

HAWTHORNE BOULEVARD SPECIFIC PLAN

Prepared for:

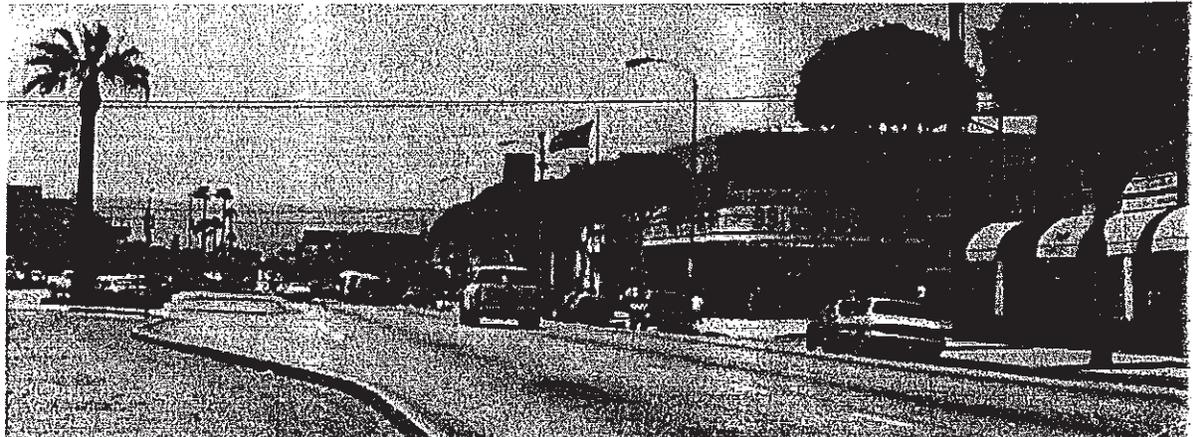
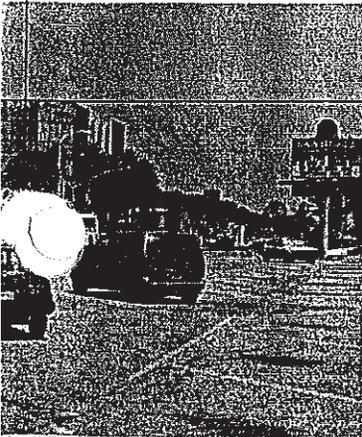


Prepared by:



a division of

ROBERT BEIN, WILLIAM FROST & ASSOCIATES



Hawthorne Boulevard Specific Plan

**Adopted by Ordinance No. 859-99
Zone Change No. 99-01**

June 7, 1999

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Acknowledgments

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- ❖ Councilman, Larry Rudolph
- ❖ Councilmember, Neil Roth
- ❖ Councilwoman Nancy McKee

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Chapter 1 - Introduction

Section A ♦ Background and Purpose

The City of Lawndale, known as the "Heart of the South Bay," was incorporated in December 1959, after many decades of growth and development stemming from area-wide agricultural operations and petroleum production (see Figure 1-1). The City is bordered by Hawthorne (on the north, east, and west), Torrance (to the southeast and south), Redondo Beach (to the southwest and west), and unincorporated Los Angeles County (to the east). The City is one of the most densely populated in California.

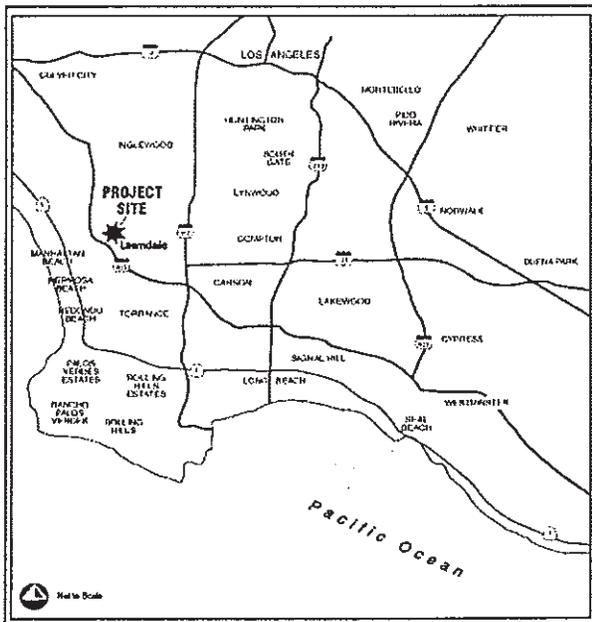


Figure 1-1

Throughout much of Lawndale's history, Hawthorne Boulevard has served as a primary transportation route, a corridor of economic activity, and a community focal point. It has been, and continues to be, the City's central artery for circulation, commerce, employment and social activity. Today, however, the Boulevard is challenged with the following issues:

- ❖ Inconvenient and unsafe median parking;
- ❖ Inadequate pedestrian environment;
- ❖ Inconsistent landscape treatment;
- ❖ Out of scale and cluttered signage;
- ❖ Lack of an identifiable center;
- ❖ Overall image;
- ❖ Economic vitality;
- ❖ Property maintenance;
- ❖ Building design; and,
- ❖ Undesirable land uses.

Hawthorne Boulevard is oriented in a north-south direction, connecting the City of Lawndale with the cities of Hawthorne in the north and Torrance in the south (see Figure 1-2). The Boulevard contains six travel lanes (3 in either direction), a center median area used for parking, and some parallel parking opportunities. The Interstate 405 overpass bisects the Boulevard, creating north and south halves. Currently, the City of Lawndale owns the right-of-way north of the freeway and is in negotiations with CalTrans to obtain title to the southern portion of the Boulevard.

In 1992, the Lawndale voters approved and the City adopted a General Plan to provide long-term policy guidance for the area's physical, economic, social, and environmental changes. ~~The General Plan also included a Specific Plan for Hawthorne Boulevard. Due to a variety of issues surrounding the Specific Plan, it was eventually removed from the General Plan.~~ In 1998, the citizens of Lawndale voted to approve up to 15 million dollars for the physical improvement of Hawthorne Boulevard.

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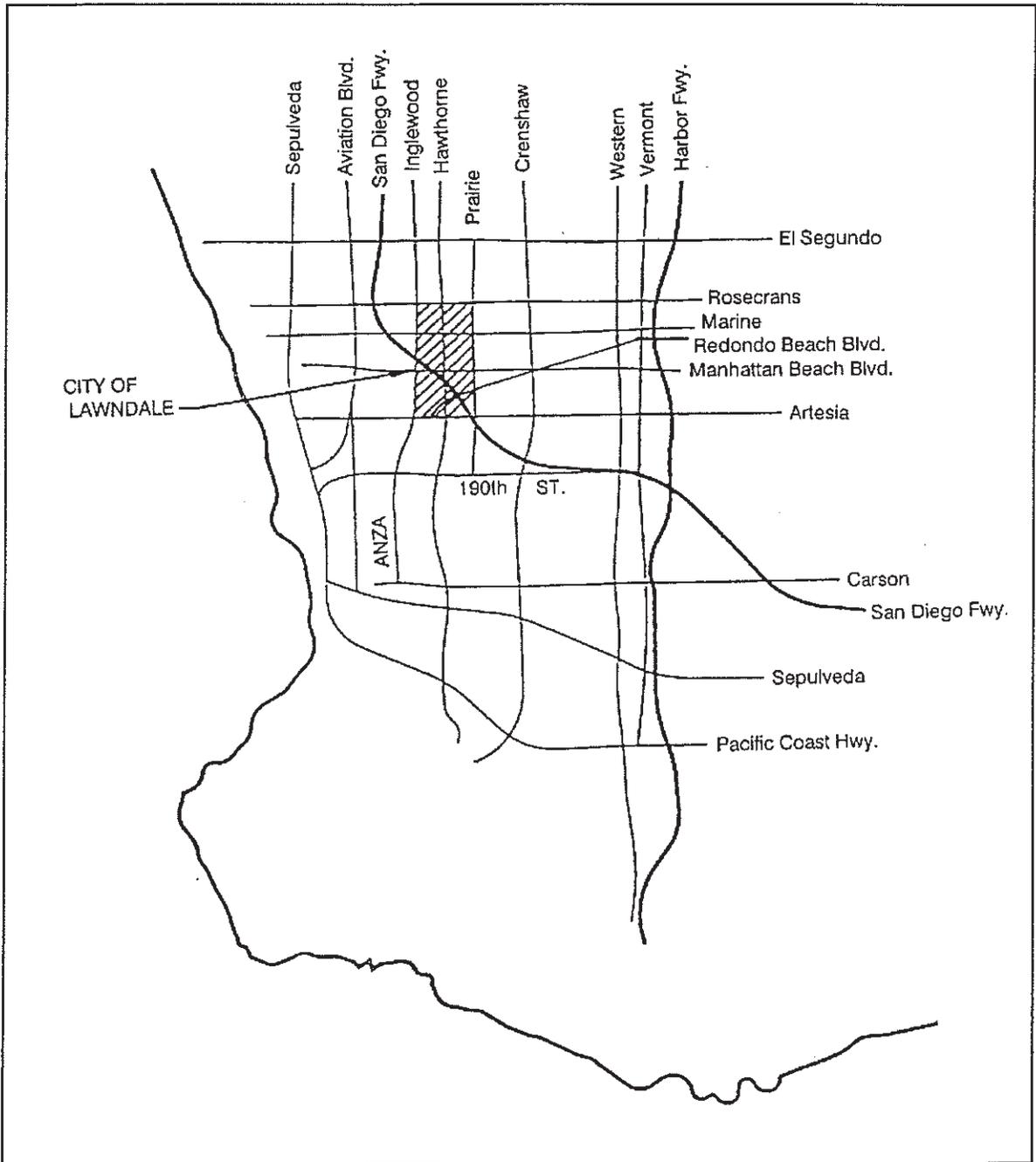


Figure 1-2

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The purpose of this Hawthorne Boulevard Specific Plan is to:

- ❖ Develop appropriate land use categories and development standards;
- ❖ Ensure General Plan consistency;
- ❖ Prepare design guidelines for signs, streetscape, and landscaping;
- ❖ Make recommendations for circulation and other improvements;
- ❖ Establish a conceptual framework for physical improvements to Hawthorne Boulevard; and,
- ❖ Provide program and policy assistance for rehabilitating and revitalizing existing structures and businesses.

The overriding purpose of the Hawthorne Boulevard Specific Plan is to help make the Boulevard a successful area of the City and to provide a clear vision for future development within the Hawthorne Boulevard corridor over the next 10 to 15 years.

Section B ♦ Redevelopment Area

Hawthorne Boulevard is within the Lawndale Economic Revitalization Area, a redevelopment area within the City of Lawndale (see Figure 1-3). The major goal for this area is to enable the City to seek public-private partnerships to promote further economic development and utilize redevelopment funding to improve the housing stock. No eminent domain is to be utilized for private development or redevelopment within the area.

Redevelopment efforts must be consistent with the spirit and intent of this specific plan. The resources of the Redevelopment Agency may be utilized to

make nonconforming properties into conformity with the Specific Plan.

Section C ♦ Specific Plan Area

The Hawthorne Boulevard Specific Plan Area encompasses approximately 103.3 acres, not including right-of-way. It is approximately 25 percent of the Lawndale Economic Revitalization Area. The Specific Plan Area generally includes a one-half block depth along Hawthorne Boulevard (within the City limits), a one-half block depth along the north side of Redondo Beach Boulevard (from Interstate 405 to Inglewood Avenue), and a one-half block depth along both sides of Rosecrans Avenue west of Hawthorne Boulevard (see Figure 1-4).

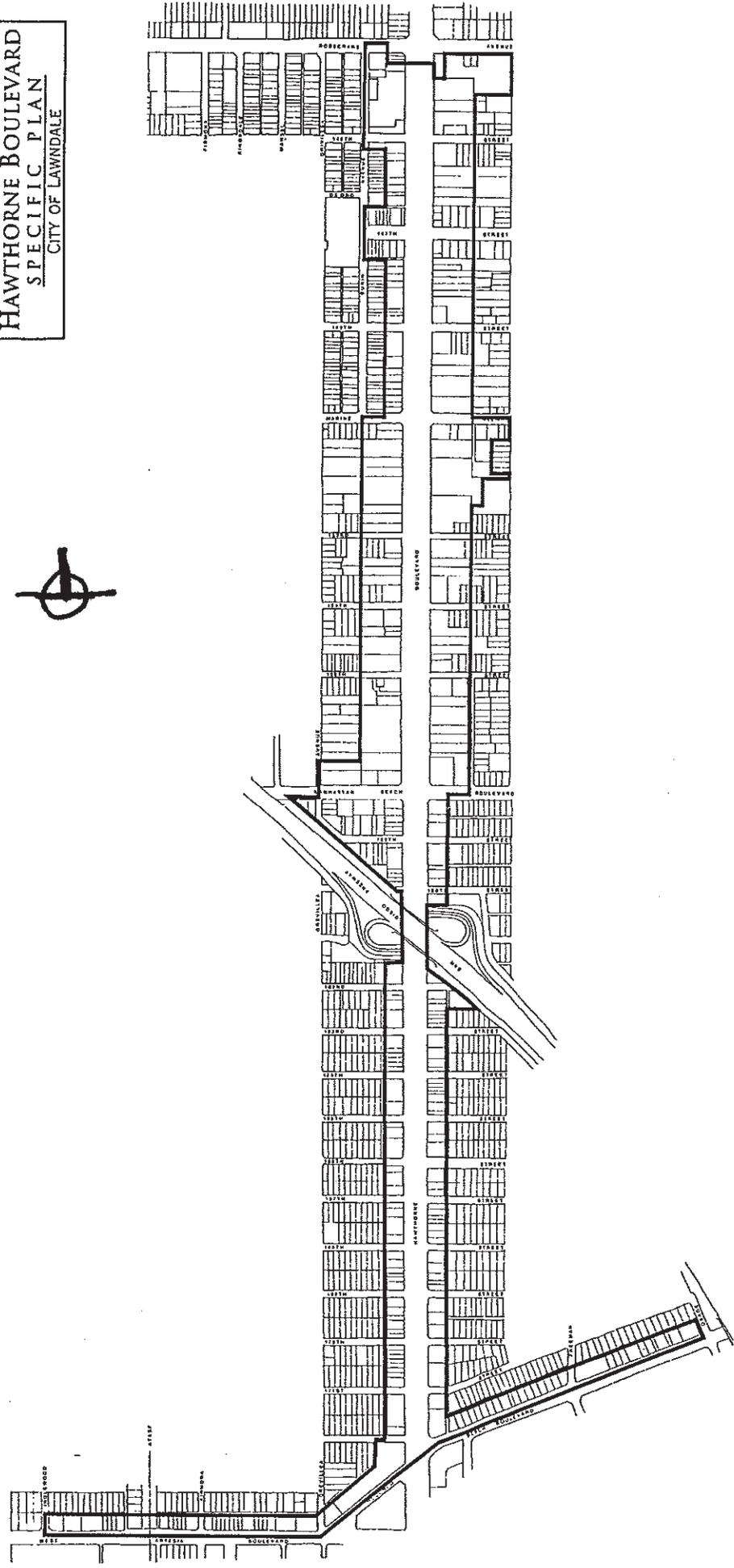
The Specific Plan area includes four distinctive commercial characters. Around the civic center area along the west side of Hawthorne Boulevard and south of the 405 Freeway, on both sides of Hawthorne Boulevard, there exists a pedestrian-oriented commercial environment due, in part, to smaller parcel sizes, buildings directly abutting sidewalks, and the close proximity of neighborhoods. On the north side of the 405 Freeway, on the west side of Hawthorne Boulevard, is higher intensity office/commercial development that benefits by the visibility from and access to the freeway. A more general, auto-oriented commercial character exists along Redondo Beach Boulevard, Artesia Boulevard, and the portions of Hawthorne Boulevard between Manhattan Beach Boulevard and Marine Avenue and between Marine Avenue and Rosecrans Avenue, primarily along the east side of Hawthorne Boulevard. Lastly, slightly more intense auto-oriented commercial and light manufacturing uses exist along Rosecrans Avenue. In total, the Specific Plan Area primarily includes a solid range of commercial uses with some commercial manufacturing uses.

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**Section D ♦ Authority for
Specific Plan**

The Hawthorne Boulevard Specific Plan is established through the authority granted to the City of Lawndale by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 (Specific Plans).

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Specific plans may be adopted either by resolution or ordinance. This allows cities to choose whether their specific plans, or portions thereof, will be policy-oriented (adopted by resolution) or regulatory (adopted by ordinance). All zoning related portions of the Hawthorne Boulevard Specific Plan (i.e., land use designations, permitted uses and development standards) are prepared to serve as regulatory provisions; that is, superseding other regulations and ordinances of the City for the control of land use and development within the Specific Plan boundaries. Other portions (i.e. goals and policies, design guidelines, and streetscape design concepts) are provided as City policies aimed at providing direction for future planning and public improvement efforts.

The City's Economic Revitalization Area, a redevelopment area, is consistent with and implements this Hawthorne Boulevard Specific Plan. The Specific Plan may be amended to further the systematic implementation of the General Plan.

Section D ♦ General Plan Consistency

This Section provides the background of regulatory actions that have preceded the preparation of this Specific Plan (i.e., General Plan, Zoning Ordinance, etc.) and provides an analysis for determining consistency between the Specific Plan and other policy and regulatory documents.

1. General Plan Consistency

California State law requires a specific plan to be consistent with the General Plan of the adopting locality. To ensure consistency with the General Plan, a review of the existing General Plan for all goals and policies that are relevant to the Hawthorne Boulevard Specific Plan was made.

a. Land Use Element

The General Plan Land Use Element contains a number of both general and specific land use goals and policies that are applicable to the project area. The land use goals most applicable to the Hawthorne Boulevard Specific Plan area are stated below.

- ❖ *"Preserve and enhance the environment, values, aesthetic character, and community image of Lawndale as a vital, attractive, desirable and safe urban community."* (Goal 1: Community Enhancement)
- ❖ *"The City should promote community character by encouraging compatible land use and design in respect to location, timing and density."* (Goal 2: Character Community)
- ❖ *"All proposed land development shall provide quality site design and architectural features as well as demonstrate compliance with General Plan Guidelines and Implementation Ordinances."* (Goal 5: Community Design)
- ❖ *"Encourage the establishment of commercial development which contributes positively to the City image and identity as well as generates revenues and employment opportunities."* (Goal 7: Commercial Uses)

Policies supporting these goals, which are applicable to the Specific Plan area, include the following.

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- ❖ "Maintain the existing residential development pattern, except in locations along major transportation corridors and public centers where commercial or higher density residential uses are more appropriate." (Policy 1a)
- ❖ "Hawthorne Boulevard Corridor Revitalization of commercial development. Prepare a specific plan that identifies and encompasses the Hawthorne Boulevard Corridor and promotes the revitalization of existing and future commercial development through the use of design enhancements, infrastructure, financial and economic incentives and other tools as they may become available." (Policy 1c)
- ❖ "Promote development of architectural design guidelines for residential, commercial and industrial land uses." (Policy 1d)
- ❖ "Encourage and assist, where possible, the undergrounding of utility lines and pursue the formation of Underground Utility Districts." (Policy 1g)
- ❖ "The use of land shall be at an appropriate density based upon compatibility with the majority of surrounding existing land uses." (Policy 2a)
- ❖ "In order to minimize conflicts with adjacent land uses, adequate setbacks, buffering and/or innovative site design shall be required." (Policy 2b)
- ❖ "The use of land shall include design features, which create a positive visual impact for the surrounding area." (Policy 2c)
- ❖ "Architectural design shall enhance the neighborhood, community values and City image." (Policy 5I)
- ❖ "The City shall encourage commercial revitalization and economic growth along Hawthorne Boulevard. However, no eminent domain would be utilized for private development or redevelopment." (Policy 7f)

The Land Use Element also includes a discussion of the City's land use distribution pattern. The land uses proposed for the Hawthorne Boulevard Specific Plan are consistent with these general discussions. Additionally, the Land Use Element Implementation Programs provide support for the Specific Plan, stating: "Develop public/private partnerships necessary to carry out the implementation programs specified in the Hawthorne Boulevard Corridor Specific Plan."

Specific plans are more detailed than general plans, and as such, are able to address issues and features of an area at a finer level of specificity than the General Plan. Thus, specific plans are particularly appropriate to areas which, due to unique conditions, require detailed regulation, conditions and programs to guide future use and development. The Hawthorne Boulevard Specific Plan focuses on the unique conditions along the boulevard and other significant commercial corridors. Included in the Specific Plan are recommendations for programs and public improvements, as well as an implementation strategy.

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b. Circulation Element

The General Plan Circulation Element provides general goals and policies that support and are consistent with the design and development guidance set forth in the Hawthorne Boulevard Specific Plan. The two overall circulation goals most applicable to the Specific Plan area are:

- ❖ *"Provide an integrated transportation system for the safe and efficient movement of people and goods with minimal disruption to the environment within and through the City of Lawndale" and*
- ❖ *"Consider all modes of transportation, including motor vehicle (Master Transportation Plan), mass transit (public and private bus, rail, and taxi systems), air transportation, and non-motorized transportation (pedestrian and bicycle)."*

Specific circulation goals pertinent to the project are identified below.

- ❖ *"Provide for the transportation needs of the community and subregion by implementing a circulation system, which provides for a high level of mobility, efficiency, access, safety, and environmental consideration for all modes and purposes of trips. These modes may include, but not be limited to automobiles, trucks, buses, bicycles, pedestrians, and rail. The intent of this section is to ensure that the improvement to existing facilities is coordinated with future population and employment growth and provides a balanced mix of transportation*

resources serving the community."
(Goal 1: Integrated Transportation System)

- ❖ *"Enhance environmental and social benefits for the citizens of Lawndale by providing an integrated system of bicycle and pedestrian networks with associated facilities for the safe and efficient movement of people in and through the City of Lawndale."* (Goal 6: Nonmotorized Transportation)
- ❖ *"Provide for safe pedestrian circulation throughout the City, including sidewalks, pedestrian malls, and trails."* (Goal 8: Pedestrian Facilities)

The General Plan acknowledges the importance of creating a balanced transportation system, which can be accomplished in part through land use mix and type. The Specific Plan sets forth a land use pattern and street improvements that accommodate vehicles and better facilitates non-automobile transportation.

c. Economic Element

The General Plan Economic Element provides general goals and policies that are supportive of and consistent with the development guidance set forth in the Hawthorne Boulevard Specific Plan. The goals and policies most applicable to the Specific Plan area are:

- ❖ *"To develop and maintain a diversified commercial and industrial economic base with uses that are appropriate to the Lawndale community and consistent with the City's environmental, aesthetic, and quality of*

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life values and requirements." (Goal 1: Economic)

- ❖ "Provide for and encourage the maintenance and revitalization of existing commercial and industrial areas." (Policy 1c)
- ❖ "Encourage new, higher-intensity commercial and industrial activities in appropriate locations in the City." (Policy 1d)

The General Plan acknowledges the importance of maximizing the City's economic development potential, including the creation and maintenance of healthy commercial districts. The Specific Plan sets forth a land use pattern that fosters economic development.

2. General Plan Map

The General Plan Map designates a variety of land use categories within the Hawthorne Boulevard Specific Plan area. The Specific Plan Zoning District Map establishes the zoning districts within the Specific Plan area and implements General Plan goals and policies. While the Specific Plan Map is not a mirror of the General Plan Land Use Map, it does provide for a very close balance in terms of nonresidential uses.

3. General Plan Consistency Conclusions

The establishment of land use regulations, site development standards, provision of area-wide design guidelines and creation of a streetscape enhancement program within the Hawthorne Boulevard Specific Plan all combine to effectively implement the applicable goals and policies of the General Plan. Implementation of

the Hawthorne Boulevard Specific Plan will not require an amendment of the General Plan text.

Section E ♦ Zoning Ordinance Consistency and Amendments

Existing zoning districts within the Specific Plan boundary shall be repealed and the zoning map amended to indicate a new designation of "Hawthorne Boulevard Specific Plan." All development standards, design guidelines, and other development regulations and incentives of this Specific Plan will apply. For development standards and land use regulations that are not amended by this Specific Plan, the provisions of the Zoning Ordinance (Title 17 of the Municipal Code) shall apply.

Section F ♦ CEQA Compliance

A Program Environmental Impact Report (EIR) was prepared for the Hawthorne Boulevard Specific Plan ("Specific Plan") and Redevelopment Plan for the Lawndale Economic Revitalization Project ("Redevelopment Plan"). The Program EIR, prepared by Robert Bein, William Frost & Associates, assessed the potential for environmental impacts related to buildout of the both the Specific Plan and Redevelopment Plan areas. The EIR is a separate document and is on file under separate cover with the City of Lawndale Community Development Department.

This Specific Plan is prepared to mitigate certain impacts identified in the EIR by integrating measures and design features that intend to mitigate impacts or improve existing environmental conditions in the Plan area. The Specific Plan also is intended to eliminate the impacts of urban blight as outlined in the Redevelopment Plan, and to enhance physical and socioeconomic conditions in

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the area. Issues addressed in the Specific Plan that are also addressed in the EIR include:

1. Water, sewer and storm drainage improvements;
- ▶ Physical design and aesthetics;
- ▶ Public services;
- ▶ Land use; and
- ▶ Traffic and circulation;

The Program EIR identifies specific mitigation measures for the following topical areas:

1. Traffic;
2. Air Quality;
3. Noise;
4. Police and Fire services and facilities;
5. Water service and facilities;
6. Wastewater services and facilities;
7. Drainage and hydrology;
8. Land use; and
9. Population and housing.

Section G ♦ Planning Process

On January 20, 1998, the Lawndale Redevelopment Agency approved the contract for Urban Design Studio to prepare the Hawthorne Boulevard Specific Plan. Subsequent to that approval, a planning process was initiated to prepare the Hawthorne Boulevard Specific Plan, including: field reconnaissance, inventory and analysis of Hawthorne Boulevard; definition of project requirements; research of existing documents; base map preparation; drafting of goals and objectives; and preparation of alternative land use scenarios. Following are descriptions of the major elements of the Hawthorne Boulevard Specific Plan process.

1. Community Involvement

Input for the Hawthorne Boulevard Specific Plan has been received from staff, the public, the Commission, the City Council, and staff through the following venues:

- ❖ February 18, 1998 — Special meeting of the Commission. Presentation by City staff and Urban Design Studio and discussion of items pertaining to the Hawthorne Boulevard Specific Plan.
- ❖ March 13, 1998 — Planning charette with City staff and Urban Design Studio to develop alternative land use scenarios for the Hawthorne Boulevard Specific Plan.
- ❖ March 21, 1998 — Saturday community storefront workshop to provide public with opportunities to review alternative land use scenarios, identify goals, participate in a visual preference survey, and informally discuss issues of concern.

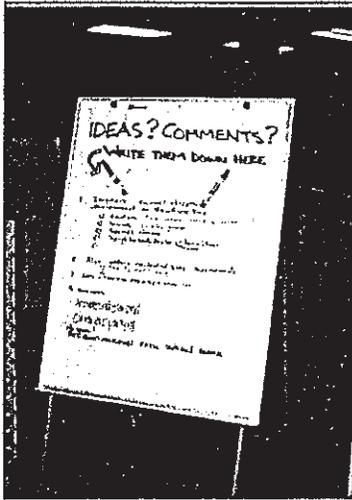


- ❖ June 8, 1998 — A joint workshop with the City Council and Commission was an important step in this process. The workshop provided important input and direction on certain key topics that guide the Specific Plan.

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- ❖ July 9, 1998 — Beautification Committee presentation initiated a dialogue and input on the development of a streetscape furniture and landscaping palette.



- ❖ On September 9, 16, and 23, 1998, the Planning Commission held Public Meetings to conduct a detailed review of the first draft of the Hawthorne Boulevard Specific Plan. These reviews provided important input and direction on land use and development standards specifically.
- ❖ November 7, 1998 — Saturday storefront workshop #2 provided an opportunity for the public to review the complete public review draft Specific Plan. Key elements of the plan were displayed for presentation by the City's Community Development Department staff and the consultant team. Approximately 50 people participated in the four-hour long workshop. The workshop was preceded by a presentation by the consultant at the annual Mayor's Breakfast.
- ❖ November 9, 1998 — A second joint workshop with the City Council and Planning Commission was held for the purpose of introducing the key elements of the Specific Plan to those bodies and the

public. Several members of the public commented on the plan.

- ❖ Planning Commission and City Council Public Hearings:

- ▶ April 14, 1999 - Planning Commission
- ▶ May 17, 1999 - City Council/Redevelopment Agency

2. Planning and Design Issues

Many of the buildings along Hawthorne Boulevard were constructed between 40 and 50 years ago, and have undergone an array of facade treatments. The parcel configurations vary along the boulevard, with smaller parcels south of the 405 Freeway, and larger parcels in the northern portion. Both building and lotting occurred without any comprehensive plan to follow. Thus, opportunities exist through this Specific Plan to provide direction for creating a more unified, cohesive built environment along the boulevard.

Although Hawthorne Boulevard is a well-traveled corridor (65,000 trips per day during the week); economic development opportunities have been limited due to inconvenient parking in the median, unattractive streetscape environment, challenging public safety perceptions, and mixed building conditions. Hawthorne Boulevard does not convey a strong sense of place or identity, despite its recognition as the community's focal point of activity. For these reasons, and others, urban design guidance, reinvestment, organization, and promotion are necessary to revitalize the Hawthorne Boulevard corridor.

The City's Request for Proposals for the Hawthorne Boulevard Specific Plan (dated

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September 30, 1998) identified a number of issues that are present in the Specific Plan area, among them:

- ❖ Needed public and private improvements;
- ❖ Appropriate and compatible land use categories and development standards;
- ❖ Architectural and landscape design themes for public and private property;
- ❖ Revitalization schemes for existing and new developments;
- ❖ Facade improvements for front and rear elevations of buildings along Hawthorne Boulevard; and,
- ❖ Internal and external circulation improvements.

