

**Green Line Mixed Use Specific Plan**

FINDINGS OF FACT  
AND  
STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Sections 15091 and 15093 of the State CEQA Guidelines and  
Section 21081 et seq. of the Public Resources Code

City of Hawthorne

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Project Files May Be Reviewed at:

City of Hawthorne Planning Department  
4455 West 126<sup>th</sup> Street  
Hawthorne, CA 90250

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## Section 1: Introduction and Purpose

This Statement of Findings, prepared pursuant to Sections 15091 and 15093 of the California Environmental Quality Act (CEQA) Guidelines, addresses the environmental effects associated with the approval and implementation of the Green Line Mixed-Use Specific Plan project. The adverse environmental impacts of the project, including potentially significant impacts, were identified in the Environmental Impact Report (EIR). Section 15091 of the CEQA Guidelines requires that the Lead Agency issue written findings for those significant impacts, accompanied by a brief explanation of the rationale for each finding. The City of Hawthorne is the Lead Agency responsible for the preparation of the EIR in compliance with CEQA.

In accordance with Section 15093 of the CEQA Guidelines, whenever significant impacts cannot be substantially mitigated, the Lead Agency must weigh the benefits of the proposed project against its unavoidable environmental risks in determining whether to approve the project. The Lead Agency must make Findings of Fact and adopt a Statement of Overriding Considerations where the decision of the Lead Agency allows the occurrence of significant effects which are identified in the Final EIR, but which are not substantially lessened.

Section 21081 (Findings) of CEQA states in part that:

“No public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

- (A) The public agency makes one or more of the following findings with respect to each significant effect:
  - 1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid significant effects on the environment.
  - 2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that agency.
  - 3. Specific economic, legal, social, technological or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.
  
- (B) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits outweigh the significant effects on the environment.”

## **Proposed Project**

The project is the proposed Green Line Mixed-Use Specific Plan providing for development of the 2.53-acre Specific Plan area with transit-oriented mixed-use neighborhood that provides needed housing opportunities and amenities for high-tech professionals, including the employees of the major high-tech companies in the City. The project requires approval and adoption of Green Line Mixed-Use Specific Plan, and other actions incidental to project implementation, as necessary.

## **Project Characteristics**

The Specific Plan establishes framework and standards for development within the plan area, including land uses, building and site design, transportation, infrastructure, and streetscape strategies. The Specific Plan provides for residential density minimum of 32 units per acre and maximum of 121 units per acre, and floor-to-area (FAR) of 0.1 for supporting restaurant, retail, and/or other commercial development. Thus, the Specific Plan area could accommodate up to 305 high-quality multi-family residential units and 11,020 square feet of supporting small restaurant, retail, and/or other commercial.

## **Project Objectives**

Primary objectives of the Specific Plan are to:

- Diversify the city's existing multi-family housing options to serve Hawthorne's growing and evolving tech workforce and to aid in recruiting talent for those high tech companies
- Balance job growth in the expanding high-tech sector with high quality housing opportunities, enabling local employees to live close to where they work
- Cluster high-density development where it is appropriate: near the Green Line Crenshaw Station, high-tech firms and other large employment centers, providing Hawthorne residents with the opportunity to live, work, and shop with less reliance on automobiles
- Establish a model of quality, multi-family development meeting the highest standards of design while also pursuing environmental sustainability
- Encourage investment in Hawthorne to support and enhance City services and public infrastructure

## **Initial Study and Notice of Preparation**

In accordance with Section 15063 of the CEQA Guidelines, a Lead Agency shall conduct an Initial Study following preliminary review of a proposed project. The City of Hawthorne prepared an Initial Study, and published the Notice of Preparation (NOP) in a newspaper of general circulation on June 23, 2016, and filed the NOP with the State

Clearinghouse and the Los Angeles County Clerk. The City also held a public meeting on the Initial Study and NOP on July 13, 2016. No comments were received at the meeting.

### **Draft EIR and Notice of Completion and Availability**

Following the NOP review, a Draft EIR was prepared addressing issues raised during the NOP review period. The Draft EIR identified significant unavoidable impacts with regards to the following, for which mitigation measures are included, when feasible, and for which the resolution includes the required overriding considerations:

- The potential land use and planning change associated with higher density residential and mixed uses could be considered by some to be a significant impact
- Contribution to potential short-term cumulative peak day construction emissions of reactive organic gases (ROG) resulting from construction of the project together with construction of related projects

The Draft EIR was made available for a 45-day public review and comment period pursuant to the State CEQA Guidelines, Sections 15087 and 15105, beginning on November 22, 2016 and ending on January 5, 2017. The public was invited to comment in writing on the information contained in the document. The City published the Notice of Completion and Availability of the Draft EIR in a local newspaper on November 22, 2016 and filed the Notice with the State Clearinghouse and the Los Angeles County Clerk.

The City also held a public meeting to receive comments on the Draft EIR on December 15, 2016. No comments were received at the meeting.

### **Responses to Comments and Final EIR**

The following public agencies submitted written comments on the Draft EIR during the public review period:

1. Frank Vidales, Chief, Forestry Division, Prevention Services Bureau, County of Los Angeles Fire Department. December 14, 2016.
2. Gayle Totton, PhD., Associate Governmental Project Analyst, Native American Heritage Commission. December 21, 2016.
3. Jillian Wong, Planning and Rules Manager, Planning, Rule Development & Area Sources. South Coast Air Quality Management District. January 4, 2017.
4. Dianna Watson, Chief, LD-IGR/CEQA Review Branch, Caltrans District 7. January 6, 2017.
5. Scott Morgan, Director, State Clearinghouse, January 9, 2017.

The written comments received during the 45-day period for the Draft EIR were responded to and presented in chronological order by date of correspondence in Section 7.0 of the Final EIR. The comments did not result in significant new information concerning new potentially substantial adverse effects or new feasible alternatives to the project. The responses primarily involved clarifications of the information contained in the Draft EIR and provision of additional information, including additional information about tribal cultural resources and health risk assessment. That additional information has been included in the Final EIR.

