

Draft

City of Hawthorne Downtown Hawthorne Specific Plan Environmental Impact Report

SCH# 2015021074

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Executive Summary

The proposed Downtown Hawthorne Specific Plan (“Specific Plan” or DHSP) Draft Program and Project Environmental Impact Report (EIR) is summarized in this section. It includes an environmental assessment of the proposed project, which is the adoption of the 786-acre DHSP located in the City of Hawthorne (“City”). The California Environmental Quality Act (CEQA) Guidelines section 15123 requires that the summary section of the EIR identify each significant effect, recommended mitigation measure(s), and alternatives that would minimize or avoid potential significant impacts. In addition, the CEQA Guidelines require the summary to identify areas of controversy known to the lead agency, including issues raised by agencies and the public and issues to be resolved, including the choice among alternatives and whether or how to mitigate significant effects.

This Draft Program/Project EIR will accompany the proposed DHSP through the adoption process as they are considered by the City of Hawthorne Planning Commission and the City Council. The City Council will review and take action on both the DHSP and EIR.

Project Description

The DHSP area totals approximately 786 acres or 1.23 square miles. The area boundaries include the I-105 Freeway on the north, Prairie Avenue, Freeman Avenue and its extension through residential neighborhood to the city limits on the south, and Ramona Avenue and Inglewood Avenue on the west. In addition to the major north-south arterial Hawthorne Boulevard, the DHSP area includes the east-west segments of Imperial Highway, 120th Street, El Segundo Boulevard, and Rosecrans Avenue.

The DHSP designates five land use areas (Residential, Commercial, Hospitality, Mixed-Use and Public/Quasi Public) and four opportunity sites known as Transformative Projects. The four Transformative Projects in the DHSP are sites identified for new and catalytic development and investment. The Transformative Projects are intended to embody bold ideas and further support the Specific Plan’s vision and objectives, which include:

1. Provide a clear vision and flexible strategies framework that will help spur the future evolution of Downtown Hawthorne.
2. Ensure an economically vibrant, safe, healthy and sustainable Downtown Hawthorne that supports a range of users, including residents, business owners, workers and visitors.
3. Capitalize on key transformative projects that will be catalysts for future public and private investment and positive change.
4. Identify opportunities to develop and expand plazas, parks and open space areas to support a livable and healthy downtown.

5. Foster strong connectivity, access and circulation for pedestrians, bicyclists, transit and automobiles.
6. Engage the entire community in robust, creative and ongoing engagement and participation processes.

Furthermore, the City of Hawthorne General Plan, including the General Plan Land Use Map, will be amended concurrent with the adoption of the DHSP, which includes a proposed land use diagram, and goals and policies of the Specific Plan. The proposed DHSP will also replace the Primavera Village Specific Plan, which is proposed as the South Bay Ford Transformative Project to conform to the proposed DHSP. The Prestige Village Specific Plan, which includes the vacant RFK Hospital site, is not part of the DHSP. The environmental analysis examines the potential impacts associated with the implementation of the Specific Plan in 2035 as a program EIR and the development of the four Transformative Projects in 2020 as a project EIR.

Areas of Concern and Issues to be Resolved

The City has determined that an EIR should be prepared for the proposed DHSP. This EIR addresses environmental issues that are known by the City or were raised by agencies during the Notice of Preparation (NOP) review process. The NOP was circulated to responsible and trustee agencies and filed with the California Office of Planning and Research (State Clearinghouse) and posted in the Office of the Los Angeles County Clerk on February 20, 2015. During the NOP review period, the City received comments letters from the following agencies:

- South Coast Air Quality Management District (February 26, 2015)
- City of Inglewood (March 4, 2015)
- Southern California Association of Governments (March 16, 2015)
- California Department of Transportation (March 19, 2015)
- County Sanitation Districts of Los Angeles County (March 20, 2015)

An environmental scoping meeting was conducted on March 4, 2015 at the Hawthorne City Hall. The NOP and comment letters received from responsible and trustee agencies are included in this EIR as **Appendix A**.

This EIR evaluated in detail the following environmental issues of the proposed Specific Plan:

- Land Use and Planning
- Transportation and Traffic
- Air Quality and Greenhouse Gas Emissions
- Noise
- Geology and Soils
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Aesthetics

- Cultural Resources
- Public Services and Recreation
- Public Utilities

Other environmental topics found to have no significant impacts on the Specific Plan area are discussed in *Chapter 5: Other CEQA Mandates* of this EIR.

Revitalization and economic development in the downtown area of the City along Hawthorne Boulevard has historically been an issue of public concern, especially the vacant Hawthorne Mall, which has been closed since 1999. However, the opinions on the desirability for economic development do not change the result or conclusion of the environmental issues discussed in this Program/Project EIR.

Alternatives

The alternatives selected to illustrate the range of actions the City can take regarding the proposed project are as follows:

No Project Alternative

The “No Project” Alternative consists of a scenario under which the DHSP as proposed, would not proceed. This includes the four Transformative Projects and the overall Specific Plan. Under this alternative, future development would occur in accordance with the existing 1989 General Plan policies and land use designations through the year 2035. Since the existing General Plan Land Use Element was adopted in 1989 with minor amendments through the years, the General Plan policies do not reflect recent changes in the population and economy, and State and regional sustainability policies.