The City-identified issues were supplemented by an opportunities and constraints evaluation for the Specific Plan area. This evaluation occurred early in the planning process, and included the following general findings:

- ❖ Presence of a City Hall in close proximity to the commercial heart of Lawndale;
- ❖ The potential to create a downtown-like environment in the area surrounding City Hall;
- ❖ Opportunities around 147th Street and Hawthorne Boulevard to facilitate a focused pedestrian environment;
- ❖ Enhanced intersection opportunities along Hawthorne Boulevard at approximately 17 cross streets;

- ❖ Existing "Welcome to Lawndale" signs and community bulletin boards;
- ❖ Possible major entry nodes along Hawthorne Boulevard at Rosecrans Avenue, Manhattan Beach Boulevard, and Redondo Beach Boulevard;
- ❖ Interstate 405 serves as a barrier between the north and south portions of the Boulevard;
- ❖ Vegetative buffering and sound walls attenuate freeway-related noise;
- ❖ Mature street trees line the Boulevard, and enhanced streetscape opportunities exist; and,
- ❖ Residential neighborhoods abut commercial land uses along the Boulevard.

The first Saturday Storefront Workshop (held on March 21, 1998) ultimately confirmed the above-identified planning and design issues and established the basis for developing this Specific Plan. During the workshop, participants identified a number of additional planning and design issues. The following is a summarized issues list:

- ❖ Improve current shopping environment on Hawthorne Boulevard through advertising, security, sidewalk maintenance, and business/neighborhood associations.
- ❖ Address improvement needs in residential areas, and encourage quality development only.
- ❖ Create a pedestrian atmosphere along Hawthorne Boulevard that is conducive to outdoor cafes.

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- ❖ Incorporate bicycle lanes and other bike-related amenities along Hawthorne Boulevard.
- ❖ Architectural standards should be created for development along Hawthorne Boulevard.
- ❖ Convenient parking is important to the businesses along Hawthorne Boulevard.
- ❖ Consider re-opening the northbound on-ramp for travelers on the southbound side of Hawthorne Boulevard.
- ❖ Noise related to the commercial operations along Hawthorne Boulevard creates problems for the adjacent residential areas (i.e. enforce no noise regulations between 8 p.m. to 8 a.m.)
- ❖ Safety is important in terms of the new streetscape: can fire and police access be maintained with the proposed reconfigurations for Hawthorne Boulevard?
- ❖ It is important to add more trees, flowering plants and vegetation along Hawthorne Boulevard. Plants and trees should be installed that are drought tolerant. Trees are very important, and should be encouraged in the residential areas as well as the commercial areas.
- ❖ Handicap accessibility needs to be incorporated into Hawthorne Boulevard, including bus stops.
- ❖ Lot consolidation should occur in focused areas to encourage more intense commercial development.

The planning and design issues in the Specific Plan area are many but not insurmountable. The Specific Plan intends to facilitate the processes, projects, and programs needed to address these issues and others. Developing goals and objectives is the first step in the Specific Plan effort to resolve the issues confronting Hawthorne Boulevard and the City.

Section H ♦ Goals and Objectives

1. Mission Statement

The mission of the Hawthorne Boulevard Specific Plan is to establish standards and guidelines to ensure high quality development along the business corridor that is aesthetically pleasing, functional, and economically viable.

2. Overall Goals

- a. Promote Hawthorne Boulevard as the commercial "Downtown" of Lawndale.
- b. Provide a high quality image for Hawthorne Boulevard.
- c. Improve and strengthen the pedestrian experience along Hawthorne Boulevard.
- d. Improve the interface between commercial and residential uses.
- e. Protect existing residential neighborhoods from negative impacts.
- f. Identify financing options or funding sources to implement proposed improvements.
- g. Encourage the participation of business and property owners.

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3. Urban Design

Objective: An urban design image that expresses an inviting and high quality character for Hawthorne Boulevard, and that enhances the economic vitality of the area while enhancing residential stability.

Implementation Strategy:

- a. Create appropriate development standards and urban design guidelines that promote a high quality image for the Boulevard.
- b. Provide incentives and guidance for facade rehabilitation.
- c. Identify key City entry points along the Boulevard with special design treatments (e.g., monumentation, lighting, hardscaping, and landscaping).
- d. Develop a consistent streetscape palette along the Boulevard that is compatible with other City improvements.
- e. Develop a public signage program for the Boulevard.
- f. Provide incentives and regulations to expedite the removal of nonconforming signs.
- g. Identify financing methods and/or funding sources to assist property owners with voluntary property enhancements.
- h. Create opportunities/incentives for providing public open spaces and plazas.
- i. Address public safety concerns through the implementation of Crime Prevention

Through Environmental Design (CPTED) principles.

4. Land Use

Objective: A mix of land uses that promotes efficient utilization of land and promotes increased pedestrian activity.

Implementation Strategies:

- a. Identify land uses for the Boulevard to promote economic vitality, increase pedestrian activity, reinforce subdistrict identity, and support residential stability.
- b. Develop site design standards and guidelines that support transit use and provide for increased pedestrian activity to various modes of transportation.
- c. Establish regulations to protect existing residential neighborhoods adjacent to the Boulevard from potential intrusive impacts.
- d. Develop an incentive/bonus program to encourage commercial driveway access consolidation.
- e. Develop a program to allow for shared parking arrangements among compatible land uses.
- f. Prohibit new parking lots fronting Hawthorne Boulevard in areas where increased pedestrian activity is encouraged.
- g. Develop parking standards and design guidelines that reduce the negative visual effect of surface parking lots and improve pedestrian safety.

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h. Provide incentives to encourage consolidation of small lots in focused subdistricts along the Boulevard.

b. Identify opportunities for the undergrounding of utility lines within the plan area.

5. Economic Development

Objective: A strong economic base that promotes the Boulevard as a successful, regionally competitive location for business.

c. Coordinate and phase the installation of planned improvements to minimize disruptions to Hawthorne Boulevard business and residents.

Implementation Strategies:

a. Enhance the Corridor's regional identity by strengthening "sense of place" factors (e.g., quality of architecture and streetscape).

7. Traffic and Pedestrian Circulation

Objective: The safe and efficient circulation of vehicles and pedestrians within the Specific Plan area.

b. Develop a program for the public recognition of exemplarily development projects that are assets to the community and help promote the goals, objectives and strategies of the Specific Plan.

Implementation Strategies:

c. Use the Chamber of Commerce as an organization through which merchants and property owners cooperatively work to stimulate economic activity and approve the appearance of the Boulevard.

a. Minimize potential conflicts between through traffic on Hawthorne Boulevard and local traffic, between vehicles and pedestrians, and between traffic and transit vehicles.

b. Decrease through traffic in residential areas.

c. Minimize impacts to businesses during construction of street improvements.

6. Infrastructure

Objective: An adequate public infrastructure system to support existing and future levels of development along Hawthorne Boulevard.

Implementation Strategies:

a. Provide for necessary improvements to public infrastructure in coordination with the construction of new development.

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Chapter 2 - Land Use and Development Standards

Section A ♦ Introduction

1. Purpose and Intent Of The Chapter

This chapter establishes the zoning districts for the Hawthorne Boulevard Specific Plan area and the development regulations and allowable uses that apply within each zoning district. Together, the allowed use tables and the development standards prescribe the permitted development for the Specific Plan area.

The intent of the development and land use standards, together with the design guidelines, (located in Chapter 3) is to implement the goals of the Hawthorne Boulevard Specific Plan.

The development standards and design guidelines are consistent with the goals and policies of the General Plan and, in most cases, with the requirements of the Zoning Ordinance. Where the development standards of the Specific Plan are different from the standards in the Zoning Ordinance, the Specific Plan shall take precedence unless otherwise provided. (See Subsection B.1, on this page)

2. Organization Of The Development Criteria

This chapter contains the following Sections:

- A. Introduction;
- B. General Provisions;
- C. Zoning Districts and Permitted Uses;
- D. Site Development Standards;

- E. General Standards for All Districts;
- F. Special Use Regulations (as applicable);
- G. Parking Requirements;
- H. Sign Regulations;
- I. Landscaping Requirements; and
- J. Development Incentive Bonuses (as applicable).

Section B ♦ General Provisions

1. Minimum Requirements.

The development standards contained herein are minimum requirements. In reviewing individual projects requiring discretionary approval, the Planning Commission may impose more restrictive standards or conditions as it deems necessary to accomplish the goals and objectives of this Specific Plan.

2. Applicability of Development Standards and Guidelines

The land use and development standards contained in this chapter shall apply to all new development, including additions and changes in use, as provided for in Chapter 6 (Implementation and Administration). The design guidelines contained in the following chapter shall also apply to projects as provided for in Chapter 6.



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3. Definitions

Words, phrases and terms not specifically defined herein shall have the same definition as provided for in the Zoning Ordinance.

When used in this Specific Plan, the term "Director" shall mean the City of Lawndale Director of the Community Development Department or an appointed representative.

When used in this Specific Plan, the term "Commission" shall mean the City of Lawndale Planning Commission.

Section C ♦ Zoning Districts

1. Establishment Of Zoning Districts

The Hawthorne Boulevard Specific Plan area is comprised of three zoning districts as indicated on the Land Use Map on page 4. The purpose/intent of each district is as follows.

A. General Commercial

The GC (General Commercial) zoning district is intended to provide a broad range of commercial activity including general retail, restaurants, service commercial (including vehicle service), personal service, lodging, and office uses. Office uses are encouraged on the second story/upper story of commercial buildings.

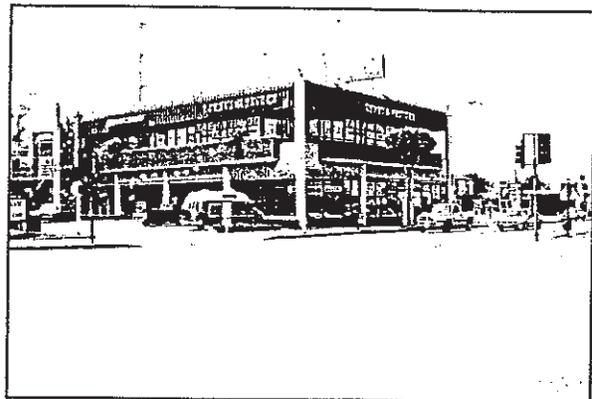
For multiple tenant centers, a central theme with complimentary commercial uses is encouraged. Where appropriate, walkways, arcades, plazas, courtyards, and other pedestrian-oriented design features (e.g.,

benches, trash receptacles, shade trees, lighting, etc) should be provided to encourage pedestrian movement within the project and to connect the project to the public street.

As development and revitalization of the area progresses, the potential for mixed use development with a residential component should be further studied. If determined to be feasible, a General Plan amendment will be required in order to accommodate such mixed use development.

Parking is encouraged to be placed underground, within structures and/or in the rear of buildings to avoid large parking areas along Hawthorne Boulevard.

The maximum floor area ratio in the GC zoning district shall be 0.4/0.5. Greater development intensity may be allowed when a variety of pedestrian amenities (e.g., plazas, benches, shade trees, etc) are provided in compliance with Section J of this chapter.



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B. Office Commercial

The OC (Office Commercial) zoning district is intended to provide for high intensity office uses adjacent to the freeway along with compatible commercial uses (e.g., restaurants, retail, service commercial, and lodging). This district will provide for the most intense development along the Hawthorne Boulevard Corridor. Parking is expected to be provided in structures. The maximum floor area ratio shall be 1.0 with incentives for higher ratios with the provision of pedestrian-oriented open space in compliance with Section J of this chapter.



c. Neighborhood Commercial

The NC (Neighborhood Commercial) zoning district is intended to provide a range of land uses and development types that are compatible with and reinforce the pedestrian orientation of the areas where this zone is applied. The emphasis on land uses will be on smaller scale uses that serve the local residential population, as well as visitors. Restaurants will be highly encouraged to

locate in these areas along with other uses (e.g., antique shops) that will help reestablish and maintain a strong pedestrian character. Lodging facilities are also encouraged. Vehicle service uses will not be allowed and buildings will be required to be set close to the street with parking located to the side or rear of the building. In the future, consideration should be given to the provision of public parking lots that are shared among nearby businesses. This will help maintain the pedestrian character of the street and allow properties to be developed to their maximum potential. The maximum floor area ratio shall be 0.7.



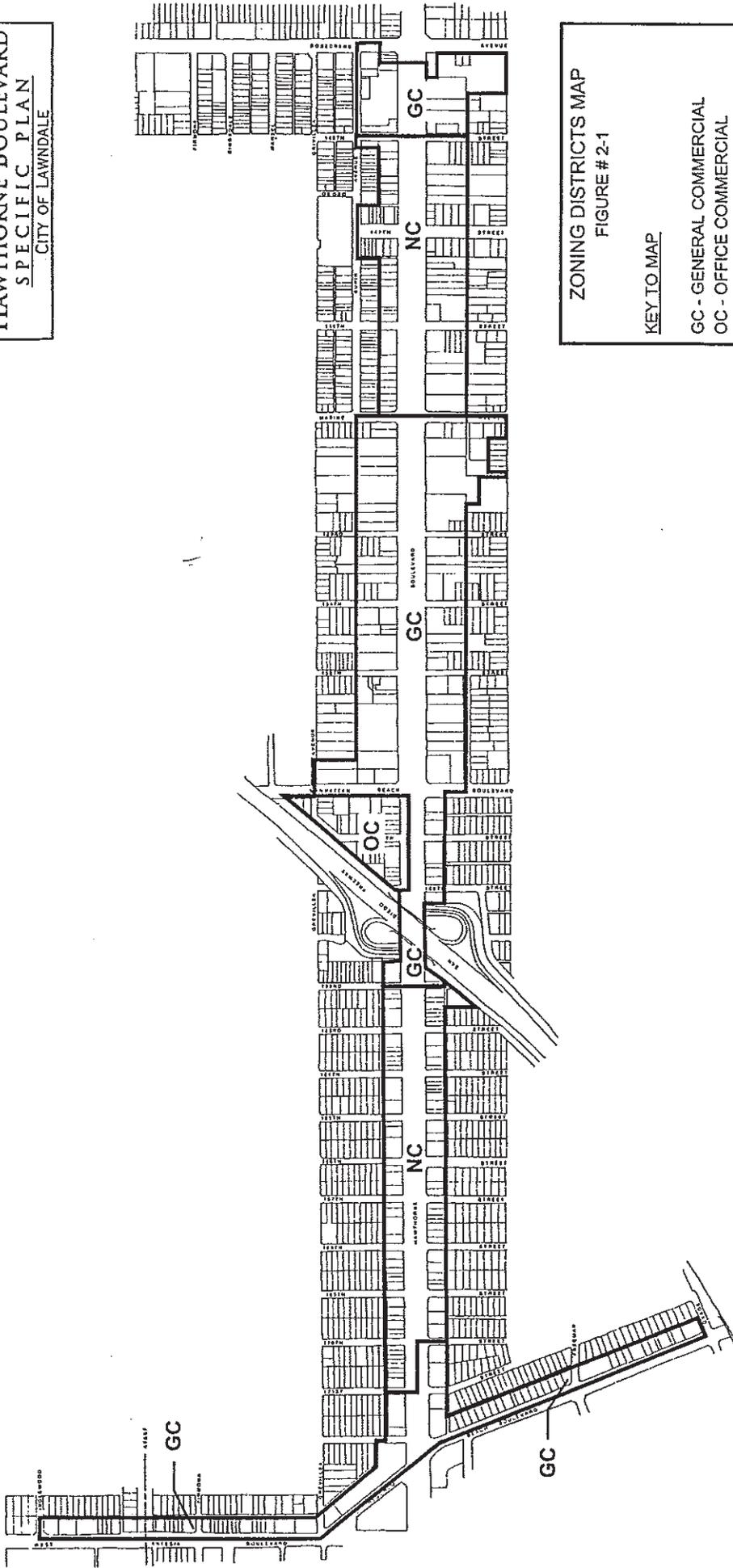
2. Land Use Matrix

The Land Use Matrix (Table 2-1) provides the uses in each of the three zoning districts within the Specific Plan area. The provisions contained in this Section apply not only to the primary use of property, but also to each accessory use.

- P = Permitted uses.
- C = Conditionally permitted uses - requires approval of a Special Use Permit.

Key To Land Use Matrix:
GC = General Commercial
OC = Office Commercial
NC = Neighborhood Commercial

**HAWTHORNE BOULEVARD
SPECIFIC PLAN
CITY OF LAWDALE**



**ZONING DISTRICTS MAP
FIGURE # 2-1**

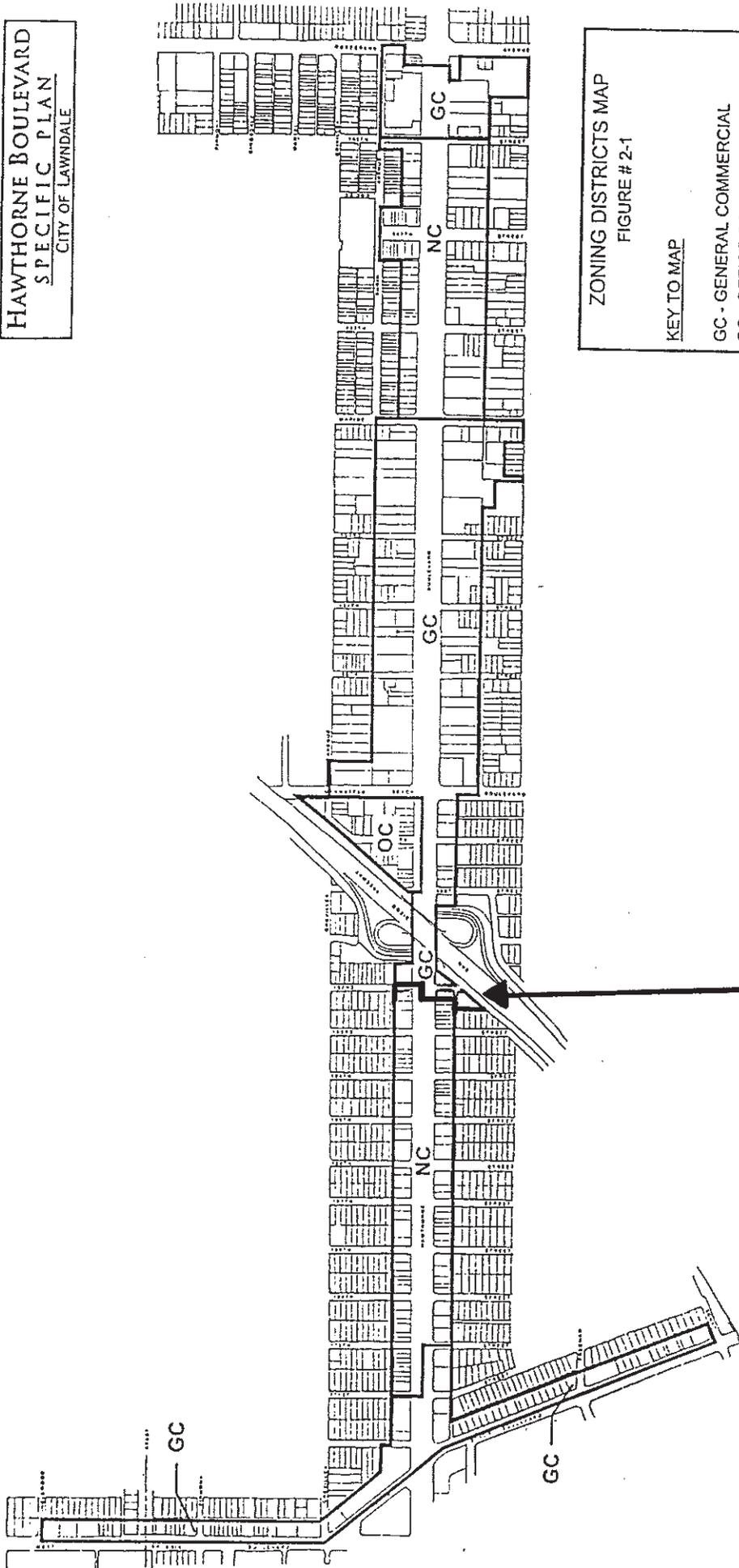
KEY TO MAP

- GC - GENERAL COMMERCIAL
- OC - OFFICE COMMERCIAL
- NC - NEIGHBORHOOD COMMERCIAL

0 200 400 600 800
Feet to 1/4" = 100'

LIBSON DESIGN GROUP
BY: [Signature]
PREPARED ON: 9/25/98

HAWTHORNE BOULEVARD
SPECIFIC PLAN
CITY OF LAWDALE



ZONING DISTRICTS MAP
FIGURE # 2-1

KEY TO MAP

- GC - GENERAL COMMERCIAL
- OC - OFFICE COMMERCIAL
- NC - NEIGHBORHOOD COMMERCIAL

PREPARED ON: 9/25/08 BY: [Signature]

AMENDED
APRIL 3, 2001

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**TABLE 2-1
LAND USE MATRIX**

LAND USE ACTIVITY	GC	OC	NC	Development Standards
1. Administrative And Professional Offices				
Establishments where the administrative, clerical and managerial functions of a business or industry are conducted or where members of a profession conduct their practice.	P	P	P	
2. Automotive Related Uses				
a) Auto Parts Sales - No Installations	P			
b) Auto Parts Sales - With Repair	C			
c) Auto and Light Truck Repair (i.e., engine and drive train, miscellaneous work, excluding heavy truck repair)	C			
d) Auto and Light Truck Bodywork and Painting	C			
e) Auto Detailing	C			Section F.2
f) Car Washes	C			
g) Fuel/Service Stations	C			Z.O. Sections 17.56.210-260
h) Vehicle Leasing/Rental	C			
i) Vehicle Sales (car, RV, truck and boat)	C			Section F.13
3. Boarding And Lodging Facilities				
Commercial establishments that provide boarding and lodging facilities, including hotels/motels and associated conference facilities.	C	C	C	Z.O. Sections 17.56.160-200 Section F.8
4. Eating/Drinking Establishments				
a) Delicatessen/Sandwich Shop	P	P	P	
b) Night Clubs/Bars/Lounges	C	C	C	Z.O. Sections 17.28.100-106

P = Permitted Uses C = Conditionally Permitted Uses	GC = General Commercial OC = Office Commercial NC = Neighborhood Commercial
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TABLE 2-1
LAND USE MATRIX (CONTINUED)

LAND USE ACTIVITY	GC	OC	NC	Development Standards
c) Restaurants - No Drive-Thrus	P	P	P	
d) Restaurants - With Drive-Thrus	C	C		Z.O. Section 17.28.130
e) Restaurants - Serving Alcoholic Beverages	C	C	C	Z.O. Sections 17.28.100-106
5. Entertainment/Recreation Establishments				
a) Auditoriums, Convention Halls and Theaters	C	C	C	
b) Video Arcades	C			Section F.14
c) Pool Halls	C			
6. Financial Institutions, Banks, Savings and Loans, Credit Unions				
a) Payday Loans (Does not include the dispensing of cash)	P	P	P	
b) Check Cashing	-	-	-	Section F.4
7. Medical/Care Facilities				
a) Health Centers operated by a government agency for outpatient treatment only	C	C	C	
b) Child Day Care Centers	C	C	C	
c) Doctors/Dentists Offices	P	P	P	
d) Outpatient - Treatment Programs	C		C	
8. Personal Service				
a) Barber/Beauty/Nail Shops	P	P	P	
b) Dance School/Karate Studio	P	C		Section F.5
c) Dry Cleaners	P	P	P	
d) Health/Athletic Clubs	C	C		Section F.7
e) Laundromat (Retail Only)	P	P	P	
f) Spiritual Consultant (Fortune Teller)		C		Section F.10

P = Permitted Uses C = Conditionally Permitted Uses	GC = General Commercial OC = Office Commercial NC = Neighborhood Commercial
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TABLE 2-1
LAND USE MATRIX (CONTINUED)

LAND USE ACTIVITY	GC	OC	NC	Development Standards
g) Tatoo and Body Piercing Parlor	C			
h) Reducing Salons and Weight Control Establishments	C	C	C	
9. Retail Commercial				
Commercial establishments that sell merchandise generally needed/desired by the residents, employees and visitors of/to the community. Examples of allowable land use activities include, but are not limited to, the following:				
a) Art Galleries and Studios	P	P	P	
b) Antique Stores provided that at least 75% of the merchandise available is over 100 years old.	P		P	
c) Convenience Stores	C	C	C	
d) Flower/Gift Shops	P	P	P	
e) Furniture (New Only)	P	P	P	
f) General Merchandise (i.e., Apparel, Supermarkets, Drug Stores, etc.)	P	P	P	
g) Home Improvement Center	P			
h) Home Improvements with Outdoor Display of Lumber, Garden and Nursery Items	C			
i) Liquor Stores (off-sale) in compliance with Section 17.28.103 of the Zoning Ordinance	C		C	
j) Nurseries/Garden Supplies with Outdoor Display	C			
l) Office Supplies/Equipment	P	P	P	
m) Pet Stores	P	P	P	
n) Specialty Food Stores (No Alcohol Sales)	P	P	P	
o) Thrift Stores, Used Merchandise	C		C	
10. Service Commercial				
a) Bakery Establishments with On-site Retail	P		P	

P = Permitted Uses
C = Conditionally Permitted Uses

GC = General Commercial
OC = Office Commercial
NC = Neighborhood Commercial

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TABLE 2-1
LAND USE MATRIX (CONTINUED)

LAND USE ACTIVITY	GC	OC	NC	Development Standards
b) Cleaning/Janitorial	P			
c) Copy Center/Postal Service and Blueprinting	P	P	P	
d) Equipment Rental/Sales/Service	C			
e) Interior Design Shops	P	P	P	
f) Laboratories (i.e., Film, Medical and Dental, "R & D," etc.) No use of animals for research/testing	P	P		
g) Miscellaneous Light Repairs (Indoors Only)	P		P	
h) Printing Facilities	P		P	
i) Pawnbroker (Limited to not more than 5 within the Specific Plan area)	C		C	
j) Recyclable Materials Collection Facilities	C			Z.O. Chapter 17.96
k) Veterinary Services/Hospitals	C			
11. Other				
a) Assembly Facilities (Clubs, Lodges, Meeting Halls)	C			
b) Funeral Parlors/Mortuaries	C			
c) Private Schools (Trade Schools)	C	C		
d) Religious Facilities	C			
e) Electrical Transformer Substations				Section F.6 ⁷
f) Light Manufacturing on the Ground Floor Only Incidental to Retail Sale of Goods	P			Z.O. Sections 17.56.090.45, and 46
g) Outdoor Promotional Sales	P		P	Z.O. Section 17.56.090.51
h) Parking lots, Commercial Subject to Conditions per Section 17.60.020	P			
i) Caretaker facility	P	P	P	Section F.3

P = Permitted Uses
C = Conditionally Permitted Uses

GC = General Commercial
OC = Office Commercial
NC = Neighborhood Commercial

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Section D ♦ Site Development Standards By Zoning District

These standards apply to all property within the Specific Plan area.

1. Development Standards

The Development Standards Matrix (Table 2-2) provides development standards for land uses in the Hawthorne Boulevard specific Plan area.

Certain uses and activities, due to their nature, have the opportunity to create more significant impacts upon the community than others. As a result, specific regulation of these uses is warranted. Therefore, additional development standards are provided for these uses in Section F (Special Use Regulations).

**TABLE 2-2
DEVELOPMENT STANDARDS MATRIX**

DEVELOPMENT STANDARDS	ZONING DISTRICTS		
	GC	OC	NC
1. Minimum Lot Area (Square Feet)	10,000	10,000	5,000
2. Minimum Lot Width	50	50	50
3. Minimum Lot Depths	100	100	100
4. Maximum Floor Area Ration	0.7	0.8	0.7
5. Maximum Lot Coverage	50%	90%	90%
6. Minimum Landscape Area	5%1	5%1	NA
7. Minimum Front and Street-side Setback	3	3	0
8. Maximum Front and Street-side Setback	NA	NA	10
9. Minimum Side Setback ²	0	0	0
10. Minimum Rear Setback ²	0	0	0
11. Maximum Building Height (Story) ²	50 (4)	75 (6)	30 (2)

Notes:

1. In addition, 2% of the parking area shall be landscaped in compliance with chapter 17.72 of the Zoning Ordinance.
2. When any property in the GC, OC, or NC zoning districts adjoins, or is adjacent to, a residentially zoned property development on the nonresidential property shall observe the setback requirements and height limitations as provided in Subsection 2 (Development Adjacent to Residential Properties) in this Section.

GC = General Commercial
OC = Office Commercial
NC = Neighborhood Commercial

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2. Development Adjacent to Residential Properties

- a. When a parcel located in a GC, OC, or NC zoning district adjoins a parcel in a residential zoning district, and the parcels are not separated by a street or alley, a minimum building setback of 10 feet shall be provided for the first 15 feet of building height. The setback shall increase by one foot for each two additional feet of building height, above 15 feet, to a maximum setback of 20 feet. A solid masonry wall a minimum of six feet in height shall be provided along the common property line by the developer of the nonresidential parcel. The Director may waive or modify this requirement if a suitable wall already exists.

- b. When a parcel located in a GC, OC, or NC zoning district is adjacent to a parcel in a residential zoning district, but is separated by a street or alley, the following setback and height standards shall apply.

- 1) Separated by street.** If the parcels are separated by a street, a minimum building setback of 10 feet shall be provided. The setback shall be landscaped with groundcover, shrubs, and trees. Trees shall be provided at a rate of one tree for each 20 lineal feet of setback area. The landscaped portion of the setback may be reduced to five feet if a solid decorative masonry wall a minimum of six feet in height is provided along the full width of the parcel (excluding areas provided for driveway access).

- 2) Separated by alley.** If the parcels are separated by an alley, no additional setback is required for the first 30 feet of building height. Structures over 30 feet in height shall be setback 20 feet from the property line adjacent to the alley.

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Section E ♦ General Standards

This Section establishes general requirements, site development standards, and land use regulations that apply to all projects.

