



Los Angeles County
Department of Regional Planning



Planning for the Challenges Ahead

August 10, 2006

James E. Hartl, AICP
Director of Planning

TO: Pat Modugno, Chair
Esther L. Valadez, Vice Chair
Leslie G. Bellamy, Commissioner
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Wayne Rew, Commissioner

FROM: Mark Child, AICP, Acting Supervising Regional Planner *MC*
Community Studies I Section

**SUBJECT: AVIATION CASE NO. 2006-00002-(2) – ALUC CONSISTENCY REVIEW OF
CENTURY BUSINESS CENTER, HAWTHORNE
AUGUST 16, 2006 - AGENDA ITEM #8**

Enclosed, please find the staff analysis and related documents regarding the above-referenced project.

If you have any questions, please call me or David McDonald at (213) 974-6425.

mc

Attachments

AIRPORT LAND USE COMMISSION TRANSMITTAL CHECKLIST

CASE NO. RAV2006-00002 (2)

CONTACT PERSON: David McDonald

- STAFF REPORT
- DRAFT CONDITIONS (If Recommended For Approval)
- CENTURY BUSINESS CENTER SPECIFIC PLAN
- ENVIRONMENTAL DOCUMENTATION
- PUBLIC COMMENTS – NONE RECEIVED
- NOISE CONTOUR/AIRPORT INFLUENCE SITE PLAN MAP
- TABLE 9C FROM THE ALUP HANDBOOK
- LAND USE COMPATIBILITY TABLE FROM CLUP

Reviewed by: Mark Child

**LOS ANGELES COUNTY AIRPORT LAND USE COMMISSION
STAFF ANALYSIS**

**AVIATION CASE NO. RAV2006-00002 (2)
APPLICANT: CITY OF HAWTHORNE**

PROJECT DESCRIPTION

The proposed project involves the adaptive re-use and redevelopment of approximately 92 acres of property located immediately south of the Hawthorne Municipal Airport in the City of Hawthorne. The proposed project, known as the "Century Business Center," would re-use or replace 2.55 million square feet of existing industrial space with a planned mixture of industrial, storage, commercial, and office uses. The total build-out for the proposed project, including new and re-used buildings, is anticipated to be between 1.9 and 2.55 million square feet.

Airport Land Use Commission (ALUC) review of this project is necessary because a portion of the project site is located within the planning boundary of the Los Angeles County Comprehensive Land Use Plan (CLUP) established for the Hawthorne Municipal Airport. The airport planning boundary consists of a combination of the 65 CNEL noise contour, the airport property boundary and the runway protection zones (RPZ). The project site is partially located within the 65 CNEL, along the northern edge, and the RPZ on the eastern end of the airport runway. ALUC review for consistency with the policies of the adopted CLUP is triggered because a specific plan and other discretionary actions are needed for project approval.

To approve this project, the City must take the following land use actions:

- Adopt the Century Business Center Specific Plan (CBCSP), which would establish the CBCSP land use designation and incorporate the specific plan into the City's General Plan;
- Amend the Hawthorne Municipal Zoning Code to include the CBCSP, which would provide for a new zoning classification and provisions;
- Approve a zone change for the project site from M-2 (Heavy Industrial) to CBCSP;
- Approve a development agreement, a community project and vesting tentative tract map. (The community project is applied as development standards from the covenants, conditions and restrictions sections of the Zoning Ordinance for the parking lot easements and landscape maintenance arrangements on the adjoining parcels in the development).

LOCATION AND DESCRIPTION OF THE SUBJECT PROPERTY

The Project Site

The project site is approximately 92 acres in size and is located adjacent to the Hawthorne Municipal Airport, within the City of Hawthorne. Crenshaw Boulevard separates the site into two portions. The portion of the property west of

Crenshaw Boulevard includes approximately 86 acres bounded by Crenshaw Boulevard to the east, Broadway to the south, Prairie Avenue to the west, and the Hawthorne Municipal Airport to the north. The portion of the property east of Crenshaw Boulevard includes approximately 6 acres bounded by Crenshaw Boulevard to the west, West 120th Street to the north, and the Dominguez Flood Control Channel to the east.

Surrounding Land Uses

The project site is located south of the Glenn Anderson Freeway (I-105). The adjacent properties to the north include Hawthorne Municipal Airport and a commercial strip on the northeastern corner of the airport property at West 120th Street. To the east of the 6-acre portion east of Crenshaw Boulevard is a County flood control channel with commercial and industrial land uses east of the channel. South of Broadway is a small residential community (approximately three square blocks) surrounded by industrial uses. Industrial is the prevalent use. A Union Pacific Railroad right-of-way abuts the property just south of Broadway. West of Prairie Avenue are commercial and residential uses.

STATUTORY REQUIREMENTS

Section 21676.5 of the Public Utilities Code (PUC) requires that projects within the established CLUP planning boundary be reviewed by the ALUC when the local agency general plan has not been reviewed for consistency with the Comprehensive Airport Land Use Plan (CLUP). Changes to the local agency (City of Hawthorne) zoning ordinance, General Plan and related discretionary approvals require an ALUC consistency determination pursuant to Section 21676(b) of the Public Utilities Code (PUC).

STAFF EVALUATION

Specific Plan

Adoption of the proposed Specific Plan includes an associated change of zone from M-2, Heavy Industrial to CBCSP. The CBCSP zone allows the same industrial uses and a variety of commercial uses that include department stores, restaurants and movie theatres. The additional uses have the potential for higher usage intensities than currently exist on the site. The City of Hawthorne Planning Department has determined that the proposed CBCSP zone is consistent with the Land Use Element of the General Plan.

CLUP Noise Policy

A portion of the CBCSP area is within the 65dB Community Noise Equivalent Level (CNEL) noise contour as mapped in the CLUP. The Land Use Compatibility Table on page 13 of the CLUP cautions that when commercial uses are located between 65 CNEL and 75 CNEL noise levels, the need for noise insulation should be reviewed. The new zone, CBCSP, and the Specific Plan allow commercial land uses to be developed in this area. Therefore noise sensitive commercial uses to the extent practical must either be located in areas

below noise levels of the 65 CNEL or must include sound insulation to mitigate against noise impacts.

To be consistent with CLUP noise policies, new commercial uses that are sensitive to noise, and allowed by the CBCSP, must be insulated to reduce interior noise levels to below 45 dB. A draft condition is provided to address this situation.

An important consideration is that the EIR identifies the major noise source affecting the site and its surroundings as vehicular traffic on Crenshaw Boulevard, Prairie Avenue, and the I-105 freeway. The closest noise-sensitive use is a small residential area across Broadway (formerly Northrop Avenue) and the Union Pacific rail line right-of-way along the site's southern boundary.

CLUP Safety Policy

CLUP safety policies are related to the RPZ areas of the Hawthorne Municipal Airport. The CBCSP includes an area east of Crenshaw Boulevard that is within the RPZ. The CBCSP is consistent with CLUP policies because the CBCSP restricts use within the RPZ to surface parking. Precedent was set by the ALUC regarding surface parking as an appropriate use for RPZs through previous aviation case approvals (AV00-191-[2] and AV04-162[2,4]).

The maximum height limit of new buildings in the proposed CBCSP zone is 75 feet, subject to compliance with FAA Part 77 regulations. FAA approval is needed for any structure that intrudes into the approach surface for incoming and departing aircraft.

Development Agreement

The Development Agreement between the City of Hawthorne and MS Kearny Northrop Avenue, LLC covers only Building 3-55 on the property. The Agreement details the reuse of the 2-story building, which contains approximately 515,714 square feet of floor area. The building will be sold to US Storage Centers, Inc. and converted into a self-storage and/or vehicle storage facility. In addition, the Agreement provides an option to expand the facility to approximately 815,000 square feet. Staff has reviewed the Development Agreement and found that there are no inconsistencies with the CLUP.

Vesting Tentative Tract Map

A Vesting Tentative Tract Map (No. 65804) is being reviewed by the City of Hawthorne in relation to this project. The subdivision involves creating 123 parcels from the existing five parcels. CLUP policies do not place restrictions such as minimum lot size, or other land density restrictions. There are therefore no inconsistencies between the Vested Tentative Tract Map and the CLUP.

Conclusion of Project Consistency

Adopting the CBCSP, amends the community plan boundary and changes the zoning to facilitate the development of a new business/office park that includes commercial uses on land currently zoned M-2 Heavy Industrial. All proposed uses are compatible (as defined in the CLUP) with airport operations.

Section 21674.7(b) of the PUC instructs local agencies to be guided by the State of California, Division of Aeronautics Airport Land Use Planning Handbook published in 2002 when reviewing development project near airports. Although the adopted CLUP for Hawthorne Municipal Airport does use land use intensity as a criteria in its policies, the Handbook does contain some general guidance in this area. For the purposes of informing the City of Hawthorne and the project proponent of the issues that staff sees as relevant to the proposed project, staff offers the following information and recommendation:

The Hawthorne Municipal Airport runway is 4,956 feet long which places it in the Medium General Aviation Runway category (Figure 9K in Handbook). As a safety compatibility consideration in this category airport, the Handbook recommends that the area within 500 feet of the edge of the runway (referred to as Zone 5-Sideline Zone) be restricted to use intensities below 100 and 150 average number of persons per gross acre (Table 9C). Uses such as movie theatres, restaurants and department stores which are allowed in the proposed Century Business Center may increase use intensities to above the number recommended in the Handbook. Staff therefore recommends that the Hawthorne City Council consider restricting such uses to the southern half of the property to avoid potential safety issues. It is important to note that the Handbook can only be used as a very general guide in this type of recommendation because establishing airport land use compatibility criteria is a complex and negotiated process that involves analyzing the situation at the specific airport.

STATUS OF PROJECT

The City of Hawthorne Planning Commission on July 5, 2006 held a public hearing and adopted a resolution recommending certification of the Final EIR and approval of the Century Business Center Specific Plan, zoning amendment, and change of zone to the Hawthorne City Council. The Vesting Tentative Tract Map, Development Agreement, and Community Project will be placed on the City Planning Commission agenda following action by the ALUC.

ENVIRONMENTAL DOCUMENTATION

A Draft Environmental Impact Report (EIR) has been prepared by the City of Hawthorne. Attached for your reference is a copy of the relevant portions of the report. The complete EIR is available upon request.

RECOMMENDATIONS

Staff recommends that the ALUC determine that the proposed Century Business Center project is consistent with the CLUP, subject to the attached conditions, for the following reasons

The project and land use actions proposed by the City of Hawthorne do not conflict with General Polices G-1 through G-5, Noise Policies N-1 through N-4 and Safety Policies S-1 through S-7 except that to be consistent with the Land Use Compatibility Table (page 13) of the CLUP commercial uses located within the 65dB CNEL should consider noise insulation needs to reduce interior noise levels.

RECOMMENDED MOTION

Staff suggests the following motion:

"I move that the Airport Land Use Commission close the public hearing and find that the proposed Century Business Center and associated land use actions are CONSISTENT with the County's Airport Land Use Plan (CLUP). As record of this action, the ALUC approves the findings presented by staff."

