

# **PACIFIC GLEN SPECIFIC PLAN**

**ADOPTED BY THE CITY COUNCIL ON JULY 16, 2003  
RESOLUTION 6813**

## **CITY OF HAWTHORNE**

**CHANGE OF ZONE APPLICATION No. 2003CZ04  
SPECIFIC PLAN APPLICATION No. 2003SP01A**

**A PROJECT BY:**

### **SAMS VENTURE, L.L.C.**

**A PARTNERSHIP OF KEARNY REAL ESTATE COMPANY,  
MORGAN STANLEY REAL ESTATE FUND IV &  
CATELLUS DEVELOPMENT CORPORATION**

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**CHAPTER 1**  
**INTRODUCTION**

## **1.1 WHAT IS A SPECIFIC PLAN?**

A Specific Plan is a regulatory tool that local governments use to implement the General Plan and to guide development in a localized area. While the General Plan is the overall guide for growth and development in a community, a Specific Plan is able to focus on the unique characteristics of a special area by customizing the planning process and land use regulations to that area. The authority to enact Specific Plans is granted by Section 65450 et seq. of the California Government Code. The adopted Specific Plan must be consistent with the General Plan.

## **1.2 SPECIFIC PLAN AREA**

The Pacific Glen Specific Plan area is located in the City of El Segundo, Los Angeles County, California (see Exhibit 1). The site is known as Los Angeles Air Force Base (“LAAFB”), Area A. It is 39.24 net acres and is located at 2400 – 2800 E. El Segundo Boulevard. The site is situated 15 miles southwest of downtown Los Angeles. It is located south of Los Angeles International Airport (LAX), east of the Pacific Ocean and north of the City of Manhattan Beach.

The proposed Pacific Glen Specific Plan consists of the redevelopment of Area A, which is currently occupied by the LAAFB. The current base site has been under Federal jurisdiction since the 1940s. Current development on the site includes six (6) two-story and one (1) six-story office buildings totaling about 835,000 square feet with surface parking lots. The U.S. Air Force will be relocating existing base functions to what is known as LAAFB Area B, immediately northwest of the project site (see Exhibit 2). The existing 835,000 square feet of buildings will be demolished to accommodate the proposed project. Currently, the Specific Plan area’s topography is relatively level. There are no historic districts, landmarks, buildings or objects of unique architecture on this parcel. Upon approval by the Local Agency Formation Commission (LAFCO) of a reorganization, anticipated in September of 2003, the jurisdiction of the project site will transfer from the City of El Segundo to the City of Hawthorne. The Specific Plan area was previously designated by the El Segundo General Plan Land Use Element as being located within the Federal Government land use designation. The property was zoned Public Facilities (P-F) in the El Segundo Zoning Code.

## **1.3 GENERAL DESCRIPTION OF THE PACIFIC GLEN SPECIFIC PLAN**

The Pacific Glen Specific Plan is comprised of the text of this document, as amended by the City Council’s conditions of approval, all Exhibits to this Specific Plan, including but not limited to Exhibits 3, 4 and 5 of this Plan, and shall include the parcel locations as depicted on Vesting Tentative Tract Map No. 54156 so that all such documents and components together, specify the planned location and distribution of all structures and buildings, the proposed product mix, conceptual site sections, and the proposed location of all common areas, driveways and public and private infrastructure and amenities.

## **1.4 PROPOSED DEVELOPMENT AND DEVELOPMENT TIMEFRAME**

The proposed development would consist of a gated residential condominium development. A “condominium” is a type of ownership of property where residents have an exclusive title to individual dwellings (whether attached or detached), as well as having joint ownership with all other

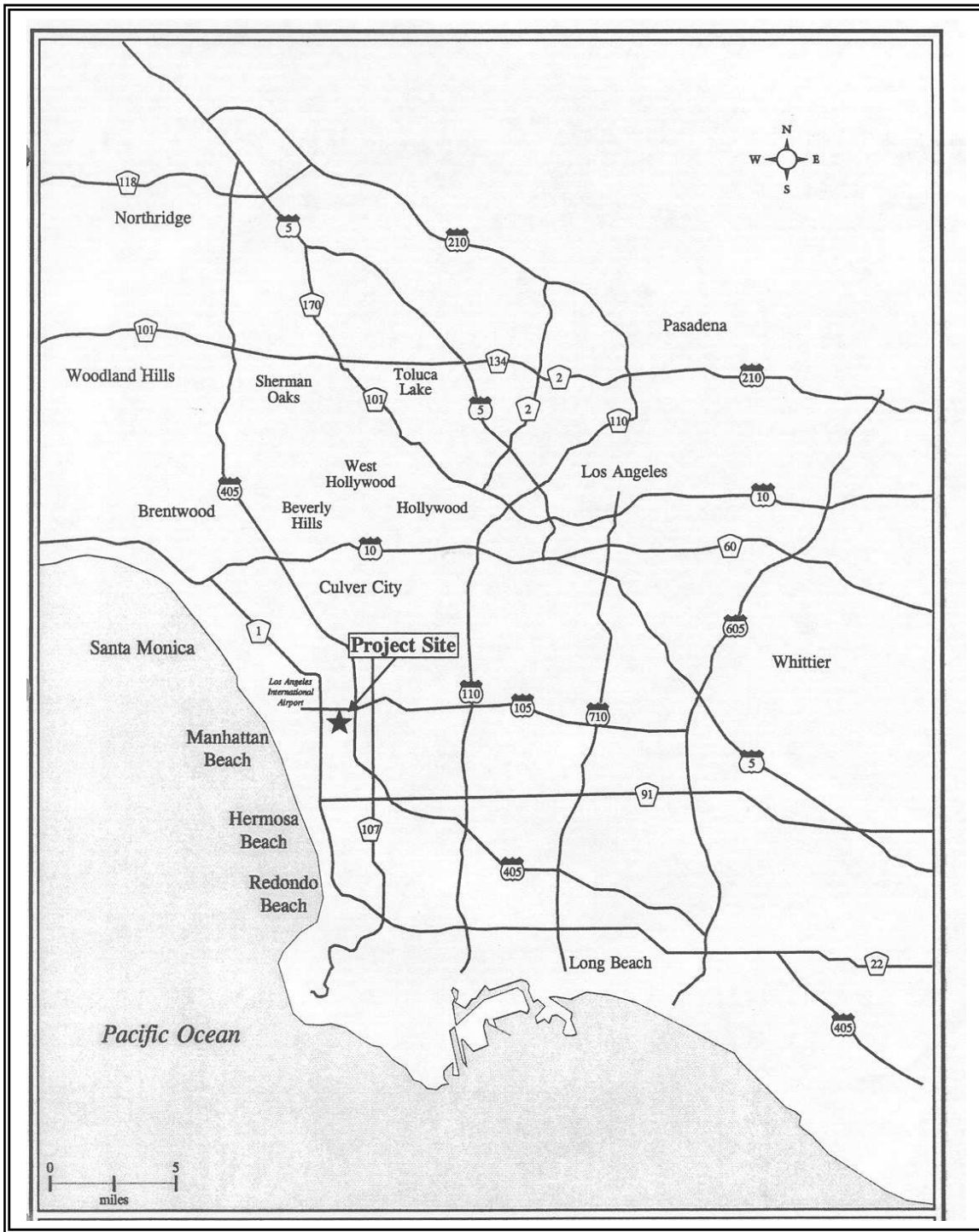


owners in the property’s common areas. The residential project would have a maximum average density of 19.14 units per acre, but within the Specific Plan area, the densities of individual lots may be higher or lower depending on residential product type. Based on the site size, a maximum of 750 units could be developed. However, at the developer’s discretion, fewer homes may be constructed. The residential condominium development could include attached and detached condominium units with a mix of two to three stories above at-grade parking (which will result in the buildings being three to four stories in height) along the southern property line (adjacent to the Union Pacific Railroad right-of-way), rising to a maximum height of five stories along El Segundo Boulevard. The southerly property line adjacent to the Union Pacific Railroad right-of-way will be treated with a block wall and trees. The project would be developed with on-site resident and guest parking facilities, private open spaces and recreation area, and access improvements. Primary access to the project site will be provided at the signalized intersection of El Segundo Boulevard and Isis Avenue, and on Aviation Boulevard. The dwelling units will be for-sale, and may include a combination of detached units and townhouse style units as well as condominium flats, and may include subterranean, at-grade, and/or above-ground, structured parking. Construction would not begin until the developer constructs new replacement facilities for the Air Force on the Area B property. Once those facilities are constructed, the existing improvements on the site would be demolished, and new development would begin.

