



GREEN LINE

MIXED USE SPECIFIC PLAN

CITY OF HAWTHORNE

ADOPTED OCTOBER 10, 2017

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1. INTRODUCTION

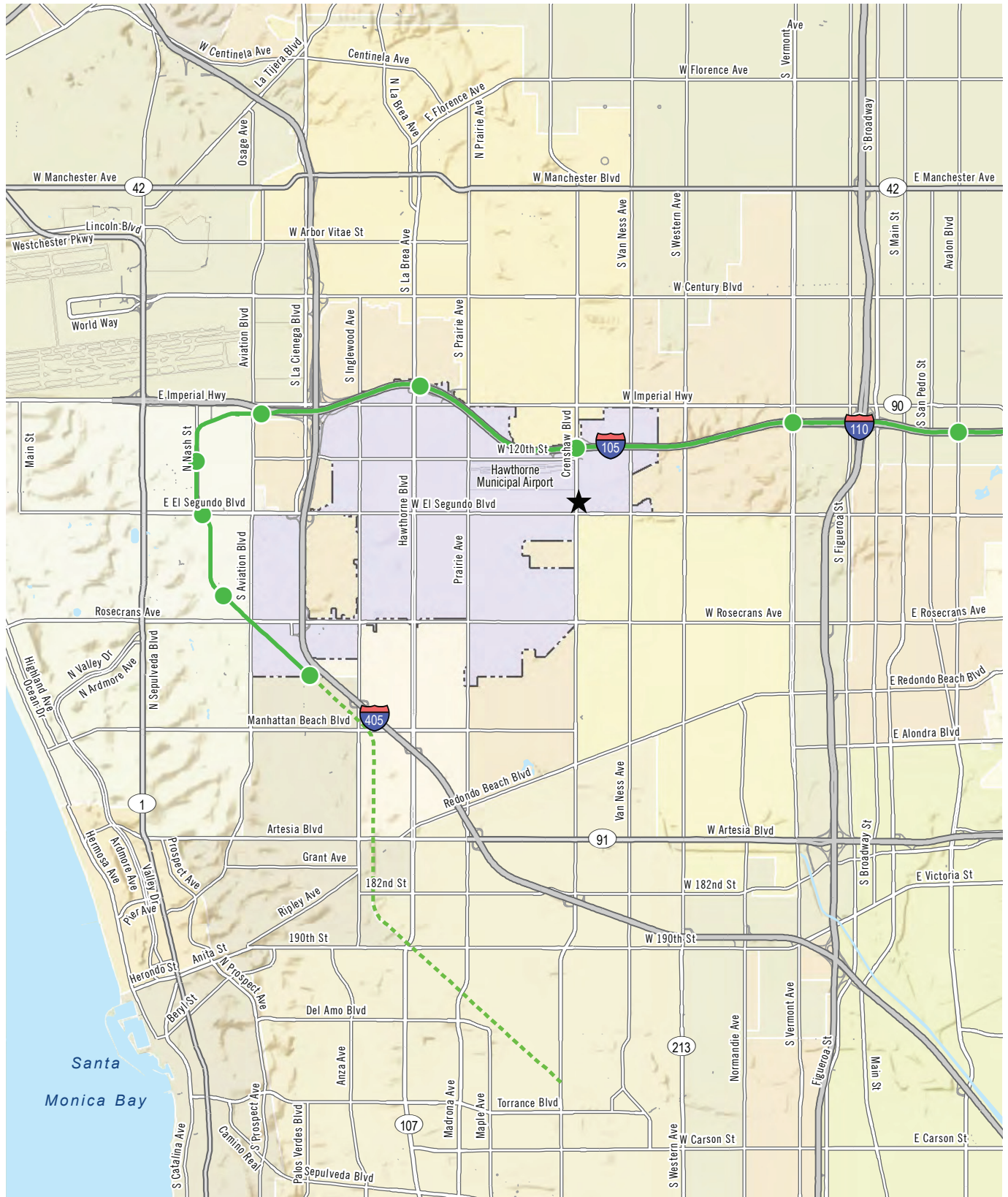
LOCATION AND ACCESS

The project site is in the city of Hawthorne in central Los Angeles County, California, as displayed in Figure 1.1, Regional Context, approximately 13 miles south of downtown Los Angeles. The 2.53-acre GLMUSP area is in the northeastern corner of Hawthorne, as shown in Figure 1.2, Location Map.

Crenshaw Boulevard, a north-south street forming the western boundary of the GLMUSP area, delivers direct access to the plan area from Interstate 105 (I-105) and Hawthorne Municipal Airport. I-105 provides access to I-405 to the west and I-110 to the east. Local access to the plan area is provided from El Segundo Boulevard, traveling east-west just south of the GLMUSP boundary, and Jack Northrop Ave, traveling east-west and terminating at the plan area's western border. The plan area is within walking distance (0.4 mile) of the Metro Green Line Crenshaw station (Crenshaw station), enabling direct non-motorized access and transportation to downtown Los Angeles and throughout Los Angeles County.

The GLMUSP area is also within walking distance of a variety of retail opportunities and local eateries, many of which are in a large commercial center immediately south of the Crenshaw Station and I-105. The plan area's proximity to Crenshaw Station and the commercial center makes it uniquely suited for the type of transit-oriented development envisioned by the GLMUSP. The GLMUSP will offer future residents and employees the opportunity to live, work, shop, and dine in northeast Hawthorne—as well as travel to regional destinations, including the beach to the west and downtown Los Angeles to the north—without ever entering an automobile. However, direct access to three major freeways allows convenient automobile access for those who choose to drive.

FIGURE I.1 REGIONAL CONTEXT



- Green Line Stations
- Metro Green Line
- - - Proposed Metro Green Line Extension
- ★ Project Location

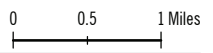
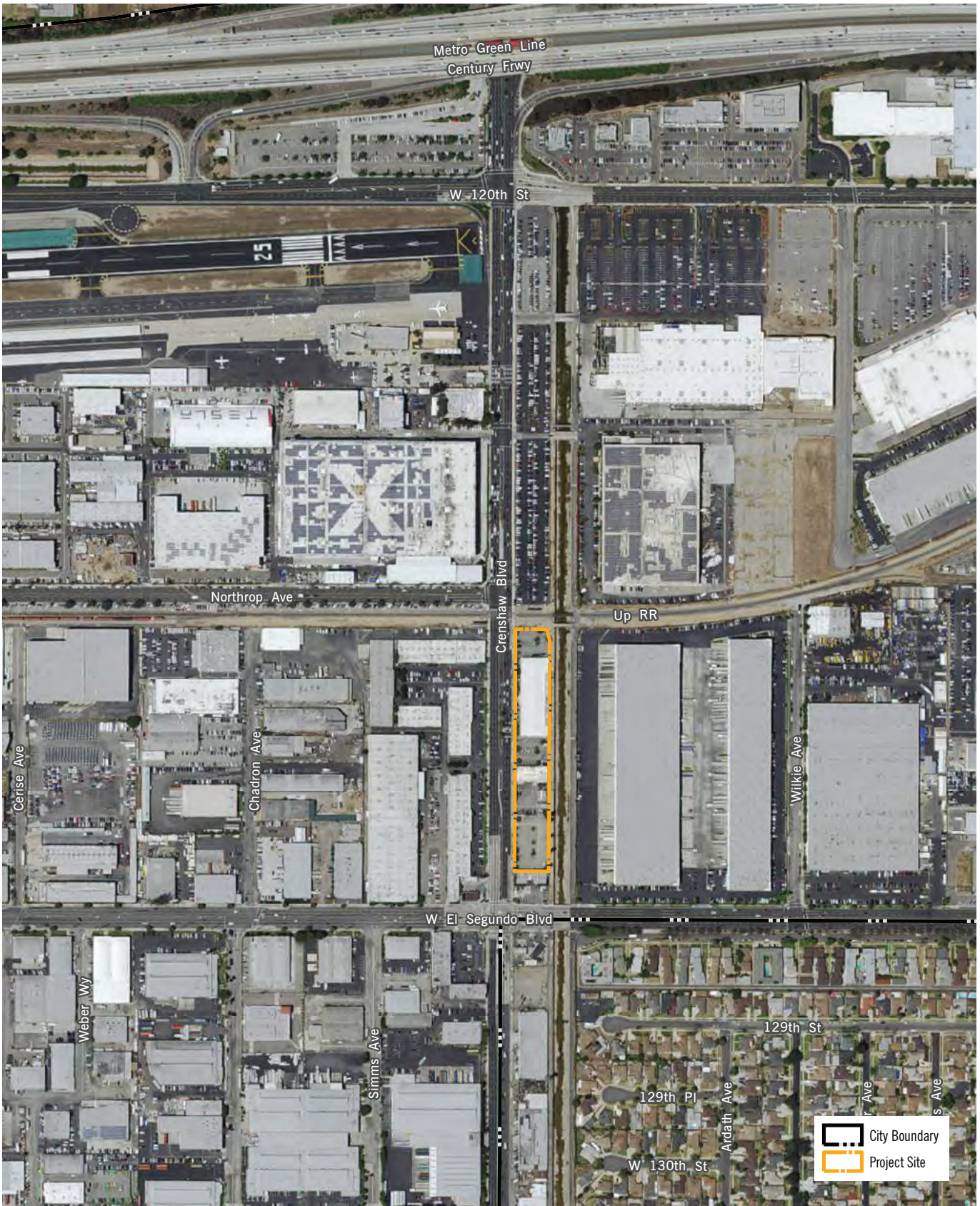


FIGURE I.2 LOCATION MAP



BACKGROUND AND CONTEXT

The northeast area of Hawthorne is evolving from a historically underutilized, heavy-industrial area to a hub of innovation and creativity, home to high-tech firms and industries, including the SpaceX corporate headquarters and the Tesla Design Studio. The presence of these internationally prominent firms and the area's proximity to the Los Angeles County Metropolitan Transit Authority's (Metro) Green Line Crenshaw station and other transportation infrastructure are certain to attract other high-tech firms considering expansion or relocation. However, innovative high-tech firms and their employees place a premium on quality-of-life and livability factors. These factors include access to high-quality tech workforce housing; social, cultural, and environmental amenities; access to shops and restaurants; and low-stress commutes.¹

Although Hawthorne has experienced significant investment in the form of high-tech manufacturing businesses and supporting services, it has suffered from a lack of investment in other areas, particularly new high quality housing for tech industry employees. The city experienced only a 1.2 percent increase in the number of housing units between 1990 and 2000 and a 1.3 percent increase in housing units between 2000 and 2013.² Less than 10 percent of the city's total housing stock was constructed after 1990, and just 4 percent after 2000.³ The result of the expanding high tech industry and lack of new high quality housing options results in several thousand employees leaving northeast Hawthorne at the end of the workday for their homes in other cities. In addition, the lack housing for local high tech workers has a negative impact on the local economy, the regional transportation network, the environment, and the personal lives of employees and their families.⁴ A key objective of recent legislation addressing climate change is the reduction of vehicle commute distances through transit proximate mixed-use development that reduces energy consumption and greenhouse gas emissions⁵.

¹ Bruce Katz and Julie Wagner, "The Rise of Innovation Districts: A New Geography of Innovation in America," The Brookings Institution, June 2014, <https://www.brookings.edu/essay/rise-of-innovation-districts/>.

