

Chapter 2: Project Description

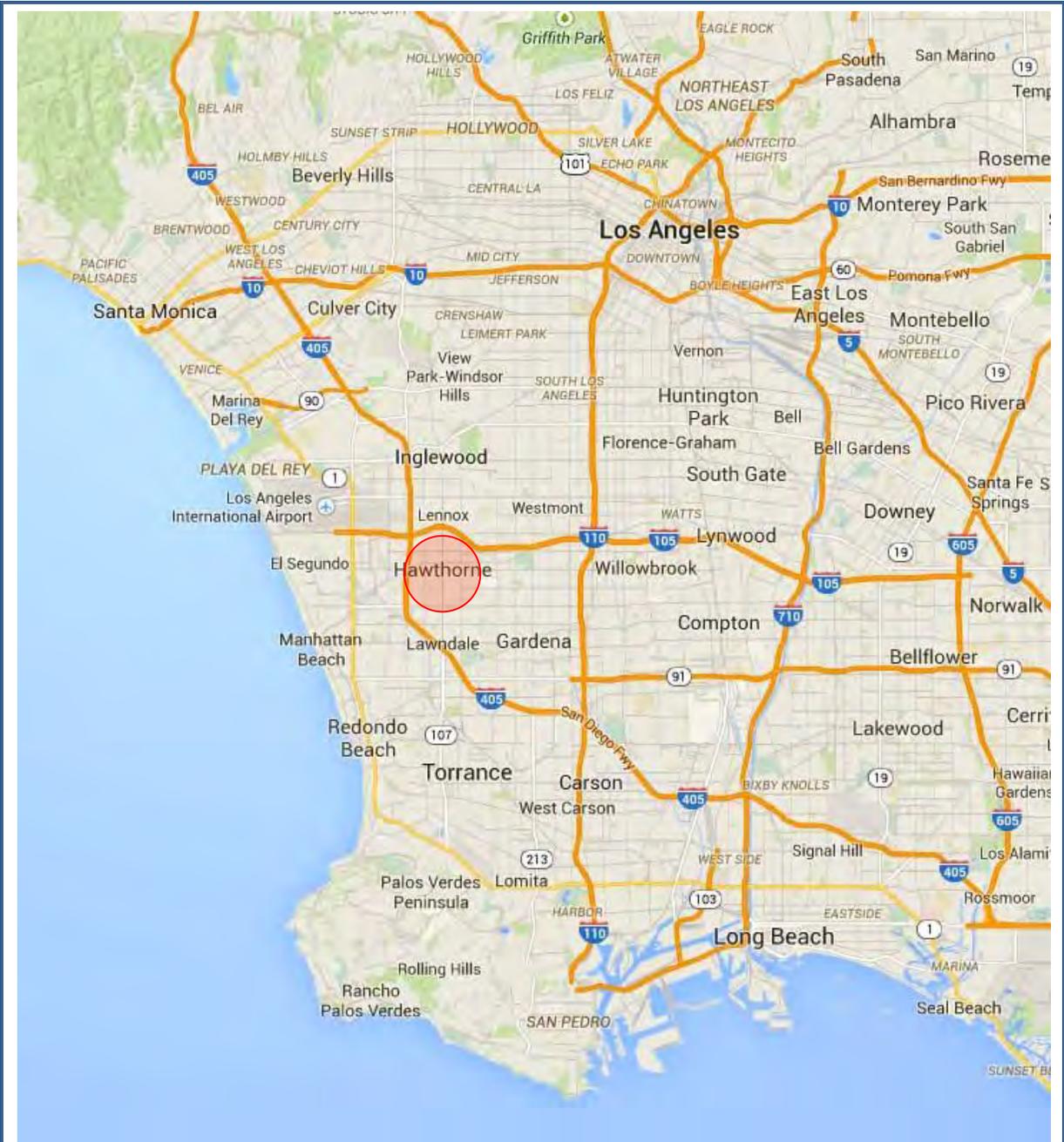
Specific Plan Location

The City of Hawthorne is located in the South Bay region of Los Angeles County, approximately 10 miles southwest of downtown Los Angeles and two miles southeast of Los Angeles International Airport (LAX). The Downtown Hawthorne Specific Plan area is located primarily along the two-mile segment of Hawthorne Boulevard that runs from the northern borders of the City adjacent to the unincorporated community of Lennox at Interstate 105 to the southern border with the City of Lawndale near Rosecrans Avenue. **Figure 2-1** shows the City from a regional perspective and **Figure 2-2** illustrate the boundaries of the project area.