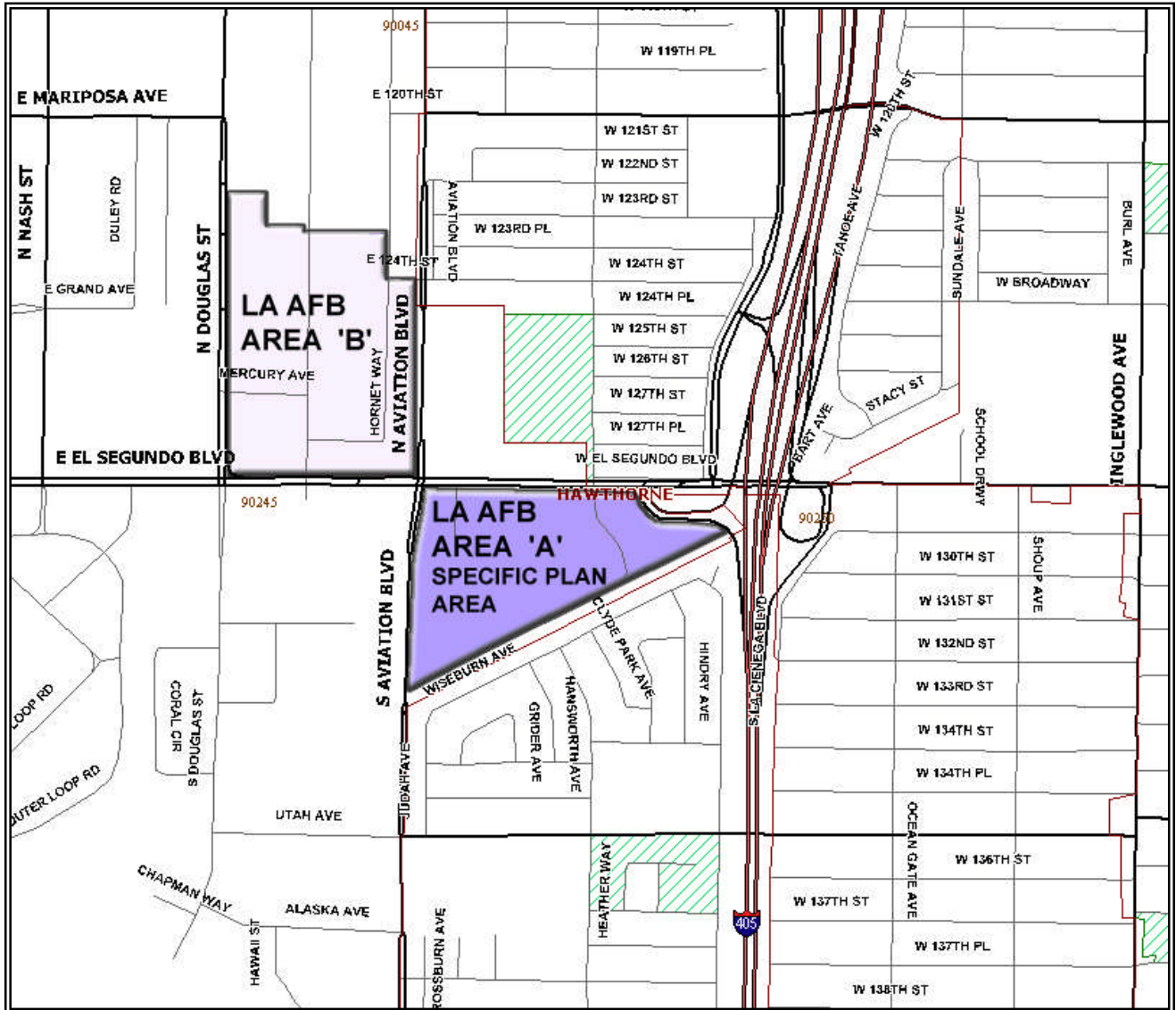
A phasing plan shall be required for the Specific Plan area prior to the issuance of a building permit for any improvements on the property, which plan shall provide for the construction of the common areas and public infrastructure in a logical manner consistent with the proposed build-out of the project site.

**Tentative Schedule for Development**

Groundbreaking on Area B (new Air Force buildings)	Late 2003
Demolition of existing Air Force buildings at Pacific Glen (Area A)	Early 2006
Groundbreaking of new housing at Pacific Glen	Mid- 2006
Pacific Glen new homes complete	2007 - 2008



**EXHIBIT 1  
REGIONAL LOCATION MAP**



North

## EXHIBIT 2 LOCAL VICINITY MAP

Source: <http://maps.digitalmapcentral.com/citygis2>

### **1.5 APPLICABILITY AND CONFORMITY WITH THE SPECIFIC PLAN**

The provisions of this Specific Plan shall apply to all of the property included in the Specific Plan area. No construction, placement or installation of any building, structure, signage, landscaping, or any improvement shall occur, nor shall any new use commence on any lot, on or after the effective date of this Specific Plan, except in conformity with the provisions of this Specific Plan.

### **1.6 RELATIONSHIP OF THE SPECIFIC PLAN TO THE CITY OF HAWTHORNE GENERAL PLAN**

Adoption of this Specific Plan by the Hawthorne City Council establishes the Pacific Glen Specific Plan land use designation and incorporates the Specific Plan into the General Plan. This will establish a new General Plan land use designation for the property located within the Specific Plan boundary.

The adoption and implementation of this Specific Plan is consistent with General Plan Land Use Policies 2.1 and 2.2 which require that the design of future development shall consider the constraints and opportunities that are provided by adjacent existing development, and the construction of very large buildings shall be discouraged where structures are incompatible with surrounding residential development.

### **1.7 RELATIONSHIP OF THE SPECIFIC PLAN TO THE CITY OF HAWTHORNE ZONING CODE**

Adoption of this Specific Plan by the Hawthorne City Council establishes the Pacific Glen Specific Plan zone, which incorporates standards for land use and development set forth in this Specific Plan.

Where land use regulations and/or development standards of Title 17 (Zoning Code of the Hawthorne Municipal Code) are inconsistent with this Specific Plan, the standards and regulations of the Specific Plan shall control. Where specifically referenced, the standards contained in the Plan are intended to be used in conjunction with certain standards set forth in Title 17. Any issue not specifically covered in the Specific Plan shall be subject to the Zoning Code and/or Municipal Code, or to interpretation by the Planning Director if not specifically covered in the City's existing regulations.

### **1.8 RELATIONSHIP OF THE SPECIFIC PLAN TO THE REDEVELOPMENT PROJECT AREAS**

At this time, the site is not located within a redevelopment project area. However, the Redevelopment Agency of the City of Hawthorne has included Area A as part of a survey area to be studied in connection with the amendment of the Redevelopment Plan for Project Area 2. Therefore, an amendment to the Redevelopment Plan for Project Area 2 may occur contemporaneously with the approval of the Pacific Glen Specific Plan.

## **1.9 CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE**

The Pacific Glen Specific Plan and related entitlements were approved in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines (Guidelines), and City policies adopted to implement CEQA and the Guidelines.

An Environmental Impact Report has been certified by the City of Hawthorne which establishes a maximum residential development of 850 dwelling units (750 dwelling units are proposed within the Specific Plan area).

**CHAPTER 2**  
**OVERVIEW OF THE SPECIFIC PLAN STUDY AREA**

## **2.1 THE COMMUNITY**

The Pacific Glen Specific Plan area extends westerly from the southwestern quadrant of the City of Hawthorne. The design and implementation of this Specific Plan relate directly to its position within this larger context.

### 2.1.1 Location Context

The City of Hawthorne is located in what is referred to as the South Bay Cities Subregion, and is often referred to as the “Hub of the South Bay”. The City of Hawthorne is adjacent to and south of the City of Inglewood and Los Angeles County; east of the Cities of El Segundo and Manhattan Beach and the Los Angeles County; north of the Cities of Lawndale and Redondo Beach and the Los Angeles County; and west of the City of Gardena and Los Angeles County. As shown in Exhibit 2, the site is a little over one mile south of the Glen Anderson Century Freeway (I-105), one mile west of Hawthorne Airport, and is adjacent to the San Diego Freeway (I-405), and less than one mile southwest of the juncture of these two freeways.

The Pacific Glen Specific Plan area is situated in the western-most portion of the City of Hawthorne, approximately one mile southeast of the LAX. The site is bounded by the San Diego Freeway (I-405) to the east, Union Pacific Railroad right-of-way to the south, Aviation Boulevard to the west, and El Segundo Boulevard to the north.

### 2.1.2 Community Context

The City of Hawthorne was established in 1922. The City is highly urbanized, with a population of approximately 84,000 people in a six (6)-square mile area. The City experienced the majority of its population and housing growth after World War II, fueled by rapid growth in the aviation and commercial industries. The City was impacted by the regional recession in the early 1990s, which curbed job and housing growth for much of the decade. In spite of the recession, the City continued to have a steady increase in population, gaining over 12,000 residents over the past decade. This population increase has also led to a growth in the average household size, from 2.6 persons per household in 1990 to 2.9 in 2000.

In the last 20 years, the population of the City has become increasingly diverse. In 1990, the proportion of White, Black and Hispanic residents were generally evenly distributed with each one comprising about one third of the City’s population. By the year 2000, Hispanics became the largest ethnic group in the City (44 percent), with the proportion of White residents decreasing from 31 percent to 13 percent, and with the percentage of Black residents increasing slightly. The median age, according to the 2000 census, was 28.7 years.

Housing in the City of Hawthorne offers a variety of housing types. About two-thirds of the residential units in the City consist of rental units, and one-third are comprised of owner-occupied units. Since 1990, very limited residential development has occurred in the City, due in large part to the economic downturn of the first half of the decade. As the economy has recovered, the housing market in Hawthorne has improved. Several new residential projects are anticipated over the next several years, providing rental and homeownership opportunities for residents. The new residential

units provided by the Pacific Glen project will further increase housing options for residents and those interested in living in the South Bay area.

### 2.1.3 Economic Context

According to the Southern California Association of Governments (SCAG) estimates, an estimated 32,000 jobs are available within the City. By the year 2020, the City employment base is projected to grow to 35,000 jobs. The existing number of employed residents is slightly higher than number of jobs within the City, meaning that the City is also a bedroom community to neighboring cities. There are ten companies operating within the City of Hawthorne which employ more than 200 employees. Major current employers include OSI Systems Inc., the Robert F. Kennedy Medical Center, Northrop Grumman, General Building Services, and Home Depot, among others. The 2000 census reported household median income for the City at \$31,887, which is currently below the Los Angeles County median.

## **2.2 EXISTING SURROUNDING LAND USES AND SETTING**

The Pacific Glen Specific Plan area is west of the San Diego Freeway (I-405) and east of Aviation Boulevard. The adjacent properties to the north, across El Segundo Boulevard, are occupied by a Lockheed Martin facility, a Big 5 retail store, a restaurant, and an unincorporated residential neighborhood (Del Aire). A freeway ramp to I-405 and Ramada Inn occupy the adjacent properties to the east. The Union Pacific Railroad right-of-way and residential properties (Hollyglen neighborhood) are adjacent to the Specific Plan area's southern boundary. A telecommunications monopole, approximately 60 feet in height, is within this railroad right-of-way. Land uses to the west include Xerox, Inc., Catalina Pacific Concrete, and The Aerospace Corporation. Other surrounding land uses in the general area include industrial, office, commercial, vacant land, Del Aire County Park, and several schools.

## **2.3 EXISTING AND AVAILABLE UTILITIES, SERVICES, INFRASTRUCTURE AND SITE ACCESS**

The following discussion outlines the utilities, services and infrastructure available to serve the new residential neighborhood.

### 2.3.1 Water Service

Water utility service is provided by the Southern California Water Company (SCWC).

### 2.3.2 Sewer Service

County Sanitation District #5 of Los Angeles provides service to the site.

### 2.3.3 Solid Waste Service

Solid waste service to the site will be provided by H & C Disposal.



#### 2.3.4 Natural Gas Service

The Southern California Gas Company provides service to the site.

