of recreational facilities or services.

Project Design Features

None.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRANSPORTATION. Would the Project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

The discussion below is based on the Vehicle Miles Travelled (VMT) Screening Analysis, prepared by EPD Solutions included as Appendix L.

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

Less than Significant Impact.

Roadway Facilities

The Project site is located southwest of the intersection of Torrance Boulevard and Western Avenue and is bounded by 213th Street to the south and residences to the west. Vehicular access to the proposed Project would be provided via two driveways: one driveway allows right-turn ingress only from Torrance Boulevard, and another permits both right-in and right-out from S Western Avenue. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project vicinity. The Project site's primary connection to the nearest regional transportation corridor, the I-110 Freeway, is Torrance Boulevard approximately 1.40 roadway miles west of the Project site.

A Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis, dated October 2025, was prepared for the Project by EPD Solutions (Appendix L). As shown on Table T-1, the proposed Project would generate a total of 1,782 daily trips, 221 AM, and 209 PM peak hour trips. In comparison to the existing site, the proposed Project would generate a net 206 daily trips, with net 86 fewer trips during AM peak hour and net 61 fewer trips during the PM peak hour.

Table T-1: Project Trip Generation

			Am Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**Out**	**Total**	**Daily**	**Out**	**Total**
Trip Rates								
General Office Building[1]		1000 Sq. Ft. GFA	10.84	1.34	0.18	1.52	0.24	1.20
Single-Family Attached Housing[2]		Dwelling Units	7.20	0.15	0.33	0.48	0.32	0.25
Multifamily Housing (Mid-Rise)[3]		Dwelling Units	4.54	0.09	0.28	0.37	0.24	0.15
Project Trip Generation								
Existing Project Trip Generation								
Existing Office Building[1]	145.420	1000 Sq. Ft. GFA	1576	194	27	221	36	173
Proposed Project Trip Generation								
Proposed 4-Story Townhome[2]	98	Dwelling Units	706	15	32	47	32	24
Proposed Multi-family Units Within 6-Story Building[3]	237	Dwelling Units	1076	20	68	88	56	36
Total Existing Trip Generation			**1576**	**194**	**27**	**221**	**36**	**173**
Total Project Trip Generation			**1782**	**35**	**100**	**135**	**88**	**60**
Total Net New Trip Generation			206	-159	73	-86	52	-113

The City's guidelines state that projects that generate 500 or less net daily trips do not require a LOS-based Traffic Circulation Analysis report. The proposed Project would generate a net 206 daily trip generation when compared to the existing uses on site and would therefore not require the preparation of an LOS-based Traffic Circulation Analysis.

Alternative Transportation

Transit: The City of Torrance operates its own public transit system, known as Torrance Transit, which provides bus services to residents, commuters, and visitors. Torrance Transit operates under the Transit Department, which oversees the planning, operation, and maintenance of the system. A total of four bus routes service the City of Torrance. Bus routes 1, 3, R3, and 4X have existing stops on the intersection of Torrance Boulevard and Western Avenue directly north of the Project site as well as at the intersection of Carson Street and Western Avenue, approximately 0.25 miles south of the Project site. This existing transit service would continue to serve its ridership in the area and may also serve residents of the proposed Project. The proposed Project would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would be less than significant.

Bicycle Facilities: The City of Torrance is part of the South Bay Bicycle Master Plan, a collaborative effort among seven South Bay cities to create an interconnected regional bicycle network. According to Figure CI-5 of the City of Torrance Circulation and Infrastructure Element, the portion of Torrance Boulevard adjacent to the Project site is designated as planned bicycle route. The proposed Project would include on-site facilities for short-term bicycle storage, such as bike racks and two bike rooms would be provided within the

multifamily building. Therefore, the proposed Project would not alter or conflict with bicycle facilities, and impacts related to transit services would be less than significant.