1. Screening of equipment, loading docks, and refuse areas

Roof- or ground-mounted mechanical equipment (e.g., air conditioning, heating, and exhaust ducts, etc.), loading docks, refuse storage areas, and utility services shall be screened from public view from abutting public streets and rights-of-way and abutting area(s) zoned for residential uses. The method of screening shall be architecturally compatible with other site development in terms of colors, materials, and architectural style. Landscaping shall be incorporated adjacent to walls to help soften the impact of long, flat wall surfaces, subject to the discretion of the Director.

2. Incidental Uses Including Storage

Incidental uses may be allowed provided they do not exceed 20 percent of the total floor area of the building or structure. If the incidental use is storage, it shall also not exceed 20 percent of the floor area of the building or structure. If the storage area is proposed to be outdoors, it shall be completely screened from public view from the adjacent public right-of-way as well as adjacent properties. The materials utilized to screen outdoor storage areas shall be approved by the Director.

3. Uses to be enclosed.

All uses, including auto repair and detailing, shall occur within a completely enclosed building unless specifically exempted.

4. Security Measures Including Barbed Wire and Metal Bars

For all zoning districts the regulations prescribed by Section 17.56.055 shall apply.

5. Outdoor Uses And Displays

All uses, including commercial, repair, service, and storage shall be conducted within a completely enclosed building or be completely screened from view from off the subject site, except as provided below.

The outdoor display of merchandise in conjunction with antique shops, flower shops, and similar specialty and craft businesses shall be allowed in the GC and NC zoning districts subject to the approval of an Outdoor Display Permit by the Commission in compliance with the provisions of Chapter 6, Section D, and the following provisions:

- a. Outdoor displays may be allowed upon private property or upon the public sidewalk provided that a minimum width of four feet is maintained clear of any obstructions for pedestrian safety.
- b. Outdoor displays shall not occupy any landscaped area, parking space, or drive aisle.

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- c. No additional signs or other advertising devices (temporary or permanent) shall be used in conjunction with an outdoor display, except those allowed in compliance with Chapter 17.76 of the Zoning Ordinance and this Specific Plan.
- d. The outdoor display of merchandise shall only occur during daylight hours and only during times when the associated establishment is open for business.
- e. Only merchandise available at the associated business shall be displayed outdoors.

6. Undergrounding Of On-site Utilities

All new development, including the expansion of an existing structure by more than 25 percent, shall provide underground utilities in compliance with Sections 12.44.020 and 12.44.080 of the Municipal Code. In the case of an existing structure, all above ground on-site utility lines shall be placed underground when the structure is expanded by more than 25 percent of its existing floor area.

The City also encourages the undergrounding of off-site utilities whenever possible. The City will work with property owners and Southern California Edison to place existing overhead utility lines underground whenever feasible.

7. Protection Of Existing Trees

Existing, mature trees add significantly to the character and identity of the Hawthorne Boulevard Specific Plan area. Trees also provide shade and increase pedestrian comfort. It is the intent of the City to protect and preserve mature trees where appropriate and when feasible.

a. General Requirements

Mature trees in all zoning districts within the Specific Plan area shall be protected, preserved, and maintained consistent with this Section.

b. Definitions

The following words contained in this chapter shall have the meaning provided below.

1) Mature tree. A tree twelve inches or greater in diameter measured four feet above ground for single-trunk trees. For multi-trunk trees "mature tree" means a tree that has at least one trunk twelve inches or greater in diameter measured four feet above ground level, or in which the measurements of the diameters of each of the multi-trunks, when measured four feet above the ground level, added together equal thirty-six inches or greater.

2) Significant tree. A tree determined to be significant through City Council resolution.

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c. Damage

It is unlawful to damage or kill any mature tree, and to remove any protected tree in any zoning district without the approval from the Director. One or more of the following findings shall be made by the Director in recommending approval for removal of a protected tree:

- 1) That the tree is diseased or damaged; or
- 2) That the tree represents a potential hazard to people, structures, or other trees.

d. Exceptions

- 1) **Emergency situation.** Cases of emergency where the Director, a member of a law enforcement agency, or the Lawndale Fire Department, determines that a protected tree poses an imminent threat to the public safety or general welfare.
- 2) **Line-of-sight obstructions.** Removal or relocation of trees necessary to maintain adequate line-of-sight distances as required by the City Engineer.
- 3) **Nursery.** Removal of trees planted, grown, or held for sale by a nursery.
- 4) **Public property.** Removal of trees on property owned by the City.
- 5) **Public utility damage.** Removal of trees for the protection of existing electrical power or communication lines.

e. Proposed Projects

Project applicants shall comply with the following requirements:

- 1) The Director shall have the authority to require the reasonable alteration of a proposed project in order to retain mature or significant trees.
- 2) The Director shall have the authority to require relocation (on- or off-site) of mature or significant trees which the applicant proposes to remove.
- 3) When mature or significant trees must be removed, replanting plans shall be submitted as part of the landscaping plan for the proposed project. The actual number and sizes of replacement trees shall be reviewed on a case-by-case basis.

f. Construction

The Director shall determine during project review whether and to what extent measures will be required to protect mature and significant trees during construction. This decision shall be based upon the proximity of the area of construction activity to existing protected trees.

8. Addresses

Each building and/or business shall have its street address in a location clearly visible from the street or parking lot. Address numbers shall be a minimum of 6 inches in height.

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9. Nonconforming Uses, Structures, and Parcels

Where, at the time of adoption of the Specific Plan, a lawful use of land or structure exists that would otherwise not be permitted by the regulations established by this Specific Plan, such use or structure may be continued indefinitely subject to the provisions of Chapter 17.20 of the Zoning Ordinance.

Section F ♦ Special Use Regulations

Certain land uses, because of their operational characteristics, have the opportunity to create more significant impacts on adjacent properties and the community than others. As a result, specific development criteria for these uses is provided in this Section.

1. Adult-Oriented Business

Adult-oriented businesses shall be prohibited within the Specific Plan area.

2. Automobile Detailing

- a. Automobile detailing facilities shall be equipped with a water purifier, a water and oil separator, or other similarly approved equipment. Facilities shall be subject to inspection and approval by the City's building inspector to ensure compliance with the City's and applicable federal, state, and county laws regarding wastewater treatment. The water purification system shall be installed prior to commencement of the automobile detailing operation.

- b. A minimum of one parking space shall be provided for every 250 square feet of gross floor area.
- c. This section shall not apply to mobile or temporary automobile detailing businesses and/or services nor does this section permit these types of businesses.

3. Boarding and Lodging Facilities

- a. A hotel is any structure or any portion of any structure that is occupied or intended or designed for occupancy by transients for dwelling, lodging or sleeping purposes, and includes any hotel, inn, or motel designed for occupancy by transients for dwelling, lodging, or sleeping purposes for periods not to exceed 30 days and not less than one full day.
- b. A market analysis prepared by a reputable and qualified consultant, evaluating market feasibility and impacts on existing lodging development in the city shall be required.
- c. Confirmation of affiliation with a recognized hotel or motel franchise or chain organization shall be required.
- d. A company profile from the developer, outlining qualifications, past projects, and other desired information shall be required.
- e. No kitchen facilities are permitted within the units/rooms that are offered for occupancy by guests except in conjunction with a bonafide "suites-type" hotel.
- f. Recreational amenities shall comprise a minimum of 5 percent of the gross site area. A recreation plan, to include amenities, such as swimming pools, tennis

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courts, patios and outdoor furniture shall be submitted with the application for development.

- g. Recreational vehicle connection facilities are prohibited.
- h. Accessory uses, such as restaurants and meeting rooms shall comply with the applicable parking standards. The required number of accessory parking spaces may be reduced up to a maximum of 50 percent of the required parking spaces if it is determined that the cumulative peak demand for all parking spaces justifies such a reduction.

4. Caretaker Facilities

One dwelling may be allowed on a lot or parcel for the continuous supervision of a caretaker or superintendent and his immediate family. The Community Development Director shall review the primary use to determine whether caretaker or superintendent services are warranted. The primary use shall be a legal conforming use. Parking requirements for the caretaker or superintendent use shall be at least two parking spaces in addition to those required by the primary commercial use(s). Additional parking spaces shall be maintained for the sole use by the caretaker/superintendent and the spaces shall be identified accordingly.

5. Check Cashing Business

Check cashing businesses are not allowed as primary uses within the Specific Plan area.

6. Dance School/Karate Studio/Private School/ Trade School

- a. Schools of this type and not inclusive of preschools/child day care center schools shall be permitted only above the first floor unless at least 50 percent of the floor area is devoted to retail space.
- b. All applicants shall submit a detailed floor plan which identifies the location and areas devoted to various uses, (i.e. classroom area, retail space, office space, storage space, etc.) for use in calculating parking per Section 17.72.160 of the LMC and for determining if the school can locate on a ground floor.
- c. All applicants shall submit detailed information that includes:
 - 1) Number of classes
 - 2) Number of students
 - 3) Number of instructors
 - 4) Days and hours of operation and any other pertinent information

7. Electrical Transformer Substation

- a. Electrical transformer substations shall be completely surrounded by a chain link or other industrial-type fence with screen planting or a masonry wall to the height required by any applicable statute of the State.
- b. The area between the fence or wall and the property line be landscaped subject to the approval of the Director and shall be continuously maintained.

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8. Health/Athletic Clubs/Reducing Salons and Weight Control Establishments

The following incidental uses may be allowed in conjunction with health/athletic clubs/reducing salons and weight control establishments provided that the incidental use does not exceed 20 percent of the gross floor area of the facility.

- a. Baths, including but not limited to, mud, mineral, sauna, steam, therapeutic, and Turkish baths.
- b. Massage, but only if conducted by personnel licensed by the State.

9. Spiritual Consultant (Fortune Teller)

Spiritual Consulting/Fortune Telling as used in this Specific Plan is defined as the act of prophesying future events or happenings affecting the personal life of another by resorting to any occult or psychic power, faculty or force; clairvoyance, clairaudience, cartomancy, psychometry, phrenology, spirits, mediumship, seership, prophecy, augury, astrology, palmistry, necromancy, mindreading, telepathy, or other similar activity; cards, talisman, charm, potion, spirit photography, spirit writing, spirit voices, spirit materialization, etherealization; crystal gazing, oriental mysteries, or magic of any kind or nature; when such fortune telling carried on as a business activity for compensation or consideration of any kind or nature.

10. Sidewalk Cafes

a. Purpose

Sidewalk cafes on public streets can enhance the pedestrian ambiance of the Hawthorne Boulevard Specific Plan area and are encouraged. The purpose of this Section is to provide the conditions and requirements under which a sidewalk café may be allowed to operate with the approval of a Special Use Permit on a public sidewalk or private property.

b. Definition

A sidewalk café is any group of tables and chairs, and its authorized decorative and accessory devices, situated and maintained upon a public sidewalk or on private property for use in connection with the consumption of food and beverage sold to the public from an adjoining indoor food service use.

c. Special Use Permit Required

A sidewalk café may be allowed by a Special Use Permit approved by the Commission in compliance with Chapter 17.28 of the Zoning Ordinance and the following standards.

Limitations and Requirements

A sidewalk café may be allowed only if the sidewalk café's operation is incidental to and a part of the operation of an adjacent food service use.

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- 1) Existing indoor food service uses shall conform to all Sections of the Municipal Code in order to be eligible for approval of sidewalk services.
- 2) A sidewalk café may be located on the public sidewalk immediately adjacent to and abutting the indoor food service use provided that the area in which the sidewalk café is located extends no farther along the sidewalk's length than the actual sidewalk frontage of the operating indoor food service use and all other applicable provisions of this Section are fulfilled.
- 3) An indoor food service use may be allowed to operate only one sidewalk café and each sidewalk café shall be confined to a single location on the sidewalk.
- 4) A sidewalk café may be permitted only where the sidewalk or porch is wide enough to adequately accommodate both the usual pedestrian traffic in the area and the operation of the proposed café. There shall be a minimum of 4 feet clear distance free of all obstructions, in order to allow adequate pedestrian movement.
- 5) All outdoor dining furniture, including tables, chairs, umbrellas, and planters, shall be movable. Umbrellas shall be secured with a minimum base of not less than 60 pounds. Outdoor heaters, amplified music, or speakers shall be reviewed at the time of application for a Special Use Permit.
- 6) No signing shall be allowed at any outdoor café, except for the name of the establishment on an awning or umbrella valance, and the display of a menu which shall be displayed in a fixed location on a wall near the entrance. The menu board shall be behind glass in a cabinet no larger than 8 square feet.
- 7) A sidewalk café may serve only food and beverages prepared or stocked for sale at the adjoining indoor food service use, provided that the service of beer or wine, or both, solely for on-premises consumption by customers within the area of the sidewalk café has been authorized as part of a Special Use Permit approval. Each of the following requirements shall also be met:
 - a) The area in which the sidewalk café is authorized shall be identified in a manner approved by the Commission, so that it will be clearly separated from the other areas of the sidewalk that are to remain open to pedestrian traffic; and
 - b) The sidewalk café operation is duly licensed, or prior to the service of any beer or wine at the café, will be duly licensed, by State authorities to sell beer or wine, or both, for consumption within the area of the sidewalk café.
- 8) The outdoor preparation of food and bussing facilities are prohibited at sidewalk cafes. The presetting of tables with utensils, glasses, napkins,

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condiments, and the like is prohibited. All exterior surfaces within the café shall be easily cleanable and shall be kept clean at all times by the permittee.

- 9) Trash and refuse storage for the sidewalk café shall not be allowed within the outdoor dining area or on adjacent sidewalk areas and the permittee shall remove all trash and litter as they accumulate. The permittee shall be responsible for maintaining the outdoor dining area, including the sidewalk surface and furniture and adjacent areas in a clean and safe condition.
- 10) Hours of operation shall be identical to those of the indoor food service use. All furniture used in the operation of an outdoor café shall be removed from the sidewalk and stored indoors whenever the indoor restaurant or delicatessen is closed unless otherwise allowed by Special Use Permit approval.
- 11) The City shall have the right to prohibit the operation of a sidewalk café at any time because of anticipated or actual problems or conflicts in the use of the sidewalk area. Such problems and conflicts may arise from, but are not limited to, scheduled festivals and similar events, parades, repairs to the street or sidewalk, or emergencies occurring in the area. To the extent possible, the permittee will be given prior written notice of any time period during which the operation of the sidewalk café will be prohibited by the City.

- 12) The sidewalk café shall not require the provision of additional off-street parking.

e. Findings and Conditions

In connection with the approval of a Special Use Permit, the Commission shall make findings that the proposed operation meets the limitations of this Section. The Commission may impose conditions as necessary to ensure that the proposed operation will meet the operating requirements and conditions provided in this Section and to ensure that the general public health, safety and welfare will be protected.

f. Revocation

A Special Use Permit may be revoked in compliance with provisions of the Zoning Ordinance upon a finding that any of the following are true:

- 1) One or more conditions of the permit have been violated;
- 2) That one or more conditions of this Section have been violated;
- 3) That the sidewalk café is being operated in a manner which constitutes a nuisance; or
- 4) That the operation of the sidewalk café unduly impedes or restricts the movement of pedestrians past the sidewalk café.

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11. Sidewalk Vendors

a. Purpose

Vending on public sidewalks and on private property promotes the public interest by contributing to an active and attractive pedestrian environment. However, reasonable regulation of vending activities is necessary to protect the public health, safety, and welfare. The purpose of this Section is to provide the conditions and requirements under which vendors may be permitted to operate within the Specific Plan area.

b. Definitions

For purposes of this Section, the following definitions shall apply.

- 1) "Stand" means a pushcart, wagon or any other wheeled vehicle or device which may be moved without the assistance of a motor and is used for the displaying, storing or transporting of articles offered for sale by a vendor.
- 2) "Vending" means the sale of food or merchandise from a stand operating on public or private property within the Specific Plan area.

c. Special Use Permit Required

Selling, or offering for sale, any food, beverage, or merchandise on any public right-of-way or on private property within the Specific Plan area shall require the approval of a Special Use Permit by the City Council.

d. Applications for Special Use Permits

The application for a Special Use Permit shall include the following information in addition to that normally required.

- 1) The name, home, and business address of the applicant, and the name and address of the owner, if other than the applicant, of the vending stand to be used in the operation of the vending business;
- 2) A description of the type of food, beverage, or merchandise to be sold;
- 3) A description and photograph (including signage and colors) of any stand or cart to be used in the operation of the business; and
- 4) Proof of an appropriate health permit issued by the Los Angeles County Health Department.
- 5) Proof of an insurance policy, issued by an insurance company licensed to do business in the State of California, protecting the licensee and the City from all claims for damages to property and bodily injury, including death, which may arise from operations under or in connection with the license. Such insurance shall name as additional insureds the City and shall provide that the policy shall not terminate or be canceled prior to the expiration date without 30 days advance written notice to the City.

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e. Vending Locations

- 1) Specific locations for vending shall be approved by the City Council. Vending locations shall be designated based on the ability of the site to safely accommodate the use and to ensure, as much as practical, that the primary product sold is not being sold by other merchants within 300 feet of the vending location.
- 2) Vending locations shall be fixed and may change only upon approval of the City Council.
- 3) Locations of vending stands shall be in conjunction with traffic and circulation considerations, pedestrian safety, and proximity to existing vendors. Locations may be on either public or private property within the Specific Plan area. On public property, the primary emphasis shall be at major intersections.
- 4) As an initial pilot program, a maximum of 10 vending locations may be allowed in the Specific Plan area.

f. Prohibited Conduct And Hours Of Operation

It shall be prohibited for an outdoor vendor to operate under the following conditions:

- 1) Vend between 10 p.m. and 6 a.m., unless in conjunction with a special event;
- 2) Leave any stand or motor vehicle unattended; or

- 3) Store, park, or leave any stand overnight on any public street or sidewalk, or park any motor vehicle other than in a lawful parking place.

g. Vending Cart Requirements

- 1) Vending carts/stands shall not exceed 4 feet in width, 8 feet in length, and 8 feet in height.
- 2) All equipment installed in any part of the cart/stand shall be secured in order to prevent movement during transit and to prevent detachment in the event of a collision or overturn.
- 3) All utensils shall be stored in order to prevent their being hurled about in the event of a sudden stop, collision or overturn. A safety knife holder shall be provided to avoid loose storage of knives.
- 4) The use of combustion engines, generators, compressors, and similar equipment shall be prohibited. Electric motors and water heaters may be allowed.
- 5) Vendors shall not:
 - a) Sell food or beverages for immediate consumption, unless there is a litter receptacle available for patrons' use.
 - b) Leave any location without first picking up, removing and disposing of all trash or refuse remaining from vending activity.

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than 90 inches wide and shall be unobstructed at all times.

- d. A lighting plan shall be approved by the Director. Lighting shall be maintained in conformity with the approved plan at all times.
- e. The facility shall provide adequate lavatory facilities accessible to customers, employees, and business invitees.
- f. Bicycle racks shall be provided within 25 feet of the main entrance. A minimum of two bicycle stalls shall be provided for every four games located within the arcade. Bicycle racks shall not be located in any required landscaped area, walkway, driveway, parking space, public way, or in such a fashion as to obstruct any entrance or exit to any premises.
- g. A video game arcade shall not be allowed to operate within 400 feet of any elementary school, high school, or public playground.
- h. No proprietor, owner, or manager shall allow a person under the age of 18 to play a video game during the hours of 8:00 a.m. and 2:30 p.m. on any day in which school is in regular session.
- i. No proprietor, owner, or manager shall allow a person under the age of 18 to play a video game after 10:00 p.m., Sunday through Thursday, and after 12 midnight on Friday and Saturday, unless accompanied by an adult.
- j. No proprietor, owner, or manager shall allow a video game to be played unless there is at least one adult (over 18 years of

age) attendant or supervisor overseeing the use of the video games.

Section G ♦ Parking Requirements

Off-street parking for uses within the Specific Plan area shall be provided as required in Chapter 17.72 of the Zoning Ordinance. The following exceptions shall apply to properties in the Specific Plan area as specified.

1. Existing Uses

Properties with existing structures and existing commercial/office uses (except bars and nightclubs) shall not be required to provide additional off-street parking for a physical expansion of the structure that does not exceed 10 percent of the existing gross floor area or 250 square feet, whichever is less. This provision shall not apply to a parcel more than one time other than those made for increasing access for disabled persons.

2. Parking Requirements

The off-street parking provisions of the Zoning Ordinance shall apply in determining the number of parking spaces required for each use, except as provided in Table 2-3, below.

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**TABLE 2-3
PARKING REQUIREMENTS FOR SPECIFIC USES**

LAND USE	PARKING REQUIREMENTS
Restaurants	
Restaurants (except fast food), cafes, cafeterias, nightclubs, taverns, lounges, or similar establishments for the consumption of food and beverages on the premises	
Less than 1,000 sq. ft. of gross floor area	One space for each 250 square feet of gross floor area.
1,000 sq. ft. or greater, but less than 4,000 sq. ft. of gross floor area	One space for each 150 square feet of gross floor area, plus one space for each employee.
4,000 sq. ft. or greater of gross floor area.	One space for each 75 square feet of floor area for customer seating.
Restaurants, delicatessens, take out only, no customer seating	One space for each 250 sq. ft. of gross floor area.
Fast food	One space for each 100 square feet of gross floor area.

3. Parking Lot Landscaping.

a. Adjacent to Streets

Parking areas adjoining a public street shall be designed to provide a landscaped planting strip between the street right-of-way and parking area.

- 1) The landscaping strip shall be at least equal in depth to the setback required by the zoning district or five feet, whichever is greater.
- 2) The landscaping shall be designed and maintained to screen cars from view from the street and shall be approximately 36 inches.
- 3) Screening materials may include a combination of plant materials, earth berms, solid masonry walls, raised

planters, or other screening devices that meet the intent of this requirement and have been approved by the Director.

- 4) Trees, in addition to interior parking lot trees, shall be provided at a rate of one for every 30 lineal feet of landscaped area, unless otherwise approved by the Director.
- 5) Plant materials, walls, or structures within a traffic safety sight area of a driveway shall not exceed 30 inches in height.

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b. Adjacent to Side or Rear Property Lines

Parking areas shall provide a perimeter landscaped strip at least five feet wide (inside dimension) where the facility adjoins a side or rear property line. The perimeter landscaped strip may be located within a required setback area. Trees shall be provided at the rate of one for each 30 lineal feet of landscaped area, unless otherwise approved by the Director.

c. Interior Parking Lot Landscaping

- 1) A minimum of 2 percent of the parking lot area shall be landscaped.
- 2) Trees shall be located in planter areas evenly spaced throughout the interior parking area at a rate of one tree for every 10 parking spaces.
- 3) Parking lots with more than 100 spaces shall provide an appropriate entry feature consisting of a concentration of landscape elements at primary entrances, including specimen trees, flowering plants, enhanced paving, and project identification.

4. In-Lieu Parking Fee

The existence of small parcels within the Specific Plan area often makes it difficult to provide on-site parking. As an alternative to on-site parking, the City may establish an in-lieu parking fee. The fees would be "banked" by the City to provide funds to develop and maintain centralized public parking facilities.

5. Use Of Alleys

For existing structures, a public alley may be used as part of the required maneuvering aisle for on-site parking that is immediately adjacent to the alley.

6. On-Street Parking In The GC And OC Districts

The number of on-street parking spaces immediately adjacent to a site in the General Commercial (GC) or Office Commercial (OC) Districts, or the number that will be immediately adjacent upon completion of planned street/parking improvements, whichever is greater, may be counted toward the required number of off-street parking spaces for said nonresidential use(s).

7. On-Street Parking In NC District

The number of on-street parking spaces within 200 feet of a parcel in the Neighborhood Commercial (NC) District, or the number that will be within 200 feet upon completion of planned street/parking improvements, whichever is greater, may be counted toward the required number of parking spaces.

8. Shared-Parking

Where two or more adjacent nonresidential uses have distinct and differing peak parking usage periods, (e.g., a theater and a bank), a reduction in the required number of parking spaces may be allowed through the approval of a Land Use Parking Determination approved by the Commission. The amount of reduction may be up to the number of spaces required for the least intensive of the uses sharing the parking or a lesser number as determined by the Commission. The Commission may require the

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preparation of a parking study prepared by a qualified traffic engineer to assist in making their determination.

The spaces to be shared shall be available on a continuous basis as evidenced by an agreement between the property owners, nonexclusive easement, or other instrument as may be approved by the City Attorney.

9. Parking Reductions

For new and existing development within the Specific Plan area, required parking may be reduced on a case-by-case basis where it can be documented that a different parking requirement for a particular land use is justified based upon peak usage, turnover of spaces, or space needs in similar circumstances. Additionally, a parking reduction may be allowed for use of multi-level parking garages when additional on-site pedestrian open space is provided. The Commission may approve alternative parking requirements through the approval of a Land Use Parking Determination when it can be demonstrated that sufficient parking will be available.

Section H ♦ Sign Regulations

Signs in the Hawthorne Boulevard Specific Plan area, including temporary signs, shall be erected, constructed, altered, and maintained in compliance with Chapter 17.76 of the Zoning Ordinance and the standards provided in this Section.

1. Applicability

The provisions of this Section apply to all new and existing signs within the Specific Plan area.

2. Prohibited Signs

In addition to those signs prohibited by the Zoning Ordinance, the following signs are prohibited in the NC zoning district.

- a. Pole signs.
- b. Roof signs.
- c. Internally illuminated awnings.

3. Sign Permit Required

No sign shall be erected, moved, altered, or reconstructed without first receiving approval of a Sign Permit in compliance with Section 17.76.050 of the Zoning Ordinance.

4. Comprehensive Sign Program

a. Purpose

The purpose of a Comprehensive Sign Program is to provide a method for an applicant to integrate the on-premise signs within a project with the overall development to achieve a unified appearance. All signs within a project shall be integrated in terms of overall design, including colors, materials, and illumination.

b. Applicability

A Comprehensive Sign Program shall be required whenever any of the following circumstances exist.

- 1) New nonresidential multi-tenant developments of two or more separate tenants that share either the same parcel or structure and use common access and parking facilities (e.g., shopping centers, malls, and office complexes).

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2) Whenever an existing multi-tenant development is being renovated/ remodeled and the applicant proposes to replace 50 percent or more of the existing signs with new signs. In such a case, a Comprehensive Sign Program shall be established for the entire development and the new signs and all future signs shall comply with the requirements of the Comprehensive Sign Program.

3) Whenever four or more signs are proposed for a new or existing single-tenant development.

c. Review and Approvals

The review and approval of a Comprehensive Sign Program shall occur in conjunction with the approval of a Sign Permit.

d. Lessees to be Informed of Program

Lessees within developments subject to the requirements of a Comprehensive Sign Program shall be made aware of the program in their lease and their responsibility to follow the approved Comprehensive Sign Program.

e. Revisions to Sign Programs

Revisions to an approved Comprehensive Sign Program may be approved by the Director.

5. Temporary Signs

Temporary advertising/promotional signs painted on a window or constructed of paper, cloth, or similar disposable materials, windblown devices (e.g., pennants, streamers, and banners), and inflatable devices may be allowed for commercial uses subject to the following limitations.

a. Signs and other devices (excluding inflatable devices) may be displayed for a maximum of 30 days within a 90-day period to promote a particular event, sale, or product.

b. The total area of all temporary signs and banners for each business shall not exceed 40 square feet.

c. Signs shall not be painted on any surface other than glass windows or doors.

d. Signs painted on, or otherwise attached to windows shall not cover more than 25 percent of the window area.

e. Signs shall not be attached to the exterior of windows or doors except painted-on signs.

f. The use of inflatable devices shall be limited to periods of nationally recognized holidays. The display period shall be limited to 15 days for each recognized holiday. The issuance of a Building Permit shall be required prior to the use of any inflatable device larger than six feet in any direction.

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6. Temporary Business Identification Signs

Until permanent signs can be erected, a maximum of two temporary signs for the identification of a new business are allowed for a period not to exceed 90 days. A one-time extension of 30 days may be granted by the Director. Maximum sign area shall not exceed 32 square feet for each sign.

**Section I ♦ Landscaping
Requirements**

1. Applicability

The provisions of this Section apply to all land uses as follows:

a. New Projects

New projects on vacant parcels shall provide landscaping in compliance with the requirements of this Section.

b. Additions to Structures

Additions to structures that are greater than 25 percent of the existing structure shall provide landscaping in compliance with the requirements of this Section. In the case of an existing use, if landscaping requirements cannot be accommodated because of existing physical constraints on the site, (e.g., structures, parking, circulation, etc.) the applicant shall provide whatever additional landscaping the site can accommodate towards meeting the requirements of this Section.

2. Landscape Plans Required

a. Landscape Plan Required

A landscape plan shall be submitted to the Director at the time a planning application is filed. The contents of the landscape plan shall be in compliance with the Department handout for the preparation of landscape plans.

b. Approval of Plan(s)

The landscape plan and any accompanying special provisions shall be approved by the Director prior to the issuance of a Building Permit.

c. Changes to Plans

Changes to approved landscape plans that affect the character or quantity of the plant material and/or irrigation system are required to be resubmitted for approval by the Director prior to installation of landscaping or irrigation and prior to the completion of the Building Permit process.

3. Landscape Standards

- a. Landscaping shall be provided in compliance with the water-efficient landscape requirements of Chapter 17.88 of the Zoning Ordinance.
- b. All setbacks, parkways, nonwork/storage areas and areas in multi-tenant projects held for future development that are visible from a public street or from a parking lot available to the public.

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- c. Trees shall be planted throughout the project in areas of public view, predominately adjacent to and along structures and street frontages at a rate of at least one tree for each 30 linear feet of structure wall and/or street frontage.
 - d. Landscape areas shall be a minimum of 5 feet wide (excluding curbs). Larger areas may be required in some circumstances.
 - e. Trees and shrubs shall be planted so that at maturity they do not interfere with utility service lines, street lighting, traffic safety sight areas, on-site signs, and basic property rights of adjacent property owners, particularly the right of solar access.
 - f. Trees planted within 5 feet of paving shall be provided with approved root control devices.
 - g. Sizes of the plant materials shall conform to the following minimum mix:
- h. For projects larger than 40,000 square feet in total site area, mature specimen trees in 36-inch and 48-inch boxes shall be provided in sufficient quantity, subject to the approval of the Director, to provide variety and emphasis at entrances and focal areas within the project. At least 10 percent of mature specimen trees shall be 48-inch box and the remainder shall be 36-inch box.
 - i. Shrubby and creeping vines are required along all walls and fences adjoining public rights-of-way so that at maturity a minimum of 50 percent of the wall/fence surface is screened from view.

