

# **LAND USE ELEMENT**

## **CITY OF HAWTHORNE GENERAL PLAN**

Adopted April, 1990

Last amended March, 2016

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**TABLE 1**  
**REVISIONS OF THE LAND USE ELEMENT**

Resolution Number	Date	Case Number(s)
5855	September 9, 1990	GPA-90-1
6187	June 27, 1994	GPA-94-1
6204	September 26, 1994	GPA-94-2
6216	November 28, 1994	GPA-94-3
6315	May 13, 1996	GPA-96-1
6473	May 11, 1998	GPA-97-2
6741	July 8, 2002	2002GP01
6764	December 9, 2002	2002GP02
6788	April 14, 2003	2003GP01
6812	July 16, 2003	2003GP03
6810	July 16, 2003	2003GP04
6919	November 8, 2004	2004GP02
6920	November 8, 2004	2004GP05
6966	June 28, 2005	2004GP03, 2005GP02, 2005GP06
6963	June 28, 2005	2005GP05
7082	February 27, 2007	2005GP07
7122	September 25, 2007	2006GP03
7084	November 28, 2006	2006GP04
7171	May 13, 2008	2008GP01
7217	November 12, 2008	2008GP02
7289	November 24, 2009	2009GP03
7376	June 7, 2011	2011GP02
7534	May 14, 2013	2012GP03
7789	March 8, 2016	2016GP01

## SECTION I—INTRODUCTION

### Purpose of this Element

The Land Use Element is the single most important element of this General Plan in that it will guide future development in the city for many years to come. The Land Use Element will also affect the key issues that are addressed in the remaining elements. For example, land use policies will have a direct bearing on the local system of streets and roadways which are the focus of the Circulation Element. Housing issues and needs identified in the Housing Element will be linked to land use policies related to both existing and future residential development. Even issues related to safety, noise, and the environment will be directly affected by the land use policies contained in this element.

The City seeks to accomplish the following with the implementation of the goals and policies contained in this Land Use Element:

- Establishment of a balanced and functional mix of development consistent with the long-range goals, objectives, and values of the City;
- Provide a guide for both public and private investments indicating where new development is permitted and the nature, density, and intensity of that development;
- Identification of opportunities for new development and the redevelopment and revitalization of existing development in the city as well as any constraints that might affect this new development;
- Reduction of loss of life, injury, and property damage that might result from flooding, seismic hazards and other natural and man-made hazards that need to be considered in future land use planning and decision making;
- The preservation and maintenance of the residential quality of the individual neighborhoods which comprise the city.

Through the use of text and diagrams, this Land Use Element establishes clear and logical patterns of land use as well as standards for new development. The single most important feature of this element is the Land Use Policy Map which indicates the location, density, and intensity of development for all land uses citywide. The Land Use Policy Map is located at the end of this element.

The goals and policies contained in this element establish a constitutional framework for future land use planning and decision making in the city.

## **Related Plans and Programs**

The scope and content of this element is largely governed by the General Plan Law and Guidelines and the Planning and Zoning Development Laws for the State of California. There are a number of other plans and programs that also require consideration in the formulation of land use policy.

### **Zoning Ordinance**

The Zoning Ordinance is the primary implementation mechanism for the Land Use Element and the goals and policies contained herein. For this reason, the Zoning Map must be consistent with the Land Use Policy map contained in the General Plan. The Land Use Policy Map indicates the location and extent of future land use in the city. The land use designations contained in this element and the boundaries of each correspond to one or more zoning districts identified on the Zoning Map (see Table 3). Some land uses contained in the Land Use Policy Map differ from the existing zoning. Therefore, zone changes will have to be made to maintain consistency with the Land Use Policy Map.

### **Specific Plans**

Land use policies contained in this element call for the preparation and implementation of specific plans for certain areas of the city. The General Plan establishes broad parameters of development on a long-term basis. A specific plan is designed to identify particular land uses and development standards relating to a specific site or development proposal. The Land Use Policy Map identifies Hawthorne Boulevard as an area suitable for specific plan treatment.

Section 65451 of the Government Code requires that a specific plan include regulations, conditions, programs, and proposed legislation concerning the following:

- The development standards and precise location for land use and facilities;
- The standards and precise location designated for streets, roadways, and other transportation facilities;
- Standards indicating population density and building intensity and provisions for supporting services and infrastructure;
- Specific standards designed to address the use, development and conservation of natural resources; and
- Provisions for the implementation of the General Plan.