Mixed-Use/Housing Emphasis Alternative

This alternative would emphasize sustainable policies and promotes greater mixed-use and housing development within the DHSP areas. The land use designations of Residential, Hospitality, Commercial, Mixed Use and Public would remain the same except residential densities would be increased and non-residential intensities would be reduced. The assumed Mixed-Use designation would assume 75 percent residential and 25 percent non-residential. Mixed-use would be designated for the Hawthorne Mall (T1) and include 800 residential units, the Civic Center (T2) would include 118 net units, and South Bay Ford (T3) a net increase of 55 net units.

Commercial Expansion Alternative

The Commercial Expansion Alternative promotes economic development policies. Commercial uses are promoted at higher commercial intensities, with greater emphasis placed on the development of commercial uses for the T1, T2 and T3 Transformative Projects. Both the T1 and T2 Transformative Projects would only include commercial retail and office development, no residential uses would be proposed.

Mitigation Monitoring Program

In accordance with Section 21081.6 of CEQA, a mitigation-monitoring program will be adopted by the City as part of the Final EIR. The monitoring program will be designed to ensure compliance with the mitigation measures adopted at the time of project approval. The mitigation measures recommended in this document are intended to be as specific as a Program/Project EIR will allow in order for the City to develop precise monitoring procedures.

Summary of Impacts and Mitigation Measures

The Impact Summary Matrix presented in **Table ES-1**, summarizes the impacts and mitigation measures discussed in the Chapter 3: Environmental Analysis. The potential environmental impacts and the level of significance of each impact are summarized in the first two columns of the matrix. The mitigation measures recommended for alleviating the impacts of the proposed Specific Plan are summarized in the third column. The fourth column identifies the significance of the impacts anticipated after implementation of the recommended mitigation measures.

Table ES-1: Impact Summary Table

Impacts	Level of Significance	Mitigation Measures	Impact After Mitigation
3.1 Land Use and Planning			
3.1-1 Conflict of Land Uses			
<p><u>Specific Plan</u>: The City’s land use standards control the type of activities and intensity of development such that land use incompatibilities would be minimized. Therefore, provided new development within the Plan area adheres to adopted development and design standards, potential land use conflict impacts would be <i>less than significant</i>.</p> <p><u>Transformative Projects</u>: Adherence to adopted development and designed standards would minimize potential land use conflict impacts to <i>less than significant</i> levels.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>	<p>No mitigation measures are required.</p> <p>No mitigation measures are required.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>
3.1-2 Division of Community			
<p><u>Specific Plan</u>: The proposed DHSP aims to improve the compatibility between land uses and the interconnectedness between communities; therefore, the project impacts associated with the physical division of an established community would be <i>less than significant</i>.</p> <p><u>Transformative Projects</u>: Development of the Transformative Projects would have a positive effect on establishing cohesiveness and would enhance the overall sense of community. The project impacts associated with the physical division of an established community due to development at any of the Transformative Areas would be <i>less than significant</i>.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>	<p>No mitigation measures are required.</p> <p>No mitigation measures are required.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>

Table ES-1: Impact Summary Table (Cont.)

Impacts	Level of Significance	Mitigation Measures	Impact After Mitigation
<p>3.2 Transportation and Traffic</p> <p>Impact 3.2-1 Level of Service</p> <p><u>Specific Plan:</u> Level of service analysis results indicate that 16 of the 22 study intersections would be operating at an unacceptable LOS E or F during either AM or PM or both peak hours. These intersections are:</p> <ul style="list-style-type: none"> ▪ Prairie Ave and 120th St ▪ Hawthorne Blvd and 120th St ▪ Inglewood Ave and 120th St ▪ Hawthorne Ave and Lennox Blvd ▪ Hawthorne Blvd. and Marine Ave ▪ Hawthorne Blvd. and Imperial Hwy ▪ Hawthorne Blvd and El Segundo Blvd ▪ Hawthorne Blvd and Rosecrans Ave ▪ Inglewood Ave and Imperial Hwy ▪ Inglewood Ave and El Segundo Blvd ▪ Inglewood Ave and Rosecrans Ave ▪ Prairie Ave and El Segundo Blvd ▪ Prairie Ave and Imperial Hwy ▪ Imperial Hwy and I-105 EB On-ramp ▪ El Segundo Blvd. and I-405 SB On-off-ramp ▪ Birch Ave. and El Segundo Blvd 	<p>Significant</p>	<p><u>Specific Plan:</u></p> <ul style="list-style-type: none"> ▪ Prairie Av and 120th St. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 right-turn lane on the northbound approach, 1 right-turn lane on the southbound approach, 1 through lane and 1 right-turn lane on the eastbound approach, and 1 left-turn lane on the westbound approach. ▪ Hawthorne Bl and 120th St. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 through lane on the southbound approach and 1 through lane on the eastbound approach if right-of-way is available or acquiring additional right-of-way is feasible. ▪ Inglewood Av and 120th St. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 through lane and 1 right-turn lane on the eastbound approach. ▪ Hawthorne Bl and Lennox Bl. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 right-turn lane on the eastbound approach. ▪ Hawthorne Bl and Marine Av. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 through lane on the eastbound approach and 1 left-turn lane on the westbound approach. ▪ Hawthorne Bl and Imperial Hwy. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 through lane on the southbound approach, 1 through lane on the eastbound approach, and 1 left turn lane on the westbound approach. ▪ Hawthorne Bl and El Segundo Bl. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 right-turn lane on the northbound approach and 1 through lane and 1 right-turn lane on the eastbound approach. 	<p>Less Than Significant if Mitigated, but Significant and Unavoidable if Mitigation Measure is Infeasible</p>

Table ES-1: Impact Summary Table (Cont.)