Pedestrian Facilities: Sidewalks are currently present along Torrance Boulevard and Western Avenue, adjacent to the Project site. The proposed Project would remove the existing curb, gutter, and sidewalk in front of the existing driveways and construct new 8-inch curb and gutter with 6-foot-wide sidewalks in front of the proposed driveways. As a result, the proposed Project would not conflict with existing pedestrian facilities. Therefore, impacts related to pedestrian infrastructure would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to Level of Service (LOS) for evaluating transportation impacts. SB 743 specified that the new criteria should promote the reduction of GHGs, the development of multimodal transportation networks and a diversity of land uses. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020. CEQA Guidelines Section 15064.3, Determining the Significance of Transportation Impacts, states that VMT is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT.

The City of Torrance is the Lead Agency responsible for identifying potential impacts associated with development of the proposed project in accordance with CEQA requirements. Section 3.2 of the City's Traffic Impact Analysis Guidelines provides VMT screening thresholds to identify projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from further analysis (City of Torrance, 2021b). If a project meets one of the following criteria, then the VMT impact of the project would be considered less-than significant and no further analysis of VMT would be required:

1. The project is a small project (net increase of 110 or less daily trips).
2. The project is a residential or office project in a low VMT generating area.
3. The project is located within one-half mile of either an existing major transit stop or an existing stop along an existing high quality transit corridor.
4. The project has 100% affordable housing units.
5. The project contains a retail use of 50,000 SF or less.
6. The project is a locally serving public facility.

The applicability of each criterion to the project is discussed below.

Screening Criteria 1 – Small Projects: According to the City's guidelines, projects which would generate fewer than 110 average daily trips (ADT) would not cause a substantial increase in the total citywide or regional VMT. As shown in Table T-1 above, the proposed Project would generate a net of 206 ADT. Therefore, the Project generates more than 110 average daily trips (ADT) and does not meet Screening Criteria 1 – Small Projects.

Screening Criteria 2 – Map-Based Screening for Residential and Office Projects: The City's guidelines include maps identifying areas with low VMT generation for residential and office projects. To satisfy this criterion, a project must exhibit similar characteristics to existing parcels within the same Traffic Analysis Zone (TAZ). The Project was determined to be consistent with the existing TAZ in which it is located, upon review from the City of Torrance Community Development Department. The Project site is currently operating as an office use; however, the proposed Project would introduce residential land use. As shown in Appendix L, which illustrates low VMT areas per capita, the proposed residential Project is located within a low VMT generation

area. Therefore, the Project satisfies Screening Criteria 2 – Map-Based Screening for Residential and Office Projects.

Screening Criteria 3 – Proximity to Transit: According to the City's guidelines, projects within one-half mile of either an existing major transit stop or an existing stop along an existing high quality transit corridor may be presumed to have a less-than-significant impact. Based on Figure 2, *Transit Priority Area Map*, provided in the City's guidelines, the Project is within a High-Quality Transit area; however, there are four limiting factors that if a project has at least one of them then this criteria cannot be utilized. As shown in Table T-2: Proximity to Transit Factors, the Project does not have any of the limitations mentioned; therefore, the Project would satisfy Screening Criteria 3 – Proximity to Transit.

Table T-2: Proximity to Transit Factors

Transit-based screening criteria cannot be utilized if a project meets one of the following limiting factors:	Criteria Met
Has a Floor Area Ratio (FAR) of less than 0.75	**No**
Includes more parking for use by residents, customers, or employees of the project than required by the City (if on-site parking is required)	**No**
Is inconsistent with the 2020-2045 SCAG RTP/SCS	**No**
Replaces affordable residential units with a smaller number of moderate- or high-income residential units, i.e., the total number of existing lower income housing units is greater than the total number of lower income and market-rate residential units proposed by the project	**No**

It should be noted that, while the proposed Project is not consistent with the existing general plan land use designation of Business Park, which assumed the site would be constructed as a mixed commercial and industrial development, the Project site is located within a Neighborhood Mobility Area as well as a Livable Corridor. Neighborhood Mobility Areas (NMAs) are areas that focus on creating, improving, restoring and enhancing safe and convenient connections to schools, hospitals, shopping, services, places of worship, parks, greenways and other destinations. Livable Corridors are areas where local jurisdictions may plan and zone for increased density at nodes along key corridors, and to "redevelop" single-story under-performing retail with well-designed, higher density housing and employment centers. Growth at strategic nodes along key corridors, many of which are within High Quality Transit Corridors (HQTCs), will make transit a more convenient and viable option. Connect SoCal recognizes that development within Priority Growth Areas, including TPAs, NMAs and livable corridors, supports mode shift and shortened trip distances. The Project site is within an identified Priority Growth Area, where urban development can contribute to reduced VMT and associated emissions. The Project would implement development to achieve an urban character and is consistent with the land uses assumed for the Project site as part of the RTP/SCS.