## **SECTION II—EXISTING CONDITIONS**

The City of Hawthorne is completely developed with the remaining vacant land limited to smaller, scattered parcels. The City contains a mix of residential and multi-family housing types and densities, strip commercial along the major arterials, retail centers, public facilities, and industrial uses near the airport and in the southwest portion of the City.

Changes in the demographic characteristics have resulted in a demand for more housing while at the same time, the population has remained relatively constant.

The Century Freeway (1-105) greatly increases regional accessibility to Hawthorne resulting in improved opportunities for development.

Table 3, at the end of this Element, compares the acreage of existing development to existing zoning by use or zoning designation. As shown in Table 1, existing development and existing zoning are generally consistent.

### **SECTION III—ISSUES AND OPPORTUNITIES**

The Land Use Element is based upon policy response to land use issues and opportunities. Issues are local concerns relating to existing or expected land uses which need resolution. Opportunities are potential benefits which might be achieved as a result of new land use situations.

The following factors have been identified as the major issues and opportunities to be addressed in the Land Use Element:

#### **Regional Commercial**

Areas adjacent to the Century Freeway (1-105) and San Diego Freeway (I-405)/Rosecrans Avenue offer significant development potential for land uses requiring accessibility and visibility. Such uses include major retail goods and services involving comparison purchasing decisions. The Land Use Element defines such areas and includes policies to stimulate such commercial development.

#### **Commercial Corridor Revitalization**

Current land uses along arterial streets within the city include opportunities for intensification and upgrading. Better development would increase sales tax revenue to the city and improve land use compatibility and appearance. The Land Use Element identifies such corridors and establishes policies to initiate commercial revitalization.

#### **Protection of Single Family Housing**

The City contains large areas of single-family residential development. In light of the past overdevelopment of multiple-family residences, low density residential areas should be protected from intrusion.

#### **Parks and Open Space**

The limited parks and open space areas that provide recreational opportunities to the public need to be developed and maintained. Additional areas of open space such as rights-of-way, and easements offer additional opportunities which are identified in the Land Use Policy Map.

#### **Sphere of Influence Planning**

Existing unincorporated "island" in the City's Sphere of Influence should be reviewed for possible annexation in the future.

#### **Hawthorne Airport**

The City's airport and adjacent lands provide an opportunity for future expansion of aviation-related development.

## **SECTION IV—GOALS AND POLICIES**

The goals and policies contained in the Land Use Element are concerned with both preserving the integrity of the individual neighborhoods that make up the city while ensuring that future development is compatible with the environment and any constraints that might be present. While new development can be beneficial to a city, future growth must be managed in a sensible and rational manner. Adequate infrastructure and services must be available to meet any future demand to ensure that the existing levels of service are maintained.

The major issues facing the City are underscored in the following policies that emphasize the need for future development to be sensitive to the existing residents, their homes and businesses, and the natural environment.

It is important that Goals 1, 2 and 3 work together and are not pursued in a way that achieves one goal at the expense of another. As critical as economic growth and strength are to the city, they would be hollow achievements if the core fabric of the community is sacrificed to gain that prosperity. Likewise, preserving obsolete and tired land uses that have no redeeming historical, cultural or other intrinsic value to the extent that the economic health of the city is suppressed is foolish in the long run. The way land is used in Hawthorne and throughout the region has changed significantly over the decades since the founding of the city, and will this will continue. This Element is intended to provide guidance that seeks to achieve all of the Goals of the General Plan simultaneously while providing a strong policy foundation that is also flexible enough to adapt to changing circumstances.

### **Additional and Revitalized Commercial Development**

Hawthorne needs new and revitalized commercial development to increase sales tax revenue for municipal funding and to upgrade its physical image. As an older and well-established South Bay community, the City's future development will play a significant role in its efforts to maintain and upgrade residential neighborhood quality.

**GOAL 1: THE CITY SHALL EXPAND CURRENT EFFORTS TO ATTRACT AND ENHANCE COMMERCIAL DEVELOPMENT.**

**POLICY 1.1:** The Century Freeway (I-105) and San Diego Freeway (I-405) Corridors shall be planned for regionally-oriented commercial uses where appropriate.

**POLICY 1.2:** The Hawthorne Boulevard Corridor shall be reviewed to determine the most feasible program for commercial revitalization.

**POLICY 1.3:** Hawthorne Municipal Airport and related properties shall be analyzed to explore possibilities for development while ensuring that the airport remains a vital



economic asset for the community. The airport master plan shall be incorporated into this analysis.