² City of Hawthorne, 2013–2021 Housing Element, Figure 4, page 20.

³ US Census Bureau, 2011–2015 American Community Survey 5-Year Estimates, <https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk>.

⁴ Southern California Association of Governments, "The New Economy and Jobs/Housing Balance in Southern California," April 2001, <http://www.scag.ca.gov/Documents/NewEconomyJobsHousingBalance.pdf>

⁵ Executive Order S-3-05, AB 32 The Global Warming Solutions Act of 2008, SB 375 Sustainable Communities and Climate Protection Act of 2008, and Executive Order B-30-15

DEVELOPMENT RATIONALE

The GLMUSP proposes a transition of existing industrial uses into a compact transit-oriented mixed-use district where residents live near and walk or bicycle to their offices, shopping, and recreation. Successful mixed-use districts are characterized by both density and the integration of uses that have traditionally been separated by zoning through buildings vertically containing both housing and commercial uses as well as horizontally distributing and concentrating these uses in compact areas.

The GLMUSP offers an opportunity to integrate smaller-scale commercial uses and services with housing, contributing to a more complete neighborhood, such as a restaurant, coffee shop, dry cleaner, and similar uses. These would serve residents and employees of adjacent industries and be limited in type and scale so as not compete with or diminish the economic viability of uses in the neighboring shopping center. These require less space than large-scale commercial uses, and this fact is reflected in the lower commercial floor area ratio (FAR) maximums of the plan. By focusing on these small-scale uses, the GLMUSP will fill a missing niche in the commercial environment of northeast Hawthorne.

Furthermore, providing housing specifically to support local high tech companies would create a more balanced City that allows employees and their families to live, shop, attend school, and be involved in the local community.

Relationship to Surrounding Uses

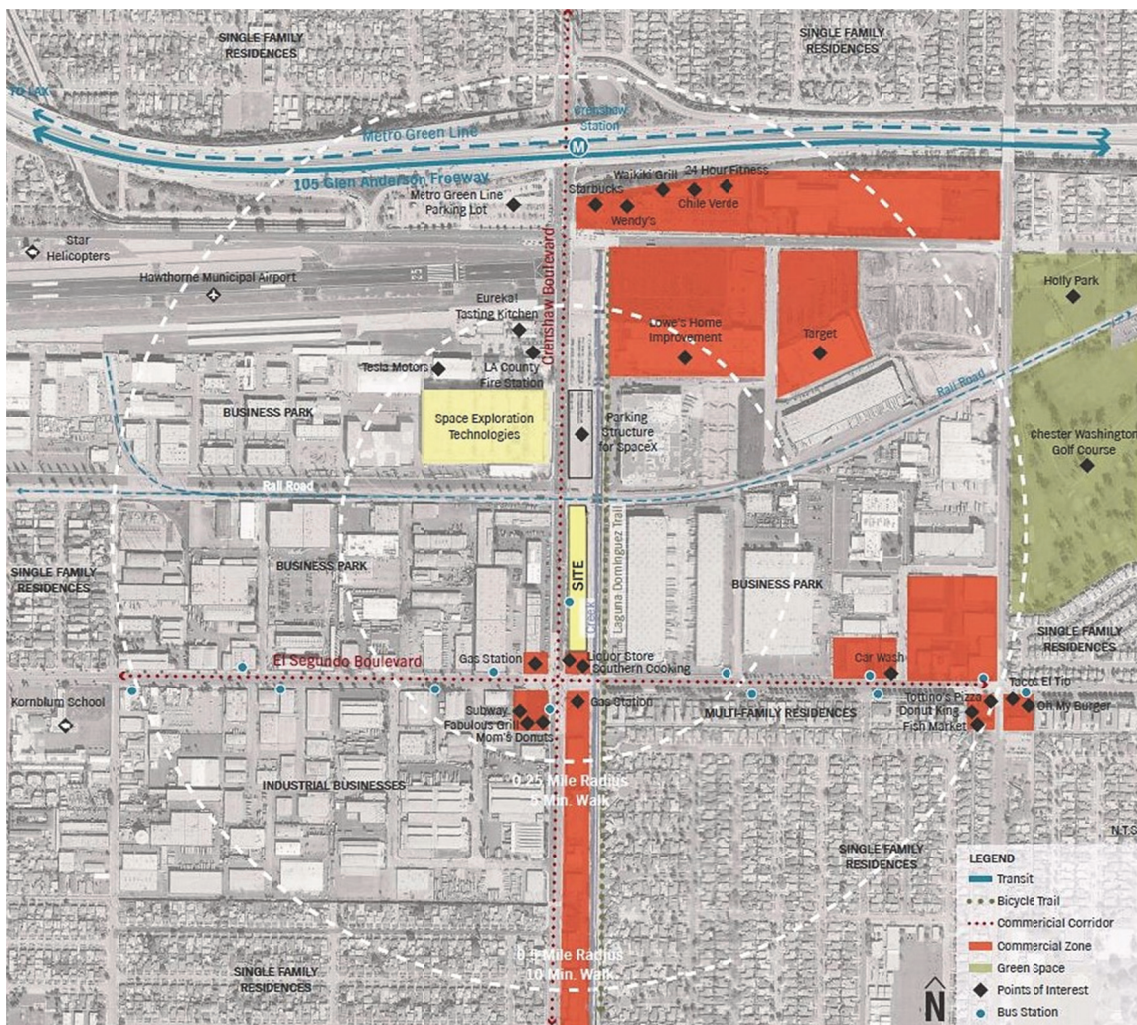
As displayed in Figure 1.A, the GLMUSP site is proposed within a larger district located in walking distance of a large commercial shopping center to the north, industries to the east and west, and smaller auto-oriented strip commercial and light industrial uses to the south. The center's current tenants include Target, Lowe's Home Improvement, Petsmart, and other large retailers and will meet most of the daily commercial needs of future residents and employees of the area. The strip commercial corridor along Crenshaw Boulevard to the south is comprised primarily of smaller automobile-oriented uses, which do not currently encourage the walkability that is associated with a pedestrian-oriented environment.

Creating Sustainable Retail Uses

The potential scale of commercial development on the project site is constrained by its distance from the more active commercial center to the north. There is compelling evidence to indicate that when mixed-use buildings are located outside of a contiguous pedestrian-active commercial

corridor, as the case here, it is extremely difficult to lease ground floor spaces for retail uses and they remain vacant⁶. The automobile-oriented commercial corridor to the south is unlikely to develop as an active pedestrian corridor and further isolates and constrains the intensification of retail and pedestrian-oriented uses here. This can have a negative impact on the development and the corridor it belongs to, and it may also discourage future investment in and development of other projects in the community. Therefore, a limited amount of commercial area has been included within the specific plan to support the needs of the residents and to encourage activity.

Exhibit 1.A Neighboring Commercial/Retail Uses



⁶ Examples: Holly Street Mixed-Use TOD, Pasadena, California, Redondo Beach Mixed-Use projects on Pacific Coast Highway adjoining Riviera Village

PROJECT OBJECTIVES

The Green Line Mixed-Use Specific Plan (GLMUSP) is intended to be a catalyst to transform northeast Hawthorne into a vibrant, transit-oriented hub of high-tech industry supported by a mixed-use neighborhood. The GLMUSP is one of the initial steps in providing high quality housing in northeast Hawthorne and transforming this area into a more complete community. The GLMUSP anticipates an exciting future for the plan area and provides a road map of land uses, building and site design, transportation, infrastructure, and streetscape strategies for achieving this vision. Objectives include:

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

PLAN ORGANIZATION

The GLMUSP is organized into six sections:

- Introduction
- Existing Conditions
- Land Use Plan and Infrastructure Facilities Plan
- Permitted Uses
- Development Standards and Design Guidelines
- Implementation Strategy

RELATIONSHIP TO THE GENERAL PLAN

The City of Hawthorne General Plan establishes the overall vision for growth and development in the community. The General Plan Land Use Element establishes clear and logical patterns of land use and standards for new development. A key feature of the Land Use Element is the Land Use Policy Map, which shows the location, density, and intensity of development for all land uses citywide. The Land Use Policy Map and the General Plan goals and policies guide future growth and development in Hawthorne.

State law requires that any specific plan be consistent with the City's General Plan. The Hawthorne General Plan Land Use Element is amended concurrent with adoption of the GLMUSP to ensure consistency between the two documents. The general plan amendment will change the land use designation on the General Plan Land Use Map to add the "Specific Plan Overlay" and amend the Land Use Element text and Land Use Element Table 3 to incorporate the new overlay.

RELATIONSHIP TO THE ZONING ORDINANCE.

Title 17 of the Hawthorne Municipal Code is the Zoning Ordinance, which is the regulatory tool to implement the land use goals, policies, and actions established by the General Plan. The Zoning Ordinance identifies specific zoning districts in the city and provides development standards and regulations that apply to each district.

The Hawthorne Zoning Code and Map is also amended by ordinance concurrent with adoption of the Specific Plan to ensure complete consistency. A "Specific Plan" zone overlays the site's existing "M-2 General Industrial" zoning. Where the Zoning Ordinance's regulations, development standards, and/or design guidelines are inconsistent with this Specific Plan, the Specific Plan standards, regulations, and guidelines shall supersede. However, any issue not specifically addressed in the GLMUSP shall be subject to the standards and regulations of the Zoning Ordinance.

PLANNING AUTHORITY

The GLMUSP provides for the orderly and efficient development and revitalization of the plan area consistent with the City of Hawthorne General Plan. The GLMUSP is a regulatory document prepared pursuant to the provisions of California Government Code sections 65450 through 65457, which grant local government agencies the authority to prepare specific plans for the

systematic implementation of their general plan for all or part of the area covered by the general plan.

ENVIRONMENTAL REVIEW

An environmental impact report (EIR) has been prepared in accordance with the provisions of the California Environmental Quality Act to address the potential environmental effects of the GLMUSP and will impose regulatory compliance measures to reduce potential impacts resulting from project implementation to a less-than-significant level (SCH#2016061043). All mitigation identified in the EIR are incorporated in this GLMUSP by reference.

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2. EXISTING CONDITIONS

The GLMUSP area consists of 2.53 acres situated between Crenshaw Boulevard and the Dominguez flood control channel. The plan area is part of a larger engineering, manufacturing, and employment center that generally stretches north to south from West 132nd Street to I-105 and east to west from the Van Ness Avenue to Prairie Avenue. The larger surrounding area includes a variety of land uses and transportation infrastructure and facilities, including the Hawthorne Municipal Airport, Crenshaw Station, and I-105.

ON-SITE LAND USE

Existing land uses in the plan area include: a vacant one-story, 29,500 square-foot building that previously housed a small vocational school; a one-story, 7,980-square-foot commercial/manufacturing business; and a surface parking lot that is currently used by SpaceX employees. Buildings in the plan area are, on average, 59 years old.

ADJOINING LAND USE

Except for a small commercial strip immediately to the south, the plan area is surrounded by general engineering, manufacturing, employment, and warehousing land uses. Adjacent uses to the west include the Crenshaw Business Complex, which houses a variety of uses, such as a church, gym, and various warehousing, distribution, and office uses. Northwest of the GLMUSP is the SpaceX corporate headquarters and the Tesla Design Studio. Adjacent uses to the east, across the Dominguez Channel, primarily consist of large warehousing and distribution uses including Amazon and Pilot Freight Services, as well as additional SpaceX facilities. North of the plan area is a parking structure serving SpaceX employees. Also to the north is a large commercial printing facility (Lithographix) and a retail commercial area, which is home to a variety of national retailers including Target, Lowes, Starbucks, and 24 Hour Fitness. Residential uses are located in the project vicinity, immediately southeast of El Segundo Boulevard in the City of Gardena.