Attachments:

Draft Findings
Project Plan
Century Business Center Specific Plan
Land Use Compatibility Table from CLUP
Table 9C from the ALUP Handbook
Excerpts of the EIR
Public comments – none received

Prepared by: David McDonald, Regional Planning Assistant II

Approved by: Mark Child, Acting Supervising Regional Planner, Community Studies I

MC:DM
08/09/06

ATTACHMENT A
Century Business Center Draft Findings

FINDINGS:

1. The project site is located adjacent to the Hawthorne Municipal Airport, within the City of Hawthorne. The project site includes approximately 86 acres of property bounded by Crenshaw Boulevard to the east, Broadway Avenue to the south, Prairie Avenue to the west, and the Hawthorne Municipal Airport to the north. The project site also includes approximately 6 acres bounded by Crenshaw Boulevard to the west, West 120th Street to the north, and the Dominguez Flood Control Channel to the east.
2. The adjacent properties to the north include Hawthorne Municipal Airport and commercial uses across 120th Street. East of Crenshaw Boulevard, is a County flood control channel with commercial and industrial land uses east of the channel. South of Broadway Avenue is a residential community (approximately three square blocks) surrounded by industrial uses, with industrial being the most prevalent use. A Union Pacific Railroad right-of-way abuts the property just south of Broadway Avenue. West of Prairie Avenue is an area of commercial and residential properties.
3. Airport Land Use Commission (ALUC) review of this project is necessary because the project site is located within the planning boundary established for Hawthorne Airport. Part of the northern portion of the project site is within the 65 CNEL noise contour of the planning boundary. ALUC review is also necessary because there is a zone change and a new Specific Plan that must be reviewed for consistency with the policies of the adopted Los Angeles County Comprehensive Airport Land Use Plan (CLUP).
4. The proposed project is to reuse and redevelop 92 acres of land into a business/office park. The project, named Century Business Center, includes a range of industrial, research and development, commercial, office, self storage, vehicle storage and other uses. The 86.3 acre-site to the west of Crenshaw Boulevard is currently developed with 2.5 million square feet of buildings and industrial facilities, and most of the existing buildings will be reused. Buildings which will not be reused will be demolished to accommodate the revitalization of the site with new uses. There would be a minimum net decrease in floor area of approximately 3,000 square feet. The 6-acre site to the east of Crenshaw will be reused as a combination of a parking lot, commercial, industrial, or retail development totaling approximately 53,000 square feet.

5. A small portion of the subject property is located inside the runway protection zone (RPZ). This portion only is subject to the safety policies S-1 through S-4 of the Los Angeles County Airport Land Use Plan (ALUP). There is an existing surface parking lot on the RPZ portion and the Specific Plan calls for it to remain a surface parking lot.
6. Policy G-4 of the ALUP prohibits projects that would affect safe air navigation into the airport. The project does not include devices or structures that would negatively affect safe air navigation.
7. Policy S-6 prohibits uses which would generate electrical interference that may be detrimental to aircraft operations or instrumentation. The project does not include any uses that would generate electrical interference with aircraft operations.
8. A change of zone from M-2 "Heavy Industrial" to CBCSP (Century Business Park Specific Plan) is required.
9. Policy S-7 of the ALUP requires that a project comply with the height restriction standards of the FAA through FAR Part 77. The project presented complies with these height restrictions.

The Los Angeles County Airport Land Use Commission's determination that Aviation Case RAV2006-00002 (2) is consistent with the adopted Comprehensive Airport Land Use Plan (CLUP) is subject to the City of Hawthorne's incorporation of the following conditions of approval for the project:

1. Sound insulation measures to insure a maximum interior 45 db CNEL in new health-related uses in the area of the project within the 65 CNEL noise contour.

ATTACHMENT B
Century Business Center Project Site Plan

ATTACHMENT C
Century Business Center Specific Plan

CENTURY BUSINESS CENTER SPECIFIC PLAN

ADOPTED BY THE CITY COUNCIL ON _____, 2006
RESOLUTION _____

CITY OF HAWTHORNE

SPECIFIC PLAN APPLICATION No. 2006SP _____

A PROJECT BY:

**MS KEARNY NORTHROP AVENUE,
L.L.C.**

CENTURY BUSINESS CENTER SPECIFIC PLAN

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CHAPTER 1
INTRODUCTION

1.1 WHAT IS A SPECIFIC PLAN?

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

1.2 SPECIFIC PLAN AREA

The Century Business Center Specific Plan area is located in the City of Hawthorne, Los Angeles County, California (see Exhibit 1). It is approximately 92.3 gross (90.14 net) acres and is located on Broadway between Prairie Avenue and Crenshaw Boulevard. The site is situated 10 miles southwest of downtown Los Angeles. It is located south of Hawthorne Airport and east of the Pacific Ocean.

The project site is located along Crenshaw Boulevard in Hawthorne. Crenshaw Boulevard separates the 92 acre site into two portions (See Exhibit 2).

The portion west of Crenshaw Boulevard encompasses approximately 86.3 acres bound by Crenshaw Boulevard to the east, Broadway to the south, Prairie Avenue to the west, and the Hawthorne Airport to the north.

The portion east of Crenshaw Boulevard encompasses approximately 6.0 gross (4.55 net) acres at the southeast corner of Crenshaw Blvd and 120th Street, and is bound by Crenshaw Boulevard to the west, 120th Street to the north, and a flood control channel to the east.

The Specific Plan area's topography is relatively level.

There are no historic districts, landmarks, buildings or objects of unique architecture at this site.

1.3 GENERAL DESCRIPTION OF THE CENTURY BUSINESS CENTER SPECIFIC PLAN

The Century Business Center Specific Plan is comprised of the text of this document, as amended by the City Council's conditions of approval, all Exhibits to this Specific Plan, including but not limited to Exhibits 3, 4 and 5 of this Plan, and shall include the parcel locations as depicted on Vesting Tentative Tract Map No. 65804 so that all such documents and components together, specify the planned location and distribution of all structures and buildings, the proposed product mix, conceptual site sections, and the proposed location of all common areas, driveways and public and private infrastructure and amenities.

1.4 PROPOSED DEVELOPMENT AND DEVELOPMENT TIMEFRAME

West of Crenshaw Boulevard, the project site is currently utilized for aircraft fuselage manufacturing by Vought Aircraft Industries. Vought Aircraft Industries previously occupied the entire site through late January 2006, when they vacated the eastern 43.1 acres of the site. Vought Industries will continue operations on the western 43.2 acres of the site until the year 2010 or later. The 6 acre

portion east of Crenshaw Boulevard is currently utilized as a parking lot, with the northern portion of the 6 acre lot located under the flight path of Hawthorne Airport.

The project involves reuse and redevelopment of the site with a range of industrial, research and development, commercial, office, self storage, vehicle storage, and other uses permitted in the M-2 Zone. The 86.3-acre site west of Crenshaw Boulevard is currently developed with 2.55 million square feet of buildings and industrial facilities, and most of the existing buildings will be re-used. Buildings which will not be re-used will be demolished to accommodate the revitalization of the site with new uses. There would be a minimum net decrease in total floor area of approximately 3,000 square feet. The 6-acre site to the east of Crenshaw Boulevard will be re-used as a combination of a parking lot, commercial, industrial, or retail development totaling approximately 53,000 square feet.

The project development will occur over time and in phases. The first phase will involve re-use and redevelopment of the 43.1-acre eastern portion of the site west of Crenshaw Boulevard and the 6 acre parking lot east of Crenshaw Boulevard, and is anticipated to be completed by 2008. As the Vought Aircraft manufacturing ceases, the westernmost 43.2-acre site will be redeveloped in the second phase anticipated to begin after year 2010 or later depending on whether or not Vought Aircraft Industries continues to lease the property through the year 2020.

Tentative Schedule for Development

Groundbreaking on Phase I	3 rd Quarter – 2006
Completion of Phase I	2008
Groundbreaking on Phase II (if Vought vacates western portion)	2011
Completion of Phase II	2015

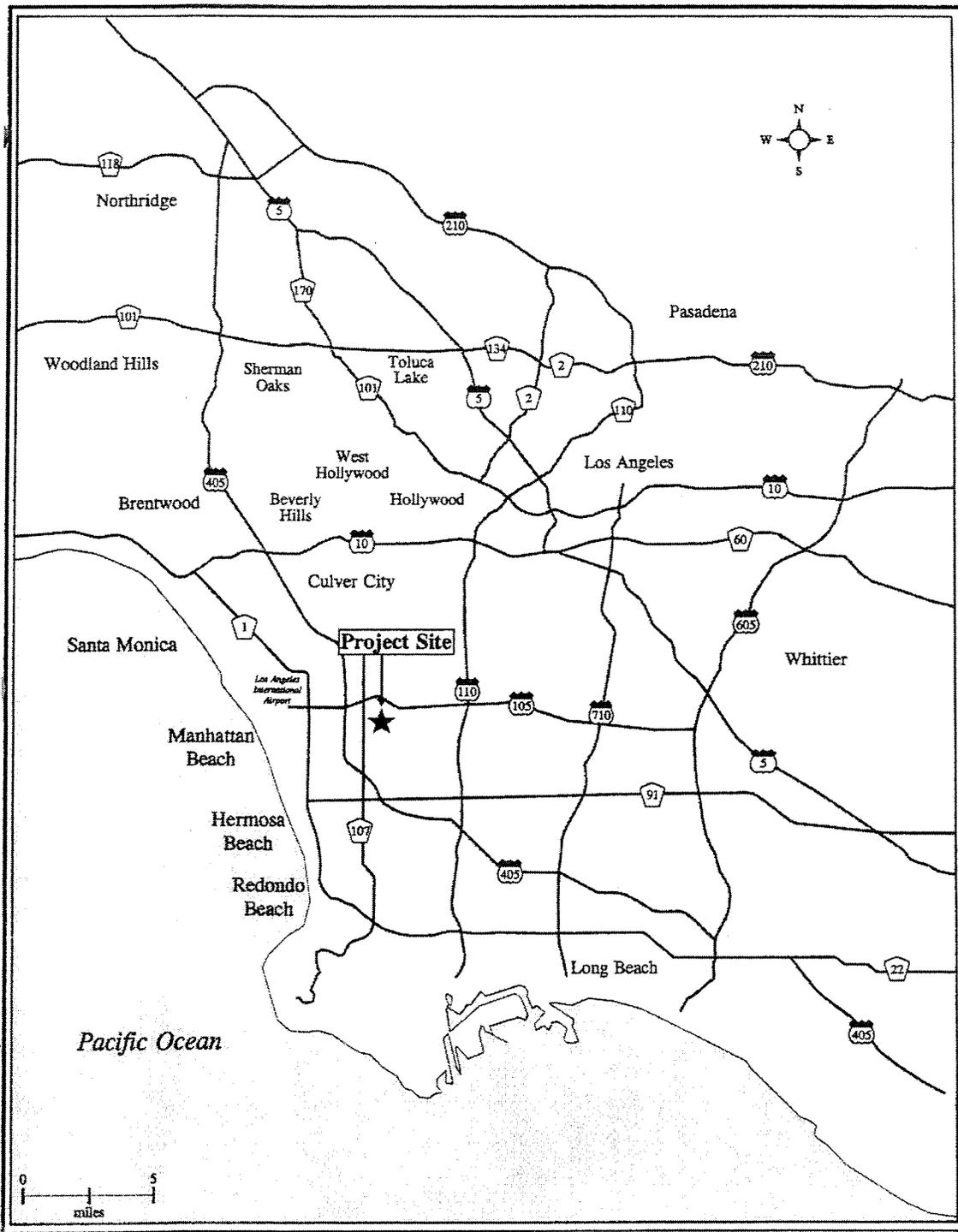


EXHIBIT 1
REGIONAL LOCATION MAP

1.5 APPLICABILITY AND CONFORMITY WITH THE SPECIFIC PLAN

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

1.6 RELATIONSHIP OF THE SPECIFIC PLAN TO THE HAWTHORNE GENERAL PLAN

Adoption of this Specific Plan by the Hawthorne City Council establishes the Century Business Center Specific Plan land use designation and incorporates the Specific Plan into the General Plan.

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

1.7 RELATIONSHIP OF THE SPECIFIC PLAN TO THE HAWTHORNE ZONING CODE

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

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

Buildings and uses which may become nonconforming due to the adoption of this Specific Plan shall be permitted subject to the requirements of Chapter 17.38 of the Hawthorne Municipal Code.

1.8 CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

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

An Environmental Impact Report has been certified by the City of Hawthorne which establishes a maximum development within the Specific Plan area of 1,737,235 square feet of light industrial/business, park use, 635,000 square feet of storage for recreational and other vehicles, and 180,000 square feet of self-storage.

CHAPTER 2

OVERVIEW OF THE SPECIFIC PLAN STUDY AREA

2.1 THE COMMUNITY

The Century Business Center Specific Plan area extends westerly from the northeastern quadrant of the City of Hawthorne. The design and implementation of this Specific Plan relate directly to its position within this larger context.

