

Chapter 5: CEQA Mandated Analysis

This section discusses other issues for which CEQA requires analysis in addition to the specific issue areas discussed in Section 3.0, Environmental Impact Analysis. These additional issues include: (1) impacts found not to be significant; (2) cumulative impacts, due to incremental effects of any series of individual projects within the DHSP or the project in combination with other similar or related projects for which the combined effect could be considered cumulatively considerable; (3) the potential to induce growth, including the removal of obstacles to growth; (4) significant unavoidable impacts, and (5) irreversible impacts on the environment.

Impacts Found Not To Be Significant

The CEQA Guidelines, Section 15128 requires an EIR to briefly describe any possible significant effects that were determined not to be significant and were, therefore, not discussed in detail in the EIR.

Transportation/Traffic

- *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The DHSP area is currently developed with a range of residential, commercial, industrial and public uses. The potential future development with higher density residential and commercial uses an mixed use development within the Plan area is not within the safety zones established in the Los Angeles County Airport Land Use Plan (ALUP). A discussion of air safety is in *Chapter 3.6, Hazards and Hazardous Material* of this EIR.

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

Hawthorne encompasses a dense urban environment with a well-established street system. No major changes to the street network what could result in hazardous traffic conditions will occur as a result of the implementation of the DHSP and the development of the Transformative Projects. In compliance with existing requirements, each future development will include provision of all required and necessary improvement to enhance pedestrian safety and circulation safety. In fact, a strategy of the DHSP is to create a Complete Streets network of automotive, bicycles, transit and pedestrian circulation in order to improve overall mobility and safety.

- *Result in inadequate emergency access?*

The City of Hawthorne is served by existing public streets and the future development within the Plan area will provide the required emergency access and will not block access to any of these

streets. Each individual future development will comply with all pertinent Building, Fire, and Safety Codes and project plans, including Transformative Projects, will be reviewed by the City's Building Department, as well as the Fire Department. Compliance with these standard existing requirements will ensure that no adverse impact will result.

Aesthetics

Would the Project:

- *Have a substantial adverse effect on a scenic vista?*
- *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*
- *Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?*

As a very urbanized and developed City, there are very little scenic resources within the City, and scenic view points from the City are limited to views of the San Gabriel Mountains to the northeast, the Santa Monica Mountains to the north and the hills of the Palos Verdes Peninsula to the southwest. The City is not located in an area known to have a "scenic vista," nor is it situated along a City-, County- or State-designated scenic highway or corridor. Hawthorne has no City-, County- or State-designated scenic highways or corridors. Furthermore, due to the physical urban features of the local streets, highways and surrounding cityscapes, no potential exists within the foreseeable future for satisfying the criteria necessary for scenic highways. There are no rock outcroppings in the Plan area. Scenic resources include natural open spaces, topographic formations, and landscapes. Examples of natural landforms and landscapes with scenic value include woodlands, water resources, and some historical resources. Scenic resources can also include urban open spaces and the built environment that have unique and special visual interest. No natural scenic resources, and manmade urban features of scenic significance, are noted within the Plan Area.

Furthermore, adherence to existing City planning and building policies such as development standards in the Zoning Ordinance that address building materials, landscaping, building height and intensity, architectural requirements, fences and walls, and light and glare will be sufficient to mitigate any potential visual impacts.

Agriculture Resources

Would the project:

- *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

- *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*
- *Result in the loss of forest land or conversion of forest land to non-forest use?*
- *Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?*

The project Plan area and its immediate surroundings are not zoned for agricultural uses and are not currently in agricultural use subject to a Williamson Act Contract. The proposed DHSP does not involve any changes to the environment that would result in the conversion of farmland to non-agricultural uses.