1 View from possible future traffic light



4 View from north Crenshaw



2 View from south Crenshaw



5 View from railroad along Dominguez Channel



3 View from Jack Northrop

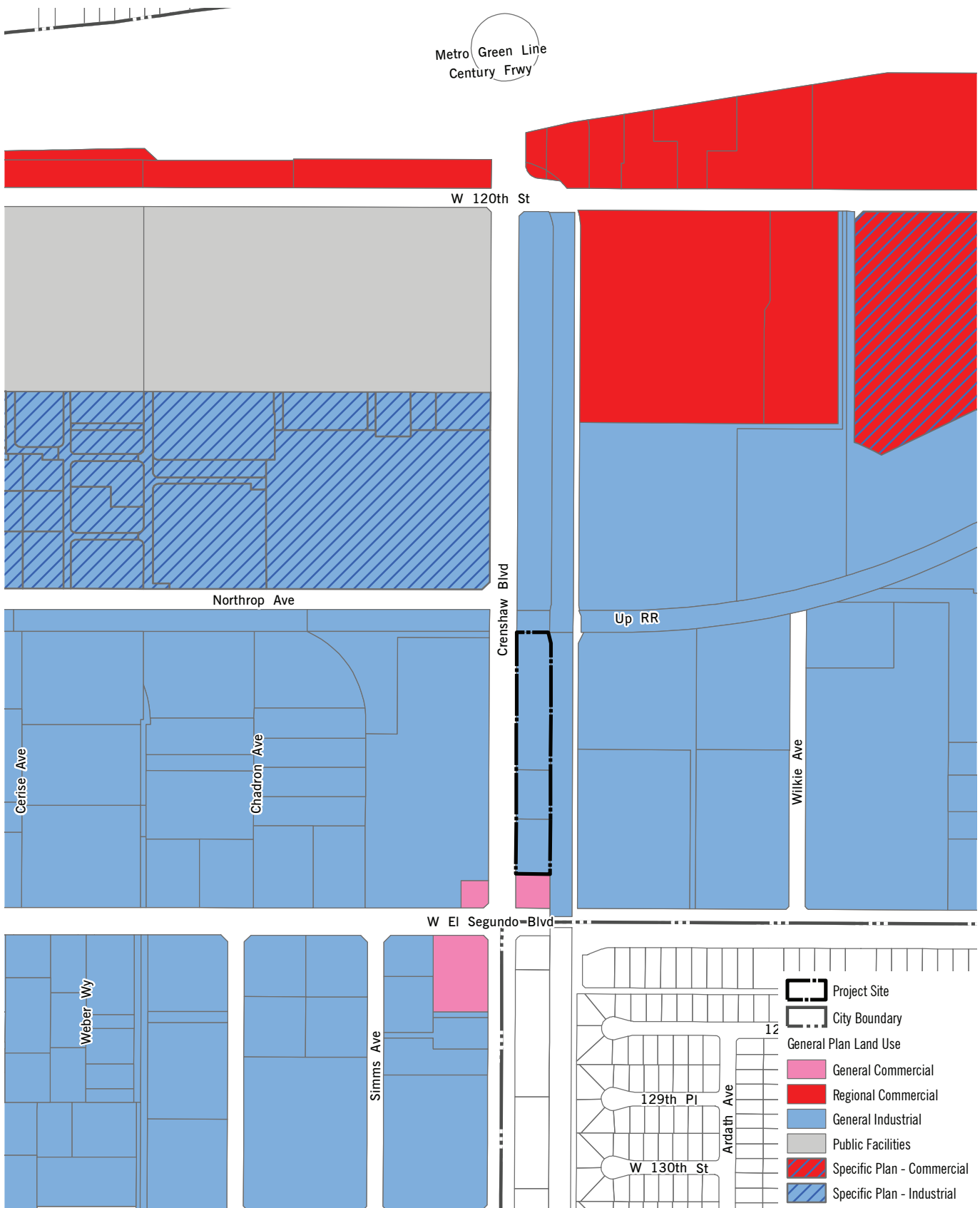
Exhibit 2.A Adjacent Development



GENERAL PLAN LAND USE DESIGNATION

As displayed in Figure 2.1, Area General Plan Land Use Designations, the project area's General Plan land use designation prior to the accompanying general plan amendment is "General Industrial." Adjoining properties to the west, north, and east are also designated "General Industrial", while the property to the south is designated "General Commercial."

**FIGURE 2.1 AREA GENERAL PLAN LAND USE DESIGNATIONS
(PRIOR TO GENERAL PLAN AMENDMENTS)**



Green Line Mixed Use Specific Plan

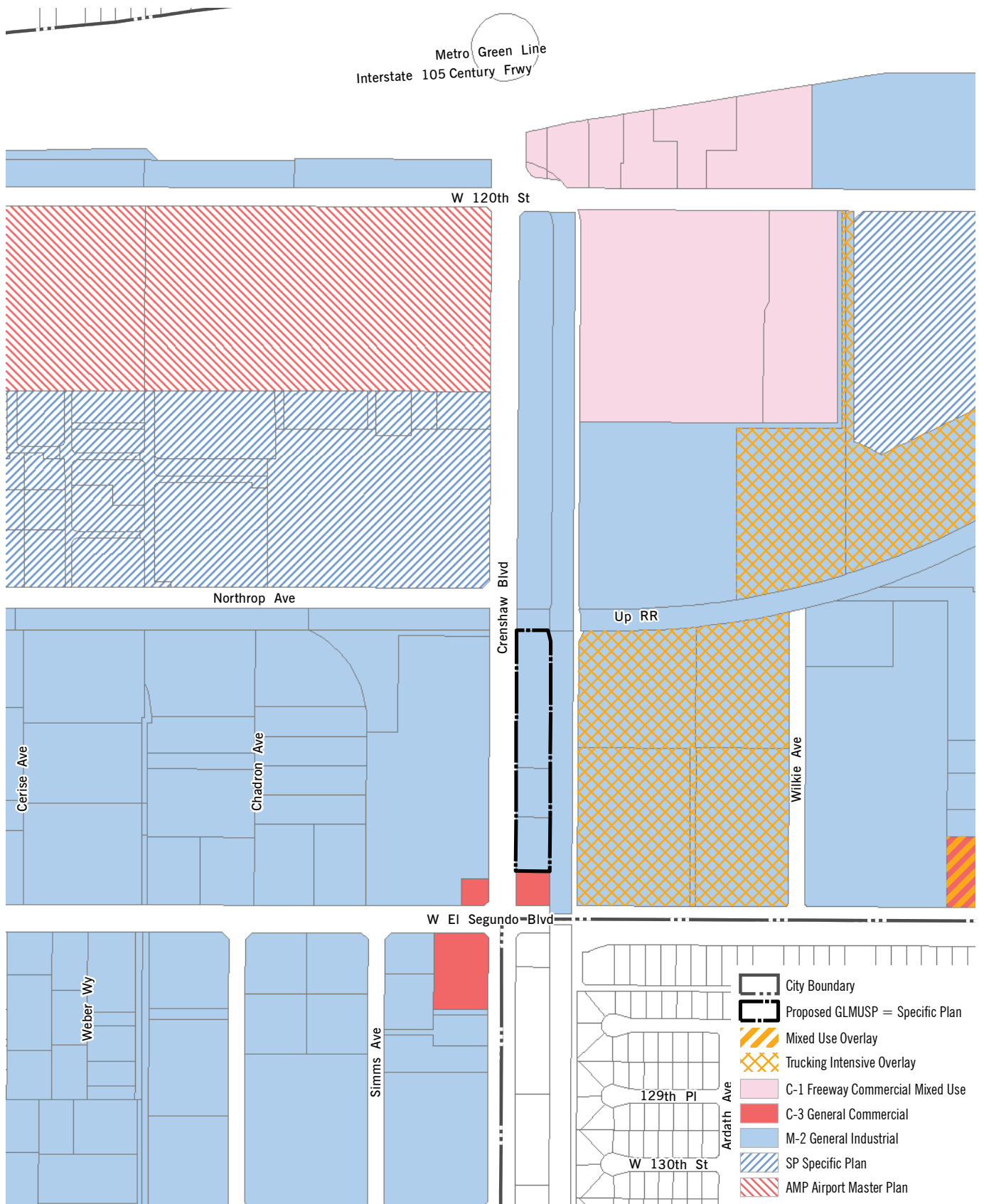
CITY OF HAWTHORNE

0 250 500 Feet

ZONING DISTRICT

As displayed in Figure 2.2, Area Zoning Districts, the project area was zoned M-2 General Industrial prior to the accompanying zoning amendment. Adjoining properties to the west, north, and east are also zoned M-2 General Industrial, and the property to the south is zoned C-3 General Commercial.

FIGURE 2.2 AREA ZONING DISTRICTS (PRIOR TO ZONING AMENDMENT)



Green Line Mixed Use Specific Plan

CITY OF HAWTHORNE

0 250 500 Feet

7/5/2017



3. LAND USE PLAN AND INFRASTRUCTURE FACILITES PLAN

The GLMUSP is intended to facilitate the transformation of northeast Hawthorne into a vibrant, transit-oriented hub of high-tech industry supported by a mixed-use neighborhood. This chapter of the GLMUSP establishes the guiding policies and illustrates—in the form of plans, maps, and drawings—the concepts that will be used to realize the plan’s objectives. This chapter provides critical components of the plan related to land use, economic development, circulation, open spaces, streetscape, and infrastructure, setting the framework for the regulations, standards, and design guidelines described in Chapter 4, Permitted Uses, and Chapter 5, Development Standards and Design Guidelines.

CONSISTENCY WITH GENERAL PLAN GOALS AND POLICIES

The following goals and policies of the City of Hawthorne General Plan provide relevant guidance to development of the GLMUSP.

Housing Element

- **Goal 1:** Provide a variety of types and adequate supply of housing to meet the existing and future needs of the community.
- **Policy 2.3:** Expand housing options through high-density multi-family and mixed use developments in targeted areas.

Land Use Element

- **Goal 3:** A sound local economy which attracts investment, increases the tax base, creates employment opportunities for Hawthorne residents and generates public revenues.
- **Policy 3.4:** Any tools available to attract new businesses that create quality jobs, generate revenue, or enhance the quality of life for residents, those employed with the city and visitors to the city shall be considered.
- **Policy 3.6:** Land use regulations shall be regularly evaluated and updated to facilitate the attraction of high technology industries which will enhance the local

economy and support Hawthorne's image as an aerospace research and development hub.

Economic Development

- **Goal 1:** The City will promote, assist and contribute to a sound local economy which attracts investment, increases the tax base, creates employment opportunities for Hawthorne residents and generates public revenues.
- **Policy 1.3:** Revitalization of declining commercial and industrial areas through new development, rehabilitation and other means that may be available shall be considered and, if deemed advantageous, implemented.
- **Policy 1.4:** The City shall continue to develop special districts and use these to guide development and economic activity to better the whole community. These districts shall include, but not be limited to, zones, overlay zones, specific plans, districts (such as for business improvement), and the like.