POLICY 1.4: The City shall support and encourage the rehabilitation or renovation of existing buildings or structures or the conversion of obsolete and/or chronically vacant storefronts from their original or most recent use to a new compatible, economically viable, and sustainable use.

POLICY 1.5: The City shall continue to explore and adopt ways to use its assets to promote commercial activity within the city.

### **Compatibility Between Existing and Future Development**

Land use conflicts often arise when newer projects are insensitive to the use, character, or scale of existing development. In many instances, these conflicts over time can lead to both deterioration and blight of both the older and newer homes and businesses. There are a number of ways potential conflicts can be resolved through proper planning in the early stages of project design and subsequent code enforcement. The following policies include measures to ensure that the existing character of development is maintained and that future development is compatible with existing land uses.

GOAL 2: EVERY EFFORT SHALL BE MADE TO ENSURE THAT BOTH EXISTING AND FUTURE DEVELOPMENT WILL BE AND WILL REMAIN COMPATIBLE WITH SURROUNDING DESIRABLE USES.

POLICY 2.1: The design of future development shall consider the constraints and opportunities that are provided by adjacent existing development.

POLICY 2.2: The construction of very large buildings shall be discouraged where such structures are incompatible with surrounding residential development.

POLICY 2.3: A specific plan for the Hawthorne Boulevard corridor shall be prepared.

POLICY 2.4: Retention of buffer zones to protect adjacent areas of freeway corridor from noise, exhaust, and light shall be encouraged.

POLICY 2.5: Obtrusive advertising media near residential or locally-oriented commercial corridors shall be discouraged unless features that mitigate intrusive light, glare and blight are incorporated in and/or around the appurtenant structure and/or programmed into the media itself.

POLICY 2.6: Where it is necessary to construct retaining or noise-attenuating walls along freeway corridors, they should be constructed with natural-appearing materials and generously landscaped with vines, trees and shrubbery.

POLICY 2.7: Encourage the development of unified commercial centers and neighborhood commercial centers rather than the continued development of "strip commercial."

POLICY 2.8: The residential character of the City's single-family detached residential neighborhoods shall be preserved.

POLICY 2.9: Chapter 17.38 of the City Code shall be amended to accommodate residential nonconforming uses and permit expansion subject to current development standards.

POLICY 2.10: The City shall evaluate the feasibility and appropriateness of adopting form-based zoning codes or some hybrid version.

### **Economic Development**

Land use policies have an immediate and direct impact on economic activity within the city. Many decisions made in the past were made without consideration of these impacts, and the cumulative effect of this has contributed to economic decline. Although land use matters cannot be decided solely on the basis of their potential economic impacts, to not consider economic impacts is to handicap economic stability and growth in the city.

**GOAL 3: A SOUND LOCAL ECONOMY WHICH ATTRACTS INVESTMENT, INCREASES THE TAX BASE, CREATES EMPLOYMENT OPPORTUNITIES FOR HAWTHORNE RESIDENTS AND GENERATES PUBLIC REVENUES.**

POLICY 3.1: The promotion of businesses that generate positive economic benefits to the community, including generating tax revenue, job creation and enhancing the quality of life for residents and visitors shall be encouraged and assisted.

POLICY 3.2: The design of future developments projects shall consider the economic benefits and detriments that the project will provide.

POLICY 3.3: Development standards that encourage positive economic outcomes shall be adopted.

POLICY 3.4: Any tools available to attract new businesses that create quality jobs, generate revenue, or enhance the quality of life for residents, those employed with the city and visitors to the city shall be considered.

POLICY 3.5: Revitalization of declining commercial and industrial areas through new development, rehabilitation and other means that may be available shall be considered and, if deemed advantageous, implemented.

POLICY 3.6: Land use regulations shall be regularly evaluated and updated to facilitate the attraction of high technology industries which will enhance the local economy and support Hawthorne's image as a aerospace research and development hub.

POLICY 3.7: The retention and expansion of small businesses shall be encouraged through continued changes in zoning regulations.

POLICY 3.8: The City shall develop and adopt and periodically update an Economic Development Element of the General Plan.

POLICY 3.9: The City shall continue to explore and adopt ways to use its assets to promote fiscal health of the city's government so that vital services are maintained and improved to adapt to changing needs of the citizens and businesses of the city.