Trees*

50%, 24-inch; and,
50%, 15-gallon.

Shrubs

75%, 5-gallon; and,
25%, 1-gallon.

Groundcover

100%, coverage within 1 year.

* The Director may approve up to 40% of the 15-gallon trees to be replaced with 5-gallon trees (20% of total trees maximum) if the appropriate species are provided.

**Section J ♦ Development
Incentives**

In order to achieve the type and quality of development and revitalization envisioned for the Specific Plan area, certain development incentive bonuses should be established to encourage developers and property owners to participate in the various programs described below. Incentive bonuses may be granted at the discretion of the City Council/Redevelopment Agency and nothing contained herein shall obligate the Council/Agency to provide any of the following bonuses.

1. Removal Of Nonconforming Signs Incentive

In order to enhance the image and develop a unified theme for Hawthorne Boulevard, it is desirable to encourage the removal of nonconforming signs at a rapid pace. Therefore, to encourage the removal of nonconforming signs, the Council/Agency should consider incentives to hasten their removal.

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2. Lot Consolidation Incentives

Merger, in compliance with requirements of the Subdivision Map Act.

a. Purpose

The intent of this Section is to: 1) provide for the owner-initiated merger of contiguous parcels, within the General Commercial (GC) and Office Commercial (OC) Districts, under common ownership without reversion to acreage, in compliance with Section 66499.20 3/4 of the Subdivision Map Act; and 2) provide incentives for owner-initiated mergers within the GC and OC Districts that serve to achieve orderly development, improve the level of pedestrian activity, and implement this Specific Plan.

b. Application By Property Owner

Proceedings to merge contiguous parcels may be initiated by application of the owner of record of the parcels. The application shall be in a form and contain the information prescribed by the Director.

c. Review Procedure

The Council shall have the authority to approve a voluntary merger of parcels held in common ownership.

d. Development Requirements

Mergers of parcels held in common ownership approved under the provisions of this Section shall be subject to conditions that ensure that the proposal meets the development standards and requirements for the GC and OC zoning districts. All mergers shall be recorded with a Notice of

e. Incentive Bonuses

The following incentives may be provided at the discretion of the Council for the voluntary merger of contiguous parcels within the GC and OC zoning districts.

- 1) Required parking may be reduced up to a maximum of 20 percent provided that a finding can be made that adequate parking will be available to serve the subject project.
- 2) Area of permitted signs may be increased by a maximum of 10 percent provided a finding can be made that the increased area does not detract from the beautification and pedestrian-oriented objectives set forth in this Specific Plan and that the increased size of signs on one parcel will not adversely effect the visibility of signs on adjacent parcels.
- 3) Floor area ratio (FAR) may be increased by 20 percent provided that a finding can be made that the increased intensity will not negatively impact adjacent land uses or detract from the beautification and pedestrian-oriented objectives set forth in this Specific Plan and that such an increase is consistent with the provisions of the General Plan for land use intensity.

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3. General Incentives To Increase Floor Area Ratio

As a part of the process of the review and approval of a Development Plan or Special Use Permit, the Council may consider an increase in the FAR from that listed in Chapter 2, Section D (Site Development Standards by Zoning District). The amount of the increase may be up to an additional 20 above the maximum FAR listed in Section D for each of the zoning districts. In addition, the City Engineer shall make a determination that the increased intensity does not create unmitigable impacts upon the traffic circulation in the area or overburden the utilities serving the area. The following general factors may be considered by the Council as justifications for increasing FAR.

a. Benefits To Hawthorne Boulevard And The City

The project includes use(s) that provide outstanding and exceptional benefits to the City with respect to the employment, fiscal, social, or economic needs of the community. Examples include: the provision of uses currently lacking in the area, uses providing high rates of employment, and the creative mixture of land uses, housing types, and densities.

b. Architecture And Landscaping Of Merit

The project provides exceptional architectural and landscape design amenities that reflect an attractive image and character for the Hawthorne Boulevard Specific Plan area and the City. Examples include, but are not limited to, extraordinary architectural design, landscaped entry features (maybe within

the public right-of-way), public art, public plazas, and recreational features in excess of that required.

c. Enhanced Public Facilities

The project provides enhanced public facilities that are needed by the City, beyond those that may be required as mitigations. Examples of such facilities include: the provision of community meeting centers, enhanced transportation improvements, off-site traffic improvements, public recreation facilities, public art, and common parking areas or structures to serve the community.

4. Pedestrian Amenities Incentive

a. Purpose

Within the Hawthorne Boulevard Specific Plan area, it is desirable to encourage the provision of pedestrian amenities, which include linkages between adjacent uses, public plazas and other pedestrian-oriented areas that encourage interaction between people and vitality to the street environment.

b. Incentive Bonuses

For projects meeting the requirements below, the following development bonuses may be available:

- 1) Maximum allowed floor area ratio (FAR) may be increased by an additional 20 percent.
- 2) Required parking may be reduced by 10 percent, provided that a finding can be made that adequate parking will be available to the project.

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3) Through the development agreement process, the City may consider other incentive bonuses, such as reductions in processing fees, in-lieu fees, or utility connection fees. The extent of such bonuses may vary on a case-by-case basis between the project applicant and the City.

c. Requirements for Incentive Bonuses

1) Pedestrian Linkage Bonus. In order to qualify for the pedestrian linkage bonus, a proposed project must meet the following requirements:

a) Pedestrian linkages (i.e. pedestrian paseos) that run between buildings shall be a minimum of 10 feet in width; paseos longer than 50 feet shall be an average of 20 feet wide.

b) Pedestrian linkages shall be designed to be an integral part of the overall project and shall be configured to provide straight forward access from the development to adjacent land uses. The incorporation of plazas into the design of pedestrian linkages is highly encouraged.

c) Business entrances are encouraged to front onto a pedestrian linkage or paseo. If it is deemed that a business entrance cannot front onto a pedestrian linkage or paseo, a minimum of one display window per business shall be provided facing onto the paseo or linkage.

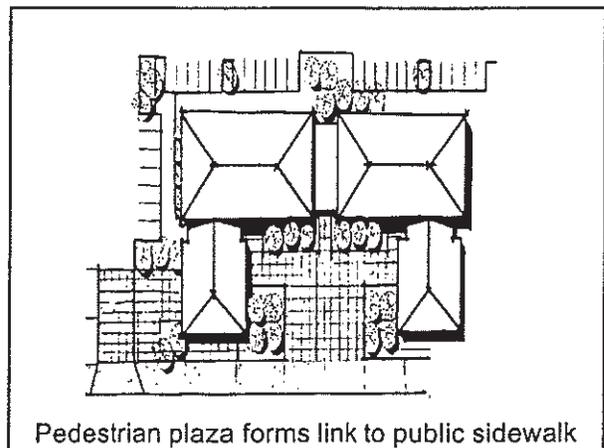
d) The pedestrian linkage or paseo shall incorporate landscape features, lighting, shade, textured paving, and other design elements to enhance the overall pedestrian environment and provide a high level of security, natural surveillance, and convenience.

e) A development agreement between the City and the property owner shall be entered into describing responsibilities for maintenance and other liabilities.

2) Public Plaza Incentive Bonus. In order to qualify for the public plaza incentive bonus, a proposed project must meet the following requirements:

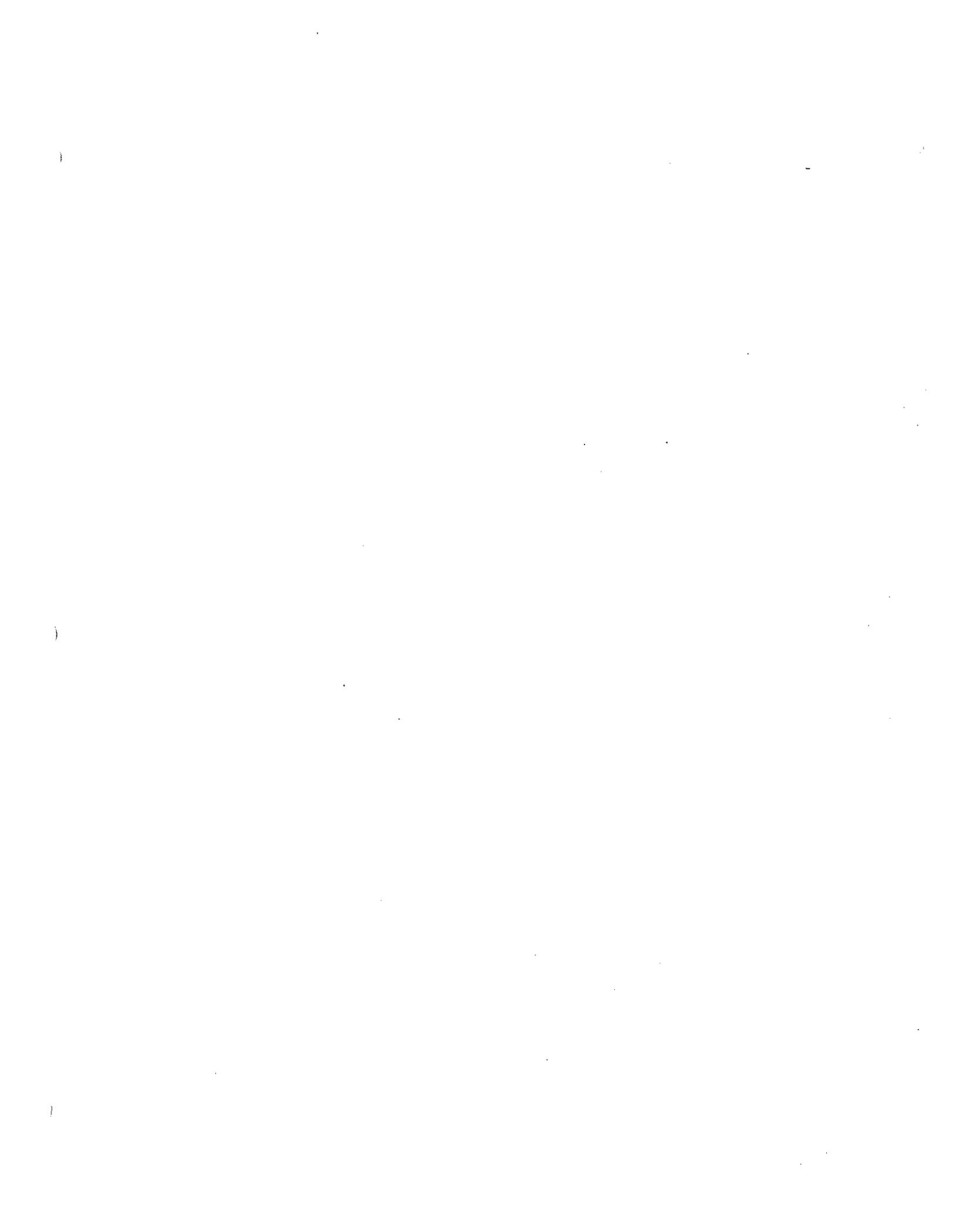
a) Where inconsistent setbacks occur along the street, plazas shall be considered to compensate for the broken building edge.

b) Plazas shall be designed with unimpeded line-of-sights to and from the public sidewalk and pedestrian linkages.



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- c) Physical access shall be provided from the public sidewalk to plazas, via pedestrian linkages.
- d) Visual features, such as public art or a fountain, shall be incorporated in plazas to attract pedestrians.
- e) Shade trees or other elements providing relief from the sun shall be incorporated within plazas. Landscaping shall provide special interest through unique foliage, color, seasonal changes in plant habit, scent, or floral display.
- f) Special paving and street furniture shall be used in plazas to complement the streetscape elements in the public right-of-way.
- g) Plazas, including all entrances and exits, shall be fully illuminated ½ hour after sunset to ½ hour before sunrise to facilitate natural surveillance opportunities and to discourage illegitimate activities. Lighting shall be designed to help define, order, and further develop the design concept of the space in a manner that appears welcoming to pedestrians.
- h) A development agreement between the City and the property owner shall be entered into describing responsibilities for maintenance and other liabilities of the public plazas.



Chapter 3 - Design Guidelines

Section A ♦ Introduction

This Chapter of the Hawthorne Boulevard Specific Plan sets forth the necessary design guidelines for the consistent promotion of high quality, well-designed developments throughout the Specific Plan area. The design guidelines are composed of written statements and graphic illustrations which articulate the City's goals and basic design philosophy for the Specific Plan area. The guidelines establish the policies and concepts for good design and quality development. *These guidelines do not apply to existing improvements that are remaining unchanged.* They are intended only for new development or substantial owner initiated building modifications/renovations. Once a "project" has been submitted to City staff, the Design Guidelines will be applied to the project to evaluate whether or not the project meets revitalization program objectives.

Due to the extensive architectural variety along Hawthorne Boulevard, the Design Guidelines are, by specific intent, illustrative rather than prescriptive. They do not dissect every architectural influence or manifestation, nor do they attempt to prescribe specific, detailed ways to handle every type of alteration to the existing structures. They do, however, provide the City and the Agency with a common framework for reviewing submissions and attaching conditions, if any, to project approvals. And, they convey to project developers the City and Agency's standards for what is considered quality development. The Design Guidelines are organized into three major sections:

1. **General Commercial Uses** - Design Guidelines that apply to all commercial uses in the Specific Plan Area.
2. **Pedestrian-Oriented Commercial Uses** - Design Guidelines that apply to areas along Hawthorne Boulevard that include uses and buildings which are pedestrian-oriented.
3. **Special Commercial Uses** - Design Guidelines for particular types of commercial use that, by the nature of their on-site activities require special design treatment.

Section B ♦ Applicability

The Hawthorne Boulevard Design Guidelines apply to the area designated on Figure 1-4 as the Hawthorne Boulevard Specific Plan. The purpose of these Design Guidelines is to provide design concepts and policies for quality development throughout the Specific Plan area. The "general" guidelines at the beginning of this Chapter should be used for all established districts in conjunction with the more specific guidelines.

The design guidelines are applicable whenever any of the criteria in Chapter 6, Subsection D.5. (Development Review and Approval) occur. If there exists a conflict of opinion regarding the guidelines, the Commission shall make such design requirement determinations/conditions as part of the project approval process in compliance with the intent of this Specific Plan.

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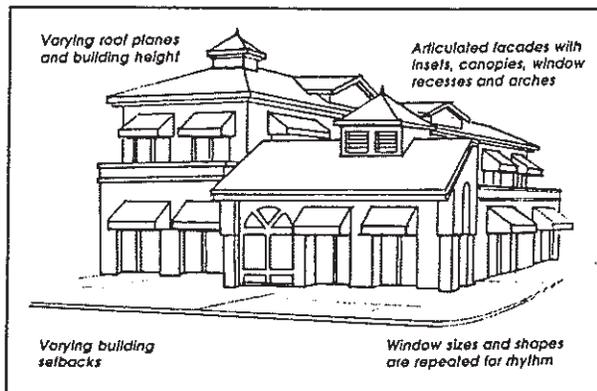
Section C ♦ Design Guidelines for General Commercial

1. General Design Principles

a. Desirable Elements of Project Design

The qualities and design elements for commercial, and office, buildings in all districts in the Specific Plan area that are most desirable include:

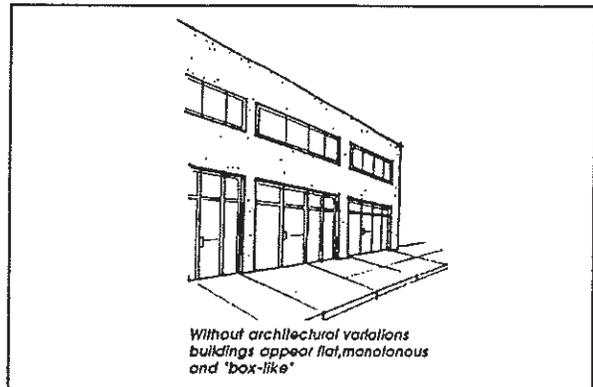
- ❖ well-articulated mass and bulk
- ❖ significant landscape elements
- ❖ prominent access driveways
- ❖ landscaped and screened parking
- ❖ a comprehensive sign program
- ❖ richness of surface and texture
- ❖ significant wall articulation (insets, hardscape canopies, wing walls, trellises, porches, etc.)
- ❖ multi-planed, pitched roofs
- ❖ roof overhangs, arcades
- ❖ regular or traditional window rhythm



b. Undesirable Elements of Project Design

The elements to avoid or minimize include:

- ❖ large blank, unarticulated wall surfaces
- ❖ unpainted concrete precision block walls
- ❖ highly reflective surfaces
- ❖ metal siding on the main facade
- ❖ plastic siding
- ❖ square "boxlike" buildings
- ❖ mix of unrelated styles (i.e. rustic wood shingles and polished chrome)
- ❖ large, out of scale signs with flashy colors
- ❖ visible outdoor storage, loading, and equipment areas
- ❖ disjointed parking areas and confusing circulation patterns



2. General Architectural Guidelines

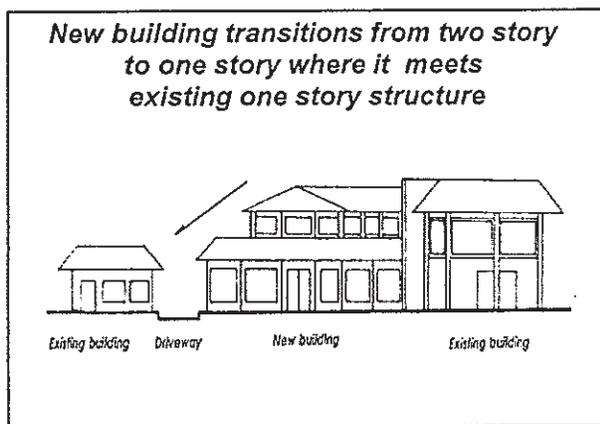
a. Height/Mass

While allowable heights vary between districts, building heights on each site should relate to surrounding open space to allow maximum sun and ventilation, and to enhance public views from adjoining structures.

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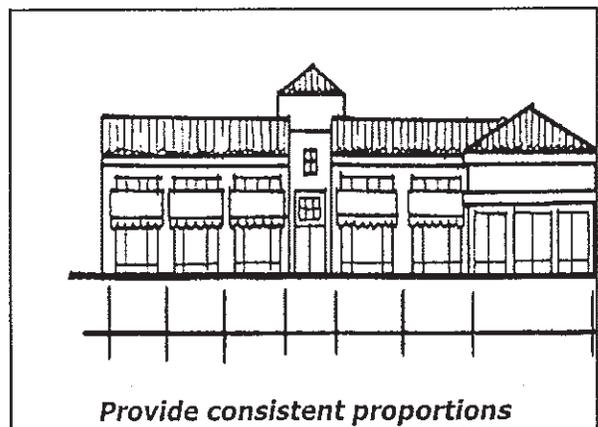
- 1) Height and scale of new developments should be compatible with that of surrounding developments. New development is encouraged, where practical, to "transition" from the height of adjacent development to the maximum height of the proposed building.



- 2) Large buildings which give the appearance of "boxlike" structures are generally unattractive and distort the overall scale of an area. There are several ways to reduce the appearance of excessive mass in large buildings.

- ❖ Vary the planes of the exterior walls in depth and/or direction. Wall planes should not run in one continuous direction for more than 50 feet without an offset.
- ❖ Vary the height of the building so that it appears to be divided into distinct massing elements.
- ❖ Articulate the different parts of a building's facade by use of color, arrangement of facade elements, or a change in materials.

- ❖ Use landscaping and architectural detailing at the ground level to lessen the impact of an otherwise bulky building.
- ❖ Avoid blank walls at the ground floor level. Utilize windows, trellises, wall articulation, arcades, change in materials, or other such features.



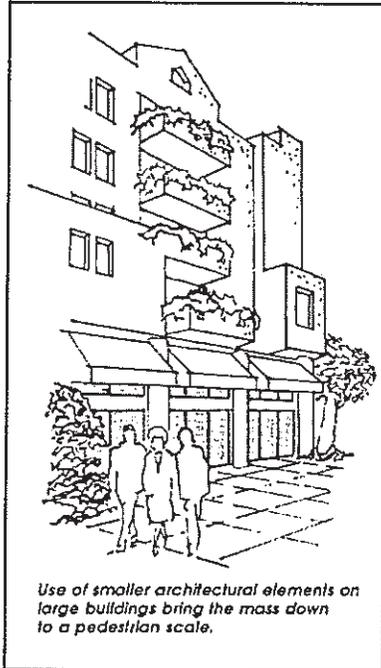
b. Scale

Scale, for purposes here, is the relationship between building size and the size of adjoining permanent structures. It is also how the proposed building's size relates to the size of a human being. Large scale building elements will appear imposing if they are situated in a visual environment of a smaller scale.

- 1) Building scale can be reduced through window patterns, structural bays, roof overhangs, siding, awnings, moldings, fixtures, and other details.
- 2) The scale of buildings should be carefully related to adjacent pedestrian areas (i.e. plazas, courtyards) and buildings.

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- 3) Large dominating buildings should be broken up by: 1) creating horizontal emphasis through the use of trim; 2) adding awnings, eaves, windows, or other architectural ornamentation; 3) use of combinations of complementary colors; and 4) landscape materials.

c. Color

A spectrum of building colors are present along Hawthorne Boulevard. However, earth tones and off-white are the most commonly found.

- 1) Subdued, earth-tone colors work best for overall building color (e.g., off-white, beige, tan, light grey, etc.) Large areas of pure white color should be avoided.
- 2) The color palette chosen for a building should be compatible with the colors of

adjacent buildings. An exception is where the colors of adjacent buildings strongly diverge from these design guidelines.

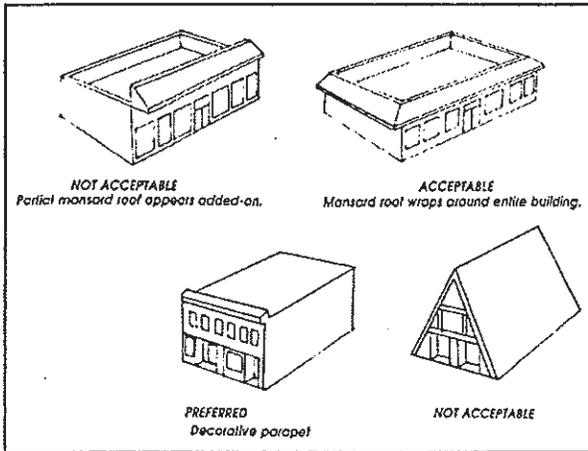
- 3) Wherever possible, minimize the number of colors on the building exterior. Usually, no more than three colors should be used on a building.
- 4) Primary colors (red, blue, orange) should only be used to accent building elements, such as door and window frames and architectural details.
- 5) Bright, neon-like colors and visually complex patterns (e.g., checkerboard) should be avoided.
- 6) Architectural detailing should be painted to complement the facade and tie in with adjacent buildings where appropriate.

d. Roofs

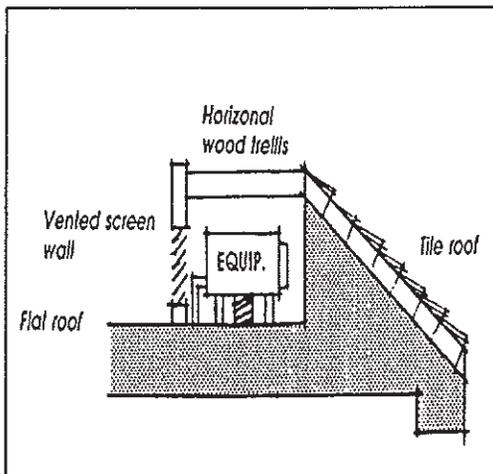
- 1) The roofline at the top of the structure should not run in a continuous plane for more than 100 feet without offsetting or jogging the roof plane.
- 2) Nearly vertical roofs (A-frames) and piecemeal Mansard roofs (used on a portion of the building perimeter only) are strongly discouraged. Mansard roofs, if utilized on commercial structures, should wrap around the entire building perimeter whenever possible.

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- 3) All rooftop equipment should be screened from public view by screening materials of the same nature as the building's basic materials. Mechanical equipment should be located below the highest vertical element of the building.

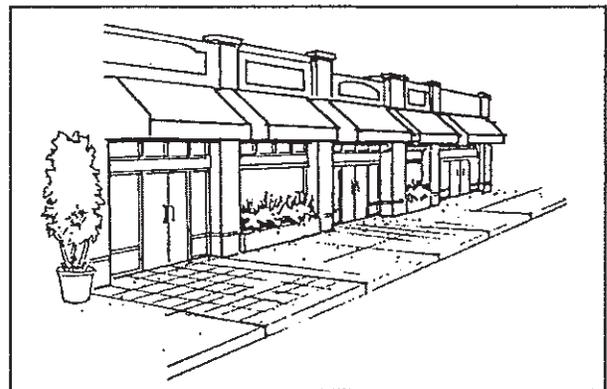


- 4) The following roof materials are not generally acceptable:

- ❖ corrugated metal
- ❖ high contrast or brightly colored glazed tile
- ❖ highly reflective surfaces
- ❖ illuminated roofing

e. Awnings

The use of awnings along a row of contiguous buildings should be restricted to awnings of the same form and location. Color of the awnings can vary, and a minimum eight-foot vertical clearance to the sidewalk below is required.



- 1) The awning should be well maintained, washed regularly, and replaced when frayed or torn.
- 2) Signs on awnings should be painted on the awnings themselves and should be restricted to the awning's flap (valance) or to the end panels of angled, curved, or box awnings. In shopping centers with more than two tenants, awning signs are allowed only as a coordinated program.
- 3) Plexiglas, metal, and glossy vinyl illuminated awnings are discouraged. Canvas, treated canvas, matte finish vinyl, and fabric awnings are desirable.
- 4) Internally illuminated awnings are not encouraged, however, a consistently designed illuminated awning program for a shopping center will be reviewed on a case-by-case basis. No signs will

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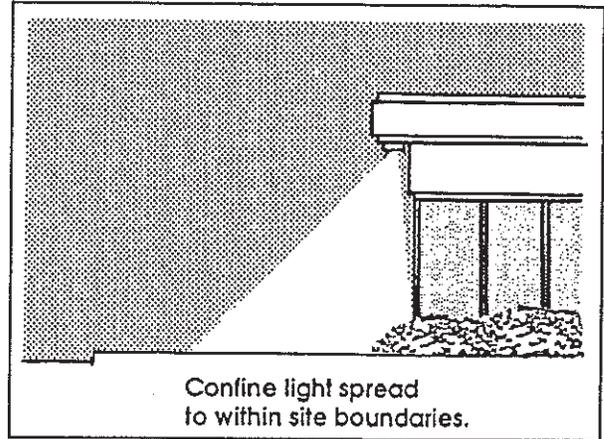
be allowed on the shed portion of the awning in this case.

- 5) Care should be taken so that awnings do not obstruct the view to adjacent businesses.

f. Lighting

Lighting should be used to provide illumination for the security and safety of on-site areas such as parking, loading, pathways, and working areas. Lighting plans should indicate an average maintained horizontal illuminance of 1.5 footcandles. Higher levels are expected in heavily used pedestrian areas such as parking lots behind businesses and common areas in front of storefronts.

- 1) The design of light fixtures and their structural support should be architecturally compatible with main building on-site.
- 2) As a security device, lighting should be adequate but not overly bright. Tall lights over twenty feet high should be avoided. All building entrances should be well lighted.
- 3) All lighting must be shielded to confine light spread within the site boundaries.

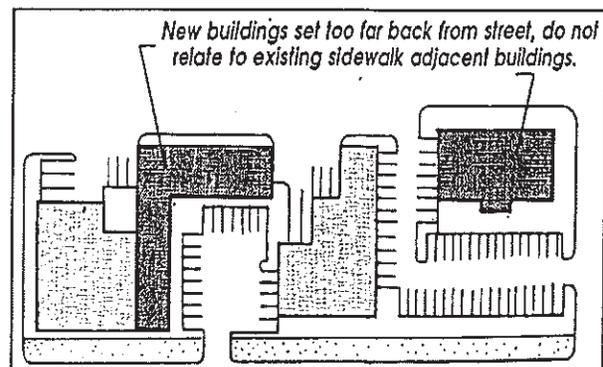


3. General Site Planning Guidelines

Placement of buildings should consider the existing built context of the area, as well as the designated district within the Hawthorne Boulevard Specific Plan area and that district's characteristics. The location of any incompatible land uses, the location of major traffic generators, and an analysis of a site's characteristics and particular influences should also be considered.

a. Building Location

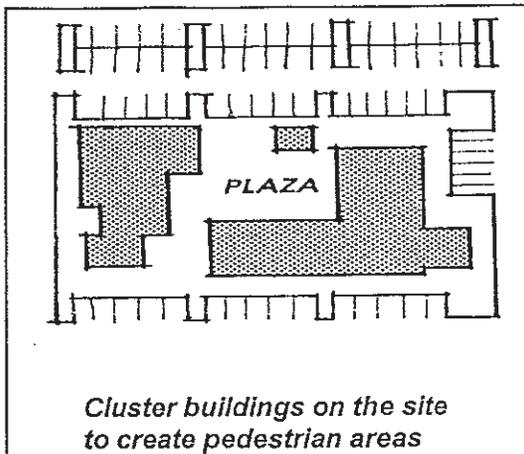
- 1) Buildings should be sited in a manner that will complement adjacent buildings. Building sites should be developed in a coordinated manner to provide order and diversity, and avoid a jumbled, confused development.