#### 2.3.5 Electrical Service

The Southern California Edison Company (SCE) supplies electricity to the Specific Plan area. SCE owns the electrical portion of the substation and the meters, and is responsible for their maintenance.

#### 2.3.6 Fire Protection

Los Angeles County Fire Department will provide service to the site, under the existing contract arrangements with the City of Hawthorne.

#### 2.3.7 Police Protection

The project within the Pacific Glen Specific Plan area will be served by the City of Hawthorne Police Department (HPD).

#### 2.3.8 Schools

Wiseburn Elementary School District and the Centinela Valley Union High School District serve the Specific Plan area.

#### 2.3.9 Libraries

The Los Angeles County Public Library (LACPL) system provides library service to the Specific Plan area. The Wiseburn and Hawthorne libraries are the closest facilities to the Pacific Glen Specific Plan Area.

### 2.3.10 Parks

Open space and recreational amenities within the development will give residents opportunities to be outdoors and to participate in recreational opportunities within the development. In addition, several parks are located in the vicinity of the Pacific Glen Specific Plan area. Del Aire Park, which is used for basketball, baseball, and tennis is located approximately two-tenths of a mile north of the Specific Plan area at the intersection of Aviation Boulevard and El Segundo Boulevard in unincorporated Los Angeles County and is a Los Angeles County park. Holly Glen Park is located in the City of Hawthorne, and is approximately one mile south of the Specific Plan area. This park is approximately one acre in size and is located at the northwest corner of 137<sup>th</sup> Street and Glasgow Place. Holly Glen Park includes tennis, basketball, and as a picnicking facilities. In addition to Holly Glen park, there is a strip park south of the Specific Plan area with a north-south orientation referred to as the Glasgow Strip.

Several small parks are located within two miles of the Pacific Glen Specific Plan area. They include Aviation Park, Manhattan Village Park, Marine Avenue Park, Marine Sports Park, and Polliwog Park. Aviation Park is located in the City of Redondo Beach at 1935 Manhattan Beach Boulevard. The 14.28-acre park is home to the Redondo Beach Performing Arts Center, a gymnasium, track and field, soccer field and play areas. Manhattan Village Park is located at 1300 Parkview Avenue in the City of Manhattan Beach. This three-acre park contains a soccer field, play areas, and picnic tables. Marine Avenue Park is located at 1625 Marine Avenue. This park is 7.5 acres with facilities available for baseball, soccer, and basketball. The Marine Sports Park is Manhattan Beach's newest park and has baseball and soccer fields. Polliwog Park is the largest park in the South Bay area and is located at the northwest corner of Redondo Avenue and Manhattan Beach Boulevard. Polliwog Park is 18 acres and contains an amphitheater, rose garden, the City of Manhattan Beach Botanical Garden, the City of Manhattan Beach Historical Museum, and Begg Pool.

### 2.3.11 Existing Vehicular Site Access

The project site is accessible by a network of public streets and freeways. The two streets and freeways closest to the site are described below:

#### **Freeways**

The San Diego Freeway (Interstate 405) is a north-south freeway facility located east of the project site. The San Diego Freeway provides access between residential areas and employment centers in the San Fernando Valley, West Los Angeles, LAX and into Orange County. Surface street ramp access is available on El Segundo Boulevard and La Cienega Boulevard north of El Segundo Boulevard.

The Glenn M. Anderson Freeway (Century Freeway/Interstate 105) is an east-west freeway located above and adjacent to Imperial Highway. This 17-mile eight-lane facility connects the Los Angeles International Airport on the west, to the San Gabriel River Freeway (Interstate 605) and the City of Norwalk on the east. Access to the I-105 can be taken from the I-405 or directly to/from Nash Street, Douglas Street, Atwood Way or Imperial Highway. Additional freeway ramps are available east of the project site.

## **Streets**

Aviation Boulevard is a north-south major arterial that serves the Specific Plan area. Aviation Boulevard is 72 feet in width through the project area and provides two lanes of traffic in both directions. Widening of Aviation to three lanes in each direction is planned by Los Angeles County. Street parking is not permitted on either side Aviation Boulevard south to Marine Avenue and north to Imperial Highway. The EIR/EIS identified the need for a dedicated right-hand turn pocket on northbound Aviation Boulevard at El Segundo Boulevard. Left-turn channelization is also provided on Aviation Boulevard at most intersections. "No Stopping Any Time" prohibitions are posted on this roadway adjacent to the project site.

El Segundo Boulevard is an east-west major arterial that extends through the Cities of El Segundo and Hawthorne, and further east to Gardena. El Segundo Boulevard is the northern boundary of the project site. The major arterial portion of El Segundo Boulevard is approximately 90 feet in width, with three travel lanes per direction and left- and/or right-turn channelization at major intersections. Freeway access to the I-405 Freeway is provided along El Segundo Boulevard. Street parking is not permitted on either side of El Segundo Boulevard between Douglas Street and La Cienega Boulevard.

### 2.3.12 Existing Public Transit

The project site is accessible by public transit from most areas of the South Bay. The City of Torrance operates Municipal Area Express (MAX), which provides limited-stop express bus service from the South Bay to the El Segundo Employment Center during the morning and afternoon peak hours. Torrance Transit, also operated by the City of Torrance, has a bus route that complements the MAX service by providing continuous service between both areas.

The Los Angeles County Metropolitan Transportation Authority's (MTA) Routes 225 and 226 provide similar service. The MAX, Torrance Transit and MTA lines also connect with a network of other MTA and Torrance Transit routes in the South Bay making the project site accessible from most South Bay communities. Although there is not direct transit service between the project sites and the cities northwest of LAX, the Torrance Transit and MTA lines serve the LAX City Bus Center, making access via connector service a possibility for commuters from these areas. MTA's Route 120 currently provides direct service from communities to the east.

The Los Angeles Department of Transportation (LADOT) provides a commuter service, Route 574, which provides morning and afternoon commuter service between the Sylmar Metrolink Station and Norwalk-El Segundo Green Line station.

Site accessibility is also provided by the Norwalk-El Segundo Green Line, which provides a station on the south side of El Segundo Boulevard between Nash Street and Douglas Street, approximately three-fourths of a mile from the Specific Plan site. In addition to direct Green Line service, commuters on the Long Beach-Los Angeles Blue Line can transfer to the Green Line, increasing the number of commuters living east of the project who could access the project sites by public transit.

**CHAPTER 3**  
**GOALS AND POLICIES**

### 3.1 INTRODUCTION

The purpose of this chapter is to establish goals and policies for the Pacific Glen Specific Plan. The goals and policies set forth the framework for decision making, and providing direction for the future. In turn, the land uses, development and design standards, and implementation strategies establish a framework for the evaluation of development proposals, public and private improvements, and the implementation of action plans. The goals and policies are consistent with the City of Hawthorne General Plan, as well as supportive of regional goals and objectives for the South Bay.

### 3.2 LOS ANGELES AIR FORCE BASE SPECIFIC PLAN GOALS AND POLICIES

The following goals and policies are intended to supplement the existing City of Hawthorne General Plan. Where this plan proposes deviations from the General Plan or Zoning Code, the Specific Plan shall prevail.

#### Land Use

The most compatible use of land to adjoining residential uses was determined to be residential. The development of a residential neighborhood that is a positive addition to the community should be consistent with the following goal and policies:

**Goal 1.0:** To provide for an attractive residential development that promotes efficient use of land.

**Policy 1.1:** The Pacific Glen Specific Plan shall provide a planning structure that will guide development in an orderly fashion, consistent with the 1989 Hawthorne General Plan, as amended.

**Policy 1.2:** Common open space shall be provided to benefit residents within the Specific Plan area and to lessen the impact of the development on existing parks in the vicinity.

**Policy 1.3:** The architecture will include design details and features that will make the development attractive and livable into the future. Landscaping will be designed to complement the architecture and soften building lines.

#### Urban Design and Public Safety

The Pacific Glen Specific Plan area is situated in the western portion of the City, just west of the I-405 interchange with El Segundo Boulevard, which will become a City gateway location. The design and quality of this development is directly related to the image of the City, can positively affect property values in the adjacent areas, and may beneficially contribute to the quality of life in the community. Therefore, the development should comply with the following Urban Design and Public Safety goal and policies:

**Goal 2.0:** To create an attractive new project and to create a new image for the Specific Plan area that expresses a development that is inviting and of high quality.

**Policy 2.1:** Through City review, ensure that new development enhances the character of the Specific Plan area by requiring design qualities and elements that contribute to a high quality residential community, and by ensuring that architectural elements support the desired intent of creating a cohesive neighborhood.

**Policy 2.2:** New development in the Specific Plan area shall provide adequate landscaping. Major activity centers within the Specific Plan area shall be located to minimize impacts on neighboring properties.

**Policy 2.3:** Internal lighting shall be adequate throughout the Specific Plan area and shielded to minimize off-site illumination.

**Policy 2.4:** The site design and operation shall comply with fire and police safety standards with regard to site layout, building configurations, and infrastructure requirements.

**Policy 2.5:** The project should be a comprehensive and integrated design, providing its own open space, off-street parking and amenities.

**Policy 2.6:** The layout of structures and other facilities should effect a conservation in street, driveway, curb cut, utility and other public- or quasi- public improvements. Additionally, structures should be designed to consider, within the context of accepted architectural practice, the consumption of natural resources either directly or indirectly.

## **Landscaping and Open Space Treatment**

Quality landscaping is a critical component of the Pacific Glen Specific Plan area. This section will ensure that adequate landscaping area and permanent maintenance is provided for all new development. The following goal and policies shall be incorporated into the implementation and maintenance of landscaping and open spaces within the Specific Plan area:

**Goal 3.0:** To create an attractive new project which includes appropriate landscaping and open space treatments that will be maintained throughout the life of the project.

**Policy 3.1:** The Specific Plan area will utilize planting materials and attractive hardscape, including rock, brick, or concrete between buildings and around the site’s perimeter.

**Policy 3.2:** The layout of units and open space within the project should establish, through the use of structure and man-made and landscape materials, a perceptible spatial transition from the street, through the semi-privacy of the common areas, to the privacy of the unit.

**Policy 3.3:** Landscaping and fences/walls within the new development should soften and buffer the edge of the property from the adjacent uses, as well as public rights-of-way, to ensure the following conditions:

- A. Reduction of visual impacts from the developed site.

