
5. GENERAL IMPACT CATEGORIES

SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the State CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided. Specifically, Section 15126.2(b) states:

Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.

Based on the analysis included in Section 4 (Environmental Impact Analysis) of this Draft EIR, the Project would result in a significant unavoidable environmental impact with respect to construction noise.

Construction Noise

Implementation of Mitigation Measures I-1 through I-4 would minimize ambient noise increases at all receptors to the maximum extent feasible. Concerning Mitigation Measure I-4, any temporary noise barriers with a transmission loss value of at least 25 dBA (e.g., 1” plywood with acoustical blankets, aluminum sheets with a thickness of at least 0.125 inches, or Acoustifence) would be capable of attenuating on-site construction noises by 15 dBA when fully obstructing the ground level line-of-sight sound travel between receptors and construction activities occurring on the ground level of the Project Site. These barriers, in conjunction with the mufflers required by I-1, would reduce construction-related noise increases at shielded receptors to the maximum degree feasible. However, the Project’s construction noise impacts would be considered significant and unavoidable, as compliance with Section 4-4.11 of the Lomita Municipal Code would not be possible; reducing the Project’s construction noise levels to 35 dBA or below at the receiving property lines of any nearby properties would be technically infeasible.

SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the State CEQA Guidelines requires a discussion of the use of nonrenewable resources and states that “[i]rretrievable commitments of resources should be evaluated to assure that such current consumption is justified.” The types and level of development associated with the Project would consume limited, slowly renewable and non-renewable resources. This consumption would occur during construction of the Project and would continue throughout its operational lifetime. The development of the Project would require a commitment of resources that would include: (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the Project Site.

Construction of the Project would require consumption of resources that cannot be replenished or which may renew slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics) and

water. Fossil fuels, such as gasoline and oil, would also be consumed in the use of construction vehicles and equipment. The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during the operation of the Project. However, this resource consumption would be consistent with growth and anticipated change in the region.

Demolition of the buildings on the Site would result in production of waste material. However the Project would recycle and salvage demolition and construction debris including concrete, asphalt, wood, drywall, metals and other miscellaneous and composite materials. Proper separation of demolition debris would assist environmental clean up and allow for the proper disposal of hazardous materials that may be found within existing buildings. Compliance with AB 939 would require a minimum of 50 percent of demolition and construction debris to be recycled.

In addition, the Project would be developed in a densely populated urban area and would provide greater density in close proximity to existing transit, including numerous public bus lines, including lines served by Torrance Transit (TT), Metro, and the Los Angeles Department of Transportation (LADOT), thereby reducing vehicle miles traveled (VMT). This would also potentially reduce, rather than increase, the need for additional infrastructure and commitment of resources.

GROWTH INDUCING IMPACTS OF THE PROJECT

Section 15126.2(d) of the State CEQA Guidelines requires a discussion of the ways in which a proposed project could be growth-inducing. This would include ways in which the project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Specifically, section 15126.2(d) of the State CEQA Guidelines states the following:

Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may further tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Growth-Inducing Potential

In general terms, a project may foster or encourage population growth in a geographic area if it meets any of the criteria identified below:

- Economic expansion or growth (e.g., changes in revenue base, employment expansion, etc.);

- Removal of an impediment to growth (e.g., establishment of an essential public service or the provision of new access to an area);
- Establishment of a precedent-setting action (e.g., an innovation, a change in zoning, or general plan amendment approval); or
- Development of or encroachment on an isolated or adjacent area of open space (being distinct from an “infill” type of project).

Although the Project would provide new residential uses, it would not necessitate the extension of roads or other infrastructure. The Project would be developed in a densely populated urban area and would provide greater density around existing bus lines. The Project’s location would reduce VMT and would potentially reduce, rather than increase, the need for additional infrastructure. Street access and utilities are fully built-out in the area.

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 the Housing Element. 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 Pacific Coast Highway (1 mile south) which is served by Metro, LADOT, and TT. Thus, while the Project does propose additional housing units, it would not substantially induce housing growth and instead would serve to meet a portion of housing demand currently forecasted for the City.

The addition of 11 employees to the Project Site could come from the Project area, and other nearby areas in the region, since the types of land uses are not specialized to attract a net increase in employees from a region outside the local area (or greater Los Angeles County). Employees are assumed to be housed in the local area, and can access the Site through multiple modes of transit, including the local bus lines.

The roadways and other infrastructure (e.g., water facilities, electricity transmission lines, natural gas lines, etc.) associated with the Project would not induce growth because the Project Site is already developed and connected to all local utility infrastructures, including water, wastewater, electricity, and natural gas. Therefore, utility infrastructure would not be expanding into a new area as a result of the Project.

Finally, due to the Project’s proposed land use and location, the Project would not provide for the removal of an impediment to growth (e.g., establishment of an essential public service or the provision of new access to an area) or development of or encroachment on an isolated or adjacent area of open space (being distinct from an “infill” type of project). The Project would not provide a public service or access to a new area or encroach on open space, and the Project would be located on an already developed site that is densely urban and served by existing roadways. Thus, no removal of impediments to growth or encroachments on open space would occur.