Biological Resources

Would the project:

- *Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*
- *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*
- *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*
- *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*
- *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*
- *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?*

The City of Hawthorne is located within a dense urban environment and is fully developed with a wide range of urban uses, structures, and pavement. No native resident or migratory fish or wildlife species, native resident or migratory wildlife corridors, or native wildlife nursery are known to be located within or adjacent to Hawthorne. No known species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulation, or by the California

Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS) live, forage, or visit the city. No riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulation or by CDFG or USFWS exist within the city. No federally protected wetlands (as defined by Section 404 of the Clean Water Act), wildlife nurseries, wildlife corridors, natural communities, or habitats exist in or near the city. The city is not included in any habitat, conservation plan, and there are no applicable local policies regarding biological resources. Therefore, no impact related to habitat or natural community conservation plans would occur and no further analysis on this issue is required.

Hydrology and Water Quality

Would the project:

- *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing land uses or planned uses for which permits have been granted)?*
- *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*
- *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?*
- *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
- *Otherwise substantially degrade water quality?*
- *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*
- *Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?*
- *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*
- *Inundation of seiche, tsunami, or mudflow?*

The Plan area is highly urbanized and developed with pavement and buildings. There will be no significant reduction in groundwater recharge or runoff resulting from future reuse or development of the Plan Area. No rivers or streams are located in the vicinity of the Plan Area. The DHSP includes an Infrastructure Plan that identifies the drainage system within and around the Plan area that is adequate to accommodate the level of growth projected in the proposed Plan. Furthermore,

compliance with standard City requirements, including the provision of drainage improvements onsite and review of drainage plans prior to issuance of construction permits will ensure that impacts of future individual developments are minimized.

The Plan area is not located within a 100-year flood zone or any other flood zone. Thus, implementation of the Plan will not place structures within a 100-year flood zone. No large bodies of water or levees or dams are located uphill from the Plan area. ; therefore, the area will not be exposed to seiche and/of flooding due to a failure of a dam or levee. Hawthorne is not subject to tsunami hazards.

Mineral Resources

Would the project:

- *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?*
- *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

No mineral resources are known to exist within the city. No impact will result.

Cumulative Effects

The CEQA Guidelines, Section 15355, define a cumulative impact as "an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts". The Guidelines state that "an EIR should not discuss impacts which do not result in part from the evaluated project". Further, Section 15130(a) of the CEQA Guidelines requires only a discussion of cumulative impacts of a project "when the project's incremental effect is cumulatively considerable". Cumulatively considerable, as defined in Section 15065(c), "means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects".

In this EIR, a cumulative impact analysis is only provided for those environmental issue areas that would result in a less-than-significant or potentially significant, as determined in *Chapter 3.0, Environmental Impact Analysis*. A cumulative impact analysis is not provided for Effects Found Not to Be Significant, which result in no project-related impacts. And, a cumulative impact analysis is not provided for significant project impacts that would be adequately mitigated (i.e., to less-than-significant) by implementation of project mitigation measures or for project impacts that would be significant at the Transformative Project level, but determined to be less-than-significant at the Plan level, because the cumulative impact has effectively already been demonstrated to be less-than-significant in that circumstance.

This cumulative impact analysis considers development of the proposed Plan, in conjunction with other development in the City of Hawthorne, unless otherwise specified. This analysis accounts for anticipated cumulative growth within this geographic area, as represented by implementation of the Hawthorne General Plan and development of the related projects, including collectively the development within the proposed DHSP area. Development within the proposed DHSP area, as well as the city of Hawthorne overall, is expected to occur incrementally over time and growth would occur as anticipated according to the provisions of the General Plan. Wide-scale or sudden change is not foreseen in any portion of the City, including the project Plan area. Development of cumulative projects is anticipated to generally conform to the requirements of the City Hawthorne and would be subject to review by the City.

Further, the General Plan and other planning and regulatory mechanisms of the City emphasize compatibility of new development with adjacent land uses and development that is safe and constructed to accepted building standards. As a result, cumulative projects are anticipated to be compatible with current land uses, reflective of the existing developed urban environment, and of physically sound construction. Future development in the City would be reviewed for consistency with applicable local and regional plans and policies, in accordance with the requirements of CEQA, the State Zoning and Planning Law, the Hawthorne Municipal Code, and the State Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development.