- B. Reduction of the heat gain of parking areas through landscaping to shade the parking areas.
- C. Encouraging the use of drought tolerant plant material and water conserving landscape and irrigation systems.
- D. Accommodation of walkways with treatments such as seating areas, landscape buffers, courts, or trellis structures accented with pedestrian-scale lighting.
- E. A wall and trees shall be provided along the south side of the Specific Plan area to visually soften the project from the existing residential neighborhood

**Policy 3.4:** Trees shall be provided along internal streets to soften views of adjoining buildings. Planting of trees along the perimeter of the site is encouraged to soften views into and from the site. Planting of trees shall occur along the south property line with tree type and spacing to be recommended by the project Landscape Architect.

**Policy 3.5:** Uses within the larger open space areas shall be programmed with landscaping or recreational improvements that will benefit and encourage use by the residents.

**Policy 3.6:** Maintenance of the open space areas, recreation areas, common areas and frontage landscaping improvements shall be assured through an assessment district and/or the Conditions, Covenants and Restrictions (CC&Rs) administered by the Homeowners Association.

## Circulation and Parking

The Specific Plan area is accessible from El Segundo Boulevard and Aviation Boulevard. The entrances to the Specific Plan area would be located in a manner that provides access to all areas of the project site. Circulation in and around the Specific Plan area shall comply with the following goals and policies:

**Goal 4.0:** Circulation for the Specific Plan area should be integrated into the existing off-site transportation improvements, and on-site circulation should efficiently move vehicles, emergency vehicles, and pedestrians through the Specific Plan area. Parking shall be provided on-site in sufficient quantity to satisfy resident and guest parking needs.

**Policy 4.1:** Development within the Specific Plan area will have sufficient parking to serve the needs of the residents and their guests. A clear circulation pattern for traffic will be provided within each area with direct vehicle access to parking structures, surface parking, and garages.

**Policy 4.2:** All parking necessary for new development shall be accommodated within the Specific Plan area.



**Policy 4.3:** Development within the Specific Plan will allow pedestrian access to adjacent public streets in order to facilitate and promote use of available public transit options.

**Policy 4.4:** An efficient internal circulation system will be provided to facilitate the movement and safe interaction of vehicles, public safety vehicles, and pedestrians on site.

**Policy 4.5:** New development shall be designed to accommodate access for emergency vehicles.

**Policy 4.6:** The Specific Plan will provide pedestrian and handicap access between buildings and to the adjoining rights-of-way of El Segundo and Aviation Boulevards.

**CHAPTER 4**  
**DEVELOPMENT STANDARDS**

#### **4.1 INTRODUCTION**

This chapter includes Development Standards that will guide development of the Specific Plan area and assure that development is consistent with the intent of this Specific Plan. The Specific Plan area will have a residential land use, and development standards, landscape standards, and unit specific standards and requirements are included in this Section. This Section also includes specific requirements for condominiums, consistent with the Hawthorne Municipal Code. Requirements of the Building Department and Fire Department are included as a guide for final project development. Finally, this Section requires that specific items be reflected in the Covenants, Conditions and Restrictions (CC&Rs) to assure that the project is well maintained as an asset to the City into the future.

#### **4.2 PERMITTED USES**

The following Residential Uses are permitted, without discretionary review (permit), not to exceed 750 units, or 19.4 units per acre for the overall project area of 39.24 acres (fewer than 750 units would also be permitted):

- A. For-sale, single family detached residential.
- B. For-sale condominiums with no buyer, corporation, limited partnership, other entity or individual purchasing more than three units. The restriction on the number of units owned by any one buyer, corporation, limited partnership, other entity or individual, shall be specified in a restrictive covenant or similar instrument recorded against the property for the benefit of the City and to be enforced by the City. The existence of this restriction shall be referenced in the CC&R's for the project and the CC&R's for any component portion of the project. Each Homeowners Association within the Specific Plan area shall submit an annual report to the Planning Department of the City of Hawthorne on July 1<sup>st</sup> of each year to document compliance with this requirement. For purposes of this Specific Plan, condominiums may include single-family detached, townhomes and flats. As used herein, "townhomes" are multi-storied attached homes and "flats" are single-level attached homes.
- C. Senior Housing, defined as for-sale housing for individuals 55 years of age and older.

Site and Development plans are subject to review as outlined in Chapter 5 of this Specific Plan.

#### **4.3 PERMITTED ACCESSORY USES AND STRUCTURES**

- A. Home occupations pursuant to the requirements of Chapter 17.72 of the Hawthorne Municipal Code.
- B. Clubhouses or recreational buildings or facilities.
- C. Detached carports or garages.
- D. Detached accessory structures to include covered walkways, gazebos, pool equipment storage, etc.

#### **4.4 DEVELOPMENT STANDARDS**

##### 4.4.1 Lot Area

No minimum lot area shall be required except that that total number of lots within the Specific Plan area shall not exceed the number of lots shown on Vesting Tentative Tract Map No. 54156, as dated May 28, 2003.

##### 4.4.2 Minimum Living Area and Unit Mixture

The minimum living area (exclusive of garages, balconies, porches and patios) for attached residential units shall be:

- A. 825 square feet for one bedroom. One bedroom units shall be limited to not more than 10% of the entire Specific Plan area and not more than 10% of the applicable or individual phase of the development;
- B. 1,000 square feet for two bedrooms;
- C. 1,200 square feet for 3 or more bedrooms. A minimum of 30% of the maximum number of units within the Specific Plan Area shall be at least three bedrooms.

The minimum living area for a detached residential unit shall be 1,100 square feet.

##### 4.4.3 Height

Within 100 feet of the south property line, buildings and structures shall not exceed 40 feet in height (measured from the finished grade adjacent to the structure to the peak of the roof) or three (3) stories total, whichever is less, including parking. The height of buildings and structures shall not exceed 60 feet or 5 stories, whichever is less, for the balance of the Specific Plan area. Architectural features such as chimneys, elevator shafts, stairwells and mechanical equipment enclosures would be permitted to exceed the height limit by no more than 10 feet.

##### 4.4.4 Setbacks/Encroachments

- A. Development within the Specific Plan Area shall observe the following setbacks (also note setback standards for fences and walls in Section 4.4.6):
  - (1) Buildings shall be set back a minimum of 20 feet from the adjoining public rights-of-way of Aviation and El Segundo Boulevards and the Interstate 405 freeway on/off ramps. Fences or walls are permitted in the setback area or on the property line (permitted encroachments B1 and B5 as noted below).
  - (2) Buildings shall be set back at least 15 feet from the southerly property line adjacent to the Union Pacific Railroad right-of-way (permitted encroachments B1, B2, B3, B4, and

B5 as noted below).

- (3) Building setbacks from an interior lot line are permitted with a zero lot line. Actual required setbacks may vary depending on Uniform Building Code requirements that relate to type and height of structure.
- (4) Building setbacks from interior streets shall be a minimum of 10 feet from the back of curb (permitted encroachments B1 and B5 as noted below). Under no circumstances shall the permitted encroachments limit required sight distance at intersections or driveways.
- (5) Rear yard building setbacks for detached units not adjacent to project perimeter property lines shall be a minimum of 10 feet (permitted encroachments B1, B2, B3, B4 and B5 as noted below, with the exception that ground level patio encroachments shall be limited to 5 feet).
- (6) No setbacks are required for any subterranean structures.

B. The following encroachments within setback areas shall be permitted only as noted above in A, above:

- (1) Balconies above the first floor – an encroachment of five (5) feet.
- (2) Ground-level patio covers – an encroachment of 8 feet.
- (3) Bay or greenhouse windows – an encroachment of two (2) feet.
- (4) Mechanical equipment/housing – an encroachment of two (2) feet.
- (5) Architectural features, including but not limited to cornices, belt courses, sills, eaves, and fireplaces/chimneys - – an encroachment of two (2) feet.

C. The following are permitted in the setback area, provided that they do not constitute a sight distance hazard as defined in Section 17.42.090 of the HMC:

- (1) Landscape features, such as fountains, arbors, trellises, pergolas, colonnades, statuary, and other similar features, as well as works of art which also do not contain floor area.
- (2) Planting boxes or masonry planters.
- (3) Walls and fence (per Section 4.4.6)

#### 4.4.5 Lot Frontage

No minimum lot frontage shall be required.

#### 4.4.6 Walls and Fences

The following standards shall apply to walls and fences in the Specific Plan area:

A. Internal fences, walls, retaining walls and hedges shall comply with Section 17.48 of the

HMC.

- B. A wall and trees shall be required along the southern boundary of the Specific Plan area. The wall shall be constructed of concrete block or similar material, graffiti resistant, and shall be a minimum of six (6) feet in height but may be required to be as high as eight (8) feet in height only if required by an acoustical report to mitigate noise impacts. Tree spacing will be based on the type of trees selected by the project Landscape Architect.
- C. Wall or fences, including but not limited to tubular steel or concrete block up to eight (8) feet in height are permitted along the El Segundo Boulevard and Aviation Boulevard rights-of-way. The fence or wall shall be setback approximately 10 feet from the right-of-way. Walls are also subject to assurance of adequate visibility at project entrances and the corner of El Segundo and Aviation Boulevards (a minimum 15 -foot visibility triangle). Fences or walls shall have landscaping planted between them and the public right-of-way for both aesthetic and anti-graffiti purposes. Fence and wall design along the El Segundo Boulevard and Aviation Boulevard frontages is subject to an Interpretation and Determination by the Director of Planning pursuant to Sections 4.5.1, 5.1.1, ,5.2.4 and 5.2.6.
- D. Prior to the issuance of building permits for any structure within the Specific Plan area, a perimeter boundary wall plan and a landscape plan for the areas exterior to the perimeter boundary walls shall be submitted to the Planning Department for review and approval in accordance with the provisions of the Specific Plan.
- E. All external equipment shall be screened from view from any common area driveway, roadway or public right of way.

#### 4.4.7 Access

Primary vehicular ingress/egress to the site shall be provided at the signalized intersection of El Segundo Boulevard and Isis Avenue and along Aviation Boulevard south of El Segundo Boulevard. Gates and an entry kiosk will be provided at each access point.

#### 4.4.8 Parking

- A. For Residential Dwellings:
  - (1) For one- and two-bedroom units – two (2) parking spaces.
  - (2) For three-bedroom units – two and one-half (2 1/2) parking spaces.
  - (3) For four-bedroom units (or greater) –three (3) parking spaces.