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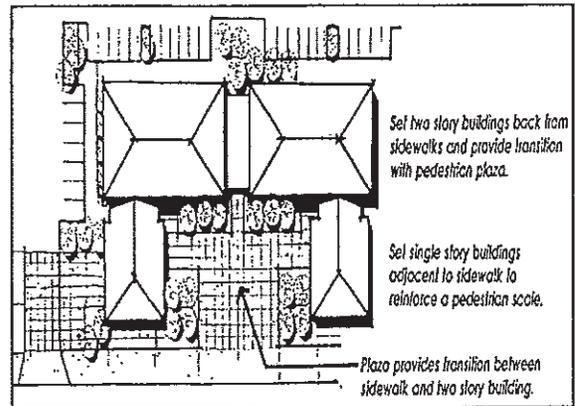
- 2) Clustering three or more buildings in a shopping center provides opportunities to create plazas or pedestrian malls and prevent long "barracks-like" rows of buildings. When clustering is impractical, a visual link between separate buildings should be established. This link can be accomplished through the use of an arcade system, trellis, landscaping, or other open structure and textured walkways.



- 3) Locate buildings and on-site circulation systems to minimize pedestrian/vehicle conflicts where possible. Link buildings to the public sidewalk where possible with textured paving, landscaping, and trellises.

b. Open Space

- 1) Recognize the importance of spaces between buildings as "outdoor rooms" on a shopping center site. Outdoor spaces should have clear, recognizable shapes that reflect careful planning and are not simple "left over" areas between buildings. Such spaces should provide pedestrian amenities such as shade, benches, fountains, etc.



- 2) Open space areas should be clustered into larger, predominant landscape areas rather than equally distributed into areas of low impact such as at building peripheries, behind a structure, or areas of little impact.

c. Other

- 1) Creation of mid-block pedestrian alleys are encouraged throughout the Specific Plan area, but particularly in pedestrian-oriented shopping areas.
- 2) Loading facilities should not be located at the front of commercial buildings where it is impossible to screen them from view. Such facilities are more appropriate at the rear of the site where special screening may not be required.
- 3) For new development within the Specific Plan area, paving surface color, texture, and materials should complement adjacent surface improvements along the public sidewalks, streets, and alleys to create compatibility between private property and the public realm.

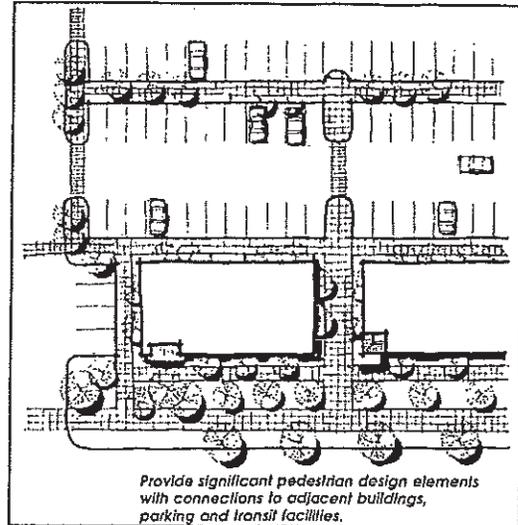
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4. General Parking and Circulation Guidelines

Although parking availability is a concern throughout the Specific Plan area, greater accessibility and efficiency of existing parking can be accomplished through more effective parking lot design. Parking lot design can also be a critical factor in the success or failure of a commercial use. In considering the possibilities for developing a new parking area, a developer (or his/her architect) should analyze the following factors: 1) ingress and egress with consideration to possible conflicts with street traffic; 2) pedestrian and vehicular conflicts; 3) on-site circulation and service vehicle zones; and 4) the overall configuration and appearance of the parking area.

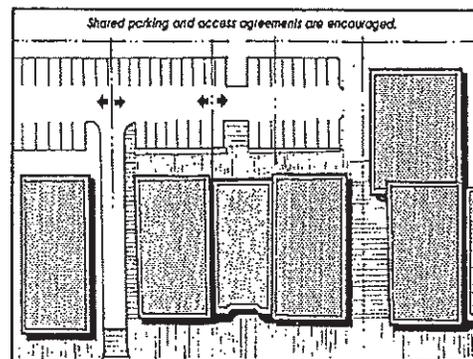
a. Separation

- 1) Separate vehicular and pedestrian circulation systems should be provided. Pedestrian linkages between uses in commercial developments should be emphasized, including distinct pedestrian access from parking areas in large commercial developments, such as shopping centers.
- 2) Parking should be separated from pedestrian circulation routes whenever possible.



b. Access

- 1) Common driveways which provide vehicular access to more than one site are encouraged, particularly where development occurs on narrow lots fronting on Hawthorne Boulevard, Rosecrans Boulevard, and Redondo Beach Boulevard.
- 2) Shared access and parking between adjacent businesses and/or developments is highly encouraged. The opportunity to increase access and parking efficiency exists throughout the Specific Plan area, and particularly along Hawthorne Boulevard where adjacent rear parking areas lack coordination of circulation and access.



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- 3) Parking access points, whether located on front or side streets, should be located as far as possible from street intersections so that adequate vehicle stacking room is provided. The number of vehicular access points should be strictly limited to the minimum amount necessary to provide adequate circulation.

c. Parking

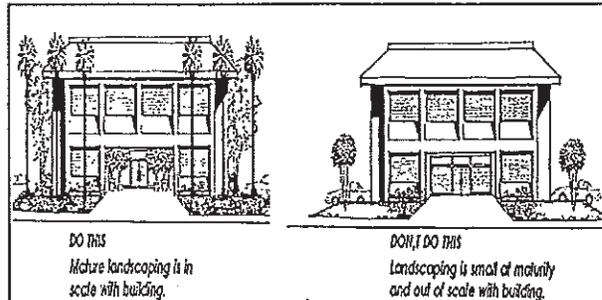
- 1) Angled parking is preferred over 90° parking, especially for uses with rapid parking space turnover (3/hour).
- 2) Parking areas should be separated from buildings by either a raised concrete walkway or landscape strip or preferably both. Situations where parking spaces directly abut the buildings should be avoided.
- 3) Design parking areas so that pedestrians walk parallel to moving cars. Minimize the need for the pedestrian to walk between parked cars or to cross parking aisles and landscape areas.
- 4) Parking areas which accommodate a significant number of vehicles should be divided into a series of connected smaller lots. Landscaping and offsetting portions of the lot are effective in reducing the visual impact of large parking areas.
- 5) The first parking stall which is perpendicular to a driveway or first aisle juncture, should be at least 40 feet back from the public street curb. With larger commercial centers, significantly more setback areas may be required for vehicle stacking.

5. General Landscaping Guidelines

Landscaping for uses within the Specific Plan area should be used to define specific areas by helping to focus on entrances to buildings, parking lots, defining the edges of various land uses, providing transition between neighboring properties (buffering), and providing screening for loading and equipment areas.

a. Design Principles

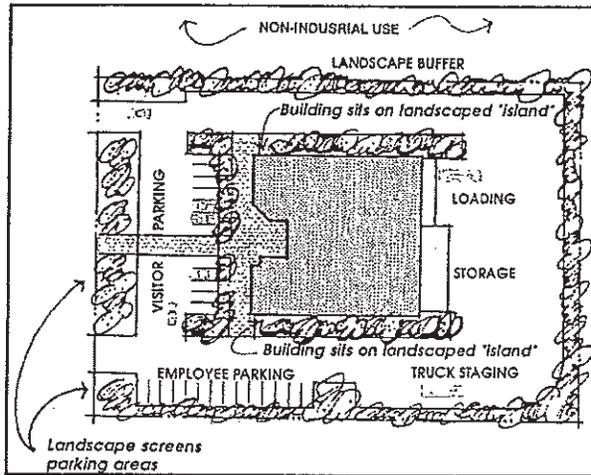
- 1) Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended goals.



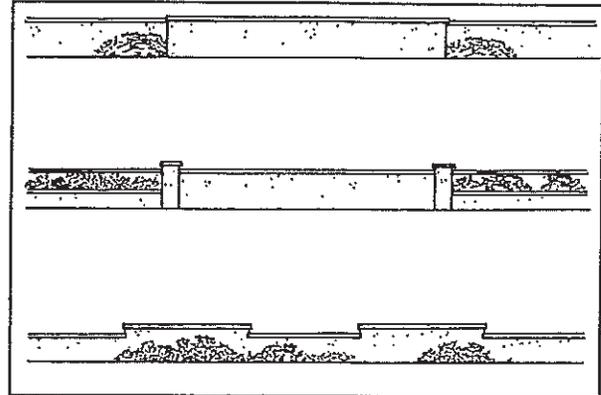
- 2) Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs. Concrete mow-strips separating turf and shrub areas should be provided whenever appropriate.
- 3) Landscaping around the entire base of freestanding buildings is recommended to soften the edge between the parking lot and the structure. This should be accented at entrances to provide focus.

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they must be designed to blend with the site's architecture. Landscaping should be used in combination with such walls whenever possible.



Add landscaping to base of walls

- 4) Vines and climbing plants integrated upon buildings, trellises, and perimeter garden walls are strongly encouraged. A few plants to consider for this purpose are: bougainvillea, grape ivy, and wisteria vines.

b. Trees

- 1) Trees should be located throughout the parking lot and not simply at the ends of parking aisles or in setback areas. In order to be considered within the parking lots, trees must be located in planters that are bounded on at least three sides by parking area paving.
- 2) At maturity, trees should be able to be trimmed at least eight feet above ground and shrubs should be maintained at a maximum height of three feet to provide visibility into the site.

- 2) Screening for outdoor storage at the rear of commercial sites should be a minimum of six feet and a maximum of eight feet high. The height should be determined by the height of the material or equipment being screened. Exterior storage should be confined to portions of the site least visible to public view.

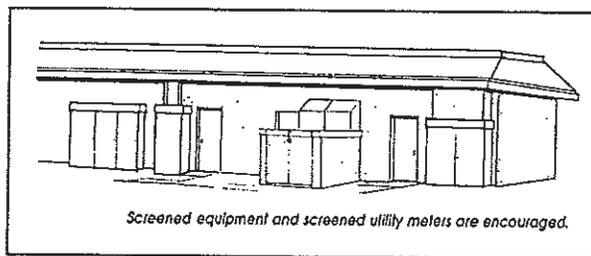
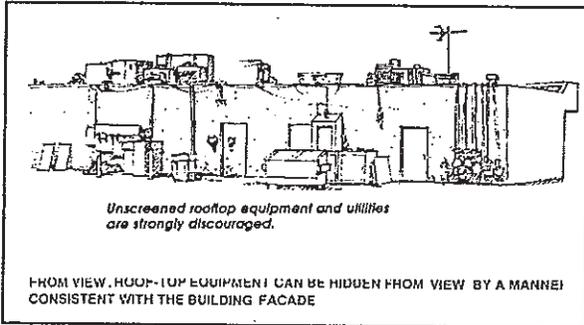
6. Screening Wall and Fence Guidelines

a. Storage

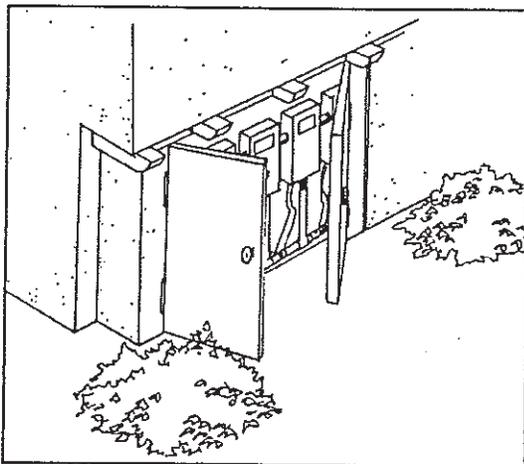
- 1) Where walls are used at property peripheries, or screen walls are used to conceal storage and equipment areas,

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- 3) Any roof-mounted mechanical or utility equipment shall be screened. The method of screening should be architecturally integrated in terms of materials, color, shape, and size. The screening design should blend with the building design.



- 4) Where individual equipment is provided, a continuous screen is desirable.

- 5) Wherever possible, building screening should be accomplished by primary building elements (i.e. parapet wall or Mansard roof) instead of after-the-fact add-on screening.

b. Security

- 1) Chain link fence is not an acceptable fencing material where visible from a public street. When security fencing is required, it should be a combination of solid walls with pillars and decorative view ports, or short solid wall segments and wrought iron grill work.
- 2) The use of barb or razor wire is prohibited.

7. General Sign Guidelines

Signs are an important part of the Hawthorne Boulevard Specific Plan area because they help customers find the stores they are looking for. However, it should not be their purpose to advertise. A sign's use of color, its size, shape placement, and selection of lettering can attract or detract from its effectiveness. An effectively designed sign should:

- ❖ Be compatible with the surrounding physical and visual character of the area;
- ❖ Promote the "individuality" of establishments;
- ❖ Identify the business clearly and attractively;
- ❖ Enhance the building on which it is located; and

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- ❖ Reduce the amount of visual clutter caused by excessive and poorly placed signage.



The following general sign design guidelines should be considered in addition to any specific requirements listed under Chapter 2 of this Specific Plan.

a. Preferred Sign Types

While many sign types are permitted along Hawthorne Boulevard, the following sign types are preferred.

- 1) Under canopy signs;
- 2) Business wall-mounted ID signs in sign board area at upper portion of first story;
- 3) Awning signs;
- 4) Blade or projecting signs;
- 5) Murals and supergraphics not advertising a business (painted on a wall surface);

- 6) Permanent painted window signs, first floor limited to 25 percent of the window area;
- 7) Building signs containing the name of the business at rear entrances used by customers; and
- 8) Signs made of carved or sandblasted wood.

b. Design Principles

The following design principles should be consulted prior to developing signs for any project.

- 1) Use a brief message

The fewer the words, the more effective the sign. A sign with a brief, succinct message is simpler and faster to read and looks more attractive. Sign text should be limited to the name of the business.

- 2) Use signs to establish facade rhythm

On buildings that have plain facades, signs can establish rhythm, scale, and proportion if placed in a consistent manner.

- 3) Consider the proportions of the building

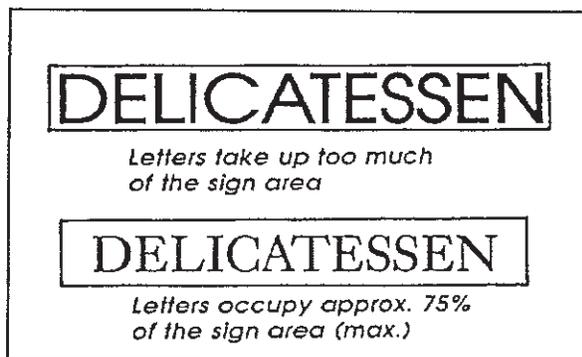
Within a building facade, a sign may be placed in different areas. A particular sign may fit well on a plain wall area, but would overpower the finer scale and proportion of the lower storefront. A sign which is appropriate near the building entry may look tiny and out of place above the ground level.

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4) Consider the proportion of letter area

If letters take up too much sign area they will be harder to read. Large letters are not necessarily more legible than smaller ones. A general rule is that letters should not appear to occupy more than 75 percent of the sign panel area. Minimum letter size should be 9 inches, except for directory signs.

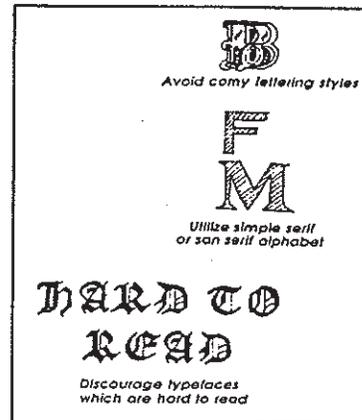


5) Address identification

Signs, especially free-standing signs, should include the address of the business or commercial center, whenever appropriate. Number size should be 5 inches minimum.

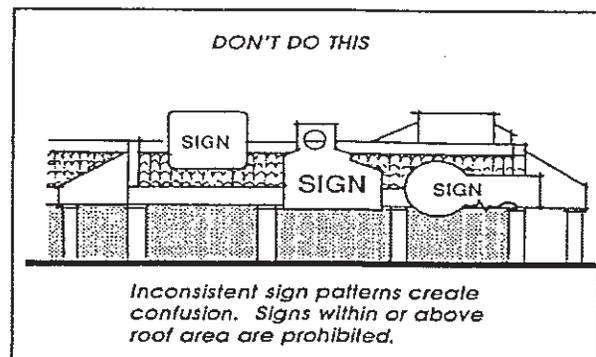
6) Avoid faddish typefaces

Such typefaces may look good today, but soon go out of style. The image conveyed may soon become that of a dated and unfashionable business.



7) Avoid signs with strange shapes

Signs that are oddly shaped can restrict the legibility of the message. If an unusual shape is not symbolic it is probably confusing.



c. Sign Color

1) Colors should be selected to contribute to legibility and design integrity of signage. Even the most carefully thought out sign may be unattractive and a poor communicator because of poor color selection.

2) A substantial contrast should be provided between the color and material of the background and the letters or symbols to make the sign easier to read in both day and night.

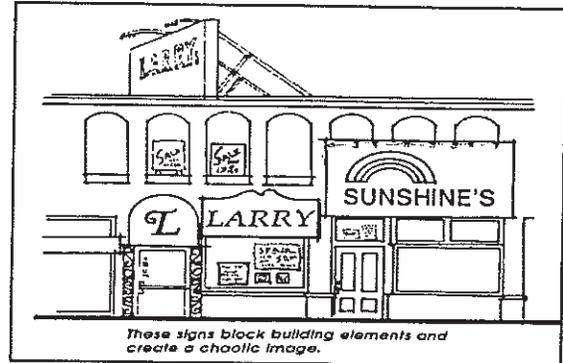
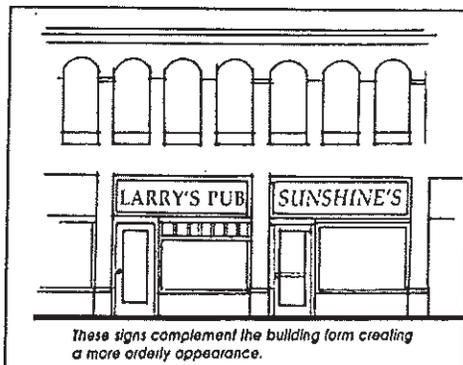
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- 3) Limit colors the three on a single sign. Color is most effective when used simply. Too many colors, particularly accent colors, may distract the reader, reduce legibility, and make the sign less effective.
- 4) Vertical or horizontal wooden signs can be effectively utilized in a variety of different ways on windows, building surfaces or as accent bands. A wooden wall sign can be painted or stained and sealed for a more natural look, depending upon the appearance of the surrounding structures. Lettering can consist of metal or raised wood and when placed within a sign band, will serve to unify the building facade. Carved or sandblasted wood signs are also appropriate.
- 5) Metal sign panels can utilize raised lettering on metal bands. Printing and lettering can also be applied directly to a flat metal sign band with letters consisting of wood, acrylic or metal.

d. Sign Architectural Compatibility

- 1) Signs should make a positive contribution to the general appearance of the street and neighborhood in which they are located.



- 2) Sign size should be proportionate. The size and shape of a sign should be proportionate with the scale of the structure.
- 3) Signs should be a appropriate scale with the building on which they are placed and should not overwhelm the architecture of the building and the character of the neighborhood.
- 4) Place wall signs to establish facade rhythm, scale and proportion where facade rhythm doesn't exist. In many buildings that have a monolithic or plain facade, signs can establish or continue appropriate design rhythm, scale, and proportion.
- 5) As an alternative to an attached sign, lettering may be painted directly on the building facade. This method resembles a wooden or metal band but does not require the introduction of another material.

1. Wall Mounted Signs

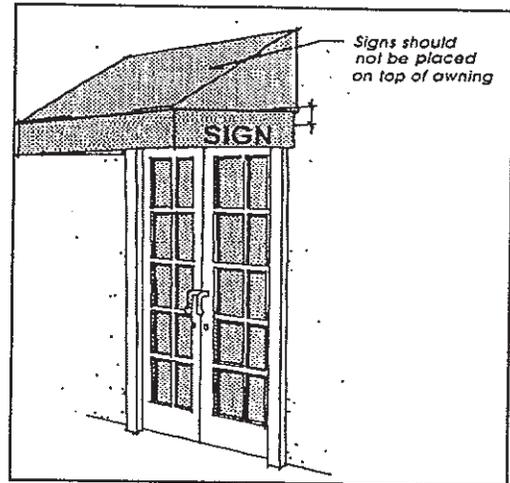
- a. The identification of each building or store's address in six inch high numbers over the main entry doorway or within ten feet of the main entry is recommended.

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b. Sign lettering for store front wall mounted signs should meet the following recommendations:

- ❖ For storefronts 30' wide or less, a maximum letter height of 8 inches is recommended,
- ❖ For storefronts 30 feet - 60 feet wide, a maximum letter height of 12 inches is recommended, or
- ❖ For storefronts 60 feet wide or greater, a maximum letter height of 16 inches is recommended.



c. The color of an awning sign should be compatible with and complementary to the color and material of the building to which it is attached.

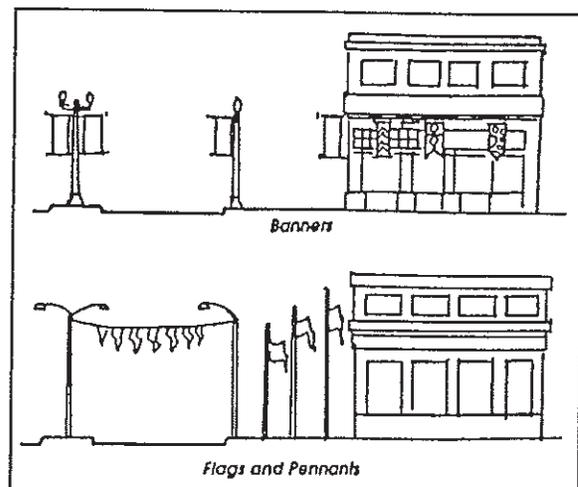
2. Awning Signs

An awning is a roof-like covering or shelter which is usually constructed of canvas or other fabric extending over a pedestrian walkway. Awnings provide shelter from weather, provide scale to the building architecture, and add color and liveliness to the pedestrian path and street.

- a. An awning is permanently attached to a building or can be raised or retracted to a position against the building when not in use. An awning sign is a message painted, printed, sewn, or stained onto the awning or awning flap.
- b. The sign on awnings should be placed on the awning flap. The flap should be at least eight inches in height so that the letters and symbols can be big enough to read easily.

3. Banner Signs

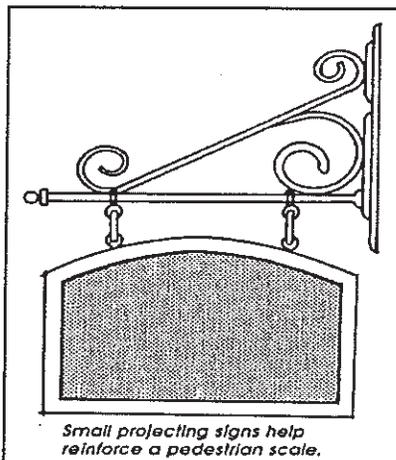
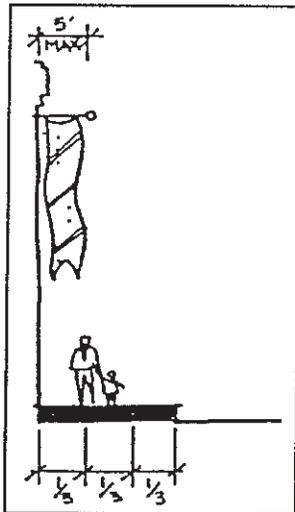
A banner sign is a logo or design placed on a lightweight material that can move with the wind. Banner signs should not be confused with flags or pennants. A banner sign is intended to add liveliness, color, and a sense of movement to a pedestrian-oriented street and sidewalk.



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- a. Banners are encouraged along pedestrian-oriented streets, in plazas, and in commercial centers.
- b. Banners should not extend more than five feet from the building or one-third the width of a public sidewalk, whichever is less.
- c. Banners along the same block of a street should be set at generally the same angle from the buildings.
- d. Banners should reflect the informality and excitement of color and movement.



4. Hanging Signs

A hanging sign is a sign suspended from a support and projects from the building wall. Similar to awning signs and banners, a hanging sign can add interest and vitality to a street. Hanging signs can include pictorial images, logos, and symbols.

A hanging sign is generally intended to read by pedestrians along a sidewalk or arcade, and motorists in slow-moving vehicles.

- a. The size of a hanging sign should be proportional to the building facade to which it is attached and typically, should not exceed 10 square feet.
- b. A hanging sign should be hung perpendicular to and should not project more than four feet from the face of the building.
- c. To minimize visual clutter, hanging signs should not be located within close proximity to other hanging signs or projecting signs, preferably at least 25 feet from each other.
- d. The placement of a hanging sign should not impede the safe movement of people or vehicles within a public right-of-way and should be properly secured to a building in a structurally sound manner.

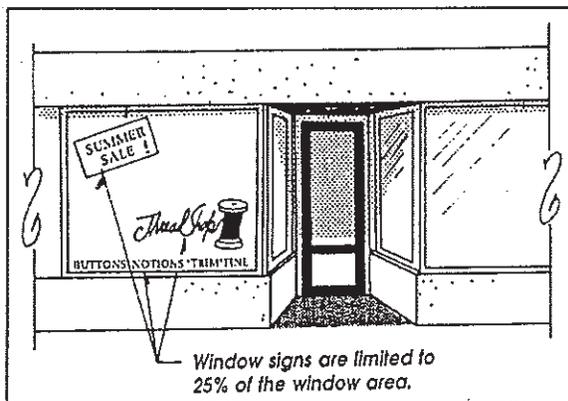
5. Window Signs

A window sign is a permanent sign painted on or attached to the inside of a window and are designed to be viewed principally from outside the business by pedestrians and motorists using the adjoining parking lot.

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- a. To minimize clutter, window signs should not occupy more than 25 percent of the total area of the window in which they are displayed.
- b. The sign copy of window signs should be proportional to the glass surface area.
- c. Signs should be restricted to ground floor windows facing the primary street frontage or adjoining parking lot.
- d. Temporary window signs should be allowed to identify special events and sales provided they are removed immediately following the event.



6. Monument Signs

A monument sign is a freestanding sign of a human scale and is at ground level. Generally, monument signs are of a higher architectural quality than other freestanding signs, such as pole signs.

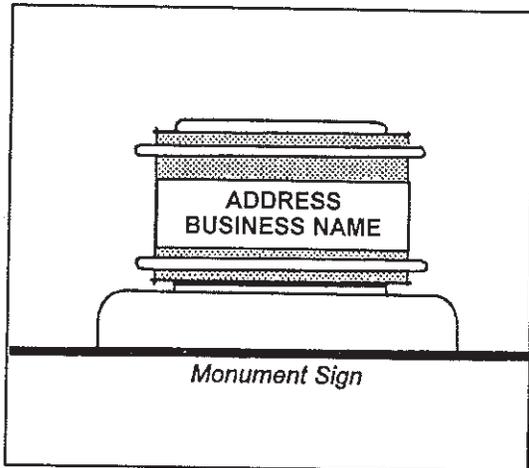
- a. Monument signs should not identify more than four tenants.
- b. A minimum of 10 percent of the sign area of a monument sign should be dedicated to

the identification of the street address. Multi-store developments in the Downtown should display the range of store addresses for that development on their sign.

- c. Monument signs should be placed perpendicular to the street and located to ensure that vehicular and pedestrian sight distances at entry driveways and sidewalks are not impaired.
- d. Monument signs should be setback from the public right-of-way a minimum of five feet.
- e. Monument signs should be a maximum of five feet in height;
- f. Monument signs should have a maximum of 50 square feet of sign area per sign face with no more than two sign faces.
- g. Monument signs should be constructed of a solid architectural base and side, of durable, long-lasting materials. Each sign should incorporate a base which is a minimum of 12 inches in height. The materials used should match an architectural element(s) of the development itself. Each monument sign should incorporate sides or flanking pilasters which have a minimum dimension of 12 inches by 12 inches, extending at least to the top of the sign.
- h. Monument signs should be located and constructed to allow for natural surveillance on all sides and to prevent opportunities for hiding places.

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7. Design for Crime Prevention

a. Introduction

The concept of crime prevention through environmental design (CPTED) includes a wide variety of strategies aimed at reducing opportunities for crime through the proper design and effective use of the built environment. Key components of CPTED include:

- ❖ **Natural access control** involves the use of pathways, paving treatments, lighting, landscaping, fencing, signs, and other built features to guide ingress and egress and to discourage or eliminate public access into areas.
- ❖ **Natural surveillance** focuses on the placement and design of physical features and the arrangement of uses to maximize opportunities for natural surveillance.
- ❖ **Territorial reinforcement** entails design features and physical elements which convey a sense of ownership and stewardship over a space. Unique

paving patterns, artwork, signs, landscaping, lighting standards and streetscape components, and other physical elements can be installed and maintained to communicate a sense of pride and proprietorship.

b. Design Considerations

CPTED involves design of physical space in the context of the needs of bona fide users of the space, the activity planned for the space and the predictable behavior of bona fide, as well as illegitimate, users.

The following CPTED-based guidelines are to be considered for all development within the Specific Plan area.

- 1) Use plants and low fencing to direct movement and restrict—symbolically—areas where people should not enter.
- 2) Minimize the height of parking lot screening (shrubs or low walls) to allow a visible "window" above 3 feet and below 7 feet.
- 3) Restrict the number of entry points into a development or parking lot.
- 4) Improve safety behind buildings through use of:
 - ❖ adequate security lighting;
 - ❖ limited access (walls, fences, gates, shrubs);
 - ❖ introduction of activities (e.g. rear entrances for commercial activities) that increase surveillance;

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- ❖ the need to ensure that new development, including infill, is designed to maintain the existing pattern of street adjacent storefronts and a consistent scale of development along the street facade.
- ❖ the need to recognize that rear facades and store entrances off rear parking lots and alleys need to be treated appropriately for customer use.