Impacts	Level of Significance	Mitigation Measures	Impact After Mitigation
		<ul style="list-style-type: none"> ▪ Hawthorne Bl and Rosecrans Av. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 through lane on the eastbound approach. ▪ Inglewood Av and Imperial Hwy. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 through lane on the northbound approach, 1 through lane on the eastbound approach, and 1 right-turn lane on the westbound approach. ▪ Inglewood Av and El Segundo Bl. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 through lane on the northbound approach, 2 through lanes and 1 right-turn lane on the southbound approach, 1 through lane on the eastbound approach, and 1 left-turn lane on the westbound approach. ▪ Inglewood Av and Rosecrans Av. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 through lane on the northbound approach, 1 through lane on the southbound approach, 1 through lane on the eastbound approach, and 1 left-turn lane and 1 through lane on the westbound approach. ▪ Prairie Av and El Segundo Bl. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 left-turn lane and 1 right-turn lane on the northbound approach, 1 left-turn lane and 1 through lane on the southbound approach, 1 right-turn lane on the eastbound approach, and 1 right-turn lane on the westbound approach. ▪ Prairie Av and Imperial Hwy. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 right-turn lane on the southbound approach, 1 through lane on the eastbound approach, and 1 left-turn lane and 1 through lane on the westbound approach ▪ Imperial Hwy and I-105 EB On-ramp. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 left-turn lane on the eastbound approach. ▪ El Segundo Bl and I-405 SB On-off-ramp. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 right-turn lane on the eastbound approach. 	

Table ES-1: Impact Summary Table (Cont.)

Impacts	Level of Significance	Mitigation Measures	Impact After Mitigation
<p><u>Transformative Projects:</u> Level of service analysis results indicate that 7 of the 22 study intersections are expected to operate at an unacceptable LOS E or F during either the AM or PM peak hours (or both peak hours) under 2020 cumulative traffic conditions (with project). The increase in the V/C ratio at these intersections would exceed the threshold of <i>significant</i> impacts. These intersections are:</p> <ul style="list-style-type: none"> ▪ Prairie Ave and 120th St ▪ Hawthorne Blvd and Imperial Hwy ▪ Inglewood Ave and Imperial Hwy ▪ Inglewood Ave and El Segundo Blv. ▪ Inglewood Ave and Rosecrans Ave ▪ Prairie Ave and El Segundo Blvd ▪ Prairie Ave and Imperial Hwy 	<p>Significant</p>	<p><u>Transformative Projects:</u></p> <ul style="list-style-type: none"> ▪ Birch Ave and El Segundo Bl. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 left-turn only lane and 1 right-turn lane on the southbound approach. ▪ Prairie Av and 120th St. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 through lane on the eastbound approach. ▪ Hawthorne Bl and Imperial Hwy. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 through lane on the eastbound approach. ▪ Inglewood Av and Imperial Hwy. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 through lane on the eastbound approach. ▪ Inglewood Av and El Segundo Bl. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 through lane and 1 right-turn lane on the southbound approach and 1 through lane on the eastbound approach. ▪ Inglewood Av and Rosecrans Av. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 through lane on the northbound approach and 1 through lane on the eastbound approach. ▪ Prairie Av and El Segundo Bl. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 right-turn lane on the eastbound approach and 1 right-turn lane on the westbound approach. ▪ Prairie Av and Imperial Hwy. If right-of-way is available or acquiring additional right-of-way is feasible, provide 1 right-turn lane on the southbound approach. <p><u>Citywide:</u> In order to mitigate traffic impacts at the identified intersections and area-wide circulation system, a number of transportation improvement measures should be considered for implementation to improve area-wide level of service to</p>	<p>Less Than Significant if Mitigated, but Significant and Unavoidable if Mitigation Measure is Infeasible</p>

Table ES-1: Impact Summary Table (Cont.)