## **Section 2: Findings on Significant and Potentially Significant Impacts of the Proposed Project Identified in the Final EIR**

Pursuant to and in accordance with CEQA, the EIR examined the potential for significant effects associated with project implementation. Based on the analysis and conclusions contained in the Initial Study and comments received on the Draft EIR, the Final EIR focused on the following environmental impact areas: (1) aesthetics, (2) air quality and greenhouse gases (GHG), (3) housing, population, and employment, (4) land use and planning, (5) public services, (6) traffic and circulation, (7) utilities and service systems, (8) water supply and quality, (9) construction effects, (10) tribal cultural resources, and (11) cumulative and long-term effects. In accordance with Public Resources Code Section 21081, the following findings are made with respect to potential impacts examined in the Final EIR.

### **2.1 Aesthetics**

**Impact:** The development pursuant to the Specific Plan will replace existing surface parking and vacant small building with residential development in accordance with the Specific Plan guidelines. In accordance with these guidelines, the Specific Plan area is anticipated to be developed with seven-story buildings, with a restaurant or other support retail uses on the ground floor and residential units above, and with street-oriented and pedestrian friendly entrances. These buildings expected to be similar in scale and size to the existing SpaceX multi-level parking structure immediately to the north of the plan area. The Specific Plan development will also be required to comply with the applicable City regulations, including review of architectural plans and designs.

**Finding:** Impact will be less than significant as identified in the Final EIR.

**Facts in Support of the Finding:** The Specific Plan area is characterized by an overall unattractive industrial visual character with by underutilized, single-story industrial and commercial development, including large single-use buildings housing industrial and manufacturing uses. The development pursuant to the Specific Plan will not degrade the visual quality of the site as the plan area will be developed with a high-level of quality design and visually attractive architectural features. The development will have a greater height, mass, and scale than most of the surrounding development and will be more modern in appearance; however, it will be consistent with the intent of the Specific Plan and is located in an area that is well suited for larger scale development. While the Specific Plan development could be a catalyst for similar changes in the character of the greater surrounding industrial area, it will not affect the overall the character of established neighborhoods or the city as a whole. Similar to downtown areas or college campuses, this development is anticipated to create a new and different visual element in the city, with designs and architectural features that are visually attractive and enhance the image of the area. Overall, the Specific Plan is anticipated to result in a visually attractive and high quality compact urban development that will improve the visual and aesthetic character of the plan area, which is currently developed with visually unattractive industrial uses.

## 2.2 Air Quality and Greenhouse Gases (GHG)

**Impact:** The proposed Specific Plan provides for residential and mixed use development supportive of public transit that will reduce vehicular travel and the associated air pollutant and GHG emissions.

**Finding:** Impact will be less than significant as identified in the Final EIR.

**Facts in Support of the Finding:** Air pollutant emissions associated with development pursuant to the Specific Plan will not exceed SCAQMD daily threshold amounts for criteria pollutants. Also, the SCAQMD suggests that the EIR discuss a project's consistency with the current regional AQMP and other regional plans. The purpose of this discussion is to determine if the project is consistent with assumptions and objectives of the regional AQMP, and thus, would not interfere with the region's ability to comply with federal and state air quality standards.

A project is considered to comply with the AQMP if it is consistent with the growth assumptions of the AQMP. The AQMP assumes development throughout the region will occur as outlined in the Southern California Association of Governments (SCAG) 2012 - 2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and long-term regional planning efforts. The Specific Plan provides for a mixed use and high density residential uses supportive of the SCAG goals and objectives of focusing growth and development within urban areas, encouraging infill development, and re-using previously developed urban land. The Specific Plan helps to further regional and area-wide objectives of providing for residential densities that can be supportive of public transit.

## 2.3 Housing, Population, and Employment

**Impact:** Pursuant to the Specific Plan, a maximum of 305 units and up to 11,020 square feet of small restaurant, retail, and other commercial uses could be developed within the Specific Plan area. This development is anticipated to be completed by 2019.

**Finding:** Impact will be less than significant as identified in the Final EIR.

**Facts in Support of the Finding:** The Specific Plan's residential units could result in approximately 878 residents, based on the current ratio of 2.88 persons per household. This represents 1% of the current City population of 88,003 residents. It also represents less than one-fifth of the SCAG forecasted population growth for the City between 2008 and 2020. In addition to the provision of housing, the project will result in additional employment opportunities pursuant to the Specific Plan. The potential new commercial development is anticipated to create approximately 33 new jobs (based on an employment factor of 3 employees per 1,000 square feet of floor area). SCAG projections for Hawthorne forecast an increase of 600 jobs between 2008 and 2020. The project's potential to generate new jobs could represent about 5% of this forecasted growth. The project's potential to contribute to the retention current high-tech employees and possibly, to attracting high-

tech companies to locate in Hawthorne, could also indirectly aid in advancing creation of jobs in the City in the future. Overall, due to the Specific Plan project's relatively small size in relation to the existing and projected future housing and population in the City and its alignment with the City's long-range planning goals and policies, impact is considered less than significant.

The Specific Plan is consistent with SCAG's policies of focusing new development within urban areas, encouraging infill development and re-using previously developed land, and locating housing near public transit and local high-tech employment centers, and represent a negligible share of the County's projections. The project provides for mixed uses and high density residential uses within 0.5-mile of transit that directly support SCAG goals and objectives of providing residential densities that can be supportive of public transit. Thus, the project does not have the potential to induce housing, employment, or population growth beyond that already projected for Los Angeles County's subregion or the SCAG region as a whole.

Moreover, the Specific Plan provides for these housing opportunities and amenities for high-tech professionals, including the high-tech employees of the SpaceX corporate headquarters and Tesla Design Studio in the City, in alignment with the following long-range City General Plan goals and policies:

- Housing Element Goal 1.0

Providing a variety of types and adequate supply of housing to meet the existing and future needs of the community.

- Housing Element Goal 4.0

Providing adequate residential sites through appropriate land use designation and zoning to accommodate the City's share of regional housing needs.

- Policy 1. Housing

Providing for the development of quality "tech-workforce" housing that supports the employees and families of the City's expanding high-tech firms and industries that choose to live in Hawthorne.

- Policy 2. Transit-Oriented Development

Accommodating the development of a mix of land uses, including quality multi-family housing, that support and benefit from the presence of light-rail transit.

- Policy 3. Land Use Mix and Balance

Providing mixed-use development, including residential, retail, and restaurant options that enable residents, employees, and visitors to meet their daily needs locally, while contributing revenues to City services.

- Policy 4. Development Density

Providing increased density development near large employment centers and the Green Line Crenshaw station, while protecting and preserving the City's established single-family residential neighborhoods.