The required parking for each dwelling unit shall be located within close proximity to the dwelling unit and shall be designated and assigned for the exclusive use by the occupants of that dwelling unit. If such parking is located in a common parking area, the parking location shall be subject to Planning Director and Planning Commission review and approval pursuant to Sections 4.5.1, 5.1.1, 5.2.4 and 5.2.6.”

B. For Senior Citizen Housing

One (1) parking space shall be required for each residential unit.

Said units shall be dedicated as senior dwellings and recorded as restricted to said use within the CC & Rs, or until such time that required parking for non-senior living is provided.

C. Guest Parking

Guest parking may be permitted in common parking areas and along designated streets throughout the development, providing that the minimum driveway and fire lane widths are kept free and clear of vehicles. Signs shall be posted specifying that the parking space/area is for guest parking only and that such restriction will be enforced, cited and controlled by the home owners association. Alternatively, the guest parking space may be painted with a notice of the restriction that the space is designated for guest parking only. Provisions shall be added to the CC&R's to ensure compliance with the provision and enforcement by the home owners association.

One-quarter (1/4) parking space shall be required for each residential unit. Signage designating the guest parking areas shall be provided.

D. Tandem Parking

Except for guest parking, tandem parking shall be permitted for the exclusive use of the individual owner's unit, provided that each residential unit shall have at least one parking space that is directly accessible.

E. Compact Parking Spaces

Fifteen (15) percent of all guest parking spaces may be compact parking spaces. No compact parking spaces shall be allowed for required resident parking.

F. Parking Stall and Garage Size

- (1) For standard stalls: 8-1/2 feet by 18 feet.\*
- (2) For compact stalls: 7-1/2 feet by 15 feet.\*
- (3) Garages for detached residential units shall have a minimum interior dimension of 18 feet by 18 ½ feet.
- (4) Parallel parking stalls: 7 feet by 24 feet.

\*For end stalls abutting a wall, fence, building or other obstructions, one foot shall be added to stall width for each side of stall which is obstructed.

G. Podium Parking Garages

Gated access to the podium garages shall not be required.

#### 4.4.9 Roadway Pavement Widths

Subject to the approval of the Tentative Tract Map and satisfying “Fire Lane” conditions herein, the City, and the Fire Department, shall require the following minimum roadway widths (curb-to-curb) for general circulation purposes:

- A. Roadways with no parking permitted – 28 feet.
- B. Roadways with parking permitted on one side only – 32 feet.
- C. Roadways with parking permitted on both sides – 36 feet.
- D. Alleyways – 20 feet.
- E. Internal, common accessways to clustered housing product – 26 feet.

#### 4.4.10 Open Space

A total of 500 square feet of open space shall be provided per residential unit. Open space can be provided either as private useable open space, common passive open space (accessible landscaped areas), or common active open space (open space improved with amenities such as pedestrian trails, tot lots, pool areas, cabanas, meeting rooms, multi-purpose courts or similar improvements). The 500 square feet of open space per dwelling unit shall include one-quarter acre per 100 dwelling units of active, useable open space with a minimum dimension of thirty feet.

- A. Private useable open space.

Private useable open space is only required in accordance with the following minimum standards:

- (1) Each detached dwelling unit shall have a minimum of 200 square feet, with no dimension less than eight (8) linear feet.
- (2) Each attached dwelling unit located at the ground floor shall have a minimum of 100 square feet, with no dimension less than eight (8) linear feet.

All enclosed setback areas, if directly accessible to a residential unit, and meeting the minimum dimension of eight feet, shall be counted as private open space.

Balconies are encouraged and allowed, where feasible, and are permitted as private open space.

- B. Common Open Space

Common Open Space shall consist of all areas not covered by structures (except as subsequently noted), roadways, driveways or private open space. Common open space may include, but is not limited to, required setback areas, walkways through landscaped areas, open areas created on top of a parking podium, shared lobbies/lounges in buildings and common project recreational amenities including clubhouses, pool areas, cabañas, and play structures. Landscaping and those portions of the setback area between a wall or fence



and the El Segundo Boulevard right-of-way or Aviation Boulevard right-of-way shall not be counted as open space. For 750 units, there shall be at least 1.9 acres of common active open space within the development (based on one-quarter acre per 100 dwelling units of active, useable open space with a minimum dimension of thirty feet). All landscaped common areas shall be provided with a permanent irrigation system.

Lot No. 14 of Vesting Tentative Tract Map No. 54156 shall be developed and used as a common open space area with enhanced amenities (the “enhanced amenity area”) and shall include the following: (i) a club and/or assembly room with ancillary support facilities including a kitchen, bathrooms, BBQ area, and other associated amenities; and (ii) a swimming pool of sufficient size to support the scope and intent of serving as a supplement for private open space area. The facilities shall be designed and equipped to provide for extended day and evening hours of operation and use. This Lot shall be fully developed and operational with all amenities prior to the issuance of an occupancy permit for the 150<sup>th</sup> dwelling unit within the Specific Plan area.

Lot No. 18 of Vesting Tentative Tract Map No. 54156 shall be developed and used as an second enhanced amenity area, with the same type of amenities as specified above, and shall be fully developed and operational prior to the issuance of an occupancy permit for the 250<sup>th</sup> dwelling unit within the Specific Plan area.

Lot No. 19 of Vesting Tentative Tract Map No. 54156 shall be developed for a tot-lot open space area, and shall be fully developed and operational prior to the issuance of an occupancy permit for the 250<sup>th</sup> dwelling unit within the Specific Plan area.

#### 4.4.11 Signage

The following development standards shall apply to signs within the Specific Plan area.

- A. One indirectly illuminated sign identifying the name of the development shall be permitted at each main project entrance, not to exceed 30 square feet each (consistent with Section 17.35.120 of the HMC):
  - El Segundo Boulevard and Isis Avenue
  - Aviation Boulevard.

The signage shall be appropriately placed and scaled to the development. All on-site signage is subject to review by the Planning Director pursuant to Sections 5.1.1, and by the Planning Commission pursuant to Sections 5.2.4 and 5.2.6.

- B. Real estate signs for the sale of individual units shall comply with Section 17.35.270 of the HMC (i.e., six square feet per unit).
- C. Re-sale or leasing of individual dwelling units shall be regulated by the development’s CC&Rs.
- D. Subdivision signs are permitted per Section 17.35.280 of the HMC.
- E. Temporary banners, signs, pennants and flags are permitted during the initial sale of units consistent with Section 17.35.020 of the HMC.
- F. No billboards shall be permitted within the Specific Plan area.
- G. A monument sign shall be provided to state: “Welcome to Hawthorne,” to be generally located at the southeast corner of El Segundo and Aviation Boulevards. The precise location, size and architectural elements of the monument sign shall be subject to Planning Director and Planning Commission approval pursuant to Sections 4.5.1, 5.1.1, 5.2.4 and 5.2.6. The proposed sign may be erected within a required yard setback or integrated into a wall of the project.
- H. Address Signs. All residences and/or building structures shall display addresses in a location that are visible from the interior roadways. Street names and address numbers shall be determined by the Department of Public Works and be referenced on the building permit.

#### 4.4.12 Trash Container Storage and Collection

Trash container storage and pickup locations within the Specific Plan area shall be designated and shown on design and building permit plans and approved in accordance with Section 5.2.4. Storage is not required to comply with Chapter 17.54 of the Hawthorne Municipal Code. However, it must be demonstrated that the provision for trash container storage, design and pickup locations

are adequate to serve the project and that the storage locations shall be screened from view. Any current requirements for green waste and recycling containers shall be met. The location, design and materials to be used for trash enclosures shall be subject to review and approval by the Planning Director and Planning Commission pursuant to Sections 4.5.1, 5.1.1, and 5.2.4.

#### **4.5 LANDSCAPE STANDARDS**

##### 4.5.1 Property Entry Area and External Landscape

Landscaping at the Specific Plan entrances shall be accentuated and distinguished from that within the rest of the Specific Plan area. A decorative wall with planting between the wall and back of sidewalk (external landscaping) shall be provided. This landscaping shall include vines, shrubs, or other similar materials designed to reduce any potential aesthetic impact of the wall. One tree shall be provided for every 40 feet of street frontage in the setback area. A permanent irrigation system shall be installed at the property entry area and for all external landscaping. Landscaping shall be maintained by the Homeowners Association. The final landscape plan shall be subject to the review and approval of the Planning Director and the Planning Commission pursuant to Sections 4.5.1, 5.1.1, 5.2.4 and 5.2.6.

Street trees in the public right-of-way are to be reviewed by the Planning Director and Director of Parks and Recreation for variety, spacing and maintenance provisions.

##### 4.5.2 Internal Project Landscape

A combination of soft and hard landscape material shall be installed in harmony with the overall design of the development. The design of the landscaping shall incorporate a variety of heights, textures, and colors to enhance and soften building perimeters and unify the development. Hardscape improvements shall also be used in a manner to unify the development area. Pathways shall be included through open space areas, providing a pedestrian access system for residents.

Landscaping treatment along the internal streets within the Specific Plan area shall include street trees planted no less than 50 feet apart or closest increment thereof (unless not feasible due to hardscape improvements).

A permanent irrigation system shall be installed for the internal project landscaping. Landscaping shall be maintained by the Homeowners Association. The final landscape plan shall be approved by the Planning Director and Director of Parks and Recreation.

##### 4.5.3 Internal Pedestrian Walkways

A master pedestrian walkway plan shall be prepared that complements the landscape plan and provides a safe and logical internal walkway system. The pedestrian walkway plan shall be designed to increase landscaping areas to the greatest extent possible and to promote a

comprehensive urban design as a desirable goal. The master pedestrian walkway plan shall be subject to the review and approval of the Planning Director and the Planning Commission pursuant to Sections 4.5.1, 5.1.1, 5.2.4 and 5.2.6.

