
4. ENVIRONMENTAL IMPACT ANALYSIS

H. LAND USE AND PLANNING

INTRODUCTION

This section provides an analysis of the Project's potential land use impacts based upon two criteria: physical compatibility with surrounding land uses and consistency with applicable land use policies of agencies with jurisdiction over the Project Site. In addition, the potential cumulative land use impacts of the Project in combination with all known related projects are evaluated in this section.

ENVIRONMENTAL SETTING

Existing Project Site Land Uses

The approximately 2.7-acre Project Site is located at the northeast corner of the intersection of Crenshaw Boulevard and Lomita Boulevard. The Project Site is currently zoned for Light Manufacturing and General Commercial uses. The Site is "L" shaped with frontages on both Crenshaw and Lomita Boulevards. Inside the "L" shape is a Shell gas station that is located at the northeastern corner of the intersection of Crenshaw and Lomita Boulevards, which is not part of the Project Site. A very small parcel near the rear (northern edge) of the Project Site is situated in the City of Torrance. No development is proposed for this portion of the Project Site.

Overall, the Project Site is currently developed with a number of small commercial buildings and support structures that make up an equipment rental yard known as A-1 Coast Rentals. The Site contains a large number of vehicles, equipment, and maintenance areas used in support of the rental of construction equipment. The vehicles include large semi-tractor trailer trucks with flat beds used for delivery of rental equipment, forklifts, scissor lifts, cranes, temporary fencing, portable toilets, and temporary electrical poles. The Project Site also contains a 2,000-gallon above-ground diesel tank, a 500-gallon above-ground gasoline tank, and two high pressured propane tanks, all used to dispense fuel for rental equipment and support vehicles. The equipment maintenance area is used for changing of vehicle oils and lubricants, equipment repairs, and washing.

Existing Surrounding Land Uses

The Project Site is immediately adjacent to a Shell gas station located to the south and west of the Project Site at the corner of Crenshaw and Lomita Boulevards. Other surrounding uses include the following: Conoco Phillips Tanks Petroleum Storage to the west across Crenshaw Boulevard; the Torrance Crossroads Retail Center to the southwest; a mix of retail, commercial, and residential uses to the south; a mix of retail, commercial, residential, and church uses to the east; and a mix of retail, commercial, and residential uses to the north. The City boundary between Lomita and Torrance is located on the Project Site's northern and western edges.

The properties located on the north side of the Project Site in the City of Torrance are zoned C5 (Conditional Commercial), RR3 (Restricted Multiple Family Residential), and R-1, Single-Family

Residential. Properties to the west of the Project Site across Crenshaw Boulevard in the City of Torrance are zoned M2 (Heavy Manufacturing). Properties to the east of the Project Site are zoned R1 (Single Family Residential) with and CG (General Commercial) with a Mixed Use Overlay. The property occupied by the Shell gas station at the corner of Crenshaw and Lomita Boulevards is zoned MC (Light Manufacturing and Commercial), while properties across Lomita Boulevard to the south are zoned CG with a Mixed Use Overlay.

The Project Site lies within a transition zone between industrial land uses to the west and medium density single-family residential land uses to the east. The closest residential uses to the Project Site are a multi-family apartment complex bordering the site on the north (with access from W. 239th Street) and two single-family homes located adjacent to the Site's northeast corner (with access from the end of a driveway extending south from W. 239th Street). Other single-family residences are located to the east of the Project Site on the north side of Lomita Boulevard, but are separated from the Site by an industrial/commercial property. A mobile home park is located to the southeast of the Project Site across Lomita Boulevard. Specifically, the adjoining parcels are developed as follows:

- North: a commercial property along Crenshaw Boulevard, a multi-family apartment complex, and two single-family homes.
- South: a Shell gas station and, across Lomita Boulevard, a commercial retail strip mall along Crenshaw Boulevard.
- East: St. Mark's Presbyterian Church and associated asphalt parking areas and an industrial property along Lomita Boulevard.
- West: Crenshaw Boulevard, then the Union Oil (UNOCAL) Torrance Tank farm.

REGULATORY SETTING

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The SCAG region encompasses a population exceeding 18 million persons in an area of more than 38,000 square miles. As the federally-designated Metropolitan Planning Organization, SCAG is mandated to research and create plans for transportation, growth management, hazardous waste management, and air quality. Applicable SCAG publications are discussed below.

SCAG Regional Comprehensive Plan

SCAG has prepared the 2008 Regional Comprehensive Plan (2008 RCP) in response to SCAG's Regional Council directive in the 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air

quality, and other regional challenges.¹ The 2008 RCP is an advisory document that describes future conditions if current trends continue, defines a vision for a healthier region, and recommends an Action Plan with a target year of 2035. The 2008 RCP may be voluntarily used by local jurisdictions in developing local plans and addressing local issues of regional significance. The plan incorporates principles and goals of the Compass Growth Vision Report and includes nine chapters addressing land use and housing, transportation, air quality, energy, open space, water, solid waste, economy, and security and emergency preparedness. The action plans contained therein provide a series of recommended near-term policies that developers and key stakeholders should consider for implementation, as well as potential policies for consideration by local jurisdictions and agencies when conducting project review.

The 2008 RCP replaced the Regional Comprehensive Plan and Guide (RCPG) for use in SCAG's Intergovernmental Review (IGR) process. SCAG's Community, Economic and Human Development Committee and the Regional Council took action to accept the 2008 RCP, which now serves as an advisory document for local governments in the SCAG region for their information and voluntary use in developing local plans and addressing local issues of regional significance. However, as indicated by SCAG, because of its advisory nature, the 2008 RCP is not used in SCAG's IGR process. Rather, SCAG reviews new projects based on consistency with the Regional Transportation Plan (RTP) (discussed below) and the Compass Growth Vision Report.

SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

On September 30, 2008, SB 375 was passed to help achieve AB 32² goals related to the reduction of greenhouse gases through regulation of cars and light trucks. SB 375 aligns three policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) a process to achieve GHG emissions reductions targets for the transportation sector. It establishes a process for the California Air Resources Board (CARB) to develop GHG emissions reductions targets for each region (as opposed to individual local governments or households). SB 375 also requires Metropolitan Planning Organizations to prepare a Sustainable Communities Strategy (SCS) within the RTP that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses CEQA streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions.

On September 23, 2010, CARB adopted regional targets for the reduction of GHG emissions applying to the years 2020 and 2035. For the area under the SCAG jurisdiction, including the Project area, CARB adopted Regional Targets for reduction of GHG emissions by eight percent for 2020 and by 13 percent for 2035. On February 15, 2011, CARB's Executive Officer approved the final targets.³

¹ 2008 Regional Comprehensive Plan, SCAG, <http://www.scag.ca.gov/rcp/pdf/finalrcp/f2008RCP>.