Within the proposed DHSP area, all incremental cumulative projects would be subject to substantially the same standards and mitigating factors, and would ultimately be developed in a manner that reflects the potential environmental effects already anticipated by implementation of either the DHSP or the General Plan.

One of the primary objectives of the proposed DHSP is to encourage development that is supportive of public transit and reduces vehicular travel by providing for mixed use and higher density uses that is strategically located to facilitate access to the existing regional transit system (i.e., the Metro Green Line) and promote pedestrian walkability throughout the Plan Area.

Such development is encouraged by regional plans as it is anticipated to result in greater use of transit and other alternative modes of transportation, and in an overall beneficial effect of reducing vehicular traffic. As such, the proposed Plan is overall consistent with the SCAG Regional Transportation Plan and Sustainable Strategies Plan (RTP/SSP) and its policies for higher density and mixed uses that are supportive of public transit, and provide for reuse and infill development within an urban area that contributes to reducing urban sprawl.

The proposed Specific Plan could result in additional vehicle trips and construction activities that will contribute toward localized traffic congestion, diminished levels of roadway service, and air pollutant emissions within the South Coast Air Basin. Vehicular emissions account for most of the air pollutant emissions that would be associated with the proposed Plan. The South Coast Air Basin continues to exceed Federal and State ambient air quality standards for ozone and particulate matter (PM10). These emissions would contribute cumulatively to the regional generation of greenhouse gases

(GHG). While the amounts of these pollutants are small when compared to regional emissions, this impact is considered cumulatively significant.

Implementation of mitigation measures identified in this EIR will reduce the air quality impacts associated with each individual future development (including the Transformative Area projects), as well as the DHSP project area as a whole. However, after all feasible improvements have been completed, mitigation measures may not be sufficient enough to substantially reduce air quality and GHG impacts. As a result, the overall long-term cumulative air quality and GHG impacts may be significant and unavoidable.

The potential future development with mixed uses and higher-density commercial uses is anticipated to generate demand for additional public services and facilities. The implementation of mitigation measures identified in this EIR and mandatory compliance with existing regulations, including payment of all applicable fees by all future development, would reduce this cumulative impact to a less-than-significant level.

The potential future development pursuant to the proposed land use designations of the General Plan, and including buildout of the DHSP and Transformative Areas project, would use water and generate wastewater and solid waste. Mandatory compliance with existing regulation and requirements and implementation of the mitigation measures identified in this EIR, the project's cumulative impact on water, sewer, and drainage facilities and service systems would be less than significant. However, Los Angeles County forecasts a shortage of landfill space for both solid and hazardous waste for future needs. It is possible that even with implementation of all requisite and supplemental waste-reduction measures, the proposed DHSP project could result in a significant cumulative impact on the County's solid waste management facilities.

Construction activities associated with potential future development associated with both the proposed DHSP and other buildout within the Hawthorne community, would result in short-term and intermittent air pollutant emissions and temporary noise increases even with full implementation of all mitigation measures identified in this EIR. Due to long-term nature of the project (i.e., assumed 20-year buildout period), there is a potential that some construction activities for any of the four Transformative Areas or other individual projects within the DHSP area may overlap with construction of other future projects outside the Plan area. The combined construction effects of multiple concurrent projects with the DHSP area or nearby surrounding area could be cumulatively significant even with implementation of the mitigation measures identified in this EIR for the project and/or measures required of all future other projects in the Hawthorne community. However, cumulative short-term construction impacts may be minimized if the full level of buildout is not achieved within the targeted 20-year timeframe or construction activities are prioritized as staged to avoid concurrent construction projects within the City.

As such, cumulative impacts resulting from anticipated development within the DHSP area would be **less than significant** for all environmental topic with the exception of impacts associated with air quality and GHG, which are considered **significant unavoidable** impacts.