Impacts	Level of Significance	Mitigation Measures	Impact After Mitigation
3.3 Air Quality and GHG			
A. Air Quality			
Impact 3.3A-1 Construction-Related Criteria Pollutants Analysis			
<p><u>Specific Plan:</u> Based on the CalEEMod computer model to estimate construction-related criteria pollutant emission levels, none of the analyzed criteria pollutants would exceed the regional emissions thresholds, and therefore, <i>a less than significant</i> regional air quality impact would occur from implementation of the proposed Plan.</p> <p><u>Transformative Projects:</u> None of the analyzed criteria pollutants would exceed the regional emissions thresholds, and therefore, a <i>less than significant</i> regional air quality impact would occur from implementation of the proposed Plan.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>
Impact 3.3A-2 Construction-Related Local Air Quality			
<p><u>Specific Plan:</u> On-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds show shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors during the implementation of the DHSP . Therefore, a <i>less than significant</i> local air quality impact would occur from implementation of the proposed Plan.</p> <p><u>Transformative Projects:</u> None of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors during either construction of the Transformative Projects. Therefore, a <i>less than significant</i> local air quality impact would occur from construction of the proposed Transformative Projects.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>

Table ES-1: Impact Summary Table

Impacts	Level of Significance	Mitigation Measures	Impact After Mitigation
NOx, and CO pollutants, but not for SO ₂ , PM10, and PM2.5. Therefore, impacts are considered <i>significant</i> for VOC, NOx, and CO emissions.		<p>structures meet or exceed 2013 Title 24, Part 6 Standards, and Green Building Code Standards (CalGreen) per City of Hawthorne requirements.</p> <ul style="list-style-type: none"> ▪ The project applicant shall require that indoor water usage be reduced by 20 percent per CalGreen standards. ▪ The project applicant shall require that ENERGY STAR-compliant appliances are installed wherever appliances are needed in buildings on-site. ▪ The project applicant shall require recycling programs that reduces waste to landfills by a minimum of 75 percent (per AB 341). 	Unavoidable
<p>Impact 3.3A-6 Cumulative Regional Air Quality</p> <p><u>Specific Plan:</u> The Plan area is out of attainment for both ozone and particulate matter. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. With respect to long-term emissions, this Plan would create a <i>significant and unavoidable</i> cumulative impact.</p> <p><u>Transformative Projects:</u> Construction and operational activities of the Transformative Projects would be similar to those of other development projects within the DHSP. Thus, impacts would be considered <i>significant</i> cumulative impact.</p>	Significant	Refer to previous Mitigation Measures 3.3A-5	Significant and Unavoidable
<p>Impact 3.3A-7 Operations-Related Local Air Quality</p> <p><u>Specific Plan:</u> <i>Local CO Emissions Impacts from Project-Generated Vehicle Trips</i>-- The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic at Plan buildout in 2035 is much lower than the necessary volume to</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant

Table ES-1: Impact Summary Table

Impacts	Level of Significance	Mitigation Measures	Impact After Mitigation
<p>cause a violation of the CO standard. Therefore no CO “hot spot” modeling was performed and <i>less than significant</i> long-term air quality impact is anticipated to local air quality with the on-going use of the proposed Plan.</p> <p><i>Local Air Quality Impacts from On-Site Operations</i> -- According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site; such as warehouse/transfer facilities. Therefore, due to the lack of stationary source emissions, no long-term LST analysis is warranted.</p> <p><i>Operations-Related Odor Impacts</i> -- Potential sources that may emit odors during the on-going operations of the proposed Plan would include odor emissions from diesel truck emissions and trash storage areas. Through compliance with SCAQMD’s Rule 402 <i>less than significant</i> impact related to odors would occur during the on-going operations of the proposed Plan.</p> <p><u>Transformative Projects</u>: Operational activities from the Transformative Projects would be similar to those activities from projects within the DHSP. Thus, local air quality impacts from operational activities would be considered <i>less than significant</i>.</p>	<p>Less Than Significant</p>		<p>Less Than Significant</p>
<p>Impact 3.3A-8 Consistency with General Plan and Regional Plans</p> <p><u>Specific Plan</u>: The air analysis found that, even with mitigation, long-term operations impacts will result in significant and unavoidable impacts based on the SCAQMD regional thresholds of significance. The proposed Plan is projected to contribute to the exceedance of any air pollutant concentration standards and is found to be inconsistent with the SCAQMD AQMP and, therefore, this is considered a <i>significant</i> impact.</p> <p><u>Transformative Projects</u>: Impacts from the development of the Transformative Projects would be similar to that of the DHSP. Due to its inconsistency with the SCAQMD AQMP, this is considered a <i>significant</i> impact.</p>	<p>Significant</p> <p>Significant</p>	<p>Refer to previous Mitigation Measures 3.3A-5</p>	<p>Significant and Unavoidable</p> <p>Significant and Unavoidable</p>

Table ES-1: Impact Summary Table (Cont.)