#### 4.5.4 Southern Property Boundary Landscaping

The landscaping along the entire southern property boundary of the Specific Plan area holds significant importance to the visual and privacy concerns for both the occupants of the proposed development within the Specific Plan area and the occupants of existing and adjacent residential structures. A landscape plan shall be prepared by a professional licensed landscape architect with consideration to be given to these concerns and interests. The design and planting treatment of the landscape plan shall consist of a minimum five-foot planting area along the southern property boundary and shall satisfy the following performance criteria:

- A. The landscape plan shall reflect a plant palette with the following characteristics:
  - a. Mature height of approximately 40’;
  - b. Moderate to fast growth rate;
  - c. Long lifespan;
  - d. Suitable for their local environment;
  - e. Suitable for the physical dimensions of the planting area;
  - f. Continuous visual buffer;
  - g. Tree maintenance should not require substantial pruning;
  - h. Compatible with adjacent residential structures; and
  - i. Minimum 80% of species should be evergreen.
- B. Initial planting shall be a minimum 24-inch box size with appropriate crown and caliper by species, spaced per the recommendations of a licensed landscape architect to maximize the quickest visual barrier effect (touching canopies) without compromising the ultimate health and success of the tree. Planting can be supplemented with 15-gallon trees.
- C. The CC& R’s shall require proper maintenance and pruning by the Pacific Glen HOA and will prohibit the removal of the buffer trees except in the case of public safety or poor health of the tree. All trees so removed must be replaced with an appropriate alternate. A landscape manual specifying maintenance and pruning standards for the buffer trees shall be submitted to the Director of Planning for approval prior to the first certificate of occupancy.
- D. The southern boundary perimeter wall shall be constructed and the southern boundary buffer trees shall be planted as soon as physically possible without impeding the normal course of infrastructure installation, and shall be completed prior to the first residential footing inspection. The purpose of this condition is to maximize growing time.
- E. The landscape plan for the southern boundary shall be reviewed by the Parks and Recreation Department and approved by the Director of Planning pursuant to Section 5.1.1 and the Planning Commission pursuant to Section 5.2.4.

#### **4.6 UNIT AND PROJECT SPECIFIC STANDARDS AND REQUIREMENTS.**

##### 4.6.1 Provision of Storage Space

Each unit within a residential project shall have at least 100 cubic feet of enclosed, weatherproofed and lockable storage space. Such space shall be for the exclusive use of the unit owner and shall have a minimum horizontal surface area of 25 square feet, a minimum interior dimension of 3.5 feet and a minimum clear access opening of 3.5 feet by 6 feet. This requirement may be waived, if separate enclosed parking is provided.

The following requirements shall comply with the Hawthorne Municipal Code:

##### 4.6.2 Washer and Dryer (HMC 17.21.074)

##### 4.6.3 External Electrical (HMC 17.21.090)

**4.7 BUILDING AND SAFETY DEPARTMENT REQUIREMENTS:**

The following requirements shall comply with the Hawthorne Municipal Code and are subject to the approval of the Building Official:

4.7.1 Mechanical Equipment (HMC 17.21.100)

4.7.2 Domestic Appliances (HMC 17.21.100)

4.7.3 Common Vents and Drain Lines (HMC 17.21.110)

4.7.4 Water Supply Lines

All water supply lines within the project shall be isolated from wood, metal and other framing with pipe isolators specifically manufactured for that purpose and approved for use by the Director of Building and Safety. All vertical drainage lines within the project shall be isolated from touching wood, metal and other framing and all drainage pipe shall be surrounded by one inch of dense insulation board. Where the vertical vents and drain lines exist, the horizontal and vertical cavity shall be a minimum of two-inch by six-inch construction.

4.7.5 Wall and Floor/Ceiling Assemblies (HMC 17.21.14, 17.21.150, 17.21.160).

Except that all separating floor/ceiling assemblies enumerated or alluded to in Section HMC 17.21.140, except those directly over parking areas, shall be of a type of construction that has a minimum rating of 40 IIC (impact insulation class) based upon test performed by a recognized and approved testing laboratory, and certified by the laboratory for each individual project. Floor covering shall not be included in the assembly to obtain the required ratings.

4.7.6 Common Wall Plumbing Fixtures

No plumbing fixture shall be located on a common wall between two individual units unless a double stud party wall is provided. Each unit shall have the necessary facilities installed (i.e., plumbing, electric, venting, etc.) for the washer and dryer when such appliances are installed within a unit.

4.7.7 Security Ordinance Compliance

Compliance with the Security Ordinance shall be checked as part of the building permit plan check process.

**4.8 PUBLIC WORKS DEPARTMENT, ENGINEERING DIVISION, REQUIREMENTS:**

- A. If the development contains private streets, provision shall be made for public utility easements over the entire private street network. The Public Works Department, Engineering Division, may also require public utility easements adjacent to public streets or over other portions of the project to accommodate fire hydrants, water meters, storm drainage, sanitary sewers, water and gas mains, and electrical lines.

All easements that may be found necessary under the provisions of Sections 17.21.180 through 17.21.270 of the Hawthorne Municipal Code shall be dedicated to the public with the underlying fee held in the same manner as the other common space within the project (HMC 17.21.270).

- B. Demolition, grading and building permits, landscaping and street improvement plans may be issued before the recording of a final map.
- C. Utilities, cable television, etc., shall be underground.
- D. Exterior doors to each unit shall contain dead-bolt locks, and all garage doors shall contain automatic closures.
- E. Building plans shall indicate the location of all utilities in proximity to the site.
- F. Approval by Southern California Edison is required.
- G. Approval by the Gas Company is required.
- H. Approval by the water company is required.
- I. Drainage plans per Engineering Department requirements, shall be required with building plans.
- J. Sewer calculations and point of connections shall be shown on plans per Engineering Department requirements.
- K. A permit from the Los Angeles County Sanitation District is required prior to connecting to the sewer system.
- L. Addresses for units in the project shall be verified with the Engineering Department.
- M. No sidewalks shall be required along the internal roadway network unless specified in the approved pedestrian walkway plan. Any sidewalks or pedestrian walkways required as part of the approved pedestrian walkway plan shall be constructed concurrently with the applicable phase of development and completed prior to the issuance of certificates of occupancy for any unit within that phase.
- N. Rolled curbs may be used along internal streets within the development.

**4.9 FIRE DEPARTMENT REQUIREMENTS:**

- A. All weather access shall be provided. All weather access may require paving.
- B. Fire Department access shall be provided to within 150 feet distance of any exterior portion of all structures.
- C. Vehicular access must be provided and maintained serviceable throughout construction to all required fire hydrants.

- D. Provide Fire Department or City approved street signs and building access numbers prior to occupancy.
- E. All access driveways shall provide a minimum unobstructed width of 26 feet clear to the sky.
- F. A 20-foot wide clear lane for ingress and egress through the gated access points, with a 50-foot length queuing setback from the gate keypad to the curb at the entrance point off the public street is required.
- G. The minimum turning radius for fire equipment shall be 42 feet, measured along the centerline.
- H. The maximum length of cul-de-sac shall be 1,000 feet.
- I. All buildings over 5,000 square feet shall be sprinklered.
- J. A Knox Box or other access provisions shall be provided to access the project through all gates.
- K. Provide water mains, fire hydrants and fire flows as required by the Los Angeles County Fire Department, for all land shown on map which shall be recorded.
- L. Conditions attached to the Tentative Tract Map approval (Tentative Tract #54156).

**4.10 ITEMS TO BE INCLUDED IN CONDITIONS, COVENANTS, AND RESTRICTIONS FOR THE PROJECT:**

The CC&Rs shall address all applicable items outlined in Sections 17.21.180 through 17.21.260 of the Hawthorne Municipal Code (HMC), with amendments to the following exceptions only:

Declaration of project, elements and CC&Rs (modified text from Sec. 17.21.180).

To achieve the purpose of this chapter, the Planning Commission and City Council shall require that the declaration of project elements and CC&Rs, relating to the management of the common area and facilities accompany all proposals for usage made pursuant to the provisions of this chapter. In addition to such CC&Rs that may be required by the state Department of Real Estate pursuant to Title 6 (Condominiums) of the Civil Code, the Davis-Stirling Common Interest Development Act, or other state laws or policies, such declaration shall provide for the provisions set forth in Sections 17.21.190 through 17.21.270, none of which when accepted in final form by the Planning Commission and City Council shall be amended, modified or changed without first being approved by the Planning Commission and City Council and all of which shall contain at the end of each provision a statement to that effect.



Conveyance of private open space (modified text from Sec. 17.21.190).

The surface area and appurtenant airspace of private patios, decks or balconies, and in particular the private patio, deck or balcony required by this Specific Plan including any integral portion of that patio, deck or balcony that may exceed the minimum area requirements (collectively, “Private Open Space”), shall be described and shown on the condominium plan, described in the declaration, and conveyed in the grant deed to the purchaser as appurtenant to the condominium unit they are designed to serve.

Each Private Open Space is to be an exclusive use common area under the Davis-Stirling Common Interest Development Act and cannot be transferred separately from the condominium unit to which they are appurtenant. While legally the Private Open Space consist of a portion of the common area, they shall be for the exclusive use and enjoyment of the owners of the appurtenant units, and they shall not be available for use by other owners in the condominium project.

Conveyance of private storage areas (modified text from Sec. 17.21.200).

The surface and appurtenant airspace of private storage spaces required by Section 17.21.080 shall be described and shown in the condominium plan, described in the declaration, and conveyed in the grant deed to the purchaser as appurtenant to the condominium unit they are designed to serve. These private storage spaces are to be exclusive use common areas under the Davis-Stirling Common Interest Development Act and cannot be transferred separately from the condominium unit to which they are appurtenant. While legally the private storage spaces consist of a portion of the common area, they shall be for the exclusive use and enjoyment of the owners of the appurtenant units, and they shall not be available for use by other owners in the condominium project.

Television and radio antenna (modified text from Sec. 17.21.230).

Individual television and radio antennas shall be prohibited outside of the owner’s unit. The developer shall provide either for a central antenna with connections to each unit via underground or internal wall wiring, or each unit shall be served by a cable antenna service provided by a company licensed to provide such service within the City. The declaration shall contain a provision prohibiting the placement of individual television and radio antennas in common areas (including the roofs and exteriors of the buildings); provided, however, that this requirement shall not require the declaration or the homeowners association to violate state or federal laws concerning the installation and use of antennas and other over-the-air receiving devices.

Maintenance of common open space – Assessment (modified text from Sec. 17.21.240).