GLMUSP POLICIES

The policies in this section were established specifically for the GLMUSP and provide guidance for new development, mobility, and public improvements in the plan area. These policies apply throughout the GLMUSP area and supplement the General Plan policies and the Specific Plan Objectives outlined in Chapter 1. Development proposals must be consistent with the policies of both the General Plan and this GLMUSP.

- **Policy 1: Housing.** Provide for the development of enhanced tech workforce housing that supports the employees and families of the city's expanding high-tech firms and industries.
- **Policy 2: Quality Development.** Achieve quality development that can serve as a model for future development in Hawthorne, including the use of quality, durable materials, on-site residential and commercial customer amenities, pedestrian and streetscape amenities, and attention to architectural detail.
- **Policy 3: Transit-Oriented Development.** Accommodate the development of a mix of land uses—including quality, multi-family housing—that support and benefit from the presence of light-rail transit.

- **Policy 4: Land Use Mix and Balance.** Provide mixed-use development with residential units above ground floor retail and/or restaurant uses that enable residents, employees, and visitors to meet their daily needs locally and that contribute revenues to City services.
- **Policy 5: Development Density.** Provide increased density development near large employment centers and the Green Line Crenshaw station, while protecting and preserving the city's established single-family residential neighborhoods.
- **Policy 6: Sustainable Development.** Achieve best practices for architectural design, land development, and public-realm improvements that enhance the city's infrastructure, reduce consumption of non-renewable resources, and limit pollutants and greenhouse gas emissions.
- **Policy 7: Pedestrian Network Connections.** Achieve safe and convenient pedestrian connections to the surrounding area—such as the SpaceX corporate headquarters and other employment centers—and the Green Line Station.

LAND USE MAP

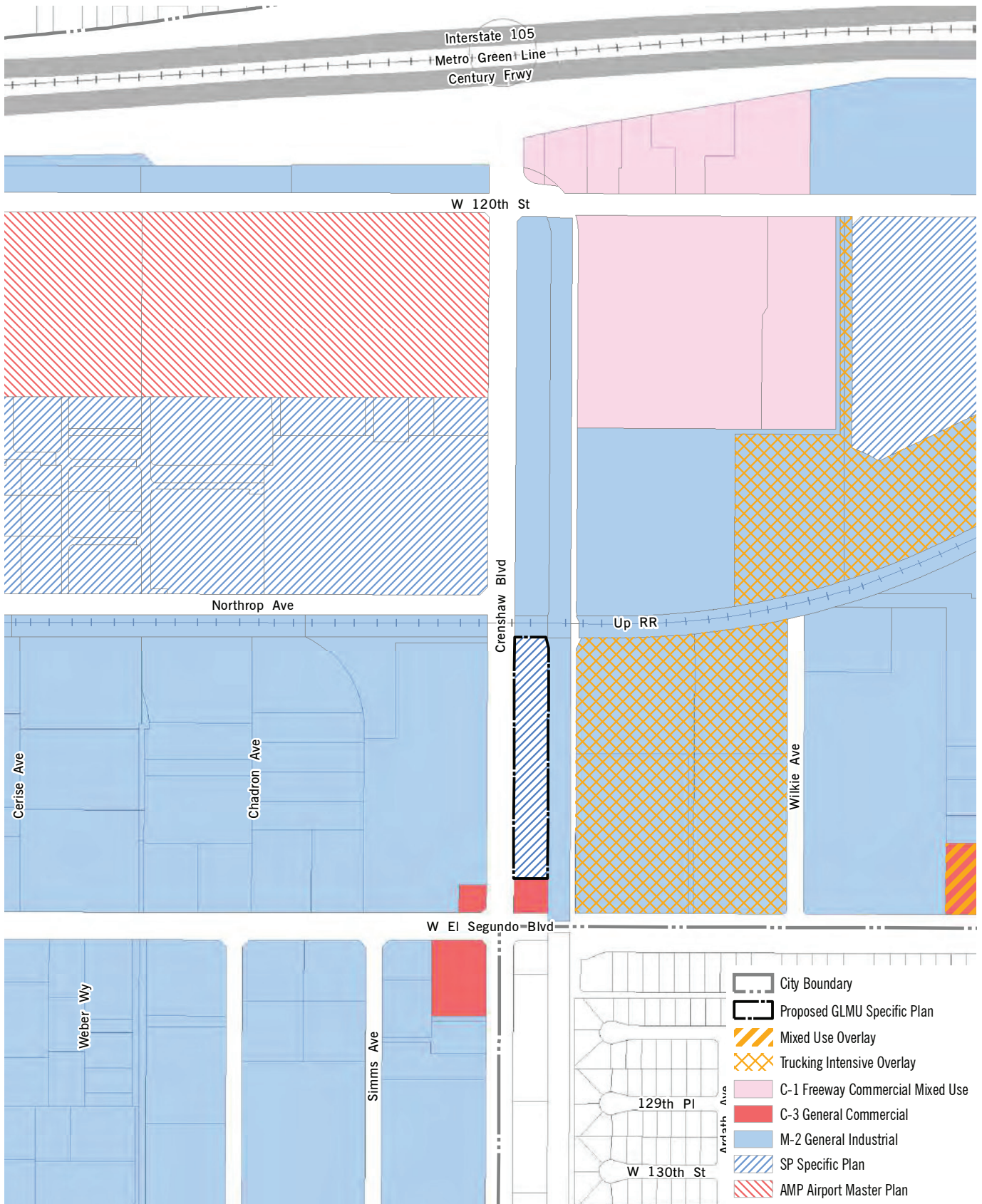
The GLMUSP Land Use Map establishes the GLMUSP zoning designation, as displayed on Figure 3.1 GLMUSP Land Use Map. The GLMUSP Land Use Map defines the boundaries of the GLMUSP area and assigns the GLMUSP land use and zoning designations to individual parcels in the GLMUSP area. In conjunction with the GLMUSP Land Use Map, the permitted uses in Chapter 4 and development standards and design guidelines in Chapter 5 regulate land use in the GLMUSP area. The proposed project is contained in Appendix B.

CONCEPTUAL SITE PLAN

The proposed plan for development of the site is contained in Appendix B and is consistent with the maximum development capacity outlined in Chapter 5. The project proposes construction of 230 multi-family dwelling units and 3,100 square feet of commercial development. This plan is a detailed conceptual plan at this stage and detailed grading, foundation, structural, mechanical, electrical, plumbing, architectural, and landscape plans will be submitted for final review and approval at the staff level. This Specific Plan establishes a zoning level guidance for the detailed project, allowing a degree of flexibility in the final design; however, all detailed plans will be required to be

in substantial conformance to the conceptual plans, diagrams, and figures in this Specific Plan, as addressed in Chapter 5, Implementation. Significant deviations will require amendments to this Specific Plan, as addressed in Chapter 5, Implementation.

FIGURE 3.1 GLMUSP LAND USE MAP



CIRCULATION PLAN

Site Access

As displayed in Figure 3.2 Site Access Diagram, access to the Green Line Mixed-Use Specific Plan area is provided along Crenshaw Boulevard at two driveway locations. One location will provide northbound right-turn entry/right-turn exit site access only. The other location will provide full access, with southbound left turns and northbound right turns accessing the site. Both passenger vehicles and trucks can access the site from the driveway locations along Crenshaw Boulevard.

FIGURE 3.2 GLMUSP SITE ACCESS DIAGRAM



Transportation and Pedestrian-Oriented Improvements

As part of project approvals and construction, the property owner or developer of the GLMUSP shall install a traffic signal at the intersection of Crenshaw Boulevard and the project main entrance. Additionally, the property owner or developer of the GLMUSP shall provide a dedicated southbound left-turn lane with a minimum storage length of 90 feet at the southbound approach of Crenshaw Boulevard and project main driveway, as displayed in Exhibit 3.A. The installation of the new traffic signal will require coordination with existing traffic signals at the intersections of Crenshaw Boulevard with Northrop Avenue and El Segundo Boulevard. Therefore, the property owner or developer of the GLMUSP shall provide funding for modification of and coordination with these existing traffic signals and for interconnections to be installed at the two signals.

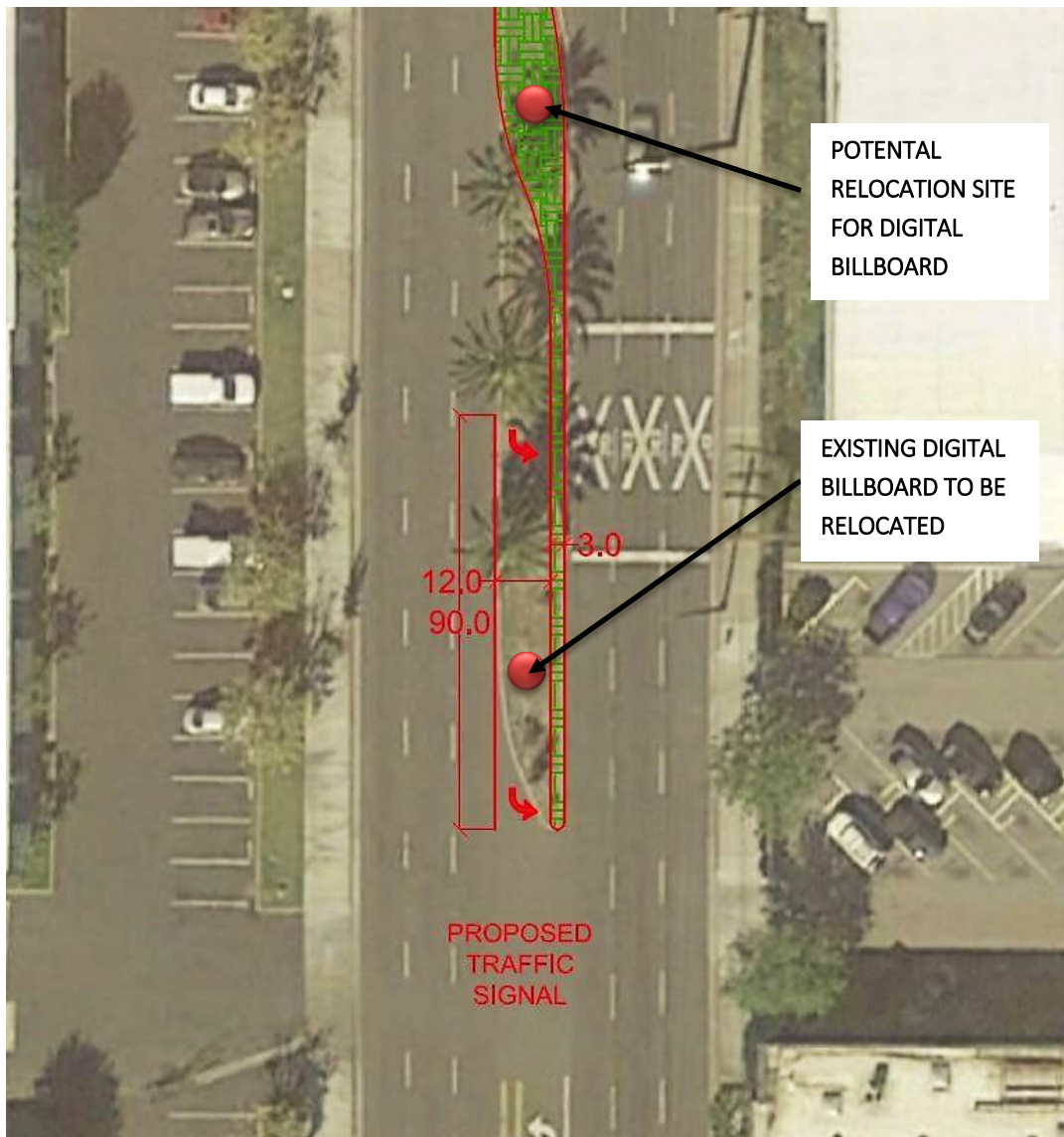
The project would also provide various pedestrian oriented improvements that include widened sidewalks, undergrounded utilities, street trees and other landscape features along the Specific Plan area's Crenshaw Boulevard frontage. Publicly accessible open space will be provided along Crenshaw Boulevard improved with benches, canopies for shading and various landscape and hardscaped treatments. Bicycle parking will also be provided in the public right of way to facilitate an alternate means of transportation for project residents.