Impacts	Level of Significance	Mitigation Measures	Impact After Mitigation
		<p>and work shall be halted and re-evaluated if vibratory levels nears 0.20 PPV, which is the standard established to protect structures.</p> <ul style="list-style-type: none"> In order to minimize impacts to adjacent residential land uses adjacent to the Hawthorne Mall, a demolition and construction noise study and mitigation and monitoring plan shall be prepared. The noise study shall include acoustical modeling utilizing forthcoming details regarding the type, location and duration of use of each piece of equipment; truck trips and routes and staging areas. In addition to the above listed mitigation measures temporary noise walls will likely be necessary. 	
<p>Impact 3.4-2 Long-Term Plan-Generated Traffic Noise</p> <p><u>Specific Plan:</u> Plan-generated traffic noise will not result in noise increases of 3 dB or greater along road segments. Implementation of the DHSP will not result in substantial increases in ambient noise levels related to increases in vehicle traffic, and is therefore considered a <i>less than significant</i> impact.</p> <p><u>Transformative Project:</u> Impacts on the four Transformative Projects are the same as those found for the Plan area. Long-term traffic noise impacts are considered <i>less than significant</i>.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>
<p>Impact 3.4-4 Traffic Noise Exposure to the DHSP</p> <p><u>Specific Plan:</u> Future noise levels (2020 and 2035, respectively) are expected to reach up to 65-70 dBA CNEL at the existing and proposed land uses along Hawthorne Boulevard, Imperial Highway, 120th Street, Broadway Avenue, El Segundo Boulevard, 139th Street and Rosecrans Avenue. The majority of affected land uses along Hawthorne Boulevard are and will be commercial land uses. The City has not adopted exterior noise level limits for commercial land uses. Interior noise levels standards for commercial land uses range between 45-65 dBA CNEL depending on the type of commercial use. Residential land uses along the primary east/west roadways in the DHSP listed above, will be exposed to noise levels</p>	<p>Significant</p>	<ul style="list-style-type: none"> New non-residential development shall be constructed with roof-ceiling assemblies that make up the building envelope to have an STC of at least 50 and exterior windows must have minimum STC of 30 where sound levels at the property line regularly exceed 65 decibels. <p>Buildings with few or no occupants and where occupants are not likely to be affected by exterior noise, as determined by the enforcement authority, such as factories, stadiums, storage, enclosed parking structures and utility buildings are exempt from this measure.</p>	<p>Less Than Significant</p>

Table ES-1: Impact Summary Table (Cont.)

Impacts	Level of Significance	Mitigation Measures	Impact After Mitigation
<p>of up to 70 dBA CNEL and may exceed the exterior noise level limit for residential land uses or the 45 dBA CNEL interior noise level limit for interior noise levels, depending on the distance of the receptor from the roadway. Long-term traffic noise exposure to the Plan area is considered to be a potentially <i>significant</i> impact.</p> <p><u>Transformative Project:</u> Impacts on the four Transformative Projects are the same as those found for the Plan area. Long-term traffic noise exposure to the Plan area is considered potentially <i>significant</i> impact.</p>	Significant	<ul style="list-style-type: none"> ▪ Prior to issuance of building permits for residential land uses located within a 65 dBA CNEL noise contour, a detailed noise assessment shall be prepared to show that noise levels in those areas will not exceed the 65 CNEL outdoor noise criteria and the 45 CNEL indoor noise standard. The noise assessment shall be prepared by a qualified acoustical consultant and shall document the sources of noise impacting the areas and describe any measures required to meet the standard. These measures will be incorporated into the project plans. The report shall be completed and approved by the City prior to issuance of building permits. 	Less Than Significant
<p>Impact 3.4-3 Long-Term Operational Noise</p> <p><u>Specific Plan:</u> On-site activities associated with existing retail, commercial and public land uses have the potential to impact both on-site and off-site sensitive receptors. Specifically, the activities associated with retail, office, and business park establishments are parking lot noise, air conditioning units, delivery trucks, loading and unloading are considered a potentially <i>significant</i> noise impact.</p> <p><u>Transformative Project:</u> Impacts on the four Transformative Projects are the same as those found for the Plan area. Long-term traffic noise impacts are considered potentially <i>significant</i> impacts.</p>	Significant	<p>Prior to issuance of building permits for non-residential land uses located adjacent to residential land uses, City staff shall require the preparation of a detailed noise study that shall be prepared to ensure that these sources do not exceed noise level limits presented in the City’s noise ordinance which are dependent on the type of land use. The assessment shall be prepared by a qualified acoustical engineer and shall document the noise generation characteristics of the proposed equipment and the projected noise levels at the nearest use. Compliance with these levels shall be demonstrated and any measures required to comply with the Noise Ordinance will be included in the project plans. The report shall be completed and approved by the City prior to issuance of building permits.</p>	Less Than Significant
<p>Impact 3.4-5 Short-Term Vibration</p> <p><u>Specific Plan:</u> Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. A vibratory roller, loaded trucks and possibly a jackhammer would be utilized to renovate and to build new structures. Use of vibratory equipment within 70 feet of a sensitive receptor could be perceptible but is expected to be short-term. Damage to buildings of normal construction is possible if vibratory equipment is utilized within 25 feet of a sensitive receptor. Therefore, short-term vibration impacts are considered potentially <i>significant</i>.</p>	Significant	<p>In addition to adherence with allowed hours for construction, implementation of Mitigation Measures 3.4-5 will minimize potential short-term vibration impacts</p> <ul style="list-style-type: none"> ▪ The use of vibratory equipment shall be avoided or minimized within 25 feet of existing vibration-sensitive land uses. ▪ If vibratory equipment must be used within 25 feet of an existing structure vibration, monitoring shall be conducted 	Less Than Significant