Furthermore, SCAG's Connect SoCal 2024-2050 RTP/SCS integrates strategies for land use and transportation centered around sustainability, protecting and preserving existing transportation infrastructure, increasing capacity through improved systems managements, and providing more transportation choices, in order to help reduce greenhouse gas (GHG) emissions from transportation. The Project's consistency with the RTP/SCS can be evaluated based on the applicable goals mentioned Appendix L and was determined to be consistent upon review from the City of Torrance Community Development Department. Thus, the proposed Project is consistent with the RTP/SCS.

Screening Criteria 4 – Affordable Residential Development: According to the City's guidelines, residential projects with 100 percent affordable housing units may be presumed to have a less-than-significant impact. The proposed Project does not include affordable residential development; therefore, it does not satisfy Screening Criteria 4 – Affordable Residential Development.

Screening Criteria 5 – Local-Serving Retail: According to the City's guidelines, retail uses of 50,000 SF or less may be presumed to have a less-than-significant impact. The proposed Project is not a retail development; therefore, it does not satisfy Screening Criteria 5 – Local-Serving Retail.

Screening Criteria 6 – Local-Serving Public Facility: According to the City's guidelines, local-serving public facilities may be presumed to have a less-than-significant impact. The proposed Project is not a public facility; therefore, it does not satisfy Screening Criteria 6 – Local-Serving Public Facility.

As discussed above, the proposed Project would not meet Screening Criteria 1, 4, and 6, as they are not applicable. However, Screening Criteria 2 and 3 were satisfied, as the Project site is located within a low VMT generation area (based on the residential low VMT area generation City's map) and within a TPA. VMT impacts would be considered less than significant and further analysis of VMT would not be required. Therefore, impacts related to consistency with CEQA Guidelines section 15064.3, subdivision (b) would be less than significant.

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

Less than Significant Impact. Vehicular access to the proposed Project would be provided via two driveways: one driveway allows right-turn ingress only from Torrance Boulevard, and another permits both right-in and right-out from S Western Avenue. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. The Project would not introduce any new roadways or introduce a land use that would conflict with existing urban land uses in the surrounding area. On-site circulation would be provided via a 25 to 31-foot-wide drive aisle that would double as a fire lane. Design of the proposed Project, including the internal private roadway, ingress, egress, and other streetscape changes are subject to the City's development standards. For example, the design of the internal drive aisle would be reviewed to ensure fire engine accessibility and turn around area is provided to the fire code standards. As a result, impacts related to vehicular circulation design features would be less than significant.

d) Result in inadequate emergency access?

Less than Significant Impact.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site, and would not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of driveways, and connections to existing infrastructure systems that would be implemented during construction of the Project could require the temporary closure of one side or portions of Torrance Boulevard and Western Avenue for a short period of time (i.e., hours or a few days). However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the City's permitting process. Thus, implementation of the proposed Project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access impacts to a less-than-significant level.

Operation

As described previously, the Project area would be accessed via two proposed driveways: one driveway allows right-turn ingress only from Torrance Boulevard, and another permits both right-in and right-out from S Western Avenue. The design of driveways and on-site circulation would be reviewed through the City's permitting process to confirm compliance with design standards, including adequate turning space for passenger vehicles, trucks, and fire trucks. Because the proposed Project is required to comply with all

applicable City codes, as verified by the City potential impacts related to inadequate emergency access would be less than significant.

Project Design Features

None.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. 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)?	☐	☒	☐	☐
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?	☐	☒	☐	☐

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)?

Less Than Significant with Mitigation Incorporated.

