



City of Torrance, Community Development Department

Jeffery W. Gibson, Director

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

Environmental Checklist Form

- 1. Project Title:** North Torrance Wellfield Project (NTWF project)/EAS12-00002 and ZON12-00002
 - 2. Lead Agency Name and Address:** City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503
 - 3. Contact Person and Phone Number:** Gregg Lodan, Planning Manager
(310) 618-5990
 - 4. Project Location:** 1.5-acre parcel (APN:4087-037-902) west of Yukon Elementary School at 17815 Yukon Avenue, Torrance CA 90504 and landlocked by the I-405, APNs: 4087-037-900 & 4087-037-901; McMaster Park (4087-033-900) and Yukon Ave between Artesia Blvd and 182nd St Torrance, CA 90504.
 - 5. Project Sponsor's Name & Address:** City of Torrance, Public Works Department
3031 Torrance Boulevard
Torrance, CA 90503
 - 6. General Plan Designation:** PUB: Public/Quasi-Public/Open Space
 - 7. Zoning:** A1: Light Agriculture / PU: Public Use
 - 8. Description of the Project:** The North Torrance Well Field (NTWF) Project consists of developing one additional ground water well (Well #11) within undeveloped Right-of-Way between Yukon Elementary School and the west side of Yukon Avenue (4087-037-901); a site access road and utility easement along the southern property line of Yukon Elementary School site at 17815 Yukon Avenue (APN 4087-037-900); and one additional ground water well (Well #10), a 3-million gallon water storage reservoir, water treatment facilities, and booster pump station on a presently vacant site (APN 4087-037-902) bounded by the I-405 Freeway to the west and south, Yukon Elementary School to the east and Southern California Edison Right-of-Way to the north. Additionally, a total of approximately 9,000 feet of associated pipelines will be installed from the well sites to Yukon Avenue and in Yukon Avenue between existing Well #9 at McMaster Park (4087-033-900) to 182nd Street and the demolition of existing, deficient water pumping/storage facilities at McMaster Park. In addition, a Zone Change from A-1 (Light Agricultural) to P-U (Public Use) is also part of the request to re-designate the project site (APN 4087-037-902).
- Surrounding Land uses and Setting:** The NTWF project site is bounded by Yukon Elementary School, I-405, and Southern California Edison transmission line property (which Big Seven Nursery currently leases and occupies). Refer to Attachment 1, detailed project description.
- Other public agencies whose approval is required:** Potential agency approvals/permits may be required from AQMD.

ENVIROMENTAL FACTORS POTENTIALLY AFFECTED:

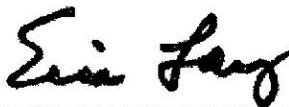
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <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 and 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:



Signature

4/15/15

Date

CONCUR:



Gregg Lodan, Planning Manager
Secretary to the Planning Commission

5/6/2015

Date

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

1. AESTHETICS. Would the project:

- (a) Have a substantial adverse effect on a scenic vista? 1.

According to the Community Resources Element of the City of Torrance General Plan (2009), views of the San Gabriel Mountains and Pacific Ocean are considered scenic. Recognizing the value of these scenic views, the City has adopted policies for hillside areas, which typically offer scenic vistas of these resources. The NTWF project site is not located on a hillside and is within a highly developed urban area. No scenic views in the vicinity of the NTWF project site would be adversely affected. Therefore, no impacts to scenic vistas would occur 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? 1.

The NTWF project site is not located near any state scenic highway. No rock outcroppings or historic buildings would be removed from the NTWF project site. A very small number of trees located on the NTWF project site would be removed during construction. The Community Resources Element of the City of Torrance General Plan (2009) identifies an "urban forest" of numerous mature, specimen trees lining streets within the City that enhance the City's aesthetic quality. To protect these trees, the General Plan identifies special designated areas for street trees; however, the NTWF project site is not located on or near any street designated as a special area for street trees (Figure CR-6, Special Designated Areas for Street Trees, of the City of Torrance General Plan). Therefore, no scenic resources within a scenic highway or special designated area for street trees would be damaged. Therefore, no impacts to scenic resources would occur and no mitigation measures would be required.

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

The NTWF project site is an undeveloped parcel located within a heavily developed urban environment. The NTWF project site is bounded by Yukon Elementary School, I-405 Freeway, and Southern California Edison (SCE) transmission line property (which Big Seven Nursery currently leases and occupies). It should be noted there are one-story, single-family homes located adjacent to the SCE transmission line property/Big Seven Nursery, opposite the NTWF project site. Implementation of the NTWF project would result in the addition of new, visible on-site structures (i.e., an approximately 10-foot-high water well, an approximate 40-foot-high, 3-million gallon water storage reservoir, and water treatment facility buildings approximately 12 feet high) as well as some visible off-site improvements (i.e., an approximate 10-foot-high water well in the median between Yukon Avenue and Yukon Elementary School, and demolition of the existing reservoir, booster pump station, Well No. 6, and pump house building at McMaster Park). Also, a very small number of trees would be removed from the NTWF project site. Although the currently undeveloped NTWF project site would be developed with new structures that would be visible from the school, I-405, and the nearby single-family homes, the new on-site structures would be consistent with the existing visual character of the surrounding area, which is a mix of public/private facility- and utility-related land uses. It should be noted that many existing views of the NTWF project site from the nearby single-family homes are partially blocked by the tall SCE powerline towers and by shade structures associated with the nursery. Also, off-site demolition at McMaster Park would remove existing visual elements (i.e., reservoir and booster pump station) and replace them with new landscaping. Therefore, impacts to the visual character and quality of the site and its surroundings would be considered less than significant. 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?

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

Implementation of the NTWF project would contribute minimal additional lighting within the project vicinity. The NTWF project site would include additional lighting. However, the NTWF project site is located within an urban area that presently generates a variety of light sources (e.g., building and pole-mounted outdoor security lighting associated with the school, lights associated with the I-405 freeway, etc.). Additionally, lighting at the NTWF project site would be cast downward so as not to illuminate beyond the project boundary and to avoid light from spilling over onto adjacent property, as well as would be controlled by motion sensor, photocell, or both. Therefore, impacts related to substantial light or glare would be considered less than significant. No mitigation measures would be required.

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. 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? 2.

Per the Farmland Mapping and Monitoring Program (2008), the NTWF project site is located in an area designated as Urban and Built-Up Land. There are no agricultural resources or operations located at the NTWF 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? 2. & 3.

The NTWF project site is not located within an area that is designated as Williamson Act contract lands. Therefore, the NTWF project would not conflict with any Williamson Act contract. However, implementation of the NTWF project would conflict with the existing zoning designation (A1: Light Agriculture) of a portion of the NTWF project site. It should be noted that even though a portion of the NTWF project site has been designated as A1: Light Agriculture, the NTWF project site has been previously disturbed, is currently undeveloped and has not been used for agricultural purposes for several years. As part of the NTWF project, the applicant would petition for a zone change to re-designate the project site so that it does not conflict with zoning. The NTWF project site has been designated as Public/Quasi-Public/Open Space since the 1992 General Plan. The rezoning will allow the parcel to be in conformance with the long-term vision for the property. Therefore, impacts related to agricultural zoning conflicts would be considered less than significant. 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))?

The NTWF 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 NTWF project site or in the immediate area. Therefore, no impacts to forest land zoning would occur and no mitigation measures would be required.

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

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

The NTWF 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 NTWF 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?

There are no agricultural or forestry resources or operations located at the NTWF project site. The NTWF project would not introduce any changes that would result in conversion of farmland or forest land. As noted above, the NTWF project site has been previously disturbed and is currently undeveloped. Therefore, no impact to farmlands or forest lands would occur and no mitigation measures would be required.

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? 4.