² AB 32 was signed into law in 2006 and focuses on achieving GHG emissions equivalent to Statewide levels in 1990 by 2020.

³ CARB, Executive Order No. G-11-024, Relating to Adoption of Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375.

On April 7, 2016, the Regional Council of SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS). For the past three decades, SCAG has prepared RTPs with the primary goal of increasing mobility for the region's residents and visitors. Through the 2016-2040 RTP/SCS SCAG continues to emphasize sustainability and integrated planning, whose vision encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability.

The 2016-2040 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards (NAAQS) as set forth by the Federal Clean Air Act. As such, the 2016-2040 RTP/SCS contains a regional commitment for the broad deployment of zero- and near-zero-emission transportation technologies in the 2016-2040 time frame and clear steps to move toward this objective. This is especially critical for the goods movement system. The development of a world-class, zero- or near-zero-emission freight transportation system is necessary to maintain economic growth in the region, to sustain quality of life, and to meet federal air quality requirements. The 2016-2040 RTP/SCS puts forth an aggressive strategy for technology development and deployment to achieve this objective. This strategy will have many co-benefits, including energy security, cost certainty, increased public support for infrastructure, greenhouse gas (GHG) reduction, and economic development.

The 2016-2040 RTP/SCS includes a significant consideration of the economic impacts and opportunities provided by the transportation infrastructure plan set forth in the 2016-2040 RTP/SCS, considering not only the economic and job creation impacts of the direct investment in transportation infrastructure, but also the efficiency gains in terms of worker and business economic productivity and goods movement. The 2016-2040 RTP/SCS outlines a transportation infrastructure investment strategy that will benefit Southern California, the state, and the nation in terms of economic development, competitive advantage, and overall competitiveness in the global economy in terms of attracting and retaining employers in the Southern California region.

The 2016-2040 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play, and how they will move around. It is designed to promote safe, secure, and efficient transportation systems to provide improved access to opportunities, such as jobs, education, and healthcare. Its emphasis on transit and active transportation is designed to allow residents to lead a healthier, more active lifestyle. Its goal is to create jobs, ensure the region's economic competitiveness through strategic investments in the goods movement system, and improve environmental and health outcomes for its residents by 2040. More importantly, the RTP/SCS is also designed to preserve what makes the region special, including stable and successful neighborhoods and array of open spaces for future generations.

The 2016-2040 RTP/SCS also includes examples of measures that could reduce impacts from planning, development, and transportation. It notes, however, that the example measures are not intended to serve as any kind of checklist to be used on a project-specific basis. Since every project and project setting is different, project-specific analysis is needed to identify applicable and feasible mitigation. These mitigation measures are particularly important where streamlining mechanisms under SB 375 are utilized.

South Coast Air Quality Management District***Air Quality Management Plan***

The Project is located within the South Coast Air Basin (Basin) and is, therefore, within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies, including periodic updates to the Air Quality Management Plan (AQMP), and guidance to local government about how to incorporate these strategies into their land use plans and decisions about development.

SCAG is responsible for generating the socio-economic profiles and growth forecasts on which land use, transportation, and air quality management and implementation plans are based. The growth forecasts provide the socioeconomic data used to estimate vehicle trips and vehicle miles traveled (VMT). Emission estimates then can be forecast by SCAQMD based on these projected estimates. Reductions in emissions due to changes in the socio-economic profile of the region are an important way of taking account of changes in land use patterns. For example, changes in jobs/housing balance induced by changes in urban form and transit-oriented development induce changes in VMT by more closely linking housing to jobs. Thus, socio-economic growth forecasts are a key component to guide the Basin toward attainment of the NAAQS.

The current AQMP establishes a comprehensive regional air pollution control program leading to the attainment of State and federal air quality standards in the Basin. In addition to setting minimum acceptable exposure standards for specified pollutants, the AQMP incorporates SCAG's growth management strategies that can be used to reduce vehicle trips and VMT, and hence air pollution. These include, for example, co-location of employment and housing, and mixed-use land patterns that allow the integration of residential and non-residential uses.

Air quality impacts of the Project and consistency of the Project with the AQMP are analyzed in Section 4.C., Air Quality, of this Draft EIR.

Los Angeles County Metropolitan Transportation Authority***Congestion Management Plan***

The Congestion Management Plan (CMP) for Los Angeles County is intended to address vehicular congestion relief by linking land use, transportation, and air quality decisions. The CMP also seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel, and to propose transportation projects, which are eligible to compete for state gas tax funds.

The Project's potential impacts with respect to the CMP are analyzed in Section 4.L., Transportation and Traffic, of this Draft EIR.

Local

City of Lomita

General Plan

The City of Lomita General Plan (the “Lomita General Plan”), adopted May 1998, provides general guidance on land use issues for the entire City. The Lomita General Plan consists of a Land Use Element and 8 other citywide elements, including the Circulation Element, the 2013-2021 Housing Element, the Resource Management Element, the Safety Element, the Noise Element, the Economic Development Element, and the Implementation Element.

Land Use Element

The Land Use Element of the Lomita General Plan serves as guide for the City’s overall long-range growth, to improve the City’s physical appearance, and to minimize potential land use conflicts. Specifically, the Land Use Element serves as a guide for development within the City and establishes policies concerning physical development within the community. The Land Use Element also addresses a wide range of issues regarding existing and future development, land use compatibility, the availability of public services and infrastructure, and public safety.

The existing land use designations for the Project Site include Industrial/Manufacturing for the parcel adjacent to Crenshaw Boulevard and Commercial for the remainder of the Site.

Housing Element

The General Plan serves as the guide for long range planning of physical development within the community. The Housing Element addresses the four major issues listed below:

The determination of the City’s existing and projected housing need;

The identification of strategies that will enable the City to accommodate the identified need for housing, including affordable housing;

The identification of the City’s goals and policies relative to housing; and,

The identification of specific actions the City intends to implement to assist in accommodating identified needs.

On February 3, 2014, the City Council adopted the update to the Housing Element of the General Plan for the period of October 15, 2013 to October 15, 2021.⁴ The Housing Element provides the number of housing units each community must plan and accommodate during the 8-year period, a value known as

⁴ *City of Lomita, Housing Element:*
http://www.lomita.com/cityhall/government/planning/Final_Lomita_2013_HE.pdf.

the Regional Housing Needs Assessment (RHNA) allocation. The Housing Element does not alter the development potential of any site in the City, nor modify land use of the Zoning Code. It also does not undermine, in any way, neighborhood planning efforts such as Community Plans, Specific Plans, or Historic Preservation Overlay Zones. While the State requires the City to evaluate and plan for the existing capacity to accommodate future projected growth, the Housing Element does not have any material effect on development patterns, nor specify areas for increased height or density.