Specific Plan Area

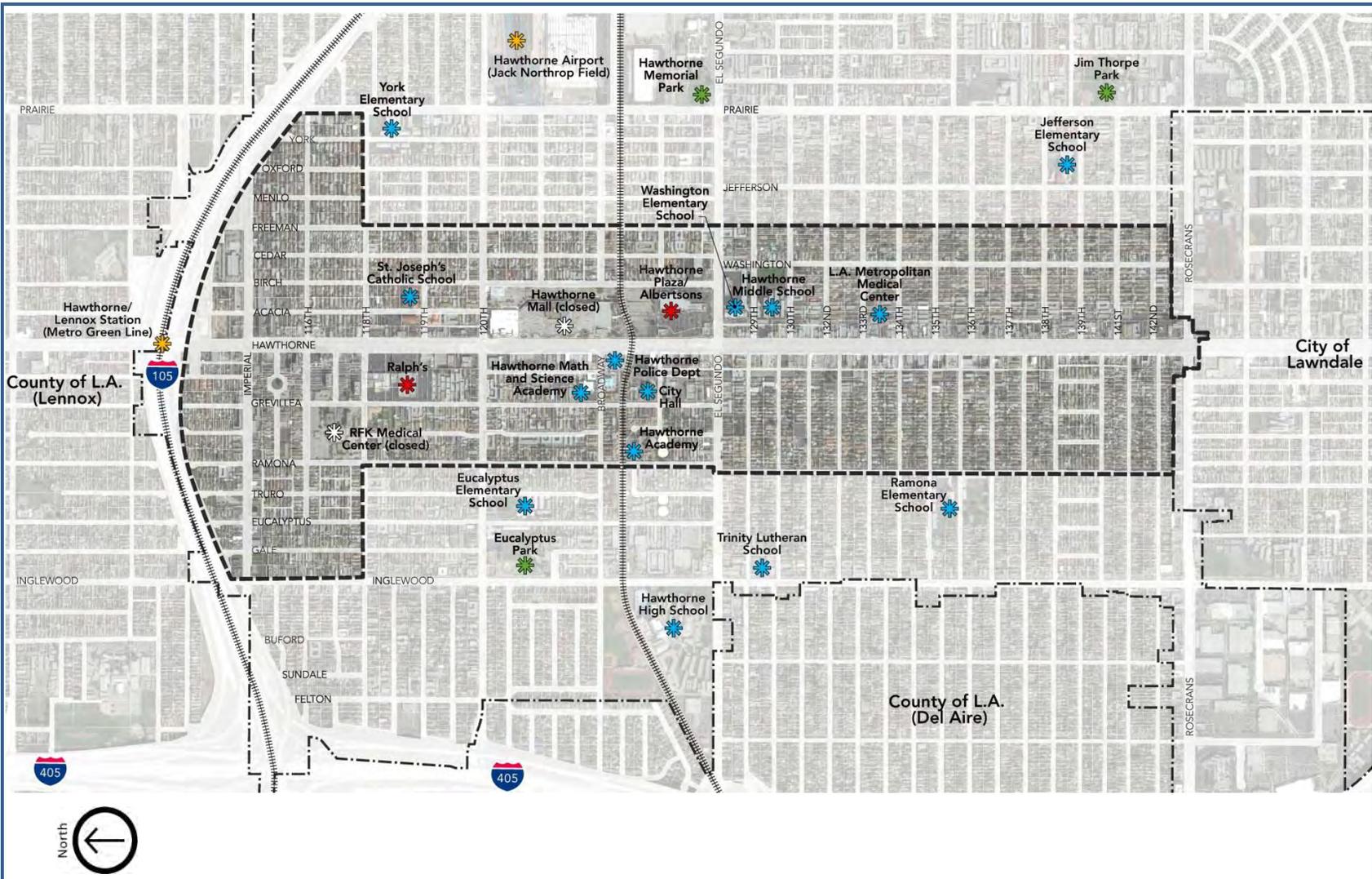
The DHSP area totals approximately 786 acres or 1.23 square miles. The area boundaries include the I-105 Freeway on the north, Freeman Avenue and Prairie Avenue on the east, the city limits on the south and Ramona Avenue and Inglewood Avenue on the west. The existing eight-acre Prestige Village Specific Plan area located at the former RFK Hospital site is not part of the DHSP area. In addition to the major north-south arterial Hawthorne Boulevard, the project area includes the east-west portions of Imperial Highway, 120th Street, El Segundo Boulevard and Rosecrans Avenue. The light rail Metro Green Line runs east-west in the median of I-105 with the Metro Hawthorne/Lennox Station located at Hawthorne Boulevard at the northern end of the Specific Plan area. A Union Pacific rail line bisects the DHSP area at Hawthorne Boulevard between 120th Street and El Segundo Boulevard.

The primary land uses in the DHSP area include residential, commercial and public facilities. **Table 2-1** presents the existing land uses within the DHSP area. Residential uses, both single and multiple-family units, are generally located behind the commercial uses that are along Hawthorne Boulevard and Imperial Highway. The existing residential uses represent more than one-half of the total DHSP area. Single-family residential uses total 186.8 acres (23.8% of the total DHSP area) and multi-family residential uses total 203.9 acres (25.9% of the total). Commercial office, retail and services and associated parking total 135.9 acres (17.3% of the total). The remaining developed land uses include public facilities at 24.7 acres (3.1%), transportation, communication and utilities at 4.3 acres (0.5%) and industrial at 3.9 acres (0.5%). Although the DHSP area is highly urbanized, 75 parcels have been identified as vacant and total 17.7 acres or 2.3 percent of the DHSP area.



***Downtown Hawthorne Specific Plan
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**Figure 2-1
City of Hawthorne**



**Downtown Hawthorne Specific Plan
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**Figure 2-2
Specific Plan Area**