**Related Goals and Policies**

The goals and policies and the Land Use Policy Map contained in this element serves as the framework for the remaining General Plan Elements. A number of goals and policies included in these other elements will also support, either directly or indirectly, the goals and policies contained in the Land Use Element. Table 2: Land Use Policy Matrix identifies those goals and policies that correspond with the major issue areas considered in the Land Use Element.

**TABLE 2  
GENERAL PLAN POLICY MATRIX**

General Plan Elements → Opportunity/Issue Areas ↓	Housing	Circulation	Conservation	Safety	Noise	Open Space/ Recreation
1. Freeway-Related Commercial		●		●	●	
2. Commercial Corridor Revitalization		●		●		
3. Protection of Single-Family	●		●	●	●	●
4. Parks and Open Space	●		●	●		●
5. Sphere of Influence Planning	●	●				
6. Hawthorne Airport		●		●	●	

## SECTION V—LAND USES

### Land Use Policy Designations and Standards

The Land Use Policy Map at the end of this Element applies Hawthorne's stated goals to specific land uses within the City. The Land Use Element designates five major categories of land use, which roughly correspond to existing development patterns. These categories include residential, commercial, industrial, public facilities and open space. The residential designation is further subdivided into three density ranges: low, medium, and high density. The commercial designation is also divided into three types: local, general, and regional commercial. The distribution of land uses is shown in Table 3.

Table 3 also indicates residential development densities including potential ranges that exist under current zoning. (The maximum allowable densities are not achievable in many cases because existing street, alley, and lot configurations as well as setback, open space, and parking requirements serve to limit densities). Table 3 also indicates development intensities for the remaining land use designations and corresponding zoning districts. Table 3 shows the distribution of acreage within Hawthorne by land use designation.

The Floor Area Ratios (FARs) shown for the commercial and industrial land uses indicate the maximum ratio of the gross floor area of all buildings on a lot to the lot area. As is the case with residential density designations, the achievable floor area ratios for some areas are less than the maximum. This is due to small lots as well as the necessity of complying with setback, open space, and parking requirements.

Low Density Residential - Residential dwelling unit densities in this category will correspond to those intensities allowed under the R-] zoning designation which allows] to 8.0 dwelling units per acre. This particular land use designation is characterized by single-family detached units and is found throughout the city. Approximately 589 acres of the city are classified as Low Density Residential.

Medium Density Residential - This land use designation applies to those areas of the city in which the allowable densities for residential development corresponds to the R-2 zoning designation of 8.1 to 17.0 dwelling units per acre. Housing units within this density range typically include a mix of single-family detached and attached units and duplexes. Approximately 111 acres have been designated for Medium Residential Density development (Table 4).

High Density Residential - This land use designation applies to those areas of the City where the allowable residential densities are between 17.1 and 30.0 units per acre and corresponds to the R-3 zoning designation. This designation identifies those neighborhoods where triplexes, fourplexes and multi-family

units are located. An estimated 536 acres have been designated for High Density Residential development (Table 4).

Local Commercial - This designation is a more restrictive land use category than General Commercial. This particular designation identifies those areas of the city where smaller professional offices, local services and retailing activities will be located. The maximum Floor Area Ratio will be 1.5.

General Commercial - The general commercial land use designation refers to those office and commercial activities which serve both the local and regional markets. This is a more intense type of commercial development than that permitted in local commercial areas and involves larger firms which generate more traffic. The Floor Area Ratio for this development may go as high as 2.5 and subterranean parking is permitted.

Regional Commercial - This designation accommodates commercial uses with primary orientation to freeway accessibility. Allowable uses within this designation include business parks, office, restaurants, auto centers, along with other general commercial uses. The Floor Area Ratio for this type of development may go as high as 3.5.

General Industrial - The General Industrial designation includes generally large-scale developments or industrial parks whose activities include heavy manufacturing, compounding, processing or fabrication. Such uses may also include warehousing, storage, freight handling, truck services, and terminals. An FAR of 1.75 is allowed for this designation.

Industrial - The Industrial land use designation generally involves smaller scale development than the General Industrial designation and includes such uses as manufacturing, assembly, fabrication, wholesale, heavy commercial and office uses. This land use is appropriate as a buffer between non-industrial and general industrial land uses. The Floor Area Ratio for this type of development may go as high as 0.75.

Open Space/Parks - This designation includes open spaces which still exist within the City including parklands, horticultural plots, railroad rights-of-way, flood control channels, Southern California Edison easements, and small, isolated lots. Development in this category is limited to uses associated with recreation or other uses necessary in easements or flood control channels. A Floor Area Ratio ranging from 0.1 to 0.3 will be allowed for recreational uses.

