



City of Torrance, Community Development Dept.

3031 Torrance Blvd., Torrance, CA 90503 (310) 618-5990

Jeffery W. Gibson, Director

Environmental Checklist Form

- 1. Project Title:** Del Amo Senior Village (EAS09-00003)
CUP09-00013, DVP09-00001, & MOD09-00003
(CUP65-38)
 - 2. Lead Agency Name and Address:** City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503
 - 3. Contact Person and Phone Number:** Gregg D. Lodan, AICP
Planning Manager
(310) 618-5990
 - 4. Project Location:** 21515 Hawthorne Boulevard (Northeast corner of Carson Street and Del Amo Circle Drive, west of Hawthorne Boulevard)
 - 5. Project Sponsor's Name & Address:** Del Amo 5, LLC / Senior Resources Group
2601 Airport Drive, Suite 300
Torrance, CA 90505
 - 6. General Plan Designation:** Commercial Center
 - 7. Zoning:** HBCSP-DA1 – Hawthorne Boulevard Corridor Specific Plan – Del Amo Business Sub-district One
 - 8. Description of the Project:**

The project is a proposal to construct a new senior housing development composed of two residential buildings with subterranean parking and a new parking structure on a site located on the northeast corner of Carson Street and Del Amo Circle Drive, west of Hawthorne Boulevard. The project is proposing two eight-level residential buildings and a six-level parking structure. The first building is six-stories tall with a two-level subterranean parking garage, will total 326,010 square feet, and will be used for senior apartments with 270 units. The second building is also six-stories tall with a two-level subterranean parking garage, will total 199,427 square feet, and will be used as a senior independent living facility with 190 units. The project includes a six-level parking structure (five stories with one subterranean level) to replace parking lost as a result of the residential development. The parking is for the existing office complex.

The 460-unit senior housing development proposes a gross size of 525,437 square feet, to be located on a 5.2-acre site. The resulting density of the proposal is 89 units per acre and the residential project has a Floor Area Ratio (FAR) of 2.32.
- Surrounding Land uses and Setting:** The site is currently developed as a surface level parking lot that serves the financial office complex directly to the east. The site is immediately adjacent to mostly commercial properties, except to southwest and northwest which are residential. There are also residential properties to the west across Ocean Avenue. The adjacent commercial uses include major shopping centers, hotels, retail, offices, and restaurants.
- Other public agencies whose approval is required:** None

ENVIROMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/ Water Quality | <input type="checkbox"/> Land Use/ Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/ Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/ Traffic |
| <input type="checkbox"/> Utilities/ Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: 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.

Field Inspections and Assessment By:

Soc Angelo Yumul, Planning Assistant

11/09/09

Date

CONCUR:

Gregg D. Lodan, AICP, Planning Manager
Secretary to the Planning Commission

11/09/09

Date

ENVIRONMENTAL ISSUES:	Sources	Potentially	Less Than	Less than	No
		Significant	Significant	Significant	Impact
		Impact	With Mitigation Incorporation	Impact	Impact

1. AESTHETICS. Would the project:

(a)	Have a substantial adverse effect on a scenic vista?	1,2,8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	8	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	1,2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	11	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project would not introduce incompatible visual elements within a field of view containing a scenic vista or substantially block a scenic vista. The project will involve the construction of a senior housing development comprised of two residential buildings and a parking structure that will enhance the visual character of the subject property. The project site does not contain a scenic resource and is not located on or near a designated state or city scenic highway. No historic buildings are located on site. The proposed project would not introduce new sources of light or glare which would be incompatible with the surrounding areas or which would pose a safety hazard to motorists using adjacent streets. The area contains numerous sources of night time lighting, including parking lot and street lights, architectural and security lighting and automobile headlights. The proposed project's exterior lighting will be directed and shielded to minimize light spilling onto surrounding properties and vehicular traffic. Glare is a common phenomenon in Southern California area due mainly to the high number of days per year with direct sunlight and the highly urbanized nature of the region, which results in a concentration of potentially reflective surfaces. The use of nonreflective surfaces adjacent to public rights-of-ways, in combination with the provision for extensive landscaping, will reduce heat and glare impacts to less than significant levels.