Table ES-1: Impact Summary Table

Impacts	Level of Significance	Mitigation Measures	Impact After Mitigation
<p>3.5-2 Soil Erosion</p> <p><u>Specific Plan:</u> The topography and built-out development of the DHSP area limit the potential for soil erosion and topsoil loss. In addition, the City has adopted BMPs to limit construction-related runoff into stormwater system. Therefore, these impacts are considered <i>less than significant</i>.</p> <p><u>Transformative Projects:</u> Impacts on the four Transformative Projects are the same as those found for the Specific Plan area. Geologic and soils impacts are considered <i>less than significant</i>.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>
<p>3.5-3 Expansive Soils</p> <p><u>Specific Plan:</u> Compliance with applicable building code requirements and City regulations, and implementation of recommended corrective actions, would ensure that potential impacts relating to expansive soils would not exceed an acceptable level of risk. Therefore the potential for impact is considered <i>less than significant</i>.</p> <p><u>Transformative Projects:</u> Impacts on the four Transformative Projects are the same as those found for the Specific Plan area. Geologic and soils impacts are considered <i>less than significant</i>.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>

Table ES-1: Impact Summary Table (Cont.)

Impacts	Level of Significance	Mitigation Measures	Impact After Mitigation
		<p>either on-site or on-call to properly remove and dispose of any hazardous waste encountered during the excavation and/or grading of the site.</p> <ul style="list-style-type: none"> ▪ For construction requiring soil excavation and soil filling in areas of known commercial and industrial uses, proper sampling shall be required prior to the disposal of the excavated soil and a full Phase I ESA for redevelopment of commercial and industrial properties involving hazardous materials or waste. ▪ If construction activities result in the discovery of unknown substances that are suspected to contain hazardous wastes or materials, the contractor shall implement the following procedures: <ul style="list-style-type: none"> ▫ Immediately cease work in the vicinity of the suspected contaminant. ▫ Remove workers and the public from the area. ▫ Notify the City’s Building and Safety Department and secure the area as directed. ▫ Prepare and initiate a Site Health and Safety Plan, congruent to OSHA requirements, may be deemed necessary before the commencement of work in any areas found to be contaminated. 	
<p>Impact 3.6-3 Hazardous Material and Construction Activities</p> <p><u>Specific Plan:</u> Site development within the DHSP could involve increases in the prevalence of hazardous or potentially hazardous materials during project construction phases. This usage of hazardous material is considered to be temporary during the DHSP project implementation, and compliance with existing regulations, procedures, and policies, as described above, would ensure construction-phase handling of hazardous materials and wastes would result in less than significant impacts; however, the presence of ACM and LBP will remain unknown until inspections are conducted for these material. This is considered a potentially <i>significant</i> impact.</p>	<p>Significant</p>	<p>To counter adverse health risks from any potential exposure to ACMs and LBP, it is required that the following mitigation measure be implemented for any projects that include major rehabilitation or demolition of existing structures.</p> <ul style="list-style-type: none"> ▪ Prior to obtaining a demolition permits for buildings constructed prior to 1978, the City will require that an ACM and LBP tests be conducted for those structured affected. The results of the tests must be included with the demolition permit application for City review. A Cal OSHA-certified building inspector will conduct an asbestos 	<p>Less than Significant</p>

Table ES-1: Impact Summary Table (Cont.)

Impacts	Level of Significance	Mitigation Measures	Impact After Mitigation
<p><u>Transformative Projects:</u> The Hawthorne Mall Transformative Project (T1) and the St. Joseph’s Transformative Project (T4) are proposed for demolition and grading. The development of the other two Transformative Projects may include some demolition, however, the precise percentage is not currently known. Therefore, the presence of ACM and LBP will remain unknown until inspection are conducted for these material. This is considered a potentially <i>significant</i> impact.</p>	<p>Significant</p>	<p>survey to determine if any asbestos or ACMs are present. Asbestos removal, should it be found, will be conducted pursuant to regulations contained in SCAQMD Rule 1403. For investigations of LBPs, any paint waste, separated by physical or chemical means from underlying building material, shall be evaluated independently of other material wastes to determine presence of lead. If LBPs are found, abatement procedures will be undertaken prior to demolition; contractors will provide evidence of these abatement activities to the City Building and Safety Department. The removal and disposal of LBP will be conducted pursuant to Cal OSHA’s Lead in Construction Standard (CCR Title 8, Section 1532.1).</p>	<p>Less than Significant</p>
<p>Impact 3.6-4 Schools</p> <p><u>Specific Plan:</u> There are five schools within the DHSP area, and ten schools located within one-quarter mile of the Plan area boundaries, including four school sites located in the neighboring communities of Lennox and Lawndale within that distance. Additionally, numerous preschools, day care, and after-school care facilities are located within the vicinity of the proposed DHSP area. The use of hazardous materials within the Plan area would be relatively low in both quantities and concentrations due to the lack of proposed industrial land uses. Any handling of hazardous materials would be subject to federal, state, and local policies regarding the generation, use, storage, disposal, and transportation of hazardous materials. Compliance with these existing policies, regulations, and procedures would ensure <i>less than significant</i> impacts relating to hazardous materials.</p> <p><u>Transformative Projects:</u> The potential impacts on schools located in the vicinity of Transformative Projects would be similar to those for the Plan area. Hence, hazardous material impacts on schools is considered <i>less than significant</i>.</p>	<p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p>

Table ES-1: Impact Summary Table (Cont.)