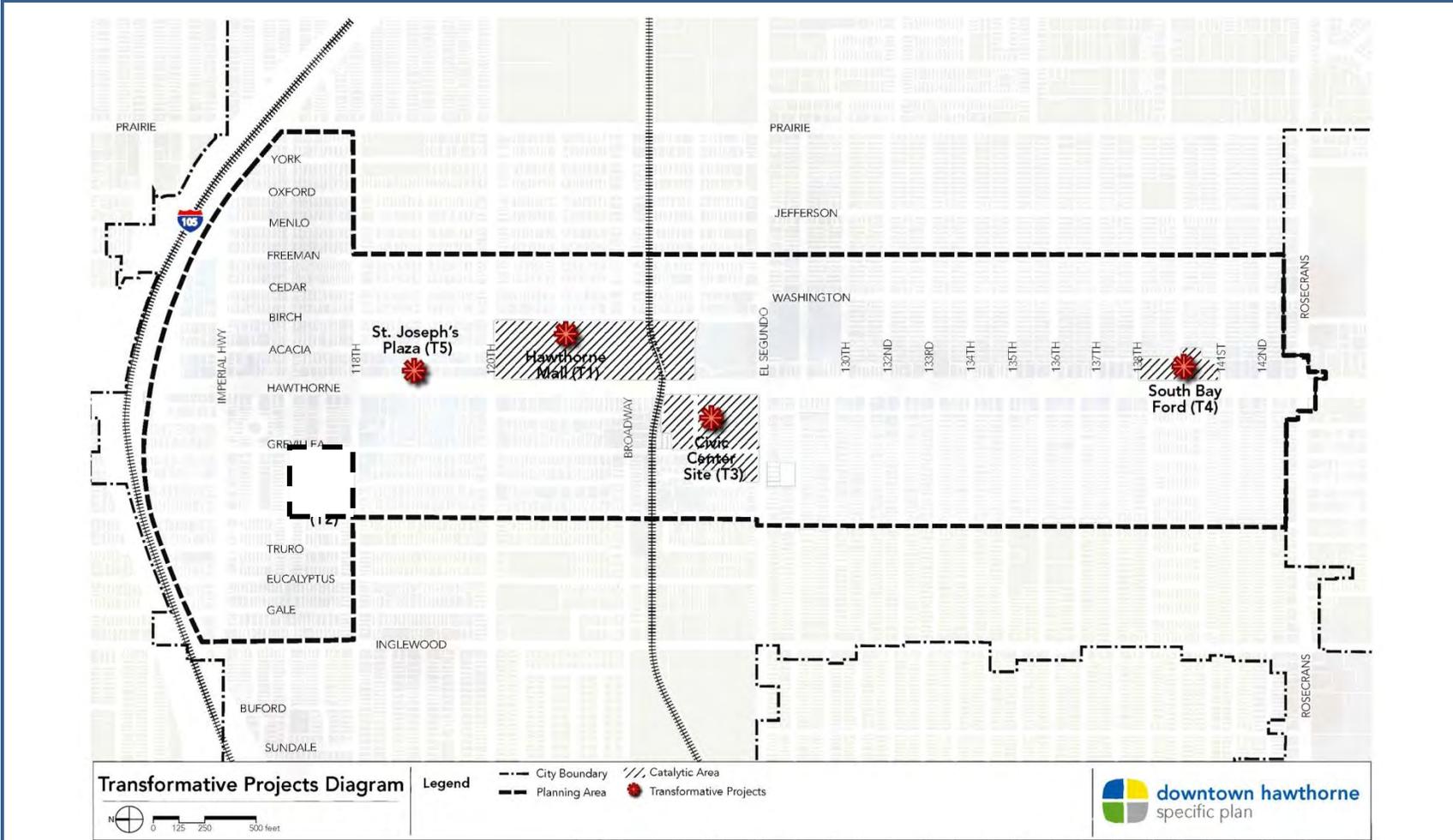
Table 2-1: Existing Land Use of the DHSP Area			
Land Use	Number of Parcels	Acres	Percent of DHSP Area
Single Family Residential	1,357	186.8	23.8%
Multi-Family Residential	1,122	203.9	25.9%
Commercial Office	108	17.2	2.2%
Commercial Retail and Service	239	88.3	11.2%
Commercial Parking	88	30.4	3.9%
Industrial	19	3.9	0.5%
Public Facility	25	24.7	3.1%
Transp./Comm./Utilities	15	4.3	0.5%
Vacant	75	17.7	2.3%
Streets/ROW	-	208.8	26.6%
Total DHSP Area	3,048	786.0	100.0%

Source: Los Angeles County Assessor (2014), CoreLogic and HdL Companies

Transformative Projects

There are four Transformative Projects in the DHSP that are identified as opportunity sites for new and catalytic development and investment. The Transformative Projects are intended to embody bold ideas and further support the DHSP’s vision and objectives. The location of the four Transformative Projects are illustrated in **Figure 2-3**. The DHSP presents a development concept for each site, which are summarized below:

- T1 Hawthorne Mall.** The Hawthorne Mall Transformative Project represents the anchor to the revitalization of the DHSP area. It fronts Hawthorne Boulevard and encompasses approximately 26 acres. The main portion of the Hawthorne Mall Transformative Project includes the large vacant Mall building and parking structures. The DHSP will allow mixed-use development that include residential, retail, retail flex-space, and offices uses and associated parking. It will also create a pedestrian-oriented district that serves as a central retail and dining destination for Downtown Hawthorne.
- T2 Civic Center.** The Civic Center Transformative Project encompasses approximately 12 acres and is the location of Hawthorne City Hall and municipal buildings, including the City’s former Police Department headquarters. The DHSP land use strategy is to unite a disparate set of civic buildings into a cohesive and inviting civic center, with a central city square or plaza and a mixed-use of higher-density residential, retail, office and hospitality uses.



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**Figure 2-3
Transformative Projects**

- T3 South Bay Ford.** The South Bay Ford Transformative Project is located in the southern portion of the DHSP area along Hawthorne Boulevard. This site is approximately four acres and is the original site of South Bay Ford auto dealership. The DHSP promotes horizontal mixed-use allowing for a larger-format commercial center and medium and higher-density residential.
- T4 St. Joseph’s Plaza.** The land use strategy for this one-half acre site is to develop it as a landmark public neighborhood plaza or park that serves as a community focal point and helps frame the St. Joseph’s Church and Chips restaurant.

Project Vision

The DHSP contains a Vision Framework consisting of five Vision Elements that are intended to provide overall guidance for the future development of Downtown Hawthorne. Each of these elements is supported by a set of Strategies, ranging from short-term “quick win” projects to mid- and long-term investments, that will help to guide the implementation of the Vision Framework.

Vision Element A: Prosperous

Strategy A1: Shopping and Dining Destination. To create a business-friendly environment and expand retail, service and dining opportunities in order to support existing business, while attracting new businesses and investment in Downtown Hawthorne.

Strategy A2: Hospitality. To leverage Downtown Hawthorne’s proximity to the Los Angeles International Airport, great beaches and the broader South Bay region by encouraging hotel development and related uses that attract travelers and tourists.

Strategy A3: 21st Century Work Environment. To capitalize on Downtown Hawthorne’s location to create innovative mixed-use and employment centers.

Strategy A4: Fiscal Performance. To maintain the City of Hawthorne’s long-term fiscal sustainability by encouraging development and economic activity that contributes to the City’s overall economic and fiscal health.

Vision Element B: Connected

Strategy B1: Walkable and Bikeable Downtown. To enhance the pedestrian and bicycle network within Downtown in order to expand connectivity, improve safety and foster better access.

Strategy B2: Enhanced Transit. To improve the experience for transit riders through enhanced amenities, access, safety and landscaping.

Strategy B3: Parking Solutions. To make parking convenient, easy and accessible to commercial, education and transit destinations.

Strategy B4: Efficient Public Infrastructure. To upgrade and expand existing public infrastructure to make it more efficient and to ensure that it supports long-term economic growth.

Vision Element C: Healthy

Strategy C1: Gathering Spaces. To create a range of open spaces at varying scales to provide opportunities for community gathering, activities and economic development.

Strategy C2: Safe and Clean. To activate Downtown and create a comfortable, well-maintained environment with an improved image.