Digital Billboard in Median

A new left turn pocket will be needed along southbound Crenshaw Boulevard to accommodate the new development in the specific plan area (Exhibit 3.A). A digital billboard is currently located in the median that would need to be relocated prior to the addition of the left turn pocket.

Prior to issuance of a building permit, developer will obtain approval from the City on a relocation plan for the existing electronic billboard along Crenshaw Boulevard. The relocation plan shall include a provision that requires the developer to reimburse the City for any revenue lost during the relocation period.

Exhibit 3.A Proposed Traffic Improvements



Transportation Demand Management

This section describes transportation demand management (TDM) strategies that will be implemented in the GLMUSP area to advance the plan's vision for multi-modal transportation. The project will integrate TDM measures to reduce single-occupant automobile travel and take advantage of the GLMUSP's proximity to large employment centers, transit services, and bicycle and pedestrian facilities. The following applicable TDM strategies shall be provided by the developer of any GLMUSP property.

- **Pre-Leasing for Area Employees.** Residential units within the GLMUSP area shall be marketed exclusively for a thirty-day period to employees working within a one-half mile radius of the development, before the units are offered for rent to the general public. The developer shall submit a pre-leasing marketing plan to the Director of Planning and Community Development for review and approval prior to issuance of a temporary certificate of occupancy. The developer must then demonstrate compliance with the approved thirty-day exclusive marketing plan prior to issuance of a final certificate of occupancy.
- **Transit Information.** In order to ensure that residential tenants, commercial employees, and guests are aware of transit options and TDM programs available to them, an information board or kiosk shall be posted in a central location of each individual building within the GLMUSP area as indicated in Appendix B.
- **One-time Free Monthly Transit Pass.** Given the GLMUSP's location within walking distance (less than ½ mile) to the Crenshaw Station, the developer shall offer future residents and employees of commercial businesses a one-time monthly Metro transit pass. These one-time monthly transit passes shall be offered to new residents (with signed leases) and commercial employees for a twenty-four-month period ("Free Pass Period") commencing after issuance of any temporary or final certificate of occupancy. Developer shall demonstrate compliance with this requirement to the satisfaction of the Director of Planning and Community Development. In the event the Director of Planning and Community Development determines the developer failed to satisfy this requirement, developer shall be given seven days to demonstrate compliance ("Cure Period"). In the event developer fails to demonstrate compliance during the Cure Period, the City may extend the Free Pass Period by one week for every resident and commercial employee denied a Metro transit pass. This will encourage and help facilitate a culture of transit use by residents and employees in the area.

- **One-time 12-month Zipcar Membership.** Various transportation experts have estimated that cars, on average, sit parked up to 95% of the time. Car sharing contributes to sustainable transport because it is a less car intensive means of urban transport; car sharing can reduce car ownership at an estimated rate of 1 rental car replacing 15 owned vehicles⁷. To encourage this transition, the developer shall offer future residents and employees of commercial businesses that move in within the first twenty-four months of occupancy a one-time one-year Zipcar membership. These memberships shall be offered to new residents (with signed leases) and commercial employees for a twenty-four-month period (“Zipcar Period”) commencing after issuance of any temporary or final certificate of occupancy. Developer shall demonstrate compliance with this requirement to the satisfaction of the Director of Planning and Community Development. In the event the Director of Planning and Community Development determines the developer failed to satisfy this requirement, developer shall be given seven days to demonstrate compliance (“Cure Period”). In the event developer fails to demonstrate compliance during the Cure Period, the City may extend the Zipcar Period by one week for every resident and commercial employee denied an annual membership. Facilitating the use of car sharing will encourage a culture that is less reliant on car ownership.
- **Shared Parking.** The GLMUSP allows for shared parking between commercial areas and residential guests to maximize on-site parking efficiency
- **On-site Residential and Commercial Bicycle Parking.** The GLMUSP requires one (1) bicycle parking space per residential unit (located in secured facilities accessible only by residents) and five (5) bicycle parking spaces per 1,000 square feet of commercial area. All bicycle parking shall be located in a safe, convenient location, encouraging the use of bicycle transportation by residents, residential guests, and retail customers.
- **Ride-Sharing Pick-Up/Drop-Off.** Designated loading zones within the GLMUSP shall be signed and distinguished (e.g., with paving and/or paint) so that it is utilized as pick-up and drop-off zones for ride-sharing services.

⁷ Economist, Seeing the back of the car. Sep 22nd 2012.
<http://www.economist.com/node/21563280?frsc=dg%7Ca>

INFRASTRUCTURE PLAN

Ensuring the GLMUSP is served by adequate infrastructure is critical to the successful implementation of the plan and future development of the area. Figure 3.3 Utilities Diagram displays existing stormwater, sewer, and water infrastructure in the GLMUSP area.

Stormwater

Stormwater from the GLMUSP is generally conveyed to the Dominguez Channel through curb and gutter along Crenshaw Boulevard and a series of storm drain lines along Crenshaw Boulevard and El Segundo Boulevard. The Specific Plan area is built out and covered with a combination of structures, surface parking, and other impervious surfaces. The construction of higher density and mixed uses will not alter the area's permeability. Therefore, the project will not substantially change either the amount or rate of stormwater runoff flows currently generated in the Specific Plan area. In compliance with existing regulations, the GLMUSP developers will provide all necessary drainage improvements and implement best management practices (BMPs) in compliance with National Pollutant Discharge Elimination System (NPDES) requirements. The drainage improvements are subject to the City's standard development review and permit process, including plan checks and inspections.

Sewer

The GLMUSP is currently served by an 8-inch sewer line along Crenshaw Boulevard that is owned and maintained by the City of Hawthorne and subsequently feeds into a larger trunk line at the intersection of Crenshaw Boulevard and 135th Street that is operated by the Sanitation Districts of Los Angeles County. In compliance with existing standard development requirements, the property owner or developer of the GLMUSP will be required to pay hook-up fees to connect to the wastewater distribution system, and to expand and/or replace the existing sewer pipes serving the Specific Plan area with a larger diameter line, as needed to provide capacity necessary to accommodate increased sewer flows from the Specific Plan area, and for internal distribution and connections to main lines.

Water

The Specific Plan development will include all state mandated water-saving features, including water-efficient faucets, shower heads, and toilets. In compliance with existing standard development requirements, the property owner or developer of the GLMUSP will be required to pay hook-up fees to connect to the water distribution system.

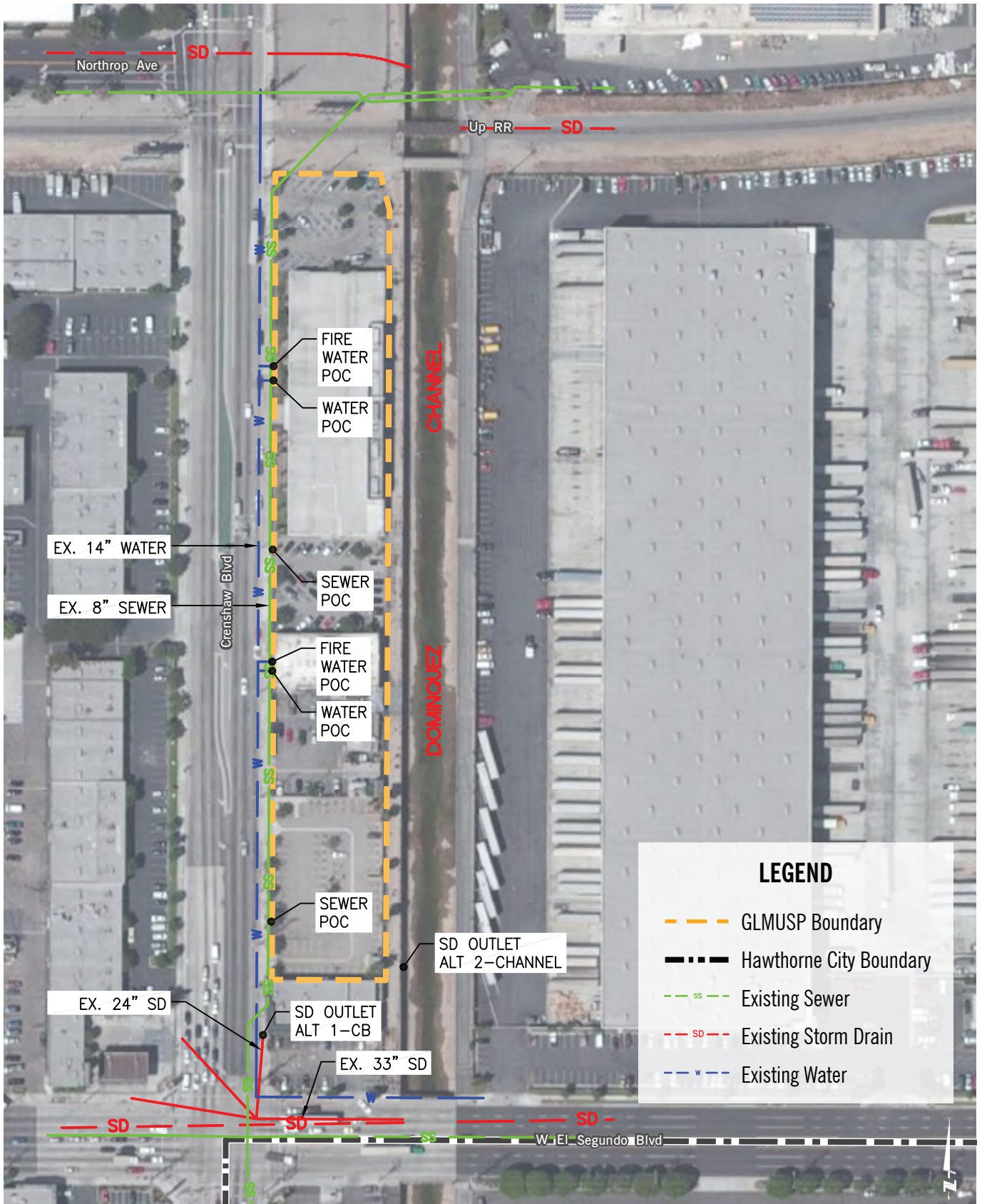
Underground Utilities

All wet utilities and dry utility connections, as well as the power poles within the Specific Plan area shall be located underground.