Senate Bill (18) and Assembly Bill (AB) 52 require meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on tribal cultural resources (TCRs). TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (PRC Section 21074). In compliance with SB 18 and AB 52, on January 5, 2026, the City sent letters to Native American groups or individuals that may have knowledge regarding tribal cultural places in the Project area. One response was received from the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation).

AB 52/SB 18 consultation was requested by Kizh Nation, which consulted with the City and considers the area sensitive for cultural resources. Furthermore, due to the presence of tribal cultural resources within the Project area, the Kizh Nation described that there is a potential of encountering historic and prehistoric resources. As such, the consulting tribes requested inclusion of mitigation due to the potential of the Project to unearth previously undocumented TCRs during construction. Thus, Mitigation Measures TCR-1 through TCR-3 are required and would reduce the potential for TCRs to be impacted during earthmoving activities and provides for preservation of any identified resources. With implementation of Mitigation Measures CUL-3,

and TCR-1 through TCR-3 as well as PPP CUL-1, impacts related to a substantial adverse change in the significance of a TCR would be less than significant.

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?

Less Than Significant with Mitigation Incorporated.

Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (Public Resources Code § 21074).

As described in Section 7.5, *Cultural Resources*, the Project site is located in an urbanized area; however, future development pursuant to the proposed Project could involve grading and excavation to greater depths than previously undertaken that could disturb buried archaeological resources, including TCRs. No information or evidence has been disclosed to the City by any Native American Tribes regarding the potential for Tribal Cultural Resources to occur in the Project site, and therefore, impacts are expected to be less than significant. However, the City has agreed to implement mitigation measures for a tribal monitor as well as actions in the event of any inadvertent discovery of TCRs. Thus, Mitigation Measure CUL-3 and PPP CUL-1 are included to reduce the potential for archaeological resources, including TCRs, to be impacted during earthmoving activities and provides for preservation of any identified resources. Furthermore, as a result of SB 18 and AB 52 tribal consultation, Mitigation Measured TCR-1 through TCR-3 are included in the case of an incidental discovery of a TCR during ground disturbing activity. With implementation of Mitigation Measures Mitigation Measures CUL-3 and TCR-1 through TCR-3, impacts related to a substantial adverse change in the significance of a TCR would be less than significant.

Project Design Features

None.

Existing Plans, Programs, or Policies

PPP CUL-1: Human Remains. As listed previously in Section 7.5 Cultural Resources.

Mitigation Measures

MM TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The project applicant shall retain and compensate a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. The City, as the CEQA lead agency, shall not be responsible for retaining, contracting with, or compensating the Native American Monitor.

B. The project applicant shall provide documentation to the City demonstrating that a monitoring agreement has been executed with the Native American Monitor prior to issuance of grading permits. The City shall not be a party to the monitoring agreement.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing

activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall continue during ground-disturbing activities and conclude upon written confirmation to the Kizh from a designated point of contact for the project applicant that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete and that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

MM TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Native American Monitor and/or qualified archaeologist. Treatment and disposition of discovered tribal cultural resources shall be determined through consultation between the Native American Monitor, a qualified archaeologist (if appropriate), the project applicant, and the City, consistent with PRC §5097.98 and CEQA Guidelines §15064.5.

TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the Project:				
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact.

Water Infrastructure

The Project applicant would develop the Project site and would install new water infrastructure at the site that would connect to existing water infrastructure within Torrance Boulevard and 213th Street. The new on-site water system would convey water supplies to the proposed buildings and landscaping through plumbing/landscaping fixtures that are compliant with the CALGreen Code for efficient use of water.

The Project would construct 8-inch water laterals connecting to the existing 12-inch water line in Torrance Boulevard as well as the 12-inch line in 213th Street. The Project would also relocate an existing 12-inch public water line to travel beneath proposed roadways from the northwestern corner of the site from Torrance Boulevard to the southeastern corner of the site to connect to the existing line in 213th Street.

The water lines within Torrance Boulevard and 213th Street right-of-way have sufficient capacity to meet the increased water demand for the proposed Project. No expansion of the existing water pipelines serving

the site are necessary. The installation of new water distribution lines would be dedicated solely to the proposed Project and would not supply water to any off-site areas.