Strategy C3: Sustainable Community and Environment. Support community-oriented programs that support inclusivity, community health and sustainability.

Vision Element D: Attractive

Strategy D1: Strong Brand and Identity. To celebrate what makes Hawthorne distinctive through unique and identifiable gateways, signage and public art.

Strategy D2: Design for Livability. To ensure that public realm improvements contribute to an enhanced Downtown environment.

Strategy D3: Revitalized Buildings. To transform aging and poorly maintained buildings in order to improve the image of Downtown and provide new office, retail and flex-space opportunities.

Vision Element E: Inclusive

Strategy E1: Neighborhood Services. To provide neighborhood-oriented services, retail, education and public facilities throughout Downtown.

Strategy E2: Celebrated History and Heritage. To celebrate local history, provide educational opportunities and enhance historically-important landmarks throughout Downtown.

Strategy E3: Range of Housing. To ensure that Downtown has a range of housing options that meet different desires, needs and income levels.

Implementation

The Specific Plan details the key regulatory and policy actions the City will take to achieve the plan's goals. Some of these actions include updates to the land use and mobility requirements within Downtown Hawthorne. The Specific Plan includes a set of two diagrams that provide the base regulatory context to which all planning decisions will respond.

Land Use

The Land Use Diagram of the DHSP is a policy tool that illustrates the proposed location and intensity of new development necessary to create a vibrant and cohesive Downtown Hawthorne. **Figure 2-4** illustrates the proposed land use designations within the Specific Plan area. The following are descriptions of each land use designation:

- **Residential.** This designation will also allow the City to focus housing in areas that have access to transit, jobs and larger retail area. This designation is implemented by the

following zoning districts: Low Density Residential (R-1), Medium Density Residential (R-2), and High Density Residential (R-3).

- **Commercial.** A wide range of stores, banks, restaurants and other businesses are encouraged along major corridors in Downtown Hawthorne. This designation is implemented by the following zoning districts: General Commercial (C-3) and Automobile Parking (P).
- **Hospitality.** The northern end of Hawthorne Boulevard, and the area surrounding Imperial Highway, is designated as a Hospitality that will work to leverage Hawthorne’s proximity to LAX and the beaches. This designation is implemented by the following zoning district: Hospitality Commercial (CH).
- **Mixed Use.** The Mixed Use district will provide residential units and a flexible space to locate and grow businesses. Intentionally, this designation allows for a range of different uses to be co-located in order to provide energy and so they can support one another. This “incubator” space will be a key area the City will use to focus new employment growth in the coming years. This designation is implemented by the following zoning districts: Mixed Commercial (CM).
- **Public/Quasi-Public.** Public and quasi/public uses provide Hawthorne residents with needed civic, education and public facilities. These uses are conveniently located along Hawthorne Boulevard so they are easily accessible to residents, visitors and workers. As Hawthorne continues to grow, these public and quasi-public facilities will need to improve both their social functions and aesthetics to reflect the new vibrant face of Hawthorne. This designation is implemented by any zoning district.

Mobility

The DHSP envisions the planning area’s major arterial circulation corridors (Hawthorne Boulevard, Imperial Highway) becoming multi-modal streets that sustain automobile circulation while also emphasizing safety, comfort and access for pedestrians, bicyclists and public transit users. It is anticipated that the final scope of proposed mobility improvements will be determined on a project-by-project basis as alternatives are developed and refined according to available funding levels. **Figure 2-5** shows the mobility diagram for the DHSP area. The DHSP identifies six areas of focus for the future mobility of the area, summarized below:

- **Hawthorne Boulevard Corridor.** Will be transformed into a multi-modal landmark street for the city, including adding bike lanes and cycle tracks (i.e., physically protected bicycle lanes), improving sidewalks and landscaping, installing gateway and art features, creating more efficient parking, and enhancing transit facilities.
- **Imperial Highway Corridor.** Will be enhanced with better pedestrian and bicycle features, including a new east-west cycle track, to help support the formation of the Hospitality.

- **Major Streets.** Enhance key transportation arteries including 116th Street, 120th Street, El Segundo Boulevard, 135 Street and Rosecrans Avenue with improved pedestrian facilities, bike lanes and crosswalks.
- **Local Streets.** Protect calm neighborhood streets from increased traffic; enhance sidewalks and crosswalks to improve safety.
- **Bicycle Lanes and Cycle Tracks.** Add cycle tracks to the northern portion of Hawthorne Boulevard and Imperial Highway. Expand conventional bike lanes on key north-south and east-west streets, including Birch Avenue, Washington Avenue, 117th Street, Broadway, 132nd Street, and 139th/140th Street.
- **Light Rail and Bus Transit.** Enhance and support the Hawthorne/Lennox Station; link bus transit with the station and with major retail, entertainment and employment destinations.