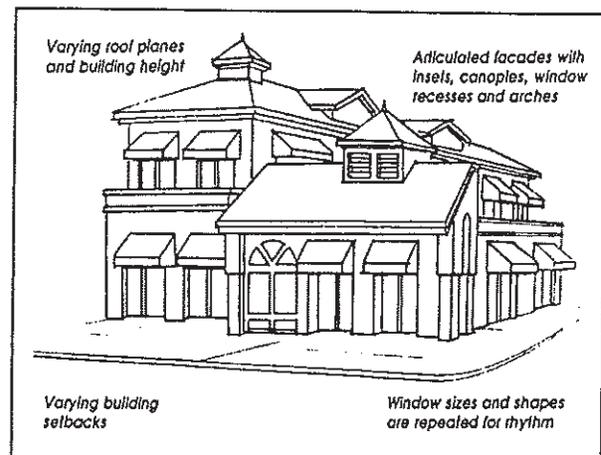
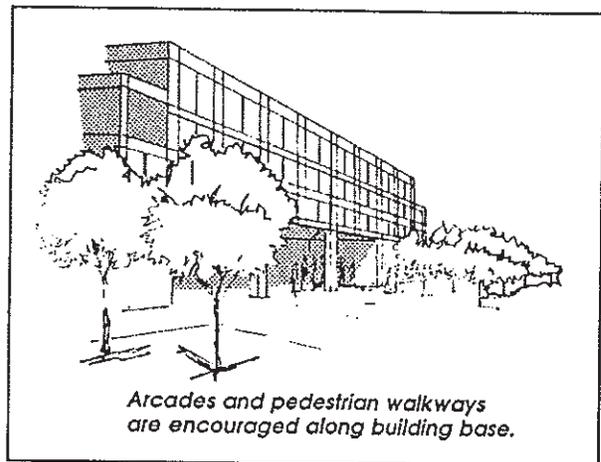
2. Specific Architectural Guidelines

The following guidelines are applicable to new pedestrian-oriented development (additions or newly construction).

a. Massing

- 1) The characteristic proportion (relationship of height to width) of existing facades should be respected. Often a building appears less massive if the base has a break from the body by a change in materials, color, or form. A change in material often occurs in traditional storefront design by the inclusion of a bulkhead. A solid material such as ceramic tile, plaster, brick, or marble is appropriate.
- 2) Whenever a new building is proposed which is much "wider" than existing facades, the new building should be broken down into a series of appropriately proportioned "storefronts" in order to maintain the rhythm and scale of the existing facades.
- 3) All new development should consider the scale of existing buildings in the

district and how they relate to the street. Buildings designed with three stories or more should provide upper story setbacks, as well as horizontal and vertical articulation to maintain a compatible scale with surrounding one-story buildings.

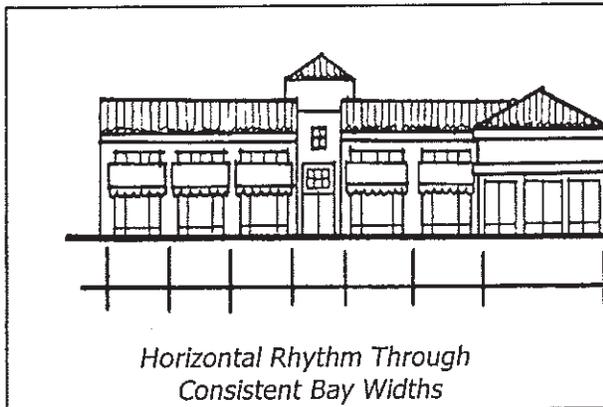


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b. Scale

- 1) The scale of building elements on the lower facade should relate to the pedestrian scale. This can be achieved in a number of ways including: using smaller panes of glass in windows; small scaled materials such as tile or glass block; integration of canopies and awnings; attention to the height and width of entries; choice of colors and textures to reinforce an intimate pedestrian scale; and careful sizing, placement, and overall design of signage.



- 2) Maintain the predominant difference between a building's upper story openings and the storefront or street level openings (windows and doors). Usually, there is a much greater transparent or glazed open area at the storefront level for pedestrians to have a better view of the merchandise displayed behind.
- 3) Whenever an infill building is proposed, attempt to maintain the characteristic proportion and spacing of openings

between new construction and existing buildings.

c. Horizontal Rhythms

- 1) New construction should consider the common horizontal elements found among neighboring structures and utilize a similar rhythm.
- 2) The use of canopies or awnings is strongly encouraged to establish a shared storefront rhythm, especially when existing storefront designs are highly divergent.
- 3) New development height should "transition" from the height of existing adjacent development to the maximum height of the proposed building.

d. Architectural Styles

While a specific architectural style is not required of a new building development in the Specific Plan area, architects may want to consider some of the most desirable styles. The following architectural styles are **appropriate** for pedestrian-oriented uses.

- ❖ Early California
- ❖ Mission Style
- ❖ Monterey Style
- ❖ Modern
- ❖ Streamline
- ❖ Commercial Vernacular
- ❖ Mediterranean
- ❖ Victorian
- ❖ Showcase Storefront Building

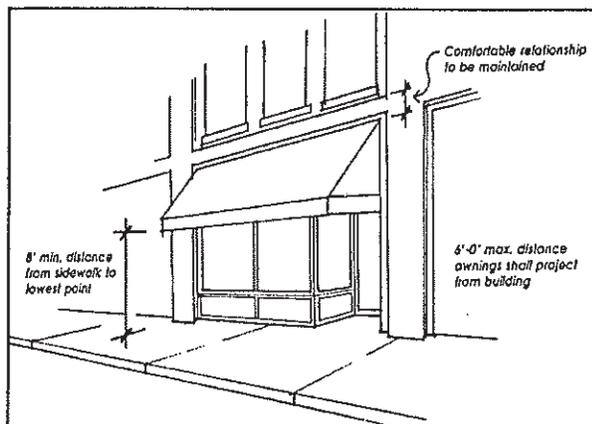
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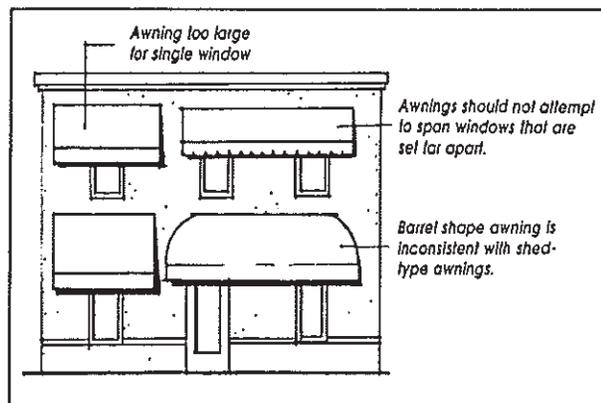
- 7) Display window lighting should remain illuminated from sundown to sunrise.

c. Awnings

Awnings can be an important part of the body of the building. They add color and can reduce the impression of height at the first floor by adding a horizontal element at eight feet above ground level.



- 1) Awning design at both the ground level and upper floors should be sensitive to the overall facade of the building.



- 2) The size, scale, and color of the awning should be compatible with the rest of the building; the awnings should not be the predominant element of the facade.

- 3) Breaking an awning at the vertical divisions of the building, such as the break between the display windows and the entrance, is encouraged to relieve a long monotonous appearance.

- 4) When there are several businesses in one building that has awnings, different colored awnings may be used, provided they are coordinated in trim, and form. An alternative would be awnings of the same color with simple signs on the valance that may vary in type style and color to differentiate the individual businesses within the building.

d. Storefront Accessories

Storefront accessories include a variety of design elements that enhance the overall look of the building. The following guidelines should be considered for storefront accessories to insure that they contribute rather than detract from the specific architectural style.

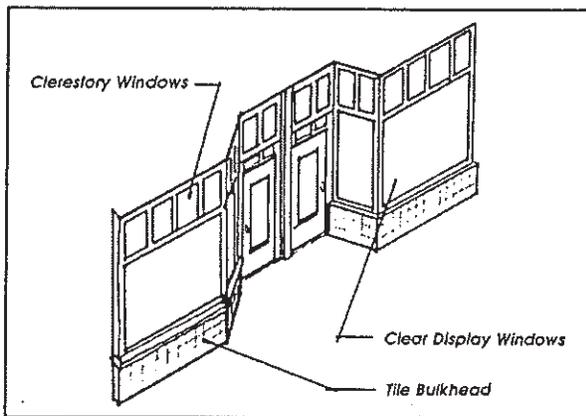
- 1) Permanent security bars (defined as those clearly visible and fixed to windows or the facade), window air conditioning units on the first floor and permanent flags are discouraged.
- 2) Electronic security systems are recommended over security bars or grilles.
- 3) Mechanical appurtenances attached to building facades, such as the mechanical equipment for an automatic retractable security grille, must be concealed by placement under an awning (when available) or enclosed by a housing that is in proportion with the

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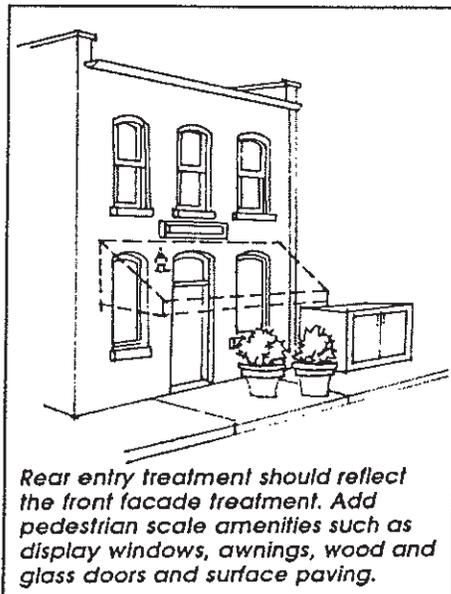
building's architecture and painted a color in keeping with the facade colors.

- 4) Storefronts can have simplified bulkheads in similar or smooth materials. Glass bulkheads that retain a horizontal framing bar at their top are strongly discouraged.



4. Rear Entrances/Facades

The provision of public entrances at the rear of buildings is an important design feature that is strongly encouraged. Where parking exists behind buildings, patrons appreciate having easy, safe, and attractive access into the stores they want to visit.



- a. Signs should be modestly scaled to fit the casual visual character of the alley.
- b. A canvas awning can soften rear facades and provide a pleasant protected space.
- c. Unsightly utility lines and meter boxes should be located away from the rear entrance or appropriately screened.
- d. Special lighting should be modest and should focus on the entry door.
- e. Selective use of tree planting and other landscaping can subtly improve a rear facade.
- f. Refuse containers and service facilities should be screened from view.

Section E ♦ Design Guidelines for Special Types of Commercial

This Section addresses those design issues related directly to specific types of commercial development. Each type of commercial development has its own set of characteristics which have been acknowledged and created separately. Not only are these guidelines intended to help improve overall design quality along Hawthorne Boulevard, but because they are project type specific, they will help emphasize the distinguishing characteristics of each commercial development type.

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The following architectural themes or prototypes are strongly **discouraged** for pedestrian-oriented uses.

- ❖ Glass cube/super contemporary
- ❖ Pueblo
- ❖ Log cabin
- ❖ Barn
- ❖ Medieval castle
- ❖ Ghost town
- ❖ Danish/tudor
- ❖ A-frame
- ❖ Wild West

e. Building Materials

Recommended building materials for pedestrian-oriented uses:

Base

- ❖ ceramic tile
- ❖ cut stone
- ❖ plaster (lightly troweled, sand, or smooth finish)
- ❖ concrete (no heavy texture)
- ❖ brick masonry
- ❖ marble

Body/Walls

- ❖ plaster (lightly troweled, sand, or smooth finish)
- ❖ brick masonry
- ❖ concrete block (no split face)
- ❖ glass block
- ❖ concrete (no heavy texture)
- ❖ wood and clear glass storefront
- ❖ aluminum and clear glass storefront
- ❖ wood, steel, or aluminum doors and windows with clear glass
- ❖ canvas awnings

Roof

- ❖ barrel, "S", or flat concrete or clay tile roofing
- ❖ slate or slate appearing roofing
- ❖ class "A" composition roofing
- ❖ plaster cornices
- ❖ cast stone cornices

The following building materials are **discouraged** in areas oriented to pedestrians:

- ❖ highly reflective or opaque glass
- ❖ imitation stone or masonry
- ❖ heavily textured plaster
- ❖ rough sawn wood siding, wood shakes, shingles, or board and batten
- ❖ "pecky" cedar
- ❖ corrugated fiberglass or metal
- ❖ imitation wood siding or plywood siding

3. Storefront Design Guidelines

The following storefront design guidelines emphasize the architectural elements and details of pedestrian-oriented facades.

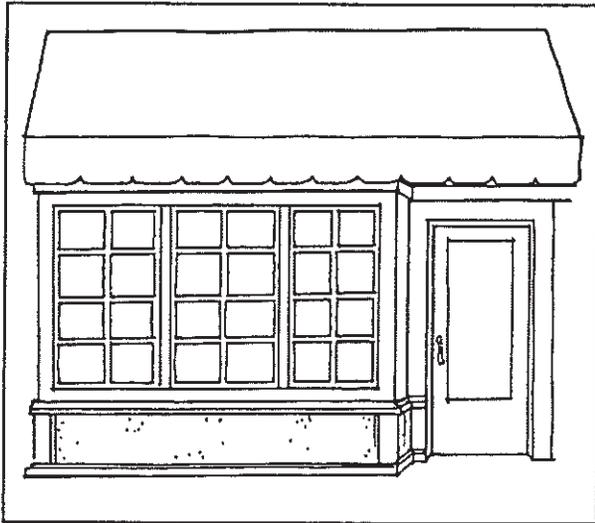
a. Front Entrances

The entrance is one of the most important parts of the building facade and should be easily identifiable. The customer should be invited into the store by a pleasant entry.

- 1) Doors and entryways should follow a traditional storefront design and should be designed in compliance with the architectural style of the building.

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- 2) Simple door details such as a handsome brass door pull, kickplate, or attractive painted sign can make an entry special.
- 3) Entrances can add a vertical element to break up and add interest to the facade of a building.
- 4) Selective use of tree planting and other landscaping can subtly improve a rear facade.
- 5) Refuse containers and service facilities should be screened from view.

b. Windows

Windows as an architectural element are of critical importance to the storefront design. Windows create a visual rhythm of building openings, as well as a visual image of the interior.

- 1) When considering new window replacement, it is important to relate the proposed design to the facade theme of the whole block. A "package-design" used to portray a corporate image as in the case of many

large national franchised stores often does not fit the existing small scale street theme. Colonial windows, for example, with small frames, however attractive, can disrupt the continuity of a block facade which is entirely composed of large plate glass windows.

- 2) Use clear glass (88 percent light transmission) on the first floor. Tinted glass allowing a minimum of 50 percent light transmission will be considered only for use in second floor windows and above and on an individual case basis. The use of reflective glass is prohibited on the first floor.
 - 3) Storefront windows should be as large as possible and no closer than 18 inches to the ground. By limiting the bulkhead height, the visibility to the storefront displays and retail interior is maximized. Maximum bulkhead heights for new construction should be 36 inches. Minimum height should be 18 inches. Existing buildings are encouraged to retrofit within these heights.
 - 4) Air conditioning units placed in windows or above door entries on the primary facade are strongly discouraged.
 - 5) Permanent, fixed security gates over windows or storefronts are strongly discouraged.
 - 6) If there are taverns, bars, or private offices in storefronts, blinds or cafe curtains can be used for privacy and do not detract from a traditional storefront appearance.
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- ❖ surveillance through windows or with cameras; and
 - ❖ maintenance storage areas and alleys.
- 5) Use security fencing/walls with view ports or sections of wrought iron grille work to allow views into the development while restricting access.
- 6) Identify building numbers (street addresses) by posting numbers so they are visible from the public right-of-way wherever possible.
- ❖ Buildings other than single-family homes should use twelve inch numbers/letters (in height) when displayed at the first story level.
 - ❖ Building numbers/letters displayed above the first story should be a minimum sixteen inches in height.
- 7) Nonresidential multi-tenant developments should include directories at site entrances identifying the locations of buildings, suites, parking, etc. and on-site facilities, including management offices and access points.
- 8) Questions to consider in the design of new development, as related to public safety and crime:
- ❖ What are the types and characteristics of adjacent or nearby uses?
 - ❖ Is the development intended to serve as a buffer, barrier or transitional use between different existing buildings/uses? And, what design features and configurations can optimize compatibility with those uses?
 - ❖ Who are the intended users of the development and how can the site be designed to encourage desirable use while discouraging illegitimate activities?
 - ❖ How do the internal activities of the building relate to one another and to external activities? And, what building design elements influence the activities?
 - ❖ Where are the off-site pedestrian/bicycle and vehicular circulation systems in relation to the development, and how can the proposed structure best relate to the circulation areas?
 - ❖ How can the on-site circulation areas (entrances, exits, loading areas, refuse collection/service zones, parking lots, plazas, paseos, sidewalks, etc.) best provide safe environments while facilitating the intended use of the structures? And, how can the relationship between the building(s) and the circulation system elements be enhanced to promote safety?
 - ❖ Can widow placement, lighting, parking areas, signs, landscaping, waiting areas, plazas, sidewalk-oriented uses, etc. be designed to maximize natural surveillance?
 - ❖ What design treatments can be introduced to make certain features

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less susceptible to criminal activity or less likely to permit illegitimate activity (e.g. doors, windows, alleys, loading areas, refuse enclosures, fences, gates, etc.)?

- ❖ How can landscaping be incorporated and maintained to facilitate natural surveillance (i.e. sight lines and visual clearance areas)?
- ❖ What opportunities exist to use landscape materials to communicate territoriality and to control access?

Section D ♦ Design Guidelines for Pedestrian-Oriented Commercial Uses

1. Introduction

The design guidelines in this section are applicable to those uses within the Specific Plan area that are pedestrian oriented. Pedestrian-oriented development is generally of a smaller, human scale (One to three stories) and emphasizes service and retail commercial uses. Building orientation is generally sidewalk adjacent, and sidewalk adjacent orientation is required for new and infill development. Parking is typically located in the rear or is on-street.

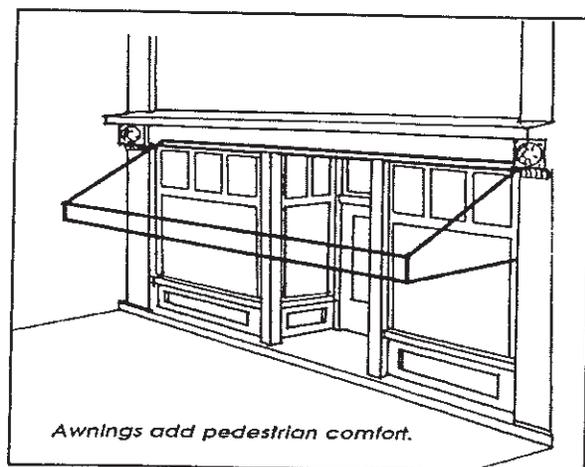
The guidelines in this section encourage a "village" or "neighborhood" atmosphere with an emphasis on quality and detailed architectural elements, including specific storefront design guidelines, open space design elements such as plazas, mid-block pedestrian alleys, (applicable to new development) and pedestrian level lighting. The guidelines for this section are to be used in conjunction with the

General Commercial Design Guidelines section. In the event that these guidelines conflict with the General Commercial Design Guidelines, these guidelines shall take precedence.

The primary design issues related to pedestrian-oriented uses concern commercial structures which are constructed adjacent to the sidewalk or with little or no setback except for pedestrian oriented spaces. This includes issues of compatibility, relationship to surrounding structures, and maintaining the pedestrian orientation of this type of development. It is important that the continuity of street facade be maintained.

Specific design issues include:

- ❖ especially at the pedestrian level, and avoid bland, monotonous walls with little or no relief or interest.
- ❖ the need to provide storefront entrances and windows that provide views into shops and enhance the pedestrian experience.
- ❖ the need to provide pedestrian amenities such as canopies and awnings to create shade along the sidewalk.



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1. Mini Malls

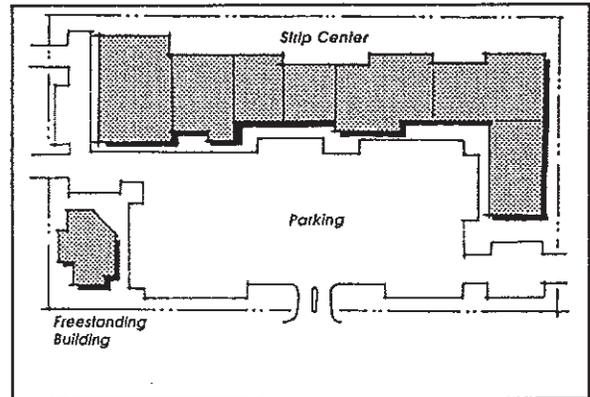
The Mini Mall is composed of a series of commercial tenants of varying sizes and types, in a rectangular, single story structure, usually with setbacks on all four sides. The building typically faces the street and is oriented to the parking lots which lays between it and the street. This development pattern is the essence of the Mini Mall and within it can be found examples of several other commercial development types.

This section will apply to ordinary small to medium commercial development. For other development types (e.g., neighborhood centers, service stations, shopping centers, etc.) see the appropriate section below.

Even in areas where the Mini Mall pattern is well established, these guidelines dictate a certain amount of building placement at the front setback line in order to better define the street, to enliven it and to visually break up the monotonous bands of parking next to the street.

a. Site Organization

- 1) A portion of the primary building should be built to the front setback line along streets. When these buildings become 'double frontage' (direct relationship to street on one side, parking lot on the other) they should be carefully designed to assure that both sides are active and functional.



Do not place all parking in front of building.

- 2) Parking is to be distributed along the front, sides and rears of the buildings and should be minimized between building and the street.
- 3) Corner lots should be developed with at least a 15 percent portion of the building or project square footage placed at the front setback lines on the corner.
- 4) Parking lots should be integrated with adjacent parking lots where improved circulation can be achieved or excessive driveway cuts avoided.

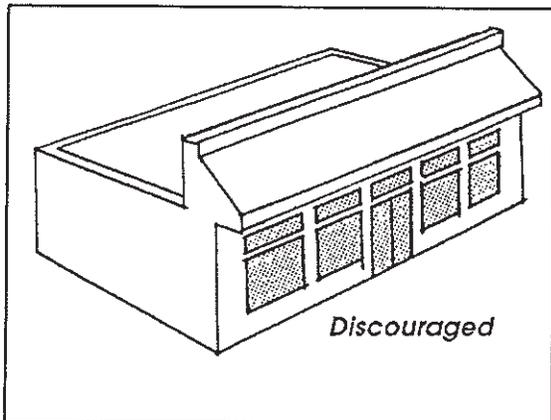
b. Building Design

Because mini malls typically are smaller in size, they tend to put little emphasis on quality of design. In order to improve the quality of such designs, the following should be considered.

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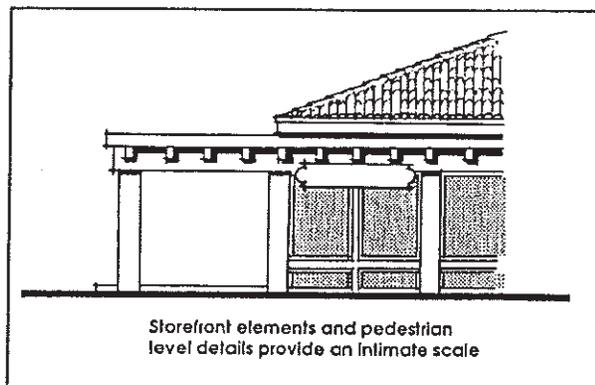
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- ❖ A minimum of 50 percent of the building should employ a full (pitched) roof. On larger structures (10,000 sq. ft. and above) flat roofs may be appropriate in conjunction with architecturally detailed parapet walls.



Stuck-on mansard roof is prohibited.

- ❖ A raised pedestrian/walkway arcade should be provided immediately adjacent to the storefront. Parking spaces should not directly abut the storefront. The walkway/arcade should be a minimum of eight feet wide.



Provide a covered walkway adjacent to the storefront.

- ❖ A minimum of 50 percent of the walkway/ arcade should be covered with a shed roof consistent with the architectural style of the building.

2. One- To Three-Story Office Buildings

While office buildings are found throughout the Specific Plan area, they have functional characteristics which result in physical forms different from other commercial development: intensity of use is lower; buildings are typically 'live' on more than one side; office activities are not limited to the first floor; building perimeters have limited entries and no display windows and thus have more opportunity for landscaping; and occupation of office buildings is more predictable.

Because their use patterns differ significantly from retail commercial, there is more opportunity to physically site the office buildings up toward the street with parking behind. This arrangement is strongly encouraged even where the pattern is not an established one.

Office buildings are considered appropriate for most commercial sites if care is taken to avoid negative impacts on adjacent residences. Single story office buildings are most appropriate adjacent to residential uses while buildings taller than one story should be set back from residential uses and should not orient toward the private open spaces of residences.

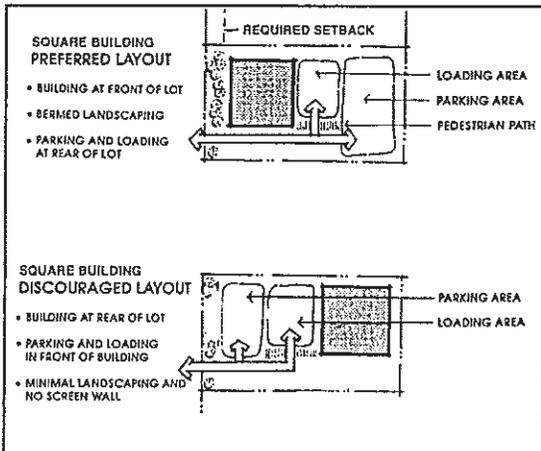
a. Site Organization

- 1) Buildings should be placed at the minimum required front setback. Buildings may be placed further behind the front setback, but no parking shall

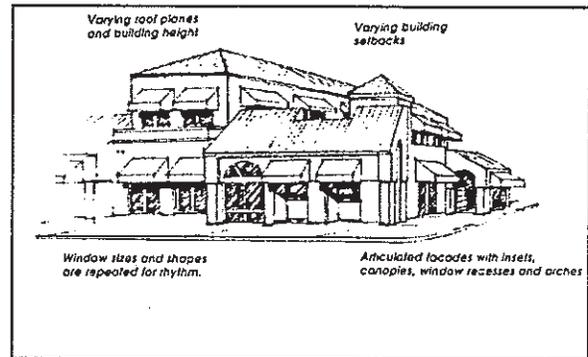
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be permitted between the front of the building and the street.

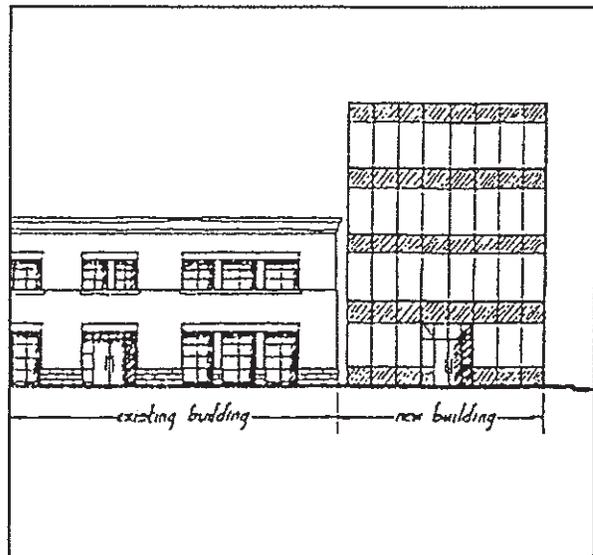


and horizontal wall plane that provides strong shadow and visual interest.



- 2) Surface parking should be located at the rear of the site or at the side of the building.
- 3) Multi-story buildings should not be placed adjacent to the private open space of residential units unless upper stories are stepped back significantly from the residential land use.

First floor may be adjacent to setback. Second and third floors may be added with the requirement of an additional foot of setback for each additional foot in height.



Inappropriate height transition for new building.

- 4) Office buildings should have the primary entry from the public street with secondary entries from any on-site pedestrian paths or parking areas.

b. Building Design

- 1) Large or long unadorned wall planes should be avoided. As a general standard, building surfaces over two stories high or 50-feet in length need to be relieved with a change of vertical

- 2) Clear glass should be used for ground floor windows where pedestrian traffic is high and there is any potential for retail, food service or other service occupancy.

- 3) Building entries should be protected from inclement weather and should afford a 'sense of entry' for the structure.

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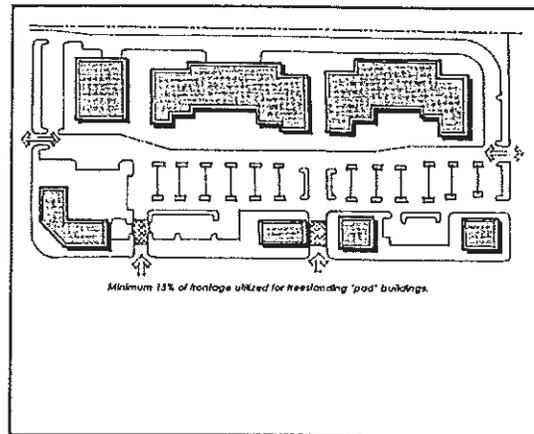
3. Neighborhood Centers

Neighborhood Centers are typified by the grocery store/drug store anchor with a series of smaller shops. They may also have one or more freestanding building sites. Because they are usually located in or next to residential areas, the major design problem related to neighborhood centers is the interface between the center's service activities and adjacent residences. Proximity of loading and storage to residences must be avoided. This section applies to centers having a gross square footage of under 300,000 square feet.