The construction activities related to the on-site water infrastructure that would be needed to serve the proposed Project is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified throughout this Initial Study. For example, construction emissions from excavation and installation of the water infrastructure are included in Sections 3, Air Quality and 8, Greenhouse Gas Emissions. Therefore, the proposed Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Wastewater

The Project would connect to the existing 24-inch sanitary sewer system in Western Avenue. All Project sewage would be conveyed via an 8-inch sanitary sewer system that would be constructed beneath the internal roadways.

The existing sewer lines would accommodate development of the Project site and would not require expansion to serve the proposed Project. The necessary on-site installation of wastewater infrastructure is included as part of the proposed Project and would not result in any physical environmental effects beyond those identified in other sections of this Initial Study. Therefore, the proposed Project would not result in the construction of new wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Storm Drainage

As discussed previously, the Project site is relatively flat and the proposed Project would install an on-site storm drainage system that would direct on-site stormwater runoff to an existing storm drain in Torrance Boulevard. The proposed project includes an on-site storm drain system designed to collect and manage runoff from various low spots across the site. A series of on-site storm drain facilities with Low Impact Development (LID) and Peak Storm elements are proposed. Street surface runoff would be collected and conveyed through a curb inlet catch basins equipped with a Dvert System that would divert low flows to proposed Modular Wetlands System (MWS) Biofiltration vaults for water quality treatment. During larger storm events when the proposed biofiltration BMPs are at capacity, stormwater would collect within an “urban pond" which would release the runoff at a controlled rate.

As such, the Project would not require or result in the construction of new off-site storm water drainage facilities or expansion of existing off-site facilities, the construction of which could cause significant environmental effects. The required installation of the proposed drainage features is included as part of the Project and would not result in any physical environmental effects beyond those identified in other sections of this Initial Study. Overall, impacts related to stormwater drainage facilities would be less than significant.

Electric Power and Natural Gas

The proposed Project would connect to the existing Southern California Edison electrical distribution facilities that are adjacent to the Project site and would not require the construction of new electrical facilities. Additionally, the proposed Project would be served by Southern California Gas and would connect to the existing gas lines adjacent to the Project site. The installation of the utilities at the locations as described above in the Project Description are evaluated throughout this Initial Study and found to be less than significant.

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

Less than Significant Impact. Water service would be provided to the Project site by the Torrance Municipal Water District (TMWD), which is operated by the City of Torrance. The TMWD is responsible for providing water services to the city of Torrance and surrounding areas. The TMWD develops and updates its Urban Water Management Plan (UWMP) every five years. The UWMP outlines the district's strategies for ensuring reliable water supplies to meet current and future demand. The 2020 City of Torrance Urban Water Management Plan (UWMP), adopted in June 2021, was prepared for the TMWD and therefore accounts for the water usage that would be attributed to the development of the Project site, consistent with its land use designation and zoning classification. According to the UWMP, the TMWD has three sources of water to provide to its service area: imported water from the Metropolitan Water District, local groundwater, and recycled water (City of Torrance, 2021a).

The TMWD provides water supplies to the Project area. In addition to treated water that is delivered to the TMWD by the Metropolitan Water District, the TMWD purchases recycled water from the Torrance Refining Company (TRC) which saves the City 5,500 to 6,000 acre-feet per year (AFY) on average (City of Torrance, 2021a).

According to the TMWD's 2020 Urban Water Management Plan, water supply met water demand for the TWMD coverage area through 2020, with a total supply of 24,372 acre-feet (AF) and an actual demand of 24,372 AFY (City of Torrance, 2021a). As shown in Table 6.4 of the UWMP, supply is forecasted to exceed demand through 2045 under normal year conditions (City of Torrance, 2021). In addition, according to Table 6.5 and 6.6 of the UWMP, the projected supply of water is expected to exceed demand through the year 2045 under a single dry-year scenario and multiple dry-year scenario (City of Torrance, 2021a). Therefore, the UWMP determined that the city can expect to meet future water demands through 2045 for all climatologic classifications.