Planning and Zoning Code

All development activity on the Project Site is subject to the City of Lomita Municipal Code (the LMC) and, where applicable, the City of Torrance Municipal Code. For those City of Lomita parcels adjacent to Crenshaw Boulevard, they are zoned MC (Light Manufacturing and Commercial), while the remainder of the Site is zoned CG (General Commercial).

City of Torrance

General Plan

The City of Torrance General Plan (the “Torrance General Plan”), adopted April 2010, provides general guidance on land use issues for the entire City. The Torrance General Plan consists of a Land Use Element and 5 other citywide elements, including the Circulation Element, the Housing Element, the Community Resources Element, the Safety Element, and the Noise Element.

Land Use Element

The Land Use Element of the Torrance General Plan serves as a guide for the City’s overall long-range growth. Specifically, the Land Use Element provides the framework for all topics addressed in the General Plan, since the manner in which land is used in the City of Torrance affects the City’s circulation system, parks and open spaces, and public safety. The Land Use Element also designates areas to be used as parks and recreational facilities, as well.

The existing General Plan land use designation for the Project Site is General Commercial (C-GEN), according to the City’s General Plan Land Use Policy Map (Figure LU-1).

Planning and Zoning Code

All development activity on the Project Site (within the boundaries of the City of Torrance) is subject to the TMC. The very small rear parcel (northern edge) of the Project Site, which will not encompass any portions of the proposed residential development, is zoned M1, Light Manufacturing.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

Appendix G of the CEQA Guidelines

In accordance with Appendix G of the *CEQA Guidelines*, a project could have a potentially significant impact related to land use and planning if it were to:

- (a) Physically divide an established community.
- (b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- (c) Conflict with any applicable habitat conservation plan or natural community conservation plan.

As is discussed in the Initial Study (see Appendix A to this Draft EIR) and in Section 4.A., Impacts Found to be Less than Significant, of this Draft EIR, the Project does not have the potential to result in any significant impact with respect to issues (a) or (c). Therefore, these issues are not analyzed in this section.

Methodology

The analysis examines the Project's consistency with both regional and local plans, adopted for the purpose of avoiding or mitigating an environmental effect. In addition, the analysis examines the Project's compatibility with surrounding uses.

The legal standard that governs consistency determinations is that a project must only be in "harmony" with the applicable land use plan to be consistent with that plan. (See *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 717-18 [upholding a city's determination that a subdivision project was consistent with the applicable general plan]). As the Court explained in *Sequoyah*, "state law does not require an exact match between a proposed subdivision and the applicable general plan." To be "consistent" with the general plan, a project must be "compatible with the objectives, policies, general land uses, and programs specified in the applicable plan," meaning, the project must be "in agreement or harmony with the applicable plan." (see also *Greenebaum v. City of Los Angeles* (1984) 153 Cal.App.3d 391, 406; *San Franciscans Upholding the Downtown Plan, supra*, 102 Cal.App.4th at p. 678.) Further, "[a]n action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." (*Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal.App.4th 807, 817.) Courts also recognize that general plans "ordinarily do not state specific mandates or prohibitions," but instead provide "policies and set forth goals." (*Friends of Lagoon Valley*).

Requested Entitlements

The City of Lomita is the Lead Agency for the Project. The Project, as proposed, would require approval of the following discretionary and ministerial actions from the City:

- A zoning map amendment to create a specific plan for the entire Project.
- A general plan amendment creating a new land use designation consistent with the specific plan and proposed residential density.
- A zone text amendment creating a new chapter for the specific plan with development standards for a new multi-family development.
- A site plan review for the proposed residential development.
- A development agreement to defray the impact of the Project and/or provide Developer's fair share contributions to projects or improvements necessary to minimize those impacts of the Project on the City.

Ministerial Actions:

- Demolition, grading, and building permits;
- Haul Route approval;
- Other approvals as deemed necessary by the City; and
- Ministerial permits such as a building and electrical permit.

Project Impacts

As discussed in Section 2, Project Description, the Project includes demolition and removal of the existing equipment rental yard and construction of a five-story, 223-unit, multi-family residential development, which includes approximately 250,510 square feet of residential uses and 208,379 square feet of parking area (including two levels of subterranean parking). The Project would also include residential amenities such as a pool, fitness center, community room, and a 750-square-foot fourth floor common area balcony. The floor area ratio (FAR) of the Project would be 2.26:1 and the maximum height would be 57'4" from the average grade plane to the top of sheathing and 64'10" to the top of the parapet. Project plans are provided in Figures 2-1 through 2-7.

Consistency Analysis

SCAG Regional Comprehensive Plan

A discussion of the Project's consistency with the relevant policies of the SCAG 2008 RCP is presented in Table 4.H-1. As demonstrated, the Project would be consistent with all of the applicable 2008 RCP policies and therefore, no significant impacts related to consistency with this plan would occur.

**Table 4.H-1
SCAG RCP Consistency Analysis**

Policy	Consistency Discussion
Land Use and Housing	
LU-4 Local governments should provide for new housing, consistent with State Housing Element law, to accommodate their share of forecast regional growth.	Consistent. The Project would provide approximately 223 dwelling units, which would accommodate a share of the forecasted regional growth.
LU-4.1 Local governments should adopt and implement General Plan Housing Elements that accommodate housing needs identified through the Regional Housing Needs Assessment (RHNA) process. Affordable housing should be provided consistent with RHNA income category distributions adopted for each jurisdiction. To provide housing, especially affordable housing, jurisdictions should leverage existing State programs such as HCD's Workforce Incentive Program and density bonus law and create local incentives (e.g., housing trust funds, inclusionary zoning, tax-increment-financing districts in redevelopment areas and transit villages) and partnerships with non-governmental stakeholders.	Consistent. As discussed in Section 4.J (Population and Housing), the Project would provide market-rate housing that would meet the housing needs called out in the Regional Housing Needs Assessment (RHNA).
LU-6.2 Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.	Consistent. The Project would comply with CalGreen requirements of the California Building Code and the Los Angeles County Green Building Standards Code, which are designed to reduce the Project's energy and water use, reduce waste, and reduce the carbon footprint.
Open Space and Habitat	
OSC-10 Developers and local governments should promote infill development and redevelopment to revitalize existing communities.	Consistent. The Project is an infill development of an underutilized site in an existing community. In addition, the Project would stimulate pedestrian activity by providing residential uses in close proximity to existing bus lines. Specifically, Torrance Transit, Metro, and Los Angeles Department of Transportation (LADOT) operate several bus lines within the Project area, including Torrance Transit Route 5, Torrance Transit Route 7, Torrance Transit Route 9, Torrance Transit Route 10, Metro Route 232, and LADOT Commuter Express 448.
OSC-11 Developers should incorporate and local governments should include land use principles, such as green building, that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms.	Consistent. The Project would incorporate sustainable building practices to eliminate pollution and reduce waste. As described above, the Project would comply with the CalGreen requirements of the California Building Code and the Los Angeles County Green Building Standards Code. In addition, the Project would reduce vehicle miles traveled by providing residential land uses that enhance