The property has a landscaped setback from all of the public right-of-ways which currently feature mature trees. A condition of approval will be imposed that will require the preservation of the mature trees at the perimeter of the site and that a certified arborist shall be retained to prepare an inventory and evaluate the condition of the trees presently located on the site. The applicant will be directed that mature trees that do not interfere with the location of the sidewalk, the units, or the perimeter wall shall be retained in place, and that those mature trees that are not at the end of their natural life cycle and that are adaptable to relocation shall be boxed and relocated along the perimeter of the site where feasible. Further, those trees that are unable to be saved shall be replaced by specimen size trees at a ratio of 2 for 1 to the satisfaction of the Community Development Director. These trees will be enhanced with additional landscaping as required by the Hawthorne Boulevard Corridor Specific Plan. The proposed development will be consistent with the visual character of its surroundings and any light and glare produced will be commensurate with existing uses in the area

2. AGRICULTURE 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. 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?	1,8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	1,4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? <i>The proposed project would not result in the conversion of either local or state-designated prime agricultural land from agricultural use to a non-agricultural use. The project is not located on a property with agricultural activities on the site. The site is currently used as a parking lot. The project site is not agriculturally zoned and is surrounded by properties zoned for and developed with uses that are not agricultural. Therefore, the project will not affect agricultural resources.</i>	1,4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

(a) Conflict with or obstruct implementation of the applicable air quality plan?	6,12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	6,12	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative threshold for ozone precursors)?	6,12	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Expose sensitive receptors to substantial pollutant concentrations?	6,12	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e) Create objectionable odors affecting a substantial number of people? <i>An Air Quality Technical Study was required to be performed for the proposed project. The study notes that the adjacent commercial uses are not considered sensitive receptors because they are populated mainly by healthy adults for limited periods in an indoor environment. The study identifies the closest sensitive receptors (such as residential areas and schools) in the area as: the senior condominium development 125 feet to the north; the extended stay hotel 85 feet to the west and the hotel 250 feet to the north; single-family residential 130 feet to the southwest and 280 feet to the west; and the middle school 503 feet to the west.</i> <i>The study determined that the following construction activity emissions would not exceed localized significance thresholds and therefore do not have a significant air quality impact: demolition, grading, trenching, paving, and construction building. The study did identify architectural coating as a construction activity that would exceed significance thresholds and recommends a mitigation measure to address this (Mitigation Measure AQ-1: The construction contractor shall use coatings and solvents with a volatile organic compound (VOC) content of no more than 75 grams of VOC per liter (0.63lbs/gallon) during application of architectural coatings and shall also use pre-coated/natural-colored building materials, where feasible). With the mitigation measure, impacts would be less than significant. Furthermore, all construction activities must be in compliance with the City's Building Code regulations and common Best Management Practices (BMPs).</i>	6,12	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The study determined that the project's operational activity emissions (including onsite and mobile sources) resulted in no significant impacts and therefore no mitigation measures are required

4. BIOLOGICAL RESOURCES. Would the project:

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (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 regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | 2, 8 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (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 U.S. Fish and Wildlife Service? | 2, 8 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (c) | Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | 2, 8 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (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? | 2, 8 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (e) | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | 2, 8 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (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? | 2, 8 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

The Conservation Element of the Torrance General Plan and the General Plan EIR do not identify any threatened or endangered species in the City of Torrance. The project site had been developed as a parking lot for many years. It is entirely surrounded by other urban development of various types with no significant stretches of open space and no areas of significant biological resource values. The project site is not located in an environmentally sensitive area. No riparian, wetland or other sensitive natural community identified in local plans, policies or regulations or by the California Department of Fish and Game or the United States Fish and Wildlife Service occur on the project site. The project does not conflict with any conservation or preservation plans. For these reasons, the project has no impact on biological resources.

5. CULTURAL RESOURCES. Would the project:

- | | | | | | | |
|-----|--|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) | Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) | Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? 2

(d) Disturb any human remains, including those interred outside of formal cemeteries? 2

There is no evidence as provided by the General Plan and the General Plan EIR, of any known historical, archeological, or paleontological resources on the site. There are no known human remains on the site currently used as a parking lot. For these reasons, the project will not significantly affect Cultural Resources.