South Coast Air Quality Management District

The NTWF project will comply with all applicable state and federal rules presented in Section 2.1.1.3.1 and Section 2.1.2.3 of the Air Quality and Climate Change Technical Report for the NTWF project (Attachment 2). Off-road equipment operated during construction will also limit non-essential idling to 5-minutes or less, per California Air Resource Board's (CARB) In-Use Off-Road Diesel Idling Rule, effective June 15, 2008 (CARB 2008).

City of Torrance and County of Los Angeles

The City of Torrance 2009 General Plan Air Quality Element include goals and measures for the achievement of air quality standards, increased mixed use development, and increased energy efficiency and conservation (City of Torrance 2009). The NTWF project demonstrates consistency with the General Plan goals to achieve air quality attainment goals during both construction and operation through emission estimates that are below both South Coast Air Quality Management District's (SCAQMD) local and regional mass daily thresholds.

Similarly, the County of Los Angeles' Draft 2035 General Plan contains goals and policies aimed to reduce PM emissions during construction, reduce emissions from usage of volatile organic compound (VOC)-containing materials, and minimize health risks from toxic air contaminants (TAC) exposure (County of Los Angeles 2011). Because the NTWF project will maintain compliance with SCAQMD Rule 403 Fugitive Dust, Rule 1113 Architectural Coatings, and Rule 1401 New Source Review of TACs, conformance with County goals will be achieved.

Therefore, impacts related to conflicts or obstruction of the applicable air quality plan would be less than significant. No mitigation measures would be required.

- (b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? 4.

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

The Clean Air Act (CAA) required 8-hour ozone non-attainment areas to prepare state implementation plan (SIP) revisions by June 2007, and required PM_{2.5} non-attainment areas to submit by April 2008. As a result, the most recent air quality management plan (AQMP) for the south coast air basin (SCAB), as approved by United States Environmental Protection Agency (USEPA) and incorporated into the SIP, focuses on ozone and PM_{2.5} emissions and demonstrates that the national ambient air quality standards (NAAQS) can be attained even in the face of substantial future growth within the Basin (AQMP 2007). As demonstrated in Tables 6.1-2 and 6.1-3 of the Air Quality and Climate Change Technical Report for the NTWF project (Attachment 2), emissions from the NTWF project will not exceed the threshold for any criteria pollutant, including ozone and PM_{2.5}. Therefore, the NTWF project will not conflict with the 2007 AQMP's goal of ensuring regional compliance with the NAAQS. Impacts related to violation of, or substantial contribution to, an air quality standard would be less than significant. No mitigation measures would be required.

- (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)? 4.

The NTWF project would not exceed any available threshold for construction or operation and would therefore not result in a cumulatively considerable net increase of any criteria pollutant for which the SCAB is currently designated non-attainment. Therefore, impacts related to a cumulatively considerable net increase of criteria pollutants would be less than significant. No mitigation measures would be required.

- (d) Expose sensitive receptors to substantial pollutant concentrations? 4.

The NTWF project would not exceed any available threshold for criteria pollutants or TAC emissions and therefore would not result in exposure of a sensitive receptor to substantial pollutant concentrations. Therefore, impacts related to substantial pollutant concentration would be less than significant. No mitigation measures would be required.

- (e) Create objectionable odors affecting a substantial number of people? 4.

The NTWF project does not propose land uses typically associated with emitting objectionable odors (i.e. wastewater treatment plants, chemical plants, composting operations, refineries, landfills, and dairies). Aeration nozzles within the reservoir will be used to volatilize sulfide compounds that may potentially be present in the groundwater. This will be conducted to mitigate potential taste issues in the water. Should noticeable odors be created as a result, they will be controlled by an air scrubber that would be installed to capture the vapors. Therefore, impacts associated with odors would be less than significant. No mitigation measures would be required.

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 regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? 5.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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The NTWF project site is an undeveloped parcel located within an urbanized area and has been previously disturbed. According to the California Natural Diversity Database (CNDDDB), no candidate, sensitive, or special status species have been found to occupy the NTWF project site. Therefore, no impacts to federal or state listed or other sensitive designated species would occur and no mitigation measures would be required.

- (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?

The NTWF project site is located within an urbanized area and has been previously disturbed. No riparian habitat or other sensitive natural community is present on the NTWF project site. Therefore, no impacts to riparian habitat or other sensitive natural communities would occur and no mitigation measures would be required.

- (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?

The NTWF project site is located within a highly developed area and has been previously disturbed. There are no legally defined wetlands on the NTWF project site; thus, construction activities would not occur on any federally protected wetlands. 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?

The NTWF project site is located within an urbanized area and has been previously disturbed. The NTWF project site is not expected to provide habitat for any native resident or migratory fish or wildlife species; however, a very small number of trees would be removed from the NTWF project site. These trees have the potential to provide suitable nesting habitat for raptors and other migratory non-game native bird species, the removal of which during the bird breeding season has the potential to result in significant impacts to nesting birds. Any significant adverse impacts related to nesting birds would be reduced to less than significant with the incorporation of the following mitigation measure:

B-1 Prior to the issuance of demolition or grading permits, the Applicant shall place the following notes on the NTWF project plans: The Applicant shall remove trees during the non-breeding season (September 1 to end of February) in order to comply with the Federal Migratory Bird Treaty Act and avoid potential takes of active nests including raptors and other migratory nongame birds. If the Applicant has not removed the trees during the non-breeding period and intends to commence NTWF project construction during March 1 through August 31 (breeding season), the Applicant shall have a USFWS/CDFG approved biologist conduct weekly bird surveys. These surveys will be conducted to determine if there are protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allow. The surveys should continue on a weekly basis with the last survey being conducted no more than three (3) days prior to the initiation of clearance/construction work. If a protected native bird is found, the Applicant should delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31. Alternatively, the approved biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by the approved biological monitor, must be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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established in the field with flagging and stakes or construction fencing marking the protected area 300 feet (or 500 feet) from the nest. Construction personnel should be instructed on the sensitivity of the area. The Applicant should record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

- | | | | | | | |
|-----|--|----|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (e) | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | 1. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|----|--------------------------|--------------------------|--------------------------|-------------------------------------|

As discussed previously, a very small number of trees located on the NTWF project site would be removed during construction. The Community Resources Element of the City of Torrance General Plan (2009) identifies an "urban forest" of numerous mature, specimen trees lining streets within the City that enhance the City's aesthetic quality. To protect these trees, the General Plan identifies special designated areas for street trees. However, the NTWF project site is not located on or near any street designated as a special area for street trees (Figure CR-6, Special Designated Areas for Street Trees, of the City of Torrance General Plan). There are no other local policies or ordinances protecting biological resources identified in the City of Torrance General Plan. It should be noted that replacement trees will be planted once construction is complete. Therefore, no impact to biological resources (tree preservation) would occur 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? | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The NTWF project site does not contain biological resources that are managed under any conservation plan. Therefore, no impacts to conservation plans would occur and no mitigation measures would be required.

5. CULTURAL RESOURCES. Would the project:

- | | | | | | | |
|-----|---|----|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) | Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | 1. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|----|--------------------------|--------------------------|--------------------------|-------------------------------------|

The NTWF project site is located within an urbanized area and no historical resources exist on the NTWF project site or in the immediate vicinity. The closest structures to the project site are houses located to the north and Yukon Elementary School to the east. These structures in the NTWF project vicinity do not have any unusual characteristics that would qualify them as a historical resource or of historic significance. The Community Resources Element of the City of Torrance General Plan (2009) does not list the NTWF project site as a location of historic interest to the City. In addition, the NTWF project site is not registered under the State or National Register of Historic Places. Therefore, no impacts to historical resources would occur and no mitigation measures would be required.