Overhead Power Lines

Unless a Fire Master Plan approved by the Los Angeles County Fire Department specifically authorizes the power lines to be placed underground at a subsequent time, the adjacent overhead power lines shall be placed underground or relocated to the satisfaction of the Los Angeles County Fire Department, the Los Angeles County Health Department, and Southern California Edison prior to the issuance of any building permit.

FIGURE 3.3 UTILITES DIAGRAM



4. PERMITTED USES

This chapter identifies the types of uses that are permitted and prohibited in the GLMUSP.

APPLICABILITY

Except as otherwise provided by this GLMUSP, no uses or structures shall be established, substituted, expanded, constructed, altered, moved, maintained, or otherwise changed, and no lot lines may be created or changed, except in conformance with this chapter.

USES PERMITTED

This section identifies the types of land uses allowed in the plan area. A parcel in the plan area shall only be occupied by land uses identified in this plan and shall be subject to the applicable City approval identified in the implementation section of the plan.

The land uses in Table 4.1 shall be permitted in the GLMUSP area.

TABLE 4.1 PERMITTED LAND USES IN GREEN LINE MIXED-USE SPECIFIC PLAN

LAND USE TYPE	GREEN LINE MIXED-USE SPECIFIC PLAN (GLMUSP)
Key: P= Permitted / C = Conditionally Permitted	
Residential as part of a mixed-use project with commercial uses	
Multi-family	P
Short-term corporate housing	P
Live-work units	P
Commercial as part of vertical mixed-use project with residential uses	
Apparel stores	P
Art galleries	P
Artisan and craft workshops	P
Bakeries	P
Banks and lending institutions	P
Bicycle shops	P
Candy and confectionary stores	P
Coffee houses	P
Walk in cleaning and pressing establishments, not including self-serve laundries or laundromats	P
Computer, cameras, and similar electronics sales stores	P
Delicatessens	P
Drugstores	P
Florists	P
Food markets and grocery stores	P
Health clubs, day spas, tanning studios, and fitness centers	P
Personal services	P
Photocopy store	P
Restaurants with or without cocktail bars and cafeterias (alcohol sales subject to HMC 17.76)	P
Other similar retail and service establishments catering directly to the customer when interpreted by the Director of Planning and Community Development to meet development standards as set forth in Chapter Five.	P

TABLE 4.1 PERMITTED LAND USES IN GREEN LINE MIXED-USE SPECIFIC PLAN

LAND USE TYPE	GREEN LINE MIXED-USE SPECIFIC PLAN (GLMUSP)
Special events (with approval of the property manager and city).	P
Prohibited uses	
Adult businesses	N
Smoke shops	N
Check-cashing services	N
Bail-bond services	N
Any project consisting solely of residential uses	N
Marijuana cultivation, marijuana processing, marijuana delivery, and marijuana dispensaries, except where the City is prohibited by federal or state law from enacting a prohibition on any such activity.	N
Uses that result in potential negative impacts to residents, including excessive noise, offensive odors, excessive crowds, etc.	N
All uses not specifically listed in this table, unless determined by the Director of Planning and Community Development to be similar to a permitted use.	

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5. DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

This chapter provides detailed standards, regulations, and guidelines for development in the GLMUSP. This chapter is intended to bridge the gap between the policies of the GLMUSP and the physical development of the site.

DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

The GLMUSP includes both development standards and design guidelines, so it is important to make a distinction between the two.

Development standards are mandatory regulations, and development must meet all that are applicable. These standards are critical to the performance of each use and regulate the scale of development occurring in the plan area.

Design guidelines are not mandatory requirements, but provide a defined framework of design principles that supplement the development standards. However, projects approved within the GLMUSP are required to be in substantial conformance with the design guidelines and the illustrative plan diagrams and illustrations contained in this section of the plan.

The guidelines will be used during the City's development review process to encourage the highest quality of design, and will provide the flexibility necessary to encourage creativity on the part of the project designers. All projects will be evaluated for their adherence to the development standards and the degree to which they demonstrate substantial compliance with the intent of design guidelines, leading to project approval or denial.

Development Standards

Development in the GLMUSP area shall be governed by the following development standards.

Minimum Project Area. The minimum land area required for a development project in the GLMUSP shall be 2.53 acres. Lots may be consolidated to meet the minimum project area. Consolidation of lots may be done via Parcel Map or Lot Line Adjustment, at the discretion of the Planning Director.

- **Development Capacity.** The maximum development capacity for the 2.53 acre project area is as follows:
 - » **Residential:** 305 dwelling units
 - » **Commercial:** 11,020 square feet

- **Density and Intensity.**
 - » **Maximum Building Height.** Buildings shall not exceed 76 feet in height and the parking garage shall not exceed 84' in height as measured from the adjacent sidewalk to the top of the roof plate as shown in Appendix B ("Building Height Limit"). Non-habitable projections (such as but not limited to, architectural features, mechanical equipment or stairwells), may extend up to 12 feet above the Building Height Limit.
 - » **Floor Area Ratio.** FAR shall not exceed a maximum of 2.7 as calculated over the entire project area, excluding parking areas, as shown in Appendix B.
 - » **Residential Density.** The maximum residential density is 91 dwelling units per acre calculated over the entire project area (230 units max).
 - » **Commercial Intensity.** A minimum of 3,100 square feet (as shown in Appendix B) and a maximum of 11,020 square feet shall be dedicated to commercial uses over the entire project area.
 - » **Building Coverage.** Building coverage shall be limited to the amount shown in Appendix B of the project plans.
 - » **Dwelling Unit Size.** The minimum dwelling unit size shall be:
 - + 300 square feet for bachelor/efficiency units
 - + 550 square feet for one-bedroom units
 - + 750 square feet for two-bedroom units
 - + 1,000 square feet for three-bedroom or larger units, plus 150 square feet for each bedroom over three.

- **Setbacks.** As shown on the Site Plan on Appendix B.

- **Setback Encroachments.** The following encroachments within setback areas shall be permitted:
 - » **Second Level Habitable Connection Corridor.** An encroachment up to 8 feet.
 - » **Non-Habitable Architectural Features (e.g., canopy or awning).** An encroachment of 2 feet.

- » The following are permitted in a setback area, provided they do not constitute a sight distance hazard as defined in Section 17.42.090 HMC:
 - + Landscape features such as fountains, arbors, trellises, pergolas, colonnades, statuary, and other similar features, as well as works of art that also do not contain floor area.
 - + Planting boxes or masonry planters.
 - + Outdoor seating for pedestrians, restaurant customers, and similar uses
 - + Walls and fences, in compliance with Chapter 17.48 HMC.
 - + Other landscaped features as permitted in Section 17.20.100 HMC.
- **Parking.** The parking requirements for each separate land use (e.g., residential and retail development as part of a mixed-use project) are applicable and shall be added together to determine the total parking requirements for the project.
 - » **Resident.** All resident parking shall be in a subterranean and/or above-grade parking structure. Resident parking spaces shall be reserved for tenants of individual residential units and shall have separate and secured access from the parking for the commercial/retail uses and residential guests. Tandem parking is permitted provided that each residential unit has at least one parking space that is directly accessible at all times. Tandem parking must be assigned to individual units, and both the front and rear space must be assigned to the same unit. Because of the GLMUSP area's proximity to transit options, the GLMUSP imposes these minimum parking requirements:
 - + **Bachelor/efficiency units and one-bedroom units.** One parking space for each unit.
 - + **Two-bedroom units and larger.** Two parking spaces for each unit.
 - + **Commercial/Retail and Residential Guest.** Commercial and residential guest parking shall be shared and provided in a subterranean and/or above-grade parking structure. For the purposes of determining commercial/retail and residential guest parking requirements, restaurant uses have been assumed.
 - + **General Commercial.** One space for each 250 square feet of gross floor area. See also Residential Guest Parking.
 - + **Restaurant.** One space for each 100 square feet of dining area, including covered outdoor dining space. See also Residential Guest Parking.
 - + **Residential Guest Parking.** Residential guest parking shall be provided at a ratio of one space for every 3 residential units (rounded up). The above mentioned commercial/restaurant parking may satisfy 50% of its required parking using Residential Guest Parking. For instance, if a restaurant use

required 26 parking stalls, 13 of the Residential Guest Parking stalls may be utilized to satisfy that requirement.

- + **Other Uses.** Parking for other uses shall be provided pursuant to Chapter 17.58 HMC, Off-Street Parking. Any use that does not have an identified parking standard may be determined and approved by the Director of Planning and Community Development. No use more parking intensive than a restaurant is permitted.
- + **Dedicated Car Sharing.** In addition to the shared parking spaces, developer shall allocate 5 separate parking spaces dedicated to car sharing (e.g. Zipcar).
- + **Residential lease parking restriction.** Language shall be included in all new leases with the following restrictions:
 - o Regardless of the number of residents in a unit, residents leasing studios or 1-bedroom units shall only be allowed to park 1 car or less and residents leasing a 2-bedroom unit shall only be allowed to park 2 cars or less on-site.
 - o In the case that a resident agrees in writing to not utilize their stall or stalls, developer can allocate that stall(s) to another unit.
- » **Parking Stall Dimensions and Turning Radius.** The minimum parking stall dimensions are:
 - + 8.5 feet wide (to center of double striped lines) and a combination of spaces that are either 15 feet or 18 feet deep to allow for design considerations, with no less than 55% of the stalls being 18 feet deep.
 - + Adjacent to obstruction requiring access, additional three feet in width and/or depth.
 - + 21-26 feet turning radius as determined by HMC 17.58.040.
- **Ground Floor Residential Security and Privacy.** Ground floor access to the building will be secured and no private patios will be provided along Crenshaw Boulevard. All ground floor units will include interior window coverings facing Crenshaw Boulevard. Windows shall also face away from loading areas, docks, and trash storage areas.
- **Laundry.** Laundry hookups shall be provided within each residential unit.
- **Bicycles.** All bicycle parking shall be located in safe, convenient locations, encouraging the use of bicycle transportation by residents, residential guests, and retail customers.

- » **Residential:** One (1) bicycle parking space per residential unit (located in secured facilities accessible only by residents)
- » **Commercial:** five (5) bicycle parking spaces per 1,000 square feet of commercial area (located in an area accessible to the public).
- **Open Space.** A minimum of 25 percent of the buildable area of a development site shall be a combination of common, private, and/or public open space as shown in Appendix B.
 - » Common open space shall be improved and set aside, dedicated, designated, or reserved for the exclusive use of residents and their guests. Common open space shall be either active (recreation rooms, fitness rooms, audio visual entertainment) or passive (lounges, accessible landscaping and outdoor seating areas, or similar improvements) and may be either enclosed (indoor or outdoor) or unobstructed from the ground to the sky. Publicly accessible open space shall be open to the sky.
 - + Common open space shall have a minimum horizontal dimension of 10 feet in any direction.
 - » Private open space shall be provided as a private balcony, patio, or landscape area adjoining and directly accessible to a residential dwelling unit, reserved for the exclusive use of residents of the dwelling unit and their guests.
 - + A private balcony shall have a minimum width and depth of 5 feet.
 - » Public open space shall be permanently accessible to and designed and/or intended for the use and enjoyment of the general public.
 - + Public open space shall be permanently accessible to the general public from the sidewalk of a major street frontage.
 - + Public open space shall have a minimum dimension of 15 feet in width.
 - + Public open space shall be in the commercial portion of a mixed-use project.
 - + Public open space shall feature a variety of seating arrangements that prioritize occupiable space over landscaping and provide visibility from the street.
 - » North and South Yards. The open yard areas directly to the north and south of the building provide for emergency vehicle entry points for Los Angeles County Fire Department (“LACFD”). Developer shall collaborate with LACFD utilizing Alternate Means & Methods to allow for the north and south yards to also function as outdoor amenity spaces. The north shall be partially public and partially private; the south yard shall be private, as shown in Appendix B.