To further minimize any potential groundwater depletion, the proposed Project would include 49,709 SF of landscaping which would cover 14.5 percent of site area to assist with groundwater recharge. In addition, the proposed Project would reduce the amount of impervious surface area within the Project site. As discussed in the Hydrology Report (Appendix J), the Project site is currently developed with 90 percent impervious surface area, while the proposed Project would include 85 percent impervious surface area. Thus, the Project would not interfere with the rate of groundwater recharge at the Project site compared to existing conditions. Further, the Project site is not in or near a groundwater recharge area/facility, nor does it represent a source of groundwater recharge. Therefore, the Project would not substantially interfere with groundwater supplies or recharge. Impacts would be less than significant.

According to 2020 UWMP, TMWD's water demand is 108 gallons per capita per day (City of Torrance, 2021a). As discussed in Section 7.14, Population and Housing, the proposed Project is estimated to generate 857 residents. Therefore, the Project would demand water at a rate of approximately 92,556 gallons per day or 103.7 AFY.

Based on the supply-demand projections in the 2020 UWMP, the City has sufficient water supplies to serve the Project and cumulative development, even under normal, dry, and multiple dry year scenarios through 2045. Therefore, implementation of the proposed Project would result in a less-than-significant impact related to water supplies.

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

Less than Significant Impact. The Project site receives wastewater service from the City of Torrance. The Project would develop new on-site sewer infrastructure that would connect to sewer lines in Western Avenue. A Sewer System Management Plan (SSMP) was developed by the City of Torrance and was adopted in July

2021. The City of Torrance's wastewater collection system consists of approximately 340 miles of pipeline ranging from 6 inches to 27 inches in diameter. Wastewater generated within the City is conveyed to the Sanitation Districts of Los Angeles County (LACSD) A.K. Warren Water Resource Facility (formerly known as the Joint Water Pollution Control Plant) in Carson, via LACSD interceptor sewers. In 2023, typical daily effluent flows at the facility were approximately 246 million gallons per day. In addition, the facility has capacity for 400 million gallons of wastewater per day (Los Angeles County Sanitation District, 2024). Thus, the existing excess capacity is approximately 156 million gallons of wastewater per day.

According to Table 5.16-7 of the City of Torrance General Plan Update EIR, Office/Industrial uses generate approximately 200 gallons of wastewater per day for every 1,000 SF (City of Torrance, 2009). Thus, the existing uses generate approximately 29,084 gallons of wastewater per day. The proposed residential uses on site have a generation rate of approximately 260 gallons of wastewater per day for every unit (City of Torrance, 2009). Therefore, the proposed Project would generate approximately 87,100 gallons of wastewater per day. Therefore, the proposed Project's wastewater generation increase of approximately 58,016 gallons per day and would be within the current capacity for the A.K. Warren Water Resource Facility. Under existing conditions, the facility has an excess treatment capacity of approximately 156 million gallons per day. Implementation of the proposed Project would utilize less than 0.01 percent of daily excess treatment capacity. Therefore, the proposed Project's wastewater generation would be within the current capacity.

All new development that connects to the system is required to pay its applicable fair-share Development Impact Fee(s), which contributes to funding for public utilities and services including wastewater infrastructure. The proposed Project would connect to and operate under capacity of the current water treatment facility, allowing for sufficient service to the Project area. As such, the A.K. Warren Water Resource Facility would have adequate capacity to serve the proposed Project. The proposed Project would not result in the wastewater treatment plant exceeding wastewater treatment requirements. Therefore, impacts related to wastewater generation are less than significant.

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

Less than Significant Impact. The City of Torrance manages solid waste through a combination of municipal services and collaboration with external agencies. The closest active landfill that serves the Project site is Sunshine Canyon Landfill, located at 14747 San Fernando Road. Sunshine Canyon has a maximum permitted throughput of approximately 12,100 tons per day, a maximum permitted capacity of 140,900,000 cubic yards, and a remaining capacity of 77,900,000 cubic yards (CalRecycle, 2024). The CalEEMod solid waste generation for the proposed residential development estimates the Project would result in approximately 251 tons of solid waste per year, or 0.69 tons of waste per day, which represents less than 0.01 percent of the permitted daily intake capacity at the Sunshine Canyon Landfill. Thus, the proposed Project can be adequately served by the City's solid waste provider.