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

The NTWF project site is located within an urbanized area and has been previously disturbed. No prehistoric or historic archaeological sites are known to exist within the NTWF project site or vicinity. However, although unlikely, implementation of the NTWF project would require some grading and therefore could potentially uncover and impact previously uncovered archaeological resources. Any significant adverse impacts related to buried archaeological resources would be reduced to less than significant with the incorporation of the following mitigation measure:

ENVIRONMENTAL ISSUES:	Sources	Potentially	Less Than	Less than	No
		Significant	Significant		
		Impact	Mitigation	Impact	Impact
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CR-1 If buried archaeological resources are encountered during NTWF project construction, the Applicant/City's construction contractor shall immediately stop work in the area. The City shall be notified immediately and work shall be halted until the City can retain a qualified archaeologist, and the nature and significance of the find are determined. If significant archaeological resources are found, it shall be salvaged and collected in compliance with all applicable regulations and sent to a designated museum.

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

The NTWF project site is located within an urbanized area and has been previously disturbed. Any surficial paleontological resources that may have existed at one time on the NTWF project site have likely been previously unearthed or disturbed. However, although unlikely, implementation of the NTWF project would require some grading and therefore could potentially uncover and impact previously uncovered paleontological resources. Any significant adverse impacts related to buried paleontological resources would be reduced to less than significant with the incorporation of the following mitigation measure:

CR-2 If paleontological resources are found during NTWF project construction, the Applicant/City's construction contractor shall immediately stop work in the area. The City shall be notified immediately and work shall be halted until the City can retain a qualified paleontologist who shall determine the significance of the find. If significant paleontological resources are found they shall be salvaged and collected in compliance with the applicable regulations and sent to a designated museum.

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

No human remains are known to exist on the project site, and any remains likely would have been removed during prior disturbance of the NTWF project site. However, although unlikely, implementation of the NTWF project would require some grading/excavation and therefore could potentially uncover and impact previously uncovered human remains. Any significant adverse impacts related to buried human remains would be reduced to less than significant with the incorporation of the following mitigation measure:

CR-3 In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains. The County Coroner shall make such a determination within two working days of notification of the discovery. The County Coroner shall be notified within 24 hours of the discovery. If the County Coroner determines that the remains are or are believed to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours. In accordance with Section 5097.98 of the California Public Resources Code, the NAHC must immediately notify those persons it believes to be the most likely descended from the deceased Native American. The descendants shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the County Construction Engineer, the treatment and disposition of the human remains.

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 6.

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

Grading of the NTWF project site would be subject to the requirements of the Torrance Municipal Code and the 2010 CBC with regards to soil compaction and drainage. Also, prior to the issuance of building and grading permits the NTWF project would be required to develop a Standard Urban Storm Water Mitigation Plan identifying post-construction best management practices. Therefore, impacts associated with soil erosion and loss of topsoil would be less than significant. No mitigation measures would be required.

- (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?

As previously noted in the responses to questions a (iii) and a (iv), above, there are no known liquefaction or landslide hazards in or adjacent to the NTWF project site. Any unstable materials that may be encountered during routine geotechnical investigations and the grading phase would be removed and replaced with properly engineered, compacted materials, in accordance with the Torrance Municipal Code and the 2010 CBC. As such, potentially significant impacts involving unstable geologic or soil materials would be avoided. Therefore, impacts associated with geologic units or soils that are unstable or may become unstable would be less than significant. No mitigation measures would be required.

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

Expansive soils shrink and swell in response to dry and moist conditions and can result in cracking and structural failure of pavement and foundations. The expansive characteristics of underlying soils and proper design to mitigate such conditions would be determined in accordance with the Torrance Municipal Code and the 2010 CBC. Site-specific recommendations pertaining to expansive soils would be incorporated into grading and foundation plans. As such, adherence to the Torrance Municipal Code and the 2010 CBC would ensure that any areas containing expansive soils would be properly designed and engineered. Therefore, impacts associated with expansive soils would be less than significant. No mitigation measures are required.

- (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?

The NTWF project would connect to the existing city sewer in the area via a new 6-inch sewer line. As such, the NTWF project does not include septic tanks or other alternative wastewater disposal systems. Therefore, no impact related to septic tanks or alternative wastewater disposal systems would occur and no mitigation measures would be required.

7. GREENHOUSE GAS EMISSIONS. Would the project:

- (a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? 4.

The NTWF project would not generate greenhouse gas (GHG) emissions, both direct and indirect, which could result in a significant environmental impact. As presented in Table 6.2-3 of the Air Quality and Climate Change Technical Report for the NTWF project (Attachment 2), total project emissions are significantly below the SCAQMD's GHG threshold. Therefore, the contribution to regional and global climate change would be minimal. Impacts related to the generation of GHGs would be less than significant. No mitigation measures would be required.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	4.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Statewide Plans and Policies

The assembly bill (AB) 32 climate change scoping plan (CCSP) included 39 recommended measures developed to reduce GHG emissions from key sources and activities while improving public health, promoting a cleaner environment, preserving natural resources, and ensuring that the impacts of the reductions are equitable and do not disproportionately impact low-income and minority communities. These measures put the state on a path to meet the 2050 goal of reducing California’s GHG emissions to 80 percent below 1990 levels. Many of the recommended measures, such as high speed rail and the Renewable Portfolio Standard, are beyond the scope of this project. Others, such as measures to reduce emissions from oil and gas extraction and control methane from landfills and dairies, are not relevant. However, the construction and operation of the NTWF project will not conflict with the CCSP’s overall emissions reduction goal.

Because the NTWF project is a small local project, its lifetime GHG emissions will be insignificant compared to those of the state as a whole, or relative to major facilities that are required to report GHG’s (i.e. those that produce more than 25,000 metric tons of carbon dioxide equivalent (CO₂e) per year). Moreover, because the project’s GHG emissions are below all available thresholds, it will not produce a significant climate change impact.

Local Goals

The City of Torrance and the County of Los Angeles have established goals related to energy efficient and sustainable building standards as well as policies aimed towards achieving consistency with AB32 goals and regional GHG reductions. Because the NTWF project results in GHG emissions primarily generated during construction, many of the local goals and policies would not apply. However, new structures and facilities will be constructed with sustainable materials, to the extent feasible. Therefore, the NTWF project would demonstrate consistency with local climate change goals, plans and policies.

Impacts related to conflicts with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be less than significant. No mitigation measures would be required.

8. 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?	6.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Hazardous materials that are used to construct and operate the NTWF project would be transported, used, stored, and disposed of according to City, state, and federal regulations. Operation of the NTWF project would involve the routine storage, transport, and use of chlorine and ammonia, which is considered a hazardous material. As stated in the Safety Element of the City of Torrance General Plan, the Torrance Fire Department is responsible for implementing the hazardous materials disclosure and the California Accidental Release Program of the California Health and Safety Code. The Torrance Fire Department maintains a Hazardous Materials Response Team consisting of State Certified Hazardous Materials Specialists. The NTWF project would be required to submit to the Torrance Fire Department an Emergency Response Plan, Emergency Response Plan Certification Checklist, and a Hazardous Material Inventory Form. Therefore, impacts associated with hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would be considered less than significant. No mitigation measures would be required.

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- (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? 6.

As stated previously, the Torrance Fire Department is responsible for implementing the hazardous materials disclosure and the California Accidental Release Program of the California Health and Safety Code. The Torrance Fire Department maintains a Hazardous Materials Response Team consisting of State Certified Hazardous Materials Specialists. The NTWF project would be required to submit to the Torrance Fire Department an Emergency Response Plan, Emergency Response Plan Certification Checklist, and a Hazardous Material Inventory Form. Therefore, impacts associated with hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be considered less than significant. No mitigation measures would be required.

- (c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? 6.