Growth Inducing Effects

CEQA Guidelines §15126.2(d) requires a discussion of the ways in which a project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this is the discussion of project characteristics which encourage and/or facilitate other activities that, individually or cumulatively, could have significant environmental effects. CEQA emphasizes that growth, in and of itself and in any area, should not be assumed to be necessarily beneficial, detrimental, or of little significance to the environment.

Generally speaking, a project may be considered growth inducing if it results in one of the three conditions identified below:

1. Induces population growth.
2. Induces economic expansion.
3. Removes an impediment to growth (e.g. the establishment of an essential public service or the provision of new access to an area not previously developed or entitled for development or encroachment or setting a precedent for actions that induce growth).

The impacts identified below are based on estimated buildout under the proposed DHSP.

Population Growth

The proposed DHSP mostly maintains current land use and base district zoning designations in the Plan Area. As discussed in *Chapter 2: Project Description*, development under the 20-year buildout of the proposed DHSP, the total housing stock within the Plan areas is to increase by 317 units; and, non-residential uses are projected to increase by a net of approximately 2.17 million square feet of commercial retail and office, mixed-use, hotel/visitor-serving commercial and public/quasi-public space within the Plan area. As a result of the increase decline in the number of units between 2015 and 2035 for the Plan area, the Plan area is projected to experience a estimated net increase of 906 residents.

The provision of housing opportunities associated with future development within the proposed Plan area and the resultant population growth would be consistent with SCAG regional growth projections for the South Bay Cities subregion and the 6-county SCAG region. Thus, the project's potential to induce growth beyond that already projected for the subregion and the region is considered less than significant. Furthermore, the Plan directs this growth into the urban and commercialized portions of the Plan area is consistent with regional goals for reducing sprawl and locating and consolidating development in a manner that could reduce vehicle trips.

Economic Growth

Under 20-year buildout of the proposed DHSP, approximately 2.17 million square feet of additional (i.e., net increase above existing) commercial development is estimated, including almost one half

million square feet of freeway-oriented and visitor-serving uses within the hotel hub area. This is a 37 percent increase over the existing amount of commercial-related development in the Plan area, which is approximately 7.96 million square feet.

The primary differences between buildout under the proposed DHSP and buildout under existing land use and zoning designations are the redirection of mixed use areas (from the Imperial Highway corridor to the Hawthorne Boulevard corridor, between Imperial and El Segundo Boulevard), an intensification of commercial uses in the Hotel Hub area, and the concentration and focus of uses within and around the four Transformative Areas in order to activate the community and utilized vacant parcels.

Under the proposed DHSP, areas allowing for residential within mixed-uses would be refocused toward lower-density commercial zones along Hawthorne Boulevard. Mixed uses along Imperial Highway would no longer be encouraged (to the extent previously facilitated through the Mixed Use Overlay process), and instead the Hotel Hub at that area would be targeted for more intensive highway and visitor-oriented commercial development.

Hence, while a similar amount of development, both commercial and mixed use, is projected on properties within the Plan area, the mix, intensity and placement of such would be reorganized such that the Imperial Highway commercial corridor could better attract and accommodate highway and visitor-serving commercial uses and the Hawthorne Boulevard corridor could better reflect uses of a commercial scale that support, activate and integrate the local community. Also, in general a greater portion of residential mixed-use would be expected under the proposed DHSP than could be accommodated under the existing General Plan and zoning.

Development of new commercial and mixed use projects under the proposed DHSP would result in both short-term and long-term job opportunities associated with construction-related activities and operating the commercial and quasi-public facilities. The additional commercial growth would provide additional job opportunities for Plan area and community residents and would enhance services available to community and surrounding areas. These would be beneficial impacts.