Additionally, the proposed Project would be required to comply with PRC Section 41780.01(a), which states that it is California's policy goal to reduce, recycle, or compost at least 75 percent of solid waste generated by 2020, and annually thereafter. The proposed Project involves the demolition of paved surfaces and the existing vacant structure on the Project site. The applicant of the proposed Project would be required to comply with CALGreen Code Section 4.408, which requires that at least 65 percent of demolition and construction debris be diverted from landfills by recycling and/or salvage for reuse. Additionally, the city requires that 100 percent of excavated soil, land-clearing debris, and any universal waste that leaves the Project site be recycled or reused. The City requires the applicant to prepare a Waste Management Plan stating how these solid waste reductions would be achieved. The proposed Project would comply with all applicable solid waste standards and would not impair the attainment of solid waste reduction goals.

Therefore, impacts related to solid waste disposal would be less than significant, and no mitigation would be required.

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

Less than Significant Impact. The proposed Project would result in 98 townhome units and 237 multifamily units, for a total of 335 residential units that would generate an increased amount of solid waste. All solid waste-generating activities within the City are subject to the requirements set forth in Section 5.408.1 of the 2025 California Green Building Standards Code (CALGreen) which requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 which requires diversion of a minimum of 75 percent of operational solid waste.

The 2025 Green Building Standards Code also requires Projects to develop a Waste Management Plan which would be implemented by the proposed Project. In addition, the proposed Project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the proposed Project would comply with all standards related to solid waste diversion, reduction, and recycling during construction and operation. Therefore, the proposed Project is anticipated to result in less-than-significant impacts related to potential conflicts with federal, State, and local management and reduction statutes and regulations pertaining to solid waste. Therefore, impacts related to federal, State, and local management and reduction statutes and regulations related to solid waste would be less than significant.

Project Design Features

None.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRES. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

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

Less than Significant Impact. Emergency response and evacuation planning in the City of Torrance is overseen by the Torrance Fire Department, which coordinates services such as fire suppression, disaster preparedness, and evacuation protocols as part of its broader public safety and disaster response initiatives. In addition, the City of Torrance utilizes the LHMP which was approved by City Council in June 2024. The LHMP identifies both natural and human-caused hazards local to Torrance that may impact the City. The LHMP summarizes vulnerabilities of the community and assesses ways in which the City can reduce the impacts of these threats through long-term hazard mitigation projects. The City of Torrance has also designated official emergency evacuation routes as part of its disaster preparedness planning, as identified in Figure 7, *Torrance Evacuation Routes*, of the LHMP (City of Torrance, 2024). These routes are established to facilitate the safe and efficient movement of residents and visitors during emergencies.

According to the CAL FIRE Hazard Severity Zone map, the Project site is not located within any Fire Hazard Severity Zone (FHSZ) or a State Responsibility Area (SRA) (CAL FIRE, 2024). The Project site does not contain any emergency facilities. According to Figure 7, *Torrance Evacuation Routes*, from the LHMP the Project site is adjacent to Western Avenue, which is an identified emergency route (City of Torrance, 2024). However, the City's Building and Safety Division would review the development plans prior to approval to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9, included in the City's Municipal Code (Section 85.1.010, California Fire Code). During construction and long-term operation, the proposed Project would be required

to maintain adequate emergency access for emergency vehicles. Therefore, the proposed Project would not result in impairment of an emergency response plan, and impacts would be less than significant.

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

Less than Significant Impact. According to the CAL FIRE Hazard Severity Zone map, the Project site is not located within any FHSZ or an SRA (CAL FIRE, 2024). Implementation of the Project would be required to adhere to the California Fire Code, as adopted by the City of Torrance in Municipal Code Section 85.1.010 and would be reviewed by the City's Building and Safety Division during the permitting process to ensure that the Project plans meet the fire protection requirements. The Project site does not include any slopes or prevailing winds that would exacerbate fire risks. Therefore, impacts related to exposure of people or structures to significant risk involving wildland fires would be less than significant.