The NTWF project site is located immediately adjacent to Yukon Elementary School. As stated previously, operation of the NTWF project would involve the routine storage, transport, and use of chlorine, which is considered a hazardous material. However, the Torrance Fire Department is responsible for implementing the hazardous materials disclosure and the California Accidental Release Program of the California Health and Safety Code. The Torrance Fire Department maintains a Hazardous Materials Response Team consisting of State Certified Hazardous Materials Specialists. The NTWF project would be required to submit to the Torrance Fire Department an Emergency Response Plan, Emergency Response Plan Certification Checklist, and a Hazardous Material Inventory Form. Therefore, impacts associated with the emission or handling of hazardous materials within one-quarter mile of a school would be considered less than significant. No mitigation measures would be required.

- (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? 6.

According to the Safety Element of the City of Torrance General Plan (2009), the NTWF project site is not located on or near a hazardous material site, including sites identified as Superfund sites under the federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS), or sites listed on the Toxic Release Inventory (Figure S-4, Hazardous Material Sites, of the City of Torrance General Plan). Therefore, no impacts to the public or the environment would occur and no mitigation measures would be required.

- (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? 6.

The closest airport to the NTWF project site is the Torrance Municipal Airport, located approximately 4.25 miles from the project site. According to the Safety Element of the City of Torrance General Plan (2009), the NTWF project site is not located within the Torrance Municipal Airport land use plan (Figure S-5, Torrance Airport Runway Protection Zone, of the City of Torrance General Plan). Therefore, no impacts to people residing or working in the project area would occur and no mitigation measures would be required.

- (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?

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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working in the project area?

The NTWF project site is not located near a private airstrip. Therefore, no impacts to people residing or working in the project area would occur and no mitigation measures would be required.

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| (g) | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Although some temporary, partial street closures may be necessary for construction activities, the NTWF 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. Therefore, impacts to emergency response plans or emergency evacuation plans would be considered less than significant. No mitigation measures would be required.

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|-----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The NTWF project is located within an urbanized area that does not contain expanses of wildland area and therefore does not pose a potential fire hazard involving wildland fires. Therefore, no impacts related to the exposure of people or structures to wildland fires would occur and no mitigation measures would be required.

9. HYDROLOGY AND WATER QUALITY. Would the project:

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|-----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (a) | Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

There is the potential for short-term surface water quality impacts to occur during the grading and construction phases of the NTWF project. Such impacts include runoff of loose soils and/or a variety of construction wastes and fuels that could be carried off-site in surface runoff and into local storm drains and streets that drain eventually into water resources protected under federal and state laws. These water quality impacts would be avoided through compliance with the National Pollutant Discharge Elimination System (NPDES) regulations set forth under Section 402 of the federal Clean Water Act. Pursuant to the NPDES regulations, the contractor would be required to file a Notice of Intent for a General Construction Permit with the Regional Water Quality Control Board (RWQCB). To obtain this permit, the contractor would prepare a Storm Water Pollution Prevention Plan (SWPPP) that specifies best management practices (BMPs) to ensure that the NTWF project does not violate any water quality standards or any waste discharge requirements during the construction phases. BMPs would include erosion and sediment controls such as silt fences and/or straw wattles or bails, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, prevention and containment of accidental fuel spills or other waste releases, inspection requirements, etc. This permit would cover the entire grading footprint area of the NTWF project site, including the off-site improvement areas. Compliance with the approved permit would ensure that the NTWF project does not violate any water quality standards or any waste discharge requirements during construction.

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

Waste Discharge Requirements are issued by the RWQCB under the provisions of Division 7, Article 4 of the California Water Code. These requirements regulate "point source" discharges of wastes to surface and groundwater, such as septic systems, sanitary landfills, dairies, etc. All wastewater produced within the NTWF project would be discharged into the proposed 6-inch sewer line to be tied into the existing sewer line in Yukon Avenue. Therefore, the NTWF project would have no point sources of waste water discharge and thus would have no direct effect upon surface or groundwater.

The NTWF project would, however, result in an increase in impervious surfaces at the NTWF project site because new structures would be constructed on a currently undeveloped parcel of land. A new 30-inch storm drain line is proposed to collect expected increased storm water flow from the NTWF project site and convey it to an existing storm drain manhole in Yukon Avenue, just north of 182nd Street. Also, it should be noted prior to the issuance of building and grading permits the NTWF project would be required to develop a Standard Urban Storm Water Mitigation Plan (SUSMP) identifying post-construction BMPs to ensure operation of the NTWF project would not violate any water quality standards and to obtain municipal approval.

Therefore, impacts to water quality or waste discharge requirements would be considered less than significant. No mitigation measures would be required.

- (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)?

The purpose of the NTWF project is to fully utilize the City of Torrance's annual adjudicated groundwater pumping rights of 5,460 acre feet per year. Implementation of the NTWF project would provide sufficient capacity to respond to peaked water system demands, and provide additional groundwater extraction during a drought or emergency. Therefore, impacts to groundwater supplies or recharge would be considered less than significant. No mitigation would be required.

- (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?

The NTWF project site does not contain any watercourses or drainages that would be affected by the NTWF project. As discussed previously, the NTWF project would result in an increase in impervious surfaces at the NTWF project site because new structures would be constructed on a currently undeveloped parcel of land. A new 30-inch storm drain line is proposed to collect expected increased storm water flow from the NTWF project site and convey it to an existing storm drain manhole in Yukon Avenue, just north of 182nd Street. Also, it should be noted that prior to the issuance of building and grading permits the NTWF project would be required to develop a SUSMP identifying post-construction BMPs. As such, implementation of the NTWF project would not alter the existing drainage pattern of the site in a manner which would result in substantial erosion or siltation on- or off-site. Therefore, impacts to the existing drainage pattern would be considered less than significant. No mitigation measures would be required.

- (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?

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

The NTWF project site does not contain any watercourses or drainages that would be affected by the NTWF project. As discussed previously, the NTWF project would result in an increase in impervious surfaces at the NTWF project site because new structures would be constructed on a currently undeveloped parcel of land. A new 30-inch storm drain line is proposed to collect expected increased storm water flow from the NTWF project site and convey it to an existing storm drain manhole in Yukon Avenue, just north of 182nd Street. Also, it should be noted that prior to the issuance of building and grading permits the NTWF project would be required to develop a SUSMP identifying post-construction BMPs. As such, implementation of the NTWF project would not alter the existing drainage pattern of the site or substantially increase the rate or amount of surface runoff in a manner which would result in substantial flooding on- or off-site. Therefore, impacts to the existing drainage pattern or the rate or amount of surface runoff would be considered less than significant. No mitigation measures would be required.

- (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?

As discussed previously, the NTWF project would result in an increase in impervious surfaces at the NTWF project site because new structures would be constructed on a currently undeveloped parcel of land. A new 30-inch storm drain line is proposed to collect expected increased storm water flow from the NTWF project site and convey it to an existing storm drain manhole in Yukon Avenue, just north of 182nd Street. Also, it should be noted that prior to the issuance of building and grading permits the NTWF project would be required to develop a SUSMP identifying post-construction BMPs. As such, implementation of the NTWF project would not 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. Therefore, impacts to existing or planned stormwater drainage systems would be considered less than significant. No mitigation measures would be required.

- (f) Otherwise substantially degrade water quality?

The NTWF project would not involve any additional water quality impacts beyond those discussed in the response under Section 9(a), above. Therefore, impacts to the degradation of water quality would be considered less than significant. No mitigation measures would be required.

- (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? 6.

According to the Safety Element of the City of Torrance General Plan (2009), the NTWF project site is not located within a 100-year flood hazard area (Figure S-3, Flood Hazards, of the City of Torrance General Plan). Also, the NTWF project does not include the development of any residential units. Because the NTWF project site is not located within a flood hazard area, development of the NTWF project would not significantly increase the exposure of people or structures to flood hazards. Therefore, no impacts to housing within a 100-year flood hazard would occur and no mitigation measures would be required.