Public Facilities - The public facilities designation includes a variety of public uses such as institutional uses (elementary, junior high, and high schools) and government facilities (city hall, police and fire stations, libraries, etc.). Allowable

development may include a Floor Area Ratio ranging from 0.3 to 0.75.  
Approximately 203 acres have been designated as public facilities (Table 3).

### **Implications of land Use Policy**

The implementation of the land use policy contained in this Element will permit additional development though this growth will be managed in a manner that is consistent with citywide goals and objectives. The distribution of land uses citywide is indicated in Table 3.

**Table 3  
LAND USES & ZONING**

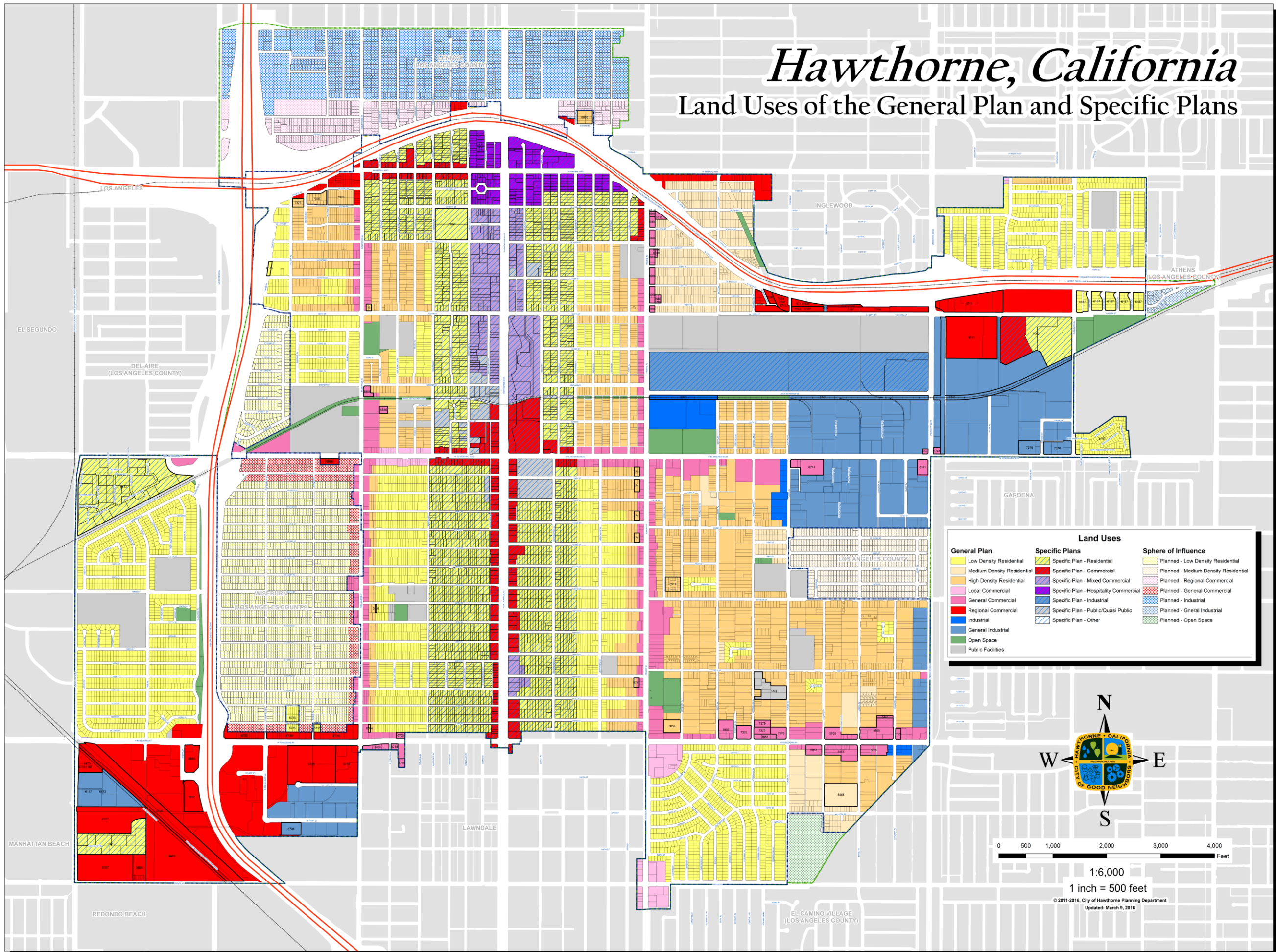
Land Use Designation	Area (in acres) <sup>1</sup>	Percentage of City Total	Development Standards	Corresponding Zones	Area (in acres) <sup>1</sup>	Percentage of City Total
<b>Residential</b>	<b>1,236</b>	<b>38.5</b>			<b>1,245</b>	<b>38.8</b>
LDR—Low Density Residential	589	18.3	1 – 8.0 du/acre	R-1—Low Density Residential	593	18.5
MDR—Medium Density Residential	111	3.5	8.1 – 17.0 du/acre	R-2—Medium Density Residential	112	3.5
HDR—High Density Residential	536	16.7	17.1 – 30.0 du/acre	R-3—High Density Residential & R-4—Maximum Density Residential	490 50	15.3 1.6
<b>Commercial</b>	<b>426</b>	<b>13.3</b>			<b>405</b>	<b>12.6</b>
LC—Local Commercial	22	0.7	FAR = 1.5	CL—Local Commercial	20	0.6
GC—General Commercial	146	4.5	FAR = 2.5	CG—General Commercial	130	4.0
RC—Regional Commercial	258	8.0	FAR = 3.5	CR—Regional Commercial	255	7.9
<b>Industrial</b>	<b>330</b>	<b>10.3</b>			<b>270</b>	<b>8.4</b>
LI—Light Industrial	25	0.8	FAR = 0.75	no corresponding zones		
GI—General Industrial	305	9.5	FAR = 1.75	M-1—Limited Industrial & M-2 Heavy Industrial	62 208	1.9 6.5
<b>Other Designations</b>	<b>265</b>	<b>8.3</b>			<b>257<sup>2</sup></b>	<b>8.0</b>
OS—Open Space	62	1.9	FAR = 0.3	OS—Open Space	162	5.0
PF—Public Facilities	203	6.3	FAR = 0.75	any zone		
<b>Specific Plans</b>	<b>1,035</b>	<b>32.2</b>			<b>1,035</b>	<b>32.2</b>
DHSP—Downtown Hawthorne	786	24.5			786	24.5
CP—Central Park	24	0.7			24	0.7
CBC—Century Business Center	85	2.6			85	2.6
PG—Pacific Glen	39	1.2			29	1.2
PV—Prestige Village	8	0.2			8	0.2
WG—Willow Glen	13	0.4			13	0.4
AMP—Airport Master Plan	80	2.5			80	2.5
<b>CITY TOTAL</b>	<b>3,212</b>	<b>100.0</b>			<b>3,212</b>	<b>100.0</b>
including public rights of way	3,839				3,839	
<b>Sphere of Influence (not part of City)</b>	<b>649</b>					
LDR—Low Density Residential	229			R-1—Low Density Residential		
MDR—Medium Density Residential	67			R-2—Medium Density Residential		
CG—General Commercial	54			CG—General Commercial		
CR—Regional Commercial	81			CR—Regional Commercial		
GI—General Industrial	218			M-2 Heavy Industrial		