2.1.1 Location Context

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

The Century Business Center Specific Plan area is situated in the northern-most portion of the City of Hawthorne, approximately three miles southeast of the LAX. The portion west of Crenshaw Boulevard is bound by Crenshaw Boulevard to the east, Broadway to the south, Prairie Avenue to the west, and the Hawthorne Airport to the north. The portion east of Crenshaw Boulevard at the southeast corner of Crenshaw Blvd and 120th Street is bound by Crenshaw Boulevard to the west, 120th Street to the north, industrial uses to the south, and a flood control channel to the east.

2.1.2 Community Context

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

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

2.1.3 Economic Context

According to the Southern California Association of Governments (SCAG) estimates, an estimated 32,000 jobs are available within the City. By the year 2020, the City employment base is projected to grow to 35,000 jobs. The existing number of employed residents is slightly higher than number of jobs within the City, meaning that the City is also a bedroom community to neighboring cities.

There are ten companies operating within the City of Hawthorne which employ more than 200 employees. Major current employers include OSI Systems Inc., General Building Services, Vought Aircraft Industries, and Home Depot, among others. The 2000 census reported household median income for the City at \$31,887, which is currently below the Los Angeles County median.

2.2 EXISTING SURROUNDING LAND USES AND SETTING

The Century Business Center Specific Plan area is south of the Glenn Anderson Freeway (I-105) and lies generally between Prairie Avenue and Crenshaw Boulevard. The adjacent properties to the north include Hawthorne Municipal Airport and commercial uses across 120th Street. To the east of the 6 acre portion, east of Crenshaw Boulevard, is a County flood control channel and commercial and industrial land uses. A Union Pacific Railroad right-of-way abuts the property to the south of Broadway. There are industrial and residential properties to the south of the right-of-way. Across Prairie Avenue to the west of the site are commercial and residential properties.

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

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

2.3.1 Water Service

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

2.3.2 Sewer Service

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

2.3.3 Solid Waste Service

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

2.3.4 Natural Gas Service

The Southern California Gas Company provides service to the site.

2.3.5 Electrical Service

The Southern California Edison Company (SCE) supplies electricity to the Specific Plan area.

2.3.6 Fire Protection

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

2.3.7 Police Protection

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

2.3.8 Schools

The Hawthorne School District and the Centinela Valley Union High School District serve the Specific Plan area. However, no residential uses are proposed in the Specific Plan area.

2.3.9 Libraries

The Los Angeles County Public Library (LACPL) system provides library service to the Specific Plan area. The Hawthorne County Library at 12700 Grevillea Avenue and the Crenshaw-Imperial Branch of the Inglewood Library at 11141 Crenshaw Boulevard are the closest facilities to the Century Business Center Specific Plan Area.

2.3.10 Parks

Open space and recreational amenities near the Specific Plan area will give employees in the Specific Plan area opportunities to be outdoors and to participate in recreational opportunities near the development. Several parks are located in the vicinity of the Century Business Center Specific Plan area. Hawthorne Memorial Park, which includes tennis, indoor basketball, and picnicking areas, is located approximately one-quarter mile south of the site at the intersection of Prairie Avenue and El Segundo Boulevard. Holly Park and Chester L. Washington Golf Course are located approximately one-half mile east of the site on Van Ness Boulevard between 120th Street and El Segundo Boulevard.

Several small parks are located within two miles of the Century Business Center Specific Plan area. They include Del Aire Park, Jim Thorpe Park, Bicentennial Park, and Eucalyptus Park in the City of Hawthorne. Rowley Park in the City of Gardena is approximately one-half mile south east of the site.

2.3.11 Existing Vehicular Site Access

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

Freeways

The Glenn M. Anderson Freeway (Century Freeway/Interstate 105) is an east-west freeway located north and adjacent to 120th Street. This 17-mile, eight-lane facility connects the Los Angeles International Airport on the west, to the San Gabriel River Freeway (Interstate 605) and the City of Norwalk on the east. Access to the I-105 can be taken directly from Crenshaw Boulevard and Prairie Avenue. Additional freeway ramps are available west and east of the project site.

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

Boulevard.

Streets

Crenshaw Boulevard is a six-lane north-south major arterial that serves the Specific Plan area.

Prairie Avenue is a four lane north-south major arterial that serves the Specific Plan area.

120th Street is a four lane east-west collector street that extends through the cities of El Segundo and Hawthorne, and further east to Gardena.

Broadway is a four lane east-west local street that extends between Prairie Avenue and Crenshaw Boulevard. Currently the street is closed to the public and serves as a private access road within the Century Business Center site.

EXISTING PUBLIC TRANSIT

The Los Angeles County Metropolitan Transportation Authority's (MTA) operates Routes 126 along 120th Street, Route 124 along El Segundo Boulevard, Routes 210 and 710 (rapid service) along Crenshaw Boulevard and Route 211 along Prairie Avenue. The Lawndale Beat Residential line also runs on Prairie Avenue. The MTA lines also connect with a network of other MTA and Torrance Transit routes in the South Bay making the project site accessible from most South Bay communities.

Site accessibility is also provided by the Norwalk-El Segundo Green Line, which provides a station at Crenshaw Boulevard on the north side of 120th Street, approximately one-eighth of a mile from the Specific Plan site. In addition to direct Green Line service, commuters on the Long Beach-Los Angeles Blue Line can transfer to the Green Line, increasing the number of commuters living east of the project who could access the project sites by public transit.

CHAPTER 3
GOALS AND POLICIES

3.1 INTRODUCTION

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

3.2 CENTURY BUSINESS CENTER SPECIFIC PLAN GOALS AND POLICIES

The following goals and policies are intended to supplement the existing City of Hawthorne General Plan. This plan is consistent with the General Plan.

The Century Business Center Specific Plan enhances commercial development (Land Use Element Goal 1.0), considers the constraints of surrounding properties such as Hawthorne Municipal Airport and residential uses to the south (Land Use Element Policy 2.1), provides for safe and efficient movement of people (Circulation Element Goal 1.0, and Policy 1.22) by providing traffic intersection improvements near the Specific Plan area, and provides for barriers to mitigate noise during construction (Noise Element Policy 1.1).

Land Use

The most compatible uses of land adjoining Hawthorne Airport to the north and predominantly industrial land uses to the south were determined to be light industrial and warehouse. The development of an industrial park with self-storage and vehicle storage that is a positive addition to the community should be consistent with the following goal and policies:

Goal 1.0: To provide for an attractive industrial business park development that promotes efficient use of land.

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

Policy 1.2: The Century Business Center Specific Plan is intended to provide more flexibility for the development of a master planned industrial park that will be constructed in several phases.

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

Urban Design and Public Safety

The Century Business Center Specific Plan area is situated in the eastern portion of the City, just south of the I-105 Freeway. The design and quality of this development is directly related to the

image of the City, can positively affect property values in the adjacent areas, and may beneficially contribute to the quality of life in the community. Therefore, the development should comply with the following Urban Design and Public Safety goal and policies:

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

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

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

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

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

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

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

Landscaping and Open Space Treatment

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

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

Policy 3.1: The Specific Plan area will utilize planting materials and attractive hardscape, including rock, brick, or concrete between buildings and around the site's perimeter. Where existing perimeter landscaping is in place, it shall be maintained.

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

the individual buildings.

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

- A. Reduction of visual impacts from the developed site.
- B. Reduction of the heat gain of parking areas through landscaping to shade the parking areas.
- C. Encouraging the use of drought tolerant plant material and water conserving landscape and irrigation systems.

Policy 3.4: Maintenance of the open space areas, common areas and frontage landscaping improvements shall be assured through an assessment district and/or the Conditions, Covenants and Restrictions (CC&Rs) administered by the Property Owners Association.

Circulation and Parking

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

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

Policy 4.1: Development within the Specific Plan area will have sufficient parking to serve the needs of the businesses and their customers. A clear circulation pattern for traffic will be provided within each area with direct vehicle access to parking surface parking lots.

Policy 4.2: All parking necessary for new development shall be accommodated within the Specific Plan area. Joint use parking is permitted within the Specific Plan area.

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

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

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

Policy 4.6: The Specific Plan will provide pedestrian and handicap access between buildings

and to the adjoining rights-of-way of Prairie Avenue, Broadway, and Crenshaw Boulevard.

Policy 4.7: Parking for the western 43.2 acres to be continued to be occupied by Vought will be consistent with the industrial parking standards in the Hawthorne Municipal code.

CHAPTER 4

DEVELOPMENT STANDARDS

4.1 INTRODUCTION

This chapter includes Development Standards that will guide development of the Specific Plan area and assure that development is consistent with the intent of this Specific Plan. Requirements of the Building Department and Fire Department are included as a guide for final project development.

4.2 PERMITTED USES

The following uses only are permitted, and as specifically provided and allowed by this chapter:

1. Acid manufacture, other than those requiring a conditional use permit;
2. Aircraft factories;
3. Airport related facilities such as hangers and maintenance buildings;
4. Ambulance service;
5. Asbestos, manufacture of;
6. Assaying;
7. Assembly of electrical appliances such as electronic instruments and devices, radios, phonographs and televisions, including manufacture of small parts, such as coils;
8. Auction houses or stores;
9. Automobile body and fender works, when operated and maintained within an entirely enclosed building;
10. Automobile painting, providing all painting, sanding and baking shall be conducted within an entirely enclosed building;
11. Automobile parking structures;
12. Automobile rental agencies;
13. Automobile, truck, motor home, and recreation vehicle sales, leasing, or rental, new or used, subject to the following standards:
 - a. Service, repair or maintenance facilities shall be operated only as an incidental use in conjunction with the above stated uses. Such areas, including the egress and ingress to such areas, shall be visually screened from the street by walls of a building, block walls or a variation as approved by the planning commission,
 - b. All vehicles offered for sale shall be kept clean, on a daily basis,
 - c. The price of the vehicles offered for sale shall not be hand-lettered,
 - d. No vehicles offered for sale shall be parked or stored on the public thoroughfares at any time,
 - e. All signs shall comply with Chapter 17.35 of the HMC,
 - f. All lights shall be reflected away from adjacent uses,
 - g. Landscape plans shall be reviewed and approved by the planning commission,

- h. The decor, treatment and architectural style of the improvements, including sales office, repair and maintenance facilities, landscaping, fencing and signing shall be reviewed for aesthetic qualities that will enhance and complement the surrounding developments,
14. Automotive parts and accessories installation and minor service, subject to the following development standards:
 - a. All installation and service activities shall be performed within an approved structure,
 - b. All installation and service facilities shall be visually screened from the street by walls of a building or block walls or a variation as approved by the planning commission,
 - c. Trash areas shall be completely enclosed with materials compatible in color and texture with the primarily visible structure(s),
 - d. All signs shall comply with Section 17.35 of the HMC,
 - e. All lights shall be reflected away from adjacent uses,
 - f. No used or discarded parts or equipment shall be located outside of the installation and service facilities,
 - g. In addition to the parking requirements which are contained in Section 17.58 of the HMC, a designated area must be provided for the temporary storage of vehicles or equipment awaiting installation or service. The area provided must be the equivalent of two parking spaces per service bay,
 - h. No vehicles, equipment, boats, trucks or motorcycles shall be stored for impound or for any other purpose other than installation or service under a work order,
 - i. The decor, treatment and architectural style of the improvements, including retail facilities, the installation and service facilities, landscaping, fencing and signing shall be reviewed for aesthetic qualities that will enhance and complement the surrounding developments,
 - j. Premises shall be maintained in a neat, orderly and environmentally safe manner, and all improvements shall be continuously maintained,
15. Aviaries;
16. Awning shops, custom made from prepared materials;
17. Bag cleaning and conditioning;
18. Bakeries, wholesale and retail;
19. Banks and lending institutions;
20. Battery manufacturing and rebuilding;
21. Bicycle shops, including repairs;
22. Bleaching and dyeing plants;
23. Blueprinting and photostating;
24. Boat building and repair;
25. Boat sales, new and used;