Contemplated uses of the north and south yards, subject to approval of LACFD, include activity areas such as dog runs, open seating and dining areas, outdoor cardio stations, giant outdoor chess, bocce ball, and other active and passive gathering spaces. Both the north and south yard shall be integrated into the final landscape plan for approval by the City.

- **Residential Storage.** Residential storage for the project shall be provided at a minimum ratio of 100 cubic feet of enclosed storage space per residential unit. Residential storage space may be provided within storage lockers, cabinets, closets, or within a secured garage area. The Director of Planning and Development shall exercise reasonable discretion in differentiating between this separate storage space and guest, linen, clothes closets or food pantries that are customarily within the unit. Providing this separate storage space within the limits of the residential unit is not precluded; however, it must be clear that it is over and above that which would otherwise be provided for such customary daily uses. The property manager will oversee the allocation and general usage of storage areas to ensure they are maintained for resident use and not for storage related to building operations.
- **Noise Attenuation Plan.** The developer shall submit a noise attenuation plan for review and approval by the Director of Building and Safety that shows each unit is constructed to maintain an interior noise level not to exceed 45db prior to issuance of a building permit. The noise attenuation plan shall include building features and strategies to insulate residents facing adjacent industrial uses and Crenshaw Boulevard from excessive noise. Project noise attenuation may be addressed by double or triple paned windows, interior insulation, exterior insulating panels/materials, and other insulating design features. All lease contracts shall include sufficient disclosures to alert tenants of the proximity of the dwelling units to the Hawthorne Municipal Airport and the railroad right of way and the potential noise impacts from aircraft and trains.
- **Service, Trash, and Loading Areas and Mechanical Equipment.**
 - » Separate residential and commercial trash areas will be provided in the Specific Plan area, which shall include designated storage area for trash, recycling, and organics to meet public health and safety standards and accomplish the state's mandatory recycling and organics diversion requirements.

- » Trash, recycling, and organics storage areas shall be enclosed on three sides with permanent building material and on the fourth side with an access gate. Trash, recycling and organics storage areas must be covered or under a structure to prevent stormwater from coming into contact with the containers or the interior of storage area. Trash, recycling, and organics storage areas must be ADA accessible.
- » The storage area shall be of solid block, brick, or masonry construction. In no case shall the building material of the trash storage area have less than a one-hour fire-resistance capability.
- » The access gate shall be no less than 7 feet wide and shall be along the longest side of the storage area. The gate shall be constructed of metal or another durable material approved by the City's building department and shall be constructed to obstruct the view of the trash containers from outside of the area.
- » Fire sprinklers approved by the City fire department shall be installed where the trash storage area is enclosed within or an attached part of a building. Fire sprinklers are also required when the trash storage area is closer than 5 feet from any building or a property line that may be built upon. However, fire sprinklers are not required if the trash area is enclosed (including roof but excluding door or opening) in noncombustible material with at least one-hour fire-resistance capability. The enclosure shall be arranged as required by the fire department.
- » No trash, recycling, or organics bin or storage area shall be less than 12 feet vertically or 10 feet horizontally from any door or window opening in a residential structure.
- » No garage, warehouse, parking lot, or any other structure or open area required by other provisions of this GLMUSP shall be utilized as a trash, recycling, and organics storage area, except that an open space area may be used as access to a trash and recycling storage area. A trash, recycling, and organics storage area may be below grade provided that it is not more than 11 feet below sidewalk grade, the slope of the access ramp does not exceed 15 percent, and the minimum clearance at every point along the path of access is 7 feet. These requirements do not apply if the trash, recycling, and organics area is serviced by freight elevators.
- » Trash, recycling, and organics storage areas shall be not more than 140 feet from the point of trash pick-up. The point of pick-up shall be considered the face of the curb abutting the nearest street or another location approved by

the City building department as a feasible location for truck access. The point of pick-up shall be readily accessible to trash collection vehicles. Where the point of pick-up is not at a street, there shall be a path or route of access not less than 15 feet in width and with an unobstructed clear height of not less than 10 feet; tree limbs or any other protrusion, whether owned by the property owner or not, shall be considered a height obstruction. In commercial areas where a drop bin is planned for trash, recycling, and organics storage, there shall be a clear unobstructed access to a height of 20 feet above the drop bin. The surface of any access route other than a street shall be paved. Where trash and recycling bins are required by the planning department, a paved surface of not less than 5 feet in width shall be provided from the trash and recycling bin to the point of pick-up. All such pavement shall conform to the pavement requirements of the City's Zoning Code for parking lot pavement. The trash, recycling, and organics storage area shall be readily accessible to the collection vehicle at all times.

- » The size of the trash, recycling, and organics storage area shall be determined as follows to accommodate the storage of at least three containers—one each for trash, recycling, and organics:
 - + Residential. One location with a total of 4 square feet per unit for the first 30 units plus 2.5 square feet for each additional unit, or separate locations with minimum dimensions of 4.5 by 15 feet each.
 - + Commercial. There shall be provided 10 square feet of trash storage area per 1,000 square feet of commercial building area, but in no case less than 36 square feet, and no less than one location with dimensions of 4.5 by 8 feet. Where drop bins are planned, the dimensions of the trash storage area shall be no less than 12 feet by 10 feet.
 - + Dimensions of storage areas may be reconfigured to fit the site plan but must accommodate equivalent areas and access for bins.
 - » The trash, recycling, and organics storage area shall be maintained in a good state of repair at all times.
 - » All trash, recycling, and organics containers shall be stored in the designated storage area. No one shall store trash, rubbish, or containers for trash, recycling, or organics in any building, open area, or any other area outside the designated storage area.
- **Signage.** The following standards shall apply:

- » A master sign program shall be submitted to the planning commission for approval of commercial signage for mixed-use developments. Commercial building signage shall be limited to channel letters, reverse channel letters, or other decorative forms of signage approved by the planning commission in the master sign program. Cabinet or box signs on walls shall be expressly prohibited. Pole signs shall be prohibited but monument signs are permitted.
- » The sign sizes and locations shall be compatible with the design of the building to provide visibility to the public streets and visibility for pedestrians.
- » The master sign program shall include project/complex identification signage.
- » The base calculation for wall signs shall be 2 square feet of signage per each linear foot of building frontage.
- » See also Design Guidelines for additional guidance related to signage.
- **Landscape Standards.**
 - » All landscaping shall be consistent with Chapter 17.89 of the HMC.
 - » All landscaping shall be well maintained and complement adjacent projects.
 - » All landscaping shall be selected at a scale that is consistent with the building and development site.
 - » All landscaping adjacent to a sidewalk shall be appropriate to limit the potential of root systems to affect the adjacent sidewalks.
 - » Landscaping shall not interfere with pedestrian movement or impede the visibility of business and signage.
- **Fire Standards.**
 - » All-weather fire department access shall be provided.
 - » Vehicular access to all required fire hydrants must be provided and maintained as serviceable throughout construction.
 - » Provide fire-department- or City-approved street signs and building access numbers prior to occupancy.
 - » All mixed-use buildings over 5,000 square feet shall have sprinkler systems.
 - » A Knox box or other access provisions shall be provided through all gates.
 - » Approval from the Fire Department is required prior to issuance of building permits.
- **Window Placement Standards.** Window placement shall reflect the desired exposure appropriate for the use.

- » For commercial uses, large windows shall front public rights-of-way or public open space.
- » For residential uses, windows shall face away from loading areas, docks, and trash storage areas.

Design Guidelines

These design guidelines establish a clear set of qualitative guiding principles that provide the City of Hawthorne planning staff and future applicants with a basis for designing and reviewing new development projects in the GLMUSP area.⁸

Site Design

The following guidelines intend to establish an engaging street edge by defining the orientation and placement of buildings fronting collector and arterial streets.

- **Building Orientation.** Buildings and major pedestrian entrances should be oriented toward centers of activity, such as the primary street frontage or public open space.
 - » All primary ground-floor entries fronting streets should be oriented to the street, not to the interior or to a parking lot. Entrances at building corners may be used to satisfy this requirement.
 - » The building design should emphasize and orient residents, customers, and guests toward the building's primary entry.
- **Building Façade.** The building placement should enforce a continuous street edge, establishing a strong pedestrian corridor. However, long, unarticulated building façades should be eliminated by varying setbacks (Appendix B). In addition to creating visual interest, building setbacks should establish space for pedestrian plazas, courtyards, or outside dining areas. Setbacks should not generate unusable or dead space.
- **Setback Encroachments.** Outdoor seating for restaurants and similar uses may encroach into the street setback or public right-of-way as permitted by the City under an approved encroachment permit.

⁸ Architectural renderings contained in this section are illustrative. Detailed architectural drawings will be subsequently prepared.

- **Pedestrian Circulation.** Pedestrian circulation should be continuous and provide connectivity between appropriate uses.
 - » Pedestrian pathways should connect to appropriate off-site uses, including off-site transit stops, parking, and employment centers.
 - » Pedestrian pathways should be clearly marked.
 - » Street-side façades may be divided to form pedestrian spaces such as public plazas, outdoor dining, and other pedestrian-oriented amenities to enable safe pedestrian activity.
- **Vehicular Circulation.** Vehicular circulation should be designed to serve uses appropriately and employ traffic-calming measures to ensure pedestrian safety.
 - » Vehicular circulation should maximize access and connectivity while minimizing curb cuts to major roadways.
 - » The vehicular circulation system should prevent bypass alternate routes to minimize traffic conflicts and enhance pedestrian circulation.
- **Open Space.**
 - » Buildings should be arranged to create open spaces that facilitate the integration of land uses on the site, such as plazas, courtyards, seating areas, arcades, parks, etc.
 - » Private and common open space should be configured to ensure privacy while providing linkages to the public open space components of a project (Appendix B).
 - » Public open spaces should maximize visibility from the street and connectivity between adjacent uses.

Architecture

The following guidelines are specifically tailored to ensure the quality development envisioned for the GLMUSP area.

- **Architectural Styles and Scale.** Building design should incorporate an architectural style and scale that are compatible with the intended use. Architectural details may draw upon locally historic buildings or other nearby features that contribute to the aesthetic ambience of the immediate area (Appendix B).

- **Siding Materials.** Plain concrete block, plain concrete, plywood, sheet pressboard, vinyl, or similar siding materials are strongly discouraged. Siding should be of high quality, durable materials that weather well over time. Materials and colors should be compatible with the architectural style as illustrated in Appendix B.
- **Color.** Colors should include a base color and accent colors. Generally, a minimum of three complementary colors should be used for each building. Color schemes should be selected with a harmonious range of accent materials and shall comply with the City-approved colors as noted in Appendix B.
- **Corner Buildings.** Buildings at corners of intersections should receive special architectural treatment to enhance the pedestrian experience, such as building cut-offs and corner entrances with additional architectural detail.
- **Architectural Features.** Architectural features are encouraged to create visual interest.