The declaration shall contain provisions for both annual assessments and special assessments. The amount of the annual assessment, as well as the date and procedure for its increase, shall be specified in the declaration and the collection

thereof shall be limited to the estimated yearly payment for maintenance, repair, improvement, insurance, management and other expenses incurred with respect to the common area, funding reserve accounts as required by law and enforcement of the declaration. The manner in which special assessments may be levied for the purpose of defraying, in whole or in part, the cost of any construction, reconstruction, repair or replacement of capital improvement upon the common area or for any other reason permitted by law shall also be specified in the declaration. Both annual and special assessments must be fixed at a uniform rate for all attached condominium units and may be collected on a monthly basis. If there are detached condominium units in the project, those condominium units may be charged a different rate of annual assessment than the attached condominium units as permitted and approved by the state Department of Real Estate.

Right of the City to compel performance (modified text from Sec. 17.21.260).

In consideration for the City's approval of the condominium project, the declaration shall provide that the City may act as the agent of the homeowners association and in the name of the homeowners association in the event of the homeowners association's failure to meet its common area maintenance obligations under the declaration (after notice and a hearing) or the abandonment of a majority of the individual units in the project and the concurrent failure to pay annual assessments by the owners of such abandoned units:

- A. Do or perform any act that the homeowners association may do or perform under the declaration or the law generally;
- B. In the event of default by the homeowners association under the declaration and association bylaws, the City may, fix and collect the annual assessments for each condominium unit, and levy any special assessment, in accordance with requirements of the Davis-Stirling Common Interest Development Act.
- C. If the City, in its reasonable discretion determines that the homeowners association is not diligently attempting to collect the amounts owing the homeowners association, after notice and hearing, the City may take any legal steps to collect such amounts in the name of the homeowners association, by actions of law as the City may determine to be necessary. It shall be specified that in the event the City should exercise any of the remedies specified in this section, any sums recovered from such suits or suits shall be applied first to cover the City's costs. The balance shall be applied against any amount that is then lawfully owing to other public or private entities. All remaining sums belong to the homeowners association.

Common recreational area, residential (modified text from Sec. 17.21.072).

Open common recreational area shall be provided exclusive of the minimum required private patio and balcony areas. Common recreational areas shall not include vehicular access driveways, off-street parking areas, laundry rooms, trash storage

areas, garages and other areas delineated as non-recreational. A common recreational area may include, but is not limited to, putting greens, swimming pools, tennis courts, children's play areas, landscaped areas, barbecue and picnic areas. Common recreational areas shall be open from the ground to the sky, except for recreational buildings approved by the City.

The draft CC & Rs shall be submitted to the Planning Director and City Attorney, and approved, prior to recordation of the final map.

**EXHIBIT 3 SETBACK, HEIGHT AND PRELIMINARY PRODUCT MIX DIAGRAM**

**EXHIBIT 4 CONCEPTUAL SITE PLAN**

**EXHIBIT 5 CONCEPTUAL SITE SECTIONS**

**EXHIBIT 6 OPEN SPACE STUDY**

**EXHIBIT 7 OPEN SPACE SUMMARY**



**CHAPTER 5**  
**ADMINISTRATION**

## 5.1 RESPONSIBILITIES

The Planning Director is delegated the responsibility for the overall administration and decisions related to and enforcement of the provisions of this Specific Plan, including but not limited to: application and processing assistance, Interpretations of provisions, specification of conditions of approval and phasing. The Planning Commission is responsible for variances to the Specific Plan and any appeals from administrative decisions. The Planning Commission shall also be requested to make recommendations regarding Specific Plan amendments to the City Council.

The City Council is responsible for adopting amendments to the Specific Plan and acting on appeals from the Planning Commission regarding decisions to the Specific Plan.

### 5.1.1 Planning Director's Review

The purpose of the Planning Director's review is to properly determine whether or not a proposed development will comply with the provisions and development standards of this Specific Plan. The Director is involved in decisions related to Interpretations of the Specific Plan; determinations related to uses of the Plan; minor modifications to development standards specified in the Plan; and determinations regarding issues, conditions, or situations that arise that are not addressed by this Plan. The Planning Director may require a site plan for any use, development of land, structures, buildings or modification of standards that involve the approval of the Director. The Director may also require other documents as deemed necessary to determine compliance with the Specific Plan and in preparing any conditions that may be specified in granting approval of the use, development or modification. The review by the Director shall be consistent with the following standard:

Interpretations: If ambiguity arises concerning the meaning or appropriate application of provisions of this Specific Plan, the Planning Director shall consider the following factors in making the appropriate determination:

- The case is similar to previous Interpretations of similar provisions;
- The Interpretation is consistent with the vision, intent, and purpose of the Specific Plan;
- The resulting project is consistent with the General Plan;
- The decision constitutes a sound precedent for other similar situations;
- The Interpretation does not alter the policy intent of the Specific Plan; and
- The project is consistent with the Architecture Review criteria contained in Section 5.2.6.

Determinations or Interpretations shall be maintained in an administrative file, and accumulated to document the administrative record of the Specific Plan's implementation. Within 10 days, determinations and Interpretations made by the Planning Director shall be reported to the City

Council prior to the effective date of the approval.

All Final EIS/EIR mitigation measures relevant to the Pacific Glen Specific Plan area shall become conditions of approval of the Specific Plan and the City shall be responsible for enforcing the implementation and satisfaction of the terms and conditions of the mitigation monitoring program.

#### 5.1.2 Standards Not Listed

Any issue or standard not specifically covered in this Specific Plan shall be subject to Title 17 {Zoning Code of the Hawthorne Municipal Code (“HMC”)}. In cases where development standards set forth in this Specific Plan are inconsistent with Title 17, the standards of the Specific Plan shall control.

#### 5.1.3 Project Review

All new construction, new additions to buildings built under the Specific Plan, and any other exterior improvements that require issuance of a building permit shall be subject to the standards and guidelines set forth in this Specific Plan. Review of plans for consistency with the requirements and standards of this Specific Plan is the responsibility of the Planning Director. Review by other City Departments and agencies may be required depending on the nature of the proposed improvement.

#### 5.1.4 Variances

Variances may be granted from the development standards contained in this Specific Plan pursuant to the procedures set forth in Chapter 17.40 of the HMC except that the appeal period of the Planning Commission decision shall be limited to 10 calendar days from the date of the Planning Commission decision not 10 days from date of notification to the applicant.

#### 5.1.5 Appeals

Appeals on an administrative Determination or Interpretation by the Planning Director or other City officials may be made in accordance with Sections 17.40.190 – 17.40.220 of the HMC.

Appeals on variances may be made by the applicant or an aggrieved party and shall be taken to the Planning Commission pursuant to the procedures as set forth in Chapter 17.40 of the HMC. Appeals from the Planning Commission shall be taken to the City Council.

#### 5.1.6 Relationship to Development Agreement

If there is any inconsistency between this Specific Plan and a Development Agreement affecting this property, the Development Agreement shall prevail.

### 5.1.7. Annual Monitoring Review by Planning Commission

Every year, for a period of five years, after the recording of the subdivision map for the property, the Planning Director shall submit a Pacific Glen Specific Plan Monitoring Report to the Planning Commission. The Report shall contain the status of the development, the developer’s compliance with conditions of approval, and achievement of environmental monitoring and mitigation measures. The Planning Commission shall consider the report as a monitoring duty and provide direction to the Director of Planning if deemed appropriate.

## **5.2 DEVELOPMENT PROCESSING**

### 5.2.1 Concept Site Plan Review and Adjustments of the Overall Project and Individual Development Phases

The Concept Site Plan included in this Specific Plan is an integral component of the Specific Plan.. The purpose of the Concept Site Plan is to document that the Specific Plan area is comprehensively planned with respect to site layout for buildings, parking, internal circulation, ingress/egress points, pedestrian circulation, and linkages to adjacent uses.

The Concept Site Plan may be adjusted, if necessary, for each individual development request to assure that densities for each development area and overall project amenities are consistent with the standards outlined in this Specific Plan. In addition, a Unit Allocation Table shall be submitted with each request for transfer of dwelling units indicating the number of units proposed for each lot, building permits granted, number of units already built, open space calculations, product type proposed for each lot, and ultimate disposition of all remainder properties.

The Planning Director will consider the following criteria prior to final action on a Concept Site Plan:

- Continuity of height, mass and location of development product types.
- Continuity and adequacy of the circulation and infrastructure systems to support the proposed development and/or phase.
- Continuity and design quality of architectural and landscape architectural treatments.
- Compliance with other provisions of this Specific Plan, including the Development Standards.
- The project is consistent with the Architecture Review criteria contained in Section 5.2.6.
- The Planning Director’s Determination shall be made within a timely manner of acceptance of a Concept Site Plan. Appeals to the Planning Director’s review shall be subject to Section 5.1.5 of this Specific Plan.

### 5.2.2 Subdivisions

Vesting Tentative Tract Map No. 54156 or any other tentative subdivision map of the property within the Pacific Glen Specific Plan area shall be conditioned on the following entitlements having been approved and becoming effective prior to the filing of the final subdivision map: (i) General Plan Amendment No. 2003GP03 (Pacific Glen); (ii) Change of Zone 2003CZ04 (Pacific Glen); (iii) the Pacific Glen Development Agreement; (iv) an Owner Participation Agreement between the Redevelopment Agency of the City of Hawthorne and SAMS Venture, LLC relating to the development of the Pacific Glen project; (v) detachment of Area A of the Los Angeles Air Force Base from the City of El Segundo and its annexation into the City of Hawthorne (the “Reorganization,”); and (vi) the execution by the developer of the Pacific Glen property and the United States Air Force of an unconditional agreement for the development of new Los Angeles Air Force facilities on Area B in the City of El Segundo.

Divisions of land for the purpose of sale, lease, or financing, are governed by the State Subdivision Map Act, and the City Subdivision Ordinance. The procedures and processing of tentative and final maps for this Specific Plan shall be in accordance with the HMC. The following determinations and Interpretations shall be made by the Public Works Department or the Planning Department through an administrative process. No further discretionary applications (including an amended or revised map) shall be necessary. Appeals on an administrative Determination or Interpretation by the Planning Director or other City officials may be made in accordance with Sections 17.40.190 – 17.40.220 of the HMC. The following additional provisions shall apply:

- Grade elevations shown on the tentative map are approximate. The Public Works Director and Planning Director may approve subsequent changes in grade elevations.
- Lot lines can be adjusted after tentative map and final map approval provided that no additional buildable lots are created. The degree of adjustment is within the discretion of the subdivider provided such adjustments are consistent with the State Subdivision Map Act, the density limits of the Specific Plan, and the Development Standards of the Specific Plan.
- Alignment, location, and geometrics of streets and driveway are approximate. Adjustments can be made provided they are consistent with Public Works Department standards or prior discretionary approval.
- Building footprints that are shown on the map or accompanying site plan are only for illustrative purposes. Actual building locations and footprint may vary and will be reviewed during Conceptual Site Plan approval, and shall be granted provided the proposed building satisfies existing codes and ordinances, and standards specified herein.
- Permission is granted for unit phasing and final map recordation.
- Permission is granted to combine lots, provided that the design of the project is consistent with the approved Concept Site Plan, or any subsequently modified Concept Site Plan.