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

Less than Significant Impact. According to the CAL FIRE Hazard Severity Zone map, the Project site is not located within any FHSZ or SRA (CAL FIRE, 2024). As described in the Project Description section, the proposed Project does not include the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk. Therefore, the proposed Project would result in a less-than-significant impact.

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

Less than Significant Impact. According to the CAL FIRE Hazard Severity Zone map, the Project site is not located within any FHSZ or SRA (CAL FIRE, 2024).The proposed Project would not result in changes to drainage and as discussed in Section 7, Geology and Soils, the Project site is not in an area susceptible to landslides. Likewise, the areas surrounding the Project site are relatively flat urban landscapes, devoid of hillsides or similar features that could pose risks of flooding or landslides due to runoff, post-fire slope instability, or altered drainage patterns. The proposed Project itself would not create new slopes and would include drainage infrastructure, minimizing potential impacts related to slope instability or runoff. Therefore, the proposed Project would result in less-than-significant impacts related to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Project Design Features

None.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

21. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

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

Less than Significant with Mitigation Incorporated. As described in the analysis above, the Project site is currently developed with office structures with surface parking lot and ornamental landscaping. Because the proposed Project is located in a highly urbanized area and outside the natural environment, the proposed Project would not result in cumulative impacts to the quality of the area environment. The proposed Project has no potential to degrade the quality of the environment or affect any habitat. The proposed Project, based on the summary of findings in the analysis above, would not be obnoxious or detrimental to the welfare of the community, with the previously identified and incorporated mitigation measures. Therefore, with the incorporation of Mitigation Measure BIO-1, the proposed Project would have no 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 rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory, and any such impacts would be reduced to less than significant with the incorporation of the identified measures.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant with Mitigation Incorporated. The CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of two sources: (A) a list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; (B) a summary of projections contained in an adopted General Plan or related planning document designed to evaluate regional or area-wide conditions. The cumulative impact analysis in this Initial Study uses Method B. The long-term cumulative impacts of development in the City, pursuant to the Torrance General Plan (2009), were assessed in the General Plan Update Final EIR, the SCAG Connect SoCal RTP/SCS, and the SCAQMD AQMP. The EIR identified certain cumulative impacts such as generation of air pollution, 100-year flood protection, traffic congestion, limited solid waste disposal facilities in Los Angeles County, and limited water supply for Southern California. These cumulative impacts are considered to be previously assessed and the development does not have impacts that are individually limited, but cumulatively considerable. Cumulative impact analyses also use the projections in the long-range planning documents–such as Southern California Association of Governments in its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and South Coast Air Quality Management District's 2022 Air Quality Management Plan (AQMP).

As demonstrated above, the proposed Project would have the potential to result in significant impacts; however, regulatory compliance and mitigation measures would reduce these potentially significant impacts to less-than-significant levels. With the implementation of Mitigation Measures BIO-1, CUL-1 through CUL-3, GEO-1, HAZ-1, and TCR-1 through TCR-3, the analysis above has determined that the proposed Project would not have any individually or cumulatively considerable impacts. The Project site is developed and redevelopment of the site to accommodate a residential development would result in minimal environmental impacts. All potential Project impacts were related to temporary construction-related grading activities and would be mitigated to less than significant ([e.g.], biological resources, cultural resources, geology and soils [paleontological resources], hazardous materials, and tribal cultural resources). Cumulative construction-related impacts could only occur if there were concurrent construction activities occurring adjacent to the Project site during Project construction activities. The nearest related project is a residential development located at 1407-1455 Crenshaw Boulevard, approximately 1.0 mile to the west of the Project site. Therefore, due to their site-specific nature, none of the impacts would be considered cumulatively considerable. Therefore, impacts are considered less than significant.

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

Less than Significant with Mitigation Incorporated. As described in the analysis above, construction and operation of the proposed Project would not cause substantial adverse effects on human beings, either directly or indirectly. The impacts that the proposed Project could have on human beings have been reduced to below a level of significance via mitigation measures, existing regulations, and standard conditions of approval. Therefore, impacts related to adverse effects on human beings, either directly or indirectly, are considered less than significant.

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