Streetscape

The following streetscape elements augment architectural styles of the area and increase the safety of pedestrian activity. These interactive elements enhance usable pedestrian space and decrease the possibility of dead space.

- **Paving Materials.** Use of distinctive paving treatments is encouraged to give visual cues to users and emphasize different areas within the streetscape and public spaces. Painted paving surfaces should not be used except to indicate traffic lanes or parking spaces.
- **Walls, Fences, and Gates.** Walls, fences, and gates should be used to identify separate areas and provide needed privacy and security.
 - » Walls, fences, and gates should appear consistent in style and material, complementing the surrounding architectural styles.
 - » Landscaping elements should be densely planted and layered to provide screening. Vines and trellises are encouraged to help soften hard edges and screen walls from view.
- **Lighting.** Lighting should be used to illuminate public spaces and contribute to the safety and beauty of the project.
 - » Fixtures should be complementary to the architectural styles of the area.
 - » Overly glaring or flashing lights are discouraged.

- **Public Art.** To further enhance the project's high-quality design, developer shall submit a public art plan for review and approval by the Director of Planning and Community Development prior to issuance of a final certificate of occupancy. The public art shall be installed by the developer and approved by the Director of Planning and Community Development prior to certificate of occupancy. The public art shall be located along the Crenshaw frontage so that it is most visible, and it is contemplated to be a combination of building mounted art and art that is at a pedestrian level and scale. Inspiration may be drawn from the public art in other cities that foster high tech industry, such as Cupertino and Palo Alto. Developer shall allocate a minimum of \$100,000.00 towards the design and installation of the public art

- **Signage.** Signage should be used to identify places, provide direction, and advertise businesses. Along with communicating information, signage should add to the character of each project and reinforce a sense of place.
 - » Signs shall consist of high quality materials and color palettes that reflect the architectural themes of the surrounding area.
 - » Location and placement of signs should not obstruct pedestrian or vehicular movement.
 - » A master sign program shall be created and when approved by the Planning Department, will be referenced as Appendix C.
 - » See also Development Standards related to signs for additional requirements.

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6. IMPLEMENTATION STRATEGY

Approval of the GLMUSP indicates acceptance by the Hawthorne City Council of a specific framework for the development of the plan area. That framework establishes specific standards and regulations, including permitted uses and development standards that constitute the zoning regulations for the plan area and regulate development within the area. The Specific Plan provisions shall take precedence over the requirements of the zoning ordinance. If not specifically addressed in the GLMUSP, the applicable provisions of the zoning ordinance and HMC shall apply.

INTERPRETATION

The Director of Planning and Community Development has the authority to interpret any provision of this GLMUSP, consistent with the requirements of Section 17.06.020 HMC, Interpretation. Whenever the Director of Planning and Community Development determines that the meaning or applicability of any requirement is subject to interpretation, the Director of Planning and Community Development may issue an official interpretation. When used in this GLMUSP, the words “shall” and “must” are always mandatory. The word “should,” as used in the design guidelines section of this plan, is not mandatory but is strongly recommended.

It is not intended that this GLMUSP interfere with, abrogate, or annul any easement, covenant, or other agreement to which the City is a party.

In accordance with state law, the provisions of this GLMUSP shall control over duplicative and conflicting provisions of the Hawthorne Municipal Code. In the event this GLMUSP is silent as to a development standard or procedure, the provisions of the City’s zoning ordinance shall control.

DEVELOPMENT REVIEW

Development in the GLMUSP will be implemented through City review of site plans, plot plans, building permits, and other permits that may be required by the City of Hawthorne. All development applications, including new construction or modifications to existing buildings, shall be reviewed for conformance with the General Plan, this GLMUSP, the zoning ordinance (if not inconsistent with this GLMUSP), and all other applicable documents.

Notwithstanding any zoning ordinance requirement to the contrary, development, including new construction or modifications to existing buildings, in full compliance with this GLMUSP's development standards shall be approved administratively through the planning department's plan check process. Development approved administratively must also be found in substantial conformance to the Specific Plan Design Guidelines and the project plans, elevations, sections and renderings included on in Appendix B of the Specific Plan.

Approval of a proposed development that is found to be inconsistent with the GLMUSP's development standards shall require approval of a Specific Plan Exception. A Specific Plan exception may be approved by the planning commission after a noticed public hearing, with a possible appeal to the City council. In making its decision, the planning commission (or the City council on appeal) shall adopt written findings with respect to this requirement as follows:

- (1) That while the site characteristics or existing improvements make strict adherence to the Specific Plan development standard(s) impractical or infeasible, the project nonetheless conforms with the general intent of those regulations;
- (2) That in light of the project as a whole, including any mitigation measures or conditions imposed, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety; and
- (3) That the project is in substantial conformance with the purpose, intent and provisions of the General Plan.

AMENDMENTS

Any amendment to this GLMUSP shall conform to and be processed pursuant to Chapter 17.22 of the HMC, Amendments to Specific Plans.

INFRASTRUCTURE

The developer shall be responsible for making transportation and infrastructure utility improvements identified in the circulation plan and infrastructure plan of this GLMUSP

and the GLMUSP EIR. All improvements shall be the specifications of the City of Hawthorne Department of Planning, Public Works, or another department.

NON-CONFORMING USES

Per Chapter 17.38 HMC, non-conforming buildings and uses are buildings and uses that do not comply with the requirements of this GLMUSP, but were developed under and comply with previous zoning regulations. Non-conforming uses may expand to occupy a greater area of building. Any expansion shall meet the requirements of the zoning regulations that the use was originally allowed by. Non-conforming machinery and equipment requiring a building permit may be relocated within the site or replaced with machinery or equipment of equal size or capabilities. Non-conforming outdoor equipment and machinery may be relocated or altered, provided the equipment or machinery is not relocated any closer to the nearest residential district. Increased sales, production, or throughput volume shall not be considered as an expansion, provided the use does not expand to occupy additional land or another building.

FINANCING

Implementation and financing of improvements of the GLMUSP depend exclusively on private investment and development. Development of the GLMUSP will not occur in a phased or piecemeal fashion; rather, the GLMUSP will develop as an entire development package in substantial conformance with the diagrams and figures displayed throughout the plan. The developer and/or property owner shall be responsible for financing the project, including all improvements and mitigation measures.

SECURITY PLAN

A security plan pursuant to Chapter 17.78 HMC shall be prepared for development projects within the GLMUSP.

CEQA REVIEW

Pursuant to California Government Code Section 65457 and Public Resources Code Section 21155.4, a qualifying mixed-use project that is consistent with an adopted Specific Plan for which an EIR has been certified shall be exempt from further CEQA review. Additionally, any change or amendments to the GLMUSP that are consistent with the scope of the certified EIR are exempt from further CEQA review.

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APPENDIX A: GLOSSARY

PURPOSE

This section provides definitions of terms and phrases used in this Specific Plan that are technical, or that may not be used by the common reader.

A

Accessibility. The ability of people to reach and move around an area, place, or facility.

Architectural Character. A way of classifying special architectural or historic features of a building, neighborhood, or area.

Architectural Style. A way of classifying architecture that gives emphasis to characteristic features of design which belong to a certain chronologic era (e.g., craftsman, modern, contemporary).

B

Bicycle Path. A dedicated off-street area, that is paved and non-traversable by motorized vehicles, and is often shared with pedestrians.

Building Type. A way of classifying building structures that defines the combination of mass configuration, placement, and function.

C

Context. The setting of a site or area, including factors such as traffic, activities and land uses as well as landscape and built form.

Courtyard. A building or frontage type that is further defined.

Cross Section. A drawing showing a slice through a building, street, or site.

Curb. The edge of the vehicular pavement detailed as a raised curb or a swale. The curb usually incorporates the drainage system.

D

Density. The residential units of a building or buildings in relation to a given area of land (acres or hectares).

Design Guidelines. A set of design parameters that provide guidance for a development project and are used to evaluate the acceptability of a project's design.

Development Standards. Specific, quantifiable measures or requirements for new development.

Driveway. A vehicular lane within a lot, usually leading to a garage.

Dwelling Unit. An individual residential unit; in the case of the GLMUSP area it may be a bachelor/efficiency, one-bedroom, or two-bedroom apartment.

E

Elevation. The façade of a building, or the drawing of a building's façade.

Enclosure. The use of buildings or walls to create a sense of defined space.

F

Façade. The exterior wall of a building that is set along a frontage line (front, side, or rear).

Floor Area Ratio (FAR). The ratio of the total gross floor area of buildings, excluding parking, divided by the total net area of the site.

L

Layout. The way buildings, parking areas, routes, and open spaces are placed in relation to each other.

Lot. A separately platted subdivision of land held privately, usually intended for the purposes of building.

Lot Line. The boundary that legally and geometrically demarcates a lot.

Lot Width. The length of the principal lot frontage line.

M

Massing. The combined effect of the height, bulk, and silhouette of a building or group of buildings.

Mixed Use. A mix of land uses within a building, on a site or within a particular area. Vertical mixed use, which is found in the GLMUSP, are uses on different floors of the same building.

O

Open Space. means a portion of the area of a lot or building site, other than required yards, that is required by this GLMUSP, as set forth in the different classifications below.

Open Space, Common. Means an area improved and set aside, dedicated, designated, or reserved for the exclusive use of residents of a development and their guests. Common open space shall be either active (recreation rooms, fitness rooms, audio visual entertainment) or passive (lounges, accessible landscaping and outdoor seating areas, or similar improvements) and may be either enclosed (indoor or outdoor) or unobstructed from the ground to the sky.

Open Space, Private. Means a private balcony, patio, or landscape area adjoining and directly accessible to a residential dwelling unit, reserved for the exclusive use of residents of the dwelling unit and their guests.

Open Space, Public. Means an area permanently accessible to and designed and/or intended for the use and enjoyment of the general public.

P

Public Realm. The parts of a neighborhood, town or city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares, and parks.

S

Streetscape. The urban element that provides the major part of the public realm as well as paved lanes for vehicles. It is physically manifested by number of traffic lanes, median features, roundabouts, sidewalks, building frontage types and landscaping among other elements.

Sustainability. Development which meets present needs without compromising the ability of future generations to achieve their own needs and aspirations.

T

Transit Oriented Development. Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation.

U

Urban Design. The art of making places. Urban design involves the design of buildings, groups of buildings, streets, spaces, and landscapes (public and private), in neighborhoods, towns, and cities.

Z

Zoning Code. Regulations by which a city controls the permissible uses, size, height, setbacks, and open space requirements, among other site and design features, of buildings and other development activities.

APPENDIX B: PROPOSED PLAN

In the adoption of the Green Line Mixed Use Specific Plan, the City Council reduced the total units from 274 to 230. Accordingly, the plan contained herein as Appendix B must be revised to reflect this direction. Per City Council's action, the reduction in density from 274 to 230 units entails a proportional reduction in parking and carries with it the expectation that the overall design (façade form, orientation, materials, colors, height, bulk, open spaces, etc.) remain substantially similar to the version of the plan that was presented on September 12, 2017. Prior to submittal of building permits, the applicant shall provide a revised Appendix B to the Planning Director for review and approval that conforms with the City Council's direction. The revised Appendix B shall be attached to the adopted Specific Plan and used to judge all subsequent submittals for permits for substantial conformance with the Specific Plan.

APPENDIX C: MASTER SIGN PROGRAM

To be approved separately per the provisions of this Specific Plan and incorporated by reference.