- (h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? 6.

The NTWF project site is not located within a 100-year flood hazard area. As such, the NTWF project would not place structures within a 100-year flood hazard area and therefore would not impede or redirect flood flows. Therefore, no impact to impeding or redirecting flood flow would occur and no mitigation measures would be required.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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| (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? | 6. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|----|--------------------------|--------------------------|--------------------------|-------------------------------------|

The NTWF project site is not located within a 100-year flood hazard area and is not located immediately downstream of any levee or dam. As such, the NTWF project would not 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. Therefore, no impact related to failure of a levee or dam would occur and no mitigation measures would be required.

- | | | | | | | |
|-----|--|-------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (j) | Inundation by seiche, tsunami, or mudflow? | 6, 9. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|-------|--------------------------|--------------------------|--------------------------|-------------------------------------|

The NTWF project site is neither located near a large body of water that would be subject to tsunamis or seiches, nor to canyons, slopes, drainage courses, or other natural features on or near the project site which could generate mudflows during heavy rainstorms. Therefore, no impacts from inundation by seiche, tsunami, or mudflow would occur and no mitigation measures would be required.

An inundation study [Tank Failure Inundation Study Report (2015)] was performed for the reinforced concrete reservoir in the event that catastrophic failure were to occur. The report includes modeling for resulting flooding impacts as a result of reservoir failure and compares no mitigation with three different mitigation strategies that could be implemented. The mitigation strategies included (1) Use of solid walls around the site along with partial burial of the tank (3-foot burial of the base); (2) Use of solid walls around the site, 3-foot burial of the tank base, and use of a solid barrier for the northwest gate; and (3) Lowering of the site grade an average of 1-foot, burial of the tank base 20 feet below grade, surrounding of the site with 8-foot high concrete walls, and use of 3-foot high passive flood gates at both entrances. This last option was demonstrated by volume calculations to be capable of containing the entire volume of water released during tank failure, and thus reduces the risk to less than significant.

Any significant adverse impacts related to tank failure would be reduced to less than significant with the incorporation of the following mitigation measures:

- HWQ-1 Lowering of the site grade an average of 1-foot;*
- HWQ-2 Burial of the tank base 20 feet below grade;*
- HWQ-3 Surrounding the site with 8-foot high concrete walls;*
- HWQ-4 Use of 3-foot high passive flood gates at both entrances*

10. LAND USE AND PLANNING. Would the project:

- | | | | | | | |
|-----|---|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) | Physically divide an established community? | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Implementation of the NTWF project would not disrupt or divide the physical arrangement of the surrounding community. The NTWF project site is surrounded by various types of land uses: Yukon Elementary School, I-405 Freeway, and SCE transmission line property (which Big Seven Nursery currently leases and occupies). The NTWF project would not place any structures in an established community that would physically divide that community and thereby prevent interaction between members of the community. Therefore, no impact to established communities would occur and no mitigation measures would be required.

- | | | | | | | |
|-----|---|----|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (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) | 3. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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adopted for the purpose of avoiding or mitigating an environmental effect?

Implementation of the NTWF project would conflict with the existing zoning designation (A1: Light Agriculture). However, the NTWF project site has not been used for agricultural purposes for several years. It should be noted that even though a portion of the NTWF project site has been designated as A1: Light Agriculture, the NTWF project site has been previously disturbed and is currently undeveloped. As part of the NTWF project, the applicant would petition for a zone change (PU-Public Use) to re-designate the project site so that it does not conflict with zoning. The NTWF project site has been designated as Public/Quasi-Public/Open Space since the 1992 General Plan. The rezoning will allow the parcel to be in conformance with the long-term vision for the property. Therefore, impacts related to zoning conflicts would be considered less than significant. No mitigation measures would be required.

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

The NTWF project site is not located in an area that is subject to any habitat conservation plan or natural community conservation plan. Therefore, no impacts to conservation plans would occur and no mitigation measures would be required.

11. 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.

According to the Community Resources Element of the City of Torrance General Plan (2009), the NTWF project site is located within Mineral Resources Zone (MRZ) "MRZ-1", which is the classification for areas where "adequate information indicates that no significant mineral deposits are present or likely to be present". Therefore, the NTWF project would not result in loss of availability of any mineral resource that would be of value to the region. Therefore, no impacts to known mineral resources would occur and no mitigation measures would be required.

- (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? 1.

As stated previously, the NTWF project site does not contain any locally-important mineral resources. Therefore, no impacts to locally-important mineral resources would occur and no mitigation measures would be required.

12. 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? 7.

Construction

Construction operations are exempt from City regulations between the hours of 7:30 A.M. to 6:00 P.M. Monday through Friday and 9:00 A.M. to 5:00 P.M. on Saturdays. No construction would occur on Sundays or City recognized holidays. Construction of the NTWF project would adhere to the exempted hours and would comply with the City's Noise Ordinance. Based on the analysis in the Noise and Vibration Technical Report for the NTWF project (Attachment 3), on-site construction would generate

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

noise levels of approximately 63 dBA L_{eq} at the nearest residences (approximately 150 feet to the north) and 55 dBA L_{eq} at Yukon Elementary School (approximately 315 feet to the nearest classroom) while off-site construction would generate noise levels on the order of 69 dBA L_{eq} at the nearest residence and 75 dBA L_{eq} at Yukon Elementary School. Based on existing noise levels in the project vicinity, this would not result in a substantial temporary increase, i.e., greater than 10 dBA, in ambient noise levels. Maximum construction noise levels at the nearest receptors would be above the existing noise levels and could create temporary annoyance; however, maximum noise levels would typically last less than 1 minute and would occur only sporadically. Therefore, impacts related to construction noise would be less than significant.

While no significant construction noise impacts would occur, the following measures are recommended to minimize construction noise-related annoyance at local receptors:

N-1 All internal combustion engines on construction equipment should be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine should be operated on the project without said muffler.

N-2 Staging areas should be located as far as possible from occupied residences. Work in staging areas that generate loud noises, such as equipment maintenance, should not occur during the hours prohibited for construction work.

N-3 If traffic control and construction signs that require power for lighting or flashing are located near residences, the source of power should be batteries, solar cells, or another quiet source. Gas- or diesel-fueled internal combustion engines should not be used.

N-4 During on-site and off-site construction, where noise levels are in excess of 5 dBA above the ambient at the nearest residential property line and at Yukon Elementary Scholl, acoustical blankets or similar sound absorbing materials shall be erected to mitigate noise levels.

On-Site Operational Noise

On-site stationary noise sources would include Well No. 10, three booster pumps, and one emergency generator. All noise sources at the NTWF project site would be enclosed in masonry structures, treated with internal acoustical panels, and would have any ventilation facing away from local residences and Yukon Elementary School. Noise levels from the three booster pumps, Well No. 10, and the 1,250-kilowatt (kW) emergency generator at the NTWF project site would combine to be 43 dBA L_{eq} at the nearest residential property line and 48 dBA L_{eq} at the elementary school property line (see Attachment 3 for modeling results). To be conservative, these noise levels include the generator operation; however, the generator would normally be tested once a month for about 15 minutes. Without the generator operating, noise levels would be approximately 30 dBA L_{eq} less. Based on the assumptions for this analysis, City noise standards would not be exceeded. Therefore, mechanical equipment noise is not anticipated to result in a significant impact. However, because the specific building design has not been identified, noise levels without the above identified assumptions could exceed the City's standards if the building is not constructed as planned. Thus, the City will be required to conduct a detailed noise study to verify noise levels comply with the City Noise Ordinance once design plans are finalized and equipment is selected. However, as demonstrated in this analysis, the structures as currently proposed would reduce operational noise to a level that is considered less than significant.