6. GEOLOGY AND SOILS. Would the project:

(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 5

ii) Strong seismic ground shaking? 5

iii) Seismic-related ground failure, including liquefaction? 5

iv) Landslides? 1,5

(b) Result in substantial soil erosion or the loss of topsoil? 5

(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? 5

(d) Be located on expansive soil, as identified in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property? 5

(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? 5

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

The City of Torrance is located in a seismically active area, however, the project site does not lie within or immediately adjacent to an Alquist-Priolo Earthquake Fault Zone, nor are there any active or potentially active faults identified by the State as being on the site. The nearest fault considered active is the Newport-Inglewood Fault, which is located two miles north of the City boundary. The project would not expose people to the rupture of a known earthquake fault zone. The 2009 California Building Code (2009 CBC) provides the only available mitigation, in that it sets procedures and limitations for the design of structures, based on seismic risk and the type of facility. All proposed construction will be subject to all applicable provisions of the 2009 CBC.

Since the project site and area surrounded by the development are relatively flat, there is no risk of landslides occurring. The property will be subject to grading to conform to the requirements of the Torrance Municipal Code and the 2009 CBC with regards to soil compaction and drainage. Erosion will be controlled by standard erosion control measures imposed in conjunction with the issuance of a grading permit. The project does not create the potential for significant increases in erosion of the project site or surrounding areas.

7. 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?	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	2,13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	13, 16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? <i>The proposed residential buildings and parking structure are not expected to increase the exposure of people to hazardous materials or other health hazards. The project is not within the vicinity of an airport or airstrip. Although some temporary, partial street closures may be necessary for some construction activities, the proposed project would not substantially impede public access or travel upon public rights-of-way and would not interfere with any adopted emergency response plan or emergency evacuation plan. The project is located in an urbanized area that does not contain expanses of wildland area and therefore does not pose potential fire hazard involving wildland fires. This property appears to have been previously used for oil extraction purposes. The applicant will be required to provide certification that the soil is free from contamination, determine where the oils wells were located and if they were abandoned properly to the satisfaction of the State Division of Oil and Gas prior to the issuance of building permits. Documentation will also be required of the applicants demonstrating that the site has been cleaned of hazardous materials, waste, and oil residue to acceptable background levels to the satisfaction of the Torrance Fire Department. For these reasons, the project is not expected to result in a significant impact.</i>	4,5,8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

8. HYDROLOGY AND WATER QUALITY. Would the project:						
(a)	Violate any water quality standards or waste discharge requirements?	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e)	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?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f)	Otherwise substantially degrade water quality?	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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|-----|---|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (g) | Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | 5 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (h) | Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | 5 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (i) | Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | 5 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (j) | Inundation by seiche, tsunami, or mudflow? | 5 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Drainage and surface runoff related to short-term construction activities will be controlled pursuant to the provisions of the Grading Permit. Soil absorption rates will be altered as a result of the construction of the project. The requirements of the Torrance Municipal Code and the 2009 California Building Code will direct drainage and surface runoff to the storm drain system and the project will be subject to the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP). As a prerequisite to obtaining a Grading Permit, an Erosion Control Plan providing Best Management Practices (BMP) to control the discharge of storm water pollutants, including sediments associated with the construction activities will be submitted to and approved by the Grading Division of the Building and Safety Department in accordance with the National Pollution Discharge Elimination System (NPDES) and SUSMP regulations.

The site is currently developed with a parking lot and soil absorption rates will not be significantly altered as the amount of impervious surface area will remain roughly the same if not improved. The applicants will be encouraged to implement low impact development techniques that provide sufficient groundwater infiltration.

The project is not located near any surface waters and is not located in an area subject to flooding. The project will be served by the City's sewer system. As a condition of approval, the project will be required to provide a sewer study to the Permits and Mapping Division of the Community Development Department, as well as implement necessary improvements, if determined to be needed by the sewer study, in order to provide sufficient capacity to support the project. Pursuant to the Torrance Municipal Code, all wastewaters and surface waters will be directed to the appropriate system. Water service to the property will be provided by Cal Water. Therefore, there will be no significant environmental impacts with regards to bodies of water or groundwater systems.