- Permission is granted to reduce the number of residential lots and have fewer units than permitted.

If modifications are sought to the approved tentative or final map, the only conditions that may be imposed by the City are those that relate to the requested modifications, 5.2.3 Adjustment and Transfer Regulations

### 5.2.3 Adjustment and Transfer Regulations

The Adjustment and Transfer regulations affecting lot lines and dwelling units are intended to provide flexibility during implementation of the Specific Plan, while ensuring that the overall limits of development are monitored and maintained. Flexibility is needed over the development horizon to respond to future market dynamics that create changes in demand for the mix and type of residential uses. This flexibility will allow for adjustments to boundaries separating various residential product types, and the transfer of residential units and density within the Specific Plan area, provided the maximum overall density for the entire development is not exceeded. Adjustment and transfer documentation and the Allocation Table(s) discussed in 5.2.1 shall be maintained in the administrative file. Adjustments in boundaries resulting from final road alignments, more precise surveys, and detailed subdivision mapping and engineering shall only require an administrative approval. In order to change housing product or density, internal roadway geometrics and lot lines may be adjusted to the satisfaction of the Planning Director and Director of Public Works.

### 5.2.4 Planning Commission Review

After approval of a revised Concept Site Plan by the Planning Director and prior to the issuance of a building permit for construction on any lot within the Specific Plan area, conceptual building architectural plans and conceptual landscape plans shall be submitted to the Planning Commission for Administrative Conceptual review. The following items shall be submitted for this review:

- A completed application and signature by the property owner(s) of record.
- 15 copies of building elevations, to scale, folded to 8.5"x 11"\*
- 1 set of material and color samples
- 15 copies of the site plan, to scale, folded to 8.5"x 11"
- 15 copies of a conceptual landscape plan, to scale, folded to 8.5"x 11"
- 15 legible reductions of plans

\*Note: The Planning Director may require plans and elevations at an increased plan size suitable to convey the details of the request.

No filing fee shall be required for this review

Appeals of the Planning Commission review shall be as provided in Section 17.40.110 – 17.40.180 of the Hawthorne Municipal Code.

### 5.2.5 Building Permits

In order to ensure that the subject property is developed with for-sale condominium units rather than with for-rent apartment units, no building permit shall be issued for the construction of housing units within the Specific Plan area unless and until: (i) a final subdivision map has been approved and recorded to divide the proposed structure or the land on which the units are to be constructed into condominium units; and (ii) covenants, conditions and restrictions (CC&RS) have been approved by the City and recorded with the County Recorder. Notwithstanding the preceding limitation, one model home or model unit may be constructed within the specific plan area for each product type (detached home, cluster home, stacked flat, etc.) prior to the recordation of a final map, provided no certificate of occupancy shall be issued for those model homes or units until the final map is recorded.

### 5.2.6 Specific Plan Amendment

Amendments to this Specific Plan shall be prepared and processed in accordance with Government Code Section 65453 and in a manner similar to the adoption of the Specific Plan or City General Plan Amendment.

### 5.2.7 Architecture Review Criteria

The Specific Plan is unique in nature due to the provision for the construction of mixed housing product types and the potential for development of the project in individual phases by multiple builders. It is important that the development plan assures a visual continuity, appearance, and function. To accomplish these goals, the following subjects and project components shall be subject to the review by the Planning Director pursuant to Sections 4.5.1 and 5.1.1 and the review and approval by the Planning Commission pursuant to Sections 5.2.4 and 4.5.1:

- A. Each individual development area and/or phase shall be subject to a housing product type review by the Planning Director and the Planning Commission. Minimum criteria of review shall assure that the proposed product fits within the intent of the Specific Plan as defined within Exhibits 3, 4, and 5, and the supporting subdivision tract map. Parking criteria, setbacks (where applicable), and the building appearance shall also be reviewed and found to provide and possess quality of design and appropriate function.
- B. The existing visual corridors along El Segundo and Aviation Boulevards require attention to the aesthetic details of the proposed residential structures fronting these major streets. It is important that the color, texture, materials, and design features of each part of the development provide enhanced interest from multiple sides and visual points. In the absence of the specification of general architectural solutions for all buildings, each building shall be subject to architectural review and approval as specified herein.
- C. The three (3) story dwellings proposed to be located within 100 feet of the southern property line shall require attention to potential visual view lines to neighboring residential properties to south. These proposed structures shall be reviewed with consideration given to placement of second and third story windows and southerly visual view lines.

**5.2.8 Severability**

If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this Specific Plan or any part hereof is for any reason held to be invalid, such invalidity shall not affect the validity of the remaining portions of this Specific Plan or any part hereof. The City Council of the City of Hawthorne hereby declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause or phrase hereof, irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases be declared invalid.



**CHAPTER 6**  
**IMPLEMENTATION**

## 6.1 IMPLEMENTATION

This chapter presents an economic implementation plan to provide guidance to achieve the vision of implementing the Pacific Glen Specific Plan and retaining the LAAFB in the area. A discrepancy exists between the costs of improvements that the developer will be providing in the form of new buildings for the Air Force on the Area B property and the value of land the developer will be receiving in return. This funding gap must be minimized to assure the success of the project, since the federal government may consider closing the Base if costs are unreasonably high. It is anticipated that SAMS Venture, LLC will enter into a development agreement with the City and an Owner Participation Agreement (“OPA”) with the Redevelopment Agency of the City of Hawthorne and that the responsibilities for financing the Pacific Glen project will be specified in those documents. Both the development agreement and the OPA shall specify the financing responsibilities for the cost of constructing public and private improvements in the Pacific Glen Specific Plan area. No financing mechanism contemplated by the development agreement or the OPA shall allow the pass-through of assessments to future Pacific Glen homeowners except at the sole discretion of the developer. In the event the Development Agreement and the OPA are not approved, do not become effective, or are terminated, the City shall not be required to pay for the public and private infrastructure costs associated with the development of the Specific Plan area.

The financing recommendations will focus on both the capital financing of the public improvements and on their on-going operations and maintenance. Tax increment financing may be used to fund public improvements. The proposed public improvements and related facilities will generate additional maintenance requirements, drawing upon the City’s General Fund and Utility User Tax as the primary sources of maintenance costs. The retention of the LAAFB as a contributor to the local economy justifies the funding of these improvements. A variety of financing approaches and funding sources may be used for both capital facility costs as well as ongoing operations and maintenance costs of the development.

The following are the key implementation/financing approaches available to the City:

- The Transportation Efficiency Act (TEA-21), and MTA grants
- Redevelopment
- Community Development Block Grants (CDBG)
- General Obligation Bonds (G.O. Bonds)
- Landscaping and Lighting Act of 1972
- Capital Improvement Program
- Brownfield grants
- Lease financing and certificates of participation
- Mello Roos special tax bonds
- Base Retention grants
- Infrastructure Financing Districts
- Tax-based incentive agreements, and/or other similar financial incentives
- Waiving of normal development fees by the City

A financing strategy for the implementation of the proposed public improvements is needed. The financing strategy will identify the major sources of potential public funding for the improvements.

This strategy will be organized into three phases: existing financing sources, potential grants and funds, and long-term funding sources.

By mutual consent between the City and the Developer, a maintenance district may be established encompassing all Specific Plan properties and/or public right-of-ways fronting Aviation and El Segundo Boulevards, which district would be for the purpose of maintaining the streetscape landscaping and entry points. If a maintenance district is not established, then the maintenance responsibilities specified in this paragraph shall be the responsibility of the Homeowners Association created to operate and maintain the Specific Plan property.

The City's annual inspection fee per unit, as set by resolution, shall be paid by one or more homeowners associations that are formed to operate and maintain all or a portion of the Specific Plan area.

Development of the property under the statutory provisions of a Specific Plan shall be in accordance with the mandatory requirements of State law and City ordinances and shall conform substantially with the approved Specific Plan unless otherwise amended.

## **Appendix A - Pacific Glen Specific Plan Legal Description**

That portion of the northwest quarter of Section 17, Township 3 South, Range 14 West, in the Rancho Sausal Redondo, in the Los Angeles County, State of California, bounded on the southeast by the northwesterly line of the easement for railroad purposes, 80 feet wide, as reserved by Pacific Electric Railway Company and granted to it in the agreement and deed between the O.T. Johnson Corporation, a. P. Johnson Company, and Pacific Electric Railway Company, dated December 30, 1937, and recorded April 9, 1938, in Book 15625, Page 352 of Official Records, in the Office of the Recorder of said County. Except the interest in the north 20 feet and the west 20 feet of said portion of said northwest quarter which was granted in fee simple for road purposes by deed to the Los Angeles County, recorded March 2, 1903, in Book 1759, page 54 of deeds, in said Recorder's Office, and also except the interest of the Los Angeles County, in that portion thereof granted for road purposes only, in deed recorded in Book 4215, page 316 of said deeds, and also except that portion of the northwest quarter of said section 17, described as follows: Beginning at the intersection of the east line of said northwest quarter with the southerly line of El Segundo Boulevard as described in deed to the Los Angeles County, recorded in Book 1759, page 54 of said deeds; thence along said southerly line south 89° 58' 05" west 980.00 feet; thence south 0° 01' 55" east 70 .42 feet to the beginning of a tangent curve concave northeasterly and having a radius of 260 feet; thence along said curve southeasterly 390.50 feet, more or less, to a point through which a line tangent to said curve intersects the northwesterly line of the 80 foot easement granted to Pacific Electric Railway Company by agreement recorded in Book 15625, page 352 of said Official Records at a point distant along said northwesterly line south 62° 25' 00" west 515.87 feet from the east line of said northwest quarter; thence tangent to said curve easterly to said point in said northwesterly line; thence along said line north 62° 25' 00" east to said east line; thence along said east line north 0° 04' 55" east 110.56 feet to the point of beginning.