Impacts	Level of Significance	Mitigation Measures	Impact After Mitigation
<p>the railroad line. Due to the immediate location of the railroad line to T1 and T2, there is a potential adverse public safety impact on these two Transformative Projects, and is therefore considered a <i>significant</i> impact.</p>			
<p>3.6-7 Airport Safety</p> <p><u>Specific Plan:</u> The DHSP area is not located within the safety zones (Runway Protection Zones) instituted by the FAA and included in the Los Angeles County Airport Land Use Plan (ALUP) for both Hawthorne Municipal Airport and Los Angeles International Airport (LAX). Therefore, airport safety impacts are considered <i>less than significant</i>.</p> <p><u>Transformative Projects:</u> None of the Transformative Projects are located within the safety zone of the ALUP. Therefore, airport safety impacts are considered <i>less than significant</i>.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>

Table ES-1: Impact Summary Table (Cont.)

Impacts	Level of Significance	Mitigation Measures	Impact After Mitigation
<p>within the DHSP. For several of the Transformative Projects (e.g., T3 and T4), the existing building envelopes would remain and substantial changes to the building footprints would be limited. However, implementation of the T1 project would result in a substantially different building scale and development envelop than that which currently exists. Also, a new hotel may be added to the T2 site, which could introduce a taller building structure with potential shade/shadow effects at this location.</p> <p>New development at the T1 site would include building heights of 45 feet (for the residential component) and 65 feet (for the parking/office component) along the western side of Birch Street. A Shading Study prepared for the T1 project, shows that shadows are anticipated to be cast across residential development east of Birch Street. However, these shadows are anticipated during the latter part of the day and are expected to last no more than two hours, which is under the threshold for significance. Therefore, project development at the T1 site is anticipated to be <i>less than significant</i>.</p> <p>The T2 project includes the new construction of a 300-room hotel having building heights up to 75 feet. Shadows from this development would be of greatest concern for uses located easterly of the site. However, Hawthorne Boulevard would function as a setback buffer, thereby minimizing the effect of shadows that could be cast on residential uses within the T1 site. Nonetheless, it is possible that during the late afternoon hours, shadows from tall structures at the T2 site could affect the westerly face of the T1 site for up to a two hour period. Because this timeframe is under the threshold for significance, project development at the T2 site is anticipated to be <i>less than significant</i>.</p>			

Table ES-1: Impact Summary Table (Cont.)

Impacts	Level of Significance	Mitigation Measures	Impact After Mitigation
3.10 Public Services			
3.10-1 Fire Protection			
<p><u>Specific Plan:</u> As development projects are proposed within the DHSP area, they would be required to meet fire flow standards, and all applicable local and regional fire codes and regulations. In addition, City fire protection and prevention policies and ordinances contained in the General Plan and Municipal Code, respectively, will ensure the continued maintenance of a high level of fire protection services. Therefore, potential fire impacts are considered <i>less than significant</i>.</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant
<p><u>Transformative Projects:</u> All new development will be reviewed in accordance with current fire codes and City policies to ensure sites are served with adequate fire flows and that an automatic fire sprinkler system is installed, fire protective building materials are used, and that fire safety is incorporated in the building design. In addition, each Transformative Project will be in close proximity to FS No. 161 (Battalion Headquarters), which will provide fire protection service within the 5-minute response time standard. Therefore, potential impacts on fire protection and emergency response will be <i>less than significant</i>.</p>	Less Than Significant		Less Than Significant
3.10-2 Police Protection			
<p><u>Specific Plan:</u> The Hawthorne Police Department, when necessary, reviews individual projects to determine whether or not new police personnel would be needed as a direct impact of the development. If deemed appropriate, additional impact fees may be imposed on the developer to help fund the new personnel. The Police Department also reviews projects to check for safety-enhancing design elements; for instance, lighting and landscaping plans and traffic ingress/egress for police vehicles. The Hawthorne Police Department headquarters is located within the DHSP area boundaries, and as such, can respond immediately to police or emergency call. Its proximity to the all areas within the DHSP area and the implementation of design and public safety policies for DHSP-related development would reduce impacts to <i>less than significant levels</i>.</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant

Table ES-1: Impact Summary Table (Cont.)