9. LAND USE AND PLANNING. Would the project:

- | | | | | | | |
|-----|--|-------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) | Physically divide an established community? | 1, 4 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) | Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | 1,3,4 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (c) | Conflict with any applicable habitat conservation plan or natural community conservation plan? | 1,8 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

ENVIRONMENTAL ISSUES:	Sources	Potentially	Less Than	Less than	No
		Significant	Significant		
		Impact	Mitigation	Impact	Impact

The proposed project would not divide an established community as the project is developing the western 5.18-acre section of a 13.33-acre project area that is surrounded by other urban uses. This site has a General Plan Land Use Designation of Commercial Center. The Commercial Center designation is intended for select areas in the City with a concentration of diverse or intense commercial uses. Multi-family residential development is also considered appropriate under the Specific Plan and General Plan Designation. The subject property is located within the Del Amo Business District, one of two commercial districts, which encompasses the most intense commercial development in the City, and is located in the vicinity of Hawthorne Boulevard between Torrance Boulevard Sepulveda Boulevard.

The commercial centers are characterized as concentrated areas of intensive development. Building heights may have a variety of ranges from low- to mid- to high-rise buildings. Structured parking facilities are permitted, and in this designation may be encouraged in order to allow greater flexibility in site-design, for the provision of open landscaped areas and to facilitate pedestrian circulation and transit accessibility. The maximum permitted building intensity for development in this category is a floor area ratio (FAR) of 1.0, although the Planning Commission may approve higher FARs for mixed use developments through the Conditional Use Permit process. The proposed senior housing development will have a combined FAR of 2.32 (for both the senior apartments and senior independent living facility). The new senior housing development along with the existing financial office center results in an FAR of 1.54 for the entire 13.33 acre site.

The property's DA-1 zoning is consistent with the Commercial Center designation.

10. 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?	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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? <i>There are no known mineral resources in the vicinity; therefore, the proposed development will not negatively impact mineral resources.</i>	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

11. NOISE. Would the project result in:

(a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	3,4,14	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	3,4,14	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	3,4,14	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	4,14	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two	3,4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL ISSUES:	Sources	Potentially	Less Than	Less than	No
		Significant	Significant		
		Impact	With Mitigation Incorporation	Impact	Impact

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?

- (f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? 4

A Noise and Vibration Technical Study was included as part of the application. The study notes that construction activities would be limited by the Noise Ordinance of the Torrance Municipal Code and would not occur in the evening or late night hours, when residential areas are more sensitive to noise. An increase in noise levels is expected during the construction of the project. However, with the implementation of mitigation measures, impacts would be less than significant. These include Mitigation Measures:

- N-1 – Construction activities, deliveries, and haul trucks shall be restricted to the hours 7:30am to 6:00pm Monday through Friday and 9:00am to 5:00pm on Saturdays;
- N-2 – The contractor shall properly maintain and tune all construction equipment in accordance with the manufacturer’s recommendations to minimize noise emissions;
- N-3 – The contractor shall fit all equipment with properly operating mufflers, air intake silences, and engine shrouds no less effective than as originally equipped by the manufacturer;
- N-4 – The construction contractor shall place stationary construction equipment and delivery (loading/unloading) areas as far from adjacent residential uses as is feasible; and
- N-5 – The construction contractor shall post a sign, clearly visible on-site, with a contact name and telephone number of the District’s Authorized Representative to respond in the event of a noise complaint.

With the implementation of mitigation measures and existing regulations, construction phase noise impacts would be less than significant.

The study also addresses operational noises. Stationary mechanical equipment, on-site parking, and roadway traffic sources were determined to not have significant impacts. However, the following Mitigation Measures were recommended:

- N-6 – Regularly scheduled deliveries to the Senior Independent Living and Senior Apartment buildings shall occur between the daytime hours of 7:00am and 10:00pm; and
- N-7 – A six-foot solid wall shall be installed along the southern façade of the pool area and south facing patios along Carson Street to achieve the City’s noise criteria of 65 dBA CNEL. The location of the wall and building materials used to achieve the noise standard shall be included on all building plans.

With the implementation of mitigation measures and existing regulations, operational phase noise impacts would be less than significant.

Upon completion, a noise attenuation study will be required to ensure that the project will comply with the Torrance Noise Ordinance.