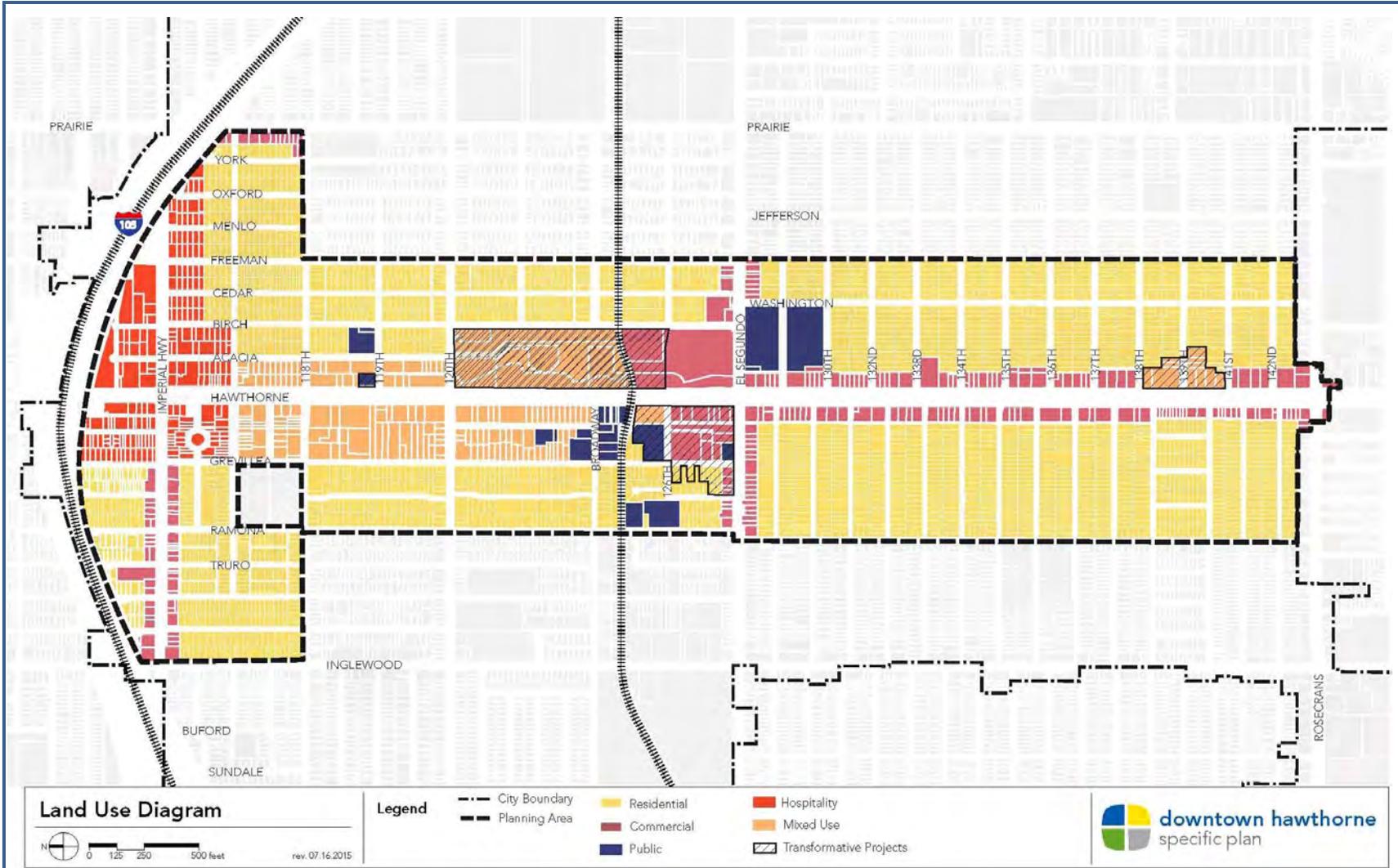
Infrastructure

All existing and future development in Downtown Hawthorne relies on an intricate network of public infrastructure and public/private utilities. While underground and seldom seen, this webbing of water pipes, electrical and telecommunications lines, and drainage systems provides the necessary backbone to support development. The Infrastructure Diagram illustrated in **Figure 2-6** is a policy tool that illustrates the type and location of public infrastructure and utilities necessary to support future homes and businesses envisioned within DHSP area.

Proposed General Plan Amendments

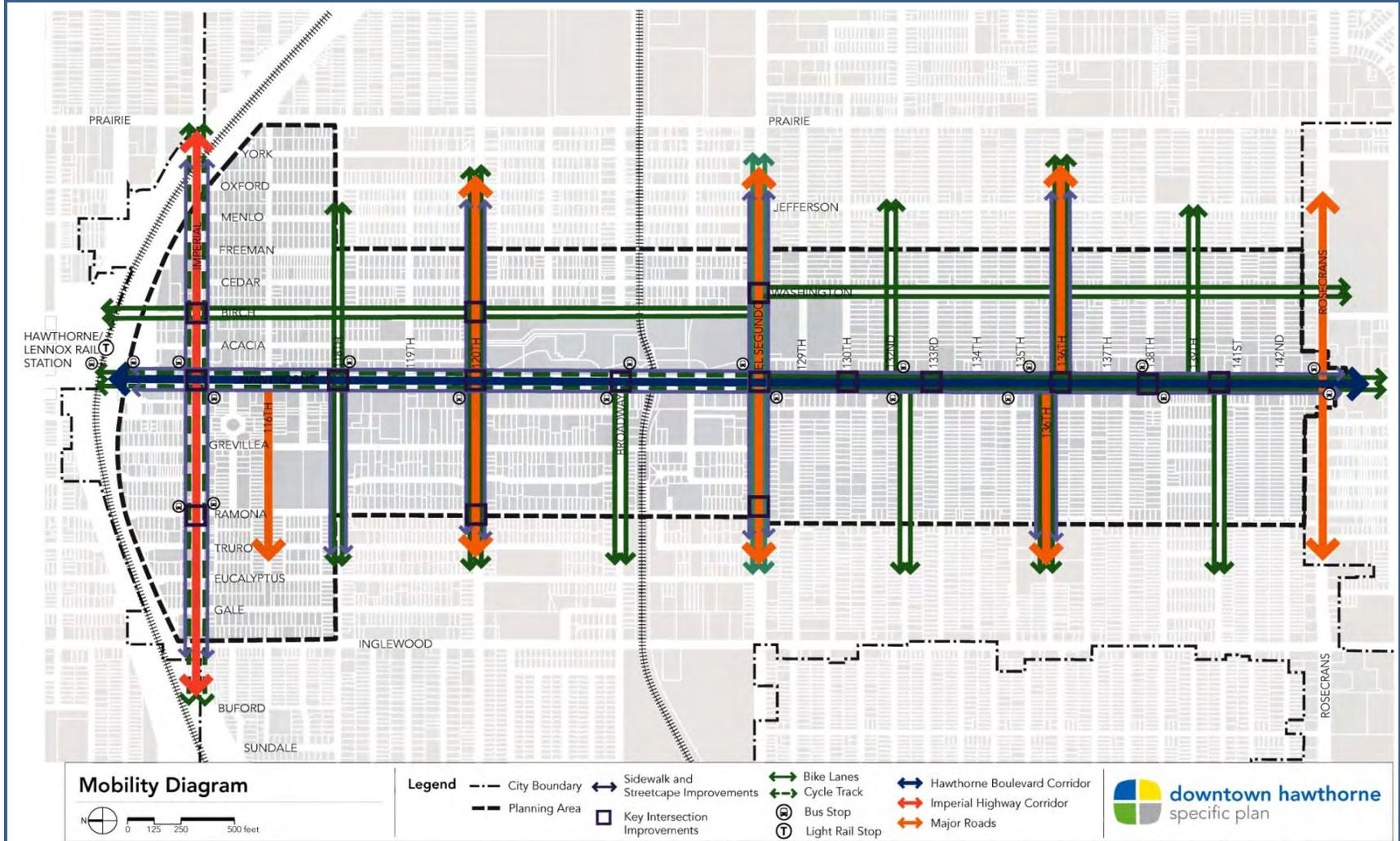
In accordance with California Government Code Section 65454, which states that no specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan, the adoption of the DHSP will require a General Plan Amendment (GPA). The City of Hawthorne General Plan, including the General Plan Land Use Map, will be amended concurrent with the adoption of the DHSP to include the proposed land use designations, and goals and policies of the DHSP. The project will also amend the Primavera Village Specific Plan, which is proposed as the South Bay Ford Transformative Project.