While operational noise impacts are not anticipated, the following measure is required to verify operation-related noise levels at local receptors complies with the City Noise Ordinance:

N-5 Prior to issuance of a grading permit for the NTWF project, the City shall require a noise study verifying the final design complies with the City Noise Ordinance for exterior noise levels and interior noise levels comply with occupational health and safety worker exposure limits.

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

Off-Site Operational Noise

Stationary noise sources off-site would be Well No. 11, the Well No. 11 emergency generator, and the Well No. 9 emergency generator. All other off-site project components, such as the access road and utility line connections, do not have any associated permanent noise sources. As with on-site sources, off-site sources would be enclosed in masonry structures that would have any ventilation facing away from local residences or Yukon Elementary School. Based on the assumed enclosure, noise levels from Well No. 11 and the 300-kW emergency generator would combine to be 14 dBA L_{eq} at the Yukon Elementary School property line. No other receptors are adjacent to Well No. 11. Based on the assumed enclosure, noise levels from the Well No. 9 250-kW emergency generator would be 42 dBA L_{eq} at the nearest property line to the project site (see Attachment 3 for modeling results). As with the on-site sources, these noise levels conservatively include the generator operation; however, the generator would only operate once a month for about 15 minutes during servicing. Without the generator operating, noise levels would be approximately 30 dBA L_{eq} less. Therefore, mechanical equipment noise is not anticipated to result in a significant impact. However, because the specific building design has not been identified, noise levels without the above identified assumptions could exceed the City's standards if the building is not constructed as planned. Thus, the City will be required to conduct a detailed noise study to verify noise levels comply with the City Noise Ordinance once design plans are finalized and equipment is selected. However, as demonstrated in this analysis, the structures as currently proposed would reduce operational noise to a level that is considered less than significant.

In addition to stationary sources, off-site traffic generated by the NTWF project would disperse onto Yukon Avenue from the new service drive. Based on the NTWF project traffic report, the NTWF project would add one worker on weekdays plus an additional two maintenance trips per month in the peak hour. Since less than one trip per day is expected in any peak hour, project-related traffic would not cause a substantial increase in traffic noise (Caltrans 2009).

- (b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? 7.

The vibration data provided in the Noise and Vibration Technical Report for the NTWF project (Attachment 3) and the propagation equations for structural damage and human annoyance indicate that construction equipment vibration levels are well below the threshold of damage at distances ranging beyond 15 feet and threshold for annoyance beyond 45 feet. The nearest sensitive receptors to on-site vibration sources would be the residences north of the NTWF project site, where all structures are at least 200 feet from the nearest point of construction. The nearest sensitive receptors to off-site vibration sources would be Yukon Elementary School and residences west of Yukon Avenue, approximately 50 feet from the nearest point of construction. At these distances, the nearest receptors would be exposed to approximately 60 VdB (0.0004 in/sec rms) during on-site grading operations and approximately 78 VdB (0.03 in/sec rms) during off-site grading operations. This is below recommended thresholds and thus the local receptors would not be exposed to substantial vibration during NTWF project construction. All other receptors are farther away; thus vibrations at those locations would be less than identified. Therefore, impacts related to vibration would be considered less than significant. No mitigation measures would be required.

- (c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? 7.

Refer to response 12(a), above.

- (d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? 7.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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Refer to response 12(a), above.

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| (e) | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The NTWF project site is not located within an airport land use plan or within two miles of a public use airport. The nearest airports to the project site are Hawthorne Municipal Airport, Torrance Municipal Airport, Los Angeles International Airport, and Long Beach International Airport, which are approximately 3.5, 4.5, 5, and 10.5 miles from the NTWF project site, respectively. Also, the project does not include a residential or commercial/business component. The only people that would be working at the NTWF project site would be City employees. The NTWF project is expected to require to be staffed by one person for an average of 4 hours per day after completion of construction; however, this may vary, as on some days additional personnel would be required at the site. Therefore, no impacts related to an airport land use plan or a public/public use airport would occur and no mitigation measures would be required.

- | | | | | | |
|-----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

There are no private airstrips within the vicinity of the NTWF project site. Also, the proposed project does not include a residential or commercial/business component. The only people that would be working at the NTWF project site would be City employees. The NTWF project is expected to require to be staffed by one person for an average of 4 hours per day after completion of construction; however, this may vary, as on some days additional personnel would be required at the site. Therefore, no impacts related to private airstrips would occur and no mitigation measures would be required.

13. 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Although the NTWF project would generate employment during the construction phase, it is anticipated that a majority of the construction jobs would be filled by the existing area labor force (average of 30 employees per day). The NTWF project is expected to require to be staffed by one person for an average of 4 hours per day after completion of construction; however, this may vary, as on some days additional personnel would be required at the site. The NTWF project is most likely to create job opportunities for those who already live in the surrounding areas and generate a minimal amount of commuter traffic for those workers who live outside the area. Additionally, the City of Torrance is largely built-out. Also, the purpose of the NTWF project is to fully utilize the City of Torrance's annual adjudicated groundwater pumping rights in order to adequately serve the existing population. Because of the City's built-out nature and the purpose of the NTWF project, it is unlikely that the NTWF project would contribute to substantial population growth in the area. Therefore, impacts to population growth would be considered less than significant. No mitigation measures would be required.

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|-----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (b) | Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <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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There are no existing houses on the NTWF project site. The NTWF project site is an undeveloped, landlocked parcel. Implementation of the NTWF project would not displace any existing housing. Therefore, no impacts to housing displacement would occur and no mitigation measures would be required.

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|-----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (c) | Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

There are no residential properties on the NTWF project site. Implementation of the NTWF project would not displace existing housing on or adjacent to the project site. Therefore no impacts to the displacement of people would occur and no mitigation measures would be required.

14. 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:

- | | | | | | |
|-----|------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (i) | Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

The purpose of the NTWF project is to fully utilize the City of Torrance's annual adjudicated groundwater pumping rights in order to adequately serve the existing population. There would be no increase in the demand for fire protection that would result in the need for new or expanded fire protection facilities. Therefore, no impacts to fire protection services and/or facilities would occur and no mitigation measures would be required.

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|------|--------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (ii) | Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|------|--------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

The purpose of the NTWF project is to fully utilize the City of Torrance's annual adjudicated groundwater pumping rights in order to adequately serve the existing population. Therefore, implementation of the NTWF project would not result in an increase in the occurrence of crime, an increase in the demand for police protection, or the need for new or expanded police protection facilities. Therefore, no impacts to police protection services and/or facilities would occur and no mitigation measures would be required.

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|-------|----------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (iii) | Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-------|----------|--------------------------|--------------------------|-------------------------------------|--------------------------|

The NTWF project does not include new residential development and would not result in an increased demand for school services. Therefore, the NTWF project would not result in the need to alter existing schools or construct new schools, the construction of which could result in significant impacts on the physical environment. It should be noted that the existing 24-foot utility easement along with a portion of the Yukon Elementary School property would be required for the new access road. Construction activity along the Yukon Elementary School property would be fenced-off for safety. Therefore, impacts to schools would be considered less than significant. No mitigation measures would be required.

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|------|--------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (iv) | Parks? | <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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The NTWF project does not include new residential development and would not result in an increased demand for parks. In addition, the NTWF project site does not support any park or recreation activities and is not planned for such uses. The NTWF project would not result in the need to alter existing parks or construct new parks, the construction of which could result in significant impacts on the physical environment. Therefore, no impacts to parks would occur and no mitigation measures would be required.

- (v) Other public facilities?

The NTWF project is not expected to adversely affect any other public facilities located on- or off-site. Therefore, no impacts to public facilities would occur and no mitigation measures would be required.