**Table 4.H-1
SCAG RCP Consistency Analysis**

Policy	Consistency Discussion
	walkability to nearby retail and commercial uses as well as connectivity to existing bus lines, as discussed under OSC-10, above.
<p>OSC-12 Developers and local governments should promote water-efficient land use and development.</p>	<p>Consistent. The Project would comply with CalGreen requirements of the California Building Code and the Los Angeles County Green Building Standards Code, which are designed to reduce the Project's energy and water use. In addition, as described in Section 4.M.2, Utilities – Water, the Project would implement measures to promote efficient water use.</p>
<p>OSC-14 Developers and local governments should implement mitigation for open space impacts through the following activities:</p> <ul style="list-style-type: none"> • Individual projects should either avoid significant impacts to regionally significant open space resources or mitigate the significant impacts through measures consistent with regional open space policies for conserving natural lands, community open space, and farmlands. All projects should demonstrate consideration of alternatives that would avoid or reduce impacts to open space. • Project sponsors should ensure that transportation systems proposed in the RTP avoid or mitigate significant impacts to natural lands, community open space and important farmland, including cumulative impacts and open space impacts from the growth associated with transportation projects and improvements. • Project sponsors should fully mitigate direct and indirect impacts to open space resulting from implementation of regionally significant impacts. 	<p>Consistent. The Project would be an urban infill development that avoids significant impacts to regionally significant open space resources and no open space resources are located on the Project Site. The Project is located on a developed site surrounded by a dense urban environment. There are no rural, agricultural, recreational, or environmentally sensitive areas on the Site.</p>
Water	
<p>WA-9 Developers and local governments should consider potential climate change hydrology and resultant impacts on available water supplies and reliability in the process of creating or modifying systems to manage water resources for both year-round use and ecosystem health.</p>	<p>Consistent. The Project would comply with CalGreen requirements of the California Building Code and the Los Angeles County Green Building Standards Code, which are designed to reduce the Project's energy and water use. The Project would also exceed the California Energy Commission Title 24 requirements. In addition, as described in Section 4.M.2, Utilities – Water, the Project would implement measures to promote efficient water use through compliance with the CalGreen requirements of the California Building Code.</p>
<p>WA-11 Developers and local governments should encourage urban development and land uses to make greater use of existing and upgraded facilities prior to incurring new infrastructure impacts.</p>	<p>Consistent. The Project consists of an urban infill development with existing water infrastructure connections. As discussed in Section 4.M.2 (Water), prior to issuance of a building permit, the Project</p>

**Table 4.H-1
SCAG RCP Consistency Analysis**

Policy	Consistency Discussion
	Applicant would confirm with Lomita Water Department that the capacity of the existing water distribution infrastructure could accommodate the Project. The Project Applicant shall implement any upgrade to the water infrastructure serving the Project Site that is needed to accommodate the Project's water distribution needs, if not accommodated by existing infrastructure.
WA-12 Developers and local governments should reduce exterior uses of water in public areas, and should promote reduced use in private homes and businesses, by shifting to drought-tolerant native landscape plants (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing water related pricing incentives.	Consistent. The Project would comply with CalGreen requirements of the California Building Code and the Los Angeles County Green Building Standards Code, which contain measures to reduce the Project's water uses, including specified flow rate plumbing fixtures and regulations regarding irrigation controllers and design.
WA-32 Developers and local governments should pursue water management practices that avoid energy waste and create energy savings/supplies.	Consistent. The Project would comply with CalGreen requirements of the California Building Code and the Los Angeles County Green Building Standards Code, which contain measures related to water and energy conservation. The Project would also exceed Title 24 requirements.
Energy	
EN-8 Developers should incorporate and local governments should include the following land use principles that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms: <ul style="list-style-type: none"> • Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure. • Land use and planning strategies to increase biking and walking trips. 	Consistent. The Project would be a multi-family residential development in close proximity to existing bus lines. Specifically, Torrance Transit, Metro, and LADOT operate several bus lines within the Project area, including Torrance Transit Route 5, Torrance Transit Route 7, Torrance Transit Route 9, Torrance Transit Route 10, Metro Route 232, and LADOT Commuter Express 448. The Project would also be in close walking distance to commercial and retail opportunities, including those available at the Torrance Crossroads Retail Center.
EN-9 Local governments should include energy analyses in environmental documentation and general plans with the goal of conserving energy through the wise and efficient use of energy. For any identified energy impacts, appropriate mitigation measures should be developed and monitored. SCAG recommends the use of Appendix F, Energy Conservation, of the California Environmental Quality Act.	Consistent. Section 4.M.4 (Utilities – Energy) includes an analysis of the Project's impact with respect to energy, based on Appendix F, Energy Conservation, of the California Environmental Quality Act. Project-related impacts to energy use were found to be less than significant.
EN-10 Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design,	Consistent. The Project would exceed Title 24 standards through compliance with the CalGreen requirements of the California Building Code and the Los Angeles County Green Building Standards Code.