Furthermore, the City of Hawthorne Municipal Code Section 17.22.060 (Relationship of specific plan to zoning ordinance) states that: “In accordance with state planning and zoning law, the provisions of any adopted specific plan shall control over duplicative and conflicting provisions of the Hawthorne zoning ordinance. In the event the adopted specific plan is silent as to a development standard or procedure, the provisions of the Hawthorne zoning ordinance shall control.”



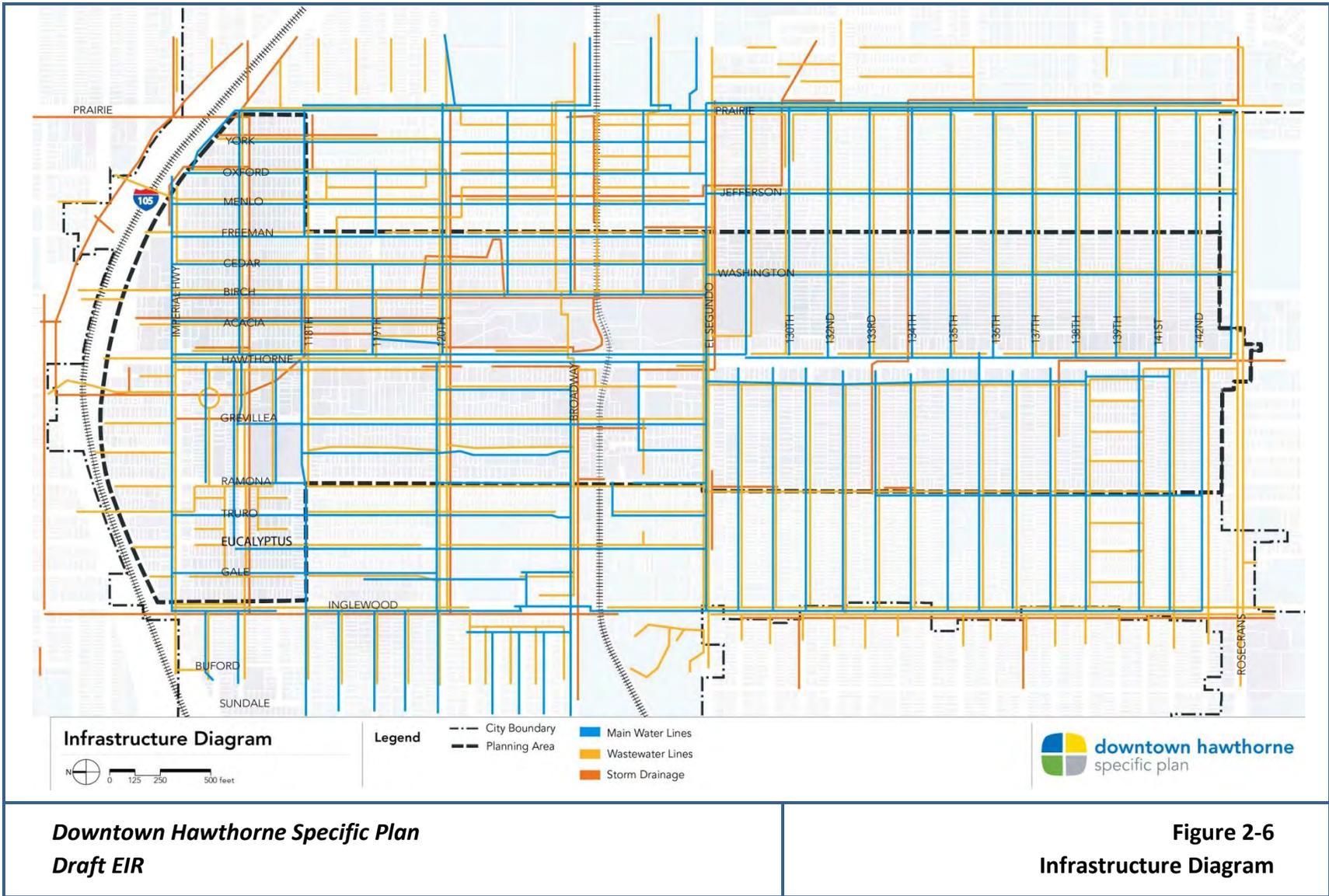
**Downtown Hawthorne Specific Plan
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**Figure 2-4
Land Use Diagram**



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**Figure 2-5
Mobility Diagram**



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Figure 2-6
Infrastructure Diagram

Approach to the Program/Project EIR Analysis

This EIR approaches the environmental analysis based on the overall development pattern and character described in the DHSP. As a program EIR, it describes the potential impacts that could result from the adoption and buildout of the DHSP within a 2035 time horizon. In addition, the EIR examines the development of the four Transformative Project areas within the next five years (by 2020). The EIR includes the development of a proposed mixed-use project at the existing vacant Hawthorne Mall site, and is included as the Hawthorne Mall Transformative Project (T1). While specific development projects have been proposed for the other three Transformative Projects, details of the projects have not been developed; and therefore, the environmental analysis is based on the development potential according to the DHSP's vision and development concepts by 2020. This EIR examines each of the four Transformative Projects and identifies specific impacts of each project. The environmental analysis for the Transformative Projects has been prepared as a project EIR and subsequent projects that are within the scope of this EIR may be subject to a more limited environmental review process if determined to be necessary by the City of Hawthorne, Director of Planning. Should subsequent development projects for the Transformative Projects differ significantly from the anticipated development scope and realistic densities/intensities described in this EIR, such as the size, type, height and location of structures and uses or the access routes in and around the site, additional environmental review shall be required pursuant to CEQA. Additionally, subsequent specific development projects within the DHSP area that are not a part of the Transformative Projects will require specific environmental review pursuant to CEQA.