26. Boiler works;
27. Bookbinding;
28. Bottling plants;
29. Breweries and distilleries;
30. Broom and brush manufacture;
31. Building materials storage yards;
32. Business service establishments such as electronic computer facilities, web hosting, internet data centers, and internet service providers;
33. Cabinet shops or carpenter shops;
34. Candle manufacturing;
35. Carbon manufacturing;
36. Carpet and rug cleaning plants;
37. Cellulose materials manufacture;
38. Ceramic products, manufacture of, including wall and floor tile;
39. Chain and cable manufacture;
40. Cleaning and pressing establishments, not including self-serve laundries or laundromats or establishments with cleaning plants on premises;
41. Clothes cleaning or clothes dyeing plants;
42. Conservatories of music, dance, drama and instrument instruction;
43. Contractors' storage yards;
44. Cosmetics, manufacture of;
45. Creameries, and dairy products manufacture or processing, including dock retail milk sales (but no animals shall be kept on the premises);
46. Decorator shops (interior);
47. Department stores;
48. Disinfectants manufacture;
49. Drugstores;
50. Dry kilns;
51. Dyestuffs manufacture;
52. Electric distribution and transmission substations, including microwave transmitters incorporated as a part of a public utility installation;
53. Electric or neon sign manufacturing, servicing and repairing;
54. Electrical appliances, manufacture and assembly of;
55. Electric fixtures, custom made;
56. Electric generating plants;
57. Electroplating, silver, chrome, copper, etc.;
58. Emery cloth and sandpaper manufacture;
59. Employment agencies;

60. Enameling;
61. Engineering and industrial design consultant;
62. Equipment rental and sales, including heavy duty and mechanical equipment;
63. Fabric manufacture;
64. Feed and cereal mills;
65. Feed and fuel yards (but not including butane, propane and other flammable liquid gases);
66. Fire stations;
67. Food markets and grocery stores;
68. Food products manufacture, storage, processing and packaging of;
69. Foundries, when in an entirely enclosed building except for incidental storage;
70. Furniture repair;
71. Galvanizing and lead plating, including heating and dipping;
72. Garden supply shops, including plants in pots and containers and auxiliary supplies, but not including bulk fertilizer;
73. Garment manufacture;
74. Gas distribution, meter and control stations of a public utility;
75. Glass edging, beveling and silvering in connection with the sales of mirrors and glass-decorated furniture;
76. Glass, or glass products manufacture;
77. Glass studios—stained glass;
78. Governmental, legislative;
79. Grinding shops;
80. Health clubs;
81. Heating and ventilating service shops, including incidental forming of ducts;
82. House trailer sales, new and used;
83. Ice storage and retail dispensing (packaged only);
84. Jewelry, manufacture of;
85. Laboratories, experimental and testing involving chemistry, physics, biochemistry or biology on a laboratory scale as distinguished from manufacturing and testing of large fabricated equipment such as aircraft, automobiles, etc.;
86. Laboratories, x-ray;
87. Lapidary shops;
88. Laundries, hand and commercial;
89. Lampshades, manufacture of;
90. Lubrication grease manufacture or oil compounding;
91. Lumber yards;
92. Machine shops with a punch press up to twenty tons capacity when contained within an entirely enclosed building, but no hammer or drop forge;

93. Machinery manufacture;
94. Manufacture, processing or treatment of articles from previously prepared materials;
95. Medical-dental buildings and clinics;
96. Metal, manufacture and fabrication of products from, (except major structural steel forms, boiler-making and similar activities involving excessive noise, or major trucking in terms of over-standard dimensions per unit or over-standard dimensions of load);
97. Mortuaries, subject to the issuance of a conditional use permit;
98. Motion picture and television production and post-production facilities;
99. Movie theaters;
100. Offices, including medical, professional and general;
101. Oil cloth or linoleum manufacture;
102. Oxygen manufacture;
103. Packaging plant;
104. Paint, manufacture of;
105. Paint shops (painting contractor);
106. Paper box manufacture;
107. Parking lots;
108. Passenger terminals;
109. Petroleum distributing stations for delivery to wholesale and retail trade;
110. Pharmaceuticals, manufacturing, processing, packaging and storage of, including drugs, perfumes, toiletries and soap (cold mix only);
111. Photo engraving;
112. Pipe line booster or pumping plant in connection with water, oil, petroleum, gas, gasoline or other petroleum products;
113. Plastics, fabrication from;
114. Plastics manufacture;
115. Plywood manufacture;
116. Plumbing shops;
117. Plumbing supply yards;
118. Prefabricated buildings, manufacture of (no concrete);
119. Printing establishments, including newspapers;
120. Printing ink manufacture;
121. Public utility service yards;
122. Radio and television repair shops;
123. Railroad yards;
124. Recreational areas, commercial, including tennis clubs and similar activities, subject to a Conditional Use Permit;

125. Research and electronic industries;
126. Research and development facilities;
127. Restaurants, take-out and walk-up restaurants and cafeterias, cafes, with drive-thru service (subject to a conditional use permit);
128. Retail sales and services (excluding off-site alcohol sales);
129. Rope manufacture;
130. Rubber, fabrication of products made from finished rubber;
131. Salt works;
132. Sand blasting or cutting;
133. Saw and filing shops;
134. Self storage and storage of boats, automobiles, recreational and other vehicles, subject to the requirements of Section 4.5.5, shall be the only permitted use on the lots depicted as Lots 5-18 on Vesting Tentative Tract Map No. 65804; provided, however that in lieu of self storage and storage of boats, automobiles, recreational and other vehicles or equivalent permitted use, a maximum of 255,000 square feet of building area on such lots may be used as permitted in Section 4.2.
135. Sheet metal shops;
136. Shoddy manufacture;
137. Shoe manufacture;
138. Small animal hospitals, kennels and veterinary offices; provided, the building or structure is completely soundproofed; all run areas are completely surrounded by an eight-foot solid wall; the animal runs are constructed in such a manner that no animal can see any other animal; and an incinerator of a type recommended by the health department shall be installed;
139. Soap and soap compounds, manufacture of;
140. Soda and cleaning compound manufacture;
141. Special effects studios;
142. Starch, glucose or dextrine manufacture;
143. Stationery stores, including incidental printing;
144. Steel fabrication plants;
145. Stone works;
146. Storage of impounded or damaged cars, but no wrecking yards;
147. Studios, recording, dance;
148. Studio/sound stage(s) and other support facilities;
149. Telegraph offices and telephone exchanges;
150. Textile manufacture, processing or treatment;
151. Tinsmiths;
152. Tire rebuilding, recapping and retreading;
153. Trade schools, all such uses subject to a conditional use permit;
154. Transmission substations;

155. Truck servicing, repairing and overhauling, when conducted in an entirely enclosed building;
156. Upholstering;
157. Upholstering, custom work;
158. Vacuum metalization;
159. Vegetable oil manufacturing, refining or storage, but excluding fat rendering;
160. Warehousing;
161. Welding shops and sheet metal shops;
162. Wholesale business and storage;
163. Wood planing mill, or woodworking plant;
164. Yeast plant;
165. Accessory buildings and uses customarily incident to any permitted uses when located on the same site with the main building and use. One single-family dwelling, only, utilized exclusively by a caretaker or superintendent and family is permitted as an accessory use when located on the same lot or parcel of land with an industrial use; provided, however, that no dwelling shall be permitted on any industrial site containing an area of less than one acre; and provided, that if the industrial use is vacated or otherwise abandoned, the dwelling shall be vacated until the site is again occupied by an industrial use;
166. Similar rental services, professional or commercial recreational establishments when interpreted by the planning commission as to performance standards as set forth in Chapter 17.10 of the HMC;

4.3 CONDITIONAL USES

- A. Any use conditionally permitted in the M-2 Zone;
- B. Automobile service stations, subject to a Conditional Use Permit;
- C. Beauty shops, barber shops, and nails salons subject to a Conditional Use Permit;
- D. Cellular antennae sites, subject to a Conditional Use Permit.

4.4 DEVELOPMENT STANDARDS

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

4.4.1 Lot Area

No minimum lot area shall be required except that that total number of lots within the Specific Plan area shall not exceed the number of lots shown on Vesting Tentative Tract Map No. 65804, or any subsequent amendment thereto.

4.4.2 Height

A maximum height of 75 feet is allowed, subject to FAA restrictions.

4.4.3 Setbacks

No minimum setbacks shall be required.

4.4.4 Lot Frontage

No minimum lot frontage shall be required.

4.4.5 Self Storage and Vehicle Storage Requirements

- A. Self storage and storage of vehicles is permitted only on the lots depicted as Lots 5-18 and Lot 20 Lot 5 of Vesting Tentative Tract Map No. 65804 (also known as building 3-55 and 3-31).
- B. All boats, automobiles, recreational and other vehicles shall be stored within a fully enclosed building or otherwise screened from public view;
- C. Maintenance, mechanical repairs, and washing of stored vehicles must be within an enclosed building or otherwise screened from public view.
- D. An on-site dump station may be provided for on-site customers only, subject to approval by appropriate agencies.
- E. No storage unit or recreational vehicle may be used for habitation.
- F. No hazardous materials may be stored in a storage unit or recreational vehicle.
- G. No business may be conducted from a storage unit or recreational vehicle.

4.4.6 Walls and Fences

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

- A. Internal fences, walls, retaining walls and hedges shall comply with Section 17.48 of the HMC.
- B. All external equipment shall be screened from view from any public right of way.

4.4.7 Access

Primary vehicular ingress/egress to the portion of the site west of Crenshaw Boulevard shall be provided along Broadway. Primary access to the portion of the site east of Crenshaw Boulevard shall be provided from Crenshaw Boulevard.

4.4.8 Parking Facilities

- A. On the lots depicted as Lots 64-112 of Vesting Tentative Tract Map No. 65804 (Vought occupied portion of Specific Plan Area) for any use permitted in the Specific Plan, except for those uses set forth below, the required number of parking spaces shall be provided as follows, until such time as Vought vacates these properties at which time the required parking will be subject to Section 4.4.8 B.:
1. Buildings of Less than 100,000 Square Feet on One Lot or on Contiguous Lots under Single Ownership. For a building or a group of buildings that collectively are less than 100,000 square feet in size and situated on the same lot or on contiguous lots under a single ownership, the required number of vehicular parking spaces shall be the greater of: (i) two (2) parking spaces per 1,000 square feet of gross floor area; or (ii) one (1) parking space for each two (2) employees on the largest shift. In no case shall less than three (3) parking spaces be provided.
 2. Buildings of 100,000 to 250,000 Square Feet on One Lot or on Contiguous Lots under Single Ownership. For a building or a group of buildings that collectively are at least 100,000 square feet in size but less than 250,000 square feet in size and situated on the same lot or on contiguous lots under a single ownership, the required number of vehicular parking spaces shall be the greater of: (i) 1.67 parking spaces per 1,000 square feet of gross floor area; or (ii) one (1) space for each two (2) employees on the largest shift. In no case shall less than two hundred (200) parking spaces be provided.
 3. Buildings of 250,000 Square Feet or More on One Lot or on Contiguous Lots under Single Ownership. For a building or a group of buildings that collectively are at least 250,000 square feet and situated on the same lot or on contiguous lots under a single ownership, the required number of vehicular parking spaces shall be the lesser of: (i) 1.33 parking spaces per 1,000 square feet of gross floor area; or (ii) one (1) parking space for each two (2) employees on the largest shift. In no case shall less than four hundred twenty (420) parking spaces be provided nor shall the number of required parking spaces be less than sixty-seven percent (67%) of the number of parking spaces as calculated based on the gross floor area of the building or buildings.
 - (a) Lumberyards, equipment yards and other outdoor sales or storage areas: one space for each two thousand square feet of gross lot area so utilized.
 - (b) Warehouses or portions of buildings used for warehousing: one space for each two thousand square feet of gross floor area or the first ten thousand square feet and one space for each four thousand square feet thereafter.
- B. For any use located on lots depicted as Lots 1-63 and Lots 113-123 of Vesting Tentative Tract Map No. 65804, the required number of parking spaces shall be provided as follows:
1. Industrial uses:

- (a) One and two-thirds (1.67) parking spaces per 1,000 square feet of gross floor area or one (1) space for each two (2) employees on the largest shift, whichever is greater.
2. Airport related facilities such as hangers and maintenance buildings:
 - (a) One-half space (0.5) parking spaces per 1,000 square feet of gross floor area;
3. Other uses permitted in the M-2 Zone.
 - (a) The parking requirements shall comply with Section 17.58.030 of the HMC.
- C. Self storage and storage of vehicles on lots depicted as Lots 5-18 on Vesting Tentative Tract Map No. 65804:
 1. A minimum of 20 parking spaces shall be required for customer and employee parking.
 2. Parking spaces within a building may be used for required parking.
 3. Parking for any other use on lots 5-18 on Vesting Tentative Tract Map No. 65804 shall comply with Section 4.4.8 B.
- D. Off-site parking, subject to the requirements of Section 17.58.040 D of the HCM and 5.1.1, shall be permitted. The required parking for any building may be located on another lot(s) within the Specific Plan area so long as the required parking is also maintained for building or use on the lot(s) which will provide the parking. The developer shall prepare an initial off-site parking plan for all parcels within the Specific Plan area that shall be subject to the review and approval of the Director of Planning.