**Table 4.H-1
SCAG RCP Consistency Analysis**

Policy	Consistency Discussion
<p>Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures that should be explored for new and remodeled buildings include:</p> <ul style="list-style-type: none"> • Using energy efficient materials in building design, construction, rehabilitation, and retrofit. • Encouraging new development to exceed Title 24 energy efficiency requirements. • Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment. • Utilizing efficient commercial/residential space and water heaters: This could include the advertisement of existing and/or development of additional incentives for energy efficient appliance purchases to reduce excess energy use and save money. Federal tax incentives are provided online at http://www.energystar.gov/index.cfm?c=Projects.pr_tax_credits. • Encouraging landscaping that requires no additional irrigation: utilizing native, drought tolerant plants can reduce water usage up to 60 percent compared to traditional lawns. • Encouraging combined heating and cooling (CHP), also known as cogeneration, in all buildings. • Encouraging neighborhood energy systems, which allow communities to generate their own electricity. • Orienting streets and buildings for best solar access. • Encouraging buildings to obtain at least 20% of their electric load from renewable energy. 	
<p>EN-12 Developers and local governments should encourage that new buildings are able to incorporate solar panels in roofing and tap other renewable energy sources to offset new demand on conventional power sources.</p>	<p>Partially Consistent. Although the Project is not required to include solar panels, the Project would receive electricity supply from Southern California Edison, which obtains a portion of its electricity supplies from renewable sources. In addition, the Project would comply with the CalGreen requirements of the California Building Code and the Los Angeles County Green Building Standards Code and would therefore include roof space for future solar panels.</p>
<p>Solid Waste</p>	
<p>SW-14 Developers and local governments should integrate green building measures into project design and zoning including, but not limited to, those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.</p>	<p>Consistent. The Project would include a demolition and construction waste recycling program as well as an operational recycling program consistent with the California Integrated Waste Management Act, and AB 341 requirements. In addition, the Project would comply with the CalGreen requirements of the</p>

**Table 4.H-1
SCAG RCP Consistency Analysis**

Policy	Consistency Discussion
<p>Construction reduction measures to be explored for new and remodeled buildings include:</p> <ul style="list-style-type: none"> • Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. • An ordinance that requires the inclusion of a waste management plan that promotes maximum C&D diversion. • Source reduction through (1) use of building materials that are more durable and easier to repair and maintain, (2) design to generate less scrap materials through dimensional planning, (3) increased recycled content, (4) use of reclaimed building materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.). • Reuse of existing building structure and shell in renovation projects. <p>Building lifetime waste reduction measures that should be explored for new and remodeled buildings include:</p> <ul style="list-style-type: none"> • Development of indoor recycling program and space. • Design for deconstruction. • Design for flexibility through use of moveable walls, raised floors, modular furniture, moveable task lighting, and other reusable components. 	<p>California Building Code and the Los Angeles County Green Building Standards Code, which contain provisions related to construction waste diversion and recycling by Project occupants.</p>
<p><i>Source: Southern California Association of Governments, Regional Comprehensive Plan, October 2008.</i></p>	

As mentioned in Table 4.H-1, the Project would be an infill development that would take advantage of transit infrastructure already in place and would require minimal roadway expansion. The Project would increase the density of residential units in the area, bringing more housing units closer to major employment centers. This additional density would be located in an area currently served by public transit (buses), and would be located near existing transportation corridors. Also, the Project would maintain and improve sidewalks on primary streets adjacent to the Project Site (i.e., Crenshaw Boulevard), and would provide a system of pedestrian pathways throughout the Project Site that would create opportunities for residents to walk to local destinations and transit stops. Overall, development of the Project would not be considered a regionally significant project pursuant to SCAG and the State CEQA Guidelines. Nonetheless, development would be consistent with goals, policies, and strategies set forth in the Growth Management and Housing chapters of the RCPG, as discussed above. For example, development would include new residential units, which would increase density per square foot as a lower-cost housing option, rather than larger, single-family residential units. Also, development of the

Project Site would not conflict with, and would work to implement, key regional goals, policies, and strategies applicable to the Project and surrounding areas.

SCAG 2016-2040 RTP/SCS

A discussion of the Project's consistency with the policies applicable to individual development projects in the 2016-2040 RTP/SCS is presented in Table 4.H-2. While the RTP/SCS focuses on transportation investments in the SCAG region, as demonstrated, the Project would be consistent with the applicable 2016-2040 RTP/SCS policies and therefore, no significant impacts related to consistency with this plan would occur.

Table 4.H-2
SCAG RTP/SCS Consistency Analysis

Goal	Consistency Discussion
Maximize mobility and accessibility for all people and goods in the region.	Consistent. The Project would reduce vehicle miles traveled by providing a higher density infill development in close proximity to existing bus lines. In addition, the Project would be located near commercial uses and employment areas.
Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	Consistent. The Project would reduce vehicle miles traveled by providing a higher density infill development in close proximity to existing bus lines. Specifically, Torrance Transit, Metro, and LADOT operate several bus lines within the Project area, including Torrance Transit Route 5, Torrance Transit Route 7, Torrance Transit Route 9, Torrance Transit Route 10, Metro Route 232, and LADOT Commuter Express 448. In addition, the Project would be located near commercial uses and employment areas. Due to their proximity to the Project Site, residents could walk and/or bike to the surrounding commercial and/or employment areas such as the Torrance Crossroads Retail Center located southwest of the Project Site.
Actively encourage and create incentives for energy efficiency, where possible.	Consistent. The Project would comply with CalGreen requirements of the California Building Code and the Los Angeles County Green Building Standards Code, which contain measures to reduce the Project's energy and water uses.
Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent. The Project would reduce vehicle miles traveled by providing a higher density infill development in close proximity to existing bus lines. Specifically, Torrance Transit, Metro, and LADOT operate several bus lines within the Project area, including Torrance Transit Route 5, Torrance Transit Route 7, Torrance Transit Route 9, Torrance Transit Route 10, Metro Route 232, and LADOT Commuter Express 448. In addition, the Project would be located near commercial uses and employment areas. Due to their proximity to the Project Site, residents could walk and/or bike to the surrounding

	commercial and/or employment areas such as the Torrance Crossroads Retail Center located southwest of the Project Site.
<i>Source: Southern California Association of Governments, Regional Transportation Plan/Sustainable Communities Strategy, April 2016.</i>	

As described above in Table 4.H-2, the Project would be consistent with SCAG’s adopted land use plans for the region. Specifically, the Project would be consistent with the adopted 2008 RTP and the additional residential density would be located in an area currently served by public transit (Torrance Transit Route 5, Torrance Transit Route 7, Torrance Transit Route 9, Torrance Transit Route 10, Metro Route 232, and LADOT Commuter Express 448), and would be located near existing transportation corridors. Consistency with the RTP would help lower the overall VMT to and from the Project and surrounding area within the City of Lomita. Thus, the Project would not interfere with the attainment of SCAG’s goals for the region.

City of Lomita General Plan (Land Use Element)

The Project’s consistency with the policies contained in the General Plan Land Use Element is discussed in Table 4.H-3. Only those policies applicable to residential developments are included in Table 4.H-3. All other policies listed in the City’s Land Use Element deal almost exclusively with commercial, retail, or industrial projects. As shown therein, the Project would be consistent with the applicable policies and therefore, no significant impacts related to consistency with the Land Use Element of the General Plan would occur.