Removal of Impediments to Growth

The primary impediments to growth in the Plan area are: the constraints imposed by the existing developed environment which is underutilized relative to its urban potential, the existing zoning designations which do not allow for adequate flexibility to respond to changing market demands, and the juxtaposition of existing development relative to regional transit opportunities which is inefficient.

While the proposed DHSP includes a number of policies seeking improvement of connectivity and walkability within the Plan Area, as well as establishment of destination “nodes” for shopping, dining, visitor-serving uses (such as hotels) and employment centers. However, changes to zoning designations that would significantly alter the allowed intensity of development within the Plan area are not proposed, and current zoning designations would still limit the amount of new primary

residential growth and effectively maintain a cap on the maximum level of new commercial development. In fact, the policies of the DHSP function to reestablish a level of commercial development that previously existed in the Plan area, but which has declined over two or three decades as economic and industry trends have shifted.

However, the 20-year buildout projection analyzed in this EIR assumes the additional development of 882,600 square feet of net new Commercial designation Plan area (a 56% increase over the existing Commercial designation), 526,000 square feet of net new Hotel Hub (e.g., highway and visitor-serving commercial) in the Plan Area (almost 100% increase over existing similar uses), 879,300 square feet of net new mixed use development in the Plan area (a 29% increase over existing non-residential mixed uses), and 105,100 square feet of net new public/quasi-public uses (a 32% increase of existing public/quasi-public uses).

As supported by the EIR analysis in *Chapter 3: Environmental Impact Analysis*, the additional development under 20-year DHSP buildout assumptions is not anticipated to require expansion or capacity increases of any significant to the existing infrastructure system, with the exception of adequate water supply. Thus, improvements and localized upgrades to the infrastructure system are considered to be a **less-than-significant** impact and would not induce or remove impediments to growth.

The potential circulation improvements projects identified in *Section 3.2, Transportation/Traffic* could present a potential removal of an impediment to growth. In particular, traffic mitigation measures such as, signal synchronization and signal timing; single or dual left-turn and/or right-turn lanes at intersection approaches, carpooling, shuttle service, incentives for transit use, and bicycle facilities and other alternative modes of transportation could result in decreased roadway congestion that in-turn could attract new growth because impediments due to limited roadway access would be reduced. However, the circulation improvement projects have yet not been programmed, and any future new growth would still be limited to the buildout constraints imposed by the DHSP and zoning. Therefore, improvements related to circulation and access, including those that may significantly reduce the level of traffic congestion, would have a **less-than-significant** impact on growth and would not induce or remove impediments to growth.

The potential for the proposed action to establish precedent for future actions that may generate growth can be an avenue toward removing impediments to growth. The proposed DHSP largely maintains current land use and base district zoning designations in the Plan area. Adoption of the DHSP would provide additional incentives for development of commercial and mixed use projects in the Plan area commercial corridors, with is consistent with past policy practice within the Plan area, as well as the surrounding community. Further, the DHSP facilitates and broadens the application of the mixed use development concepts previously adopted by the Mixed Use Overlay zoning ordinance (which is already applicable to portions of the Plan area). Hence, the DHSP policies are not considered to be precedent setting in the context of growth because the proposed Plan would not result in a substantial departure of current land use and community design policy. Rather, the intent

of the DHSP is to provide a framework of policies, standards, and actions that preserve the character and uniqueness of the Plan area. Thus, the proposed DHSP would not set any precedents for growth.

Significant Unavoidable Effects

CEQA Guidelines Section 15126(b) requires that an EIR identify those significant impacts that cannot be reduced to a less than significant level with the application of mitigation measures. Where the impacts cannot be reduced to less than significant levels, the implications and reasons why the project is being proposed, notwithstanding these effects, is described.

Implementation of the proposed DHSP would result in significant, unavoidable impacts related to regional air quality and GHG emissions, and water supply. If any of the mitigation measures identified for traffic impacts can not be implemented because of the availability or acquisition of right-of ways, then traffic impacts are considered significant and unavoidable.