E. Joint-use Parking

Joint-use parking shall comply with Section 17.58.010 D of the HCM. No reduction in the total number of parking spaces is allowed.

4.4.9 Signage

A Master Sign Program shall be prepared, subject to the review and approval of the Director of Planning. In addition to the requirements in Chapter 17.35 of the HMC, the following development standards shall apply to signs within the Specific Plan area.

- A. One indirectly illuminated sign identifying the name of the development shall be permitted at each of the following primary project entrances, not to exceed 100 square feet each :
 1. Crenshaw Boulevard and Broadway
 2. Prairie Avenue and Broadway.
- B. The signage shall be appropriately placed and scaled to the development. All on-site signage is subject to review by the Planning Director pursuant to Sections 5.1.1.

- C. Re-sale or leasing of individual buildings shall be regulated by the development's CC&Rs.
- D. Temporary banners, signs, pennants and flags are permitted during the initial sale of units consistent with Section 17.35.230 of the HMC.
- E. No billboards shall be permitted within the Specific Plan area.
- F. Address Signs. All building structures shall display addresses in a location that are visible from the interior roadways. Street names and address numbers shall be determined by the Department of Public Works and be referenced on the building permit.

4.4.10 Trash Container Storage and Collection

Trash container storage and pickup locations within the Specific Plan area shall be designated and shown on design and building permit plans and approved in accordance with Section 5.1.1. Storage is not required to comply with Chapter 17.54 of the Hawthorne Municipal Code. However, it must be demonstrated that the provision for trash container storage, design and pickup locations are adequate to serve the project and that the storage locations shall be screened from view. Any current requirements for green waste and recycling containers shall be met. The size, location, design and materials to be used for trash enclosures shall be subject to review and approval by the Planning Director and Planning Commission pursuant to Sections 4.5.1 and 5.1.1.

4.5 LANDSCAPE STANDARDS

4.5.1 External Landscape

Landscaping shall be maintained by the Century Business Center Property Owners Association. The final landscape plan shall be subject to the review and approval of the Planning Director pursuant to Sections 4.5.1 and 5.1.1.

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

4.5.2 Internal Project Landscape

A combination of soft and hard landscape material shall be installed in harmony with the overall design of the development. New landscaping shall only be required adjacent to new buildings. Existing landscaping may remain around existing buildings. The design of the landscaping shall incorporate a variety of heights, textures, and colors to enhance and soften building perimeters and unify the development. Hardscape improvements shall also be used in a manner to unify the development area. A permanent irrigation system shall be installed for the new internal project landscaping. Landscaping shall be maintained by the Century Business Center Association. The final landscape plan shall be approved by the Planning Director.

The CC&R's shall require proper maintenance and pruning by the Century Business Center

Property Owners Association

4.6 BUILDING AND SAFETY DEPARTMENT REQUIREMENTS:

The following requirements of the Hawthorne Municipal Code shall be applicable to all new construction:

- A. Building Code (HMC §15.04.050):
 - 1. Self-storage buildings are exempt from Section 419 of HMC §15.04.050.
- B. Mechanical Equipment (HMC §17.21.100)
- C. Common Vents and Drain Lines (HMC §17.21.110)
- D. Security Ordinance Compliance.
 - 1. Compliance with the Security Ordinance shall be reviewed and approved by the Director of Planning and Chief of Police as part of the building permit plan check process.

4.7 PUBLIC WORKS DEPARTMENT, ENGINEERING DIVISION, REQUIREMENTS:

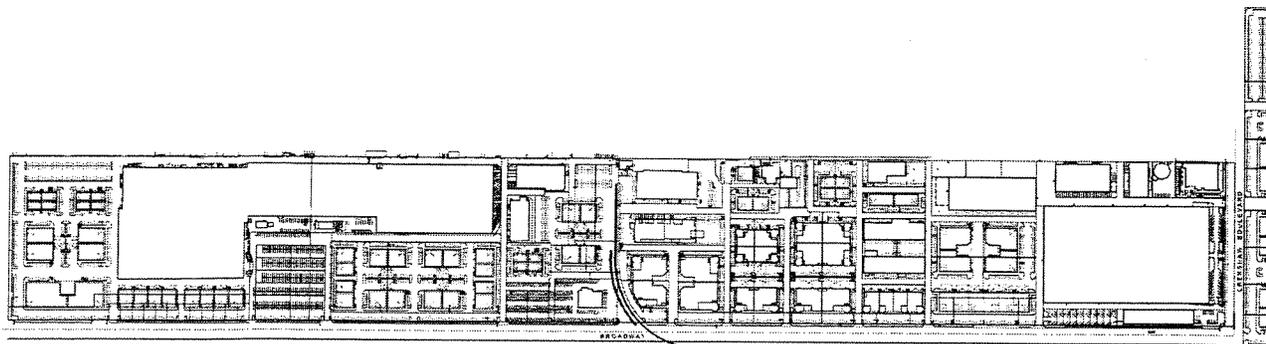
- A. If the development contains private streets, provision shall be made for public utility easements over the entire private street network. The Public Works Department, Engineering Division, may also require public utility easements adjacent to public streets or over other portions of the project to accommodate fire hydrants, water meters, storm drainage, sanitary sewers, water and gas mains, and electrical lines. All easements that may be found necessary under the provisions of Sections 17.21.180 through 17.21.270 of the Hawthorne Municipal Code shall be dedicated to the public with the underlying fee held in the same manner as the other common space within the project (HMC 17.21.270).
- B. Demolition, grading and building permits, landscaping and street improvement plans may be issued before the recording of a final map.
- C. New Utilities, cable television, etc., shall be underground.
- D. Building plans shall indicate the location of all utilities in proximity to the site.
- E. Approval by Southern California Edison is required.
- F. Approval by the Gas Company is required, if applicable.
- G. Approval by the water company is required.
- H. Drainage plans per Engineering Department requirements, shall be required with building plans.
- I. Sewer calculations and point of connections shall be shown on plans per Engineering

Department requirements.

- J. A permit from the Los Angeles County Sanitation District is required prior to connecting to the sewer system.
- K. Addresses for units in the project shall be verified with the Engineering Department.
- L. No sidewalks shall be required along the internal roadway/driveway network.
- M. Rolled curbs may be used along internal streets within the development.

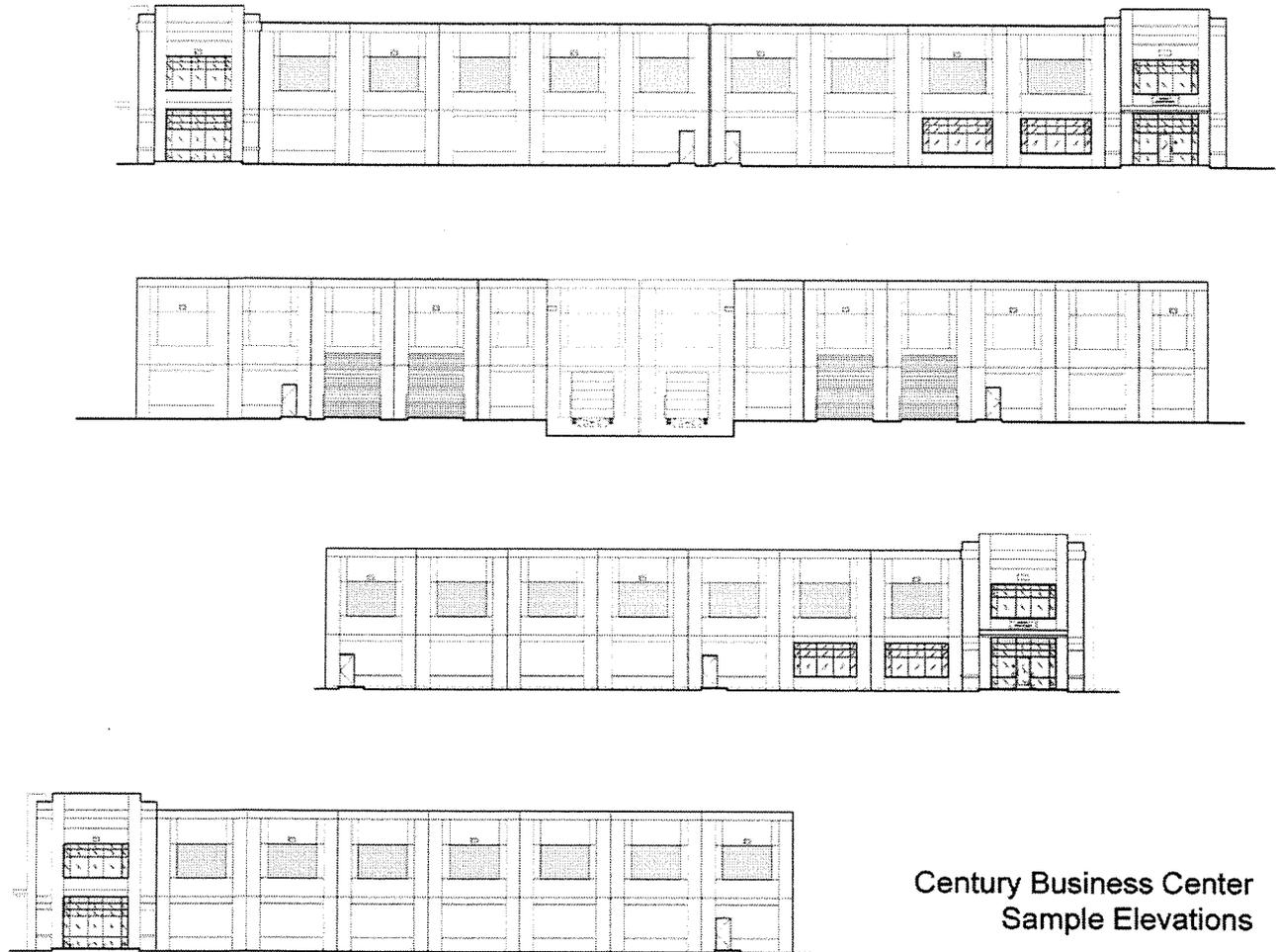
4.8 FIRE DEPARTMENT REQUIREMENTS:

- A. All weather access shall be provided. All weather access may require paving.
- B. Fire Department access shall be provided to within 150 feet distance of any exterior portion of all structures.
- C. Vehicular access must be provided and maintained serviceable throughout construction to all required fire hydrants.
- D. Provide Fire Department or City approved street signs and building access numbers prior to occupancy.
- E. All access driveways shall provide a minimum unobstructed width of 26.0 feet clear to the sky.
- F. The minimum turning radius for fire equipment shall be 42 feet, measured along the centerline.
- G. All new buildings over 5,000 square feet shall be sprinklered.
- H. A Knox Box or other access provisions shall be provided to access the project through any gated entrances.
- I. Provide water mains, fire hydrants and fire flows as required by the Los Angeles County Fire Department, for all land shown on map which shall be recorded.
- J. Conditions attached to Tentative Tract Map No. 65804 approval.



CENTURY BUSINESS CENTER
2015 · SCENARIO #3

EXHIBIT 3
CONCEPTUAL SITE PLAN



Century Business Center
Sample Elevations

EXHIBIT 4
CONCEPTUAL BUILDING ELEVATIONS

CHAPTER 5
ADMINISTRATION

5.1 RESPONSIBILITIES

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

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

5.1.1 Planning Director's Review

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

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

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

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

5.1.2 Standards Not Listed

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

5.1.3 Project Review

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

5.1.4 Variances

Variances may be granted from the development standards contained in this Specific Plan pursuant to the procedures set forth in Chapter 17.40 of the HMC. The appeal period of the Planning Commission's decision shall be limited to 10 calendar days from the date of the Planning Commission's decision.