## 2.4 Land Use and Planning

**Impact:** The project contributes to increasing a supply, range, and quality of housing types within the City, while also providing for retail, office, and other uses that provide employment by clustering high-density development where it is appropriate: near the Green Line Crenshaw Station, high-tech firms and other large employment centers, providing Hawthorne residents with the opportunity to live, work, and shop with less reliance on automobiles.

**Finding:** In relation to long-term planning, the project is consistent with forecasts made by the Southern California Association of Governments (SCAG). However, while the development within the Specific Plan area will be required to comply with all Specific Plan's development standards and design guidelines and with applicable City regulations, the change associated with the Specific Plan's provision for increased high density residential development within a mixed use development could be considered by some to be a significant impact.

**Facts in Support of the Finding:** The Specific Plan is overall consistent with the Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and long-term regional planning efforts, which include the following strategies:

- Plan for additional housing and jobs near transit – Support and improve transit use and ridership by creating pedestrian-friendly environments and more compact development patterns in close proximity to transit.
- Plan for a changing demand in types of housing – Address shifts in the labor force that will likely induce a demand shift in the housing market for additional development types such as multi-family and infill housing in central locations, which will appeal to the needs and lifestyles of these large populations.
- Continue to protect stable existing single-family areas – Continue to protect stable existing single-family neighborhoods as future growth and a more diverse housing stock are accommodated in infill locations near transit stations.

The Specific Plan is also consistent with underlying regional planning principles and policies aimed to improve regional quality of life and manage growth through the SCAG region, including:

- Encouraging programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.
- Encouraging plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.

- Supporting plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.
- Supporting strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.
- Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.
- Supporting and encouraging settlement patterns which contain a range of urban densities.
- Encouraging planned development in locations least likely to cause adverse environmental impact.

The Specific Plan will provide additional housing opportunities within the SCAG region and the Los Angeles County subregion, consistent with the SCAG projections. By infilling an existing developed urban area with mixed-use residential and commercial uses in close proximity to employment centers and transit, the Specific Plan project will encourage the use of transit and create future opportunities for transit-oriented development. By focusing development within an existing urban core, the project will contribute to minimizing urban sprawl and associated adverse environmental impacts. Overall, the project’s increased high density residential and mixed uses could contribute to attaining mobility and clean air goals by reducing vehicular travel and its exhaust emissions.

## 2.5 Public Services

**Impact:** The project will incrementally increase demand for fire and police protection services, schools, and parks services.

**Finding:** Impact on police and fire protection services, schools, and parks services will be less than significant as identified in the Final EIR.

**Facts in Support of the Findings – Fire Protection Services:** All required fire safety features will be incorporated in the Specific Plan mixed-use development in compliance with LACFD requirements, including smoke detectors and full sprinkler systems. In compliance with existing requirements, all necessary fire lines and hydrants with appropriate fire flows will be provided; unobstructed fire emergency access to the buildings will be provided from existing streets; and all other features required by the Fire Department that will minimize fire hazard potential will be provided in all new development. With these measures, existing fire stations will be able to continue to adequately serve the project area.

The issue of fire protection needs is addressed annually by the City as part of the City-wide allocation of general fund resources for all municipal services. The project’s residential uses will generate additional property tax and the commercial uses will generate additional sales tax revenue that will contribute to the City’s general fund, which can be used to fund additional fire protection needs. Since the proposed Specific Plan will not result in

construction of fire protection facilities that would result in significant adverse effects, in order to maintain acceptable response times, this impact is considered less than significant.

**Facts in Support of the Findings – Police Protection Services:** Before building or occupancy permits can be issued, the Hawthorne Police Department mandates review and approval of the following in order to help ensure public protection, security, and officer safety: lighting and landscaping plans, traffic ingress/egress plans, and project plans. Lighting plans will be evaluated for effective building exterior and parking areas lighting. Landscaping plans will be reviewed to ensure that hiding or concealment places are minimized. The traffic access and internal site circulation plans will be reviewed to ensure adequate ingress/egress for police vehicles is provided. Police Department recommendations resulting from these reviews must be incorporated into the project.

In addition, other measures could be utilized to enhance safety. Project residents and business owners may install additional security systems not limited to door, window, and burglar alarms or other monitoring devices, that will enhance safety and reduce demand for police protection for the new uses. Additionally, the physical design and mix of new uses could provide for day-to-day interactions between the uses and help create community cohesiveness that will in turn enhance security and reduce demand for additional police personnel.

The issue of police personnel needs is addressed annually as part of the City-wide allocation of general fund resources for all municipal services. The Specific Plan's uses will generate property and sales tax revenue that will contribute to the City's general fund, which can be used to fund the hiring of additional police officers as needed.

**Facts in Support of the Finding – Schools:** The residential and mixed use development pursuant to the Specific will contribute to student population attending local schools. Under State law (Government Code Section 53080), school districts may levy school facility fees on new residential and nonresidential development to pay for new school facilities needed to serve new development. Other new construction and maintenance funding is received from the State through statewide education bonds. School districts are responsible for estimating enrollment demand and requesting allocation of school facilities funding for permanent or temporary classrooms and other facilities based on estimated demand. In compliance with these regulations, the Specific Plan developer(s) will pay school fees.

**Facts in Support of the Finding – Parks:** The residential and mixed use development pursuant to the Specific could increase the use of the existing City parks and recreation facilities. However, it is anticipated that the Specific Plan development will include on-site recreational amenities for the residents, such as gyms and/or pools, patios and open courtyards. Nonetheless, with the systems of existing 10 parks and 5 recreation facilities in the City of Hawthorne and collection of park fees from the Specific Plan development in compliance with existing requirements, this impact will be mitigated, as these fees are intended to mitigate the effects of the additional population demand for these facilities.

## 2.6 Traffic and Circulation

**Impact:** The project will generate approximately 1,530 new daily trips. These trips will result in up to 96 AM peak hour trips and 138 PM peak hour trips to the existing roadway system (with 77 trips out and 20 trips in during the AM peak, and 88 trips in and 50 trips out during the PM peak) at full build-out. The addition of traffic generated by the proposed project will result in a significant impact at one of the 10 study intersections: Crenshaw Boulevard and Project Main Driveway during the AM peak hour. The addition of traffic generated by the project will not result in a significant impact at any of the 14 freeway study locations.

**Finding:** Implementation of the identified mitigation measures will reduce the traffic impact to a less than significant level as identified in the Final EIR.