These resources are examined in depth in analysis in Chapter 3: *Environmental Analysis* of this EIR and residual impacts summarized in the Executive Summary.

Proposed mitigation in the form of mitigation measures and revised or new policies, actions, and standards for the proposed DHSP would limit the extent of significant and unavoidable impacts on these resources. Existing regulations and requirements applied to individual development projects will also help to ensure that resource impacts are minimized. The DHSP is proposed notwithstanding these potential impacts because the proposed Plan will augment the General Plan for the Plan area and provide a framework for enhancing the community's economic well being, while preserving the community character.

Furthermore, neither the No Project Alternative nor any of the other alternatives discussed in *Chapter 4: Project Alternatives* would substantially reduce or eliminate the above-referenced unavoidable impacts.

Significant Irreversible Environmental Effects

CEQA Guidelines §15126(c) requires a discussion of any significant irreversible environmental changes which would be caused by the proposed Plan should it be implemented. Such significant irreversible environmental changes may include the following:

- Use of non-renewable resources during the initial and continued phases of the project which would be irreversible because a large commitment of such resources makes removal or non-use unlikely.
- Primary impacts and, particularly secondary impacts (such as highway improvement which provides access to a previously inaccessible area) which generally commit future generations to similar uses.
- Irreversible damage which may result from environmental accidents associated with the project.

The 20-year buildout of the DHSP would result in the commitment of nonrenewable resources throughout the buildout construction period and ongoing operation. During construction, the use of building materials (e.g., aggregate, sand, cement, steel, glass, etc.) and energy resources (e.g., gasoline, diesel fuel, electricity) largely would be irreversible and irretrievable. Energy would be consumed in processing building materials and for transporting these materials and construction workers to the project site. Construction of some of the larger developments and facilities (such as within the four Transformative Areas) would generally commit future generations to similar uses at those locations for an extended period of time. No environmental accidents that could result in area-wide irreversible damage are expected as a result of the provisions of the proposed DHSP. In summary, buildout under the proposed DHSP would not result in a substantially different environment than that allowed through buildout of the existing General Plan and zoning districts.

However, certain irreversible environmental effects cannot be avoided. In particular, construction activity that would be accommodated under 20-year Plan buildout would involve the use of building materials and energy, some of which are non-renewable resources. Consumption of these resources would occur with any development in the city of Hawthorne and are not unique to the Plan area. The addition of new residential and non-residential development in the Plan area under buildout conditions would irreversibly increase local demand for non-renewable energy resources such as petroleum and natural gas.

Resources consumed during occupation and operation of buildout development (such as fuel, water, etc.) will be used in quantities proportional to similar development in Southern California. Title 24 (Part 6 of the California Building Standards Code) energy conservation standards are mandatory and will be applied to the project's construction and operation. The project residents and employees, including those associated with the four Transformative Areas, would consume motor fuel and water; however, these activities are part of normal operations and are not considered a wasteful use of resources. The nonrenewable resources consumed for this Plan are comparable to the use of resources for similar reuse and development projects in other cities throughout the region. Increasingly efficient building fixtures and automobile engines, as well as implementation of strategies included in the proposed DHSP, are expected to offset to some degree the demand for non-renewable resources. Even so, it is not anticipated that growth accommodated under the DHSP would significantly affect local or regional energy supplies.

Growth accommodated under any of the DHSP would require a commitment of additional public services and utilities. These impacts are discussed in *Chapter 3: Environmental Analysis*. However, these commitments may be partially reversible, especially as technological advancements continue to improve on conservation of water and energy usage and minimize landfill waste needs.

As discussed in *Chapter 3: Environmental Analysis*, implementation of proposed policies and actions, in combination with the additional mitigation measures, could reduce the impacts for these environmental issues to a less-than-significant levels. The improvements related to the Plan grown and implementation of mitigation measures would represent irreversible changes to the built environment; however, the overall effect is considered to be a **less-than-significant** impact.

Chapter 6: EIR Preparers

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