Impacts	Level of Significance	Mitigation Measures	Impact After Mitigation
<p><u>Transformative Projects:</u> The City is prepared to assess new development and the need for new police personnel, as well as site-specific elements that will help ensure that environmental design promotes safety and awareness in the area. No project will be approved without consideration of direct impact of the each Transformative Project is considered <i>less than significant</i>.</p>	<p>Less Than Significant</p>		<p>Less Than Significant</p>
<p>3.10-3 Parks and Recreation</p> <p><u>Specific Plan:</u> The City lacks adequate supply of parkspace (per the standard of 1 acre per 1,000 residents) and any impact mitigation fees imposed cannot be used directly for maintenance or improvement to existing parks and recreational facilities (AB 1600), this impact would be considered potentially <i>significant</i>.</p> <p><u>Transformative Projects:</u> As with the findings for the Specific Plan, parks and recreational impacts for the four of the four Transformative Projects -- the exception being St. Joseph's Plaza (T4) -- are considered potentially <i>significant</i>.</p>	<p>Significant</p> <p>Significant</p>	<p>The City shall adopt an ordinance authorizing use of the Quimby Act to require developers to pay fees, set aside land for parks, or donate conservation easements as a condition of development. Mitigation measure applies to both the Specific Plan and Transformative Projects.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>
<p>3.10-4 Schools</p> <p><u>Specific Plan:</u> The expected student population generated by the DHSP could result in an increase of approximately 134 students in the K-8 grade levels by 2035 (116 K-8 students and 18 grades 6-8 students), with this figure fluctuating depending on the incremental stages of buildout. This level of growth will be addressed through imposition of school facility mitigation fees enabled by state law; thus, this impact is considered <i>less than significant</i>.</p> <p><u>Transformative Projects:</u> Two of the four Transformative Projects include residential development, and therefore, would result in the increase of the student population. The T1 project could generate approximately 128 students, and buildout of the T3 project could generate an additional 23 new students. This growth will be addressed through imposition of school facility mitigation fees enabled by state law; thus, this impact is considered <i>less than significant</i>.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>

Table ES-1: Impact Summary Table (Cont.)

Impacts	Level of Significance	Mitigation Measures	Impact After Mitigation
3.11 Public Utilities			
3.11A-1 Water Supply			
<p><u>Specific Plan:</u> The Cal Water supply to Hawthorne is deemed stable through 2040. Water supply for the Cal Water Hawthorne District is projected to increase from 5,292 AFY in 2015 to 6,282 AFY in 2035, an increase of 990 AFY. Hence, water demand from buildout of the DHSP could be accommodated in 2035. Moreover, there are a number of federal, state, and local level measures to ensure that new development includes the requisite water efficiency measures. This includes Hawthorne's recently adopted Ordinance No. 2080 declaring a drought emergency and adopting a water conservation plan. Therefore, water impacts are considered <i>less than significant</i>.</p> <p><u>Transformative Projects:</u> Based on water demand factors by land use, the Transformative Projects are projected in increase water demand by 400,943 GPD or 449 AFY. Water supplied by Cal Water for the Hawthorne District is projected to increase from 5,292 AFY in 2015 to 5,534 AFY in 2020, or an increase of 242 AFY during the five-year period. Based on the future water supply and the projected water demand from the Transformative Projects, there would be a shortage of 207 AFY of water in 2020. Although there are a number of federal, state, and local level measures to ensure that new development includes the requisite water efficiency measures, including Hawthorne's recently adopted Ordinance No. 2080 declaring a drought emergency and adopting a water conservation plan, the future development of the Transformative Projects are considered <i>significant</i>.</p>	Less Than Significant	No mitigation measures are required.	Less Than Significant
	Significant	All new development shall comply with the water conservation measure in the California Green Building Standards Code (Part 11 of Title 24, California Code of Regulations) and the City's Water Conservation Plan.	Significant and Unavoidable

Table ES-1: Impact Summary Table (Cont.)

Impacts	Level of Significance	Mitigation Measures	Impact After Mitigation
<p><u>Transformative Projects:</u> The total wastewater generated by the Transformative Projects is 207,325 which represents 0.21 percent of the overall capacity of the JWPCP treatment plant. This is considered a <i>less than significant impact</i>.</p>	<p>Less Than Significant</p>		<p>Less Than Significant</p>
<p>3.11C Solid Waste</p> <p><u>Specific Plan:</u> Buildout of the DHSP would increase the generation of solid waste by approximately 52,912 pounds or approximately 26 tons per day. The maximum permitted daily disposal rate for Sunshine Canyon Landfill is 9,000 tons of solid waste per day and 8,000 tons per day into the Olinda landfill. The DHSP overall represents 0.29 percent of the maximum permitted daily disposal rate for Sunshine Canyon and 0.33 percent for Olinda. Moreover, all new development in the City is required to implement existing and future waste reduction programs in conformance with the City's SRRE, which will help reduce the amount of disposed solid waste. Existing landfill facilities and average daily waste allowance coupled with the City's overall waste reduction and recycling policies make this impact <i>less than significant</i>.</p> <p><u>Transformative Projects:</u> The Transformative Projects in 2020 would generate an estimated 28,741 pounds or 14 tons of solid waste per day. The maximum permitted daily disposal rate for Sunshine Canyon Landfill is 9,000 tons of solid waste per day and 8,000 tons per day into the Olinda landfill. The DHSP overall represents 0.16 percent of the maximum permitted daily disposal rate for the Sunshine Canyon Landfill and 0.18 percent for the Olinda Landfill. Similar to the Specific Plan in 2035, all new development in the City is required to implement existing and future waste reduction programs in conformance with the City's SRRE. Existing landfill facilities and average daily waste allowance coupled with the City's overall waste reduction and recycling policies make this impact <i>less than significant</i>.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant</p> <p>Less Than Significant</p>