**Table 4.H-3
Project Consistency with Applicable Policies of the City’s Land Use Element**

Objective	Project Consistency
<i>Land Use Element</i>	
LU Policy 2: The City will strive to promote the provision of schools, parks and recreation areas to serve the residential neighborhoods.	Consistent. The Project would introduce a new residential use to the City. The provision of schools is provided by the LAUSD and parks and recreation areas are provided by the City Parks and Recreation Department. These services are available to City residents, and would continue to be available to City residents, including the residents of the Project. Finally, Project impacts related to schools and parks/recreational facilities are addressed in Sections 4.K-3 and 4.K-4, respectively, of this Draft EIR, and as demonstrated in these sections, all impacts would be less than significant.
LU Policy 5: The City will promote the maintenance of a circulation system that protects the established residential neighborhoods.	Consistent. The Project includes the implementation of a multi-family residential development. As discussed in Section 4.L, Transportation and Traffic, the results of the intersection capacity analyses indicate that the Project is not expected to have a significant impact at any of the key study intersections

**Table 4.H-3
Project Consistency with Applicable Policies of the City’s Land Use Element**

Objective	Project Consistency
	under the Existing with Project and Year 2019 With Project traffic conditions. As a result, the maintenance of the circulation system would not be affected with development of the Project.
<p>LU Policy 6: The City will strive to see that adequate public utilities and services are provided to protect the established residential neighborhoods.</p>	<p>Consistent. The Project would introduce a new residential use to the City. As such, the adequacy of public services and utilities is discussed in detail in Sections 4.K and 4.M, respectively, of this Draft EIR. In summary, those sections indicate that necessary services would remain for those established residential neighborhoods, and would also be able to serve the Project. The Project would not create an impact in which additional strain would be placed on existing services and utilities and all Project impacts were found to be less than significant.</p>
<p>LU Policy 9: The City will work to protect and promote property values by promoting the more efficient use of underutilized properties and structures consistent with the City’s economic development.</p>	<p>Consistent. The Project would provide an appropriate transition and buffer between adjacent industrial uses to the west and the residential land uses to the east. Also, the Project would introduce a use that would increase the existing and future property value of the Project Site and adjacent uses. Currently, the Project Site is developed with a number of small commercial buildings and support structures that make up an equipment rental yard known as A-1 Coast Rentals. The Site also contains a large number of vehicles, equipment, and maintenance areas used in support of the rental of construction equipment. With this, the site is being underutilized. The proposed residential structures would create a dependable use (i.e., more permanent residents in the area and City) to further the City’s economic development, as the area in which the Project is being proposed could provide added benefits, such as community serving retail uses, to future residents of the area.</p>
<p>LU Policy 10: The City will promote the improvement of aesthetic and visual qualities of the community by landscaping and beautifying streets and highways and by implementing development standards for private improvements.</p>	<p>Consistent. The Project would introduce a multi-family residential development to the Project Site. Overall, the ground level would include landscaping around the perimeter of the Project Site, which would include various trees, shrubs, and perennials. The podium level would include a central landscaped amenity area, including a large exterior common courtyard area surrounding a pool and spa. Also, neither the existing development on the Project Site nor the surrounding developments along Lomita Boulevard or Crenshaw Boulevard provide comparable amounts of landscaping and open space, as would be provided with the Project. As such, the proposed landscaping and open space would soften and improve the visual qualities of the Project Site and surrounding</p>

**Table 4.H-3
Project Consistency with Applicable Policies of the City's Land Use Element**

Objective	Project Consistency
	area. See also Section 4.B, Aesthetics of this Draft EIR.
<p>LU Policy 17: The City will promote the maintenance and preservation of activities that contribute to the City's economic and employment base.</p>	<p>Consistent. The Project would not alter the maintenance and preservation of activities within the City of Lomita. The development would help beautify the City through the inclusion of additional landscaping and would increase pedestrian activity levels along Crenshaw and Lomita Boulevards, which could subsequently increase the economic base for the City. The overall aesthetic improvement from the conversion of industrial land to residential land would help attract visitors to the area, which in turn, would help preserve and maintain the City's economic base. Additionally, by adding new residential units to the City's stock, the overall employment base would rise within the City, as new permanent residents would be added to the City of Lomita.</p>
<p><i>Source: City of Lomita General Plan – Land Use Element.</i></p>	

As discussed above, the Project is proposing a General Plan Amendment to alter the underlying zoning for the Project Site. Even though an amendment is required, the Project is in overall harmony with the City's vision for providing housing to the region and improving aesthetics. In particular, the Project is an infill development in an already urbanized area that includes multitudes of business and other employers. The Project would be consistent with the housing policies set forth in Housing Element (please see Table 4.H-4, below). For example, the Project would provide opportunities for a range of housing choices by providing a new, high-quality residential development with a variety of market rate housing prices and unit types. In addition, the Project would make an important contribution to expanding the regional housing supply at an infill location near existing jobs, community resources, and transit infrastructure. The Project Site is along Lomita and Crenshaw Boulevards, which are served by TT and LADOT. In addition the Site is located across from the Crossroads Shopping Center, which is considered a gateway entrance to the City of Torrance.

Overall, the Project is proposing increased density by adding multi-family housing near existing transit service and activity centers, which would help further the City's Land Use Policy 17 that asks development projects to contribute to the City's economic base. Therefore, the Project's housing effects would be beneficial rather than adverse.

City of Lomita General Plan (Housing Element)

The Project's consistency with the policies contained in the General Plan Housing Element is discussed in Table 4.H-4, below. The Housing Element has policies that embody the City's commitment to meeting

housing needs. The policies are directed at regulators and policy makers at various City agencies and would not be applicable to a private development.