**Facts in Support of the Finding:** One of the primary project objectives is to provide for development that is supportive of public transit and reduces vehicular travel by providing for mixed use and high density residential uses. Implementation of the identified mitigation measures will reduce the traffic impact associated with the as the identified signalization improvement mitigation measure at Crenshaw Boulevard and Project Main Driveway will reduce the project traffic impact to a less than significant level, and will result in the LOS level that is better than that under the Future Year 2019 Without Project Conditions during both the AM and PM peak hours.

The following mitigation measures will be implemented.

1. Install traffic signal at the intersection of Crenshaw Boulevard and Project Main Driveway.
2. Provide a dedicated southbound left-turn lane with a minimum storage length of 90 feet at the southbound approach of Crenshaw Boulevard and Project Main Driveway.

Due to the close proximity to the proposed new signal, the two adjacent signals at Northrop Avenue and El Segundo Boulevard will require modification for coordination and interconnect to be installed. Also, currently the Crenshaw Boulevard corridor within City of Hawthorne is signal coordinated thus the installation of a new traffic signal along Crenshaw Boulevard will require all traffic signals along the corridor to be retimed and re-coordinated to maximize traffic flow. Therefore:

3. The Specific Plan applicant will provide funding for modification for coordination and interconnect to be installed at the two adjacent signals at Northrop Avenue and El Segundo Boulevard, and for retiming and re-coordination all traffic signals along the Crenshaw Boulevard corridor.

## 2.7 Utilities and Service Systems

**Impact:** The Specific Plan establishes framework and standards for the development of up to 305 residential units and 11,020 square feet of commercial space. The project will use water and generate wastewater, stormwater, and solid waste.

The project area is built out and covered with structures, surface parking, and other impervious surfaces. Development pursuant to the Specific Plan will not alter the area's permeability.

**Finding:** Impact on water, drainage, and solid waste facilities and systems will be less than significant as identified in the Final EIR. Provisions of necessary improvements, mandatory compliance with the existing regulations - including the reviews of water and sewer infrastructure plans prepared by the developer(s), and the implementation of the identified mitigation measure will ensure that impact will be less than significant.

**Facts in Support of the Finding - Water:** Development pursuant to the Specific Plan could result in a water use of approximately 30 acre-feet of water per year. The development will include mandated water-saving features, including water-efficient faucets, shower heads, and toilets. In compliance with existing standard development requirements, the Specific Plan developer(s) will pay hook-up fees to connect to the water distribution system and (2) will reconfigure and expand the existing pipe systems as needed to provide capacity necessary to accommodate increased water use within the Specific Plan area and connections to the California Water Service Company's main lines. Review of project plans for these pipe systems is part of the City's standard development review and approval procedures. Mandatory compliance with these existing regulations will ensure that impact will be less than significant.

**Facts in Support of the Finding – Wastewater:** Development pursuant to the Specific Plan will generate approximately 48,682 gallons of wastewater per day. City and regional capacity is considered sufficient to transport and treat this wastewater. In compliance with the existing standard procedures, fees to connect to local and regional sewer systems will be paid by Specific Plan developer(s). The review of project plans prepared by the developer(s) for these pipe systems is part of the City's standard development review and approval procedures. While the impact is anticipated to be less than significant due to provision of necessary improvements and compliance with existing requirements and regulations, the following measure will be implemented as appropriate to ensure that adequate capacity is provided.

1. Prior to issuance of building permits and as determined by the City, Specific Plan applicant will conduct an assessment and provide information about the area-wide condition of the local water and sewer systems serving the Specific Plan area, to the satisfaction of the City. If the conditions of the local water or sewer lines are not adequate to accommodate flows, the developer(s) will contribute funds to identify area-wide improvements, including replacing the existing water and/or sewer line serving the site with a larger diameter line, as determined by the City.

**Facts in Support of the Finding – Stormwater Drainage:** The project area is built out and covered with structures, surface parking, and other impervious surfaces. The provision for higher density and mixed uses in the future will not alter the area’s permeability. Therefore the project will not substantially change either the amount or the rate of the stormwater runoff flows currently generated within the project area.

In compliance with existing regulations, developers will provide all necessary drainage improvements and will implement Best Management Practices (BMPs) in compliance with NPDES requirements. The drainage improvements are subject to the City’s standard development review and permit process, including plan checks and inspections. The City’s Building, Planning, and Engineering departments oversee compliance with NPDES standards. Mandatory compliance with these existing regulations will ensure that impact will be less than significant.

**Facts in Support of the Finding – Solid Waste:** Development pursuant to the Specific Plan will generate approximately 300 tons of solid waste per year. These estimates do not include solid waste reductions achieved through solid waste diversion programs such as recycling. Hence, total generation may be overestimated.

The City of Hawthorne, like all cities in California, is required by the State to reduce solid waste by 50% or be subject to heavy fines. Thus, the management of the commercial businesses will comply with City Ordinance No. 1770, which requires businesses to make a “good faith” effort to divert 50% of the solid waste generated at their commercial premises from disposal. In compliance with these existing requirements, a program for recycling paper, cardboard, glass, aluminum, plastics and other similar materials to divert solid waste from landfill disposal will be implemented for both the retail and residential components of the Specific Plan project. The Specific Plan residents will participate in a recycling program that involves the presorting of green waste, refuse, and recyclables into separate carts for pick up. As part of this program (1) space will be allocated either within the buildings or in outdoor areas for collection and storage of recyclable materials, and (2) green waste produced during landscape maintenance will be hauled from the site for reuse or recycling. If the waste is stored on-site, a separate storage area for green waste will be provided. Plans for space allocation for recycling will be subject to City review and approval, upon application for a building or occupancy permit.

## **2.8 Water Supply and Quality**

**Impact:** The project will generate additional demand for water, and will result in stormwater flows from the project site that may contain urban pollutants.

**Finding:** Impact on water quality will be less than significant as identified in the Final EIR.

**Facts in Support of the Finding – Water Supply:** The project’s water use is included in and accounted for in the Hawthorne Water District’s adopted 2015 Urban Water Management Plan UWMP that addresses water supply and demand for the 2015 - 2040

planning period. The additional water use due the project represents a moderate component, approximately 6.5%, of the Hawthorne District’s projected water demand and supply by the year 2020 which can be accommodated within the planned future supplies.