15. RECREATION:

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

Demand for recreational facilities is primarily generated by permanent residents. The NTWF project does not include new residential development. The purpose of the NTWF project is to fully utilize the City of Torrance's annual adjudicated groundwater pumping rights. As part of the project, the decommissioning/demolition of existing facilities at McMaster Park would occur. However, the decommissioning/demolition of existing facilities are not expected to result in an increase in the use of the park or its recreational facilities. Therefore, no impacts to parks or other recreational facilities would occur and no mitigation measures would be required.

- (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 NTWF project does not include the development of new recreational facilities or require the construction or expansion of other recreational facilities which might have an adverse impact on the environment. Therefore, no impacts to the environment related to new facilities or existing recreational facility expansion would occur and no mitigation measures would be required.

16. TRANSPORTATION/TRAFFIC. Would the project:

- (a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? **8.**

Construction traffic to and from the project site (on and off-site components) would include crews and equipment for construction of the new wellhead treatment system, water storage reservoir, booster pump station, new Wells No. 10 and 11, a new access road, a new discharge pipelines, new drain system piping, and the blowdown pipeline. Construction traffic will also include activities such as demolition of existing reservoir, booster pump station, Well No. 6, and pump base building. Work will

ENVIRONMENTAL ISSUES:

Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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also include clearing and grubbing of the access road and Well No. 10/treatment plant site.

With an anticipated maximum of 30 workers on-site per day for construction of the NTWF project on any given phase during construction, construction traffic is estimated to add approximately 60 average daily trips. Construction work hours would typically begin at 7:00 A.M. and end at 4:00 P.M. Personnel would generally drive to the worksite at the beginning of the day and leave at the end of the day, with fewer people travelling to and from the worksite throughout the day. The City would encourage carpooling to the project site to reduce personal traffic to the greatest extent possible. Although most of the workers are likely to arrive prior to the 7:00 A.M. peak hour, to provide a conservative analysis, it is assumed that all 30 workers use their own transportation and all arrive within the A.M. peak period (7:00 A.M. to 9:00 A.M.).

Material deliveries and haul-offs due to demolition activities would vary throughout the construction period. It is anticipated that the greatest number of truck trips for construction of the NTWF project would be those associated with the import of approximately 100 cubic yards of soil to fill foundations. With an average truck capacity of 12 cubic yards per truck, hauling soil to the project site would result in approximately 9 truck trips per day. To account for the effects of trucks larger sizes and slower movements on traffic operations, a passenger car equivalence (PCE) factor of 1.5, consistent with the Highway Capacity Manual (HCM 200), was applied to the 9 truck trips, resulting in a PCE volume of 14 trips. Although these trucks trips would be spread throughout the day, for purposes of providing a conservative analysis, it is assumed that truck traffic would occur during the A.M. and P.M. peak hours.

For assessment of construction-related impacts, it was assumed that all construction vehicles and workers (i.e., 30 vehicles and 14 trucks) would arrive and depart during A.M. and P.M. peak hours, respectively. Construction traffic would utilize both the Artesia Boulevard and 182nd Street-Crenshaw Boulevard ramps off the Interstate 405 to access the project site.

Consistent with the requirements of Los Angeles County Congestion Management Program (CMP), only intersections or freeway on/off ramps where the a project would add 50 or more trips during either the A.M. or P.M. peak hours would be required for further study. As the NTWF project is anticipated to generate a maximum of 44 vehicles during any given time, detailed analysis of intersections and/or freeway ramps is not required.

This level of construction traffic is negligible when added to the existing traffic and would not change the level of service (LOS) that roadways or intersections are presently experiencing. For example, peak hour level of service analysis was conducted at the intersection of Yukon Avenue/182nd Street. Due to the close proximity of this intersection to the project site, most construction-related traffic would pass through this intersection to access the project site.

The analysis of peak hour intersection is the primary indicator of circulation system performance. The analysis is based on the intersection capacity utilization (ICU) methodology, consistent with Los Angeles County and City of Torrance requirements. The ICU methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums these critical conflicting v/c ratios for each intersection approach, and determines overall ICU. The resulting ICU is expressed in terms of LOS, where LOS A represents free-flow activity and LOS F represents overcapacity operation. LOS is a qualitative assessment of the quantitative effects of such factors as traffic volume, roadway geometrics, speed, delay, and maneuverability on roadway and intersection operations.

The relationship between LOS and the ICU value (i.e., v/c ratio) is shown in Table A:

Table A
Intersection Level of Service ICU Criteria

LOS	ICU	LOS	ICU
A	0.00-0.60	D	0.81-0.90
B	0.61-0.70	E	0.91-1.00
C	0.71-0.80	F	> 1.00

Source: Los Angeles County Congestion Management Program (2010)

ENVIRONMENTAL ISSUES:

		Potentially Significant Impact	Less Than Significant Mitigation Incorporation	Less than Significant Impact	No Impact
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Existing peak hour turning movement traffic counts were collected at the intersection of Yukon Avenue/182nd Street from 7:00 A.M. to 9:00 A.M. and from 4:00 P.M. to 6:00 P.M. Counts were collected by Counts Unlimited Inc on Thursday, May 19, 2011. Table B summarizes the results of the existing LOS analysis. The LOS worksheets are provided as an Attachment 4.

Table B
Intersection Level of Service – Existing Conditions

ID#	INTERSECTION	A.M. PEAK HOUR		P.M PEAK HOUR	
		ICU	LOS	ICU	LOS
1	Yukon Avenue / 182 nd Street	0.60	A	0.63	B

Source: AECOM, 2010.

ICU – Intersection Capacity Utilization, presented as a ratio of traffic volume to available capacity (v/c ratio).

Table B indicates that the intersection of Yukon Avenue/182nd Street operates at an acceptable LOS in both the A.M. and P.M. peak hours in existing conditions. The addition of all construction-related traffic to this intersection (conservative approach considering there are multiple routes to and from the project site) would not significantly impact operations at this intersection, as evidenced in the Table C.

Table C
Intersection Level of Service – Existing plus Project Conditions

ID#	INTERSECTION	A.M. PEAK HOUR		P.M PEAK HOUR	
		ICU	LOS	ICU	LOS
1	Yukon Avenue / 182 nd Street	0.61	B	0.66	B

Source: AECOM, 2010.

ICU – Intersection Capacity Utilization, presented as a ratio of traffic volume to available capacity (v/c ratio).

A significant impact would occur only when the project traffic contributes 0.02 or more to the ICU value at intersections operating at unacceptable LOS E or worse. The addition of construction traffic to existing traffic at Yukon Avenue/182nd Street would not change the LOS that this intersection is currently experiencing.

It should be noted that construction activities conducted within public street right-of-way (i.e., within Yukon Avenue) may require the use of various traffic control services such as flaggers to stop and slow traffic. Any and all potential lane closures would be conducted consistent with local ordinances, and permits would be obtained as required from the appropriate agencies. Since any closures due to construction of the NTWF project would be isolated, temporary, short in duration, and coordinated with other agencies, traffic would not be significantly disrupted. The City would employ commonly used traffic control measures consistent with those published in the California Joint Utility Traffic Control Manual (CJUTCM) by the California Joint Utility Traffic Control Committee (CJUCTCC, 2010).

Subsequent to construction, traffic associated with operation of the NTWF project would be less than the traffic associated with construction activities. It is estimated that the site will be staffed by one person an average of four hours per day (365 days). An average of two maintenance trips per month will also be required (24 annual trips). Operation of the site would result in approximately 389 annual trips. It should be noted that two parking spaces will be provided on-site (one handicap parking space).

Existing bus stops, bicycle facilities, and pedestrian facilities would not be disrupted by either construction or operation of the NTWF project.

Construction and operation of the NTWF project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to

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

intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Therefore, impacts related to traffic would be considered less than significant. No mitigation measures would be required.