12. POPULATION AND HOUSING. Would the project:

- (a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? 1,2

- (b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? 1,2,4

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- (c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? 1,2

Based on the 2006-2008 American Community Survey 3-Year Estimates from the Census, Torrance has a population of 140,625 (66,971 of which are aged 55 years and over) and 57,488 housing units (19,446 of which are households occupied by someone aged 55 years and over) for a mean average of 2.45 persons per unit for non age-restricted housing. According to the project description, it is anticipated on average that 81% of the units are to be 1 to 2 per household and 9% to be 2 per household. Assuming a worst case scenario of 2.45 persons per unit, the proposed 460 senior residential units will result in a population growth of approximately 1,127 residents, which is still less than one percent of the City's population and is therefore not considered substantial. The project will not indirectly induce substantial population growth because no extension of infrastructure is proposed, and the development is targeted towards senior citizens. The project will create new housing opportunities within the City consistent with General Plan Housing Element policies. No housing units or residents will be displaced as part of this project. As identified by the Southern California Association of Governments, the City of Torrance is experiencing a jobs/housing imbalance where there is an abundance of jobs yet a shortage of housing. The General Plan Update Final EIR assessed the cumulative environmental impacts of 4,270 additional residential units being developed in the City over a period of 20 years. Approximately 1,130 housing units have been developed over the past nine years. The proposed project will not result in a significant impact on the environment with respect to population and housing growth projections. The proposed development will provide a much needed stock of new, high quality residential units. Therefore, this project is consistent with the projected growth of the City and will not negatively impact population and housing of the City of Torrance.

13. PUBLIC SERVICES

- (a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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: 2
- (i) Fire protection? 2,5
- (ii) Police protection? 2,5
- (iii) Schools? 1,2
- (iv) Parks? 2,9
- (v) Other public facilities? 2

Although demands for services cannot be determined with precision at this time, this project will contribute to cumulative demand for emergency service provided by the Fire Department. However, the impact of this project alone is not expected to be significant. There are adequate fire, police, park and public maintenance services provided by the City of Torrance available to service the proposed development. As the project is a proposal for a senior housing development, there will be no school age population generated. Since November of 2005, the City of Torrance has collected a Development Impact Fee (DIF). 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 drain. As of January 2007, the DIF fees were also extend to cover Police and Fire Facilities. Therefore, the project will not have significant impact with regard to public services.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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14. 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?

The subject property was not previously used for recreation. While the project will increase the demand for recreational services, the project includes recreation areas onsite, including outdoor courtyards, a swimming pool, communal dining areas, and indoor multi-purpose rooms, which may be utilized by the residents. There is also a lawn and garden area with fountain atop the new parking structure. Furthermore, the site is nearby to a major shopping center with various shops and restaurants within walking distance. Therefore, the project is not expected to significantly increase demand for public recreational services.

15. TRANSPORTATION/TRAFFIC. Would the project:

- (a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number or vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? 7, 10
- (b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? 7, 10
- (c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? 2,5
- (d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? 3,11
- (e) Result in inadequate emergency access? 3,11
- (f) Result in inadequate parking capacity? 3,11
- (g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? 1,3,4

ENVIRONMENTAL ISSUES:	Sources	Potentially	Less Than	Less than	No
		Significant	Significant		
		Impact	Mitigation	Impact	Impact

A Traffic Impact Analysis Report was included as part of the application. Eleven key existing area intersections were selected for evaluation to provide both regional and local access to the study area. The analysis focused on assessing potential traffic impacts during the morning and evening commute peak hours on a typical weekday based on the ICU and HCM methods of analyses. According to the Report, on a typical weekday, the project is expected to generate 1,373 daily trips (one half arriving and one half departing), with 52 trips (25 inbound, 27 outbound) produced in the AM peak hour and 81 trips (43 inbound, 38 outbound) produced in the PM peak hour.

The ICU methodology noted that five of the eleven key signalized study intersections currently operate at an unacceptable Level of Service (LOS). The analysis indicates that the traffic associated with the project will not significantly impact any key signalized study intersection. Traffic generated by the project is expected to add significantly less than 2.0% to the ICU values to six study intersections forecast to operate at an adverse LOS. The remaining intersections are expected to continue to operate at the LOS D or better with the addition of project traffic.

The HCM methodology noted that two of the eleven key signalized study intersections currently operate at an unacceptable LOS. The analysis indicates that the traffic associated with the project will not significantly impact any key signalized study intersection. Traffic generated by the project is expected to increase the delay values between impacted intersections by less than 2% to three study intersections forecast to operate at an adverse LOS. The remaining intersections are expected to operate at the LOS D or better with addition of project traffic.