Also, the Specific Plan development will include all mandated water-saving features, including water-efficient faucets and toilets, landscaping irrigation and all other systems that use water. In addition, reclaimed water will be used to the extent available for landscape irrigation. Therefore, this impact is considered less than significant.

**Facts in Support of the Finding – Water Quality:** The Specific Plan area is developed with industrial uses, and covered with impervious surfaces. Therefore, the potential future residential and commercial uses will not significantly change the amount of impervious surfaces or the amount or pattern of stormwater runoff.

In compliance with the existing NPDES regulations, the Specific Plan developer(s) will implement measures that control polluted runoff from the first ¾-inch of rain that falls within a 24-hour period. On-site structural or treatment control Best Management Practices (BMPs) will be implemented as appropriate. The City standard development review and permit application process, including NPDES compliance, plan checks, and inspections will ensure that polluted runoff is controlled and adequate on-site drainage infrastructure exists to safely transport on-site stormwater to local and regional facilities. Compliance with these existing regulations will ensure that impact will be less than significant.

## 2.9 Construction Effects

Construction of the Specific Plan development will generate short-term and intermittent air pollutants, noise, and construction traffic.

**Impact 1 – Air Quality:** Construction activities typically have the potential to result in generation of air pollutant from heavy diesel-powered construction equipment, site preparation activities, and workers travel.

**Finding:** Impact will be less than significant as identified in the Final EIR and the implementation of the mitigation measures identified in the Final EIR will ensure that impact will remain less than significant.

**Facts in Support of the Finding:** Peak day construction-related emissions (estimated using CalEEMod Version 2016.3.1 model) will not exceed SCAQMD daily threshold amounts for criteria pollutants ROG, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> and with implementation of the mitigation measure identified in the Final EIR impact on air quality will remain less than significant.

While the Specific Plan development is not anticipated to result in toxic air pollutant emissions, all construction activities must comply with existing rules and regulations concerning toxic air pollutants, including Rule 1403 (Asbestos Emissions from Renovation and Demolition Activities) for proper handling and disposal of asbestos-containing

materials. Other known hazardous substances and toxic emissions are controlled by SCAQMD rules and regulations, and by other federal and State rules and regulations. Mandatory compliance with these regulations regarding asbestos, lead-based paint, and polychlorinated biphenyls will ensure a less than significant impact related to the removal of these materials during construction.

During construction the following mitigation measures will be implemented.

1. During high wind episodes (wind speeds exceeding a sustained rate of 25 miles per hour), grading, demolition, or other high-dust generating activities will be suspended. (Rule 403)
2. During Stage 2 smog alerts or higher, all construction activities will be suspended. (Rule 403)
3. All construction equipment will be properly tuned. (Rule 403)
4. Low VOC-content paint, stucco, or other architectural coating materials will be utilized to the extent possible.
5. Low VOC-content asphalt and concrete will be utilized to the extent possible.
6. Exposed soils will be watered at least twice daily. (Rule 403)
7. Existing ground cover will be replaced in disturbed areas inactive for 10 days or more.
8. Speeds on unpaved portions of the site will be limited to less than 15 miles per hour. (Rule 403)
9. All haul trucks that carry contents subject to airborne dispersal will be covered.
10. All access points to construction sites used by haul trucks will be kept clean.
11. Haul and delivery trucks will be prohibited from idling in excess of 2 minutes.
12. Electricity from power poles rather than temporary diesel or gasoline generators will be used to the extent available.
13. Non-toxic soil stabilizers will be applied according to manufacturers' specifications to all previously graded areas inactive for 10 days or more.
14. Streets will be swept at the end of the day if visible soil is carried into adjacent public paved roads (recommended water sweepers with reclaimed water).

15. Wheel washers will be installed where vehicles enter and exit the construction site onto paved roads, or trucks and other equipment leaving the site will be washed off for each trip.
16. Low sulfur diesel will be used for construction equipment.
17. Construction parking will be configured to minimize traffic interference.
18. All construction activities must comply with existing rules and regulations concerning toxic air pollutants, including Rule 1403 (Asbestos Emissions from Renovation/Demolition Activities).

**Impact 2 – Water Quality:** Construction operations can impact water quality in several ways. First, to comply with South Coast Air Quality Management District (SCAQMD) guidelines, most construction sites are required to be watered to reduce emissions of PM<sub>10</sub>. This water can result in runoff from the site laden with construction debris (including trash, cleaning solvents, cement wash, asphalt and car fluids like motor oil, grease, and fuel) and sediment, potentially affecting local waterways. Second, during rain storms, stormwater runoff from construction sites can carry construction debris and sediment into local waterways. Third, construction activities, although not anticipated, can result in dewatering, which can carry contaminants into nearby waterways.

**Finding:** Impact will be less than significant as identified in the Final EIR.

**Facts in Support of the Finding:** Mandatory compliance with existing regulations, including implementation of a Storm Water Pollution Prevention Plan (SWPPP), which focuses on the implementation of best management practices (BMPs), and compliance with NPDES requirements will ensure that impact will be less than significant. For construction in areas of over 1 acre in size, current regulations require design and implementation of a SWPPP. SWPPPs may include the following BMPs to reduce impacts on water quality:

- Schedule excavation and grading work for dry weather
- Use as little water as possible for dust control
- Never hose down dirty pavement of impermeable surfaces where fluids have spilled
- Utilize re-vegetation, if feasible, for erosion control after clearing, grading, or excavating
- Avoid excavation and grading activities during wet weather
- Construct diversion dikes to channel runoff around the site, and line channels with grass or roughened pavement to reduce runoff velocity
- Cover stockpiles and excavated soil with wraps or plastic sheeting
- Remove existing vegetation only when absolutely necessary
- Consider planting temporary vegetation for erosion control on slopes where construction is not immediately planned
- Plant permanent vegetation as soon as possible

**Impact 3 – Noise:** Construction activities will result in a temporary and intermittent increase in ambient noise levels in the area surrounding individual construction sites. Construction-related noise will result from short-term on-site construction activities, and construction trucks and construction worker travel.

**Finding:** During the construction period, noise from heavy equipment, construction vehicles, and power and air tools used in construction of buildings and infrastructure have the potential to result in continuous high noise levels, and intermittent very high noise levels, which may affect noise-sensitive uses nearby. High levels of construction noise are usually limited to the immediate vicinity of construction activities. The closest sensitive use is buffered from the Specific Plan area by an existing small commercial strip and by El Segundo Boulevard, a major arterial street which generates traffic noise. However, since noise from construction could be audible, this impact could be significant and a mitigation measure limiting the hours of construction has been identified to reduce the potential impact.