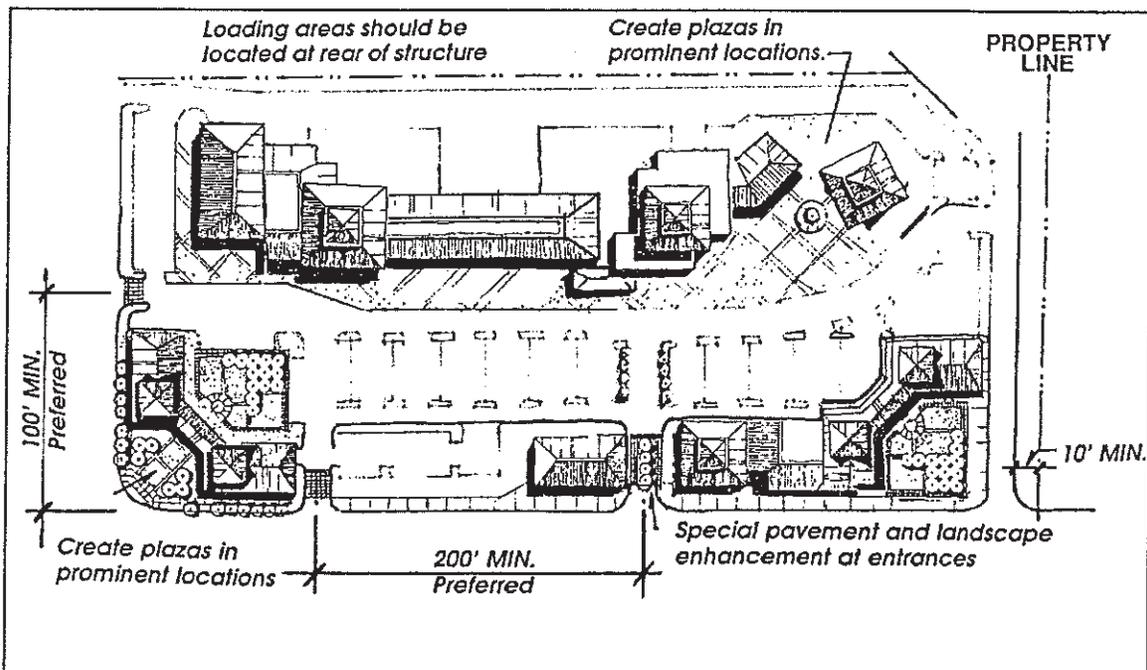
- a) Portions of primary buildings and free standing 'satellite' buildings should be located at the street setback lines.
- b) Parking should be provided within convenient walking distances of all tenants.

a. Site Organization

- 1) All buildings on the same site should demonstrate a strong spatial and functional relationship to each other.
- 2) Multiple buildings in a single project should demonstrate a variety in size and mass.



Spread parking amongst Center tenants.



Incorporate free standing satellite buildings at street setback lines for visual interest.

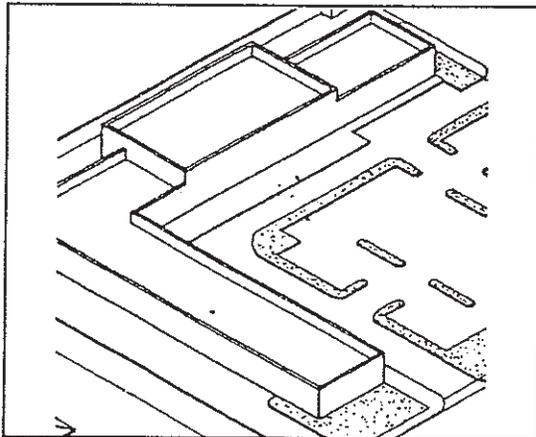
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- c) In a small scale neighborhood, the apparent scale of the center should also be small. This can be achieved in a number of ways, for example: keeping buildings as small as possible, particularly in height; reducing scale through building articulation and ornamentation; avoiding large flat walls and large scale design elements; and, distributing the project floor area among a complex of smaller buildings.

b. Building Design

- 1) An 'extruded' appearance should be avoided in the design of long linear buildings. Where long buildings are unavoidable, their linearity should be mitigated by changes in the building height, wall plane, and spatial volumes and by varied use of window areas, arcades, materials, and roof elements.

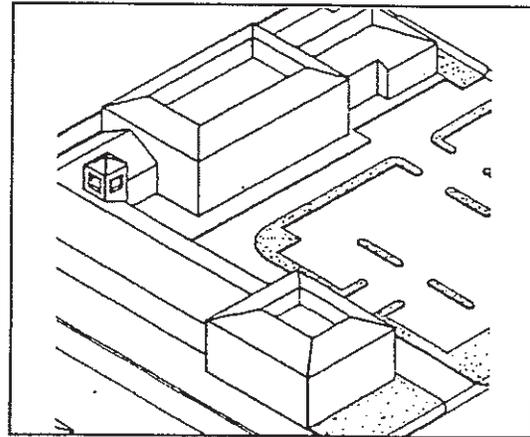


Avoid this 'dated' extruded appearance.

- 2) Portions of commercial buildings adjacent to and visible from residential properties should always be stylistically consistent with the more public portions of the commercial building. In addition, these building faces should be reduced

as far as possible toward residential scale by reducing wall height, articulating wall and roof planes, generating strong shadows, and/or by employing architectural decoration and sloped roofs.

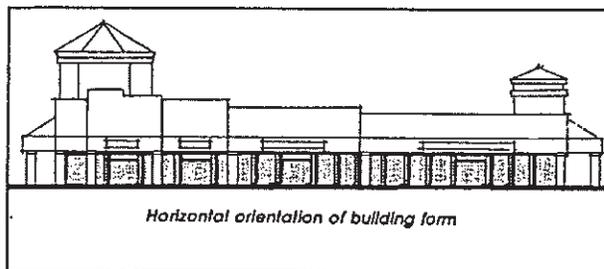
- 3) Retail shops should be provided with clear glass display windows.
- 4) Building elements, such as large blank building walls, loading areas, etc., which disrupt the continuity of shops and business along major pedestrian corridors should be avoided.



Changes in height, wall plane and volume mitigate the linearity of overly long buildings.

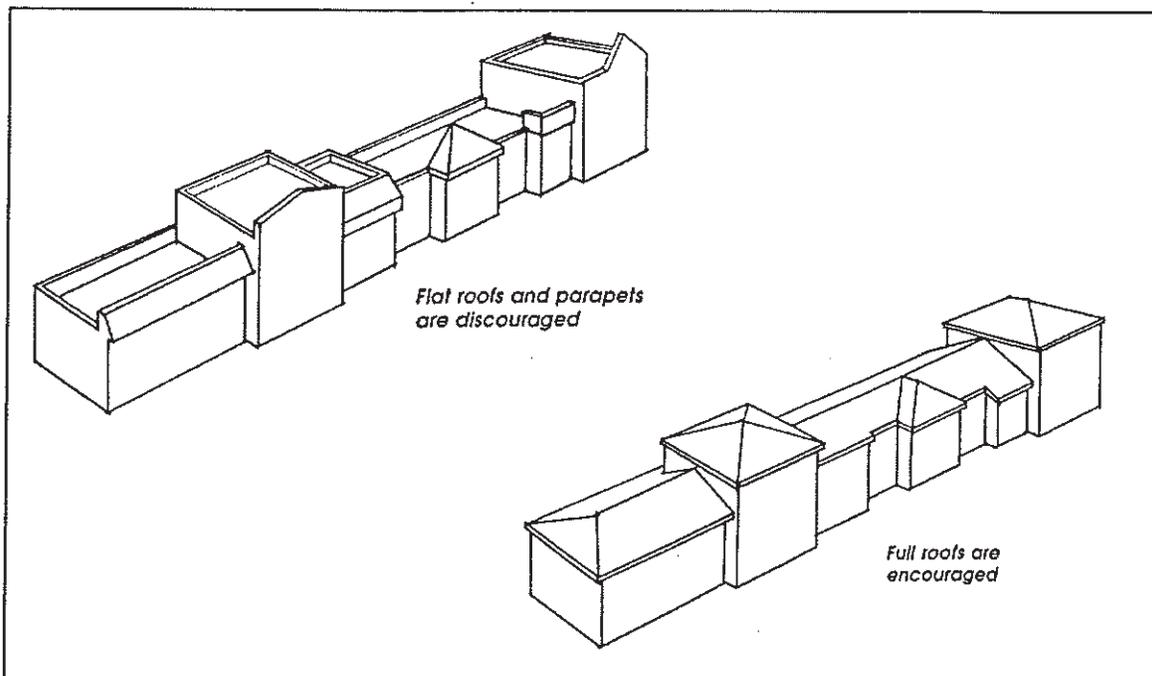
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- 5) Incorporate tower elements or other architectural features on "ends" of a shopping center, which do not exceed twice the height of the one story building they are attached to.



Towers provide vertical interest on otherwise horizontal structure.

- 6) Flat roofs, mansards and veneer parapets are strongly discouraged in favor of full roof treatments.



Full roofs are encouraged.

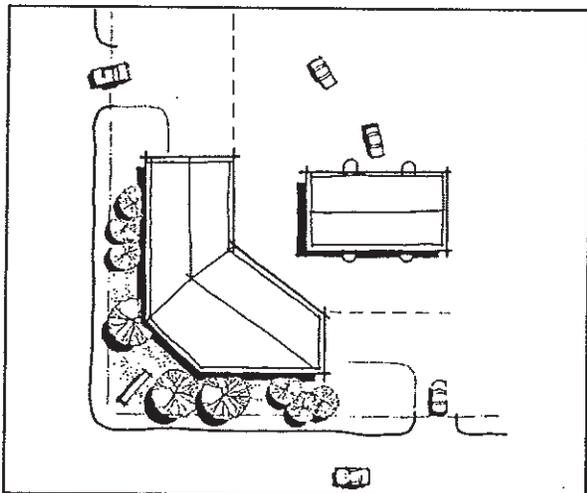
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4. Service Stations, Car Washes and Multi-Use Service Stations

Service stations, car washes, and multi-use service stations which may include mini-marts, are intensive uses that are characterized by large areas of paving which permit vehicles to maneuver freely and have the potential to create significant adverse impacts for adjoining streets and properties. Service stations, in particular, have historically enjoyed several points of access from adjacent streets to maximize maneuvering flexibility for vehicles. When weighed against the safety risk inherent in multiple driveways onto Hawthorne Boulevard and adjoining streets, and the negative environmental and visual impacts of large areas of asphalt, fully flexible circulation clearly can no longer be accommodated. Driveway cuts need to be limited, circulation needs to be channeled, and paved areas reduced.

Although reduced in area, substantial paving can still be expected and should be compensated for by perimeter landscaping.



Reverse orientation service stations are very desirable.

a. Site Organization

- 1) Structures on the site should be spatially related; buildings should be organized into a simple cluster.
- 2) The site should be designed to accommodate all legitimate, anticipated circulation patterns, but those patterns must be defined by reduced areas of paving and well-placed landscaped areas. Driveway cuts should be limited to two per street, unless otherwise allowed by the City Engineer for valid circulation reason.
- 3) Service bays should not face residential properties or the public street.
- 4) Reverse orientation services stations are strongly encouraged.

b. Building Design

- 1) All structures on the site (including kiosks, car wash buildings, gas pump columns, etc.) should be architecturally consistent with the surrounding development.
- 2) All building elevations facing public streets, whether such elevations function as the front, side, or rear of the building should be architecturally detailed to avoid a generic appearance; buildings should contribute a positive presence to the street scene.

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3) Building materials should have the appearance of substance and permanency; lightweight metal or other temporary appearing structures are not appropriate.

4) The roof of the pump canopy should have a shallow pitch. Flat roof pump canopies or mansard roof applications are strongly discouraged.

c. Special Requirements

1) Car wash facilities should include appropriate noise control measures to reduce machinery and blower noise levels to General Plan standards.

2) Areas should be provided on self service station sites to allow patrons to service their vehicles with water and air. These facilities will need to be located where they do not obstruct the circulation patterns of the site.

3) On automatic car wash sites, facilities should be provided for vacuuming of vehicles and for drying of vehicles upon exiting the car wash building. These areas should be carefully located to avoid obstructing legitimate circulation.

4) Each pump island should include stacking for at least two vehicles (40-feet) on-site, on at least one end of the pump island.

5) Truck circulation patterns and positions for tank filling must not conflict with critical customer circulation patterns or cause a potential for stacking overflow onto a street.

6) Facilities shall be designed so as to comply with City stormwater/ urban runoff management and discharge controls.

5. Auto Repair and Service

Auto repair and service facilities are generally considered industrial uses but are included in these guidelines because they are found within the Specific Plan area. They can be problematic uses characterized by noise, large numbers of parked vehicles, traffic, and the presence of and potential mishandling of large amounts of petroleum products, oils, acids and other hazardous materials. While these facilities rarely make good residential neighbors, they are necessary to urban life and can fit agreeably into many settings if care is taken to mitigate negative characteristics. A major problem with older repair and service facilities is inadequate storage for vehicles being serviced, resulting in cars, etc. being parked on the street, on sidewalks, in alleys, on landscaping, and on neighboring properties.

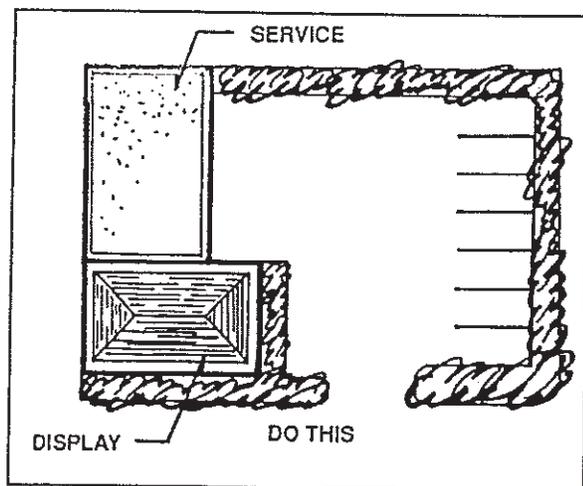
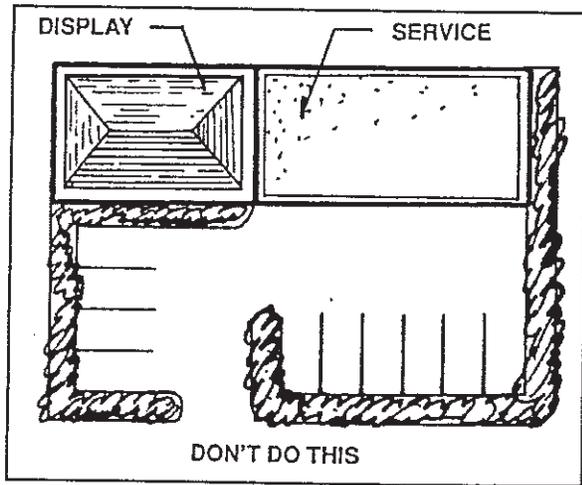
a. Site Organization

1) Vehicle repair and service activities should be wholly contained within a building of durable construction.

2) Sufficient space should be provided for customers to drop off their vehicles on-site and to avoid stacking overflow on to the public street.

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- 3) The interior of work bays should not be visible from a public street or any adjacent residential buildings or designated open space, nor should building openings face residential property if the openings are likely to allow the passage of noise.
- 4) Driveway cuts should be limited to the minimum number necessary to enter and exit the site, typically one or two each with a maximum width of 28 feet.



b. Building Design

- 1) Building materials should have the appearance of substance and permanency; lightweight metal or other temporary appearing structures are not desirable.
- 2) Building design should be clean and simple, stylistically consistent, and related to surrounding buildings through use of similar scale, materials, colors, and/or detailing.

c. Special Requirements

- 1) Landscaping should be provided in all street front setback areas, along the building base, adjacent to customer entrances to buildings, and along property lines visible from offsite or from customer access areas.
- 2) No dismantling of wrecked cars should be allowed on the site, and no outdoor storage is allowed.
- 3) Public (outdoor) address systems are strongly discouraged. Beepers and/or personal pagers should be used in outdoor areas if it is necessary to contact employees outdoors.
- 4) Facilities shall be designed so as to comply with City stormwater/ urban runoff management and discharge controls.

d. Screening

- 1) Trash areas should be designed to accommodate disposal of junk parts as well as packing from parts shipments.

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- 2) Provisions should be made for the storage of used oil and lubricants pending recycling.
- 3) All compressors should be located within buildings to minimize any impacts on adjacent properties.
- 4) Delivery and loading areas should not be located where visible from residential uses.
- 5) Mechanical equipment of all types, including swimming pool equipment, should be located to assure that it can not be heard at any residential property line.

6. Hotels and Motels

Hotels and motels are quasi-residential uses and should be designed and sited to minimize the effect of noise from Hawthorne Boulevard, Interstate 405, and other streets. Although they are quasi-residential, the scale of, and activities associated with hotels and motels often make them problematic neighbors for adjacent residential properties. If a residential interface cannot be avoided, it should be carefully designed to mitigate any potential adverse impacts on existing or future adjacent residents. Because hotel and motel architecture is often thematic, presenting a strong temptation to over-design the building front and to neglect the other sides, it is important to remember that all sides of a building shall be stylistically consistent.

a. Site Organization

- 1) The primary presence along the major street frontage should be the building and driveway approach, not the parking lot.
- 2) Only a few (no more than 5) short term parking spaces should be provided near the office for check-ins.
- 3) Exterior corridors on multi-level buildings are strongly discouraged and should not be located adjacent to residential uses.

- 6) Recreational facilities such as swimming pools should be located where guests can use them in some privacy; they should not be exposed to public streets to function as advertising.
- 7) Avoid locating driveway, garage ramps or loading and service areas where they interfere with the flow of pedestrian movement or impact the privacy of guest rooms.
- 8) Utilize parking lots and other open spaces on the site to help buffer the hotel/motel from any adjacent incompatible uses.

b. Building Design

- 1) Noise attenuation techniques should be included in the design of buildings near major noise generators, such as major streets or the freeway. Techniques may include: double paned glass, earthberms, thick tree groves over 30-feet in depth or lowering the grade of the subject building below the roadway elevation. Solid masonry walls over 5-feet high are not desirable.

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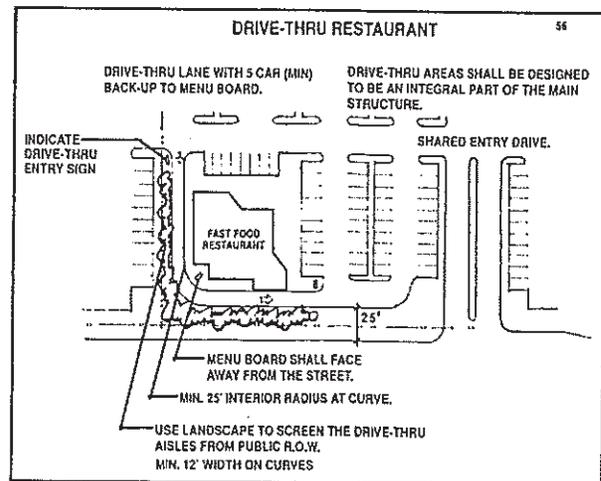
- 2) The scale of buildings should be related to the surrounding development patterns.
 - 3) Walkway, stairway and balcony railings and other similar details should be visually substantial (handrails with a thickness exceeding 2 ½ inches and balusters over 2 inches thick) and stylistically consistent with the basic building design.
 - 4) Air conditioning units should not be visible from public streets. Structures over three stories should avoid exterior exposed air-conditioning units for each room.
 - 5) For structures over three stories, make guest rooms accessible from hallways within the hotel. Avoid room entrances directly adjacent to parking lots or exterior walkways.
- 2) Drive-through aisles should provide adequate on-site queuing distance to accommodate six cars (120-feet) before the first stopping point (e.g. menu board, teller window, automatic teller machine). No portion of the queuing aisle should serve double duty as a parking aisle.
 - 3) Drive-through aisles should have minimum 25-foot interior radius for any curve.

7. Drive-Through or Drive-In Businesses

Drive-through restaurants and other businesses are somewhat common along Hawthorne Boulevard. The major design issues related to these types of establishments are site plans that promote efficient and well organized vehicular access and on-site circulation, while adequately buffering adjacent uses.

a. Site Organization

- 1) The primary presence along the major street frontage should be the building, not parking lots.



- 4) Drive-through aisles should be screened from the view of street frontage and adjacent parking areas.
- 5) Pedestrian walkways should not intersect the drive-through drive-aisle, but where they cannot be avoided, they should have minimum 15-foot clear visibility, and they should be emphasized by enriched paving.
- 6) Whenever physically possible, the main structure should be sited so as to maximize the distance for vehicle queuing while screening the drive-

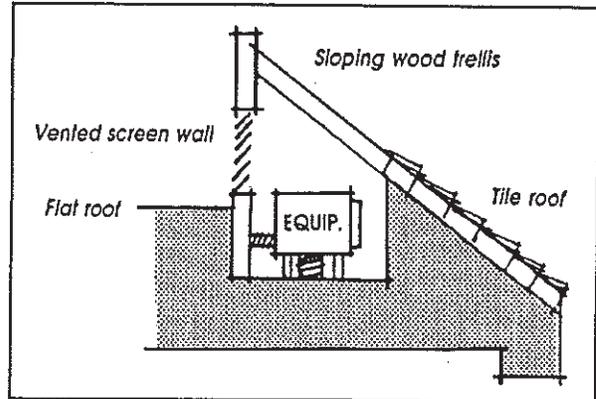
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through operations located on the back side of the structure.

- 7) Menu board speakers should be located so as to protect adjoining residential areas from excessive noise.

b. Building Design

- 1) All building elevations facing public streets, whether such elevations function as the front, side, or rear of the building should be architecturally detailed to avoid the appearance of the 'back of the building'; buildings should contribute a positive presence to the street scene.
- 2) Buildings should incorporate a full roof with built-in roof top equipment wells hidden through wood/metal trellis work.



Chapter 4 - Streetscape Improvements

Section A ♦ Introduction

The Hawthorne Boulevard streetscape needs improvement to create a strong gateway into the City of Lawndale and to enhance the overall aesthetics of the area. While individual property owners may improve the aesthetic quality of their buildings, residents and visitors need to be presented with a comprehensive improvement scheme. Hawthorne Boulevard offers this unique opportunity to both welcome people to the City of Lawndale and to invite them to patronize the array of businesses within the City. The need for a well designed, safe, and comfortable environment is paramount to achieve the community's vision for the Hawthorne Boulevard Specific Plan Area.

This chapter identifies a coordinated framework of public streetscape design elements that includes special paving, street tree plantings, median plantings, lighting, street furniture, and other unique design features within the Specific Plan area.

The purpose of this Streetscape Improvements chapter is to establish very general design concepts for streetscape improvements within the public rights-of-way on Hawthorne Boulevard. The adoption of the Hawthorne Boulevard Specific Plan does not commit the City to implement any of the streetscape elements identified in the plan, nor does it commit the City to a specific right-of-way design or streetscape plan.

This Streetscape Improvements chapter will only be used as a tool to assist future planning and design effort. Therefore, final designs, dimensions, layouts, and materials are subject to change during

subsequent phases of the project including the following:

- ❖ Initiation of additional public workshops through which property and business owners are apprized of their role in the upgrading of the area and are encouraged to provide input into the overall design process;
- ❖ Preparation of final design and working drawings;
- ❖ Preparation of construction specifications.

Section B ♦ Right-of-Way Enhancement

Image and identity are important to the vitality of the Hawthorne Boulevard Specific Plan Area. The way in which people perceive the area is dependent upon the quality of the built environment. Many people experience Lawndale by driving along Hawthorne Boulevard, observing its unique qualities while at City Hall, or when visiting its businesses. To assist in the enhancement of image and identity right-of-way enhancements are necessary for Hawthorne Boulevard.

The right-of-way enhancement concept for Hawthorne Boulevard is relatively simple: relocate median parking to areas adjacent to building storefronts; include gateway elements that welcome people into Lawndale and attract people into the area for its shopping, services, restaurants, lodging and other amenities; and, enhance the pedestrian qualities along Hawthorne Boulevard. This concept incorporates findings from public input, General Plan review, field investigations and discussions with City representatives.

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The right-of-way enhancement concept considers the following items:

- ❖ Physical location/configuration of existing streets, buildings, and open spaces;
- ❖ Identification of major vehicular/pedestrian links;
- ❖ Opportunities to attract people into the area from Interstate 405 and other major arterials (e.g. Redondo Beach Boulevard and Rosecrans Boulevard)
- ❖ Creating a more comfortable pedestrian environment;
- ❖ Developing a unified theme that boosts community pride and facilitates a linkage with neighborhoods and the City Hall complex;
- ❖ Logical opportunities for major entry intersections;
- ❖ Differing right-of-way dimensions for the sections of Hawthorne Boulevard north and south of Interstate 405;
- ❖ Need for convenient parking opportunities that facilitate business patronage and reduce potential for vehicular/pedestrian conflict.

In order to achieve a distinct and memorable streetscape environment along Hawthorne Boulevard, a series of figures follow:

- ❖ Figures 4-1 and 4-2 depict the preferred streetscape and on-street parking concept for Hawthorne Boulevard north of Interstate 405, which is a 195-foot right-of-way.
- ❖ Figures 4-3 and 4-4 depict the preferred streetscape and on-street parking concept for

Hawthorne Boulevard south of Interstate 405, which is a 170-foot right-of-way (Please note: due to the reduced right-of-way dimension, this concept maintains the diagonal parking at the expense of a reduced median and parkway planting strips.); and,

- ❖ Figures 4-5 and 4-6 depict an alternative to the preferred streetscape and on-street parking concept for Hawthorne Boulevard south of Interstate 405, which is a 170-foot right-of-way (Please note: due to the reduced right-of-way dimension, this concept maintains the same median and parkway planting strips widths as included in the northern portion of Hawthorne Boulevard, but changes diagonal parking to parallel on-street parking.).

Modifications may be necessary to these cross sections and concepts when later engineering studies determine specific geometrics.

Section C ♦ Street Trees and Street Furniture

In order to define a clearly recognizable and unified streetscape along Hawthorne Boulevard, it is important to provide a comprehensive design palette of street furniture, design improvements, and landscaping. Figure 4-7 provides a streetscape improvement palette that includes lighting, street furniture, proposed street trees, gateway elements, and a community event notification sign. The following points should be noted with respect to the streetscape improvement palette:

- ❖ The street lights and furniture shown are depicted to provide conceptual level direction only; types of street furnishings are displayed to allow flexibility in final selection by the City.
- ❖ Landscaping materials are identified to convey community preferences.

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- ❖ Details of light standards, light source, lumens, foot candles will be established during subsequent phases of the design program.
- ❖ Design and materials of the gateway entry element and community event sign are conceptual and are not reflective of a detailed final design.

Chapter 5 - Infrastructure Improvements

Section A ♦ Introduction

The following infrastructure improvements are derived from either the City of Lawndale's Capital Improvement Program (CIP) for fiscal years 1998 to 2003 or the Redevelopment Plan. This Chapter provides the most realistic picture available at this time of the improvements needed for the Hawthorne Boulevard Specific Plan area to not only satisfy the recommendations of the Specific Plan but also to revitalize this portion of the City of Lawndale.

The Specific Plan assumes that the existing infrastructure can accommodate the existing zoning. The new Specific Plan land uses, acreages and densities are not intended to negatively affect the infrastructure in the City. Circulation, parking, wet and dry utilities are included in the following sections.

Section B ♦ Traffic, Circulation and Parking

1. Traffic, Circulation and Parking Needs

The primary regional access to the Specific Plan area is via the Interstate 405 (I-405) Freeway at the Hawthorne Boulevard interchange. Hawthorne Boulevard is oriented in a north-south direction, and contains six travel lanes (three in each direction), a center median area used for parking and some parallel parking opportunities along the sidewalks. The I-405 Freeway bisects Hawthorne Boulevard, which creates northern and southern halves of the boulevard.

Hawthorne Boulevard serves as a primary transportation route, a corridor of economic activity, and a community focal point for the City of Lawndale. Today, however, the Boulevard is challenged with the following circulation and parking issues, as restated from Chapter 1:

- ❖ Inconvenient and unsafe median parking; and
- ❖ Inadequate pedestrian environment.

2. Traffic, Circulation and Parking Improvements

Transportation and parking improvements identified in the City's CIP for the period of fiscal years 1998 to 2003 and in the Redevelopment Plan pertinent to the Specific Plan are as follows:

- ❖ Hawthorne Boulevard Improvements, including Boulevard Design and Reconstruction of New Pavement;
- ❖ Marine Avenue Improvements and Resurfacing;
- ❖ Sidewalk Repair and Bus Pad Construction; and
- ❖ Construction of a New Parking Structure (approximately 100,000 square feet) on Hawthorne Boulevard.

Specific programs outlined in the Redevelopment Plan are discussed in more detail below.

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a. Street and Alley Reconstruction Improvements

Street and alley reconstruction improvement are proposed in the Redevelopment Plan and CIP for major thoroughfares and parallel alleys to address current deficiencies and remediate traffic and parking deficiencies. Street and alley improvements within the Specific Plan area are proposed for:

- ❖ Hawthorne Boulevard;
- ❖ Marine Avenue;
- ❖ Manhattan Beach Boulevard;
- ❖ Artesia Boulevard; and
- ❖ Redondo Beach Boulevard.

b. Signalization and Circulation Improvements

The purpose of these improvements is to facilitate and maintain the ability to effectively and safely mitigate future traffic circulation needs. These investments and public assets generally include street intersection modifications, signalization/signal modifications, right-/left-turn lanes, culvert reconstruction, median improvements and access improvements. Signalization and circulation improvements proposed in the Redevelopment Plan and CIP for the Specific Plan area are listed below:

- ❖ Hawthorne Boulevard;
- ❖ Marine Avenue;
- ❖ Manhattan Beach Boulevard;
- ❖ 159th Street;
- ❖ 160th Street;
- ❖ 161st Street;

- ❖ 162nd Street;
- ❖ Redondo Beach Boulevard; and
- ❖ Artesia Boulevard.

c. Parking Improvements Program

The Redevelopment Agency proposes the implementation of a Parking Improvements Program, which would include rehabilitation, beautification and new construction components to improve the inadequate parking situation along the Boulevard. The purpose of the Parking Improvements Program is to correct deficiencies in design and to provide improvements in lighting and ingress and egress to the commercial areas.

Section C ♦ Wet Utilities

1. Water

Water is distributed to the City of Lawndale by the Southern California Water Company (SCWC). The SCWC obtains approximately 80 percent of its water from the Metropolitan Water District (MWD) and 20 percent from ground water wells.