Land Use Development Potential for EIR Analysis

For purposes of this environmental analysis, the EIR assesses the potential environmental impacts associated with the development buildout of the planning area according to the DHSP land use distribution and zoning requirements. The EIR assumes that all vacant and underutilized parcels within the DHSP area will be developed according to the permitted uses and the realistic development densities (dwelling units per acre or DU/acre) and intensities (floor area ratios or FAR) associated with the corresponding zoning districts in the Zoning Code. The development assumptions are presented in **Table 2-2**. This table presents the land use designations identified in the DHSP as shown in previous **Figure 2-4** and the assumed implementing zoning and realistic densities for residential buildout (dwelling units), and realistic intensities for non-residential buildout (building square feet). Realistic densities/intensities are assumed to be lower than the maximum allowable under the various zoning districts because of on-site parking requirements and the market demand for residential and commercial uses in the area. **Table 2-3** presents the allowable densities/intensities and the assumed realistic densities/intensities to derive the potential net development of each Transformative Project site.

Table 2-2: Zoning Density/Intensity Assumptions				
DHSP				
Land Use Designation	Current Zoning	Assumed SP Zoning	Maximum Density/Intensity of SP Zoning	Realistic Density/Intensity of SP Zoning
Residential	R-1	R-2	12 units/ac.	10 units/ac.
	R-2	R-3	17.4 units/ac.	15 units/ac.
	R-3	R-4	30 units/ac.	25 units/ac.
	C-1	R-3	17.4 units/ac.	15 units/ac.
	C-2	C-2	1.5 FAR	0.6 FAR
	C-3	C-2	1.5 FAR	0.6 FAR
Commercial	C-1	C-3		
	C-2	C-3	2.5 FAR	0.8 FAR
	C-3	C-3		
Hospitality	R-2	C-2		
	R-3	C-2		
	C-1	C-2	1.5 FAR	0.6 FAR
	C-1 (MU)	C-2		
Mixed Use	R-3	MU		
	C-2	MU		
	C-3	MU	30 units/ac. 2.5 FAR	25 units/ac. 1.2 FAR (50% Res/50% Com)
	P	MU		
	SP	MU		
Public/Quasi-Public	R-1	PUP		
	R-3	PUP	1.5 FAR	0.5 FAR
	M-1	PUP		

Table 2-3: Zoning Density/Intensity Assumptions Transformative Projects					
Transformative Projects	Land Use Designation	Current Zoning	Assumed SP Zoning	Maximum Density/ Intensity of SP Zoning	Realistic Density/ Intensity of SP Zoning
T1. Hawthorne Mall¹	Mixed-Use	C-3	MU	30 units/ac. 2.5 FAR	Project Description
T2. Civic Center	Commercial	R-1	C-3	2.5 FAR	1.25 FAR
		R-3	C-3		
		C-2	C-3		
		C-3	C-3		
	Public	C-3	C-3	2.5 FAR	
T3. South Bay Ford	Mixed Use	SP	MU	30 units/ac. 2.5 FAR	25 units/ac. 1.2 FAR (50% Res/50% Com)
T4. St. Joseph's Plaza	Commercial	C-3	PUP	2.5 FAR	0 FAR

In addition, this EIR assumes the following development potential for each of the four Transformative Projects by the year 2020:

T1 Hawthorne Mall. Approximately three-quarters (76%) of the 26-acre Hawthorne Mall Transformative Project (T1) site includes the existing vacant Hawthorne Mall structure and parking structures. The underlying proposed DHSP land use designation is Mixed-Use. The existing vacant Mall structure totals 831,000 square feet. The existing three-level parking structures, which total almost 1.0 million square feet, are located immediately to the east and southeast of the Mall and are part of the total T1 site. The remaining one-quarter of the T1 site includes three parcels to the north of the existing Mall along 120th Street, which are occupied with approximately 180,000 square feet of governmental and commercial office uses. A spur of an operating Union Pacific rail line traverses east-west near the southern portion of the T1 site.

For purposes of this EIR analysis, the proposed project on the T1 site includes the demolition of all existing structures north of the rail line to 120th Street. The existing parking structure located along Birch Avenue south of the rail line will remain. The T1 project proposes 608 residential units (304 units of senior housing and 304 units of market rate townhomes/condominiums), and 173,000 square feet of retail space under the new residential units. The project also includes an additional

230,000 square feet of retail uses and up to 455,000 square feet of R/D and production studio-type uses; both will be located in the central portion of the T1 site and will be known as the "flex-space" area. The retail and retail flex-space are assumed as general retail commercial uses. The existing 180,000-square foot of office uses along 120th Street in the northern portion of the T1 site will be relocated to a new 180,000-square foot office building that will be constructed above the existing parking structure located south of the rail line. Of the 180,000 square feet of relocated office space, it is assumed that one-half will be for governmental uses and the other one-half for commercial uses. The maximum height of the residential component of the T1 project will be 75 feet along the Hawthorne Boulevard frontage and 45 feet along the Birch Avenue frontage.

As shown in **Table 2-4**, the buildout of the T1 site in 2020 is projected to include 608 residential units and approximately 2.49 million square feet of non-residential development, which includes parking structures. This represents a net increase of 535,900 square feet of non-residential development. However, since most of the existing structures the T1 site are currently vacant (the existing Hawthorne Mall), with the exception of 180,000 square feet of occupied office uses along 120th Street in the northern portion of the T1 site, the EIR's quantitative analyses for traffic, noise, air quality/greenhouse gas and demand for utilities will be based on a total net increase of 608 new residential units, 173,000 square feet of retail space, 230,000 square feet of retail flex-space, and 455,000 square feet of R&D/production studio flex space. In order to development the site, approximately 1.61 million square feet of existing structures will be demolished.