**Facts in Support of the Finding:** Noise levels fall substantially with increasing distance from the noise source, both as a result of spherical spreading of sound energy and absorption of sound energy by the air. Spherical spreading of sound waves reduces the noise of a point source by 6 decibels for each doubling of distance from the noise source. Absorption by the atmosphere typically accounts for a loss of 1 decibel for every 1,000 feet. Thus, high levels of construction noise usually are limited to the immediate vicinity of construction activities.

In addition, the following mitigation measure will be implemented to reduce and manage noise levels during construction:

1. Construction activities will be limited to the hours of 7:00 am to 6:00 pm, Monday through Friday, and 8:00 am to 5:00 pm on Saturday. No construction will occur on Sundays or Federal holidays.

**Impact 4 – Traffic/Circulation:** Construction workers will temporarily travel to and from the site. These trips will be relatively small in number and are not expected to significantly impact transportation facilities.

Construction activity will add truck and construction equipment traffic to streets in the area. Haul trucks and heavy equipment usually travel more slowly than regular traffic and require more time to enter and exit the flow of traffic. These trucks and equipment may interfere with traffic flows when entering or exiting the project area, and contribute to traffic congestion if traveling during peak hours. These impacts are considered potentially significant.

**Finding:** Construction worker trips will be relatively small in number and are not expected to significantly impact transportation facilities. However, trucks and other heavy equipment may interfere with traffic flows when entering or exiting the project area, and contribute to traffic congestion if traveling during peak hours. Construction activities may

also impact pedestrian access to nearby sites, or interfere with transit operations. These impacts are considered potentially significant but can be mitigated to less than a significant level.

**Facts in Support of the Finding:** The following mitigation measures identified in the Final EIR will be implemented to reduce this potential impact to a level below significance:

1. Hauling of soil, equipment and materials, and other truck trips will be scheduled during non-peak hours, to the extent feasible.
2. A flagperson will be employed to direct traffic when and if construction vehicles enter or leave the project site, as appropriate.
3. Large truck trips transporting construction equipment and/or materials will be limited to off-peak commute periods.

**Impact 5 – Solid Waste:** Development pursuant to the Specific Plan will generate debris waste from demolition and construction.

**Finding:** Mandatory compliance with existing City requirements will ensure that impact will be less than significant.

**Facts in Support of the Finding:** The City of Hawthorne adopted a comprehensive Construction and Demolition (C&D) Debris Waste Minimization Plan that is intended to increase the reuse, recycling, and composting of C&D debris. As part of the Waste Minimization Plan all owners, developers, and contractors of C&D debris projects are required to divert no less than 50% of the C&D debris generated (City Ordinance No. 1770). There are 32 recycling facilities in Los Angeles County that accept C&D debris. The closest facilities to Hawthorne are in Los Angeles and Gardena. The Department of Building and Safety must receive a satisfactorily completed C&D debris report prior to issuing a certificate of occupancy for new construction projects. Therefore, mandatory compliance with existing City requirements will ensure that impact will be less than significant and no additional mitigation is required.

## 2.10 Tribal Cultural Resources

**Impact:** There are no known cultural tribal resources within the City of Hawthorne, including within or near the project site, and no Native American Tribe has requested consultations for the Green Line Specific Plan project.

**Findings:** While the potential for uncovering significant tribal cultural resources at the project site is considered remote, in an unlikely event that such resources are discovered during project construction, implementation of the following mitigation measures identified in the Final EIR will reduce such impact to a less than significant level.

1. All earth moving construction activity will be halted until a qualified Native American monitor can visit the site and assess the significance of the potential resource.
2. The Native American monitor will then conduct on-site cultural tribal resources monitoring, including inspection of exposed surfaces to determine if such resources are present.
3. If such resources are present, the Native American monitor will have the authority to divert grading away from exposed resources temporarily to examine the potential significance of such resources.
4. If such resources are determined significant and the resource cannot be recovered, the resource site will be covered with a layer of stable soil before constructing project facilities on the site, if feasible; or if resource recovery through excavation is the only feasible mitigation, a data recovery plan, which makes provision for adequately recovering the consequential information from and about the tribal cultural resource will be prepared and adopted prior to any excavation being undertaken and implemented during excavation or grading.
5. Such significant resources will be treated with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including protecting the confidentiality of the resource.

In an unlikely event that human remains are inadvertently discovered during construction, compliance with existing laws and regulations will ensure no significant impact. These laws and regulations include: (1) ceasing construction in the vicinity of the discovery or any nearby area, and (2) immediately notifying the Los Angeles County Coroner's Office, will be implemented. Furthermore, if the county coroner determines that the remains are Native American, then (1) contacting the Native American Heritage Commission within 24 hours, (2) the Native American Heritage Commission will then designate a most likely descendent who may make recommendations concerning the disposition of the remains and associated grave goods in consultation, and (3) if the Native American Heritage Commission is unable to identify a most likely descendant or if the most likely descendent failed to make a recommendation within 24 hours, reburying the remains and associated grave goods on the property in a location that will not be disturbed.

## 2.11 Cumulative Effects

**Impact:** Development pursuant to the Specific Plan together with development of related projects identified in the Final EIR could result in a significant short-term construction-related cumulative air quality impact, and will result in less than significant other cumulative impacts, as follows:

**Short-term Construction Impact** – The construction activities associated with the Specific Plan project will result in short-term and intermittent air pollutant emissions that

do not exceed the SCAQMD's threshold amounts. However, there is a potential that some construction activities of the project may overlap with construction of the related projects on some peak construction days. The combined peak day construction emissions could exceed the SCAQMD threshold amount for ROG, and therefore be cumulatively significant even with full implementation of the mitigation measures identified in the Final EIR and measures required of related projects.

**Air Quality** – One of the primary objectives of the Specific Plan is to provide for higher density and mixed uses development that is supportive of public transit, and provide for reuse and infill development within an urban core area that contributes to reducing urban sprawl. Such development reduces vehicular travel, and thus vehicular emissions that account for most of the air pollutant emissions which results in regional air quality benefits. The project's operational emissions, when added to emissions from related projects, will be below the SCAQMD thresholds amounts. Therefore, the project's cumulative impact will be less than significant.