**Table 4.H-4
Housing Element**

Item	Project Consistency
Issue Area No. 1 - Housing Conservation. The City of Lomita will remain committed to those efforts designed to preserve and maintain the existing housing resources in the City, including affordable housing, with the implementation of the following policies.	Not Applicable. The Project Site does not currently contain housing and thus would not remove existing housing.
Policy 1.1: The City will strive to promote the development and maintenance of an inventory of housing stock that provides a healthy and safe environment for all citizens of Lomita.	Consistent. The Project would include a variety of housing choices (bedroom counts).
Policy 1.2: The City will work to protect the quality of the sound housing stock and rehabilitate substandard dwelling units in the City.	Consistent. The Project would include a variety of housing choices (bedroom counts).
Policy 1.3: The City will strive to correct blighted neighborhood conditions and encourage the upgrading of substandard housing units.	Not Applicable. The Project Site does not currently contain housing and thus would not remove existing housing.
Issue Area No. 2 - Development of New Housing. The following Housing Element policies underscore the City's commitment in continuing assistance in the development of new housing for all income groups.	Consistent. The Project would include a variety of housing choices (bedroom counts).
Policy 2.1: The City will strive to meet the needs of a socially and economically diverse population.	Consistent. The Project would include a variety of housing choices (bedroom counts).
Policy 2.2: The City will encourage diversity of housing types, sizes, location, and costs in accordance with the City's land use policies and ordinances.	Consistent. The Project would include a variety of housing choices (bedroom counts).
Policy 2.3: In compliance with State law, the City will provide priority for allocation of water and sewer services to affordable housing development proposals should such services become scarce in the future.	Not Applicable. The Project does not include affordable housing.
Issue Area No. 3 - Identification of Adequate Sites. The City of Lomita will remain committed to the identification of prospective development sites for a continued variety and diversity of new housing, as indicated by the following Housing Element policies.	Not Applicable. The Project Applicant is seeking a development at the Site identified in the Project Description.
Policy 3.1: The City will promote and encourage the use of flexible and innovative techniques of site and housing design within the framework of the Zoning Ordinance and Building Code.	Consistent. The Project would include such design as applicable to the Zoning Ordinance and Building Code, where feasible.
Issue Area No. 4 - Equal Housing. The following policies indicate the City's desire to continue to promote equal housing opportunities in the City.	Consistent. The Project would include a variety of housing choices (bedroom counts).
Policy 4.1: The City will continue to promote equal housing opportunity for all persons.	Consistent. The Project would provide equal housing opportunities in accordance with the applicable Fair Housing laws.

**Table 4.H-4
Housing Element**

Item	Project Consistency
Policy 4.2: The City will vigorously oppose prejudices, practices, and market behavior that results in housing discrimination.	Consistent. The Project would provide equal housing opportunities in accordance with the applicable Fair Housing laws.
Policy 4.3: The City will cooperate with other public agencies involved in the enforcement of laws aimed at promoting access to housing (fair housing laws) and non-discrimination.	Consistent. The Project would provide equal housing opportunities in accordance with the applicable Fair Housing laws.
Policy 4.4: The City will strive to make sure that the new residential development pays its own way in terms of infrastructure costs.	Consistent. The Project would pay for infrastructure costs as applicable to the Zoning Ordinance and Building Code, where feasible.
<i>Housing Element: http://www.lomita.com/cityhall/government/planning/Final_Lomita_2013_HE.pdf</i>	
<i>Table: CAJA Environmental Services, October 2016.</i>	

City of Lomita Planning and Zoning Code

Permitted Uses

As discussed previously, existing land use designations for the Project Site include Industrial/Manufacturing for the parcel adjacent to Crenshaw Boulevard and Commercial for the remainder of the Site. Specifically, the parcel adjacent to Crenshaw Boulevard is zoned M-C (Light Manufacturing and Commercial), while the remainder of the Site is zoned C-G (General Commercial). Pursuant to Section 11-1.51 of the LMC, various manufacturing uses are permitted in the M-C zone including, but not limited to, packaging businesses, machinery storage, printer shops, pet grooming, and car washes. No residential land uses are currently allowed in the M-C zoning designation. Pursuant to Section 11-1.45 of the LMC, many of the commercial uses listed below, but not limited to, are permitted in the C-G zone: locksmith, employment agencies, pool halls, automobile sales, commercial printers, self-storage facilities, and upholstery shops. In addition, the C-G zone permits uses permissible in the C-S-P or C-N zones if a conditional use permit is approved by the Zoning Ordinance Administration. These uses include restaurants, theaters, gift shops, and wholesale businesses.

As proposed, the Project would include a multi-family residential development, which is currently inconsistent with the existing zoning of the Project Site. Therefore, as part of the Project, the Applicant is seeking a zoning map amendment to create a specific plan, which provides site specific development standards and would permit residential uses and densities of up to 88-units per acre. Also, the Applicant is proposing a general plan amendment to create a new land use designation consistent with the aforementioned proposed specific plan. This amendment would create new zone text and a new zone chapter for the specific plan with related development standards for a new multi-family development. With approval of this request, the Project would conform to the zoning for the Project Site since the Project Site lies within a transition zone between industrial land uses to the west and medium density single-family residential land uses to the east. Thus, a less than significant impact would occur.

Height and Density Limitations

The existing M-C and C-G zoning restricts the lot area of each parcel of land to a minimum of 5,000 square-feet in size. The zoning also restricts each lot width to not less than 50-feet, including a minimum of 50-feet of frontage on a fully dedicated street. Side and rear yards are required to be not less than 10-feet in depth.

With regard to height, both the M-C and C-G zones limit the allowable height to 35-feet, unless approved by a conditional use permit.

As discussed above, the Project Applicant is requesting a zoning map amendment to create a specific plan, which would permit residential uses and densities of up to 88-units per acre. The FAR of the Project would be 2.26:1. Also, the Applicant is proposing a general plan amendment to create a new land use designation consistent with the aforementioned proposed specific plan. This amendment would create new zone text and a new zone chapter for the specific plan with related development standards for a new multi-family development. Within the context of the new specific plan, the Project is proposing a building height limitation of roughly 57'4" from the average grade plane to the top of sheathing and 64'10" to the top of the parapet at its highest point, a side yard setback of 5-feet, rear yard setback of 20-feet, and a total lot coverage of approximately 60-percent. As mentioned in Section 4.B, Aesthetics, of this DEIR, the massing of the Project would be softened by varying façade relief, articulation, and windows. In addition, the perimeter vegetation and landscaping would soften the appearance from surrounding uses, particularly when viewed from off-site uses to the north and east of the site. As is the case with visual character, the panoply of diverse development in the immediate vicinity of the Project Site means that no single type of building height and/or massing predominates. Given this environment, the Project, while it would be taller than surrounding structures, cannot be concluded to represent a substantial degradation of the existing visual character or quality of the site with regard to building height and massing.

With approval of the above requests, the Project would conform to the zoning for the Project Site, and a less than significant impact would occur.

Parking Requirements

According to Section 11-1.66 of the LMC, one parking space is required for multi-family developments consisting of a studio bedroom, and two parking spaces are required for one- and two-bedroom units, with a 0.25 guest parking space requirement. Using the average ratio for all units, this equates to approximately 484 stalls that would need to be developed to support the Project and its related 223 dwelling units. However, as described above, a specific plan is being prepared, which would require 419 total stalls for the Project. In order to calculate required parking, the proposed Specific Plan uses the following generation rates to determine the average ratio of spaces per dwelling unit:

- 85th Percentile Peak Period Demand for Apartments = 1.61 vehicles per dwelling unit⁵

⁵ ITE Parking Generation, 4th Edition (2010)

- Recommended Base Parking Ratio for Residential (Rental) = 1.65 spaces per unit (includes guest spaces)⁶

As proposed, the Project would provide 423 stalls, which would be in compliance with the proposed specific plan requirements, and slightly over the required parking for the development. It should be noted that the Project is also located in an area currently served by public transit (Torrance Transit Route 5, Torrance Transit Route 7, Torrance Transit Route 9, Torrance Transit Route 10, Metro Route 232, and LADOT Commuter Express 448), and would be located near existing transportation corridors. Table 4.H-5, below, identifies the proposed parking scheme for the Project.