- (b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? 8.

The NTWF project would not exceed, either individually or cumulatively, a level of service standard established by the Los Angeles County Congestion Management Program for designated roads or highways. As discussed previously, traffic associated with construction or operation of the NTWF project would not trigger any thresholds set forth by the CMP. Therefore, impacts related to traffic would be considered less than significant. No mitigation measures would be required.

- (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?

The NTWF project site is not located within two miles of a public airport, nor is it located within an airport land use plan. The nearest airports to the project site are Hawthorne Municipal Airport, Torrance Municipal Airport, Los Angeles International Airport, and Long Beach International Airport, which are approximately 3.5, 4.5, 5, and 10.5 miles from the NTWF project site, respectively. The NTWF project would not 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. The project would not result in any aerial structures. Therefore, no impacts related to air traffic would occur and no mitigation measures would be required.

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

There are no design features of the NTWF project that would increase hazards or create an incompatible use with transportation or traffic. Currently, the City has access to the project site via the SCE property to the north. At this location, SCE has leased the property to a nursery operation, so City staff currently traverses the nursery to reach the project site. As part of the NTWF project, the City would develop a new point of access directly from Yukon Avenue and the Yukon Elementary School parking area. The City currently has a 24-foot utility easement along the south boundary of the Elementary School site. A new paved access road would be constructed within the City's 24-foot utility easement and within a portion of the Yukon Elementary School property. For safety reasons, the City would fence off the access road from the Yukon Elementary School property. As such, no impacts would occur with implementation of the new access road. Therefore, no impacts related to hazards due to design features would occur and no mitigation measures would be required.

- (e) Result in inadequate emergency access?

As discussed above, the City would develop a new point of access directly from Yukon Avenue and the Yukon Elementary School parking area. Currently, emergency vehicles would have to access the project site by traversing the nursery operation. This new access road would also serve as an additional, more direct emergency access route. Therefore, impacts related to emergency access would be considered less than significant. No mitigation measures would be required.

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

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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The NTWF project would not conflict with policies, plans, or programs supporting alternative transportation, e.g., bicycles, buses, carpools, vanpools, ridesharing, walking, etc. In addition, the NTWF project would not involve the construction or removal of alternative transportation facilities. Therefore, no impacts related to alternative transportation would occur and no mitigation measures would be required.

17. UTILITIES AND SERVICE SYSTEMS. Would the project:

- (a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The NTWF project would connect to an existing sewer line in Yukon Avenue via a new 6-inch sewer line. Implementation of the NTWF project would not result in a substantial increase in wastewater over existing conditions at the NTWF project site. The existing sewer system could accommodate the wastewater flow generated by the NTWF project and is not expected to exceed wastewater treatment requirements pursuant to the RWQCB as overseen by the Los Angeles County Sanitation Districts. Therefore, impacts to wastewater treatment requirements would be considered less than significant. No mitigation measures would be required.

- (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?

The project is related to water and water treatment, as the purpose of the NTWF project is to fully utilize the City of Torrance's annual adjudicated groundwater pumping rights through the construction of two new water wells with associated water treatment and storage facilities. The NTWF project would result in a minimal increase in the need for wastewater treatment services. However, the increase in sanitary sewage to the existing sewerage system would be insignificant. Also, no increases in population would result from the NTWF project. Therefore, impacts to water systems or wastewater systems would be considered less than significant. No mitigation measures would be required.

- (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?

The NTWF project would result in an increase in impervious surfaces at the NTWF project site because new structures would be constructed on a currently undeveloped parcel of land. A new 30-inch storm drain line is proposed to collect the expected increased storm water flow from the NTWF project site and convey it to an existing storm drain manhole in Yukon Avenue, just north of 182nd Street. No additional new storm water drainage facilities, or the expansion of existing facilities, would be required. Therefore, impacts to storm water drainage facilities would be considered less than significant. No mitigation measures would be required.

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

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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The purpose of the NTWF project is to fully utilize the City of Torrance's annual adjudicated groundwater pumping rights in order to adequately serve the existing population. The NTWF project includes the construction of two new water wells with associated water treatment and storage facilities. Therefore, no impacts to water supply would occur and no mitigation measures would be required.

- (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?

The NTWF project would not generate a substantial increase in wastewater over current conditions. Any increase in sanitary sewage to the existing sewage system would be minimal. The existing system would have adequate capacity to serve the NTWF project. Therefore, impacts to wastewater treatment capacity would be considered less than significant. No mitigation measures would be required.

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

Construction of the NTWF project would require some excavation and would require the demolition of some existing facilities at McMaster Park, which would generate solid waste. However, the City of Torrance requires that all demolition projects and construction or remodeling projects valued at \$100,000 or more recycle or reuse at least fifty percent of the materials that leave a project site. As such, the preparation of a Waste Management Plan (WMP) form, as part of the permit process for the NTWF project, would be required. This would help reduce the amount of solid waste generated during project construction. Operation of the project is expected to generate a minimal amount of solid waste. Therefore, impacts to the permitted capacity at local landfills would be considered less than significant. No mitigation measures would be required.

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

The project would comply with all federal, state, and local statutes and regulations related to solid waste. In addition, a WMP would be prepared in order to recycle or reuse at least fifty percent of the materials that leave the NTWF project site. Therefore, no impacts to regulations related to solid waste would occur and no mitigation measures would be required.

18. 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?

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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As described in the analysis, above, construction of the NTWF project has the potential to result in significant impacts to nesting birds through the removal of trees, and to buried paleontological/archaeological resources during grading activities. However, any significant adverse impacts would be reduced to less than significant with the incorporation of the identified mitigation measures (i.e., BR-1, CR-1, and CR-2). Therefore, with the incorporation of mitigation measures, the NTWF project would not degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of 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)?
-

The NTWF project would not result in significant impacts that cannot be mitigated to a level that is less than significant. The analysis above has determined that the NTWF project would not have any individually or cumulatively considerable impacts. In addition, due to the small scale and location of the NTWF project, it is not anticipated to result in cumulative impacts.

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

As described in the analysis, above, construction and operation of the NTWF project would not cause substantial adverse effects on human beings, either directly or indirectly. The impacts that the NTWF project could have on human beings have been reduced to below a level of significance with the incorporation of mitigation measures.

19. EARLIER ANALYSIS:

- a) This Initial Study incorporates information contained in the City of Torrance General Plan.

20. SOURCE REFERENCES:

1. City of Torrance General Plan, Chapter 3: Community Resources Element (April 6, 2010)
2. State of California Department of Conservation, Farmland Mapping & Monitoring Program & Williamson Act Program <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>, and <http://www.conservation.ca.gov/dlrp/lca/Pages/Index.aspx>
3. City of Torrance Zoning Map
4. Air Quality and Climate Change Technical Report for the North Torrance Wellfield Project, AECOM, September 2011.
5. California Natural Diversity Database (CNDDB). Biogeographic Data Branch, California Department of Fish and Game. RareFind3, Version 3.1.1. Commercial Version – Dated February 27, 2011.
6. City of Torrance General Plan, Chapter 4: Safety Element, (April 6, 2010)
7. Noise and Vibration Technical Report for the North Torrance Wellfield Project, AECOM, September 2011.
8. Traffic Count Data and Level of Service Computation Report
9. Tank Failure Inundation Study Report, (March 18, 2015).

21. ATTACHMENTS:

1. Project Description
2. Air Quality and Climate Change Technical Report for the North Torrance Wellfield Project, AECOM, November 2011
3. Noise and Vibration Technical Report for the North Torrance Wellfield Project, AECOM, November 2011
4. Traffic Count Data and Level of Service Computation Report
5. Tank Failure Inundation Study Report, (March 18, 2015)
6. Location and Zoning Map