**Land Use Planning** – The project provides for higher density and mixed use development through reuse and infill development within an urban core at densities and location supportive of public transit, consistent with the Southern California Association of Governments (SCAG) long-term planning goals and policies. Therefore, the project will not result in a significant cumulative impact related to land use and planning on the regional or subregional scale.

**Population and Housing** – The project will result in development with high density residential uses and mixed uses within the Specific Plan area. This development is consistent with SCAG's policies of focusing new development within urban areas, encouraging infill development, and re-using previously developed land, and does not represent a significant share of regional or subregional population and housing projections. The Specific Plan project also furthers regional and area-wide objectives of providing for residential densities that are supportive of public transit. Thus, the project's potential to contribute to cumulative housing, employment, or population growth beyond that already projected for the region is considered less than significant.

**Traffic and Circulation** – One of the primary objectives of the Specific Plan is to provide development that is supportive of public transit and reduces vehicular travel by providing for mixed and high density residential uses within 0.5-mile of the Green Line light rail station. 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. With implementation of mitigation measures identified in the Final EIR, the project's cumulative impact on traffic and circulation will not be significant.

**Public Services** – The Specific Plan development will generate demand for additional public services and facilities. The mandatory compliance with existing regulations, including payment of all applicable fees by all future development – including the related projects, will reduce this cumulative impact to a less than significant level.

**Utilities and Service Systems** – The Specific Plan’s development will use water and generate wastewater and solid waste. With mandatory compliance with existing regulations and requirements and implementation of the mitigation measures identified in the Final EIR as well as the mandatory compliance with existing regulations by the related projects, the project’s cumulative impact on water, sewer, drainage, and solid waste facilities and service systems will be less than significant.

### **Section 3: Finding on Project Alternatives Considered in the Final EIR**

The Alternatives to the Project section of the Final EIR was prepared in accordance with CEQA Guidelines Section 15126(d), which requires the analysis of a reasonable range of alternatives capable of eliminating or reducing significant adverse environmental effects of the proposed project. The analysis of the effects of the following alternatives is contained in the Final EIR:

- Alternative 1: “No Project” alternative required by CEQA
- Alternative 1A: “No Project” – Existing Conditions
- Alternative 1B: “No Project” – Reasonable Development Absent the Proposed Project
- Alternative 2: Minimum Scale Project
- Alternative 3: Reduced Scale Project

#### **1.0 Alternative 1B: No Project – Reasonable Development Absent the Proposed Project**

Pursuant to the No Project alternative, any future development would proceed in accordance with existing land use designations. The project area is currently underutilized with vacant buildings and multiple surface parking lots. Pursuant to this alternative, the Specific Plan area would be developed with up to 220,400 square feet of industrial facilities, consistent with current M-2, Heavy Industrial zoning designations for the 2.53-acre Specific Plan area.

***Finding:*** With the project area currently underutilized, this alternative would have the potential to result in additional environmental impacts in comparison with the project. With increased industrial facilities and operations within the Specific Plan area, this alternative would result in potentially significant impacts related to hazardous materials and air quality, including diesel truck exhaust emissions. With more industrial facilities, the overall unattractive industrial visual character of the project area would likely intensify as well. With more industrial manufacturing facilities, associated vehicular traffic - including truck traffic, would intensify and could result in a significant traffic impact. This alternative would avoid the project’s potentially significant land use planning impact associated with increased high density residential uses.

***Relation to Project Objectives:*** With increased amount of industrial development within the Specific Plan area, this alternative would not achieve any of the project’s objectives.

#### **2.0 Alternative 2: Minimum Scale Project**

This alternative considers development pursuant to the Specific Plan at a density of 32 units per acre identified as a minimum density in the Specific Plan. Pursuant to this alternative, approximately 81 residential units and 11,020 square feet of commercial floor

area and could potentially be developed within the project area. This represent a 73% reduction in the multifamily units compared with the project.

**Finding:** With fewer residential units, most of the environmental impacts of potential future development pursuant to this alternative would be proportionally reduced in comparison with the project. With minimal density of 32 units per acre, the potential significant land use and planning impact related to high density could be reduced to a less than significant level under this alternative. Cumulative short-term peak day construction ROG emissions would also be reduced below SCAQMD threshold amount, resulting in a less than significant impact.

This alternative would generate approximately 413 new daily trips, resulting in an addition of up to 26 AM peak hour trips and 37 PM peak hour trips, or substantially fewer trips than the project. However, even with this reduction the traffic impact would remain significant and, as with the project, would require the implementation of the same identified mitigation measures to reduce the impact to a less than significant level.

This alternative would reduce long-term air pollutant emissions proportionately by approximately 73% compared to those with the project. As with the project, these emissions would be below daily SCAQMD emissions thresholds, and thus impact would be less than significant. Construction activities within the project area pursuant to this alternative would be similar to those of the proposed project, because as with the project, this alternative would involve site preparation activities, construction of utility infrastructure improvements, and construction of buildings. As with the project, implementation of the identified mitigation measures would reduce the short-term construction effects to a less than significant level.

The use of water, generation of wastewater and solid waste would also be proportionately reduced under this alternative. As with the project, the impact on water, sewer, drainage, and solid waste facilities and service systems would be less than significant with implementation of the identified mitigation measures. Impact on public services would also be proportionally reduced. As with the project, with compliance of existing regulations, including payment of school and park fees, impact would be less than significant.

With minimal number of units, this alternative would not have the potential to create a unique and dynamic visual element within the immediate area of the Specific Plan, including achieving an iconic and vibrant development that will attract high-tech professionals while providing an attractive destination for the community.

**Relation to Project Objectives:** Some project objectives would be achieved under this alternative but to a substantially lesser degree than with the project. The minimal scale of this alternative would preclude achieving the objectives of promoting economic development in Hawthorne and encouraging investment in Hawthorne to support and enhance City services and public infrastructure. Also, the minimal size of this alternative would likely preclude the potential of providing an opportunity to be a catalyst in transforming northeast Hawthorne into a vibrant, transit-oriented hub of high-tech industry,

supported by a mixed-use neighborhood. In addition, because of the minimal size, this alternative may not be financially viable.

### **3.0 Alternative 3: Reduced Scale Project**

This alternative considers development pursuant to the Specific Plan at a density 60.5 units per acre, or at 50% reduced density of the maximum density provided for in the Specific Plan.

***Development Potential:*** Pursuant to this alternative, the Specific Plan project would be developed with 153 residential units and 11,020 square feet of commercial floor area. This represents a 50% reduction in multifamily when units compared with the project.