The results of the LOS analyses indicate that the proposed project will not impact any of the key signalized study intersections. As there are no significant impacts at the study intersections, no traffic mitigation measures are required. Furthermore, the project will not add greater than 50 trips at any of the Los Angeles County Congestion Management Program (CMP) transit system intersections and therefore no significant transportation impacts are expected to occur.

However, in order to enhance access circulation and access, the Report recommends: restriping the northbound approach on Anza Avenue to provide a separate right-turn lane; installing all-way stop control and providing a crosswalk across the east leg of Del Amo Circle; constructing a raised median on Del Amo Circle to enforce "left-turn egress" restrictions; modifying the existing signage and striping layout to accommodate on-street bike lanes; and recommending landscaping that do not impact sight lines.

There are concerns with the the Report's recommendations for the project, especially with the proposed placement and circulation of driveway #4 (on the northwest corner of the site, near the peak of the curve of Del Amo Circle Drive). The concerns stem from the all-way stop and crosswalk, and the resulting loss of trees and lowered landscaping. However, staff is confident that these concerns can be addressed and mitigated via conditions of approval. Revisions to the driveway's placement will not change the results and conclusions of the Report.

16. UTILITIES AND SERVICE SYSTEMS. Would the project:

(a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	2,5	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	2,5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	2,8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	2,5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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(e) 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? 2,5,7

(f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? 2,8

(g) Comply with federal, state, and local statutes and regulations related to solid waste? 2,8
The proposed senior housing development will result in less than significant impacts to utilities and service systems because the area is surrounded by multiple commercial properties and businesses. Properties with a General Plan Designation of Commercial Center have been planned and are intended to handle numerous commercial uses, often larger, more intense commercial uses. Lastly, the Engineering Permits and Records Division has placed conditions and Code requirements on the project to ensure adequate service to the site.

It should also be noted that the City of Torrance has implemented a Development Impact fee and that a portion of the fee is used towards maintenance and improving infrastructure in the area.

17. MANDATORY FINDINGS OF SIGNIFICANCE:

(a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? 2

The project involves the construction of a senior housing development on a property zoned for commercial uses and currently developed as a parking lot. The property is located in an urban area and there is no evidence that the project will result in any adverse impact on the fish and wildlife resources and their habitat or plant materials.

(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)? 2

The long-term cumulative impacts of development in the City pursuant to the Torrance General Plan were assessed in the General Plan Update Final EIR, 1992. The analysis performed in the General Plan EIR assumed this site was developed as a General Commercial use. 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.

ENVIRONMENTAL ISSUES:	Sources	Potentially	Less Than	Less than	No
		Significant	Significant	Significant	Impact
		Impact	With	Impact	Impact
			Mitigation		
			Incorporation		

- (c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?
- As the environmental impacts of this project are herein determined to be mitigated to less than significant overall, there is no evidence to indicate that adverse impacts will be caused to human beings, either directly or indirectly.*

18. EARLIER ANALYSIS:

- a) The General Plan Update Final EIR, 1992, is a program EIR pursuant to Section 15168 of the CEQA Guidelines. Pursuant to CEQA and the CEQA Guidelines, a program EIR may (1) serve as the basis for determining whether the later activity may have any significant effects, and (2) be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole. This Initial Study incorporates the analysis contained in the General Plan EIR.

19. SOURCE REFERENCES:

1. City of Torrance General Plan Land Use Element and Land Use Map, October 1992
2. General Plan Final Environmental Impact Report, SCH #1990010318, October 1992
3. City of Torrance Municipal Code, Division 9: Planning & Land Use
4. City of Torrance Zoning Map
5. City of Torrance General Plan Safety Element
6. Air Quality Handbook for Environmental Impact Reports – 1993, South Coast Air Quality Management District
7. City of Torrance General Plan Circulation Element
8. City of Torrance General Plan Conservation Element
9. City of Torrance General Plan Parks and Recreation Element
10. San Diego Traffic Generators
11. Project Plot Plan, Floor Plan and Elevations
12. Air Quality Technical Study – August 2009 The Planning Center
13. California Department of Toxic Substances Control - http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm
14. Noise and Vibration Technical Study – August 2009 The Planning Center
15. Draft Traffic Impact Analysis Report – October 2009 Lincscott Law & Greenspan

20. ATTACHMENTS:

1. Location and Zoning Map