Source: Planning Department

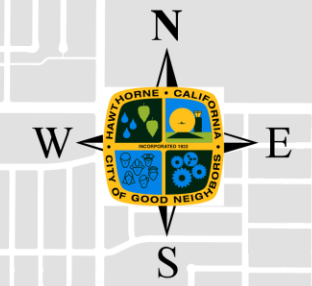
Notes: <sup>1</sup>There are numerous properties having a land use and zone that do not match. <sup>2</sup>There are legacy zones that no longer have a corresponding Land Use.

# Hawthorne, California

## Land Uses of the General Plan and Specific Plans



Land Uses		
<b>General Plan</b>	<b>Specific Plans</b>	<b>Sphere of Influence</b>
Low Density Residential	Specific Plan - Residential	Planned - Low Density Residential
Medium Density Residential	Specific Plan - Commercial	Planned - Medium Density Residential
High Density Residential	Specific Plan - Mixed Commercial	Planned - Regional Commercial
Local Commercial	Specific Plan - Hospitality Commercial	Planned - General Commercial
General Commercial	Specific Plan - Industrial	Planned - Industrial
Regional Commercial	Specific Plan - Public/Quasi Public	Planned - General Industrial
Industrial	Specific Plan - Other	Planned - Open Space
General Industrial		
Open Space		
Public Facilities		



0 500 1,000 2,000 3,000 4,000 Feet

1:6,000  
1 inch = 500 feet

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