5.1.5 Off-Site Parking

The developer shall prepare an off-site parking plan for all parcels within the Specific Plan area that shall be subject to the review and approval of the Director of Planning.

5.1.6 Joint-Use Parking

The Planning Commission may waive or modify the requirements set forth in Section 17.58.010 A of the HMC establishing the amount of required parking for uses described in Section 17.58.010 A of the HMC pursuant to Section 5.1.1.

5.1.6 Appeals

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

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

5.1.7 Relationship to Development Agreement

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

5.2 DEVELOPMENT PROCESSING

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

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

The Concept Site Plan may be adjusted, if necessary, for each individual development request to assure that densities for each development area and overall project amenities are consistent with the standards outlined in this Specific Plan.

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

- Continuity of height, mass and location of development building types.
- Continuity and adequacy of the circulation and infrastructure systems to support the proposed development and/or phase.
- Continuity and design quality of architectural and landscape architectural treatments.
- Compliance with other provisions of this Specific Plan, including the Development Standards.
- The Planning Director's Determination shall be made within fifteen (15) working days of acceptance of a Concept Site Plan. Appeals to the Planning Director's review shall be subject to Section 5.1.5 of this Specific Plan.

5.2.2 Subdivisions

Vesting Tentative Tract Map No. 65804 or any other tentative subdivision map of the property within the Century Business Center Specific Plan area shall be conditioned on the following entitlements having been approved and becoming effective prior to the recording of the final subdivision map: (i) Change of Zone 2006CZ__ (Century Business Center); (ii) the Century Business Center Specific Plan; and (iii) the Century Business Center Development Agreement.

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

- Grade elevations shown on the tentative map are approximate. The Public Works Director and Planning Director may approve subsequent changes in grade elevations.
- Lot lines can be adjusted after tentative map and final map approval, with the exception of Lots 5-18 of Vesting Tentative Tract Map No. 65804, provided that no additional buildable lots are created. The degree of adjustment is within the discretion of the subdivider provided such adjustments are consistent with the State Subdivision Map Act, and the Development Standards of the Specific Plan.
- Alignment, location, and geometrics of streets and driveway are approximate. Adjustments can be made provided they are consistent with Public Works Department standards or prior discretionary approval.
- Building footprints and parking locations that are shown on the map or accompanying site plan are only for illustrative purposes. Actual building locations, footprint, and parking layouts may vary and will be reviewed during Conceptual Site Plan approval, and shall be granted provided the proposed building satisfies existing codes and ordinances, and standards specified herein.
- Permission is granted for unit phasing and multiple final map recordation.
- Permission is granted to combine lots, provided that the design of the project is consistent with the approved Concept Site Plan, or any subsequently modified Concept Site Plan.
- Permission is granted to reduce the number of lots and have less floor area than permitted.

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

5.2.3 Adjustment and Transfer Regulations

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

5.2.4 Specific Plan Amendment

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

5.2.5 Severability

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

Appendix A - Century Business Center Specific Plan Legal Description

(West of Crenshaw)

PARCEL 1:

THAT PORTION OF THE EAST HALF OF THE SOUTHWEST 114 OF SECTION 10, TOWNSHIP 3 SOUTH, RANGE 14 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF HAWTHORNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, LYING NORTHERLY OF A LINE 80 FEET NORTHERLY OF AND PARALLEL WITH THE NORTHERLY LINE OF THE RIGHT OF WAY OF THE PACIFIC ELECTRIC RAILWAY COMPANY DESCRIBED IN DEED RECORDED IN BOOK 6154 PAGE 75, OF DEEDS.

EXCEPT THE NORTHERLY 705 FEET THEREOF.

ALSO EXCEPT FROM SAID PARCELS ALL OIL, GAS, AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND, AS RESERVED IN A DEED RECORDED IN BOOK 14205 PAGE 59 AND IN BOOK 17123 PAGE 266, ALL OF OFFICIAL RECORDS.

THE SOUTHERLY PORTION OF THE EAST HALF OF THE SOUTHWEST 114 OF SAID SECTION 10 HAS BEEN SUBDIVIDED AND IS SHOWN AS BLOCKS 1,2,3 AND 4, WITH THE DEDICATED STREETS AND ALLEY ADJOINING SAID BLOCKS OF TRACT 9681 ON A MAP THEREOF RECORDED IN BOOK 134 PAGES 8 AND 9 OF MAPS, RECORDS OF SAID COUNTY.

THE PORTIONS OF THE STREETS AND THE ALLEY SHOWN ON SAID MAP WITHIN THE ABOVE DESCRIBED LAND HAVE BEEN VACATED BY ORDINANCE NO. 332 OF SAID CITY APRIL 28, 1941, RECORDED IN BOOK 18491 PAGE 342, OFFICIAL RECORDS.

PARCEL 2:

THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 10, TOWNSHIP 3 SOUTH, RANGE 14 WEST, SAN BERNARDINO BASE AND MERIDIAN, LYING NORTH OF THE NORTH LINE OF THE RIGHTS OF WAY OF THE PACIFIC ELECTRIC RAILWAY COMPANY AS DESCRIBED IN THE DEEDS RECORDED IN BOOK 6143 PAGE 224, AND IN BOOK 6154 PAGE 75, ALL OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THE NORTHERLY 705 FEET THEREOF.

ALSO EXCEPT THE SOUTH 80 FEET THEREOF LYING NORTH OF THE NORTH LINE OF THE RIGHTS OF WAY OF THE PACIFIC ELECTRIC RAILWAY COMPANY AS DESCRIBED IN A DEED RECORDED IN BOOK 6154 PAGE 75, OF DEEDS.

PARCEL 3:

THAT PORTION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 10, TOWNSHIP 3 SOUTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF HAWTHORNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF THE SURVEY OF SAID LAND ON FILE IN THE BUREAU OF LAND MANAGEMENT LYING NORTHERLY OF A LINE 80 FEET NORTHERLY OF AND PARALLEL

WITH THE NORTHERLY LINE OF THE RIGHT OF WAY OF THE PACIFIC ELECTRIC RAILWAY COMPANY, AS DESCRIBED IN DEED RECORDED IN BOOK 6133 PAGE 270, OF DEEDS.

EXCEPT THEREFROM THE NORTHERLY 705 FEET THEREOF.

ALSO EXCEPT THEREFROM THE WEST 30 FEET THEREOF WITHIN THE LINES OF PRAIRIE AVENUE.

SAID PARCEL IS SHOWN AS A PORTION OF TRACT 8636 ON MAP RECORDED IN BOOK 124 PAGES 34 TO 36 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 4:

A NON-EXCLUSIVE EASEMENT FOR VEHICULAR AND PEDESTRIAN ACCESS, INGRESS AND EGRESS AND PARKING AND FOR THE INSTALLATION AND MAINTENANCE OF UNDERGROUND ELECTRIC, TELEPHONE, CABLE, TELEVISION, WATER, SEWER, STORM DRAIN AND GAS FACILITIES OVER, UNDER AND ACROSS A STRIP OF LAND 80 FEET WIDE LYING SOUTHERLY OF THE NORTHERLY LINE OF THE RIGHT OF WAY OF THE PACIFIC ELECTRIC RAILWAY COMPANY AS DESCRIBED IN BOOK 6154 PAGE 74 OF DEEDS AND BETWEEN CRENSHAW BLVD. AND PRAIRIE AVE. IN THE SOUTH HALF OF SECTION 10, TOWNSHIP 3 SOUTH, RANGE 14 WEST, SAN BERNARDINO BASE AND MERIDIAN AS MORE FULLY DESCRIBED IN THAT CERTAIN AGREEMENT BETWEEN OWNERS OF LAND AND GRANT OF EASEMENTS RECORDED MARCH 20, 1995 AS INSTRUMENT NO 95-406548.

APN: 4049-013-002 and 4049-017-005 and 4049-017-006

(East of Crenshaw)

THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

PARCEL 1

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 11, TOWNSHIP 3 SOUTH RANGE 14 WEST, SAN BERNARDINO MERIDIAN, PARTLY IN THE CITY OF HAWTHORNE. ACCORDING TO THE OFFICIAL PLAN OF THE SURVEY OF SAID LAND ON FILE IN THE BUREAU OF LAND MANAGEMENT, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 11, THENCE SOUTH $89^{\circ} 54' 05''$ EAST, 2644.35 FEET ALONG THE SOUTHERLY LINE OF SAID NORTHWEST QUARTER TO THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 11, SAID EAST LINE BEING THE CENTERLINE OF VAN NESS AVENUE 40 FEET WIDE. SOUTH $0^{\circ} 10' 60''$ WEST 549.73 FEET; THENCE ALONG A LINE PARALLEL WITH SAID SOUTH LINE OF SAID NORTHWEST QUARTER; NORTH $89^{\circ} 54' 05''$ WEST 1918.55 FEET OF AN INTERSECTION WITH A LINE PARALLEL WITH AND

DISTANT 725 FEET MEASURED AT RIGHT ANGLES EASTERLY FROM THE WEST LINE OF SAID SOUTHWEST QUARTER; THENCE ALONG SAID PARALLEL LINE, SOUTH 0° 08' 03" WEST 480.00 FEET, THENCE ALONG A LINE PARALLEL WITH SAID SOUTH LINE OF SAID NORTHWEST QUARTER OF SECTION 11, NORTH 89° 54' 05" WEST 725 FEET TO THE WEST LINE OF SAID SOUTHWEST QUARTER OF SECTION 11; THENCE ALONG SAID WEST LINE, NORTH 0° 08' 03" EAST 1029.71 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THOSE PORTIONS OF SAID LAND LYING EASTERLY OF THE WESTERLY LINE OF THE LAND CONDEMNED BY THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT FOR FLOOD CONTROL PURPOSES BY FINAL DECREE OF CONDEMNATION, ENTERED IN LOS ANGELES COUNTY SUPERIOR COURT CASE NO 518237. A CERTIFIED COPY OF WHICH DECREE WAS RECORDED IN BOOK 24707 PAGE 69, OFFICIAL RECORDS.

ALSO EXCEPT THEREFROM ALL OIL, GAS AND/OR HYDROCARBON SUBSTANCES, AND MINERALS LYING UNDER AND WITHIN SAID LAND, PROVIDED THAT THE SELLER SHALL HAVE ANY RIGHT OF ENTRY UPON SAID LAND FOR THE PURPOSE OF DEVELOPING OIL, GAS OR OTHER HYDROCARBON SUBSTANCES, BUT THAT DEVELOPMENT THEREOF MAY BE MADE BY MEANS OF WELLS UPON ADJACENT LANDS NOW OWNED OR HEREAFTER REQUIRED BY THE SELLER, NO SUCH WELL, HOWEVER, TO BE DRILLED NEARER THAN 300 FEET TO THE BOUNDARIES OF SAID LAND, AS EXCEPTED BY EDWARD R. FARLEY, JR. AND IRENE FARLEY, HIS WIFE IN DEED RECORDED APRIL 15, 1933 IN BOOK 41481 PAGE 170, OFFICIAL RECORDS.