T2 Civic Center. The Civic Center Transformative Project (T2) site totals approximately 12 acres, (excluding streets) and is identified in the DHSP land use diagram as Commercial. Currently, the T2 site is the location of the Hawthorne City Hall, fire stations, and the County library. This EIR assumes that the site will continue in the future as the City's civic center, with additional general commercial uses, including a 300-room hotel. As **Table 2-4** shows, there are currently eight apartment units and approximately 185,200 square feet of non-residential uses on the site. The existing eight apartment units may be removed to accommodate the new development. No new residential development is proposed on the site. By 2020, project buildout will total 454,000 square feet of non-residential development, for a net increase of 268,800 square feet of non-residential uses. This includes a net increase of 199,000 square feet of commercial retail uses (120,000-square foot 300-room hotel and 79,000 square feet of retail) and 69,800 square feet of commercial office uses. The 77,000 square feet of existing governmental uses will remain the same over the five year period (2015-2020).

T3 South Bay Ford. The four-acre South Bay Ford Transformative Project (T4) site is designated for Mixed-Use development. The development potential of the T4 site is based on the assumption that one-half of the development will be multi-family residential at 25 units per acre, and the other one-half will be commercial use at 1.2 FAR. The development potential is a net increase of 55 multi-family units, and 19,800 square feet of non-residential uses (one-half commercial retail and one-half office).

T4 St. Joseph's Plaza. The one-half acre St. Joseph's (T5) site located immediately west of the St. Joseph Catholic Church and School is currently used for a gas station. It is assumed that the 1,800-square foot gas station will be demolished and the land converted to a public park/open space area.

The potential net development of the four Transformative Project sites through year 2020 is presented in **Table 2-4**. Based on the development assumptions for the Transformative Projects, the total net increase of the four Transformative Project sites is projected at 655 residential units and a net increase of approximately 822,700 square feet of non-residential building space.

Table 2-5 shows the potential development of the remaining DHSP area (Specific Plan area minus the four Transformative Project sites) by the year 2035. Based on the land use designations of the remaining DHSP area, there is a total net decrease of 338 residential units, and a net increase of approximately 1.34 million square feet of non-residential uses. The net increase in non-residential uses is assumed at one-half retail and one-half office space.

Table 2-6 presents the total potential housing and non-residential building space, which includes both the future development of the four Transformative Project sites (**Table 2-4**) and the remaining DHSP area (**Table 2-5**). This assumes that all development of the four Transformative Project sites are completed by 2020, with no additional development through 2035. The net development potential of the total DHSP area is projected to increase by 317 residential units from the existing housing stock, and increase by approximately 2.17 million square feet of non-residential building space by 2035. As presented in Table 2-6, the largest net increases in housing units are in the Mixed-Use and Residential land use designations, and the largest net increases in non-residential building space are anticipated in the Commercial and Mixed-Use land use designations.

The EIR's quantitative analysis uses the net development of residential units and non-residential square feet for 2035 as shown in **Table 2-6**, with the exception of the Mixed-Use land use designation where the net increase in non-residential is 1.20 million square feet because the Hawthorne Mall, which is designated Mixed-Use, is currently vacant.

**Table 2-4: Buildout Development Potential 2020
Transformative Projects**

Land Use Designation	Existing		Buildout 2020		Net Dev. Buildout	
	Residential DU	Non-Residential SF	Residential DU	Non-Residential SF	Residential DU	Non-Residential SF
T1. Hawthorne Mall¹	0	1,955,100	608	2,491,000	608	535,900
T2. Civic Center²	8	185,200	0	454,000	-8	268,800
T3. South Bay Ford	0	95,000	55	114,800	55	19,800
T4. St. Joseph's Plaza	0	1,800	0	0	0	-1,800
Total Transformative Projects	8	2,237,100	663	3,059,800	655	822,700

¹ The non-residential SF for Hawthorne Mall (T1) includes the Hawthorne Mall, parking structures and commercial buildings. All existing structure will be demolished, with the exception on the existing 252,000 SF parking structure located south of the rail line, which will remain. The proposed T1 project will include a net increase of 608 residential units, 403,000 SF of retail/retail flex-space, and 455,000 SF of R&D/production studio. The existing 180,000 SF commercial office uses will be relocated to the top of the existing parking structure located south of the rail line within the T1 site.

² Current public buildings (city hall, fire station, library) will remain. No new residential development is proposed for the site and the existing eight apartment units may be removed. The net increase of 268,800 SF of non-residential uses include 199,000 SF of commercial retail uses (120,000-SF 300-room hotel and 79,000 SF of retail) and 69,800 SF of commercial office uses.

**Table 2-5: Buildout Development Potential 2035
Remaining DHSP Area**

Land Use Designation	Existing		Buildout 2035		Net Dev. Buildout	
	Residential DU	Non-Residential SF	Residential DU	Non-Residential SF	Residential DU	Non-Residential SF
Residential	5,900	322,000	6,175	95,600	275	-226,400
Commercial	182	1,391,700	0	2,005,500	-182	613,800
Hospitality	386	585,000	0	1,111,000	-386	526,000
Mixed Use	644	936,500	603	1,260,100	-41	323,600
Pub./Quasi-Pub.	4	323,800	0	430,700	-4	106,900
Total DHSP	7,116	3,559,000	6,778	4,902,900	-338	1,343,900

**Table 2-6: Buildout Development Potential 2035
Total DHSP Area**

Land Use Designation	Existing		Buildout 2035		Net Development Buildout	
	Residential DU	Non-Residential SF	Residential DU	Non-Residential SF	Residential DU	Non-Residential SF
Residential	5,900	322,000	6,175	95,600	275	-226,400
Commercial	190	1,576,900	0	2,459,500	-190	882,600
Hospitality	386	585,000	0	1,111,000	-386	526,000
Mixed Use¹	644	2,986,600	1,266	3,865,900	622	879,300
Pub./Quasi-Pub.	4	325,600	0	430,700	-4	105,100
Total DHSP	7,124	5,796,100	7,441	7,962,700	317	2,166,600

¹ The Mixed Use designation includes the Hawthorne Mall Transformative Project. For quantitative analysis purposes, the net development buildout for non-residential is estimated at 1,201,400 square feet. This takes into account the current vacancy of the existing Hawthorne Mall.

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