***Finding:*** With fewer resident units, the environmental impacts of potential future development pursuant to this alternative would be proportionately reduced by about 50% compared to those with the project.

With maximum density of 60.5 units per acre, the potential significant land use and planning impact related to high density would remain significant as with the project. Cumulative short-term peak day construction ROG emissions would also be reduced below SCAQMD threshold amount, resulting in a less than significant impact.

This alternative would generate approximately 765 new daily trips, including 48 AM peak hour trips and 69 PM peak hour trips. The reduction in trips would not be substantial enough to reduce traffic impact below the impact criteria, and therefore, as with the project, would require the implementation of the same identified mitigation measures to reduce the impact to a less than significant level.

This alternative would reduce long-term air pollutant emissions proportionately by approximately 50% compared to those with the project. As with the project, these emissions would be below daily SCAQMD emissions thresholds, and thus impact would be less than significant.

Construction activities within the project area pursuant to this alternative would be similar to those of the proposed project, because as with the project, this alternative would involve site preparation activities, construction of utility infrastructure improvements, and construction of buildings. As with the project, implementation of the identified mitigation measures would reduce the short-term construction effects to a less than significant level.

The use of water, generation of wastewater and solid waste would also be proportionately reduced by approximately 50% under this alternative. As with the project, with implementation of the identified mitigation measures the impact on water, sewer, drainage, and solid waste facilities and service systems would be less than significant.

Impact on public services would also be proportionally reduced. As with the project, with compliance of existing regulations, including payment of school and park fees, impact would be less than significant.

With half of the units, this alternative would have a limited potential to create a unique and dynamic visual element within the immediate area of the Specific Plan, which could also provide an iconic visual image for this City's gateway.

***Relation to Project Objectives:*** This alternative would achieve most of the objectives but to a lesser degree than with the project. The reduced scale of this alternative would limit the potential to achieve the objectives of promoting economic development in Hawthorne and encouraging investment in Hawthorne to support and enhance City services and public infrastructure, or provide an opportunity to be a catalyst in transforming northeast Hawthorne into a vibrant, transit-oriented hub of high-tech industry, supported by a mixed-use neighborhood.

## **4.0 Alternative 1: No Project Alternative**

The No Project alternative, required to be evaluated in the EIR, considers “existing conditions...as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services” [CEQA Guidelines Section 15126.6(e)(2)].

## **5.0 Alternative 1A: No Project – Existing Conditions**

This alternative considers the project area remaining in its current condition. The existing conditions are described in the Project Description and in the Environmental Setting section of each environmental issue analyzed in the EIR. Leaving the project area in its current condition – as an underutilized industrial site – would not achieve any project objectives.

***Finding:*** Leaving the project area in its current condition as an underutilized industrial site would not achieve any of the Specific Plan objectives.

The project area would continue to be underutilized, with vacant buildings and multiple surface parking lots.

### **Alternative 1B: No Project – Reasonable Development Absent the Proposed Project**

The project area is currently underutilized with vacant buildings and multiple surface parking lots. Pursuant to this alternative, the Specific Plan area would be developed with up to 220,400 square feet of industrial facilities, consistent with current M-2, Heavy Industrial zoning designations for the 2.53-acre Specific Plan area.

***Finding:*** With additional industrial development, this alternative would this alternative would have the potential to result in additional environmental impacts in comparison with the project. Also, with increased amount of industrial development within the Specific Plan area, this alternative would not achieve any of the project’s objectives.

With increased industrial facilities and operations within the Specific Plan area, this alternative would result in potentially significant impacts related to hazardous materials and air quality, including diesel truck exhaust emissions. With more industrial facilities, the overall unattractive industrial visual character of the project area would likely intensify as well. With more industrial manufacturing facilities, associated vehicular traffic - including truck traffic, would intensify and could result in a significant traffic impact. This alternative would avoid the project’s potentially significant land use planning impact associated with increased high density residential uses.

## Section 4: Statement of Overriding Considerations

CEQA requires decision-makers to balance the benefits of a project against the significant unavoidable environmental effects in determining whether to approve the project. If the benefits of a project outweigh the unavoidable adverse effects, those effects may be considered “acceptable” (CEQA Guidelines Section 15093 [a]). However, CEQA requires the Lead Agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the EIR or elsewhere in the administrative record (CEQA Guidelines Section 15093 [b]). The Lead Agency’s statement is referred to as a Statement of Overriding Considerations.

The following adverse impacts of the Green Line Mixed-Use Specific Plan project are considered significant and unavoidable based on the findings contained in the Draft EIR, Final EIR, and the Findings discussed in Section 2 of this document.

- The potential land use and planning change associated with higher density residential and mixed uses could be considered by some to be a significant impact
- Contribution to potential short-term cumulative peak day construction emissions of reactive organic gases (ROG) resulting from construction of the project together with construction of related projects

Based on substantial evidence in the record, the City of Hawthorne finds that economic, legal, social, technological, or other benefits of the proposed project outweigh the unavoidable adverse environmental effects of the project, and the adverse environmental effects are considered acceptable when the following project benefits are considered.

- Diversifying the city’s existing multi-family housing options to serve Hawthorne’s growing and evolving tech workforce and to aid in recruiting talent for those high tech companies
- Balancing job growth in the expanding high-tech sector with high quality housing opportunities, enabling local employees to live close to where they work
- Clustering high-density development where it is appropriate: near the Green Line Crenshaw Station, high-tech firms and other large employment centers, providing Hawthorne residents with the opportunity to live, work, and shop with less reliance on automobiles
- Establishing a model of quality, multi-family development meeting the highest standards of design while also pursuing environmental sustainability
- Encouraging investment in Hawthorne to support and enhance City services and public infrastructure
- Providing for development that is supportive of regional goals and policies of focusing growth and development within urban areas, and encouraging infill development

- Providing for development that furthers regional and area-wide objectives of providing for residential densities supportive of public transit and create future opportunities for transit-oriented development
- Providing increased density development near large employment centers and the Green Line Crenshaw station, while protecting and preserving the City's established single- family residential neighborhoods.

## **Section 5: Citations**

### **Printed References**

City of Hawthorne, Final Environmental Impact Report for Green Line Mixed Use Specific Plan, June 2017.

City of Hawthorne, Draft Environmental Impact Report for Green Line Mixed Use Specific Plan, November 2016.