The MWD water distribution system includes the West Basin Feeder, which traverses the center of Lawndale along Manhattan Beach Boulevard. The water system is maintained by the SCWC distributes water throughout the City and currently consists of 4-inch, 6-inch and 8-inch mains ranging in age from 10 to 40 years. Four-inch mains were originally installed because they were considered adequate to serve the needs of the City's single-family character. As housing densities increased, the

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four-inch mains were found to be insufficient in providing adequate fire flows.

The City's water distribution system has been incrementally upgraded over the years. In addition, SCWC has a Capital Improvement Program (CIP) in place to improve the water system to keep pace with expected population growth and densities. As a part of the CIP, the existing 4-inch cast iron mains are being replaced by the SCWC with 6-inch and 8-inch asbestos-cement (Transite) and polyvinyl chloride (PVC) mains on an as-needed basis.

No new water system improvements have been identified in the City's CIP or the Redevelopment Plan. However, to ensure adequate fire flows, all 4-inch water lines in the Specific Plan area should be replaced with 6-inch or 8-inch water lines, as determined by the SCWC. In addition, future development within the Specific Plan area would be subject to development fees assessed by SCWC.

2. Wastewater

The City of Lawndale is serviced by Station District No. 5 of the Los Angeles County Sanitation District. Seven sewer trunk lines serve the City: 1) Rosecrans Avenue (8-12 inches); 2) Rosecrans Avenue Relief (15-18 inches); 3) J.O.D. Unit 6 (33 inches); 4) J.O.D. Unit 6 Relief (39 inches); 5) South Hawthorne Warfield Avenue, Section 2 (21 inches); South Hawthorne Warfield Avenue, Section 3 (18 inches); and 7) South Hawthorne Warfield Avenue, Connection (18 inches). Wastewater from the City of Lawndale is processed at the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson.

The wastewater system was constructed piecemeal as land was developed in the City;

therefore, it is impossible to determine the age of the entire system. Upgrading of the system has occurred incrementally. Since 1976, relief sewers have been constructed to increase the capacity of the sewer lines.

The Sanitation District implements two programs to operate and expand facilities. The Service Charge Program charges existing users for their fair share of use of the system. Funds from this program are allocated for upgrade, maintenance and annual operation of the system. A Connection Fee Program charges new users of the system upon connection. Funds collected from this program are used to expand projects to accommodate growth. Charges for both of these programs are based upon the specific type of use within the residential, commercial and institutional categories. Industry is charged separately based upon actual discharge through the Building Permit plan check process.

No new wastewater system improvements have been identified in the City's CIP or the Redevelopment Plan. Future development within the Specific Plan area would be subject to the Sanitation District's Service Charge and Connection Fee Programs.

3. Storm Water

No natural drainage features, such as rivers or streams, are present in the City of Lawndale. Storm water drainage is carried through underground storm sewers to the Pacific Ocean. During heavy rains, some localized street flooding occurs in various areas of the City.

Storm Water Drainage improvements identified in the City's Capital Improvement Program (FY 1998-2003) pertinent to the Specific Plan are as follows:

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- ❖ Reconstruct culverts across 159th, 160th, 161st and 162nd Streets.

Section D ♦ Dry Utilities

Dry utilities within the Specific Plan include telephone, cable television, electricity and natural gas. Purveyors of these utilities have the ability to service future customers and land uses within the Specific Plan area.

The changes proposed in the Specific Plan will have some impact on the demands for telephone, cable television, electrical and natural gas service. Purveyors of these utilities, including Pacific Bell Telephone, Time Warner Communications, Southern California Edison, and The Gas Company, will be responsible for necessary improvements and have indicated no expected difficulties in serving the future land uses of the Hawthorne Boulevard Specific Plan.

Chapter 6 - Administration and Implementation

Section A ♦ Introduction

This chapter provides recommendations for the administrative, financing and regulatory approaches that will effectively implement the Hawthorne Boulevard Specific Plan.

Section B ♦ Organization

The following sections are contained in this chapter:

- ♦ Section A — Introduction
- ♦ Section B — Organization
- ♦ Section C — Specific Plan Administration
- ♦ Section D — Recommended Public Improvements and Programming
- ♦ Section E — Potential Funding Resources

Section C ♦ Specific Plan Administration

This section describes the procedures required for the timely implementation of development within the Hawthorne Boulevard Plan area.

Upon adoption of the Hawthorne Boulevard Specific Plan, all land use regulations, development standards, and design guidelines of this Specific Plan shall replace those of the Zoning Ordinance.

All regular provisions of the Zoning Ordinance not amended by this Specific Plan shall apply, including, but not limited to, use permits, variances, public notice and hearing, and appeals provisions.

1. Relationship to Zoning Ordinance

The land use regulations and development standards contained herein constitute the primary zoning provisions for the Hawthorne Boulevard Specific Plan area. If there is a conflict between the regulations of the Zoning Ordinance and this Specific Plan, the regulations provided herein shall prevail. Where direction is not provided in this Specific Plan, the provisions of the Zoning Ordinance shall prevail.

2. Omission or Ambiguity

The Director shall have the responsibility to interpret the provisions of this Specific Plan.

If an issue or situation arises that is not sufficiently provided for or is not clearly understandable, those regulations of the Zoning Ordinance that are most applicable shall be used by the Director as guidelines to resolve the unclear issue or situation. This provision shall not be used to permit uses or procedures not specifically authorized by this Specific Plan or the Zoning Ordinance.

If a use is omitted from the lists of those specified as permissible in each of the various zoning districts or if ambiguity arises concerning the appropriate classification of a particular use, the Director shall have the authority to make an interpretation as to whether the use should be allowed because it is similar to other allowed uses in a particular zoning district, or whether

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the use should not be allowed in any zoning district.

The Director may refer any matter for interpretation to the Commission for their consideration or the Director's interpretation may be appealed to the planning commission. The Commission shall make the final decision on an interpretation. The Commission's decision may be appealed to the City Council.

3. Amendments

This Specific Plan including the Land Use Map, may be amended by the same procedure as it was originally adopted. Each amendment shall include all Sections or portions of the Specific Plan that are affected by the change. An amendment may be initiated by the City Council, Commission, CDD, private property owner, or an authorized agent. Any amendment requested by a property owner or authorized agent may be subject to the fee schedule adopted by the City Council.

4. Violations

Any persons, firm, or corporation, whether a principal, agent, employee, or otherwise, violating any provisions of these regulations shall be subject to the penalties and provisions of the Lawndale Municipal Code.

5. Findings Regarding The Specific Plan

No division of land, use permit, site plan approval or other entitlement for use, and no public improvement shall be authorized in the Specific Plan area unless a finding has been made that the proposed project is in substantial compliance with the requirements of the Specific Plan. Approval of final development plans and use permits shall be contingent upon

a determination of substantial compliance with the applicable provisions of this Specific Plan, applicable provisions of the Zoning Ordinance, and the General Plan.

6. Development Review and Approval

a. Purpose

This Section establishes procedures for reviewing development proposals (e.g., building design, and site planning) to ensure that development projects comply with all applicable development standards and design guidelines, and minimize potential adverse effects on surrounding properties.

b. Development Permit Required

The purpose of a Development Permit is to ensure compliance with the requirements of this Specific Plan and to ensure compatibility, originality, variety, and innovation in the architecture, design, landscaping, and site planning of developments such that the standards and spirit of the Specific Plan are met. A Development Permit serves as a "Master Plan" for an individual project, establishing the conditions of site and building design, landscaping plan, parking, pedestrian and vehicular circulation, points of egress and ingress, location of trash enclosures, and other design concerns, under which a project is reviewed and permitted.

In approving a Development Permit, the review authority (Director or Commission) may impose conditions deemed reasonable and necessary to ensure that the approval will be in compliance with the findings

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required by Subsection d (Findings and Decision), below.

c. Applicability

An application for a Development Permit is required for all projects within the Specific Plan area in compliance with Table 2-1, below, and shall be granted before the issuance of the Building Permit.

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Table 2-1 (revised June, 2001)
Applicability of Development Permit

Type of Project	Exempt	Director Approval*	Commission Approval
Business license approval	Yes		
Repainting of existing buildings (change of color)		Yes	
Interior tenant improvements for the reuse of an existing building or tenant suite, or the creation of a new tenant suite		Yes	
Additions and alterations determined to be insignificant by the Director (e.g. very small additions, replacement of a window or door, addition of equipment screening devices, etc.)	Yes		
Any new commercial or mixed use structure of any size on a vacant site.			Yes
Building additions Any addition of gross floor area that exceeds 50 percent of the existing gross floor area, or is 10,000 square feet or more.			Yes
Any addition of gross floor area that does not exceed 50 percent of the existing gross floor area, or is less than 10,000 square feet in area.		Yes	
Remodel The removal of 50 percent or more of any exterior wall area or removal of 50 percent or more of the supporting members of a structure such as bearing walls, columns, beams, or girders.			Yes
Exterior building modifications, including facade changes that do not involve the removal of 50 percent or more of the exterior wall area, including the replacement of doors and windows.		Yes	

* The Director may defer action and refer the application to the Commission for review and decision. Decisions of the Director may be appealed to the Commission.

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d. Findings and Decision

A Development Permit application shall be approved, with or without condition, only if all of the following findings of fact can be made in a positive manner. The proposed development would:

For New Development:

- 1) Be consistent with the development standards and design guidelines of this Specific Plan;
- 2) Not interfere with the use and enjoyment of neighboring existing or future developments, and would not create traffic or pedestrian hazards;
- 3) Maintain and enhance the attractive and orderly development contemplated by this Specific Plan;
- 4) Provide a desirable environment for its occupants, community residents, and visiting public through good aesthetic use of materials, texture, and color; and
- 5) Would not be detrimental to the public health, safety, or welfare, or materially injurious to the properties or improvements in the vicinity.

For tenant improvement of existing buildings:

- 1) That non-conforming signs for the space being remodeled are removed, that all required landscaping and hardscape that has been removed or died is replaced and that any other Municipal Code violations are eliminated.

For repainting of existing buildings:

- 1) That the proposed color scheme is consistent with the color guidelines found in Chapter 3, Section C of this plan.

e. Concurrent Processing of Applications

Situations may arise in which a proposed project is subject to both a Development Permit and a Special Use Permit. When such circumstances occur, the permits will be processed concurrently.

6. Administrative Modifications

Administrative modifications to the development standards of this Specific Plan of up to 10% may be approved, or conditionally approved, by the Director upon demonstration that the proposed adjustment would enhance the overall appearance and function of the project; would be compatible with, and would not be detrimental to, adjacent property or improvements; and would advance the goals of the Specific Plan.

7. Amendments To The Specific Plan

This Specific Plan, or any part thereof, may be amended or replaced by the same procedure as the Plan was adopted.

8. Specific Plan Review/Update

The Specific Plan should be the subject of a comprehensive review by the City at least every five years. The first review should occur five years from the date of Plan adoption and should occur at intervals of five years thereafter.

9. Enforcement And Penalties

Any person who violates a requirement of this Specific Plan or fails to obey an order issued by the City or comply with a condition of approval of any certificate or permit issued under this Specific Plan shall be subject to the penalty provisions as provided in the Municipal Code.

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Section D ♦ Recommended Public Improvements and Programming

NOTE: In order to achieve the overall vision and individual goals of the Hawthorne Boulevard Specific Plan, a variety of publicly initiated programs and physical improvements may be identified. Upon City completion of engineering design plans for Hawthorne Boulevard, as well as upon acceptance of the streetscape improvement program by the City, a listing of recommended public improvements should be prepared and inserted by the City.

Section E ♦ Potential Funding Sources

In order for the Hawthorne Boulevard Specific Plan area to develop consistent with the goals and objectives of this plan, the identified public improvements will need to be funded. This section summarizes a variety of potential methods for funding improvement projects listed in the previous section. This listing is not intended to exclude any other available funding source nor does it require the use of any source listed.

1. Conditions of Approval for Individual Projects

Under this method of financing individual developers are required to construct infra-structure and other facilities as part of their project approval when such improvements are directly related to their project.

Construction of facilities by individual developers is the easiest financing method to implement and should be employed whenever possible. This method allows developers to move ahead with their projects subject to their own timing without the potential delays which

might accrue in the creation of more elaborate financing schemes. However, issues of equity preclude developer construction for features of area wide or general benefit unless reimbursement is involved. In requiring construction of facilities by developers, even if there is to be reimbursement, care must be taken to avoid overloading front end development costs to the point that on-site project amenities be sacrificed in favor of up-front costs for off-site facilities/improvements.

2. Special Districts and Fees

Special fee districts are frequently established by local agencies to address specific infrastructure needs such as sewer, water or drainage. In most instances fees are collected upon the development of land within the fee district, based on a master plan for the specific facility. Fees are usually collected on per acre or per unit basis.

Impact fees are monetary exactions (other than taxes or special assessments) that are charged by local agencies in conjunction with approval of a development project. Impact fees are levied for the purpose of defraying all or a portion of the costs of any public improvements or amenities which benefit the project. The collection of impact fees does not require formation of a special district.

Impact fees are paid by builders or developers, typically at the time a building permit is issued. The public facilities funded by impact fees must be specifically identified. There must be a reasonable relationship, in compliance with Assembly Bill 1600, between the type of development project, the need for the facilities, the cost of the facilities and the need to impose a fee.

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While developer fees cannot typically be leveraged (i.e. provide security for bonds or other debt instruments), fees can be used in conjunction with debt financing to help retire bonds secured by other means (e.g. land). In this case, developer fees can generate supplemental revenues to reduce future special taxes or assessments, or free up tax increment or other revenues for alternative uses. Developer fees can also be used to generate reimbursement revenues to property owners or public agencies who have previously paid more than their fair share of public improvement costs.

3. Redevelopment

The Hawthorne Boulevard Specific Plan area is contained within The Economic Revitalization Area, a redevelopment area. The existence of a Redevelopment Agency and project area creates a strong centralized authority with broad powers relative to development administration and financing.

State Community Redevelopment Law allows communities to utilize tax increment financing to carry out redevelopment activities, by applying tax increments obtained in the project area to finance planning, administration, acquisition, and improvement activities. Redevelopment Law permits the Agency to finance land acquisition for public purposes, construction of public facilities, such as roads, parks and sewers, and administrative, legal, planning and engineering costs related to the project.

The Redevelopment Agency can issue bonds to finance project area improvements and administrative cost, and can apply the tax increments derived in the project area to pay the debt service on the bonds. However, this

financing method should be used cautiously. As long as the Redevelopment Agency has incurred debt affecting the project area, tax increments must be used to retire that debt. While increments can and are passed through to outside agencies supplying essential services to the project area, funds cannot be passed through to the City itself. The use of tax increments should, therefore, be viewed of as a municipal investment to be used on projects that will repay themselves through increased revenue to the City.

4. Special Assessment Districts (1911, 1913, 1915 Act)

California law provides procedures to levy assessments against benefitting properties and issue tax exempt bonds to finance public facilities and infrastructure improvements. Assessment districts, also known as improvement districts, are initiated by the legislative body (e.g. city), subject to majority protest of property owners or registered voters. Assessments are distributed in proportion to the benefits received by each property, and represent a lien against property. The assessments are fixed dollar amounts and may be prepaid. Only improvements with property-specific benefits (e.g. roads, sewer and water improvements) may be financed with assessments.

5. Area of Benefit Fees

Area of benefit fees may be enacted by the legislative body (i.e. city) through adoption of an ordinance, without voter approval. The fee must be directly related to benefit received. It does not create a lien against property, but must be paid in full as a condition of approval. Its principle use is for encumbering properties that will not voluntarily enter into an

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assessment of CFD, so that they pay their fair share at the time they are ready to be developed. Proceeds may be used to reimburse property owners who pay up-front cost for facilities benefitting other properties. Benefitting properties may be given the option to finance the fees by entering into an assessment district (1913/1911 Act) or Mello-Roos (CFD).

6. Mello-Roos Community Facilities Districts

The Mello-Roos Community Facilities Act of 1982 allows for the creation of special districts authorized to levy a special tax and issue tax exempt bonds to finance public facilities and services. A Community Facilities District (CFD) may be initiated by the legislative body or by property owner petition and must be approved by a 2/3 majority of either property owners or registered voters (if there are more than 12 registered voters living in the area).

7. Landscaping and Lighting Districts

Landscaping and Lighting Districts (LLD) may be used for installation, maintenance and servicing of landscaping and lighting, through annual assessments on benefitting properties. LLD's also may provide for construction and maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or paving, and irrigation or drainage facilities. They also may be used to fund and maintain parks above normal park standards maintained from general fund revenues.

8. Community Development Block Grant (CDBG) Funds

The federal government provides limited funding for local community development programs under the CDBG program. Funds have historically been made available for housing and business improvement and revitalization, job training and economic development. The emphasis for targeting of CDBG funds is generally towards benefitting groups and individuals of low and moderate income.

Subject to the availability of funds, CDBG could be utilized to develop minor public improvements (i.e. curbs, gutters, sidewalks) to rehabilitate housing, and to make cosmetic improvements to business facades in low-income areas. Like several of the other programs described, CDBG funds likely will not provide a significant basis for implementing the project's objectives, but can combine with other measures as part of the overall program. For more information, contact: U.S. Department of Housing and Urban Development.

9. Southern California Edison Under-grounding Funds

Utility companies are required to budget funds each year for undergrounding. These budgets are approved by the Public Utilities Commission and assigned to specific projects in each area based on priorities developed by local government. For more information, contact: Southern California Edison at (310) 783-9331.

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10. Adopt-a-Light Program

As a unique method for paying for street lighting fixtures, a small projected plaque sign could be affixed to the light pole with the name or logo of the local merchant/business/person/entity who purchased the fixtures. This program can be applied to light poles/fixtures, benches, trees, and banners.

11. Urban Development Through Tourism

The Economic Development Administration (EDA) provides strategy grants to perform regional and local studies for assessing the feasibility of tourism activities. EDA has also provided public works grants for local public infrastructure necessary to accommodate tourism activity.

12. Public Works and Development Facilities

The EDA provides grants for funding of public works and development facilities that contribute to the creation or retention of private sector jobs. Eligible activities include water and sewer systems, access roads to industrial areas, port facilities, railroad siding/spurs, public tourism facilities, vocational schools, and site improvements for industrial parks.

13. Urban Forestry Grant Program

This program provides grants up to \$30,000 for local governments to purchase trees which are environmentally tolerant and high quality. Trees must be on public property, and projects must be completed within 18 months of project award. The City can apply and receive awards for up to four years in a row. This program is administered by the California Department of

Forestry and Fire Protection, Urban Forestry Program.

14. Environmental Enhancement and Mitigation Program Grants (Prop 111)

Three categories of projects are eligible, among them "highway landscaping and urban forestry." Projects must be designed to mitigate the environmental impacts of modified or new public transportation facilities, but do not have to be within the road right-of-way. A \$500,000 maximum grant amount is available to local, state and federal government agencies and 101(C)(3) nonprofit entities. The program is overseen by the EEMP Coordinator, State of California Resources Agency. The City can pursue this for the purchase, installation, and maintenance of street trees.

15. California ReLeaf/ California Department of Forestry and Fire Protection

Up to \$5,000 is available to projects that plant large-crowning, environmentally tolerant trees on public property to provide shade and other benefits.

The grants can be awarded to citizen groups and city affiliated volunteer entities.

16. National Small Business Administration Tree Planting Program

Up to \$200,000 is available for tree planting projects on land owned by the applicant agency. Trees must be purchased from small business nurseries and planted by small business contractors. The SBA Tree Planting Program is administered through the California Department of Forestry.

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17. Southern California Edison City in Lights

Through Southern California Edison, cities can select from a pre-approved palette of decorative street lights that are financed through the City's electric bill. Information can be obtained on this program by contacting Michael Canavan of Southern California Edison at 562-491-2362.

18. Rental Rehabilitation Grant

Grant funding from the City to help renovate rental units occupied by low and moderate income families. This is a 40 percent matching grant. The City could fund up to \$5,000-\$15,000 per unit (a duplex could get up to \$10,000). Owners of rental property may apply. Tenants are not eligible. For more information, contact: U.S. Department of Housing and Urban Development.

19. U.S. Economic Development Administration (EDA)

Programs provide monetary, research, and management assistance to local communities that demonstrate a convincing need. Most assistance is through cooperative agreements under EDA's technical assistance program. To assist State and local areas develop and/or implement strategies designed to address adjustment problems resulting from sudden and severe economic dislocation such as plant closings, military base closures, and defense contract cutbacks, and natural disasters (SSED), or from long-term economic deterioration in the area's economy (LTED).

20. Economic Development Administration (EDA) Public Works and Development Facilities Program

Grants are provided to help distressed communities attract new industry, encourage business expansion, diversify local economies, and generate long-term, private sector jobs. Average FY 97 grant: \$886,031. Priority is given to projects that: improve opportunities for the successful establishment or expansion of industrial or commercial facilities; assist in creating or retaining private sector jobs in the near term, as well as providing additional long-term employment opportunities, provided the jobs are not transferred from other labor market areas; etc. Frequently combined with other funding sources (CDBG). Matching funds of varying proportions are required. For more information, contact: Economic Development Districts or Economic Development Administration.

21. EDA Technical Assistance Program

Provides technical assistance to local communities to assist in solving specific economic development problems, respond to developmental opportunities, build and expand local organizational capacity in distressed areas, and stimulate job and business growth in areas of high unemployment. Average grant in 1997 was \$27,000. Benefit areas of severe economic distress. Lead to near-term generation or retention of private sector jobs; be consistent with an EDA-approved Overall Economic Development Program; contact source. For more information, contact: Economic Development Administration.

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22. EDA Economic Adjustment Program

Helps state and local areas design and implement strategies for facilitating adjustment to changes in their economic situation that are causing or threaten to cause serious structural damage to the underlying economic base. Such changes may occur suddenly ("Sudden and Severe Economic Dislocation") or over time ("Long-Term Economic Deterioration") and result from industrial or corporate restructuring, new Federal laws or requirements, reductions in defense expenditures, depletion of natural resources or natural disasters. Average grant in 1997 was \$236,225 (\$1,260,026 for Defense Conversion). Applicant may be a state, a city, or other political subdivision, an Indian Tribe, a designated Redevelopment Area, a community development corporation, or nonprofit organization determined by EDA to be representative of a Redevelopment Area. The area to be assisted must either 1) have experienced, or anticipate, a change in the economic situation resulting in the loss of a significant number of permanent jobs relative to the area's employed labor force, and/or other severe economic impacts, or 2) manifest at least one of three symptoms of economic deterioration: very high unemployment, low per capita income, or failure to keep pace with national economic growth trends over the last five years. For more information, contact: Economic Development Administration.

23. EDA Program for Economic Development Districts, Indian Tribes and Redevelopment Areas

Grants support the formulation and implementation of economic development programs designed to create or retain full-time permanent jobs and income for the unemployed and underemployed in areas of economic distress. Average grant in 1997 was \$55,000 (\$44,000 for Indian Program). Eligible applicants are Economic Development Districts, Redevelopment Areas, Indian Tribes, organizations representing Redevelopment Areas or multiple Indian Tribes. For more information, contact: Economic Development Administration.

24. Transportation Efficiency Act for the 21st Century (H.R. 2400)

TEA-21 gives local governments unprecedented flexibility in developing a mix of highway corridor enhancements, with funds for such projects as public transit, bikeways, highway enhancements, recreation, historic preservation, scenic byways, and other alternatives to address transportation and community needs. Contact source for funding amounts. States and localities are permitted to use federal dollars (provided primarily from the gas tax) more flexibly to meet their transportation needs. More comprehensive planning, taking into account such factors as desired land use patterns and environmental effects, is required as a prerequisite to federal funding. For more information, contact: U.S. Dept. of Transportation - Federal Highway Administration.

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25. Preservation Tax Incentives for Historic Buildings

A part of the Tax Reform Act of 1986, this act establishes: 1) a 20 percent tax credit for the substantial rehabilitation of historic buildings for commercial, industrial, and rental residential purposes, and a 10 percent tax credit for the substantial rehabilitation for nonresidential purposes of buildings built before 1936. 2) a straight-line depreciation period of 27.5 years for residential property and 31.5 years for nonresidential property for the depreciable basis of the rehabilitated building reduced by the amount of the tax credit claims. Variable amounts of incentives. The 10 percent tax credit is not available for rehabilitation of certified historic structures, and owners who have properties within registered historic districts and who wish to elect this credit must obtain certification that their buildings are not historic. For more information, contact: U.S. Department of the Interior, National Park Service and National Conference of State Historic Preservation Offices.

26. SBA Microloan Program

SBA has made funds available to nonprofit organizations for the purpose of lending to small businesses. Money borrowed under this program can be used for the purchase of machinery and equipment, furniture and fixtures, inventory, supplies, and working capital. Funds may not be used to pay existing debts. Under this program, loans range from less than \$100 to a maximum of \$25,000, averaging about \$10,000. A microloan must be paid on the shortest term possible - no longer than six years - depending on the earnings of the business. The interest rate on these loans cannot be higher than 4 percent over the New York prime rate. Virtually all

types of businesses are eligible for a microloan. To be eligible, your business must be operated for profit and fall within size standards set by the SBA. A microloan must be paid on the shortest term possible - no longer than six years - depending on the earnings of the business. The organization must at least take as collateral any assets that are bought with the microloan. For more information, contact: U.S. Small Business Administration.

27. "Information Superhighway" Grants to Nonprofits and State and Local Governments

The National Telecommunications and Information Administration (NTIA), Department of Commerce serves as the President's principal advisor on telecommunications and information policy. Through its Office of Telecommunications and Information Applications, NTIA administers four Federal assistance programs, including the Telecommunications and Information Infrastructure Assistance Program (TIIAP), to support the development of educational economic and cultural telecommunication services to the public. The TIIAP was created by the Congress in 1993 to promote the widespread use of telecommunications and information technologies in the public and nonprofit sectors. Funds must be matched by contributions generated by the applicant. For more information, contact: Department of Commerce, NTIA/TIIAP; 14th and Constitution Avenue, NW; Washington, D.C. 20230, Telephone (202) 482-2048.

28. Community Reinvestment Fund (CRF)

A nonprofit organization that purchases development loans from community-based development organizations and government

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agencies. This secondary market function makes it possible for local communities and nonprofit organizations to raise money for new projects by selling their existing loans. CRF purchases a variety of loan types. In addition, CRF also offers contract portfolio management, portfolio review, training, and capacity building. For more information, contact: CRF, 2400 Foshay Tower, 821 Marquette Avenue, Minneapolis, MN 55402, Telephone (612) 338-3050.

29. Score (The Service Corps of Retired Executives)

Score, sponsored by SBA, comprises 13,000 person volunteer program with over 750 locations nationwide. They provide technical assistance to small business owners, managers, and potential owners to solve operating problems through free one-on-one counseling and a wide variety of free or low-cost workshops. For more information, contact: Telephone (800) 634-0245, or (202) 205-6762.

30. Bonds

Nonprofit, 501 (c)(3) organizations may now borrow for land purchases, acquisition and/or improvement of facilities, design and financing of same. Museums, performing arts, theaters, social services (e.g., teen centers), historical societies and others are included.

31. Revenue Bonds

Debt undertaken wherein payback is tied to specific revenue streams. This form of debt does not require a public vote. Common uses include industrial development, housing and social services. Requires local government support. For more information, contact: Private banking industry.

32. SBA 504 Program Loans

The fund is fixed asset financing for land and building purchases, new construction, long-term leasehold improvements and equipment purchases. Must be a for-profit business and unable to obtain comparable funding for the project from private sources. Maximum SBA share \$750,000 or 40 percent of project cost. The term of the loan is up to 20 years at a fixed, below-market interest rate. The borrower's capital injection requirement is 10 percent of the project total. Working capital, debt refinancing and real estate speculation are not allowed under this program. Must create/retain approximately one job for each \$35,000 of SBA financing. Net worth of less than \$6,000,000 and net earnings of less than \$2,000,000 (after taxes) on average of last 2 years. For more information, contact: Banks.

33. SBA Guaranteed Loans (7a Program)

To provide assistance to small businesses in obtaining financing for up to 90 percent of a loan made by a commercial lending institution. Projects might include: land and/or building purchases; new building construction and/or building renovation; machinery and equipment purchases; leasehold improvements; acquisition of inventory; financing of working capital; or reduction of trade debt. This program allows real estate loans of up to 25 years and working capital loans of up to 7 years. The rate for SBA 7(a) Guaranteed Loans may not exceed the prime rate by more than 2.75 percent. Loans may be either fixed or variable rate. For-profit businesses meeting the following size limitations: 1) Retail and service: Sales do not exceed \$3.5 million; 2) Wholesale: Employees do not exceed 100 people; 3) Manufacturing: Employees do not exceed 500 people; and 4) Construction: Sales average of less than \$17.0

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million for past 3 years. For more information, contact: Banks.

34. Inner City Ventures Fund

ICVF awards may be used for acquisition and rehabilitation and related capital costs for projects that offer housing, neighborhood services and commercial opportunities for area residents, and to a limited degree, architectural costs. ICVF awards may not be used for administrative costs. ICVF awards consist of a grant and a low-interest loan in equal amounts; the maximum term for and ICVF loan is five years. Each ICVF award package ranges from \$40,000 to \$100,000. At no time can ICVF funds be the only money invested in a project. ICVF funds are intended to provide up to one-sixth of the rehabilitation funds needed to finance a project; therefore, ICVF awards have matching and leveraging requirements. Every ICVF dollar awarded must be matched with 50 cents in cash or equity and \$5 in other loans or grants for the project. This translates into a minimum project budget of \$240,000 to qualify for the smallest ICVF award. For more information, contact: National Trust for Historic Preservation, Telephone (208) 334-3861.

35. American Communities

The information center of HUD's Office of Community Planning and Development, American Communities serves State and local agencies, nonprofit organizations, public interest and intermediary groups, and others interested in housing and community development. For more information, contact: American Communities, P.O. Box 7189, Gaithersburg, MD 20898-7189, Telephone (800) 998-9999.