PARCEL 2

A PORTION OF THE SOUTHWEST QUARTER OF SECTION 11, TOWNSHIP 3 SOUTH, RANGE 14 WEST SAN BERNARDINO MERIDIAN, IN THE CITY OF HAWTHORNE. DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE EASTERLY LINE OF SAID SOUTHWEST QUARTER OF SECTION 11, DISTANT THEREON SOUTH 0° 10' 50" WEST 549.71 FEET FROM THE NORTHEAST CORNER OF SAID QUARTER SECTION, SAID EASTERLY LINE BEING THE CENTERLINE OF VAN NESS AVENUE; THENCE ALONG A LINE PARALLEL WITH THE NORTH LINE OF SAID QUARTER SECTION. NORTH 89° 54' 05" WEST 1918.55 FEET TO AN INTERSECTION WITH A LINE PARALLEL WITH AND DISTANT 725 FEET, MEASURED AT RIGHT ANGLES, EASTERLY FROM THE WEST LINE OF SAID QUARTER SECTION; THENCE ALONG SAID PARALLEL LINE, SOUTH 0° 08' 03" WEST 430.00 FEET; THENCE ALONG A LINE PARALLEL WITH THE NORTH LINE OF SAID QUARTER SECTION, NORTH 89° 54' 05" WEST 725 FEET TO THE WEST LINE OF SAID QUARTER SECTION, SAID WEST LINE BEING THE CENTERLINE OF CRENSHAW BOULEVARD; THENCE ALONG SAID WEST LINE, SOUTH 0° 08' 03" WEST 472.11 FEET TO THE WESTERLY PROLONGATION OF THE NORTHERLY LINE OF THE 80 FOOT RIGHT OF WAY TO THE PACIFIC ELECTRIC RAILWAY COMPANY, AS DESCRIBED IN DEED RECORDED IN BOOK 6252 PAGE 80 OF DEEDS. THENCE EASTERLY AND NORTHEASTERLY ALONG SAID NORTHERLY LINE TO THE INTERSECTION WITH THE SAID EASTERLY LINE OF THE SAID QUARTER SECTION, BEING ALSO THE CENTERLINE OF VAN NESS AVENUE THENCE NORTH 0° 10' 50" EAST THEREON, 181.27 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THOSE PORTIONS OF SAID LAND LYING EASTERLY OF THE

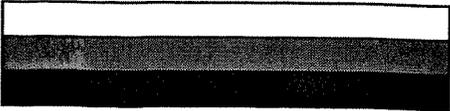
WESTERLY LINE OF THE LAND CONDEMNED BY THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT FOR FLOOD CONTROL PURPOSES BY FINAL DECREE OF CONDEMNATION, ENTERED IN LOS ANGELES COUNTY SUPERIOR COURT CASE NO 518237. A CERTIFIED COPY OF WHICH DECREE WAS RECORDED IN BOOK 24707 PAGE 69, OFFICIAL RECORDS.

ALSO EXCEPT THAT PORTION OF SAID LAND DESIGNATED AS PARCEL NO 767, IN FINAL ORDER OF CONDEMNATION ENTERED IN LOS ANGELES COUNTY SUPERIOR COURT CASE NO. 818754. A CERTIFIED COPY OF WHICH WAS RECORDED ON APRIL 7, 1966 AS INSTRUMENT NO 3235 IN BOOK D3254 PAGE 534, OFFICIAL RECORDS.

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ATTACHMENT D
Land Use Compatibility Table from CLUP

V. STATEMENT OF LAND USE COMPATIBILITY

LAND USE COMPATIBILITY TABLE					
	<i>Satisfactory</i> <i>Caution. Review Noise Insulation Needs</i> <i>Avoid Land Use Unless Related to Airport Services</i>				
	<i>Community Noise Exposure</i>				
<i>Land Use Category</i>	<i>55</i>	<i>60</i>	<i>65</i>	<i>70</i>	<i>75</i>
<i>Residential</i>					
<i>Educational Facilities</i>					
<i>Commercial</i>					
<i>Industrial</i>					
<i>Agriculture</i>					
<i>Recreation</i>					

Consider FAR Part 150 for commercial and recreational uses above the 75 CNEL.

ATTACHMENT E

Table 9C from the ALUP Handbook

MAXIMUM RESIDENTIAL DENSITY						
Safety Compatibility Zones^a						
Current Setting	(1) Runway Protection Zone	(2) Inner Approach/ Departure Zone	(3) Inner Turning Zone	(4) Outer Approach/ Departure Zone	(5) Sideline Zone	(6) Traffic Pattern Zone
Average number of dwelling units per gross acre						
Rural Farmland / Open Space (Minimal Development)	0	Maintain current zoning if less than density criteria for rural / suburban setting				No limit
Rural / Suburban (Mostly to Partially Undeveloped)	0	1 d.u. per 10 – 20 ac.	1 d.u. per 2 – 5 ac.	1 d.u. per 2 – 5 ac.	1 d.u. per 1 – 2 ac.	No limit
Urban (Heavily Developed)	0	0	Allow infill at up to average of surrounding residential area ^b			No limit
^a Clustering to preserve open land encouraged in all zones. ^b See Chapter 3 for discussion of infill development criteria; infill is appropriate only if nonresidential uses are not feasible.						
MAXIMUM NONRESIDENTIAL INTENSITY						
Safety Compatibility Zones						
Current Setting	(1) Runway Protection Zone	(2) Inner Approach/ Departure Zone	(3) Inner Turning Zone	(4) Outer Approach/ Departure Zone	(5) Sideline Zone	(6) Traffic Pattern Zone
Average number of people per gross acre^a						
Rural Farmland / Open Space (Minimal Development)	0 ^b	10 – 25	60 – 80	60 – 80	80 – 100	150
Rural / Suburban (Mostly to Partially Undeveloped)	0 ^b	25 – 40	60 – 80	60 – 80	80 – 100	150
Urban (Heavily Developed)	0 ^b	40 – 60	80 – 100	80 – 100	100 – 150	No limit ^c
Multipliers for above numbers^d						
Maximum Number of People per Single Acre	x 1.0	x 2.0	x 2.0	x 3.0	x 2.0	x 3.0
Bonus for Special Risk- Reduction Bldg. Design	x 1.0	x 1.5	x 2.0	x 2.0	x 2.0	x 2.0
^a Also see Table 9B for guidelines regarding uses which should be prohibited regardless of usage intensity ^b Exceptions can be permitted for agricultural activities, roads, and automobile parking provided that FAA criteria are satisfied. ^c Large stadiums and similar uses should be prohibited. ^d Multipliers are cumulative (e.g., maximum intensity per single acre in inner safety zone is 2.0 times the average intensity for the site, but with risk-reduction building design is 2.0 x 1.5 = 3.0 times the average intensity).						

TABLE 9C

Safety Compatibility Criteria Guidelines

Land Use Densities and Intensities

ATTACHMENT F
Excerpts from the EIR

3.1 Land Use and Planning

This section examines the land use and planning effects of the Century Business Center Specific Plan project.

Environmental Setting

The City of Hawthorne General Plan designates the project site as Industrial, and the site's zoning designation is M-2, Heavy Industrial. These land use designations allow industrial uses, including manufacturing, heavy and light industrial, business park, office, retail, and other commercial uses on the site. The site has been and currently continues to be used for manufacturing operations by Vought Aircraft Industries.

Thresholds Used to Determine Level of Impact

Land use and planning impact will be significant if the project will result in a conflict with applicable land use plans or policies adopted for the purpose of avoiding or mitigating an environmental effect.

Environmental Impact

The project site will be developed with a mix of light industrial, business park, retail, and/or other commercial uses pursuant to the proposed Specific Plan for the site. The project includes three development scenarios. The light industrial/business park uses are the largest component of each of the scenarios, with additional retail uses included in Scenario 2, and storage uses included in Scenario 3. These uses are permitted within the Industrial land use designation. However, storage uses are not currently permitted within the M-2 zoning designation. The proposed Specific Plan for the site provides for the reuse of the single largest 515,000 square-foot building on the site as a storage facility for recreational vehicles (RVs), other vehicles, and self-storage. The reuse of this building as a storage facility is compatible with the proposed uses pursuant to all development scenarios and with the surrounding industrial and commercial area and the adjoining Hawthorne Municipal Airport. This reuse will also generally result in lesser environmental effects than those associated with the reuse of the building for manufacturing operations, light industrial operations, business/park office, or retail uses that are permitted within the M-2 zoning designation. Storage facilities generally generate substantially less traffic, vehicular emissions, and noise, use substantially less water, and generate less wastewater than manufacturing operations, light industrial operations, business/park office, or retail uses. The Specific Plan applies only to the project site. Therefore, the Specific Plan will not result in a change of allowable land uses within M-2 zones in the City.

The proposed Specific Plan also establishes development and parking standards, including shared parking and parking standards for large buildings to ensure the most efficient use of parking facilities within the entire site.

In addition, each of the three reuse and development scenarios include an option to use some of the existing buildings, totaling approximately 85,000 square feet, on the north side of the site as hangars and/or maintenance facilities for the adjacent Hawthorne Municipal Airport. Of the potential 85,000 square feet of building area, a 31,200 square-foot building is already utilized by Northrop Grumman as the company's corporate hanger. The proposed Specific Plan provides for such potential reuse for hangars and/or airport maintenance facilities for this limited amount of development, subject to FAA approval. Such potential reuse will not affect either the length or width of the Hawthorne Municipal Airport, nor the Airport's flight patterns. Such potential reuse represents less than 3.3% to 4.5% of the total site development pursuant to the three scenarios and has no potential to substantially change the environmental effects associated with project's overall 1.9 - 2.55 million square feet of development within the site.

Mitigation Measures

Impact will be less than significant and no mitigation is required.

3.4 Noise

This section evaluates long-term noise impacts associated with operation of the Century Business Center. A noise analysis was conducted for the project by Advanced Engineering Acoustics in March 2006, and noise computation worksheets are included in Appendix D. Short-term construction related noise impact is evaluated in Section 4.0, Construction Effects, of this EIR.

Environmental Setting

How Sound is Measured

Sound levels are expressed on a logarithmic scale of decibels (abbreviated as dB), in which a change of 10 units on the decibel scale reflects a 10-fold increase in sound energy. A 10-fold increase in sound energy roughly translates to a doubling of perceived loudness.

In evaluating human response to noise, acousticians compensate for the response of people to varying frequency or pitch components of sound. The human ear is most sensitive to sounds in the middle frequency range used for human speech, and is less sensitive to lower and higher-pitched sounds. The "A" weighting scale is used to account for this sensitivity. Thus most community noise standards are expressed in decibels on the "A"-weighted scale, abbreviated dB (A). Zero on the decibel scale is set roughly at the threshold of human hearing. Sound levels of common sounds in the environment include office background noise at about 50 dB(A); human speech at 10 feet at about 60 to 70 dB(A); cars driving by at 50 feet at 65 to 70dB(A); trucks at 50 feet at 75 to 80 dB(A); and aircraft overflights directly overhead a mile from the runway at about 95 to 100 dB(A).

Noise Standards

The community noise environment consists of wide varieties of sounds, some near and some far away, which vary over the 24-hour day. People respond to the 24-hour variation in noise but are most sensitive to noise at night. California standards for community noise use the Community Noise Equivalent Level (CNEL), in which a 5-decibel penalty is added to the 7:00 P.M. to 10:00 P.M. period, and a 10-decibel penalty to the 10:00 P.M. to 7 A.M. period.

Existing Noise Environment

The project site is located within an industrial and commercial area of Hawthorne. The site has been, and portions of the site continue to be utilized by Vought Aircraft Industries for aircraft fuselage manufacturing. Due to its location adjacent to Hawthorne Municipal Airport, near I-105 Freeway, and along major arterials streets within a densely developed urban area, the project site and the surrounding area are subject to high levels of ambient noise. The major noise source affecting the site and its surroundings is vehicular traffic on Crenshaw Boulevard, Prairie Avenue, and I-105 Freeway. The operations of the Airport contribute to the existing noise levels over the site and the larger area affected by aircraft noise, with the site and the adjacent area located within 65

CNEL noise contours¹. The operations of the existing rail line within the project site that runs parallel to Broadway (formerly Northrop) Avenue, also contributes to existing noise levels. However, the existing noise environment is considered to be compatible since the area is primarily developed with various industrial and commercial uses that are not noise-sensitive. The closest noise-sensitive use is a small residential area mixed among the existing industrial and commercial uses that is located south of the project site, across Broadway (formerly Northrop) Avenue and the Union Pacific rail line right-of-way along the site's southern boundary.

Thresholds Used to Determine Level of Impact

The Noise Element of the Hawthorne General Plan considers noise levels of up to 75 CNEL to be normally compatible for commercial, industrial and institutional land use categories, and levels of up to 70 CNEL normally compatible for residential uses. Therefore, impact is considered significant if the project will result in an increase in ambient noise levels that will exceed 75 CNEL for commercial, industrial areas, and/or 70 CNEL for noise-sensitive residential areas.