**Table 4.H-5
Project Vehicle Parking**

Unit Type	Ratio	Parking Spaces Provided
Studio	1 space/unit	18 spaces
1-bedroom	1.5 spaces/unit	197 spaces
2-bedroom	2 spaces/unit	148 spaces
Guest	0.25 space/unit	56 spaces
Total	1.89	419
New Specific Plan Requirements		419 spaces
Total Parking Provided		423 spaces

Source: TCA Architects, September, 2016.

City of Torrance Zoning Code

Permitted Uses

As discussed previously, a small parcel at the north end of the Project Site lies within the City of Torrance. That particular parcel is zoned M1, Light Manufacturing. As proposed, the Project would include a multi-family residential development. However, no development is proposed to be located on the parcel in Torrance and it appears that no discretionary approvals would be required from the City of Torrance in order to construct the Project. In addition, several other neighboring parcels within Torrance are zoned for multiple family residences, including several other parcels directly adjacent to the parcel in the City of Torrance. As such, the Project appears to be consistent with the City of Torrance zoning and land use designations, and impacts would be less than significant.

Compatibility Analysis

Functional compatibility can be defined as the capacity for adjacent, yet dissimilar, land uses to maintain and provide services, amenities, and/or environmental quality associated with such uses. Potentially

⁶ *ULI Shared Parking, 2nd Edition (2005)*

significant functional land use compatibility impacts may be generated when a project hinders the functional patterns of use and relationships associated with existing land uses.⁷

As discussed under “Environmental Setting” at the beginning of this section, the surrounding area is characterized as a transition zone between industrial land uses to the west and medium density single-family residential land uses to the east. The closest residential uses to the Project Site are a multi-family apartment complex bordering the site on the north (with access from W. 239th Street) and two single-family homes located adjacent to the Site’s northeast corner (with access from the end of a driveway extending south from W. 239th Street). The Project would include demolition and removal of the existing equipment rental yard and the construction of a five-story, 223-unit, multi-family residential development, which includes approximately 250,510 square feet of residential uses and approximately 208,379 square feet of parking area (including two levels of subterranean parking). Of the 223 units, there would be 18 studio units, 131 one-bedroom units, and 74 two-bedroom units. The Project also includes residential amenities such as a pool, fitness center, community room, and fourth floor common area balcony.

Thus, the Project would change the character of the land uses on the Project Site. However, the Project would increase housing opportunities in the area and would provide an appropriate transition between the existing industrial uses to the west and the residential uses to the east. The Project’s addition of new multi-family residential units would assist the City to address a chronic undersupply of housing in general. This would assist the City to meet its current and future RHNA, which is currently being developed by SCAG. As proposed, the Project Applicant has committed to provide a range of quality housing opportunities including studio, one, and two bedroom residential units. In addition, development would include new residential units, which would increase density per square foot as a lower-cost housing option, rather than larger, single-family residential units.

The Project would also increase pedestrian connectivity via existing public sidewalks along Crenshaw Boulevard and Lomita Boulevard within the vicinity of the Project frontage, which would connect to the Project’s internal walkway system. The Project would maintain the existing sidewalk along the Project frontage and if necessary would repair or reconstruct sidewalks along the Project frontage per the City’s request. The existing sidewalk system with the Project vicinity provides direct connectivity to the surrounding residential community, existing retail/commercial uses, and major thoroughfares. Finally, the Project would provide greater density near transit services, including existing bus lines, such as the Torrance Transit, Metro, and LADOT, including Torrance Transit Route 5, Torrance Transit Route 7, Torrance Transit Route 9, Torrance Transit Route 10, Metro Route 232, and LADOT Commuter Express 448. The Project Site is also near existing employment centers along both Crenshaw and Lomita Boulevards. As such, the Project would be compatible with adjacent lands in and around the Project Site, and impacts related to compatibility would be less than significant.

⁷ *Patterns of use relate to the interaction and movement of people, goods, and/or information.*

CUMULATIVE IMPACTS

Cumulative land use impacts could occur if any of the related projects would result in incompatible land uses, or result in land uses that are inconsistent with adopted land use plans when combined with the impacts of the Project. As previously stated in Section 3, Environmental Setting, there are 15 related projects (see Table 3-1, in Section 3, Environmental Setting).

Future growth in the City (i.e., the Project buildout year) associated with identified related projects in the area and general ambient growth would have the potential to alter the existing land use environment due to conversion of vacant land to new development, infill development at increased densities, and/or conversion of existing land uses (e.g., commercial to residential). Given the built-out conditions of the greater Los Angeles basin, including the Project area, cumulative development likely would convert existing underutilized properties in Cities of Lomita, Torrance, and Rolling Hills Estates to revitalized higher-density developments to respond to the need for housing, sources of employment, and associated retail land uses. However, future development projects would be subject to existing zoning and land use designations as well as environmental review by the appropriate jurisdiction. Further, a review of the related projects described in Section 3, Environmental Setting, indicates that projects are typical of the area including residential and commercial development. Like the Project, development of the related projects is expected to occur in accordance with adopted plans and regulations. Therefore, such future projects are not expected to fundamentally alter the existing land use relationships in the community. If plan amendments or zone changes are needed to accommodate particular projects, they would be carried out in accordance with established local procedures, including CEQA review and an evaluation of consistency with policies/regulations adopted for the purpose of avoiding or mitigating a physical impact on the environment.

Further, the Project and related projects would be consistent with SCAG's regional population projections, and would further objectives such as increasing density and development near transit stations and job centers, providing a variety of housing options, and increasing the number of retail and commercial uses.

All new projects would be required to be consistent with adopted land use plans, policies, and regulations, would be subject to appropriate permit approval processes and would incorporate mitigation measures necessary to reduce potential land use impacts. Furthermore, as the Project would generally be consistent with applicable land use plans, policies, and regulations, the Project would not incrementally contribute to significant cumulative land use inconsistencies. Therefore, no significant cumulative land use impacts are anticipated.

MITIGATION MEASURES

None required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project-level impacts related to land use and planning would be less than significant.

Cumulative impacts would also be less than significant.