Environmental Impact

Vehicular Noise

The new light industrial, commercial, retail, and other uses in the Century Business Center will generate vehicular traffic along Broadway (formerly Northrop) Avenue which provides primary access to the site for future employees and visitors. A small residential area mixed among the existing industrial and commercial uses is located south of the project site, across the Union Pacific rail line right-of-way that runs along the site's southern boundary and across Broadway Avenue, at a distance of approximately 140 feet from the street's centerline. As shown in Table 20, the noise analysis indicates that with the addition of project traffic, traffic noise levels from Broadway Avenue will not exceed 65 CNEL at this residential area under any of the project development scenarios². The closest 65 CNEL contour will be located at a distance of approximately 60 to 80 feet from the centerline of Broadway Avenue, while the closest residences are located at a distance of approximately 140 feet from the centerline. At the distance of 140 feet, traffic noise levels will be below 65 CNEL for all project scenarios. Since the addition of the project-generated traffic will not result in ambient traffic noise level exceeding 70 CNEL, impact is considered to be less than significant.

¹ Airport Master Plan Update, Hawthorne Municipal Airport, 1991.

² See Appendix D for calculation worksheets.

Table 20
Traffic Unshielded Noise Contour Distances with Project, Year 2015
Broadway (formerly Northrop) Avenue, east of Prairie Avenue

Project Scenario	Traffic ADT	Feet From C/L	Predicted Level, dBA
Scenario 1	6,122	70	65 CNEL
Scenario 2	6,991	78.6	65 CNEL
Scenario 3	4,779	56.8	65 CNEL

Calculations using FHWA-RD-77-108 and STAMINA 2.0 with CALVENO Reference Noise Emissions models for hard site conditions (see Appendix D for worksheets).

Other sensitive uses within a general area of the project site are **Memorial Park to the south of the site**, Kornblum Elementary School and the YMCA and Fun Ship Children's day care center, both located ¼ mile south of the project site along El Segundo Boulevard. These uses are all located within a developed urban area and are separated from the project site by Broadway Avenue, a fully developed city block with residential and commercial uses that is approximately ¼ mile wide, and major streets, El Segundo Boulevard and Prairie Avenue. El Segundo Boulevard is a major arterial that is approximately 120-foot wide, has a two-lane median, and carries three lanes of traffic in the westbound and eastbound directions. Prairie Avenue is also a major arterial street with a total of four to six lanes, generally separated by a two-way left turn lane. These arterials carry heavy traffic volumes that generate traffic noise, and the addition of project traffic will not be substantial enough to result in a discernable increase in ambient traffic noise levels along these arterial roadways. With the 3 dBA threshold that represents an increase in noise level which is perceived as just noticeable³, it would take doubling traffic volumes to result in a 3 dBA increase in noise level⁴. As indicated in the traffic study (see Appendix B) the project pursuant to all three development scenarios will not result in doubling the traffic volumes either along El Segundo Boulevard or along Prairie Avenue, and thus, no significant impact will result.

Operational Noise

The future reuse and redevelopment of the project site will continue industrial and commercial operations within the site, where building equipment generates noise. Standard methods for construction, noise insulation, including enclosing all mechanical and electrical equipment, will minimize potential building equipment noise. The new light industrial, storage, retail, and other uses within the site will be typical urban uses operating within enclosed buildings. No open air activities or events that could generate high noise levels will occur. The existing operations of the internal

³ Environmental Acoustics. Leslie I. Doelle, Eng.

⁴ Change in Noise Level with Change in Traffic Volumes. Based on methods of Federal Highway Administration, Highway Traffic Noise Prediction Model, FHWA-RD-108.

railroad track within the site will continue as no substantial changes that could generate additional rail noise are proposed pursuant to any of the development scenarios. The overall increased level of activity within the site may generate some nuisance noise associated with car alarms, radios, and vehicle engines at parking lots. The project is the reuse and redevelopment of the industrial site with modern light industrial/business park, retail, and other commercial uses that do not generate groundborne vibrations or noise. With the surrounding street noise, the operations of the Hawthorne Municipal Airport, and operations of commercial and industrial developments surrounding the site, such noise is not anticipated to be substantially audible in the surrounding areas. Nuisance noise is intermittent and momentary and subject to City noise regulations. Therefore, impact will be less than significant.

Mitigation Measures

Impact will be less than significant and no mitigation is required.

3.8 Hazards and Hazardous Materials

This section examines the issues associated with hazardous materials and the proximity of the project site to the Hawthorne Municipal Airport.

Environmental Setting

Hazardous Materials

The entire project site has been utilized for aircraft fuselage manufacturing by Vought Aircraft Industries, with the remaining manufacturing operations currently continuing within the western portion of the project site. The manufacturing operations involved the use of a variety of materials, including some hazardous materials. As a result, portions of the project site and underlying groundwater have been contaminated with hazardous substances, including halogenated and aromatic compounds, petroleum hydrocarbons, acids, caustics, and metals. Pursuant to a consent agreement, Northrop Grumman Systems Corporation (NGSC) has been and continues to implement corrective cleanup actions at the site under the oversight of the Department of Toxic Substances Control (DTSC). NGSC is the previous owner and operator and a current operator for the purposes of cleanup of the Northrop East Complex Facility, which is a larger area that includes the project site. These actions include further characterizations of the extent of the hazardous waste contamination, evaluation of alternatives for cleanup, performing interim measures, implementing all DTSC-approved workplans, and performing remediation, as necessary. As a result of these actions, DTSC approved the closure of five interim status Resource Conservation and Recovery Act (RCRA) units that were determined to be clean enough to allow for unrestricted use. Nonetheless, the entire Northrop East Complex Facility, which includes the project site, will remain as a RCRA Facility until DTSC determines that NGSC has completed corrective action¹.

Airport Hazards

The project site is located adjacent to Hawthorne Municipal Airport. The airport is operated by the City of Hawthorne and is currently a general utility category airport, providing private small craft service. Designed as a reliever airport by the Federal Aviation Administration (FAA), the Hawthorne Municipal Airport reduces congestion at the Los Angeles International Airport (LAX) by providing general aviation pilots with an alternative landing area. The

¹ Department of Toxic Substances Control. Resources Conservation and Recovery Act; Applicability to Northrop Grumman Systems Corporation - East Complex Facility, One Northrop Avenue, Hawthorne, California, EPA ID Number CAD 008 268 302, letter dated July 21, 2005.

Airport has one runway, Runway 7-25, which extends between Prairie Avenue and Crenshaw Boulevard.

Airport Land Use Plans and Policies: A number of public agencies, including the City of Hawthorne, the Los Angeles County Airport Land Use Commission (ALUC), the State of California Division of Aeronautics, U.S. Department of Transportation, and the Federal Aviation Administration (FAA), have adopted plans and policies to encourage safe operations of airports, minimize the risk of accidents, and ensure proper planning of airports and their environments. Plans and policies for the Hawthorne Municipal Airport are discussed below.

Hawthorne Municipal Airport Master Plan. The City is currently in the process of updating the Hawthorne Airport Master Plan that was adopted in 1991. The comprehensive Master Plan update will identify the facility requirements to accommodate the forecasted aviation activity at the Airport. Currently, the preliminary forecasts developed as part of the Phase I report anticipate the based aircraft to grow from the current 141 to 256 and general aviation operations to grow from 70,856 to 134,100 by the year 2015², which is substantially below the 244,100 operations projected for the Airport by the year 2006 in the 1991 Master Plan³. However, these preliminary forecasts can change in the future as the Master Plan update process unfolds.

Airport Land Use Commission Comprehensive Land Use Plan. California law requires the creation of Airport Land Use Commissions (ALUCs) to coordinate planning for the areas surrounding public use airports. The purpose of the law is to protect the public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public use airports. Each ALUC is required to prepare and adopt a Comprehensive Land Use Plan (CLUP), review and make recommendations concerning certain projects within the ALUC planning boundaries, and review and make recommendations on regulations of local agencies.

In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the ALUC and for coordinating public agencies' airport planning. The Los Angeles County ALUC has jurisdiction over 11 general aviation airports and one mixed-military/civilian airport in Palmdale, including the Hawthorne Municipal Airport.

Airport Safety: Establishing and enforcing safety restrictions around the airports is a cooperative undertaking by the FAA, the ALUC, and the local jurisdictions. The safety zones established for the CLUP are patterned after the Approach Surface (AS) and Runway Protection Zone (RPZ), formerly called clear zone, instituted by the FAA. The AS and RPZ dimensions are dependent on the type of approach being made to a runway.

The AS is an imaginary inclined plane beginning at the end of the primary surface and extending outward to distances up to 10 miles depending on runway use. The width and slope are also dependent on runway use. The AS governs the height of objects on or near the airport. Objects should not penetrate or extend above the AS and if they do, they are classified as obstructions and must either be marked or removed. This Object Free Zone

² Phase I Report, Coffman Associates, Inc., February 2006.

³ Airport Master Plan, Hawthorne Municipal Airport, July 1991.

{OFA) is the most critical safety area under the approach path and should be kept free off all obstructions.

The RPZ is an area at ground level that provides for the unobstructed passage of landing aircraft through the above airspace. The function of the RPZ is to enhance the protection of people and property on the ground. RPZs begin near the end of the runways and have a size that varies with the designated use of the runway.

Federal Aviation Administration. The Federal Aviation Administration (FAA) distributes Advisory Circulars (AC) to encourage safe operations of airports, minimize the risk of accidents, and ensure proper planning of airports and their environments. Due to the location of the Hawthorne Airport within a fully built out urban area, the Object Free Area (OFA) follows closely the dimensions of Runway 7-25 and is constrained by the existing off-airport development and the Crenshaw Boulevard and Prairie Avenue perimeter services roadways. The standard approach RPZ dimensions are 1,000 feet by 1,700 feet by 1,510 feet, and the approach RPZ begins 200 feet behind the landing threshold.

The Precision Approach Surface (imaginary surface) is another airport safety zone. Aircraft landing at the Airport may utilize visual flight procedures or instrument flight procedures, depending on the weather, pilot rating, and other factors. The Airport can accommodate instrument approach procedures for landings from the east, which require a 43-to-1 slope clearance, beginning 200 feet east of the end of the Runway 7-25 displaced threshold. Objects should not penetrate or extend above the imaginary surface.

California Department of Transportation (Caltrans). The Caltrans Division of Aeronautics recommends that to the extent practical, RPZs should be clear of all structures and that any activities must be of very low intensity in character and confined to the sides and outer ends of the area. The 1993 *Caltrans Airport Land Use Planning Handbook* (Handbook) recommends a maximum density of 10 people per acre in the RPZ. Furthermore, airport design should be in accordance with FAA *Advisory Circular 150/5300-13*. According to the Handbook, the project site will be in Zones 1 (the Runway Protection Zone), 3 (the Inner Turning Zone), 5 (the Sideline Zone), and 6 (the Traffic Pattern Zone).

Safety Hazards: Airport operations may adversely affect adjacent areas, and nearby land uses may interfere with airport operations. As discussed above, to minimize the risk of accidents and public exposure to excessive noise within areas around public use airports and to ensure safe operations of airports, development in the areas surrounding airports is subject to certain restrictions. These restrictions include (1) height limits for buildings, light poles, communication towers, and other vertical objects by establishing surfaces into which objects may not protrude, and (2) restrictions on establishment of uses that result in congregation of people (such as places of public assembly, offices, schools, hospitals, and similar uses) within the airport's critical safety protection zones.

Figure 11 on the following pages shows the location of the project site in relation to the Airport and airport protection zones.

Noise: Aircraft noise may adversely affect land near airports. For the Hawthorne Municipal Airport, the CLUP restricts certain types of sensitive land uses (i.e. residences, schools, and other similar uses) within areas subject to noise levels of 65 CNEL dB(A) or higher. A description of noise and noise scales is provided in Section 3.4, Noise.

Thresholds Used to Determine Level of Impact

Impact is considered significant if the project will create a substantial safety hazard associated with hazardous materials or substances, and/or a substantial safety hazard for the airport or for people working at or visiting the project site.

Environmental Impact

Hazardous Materials

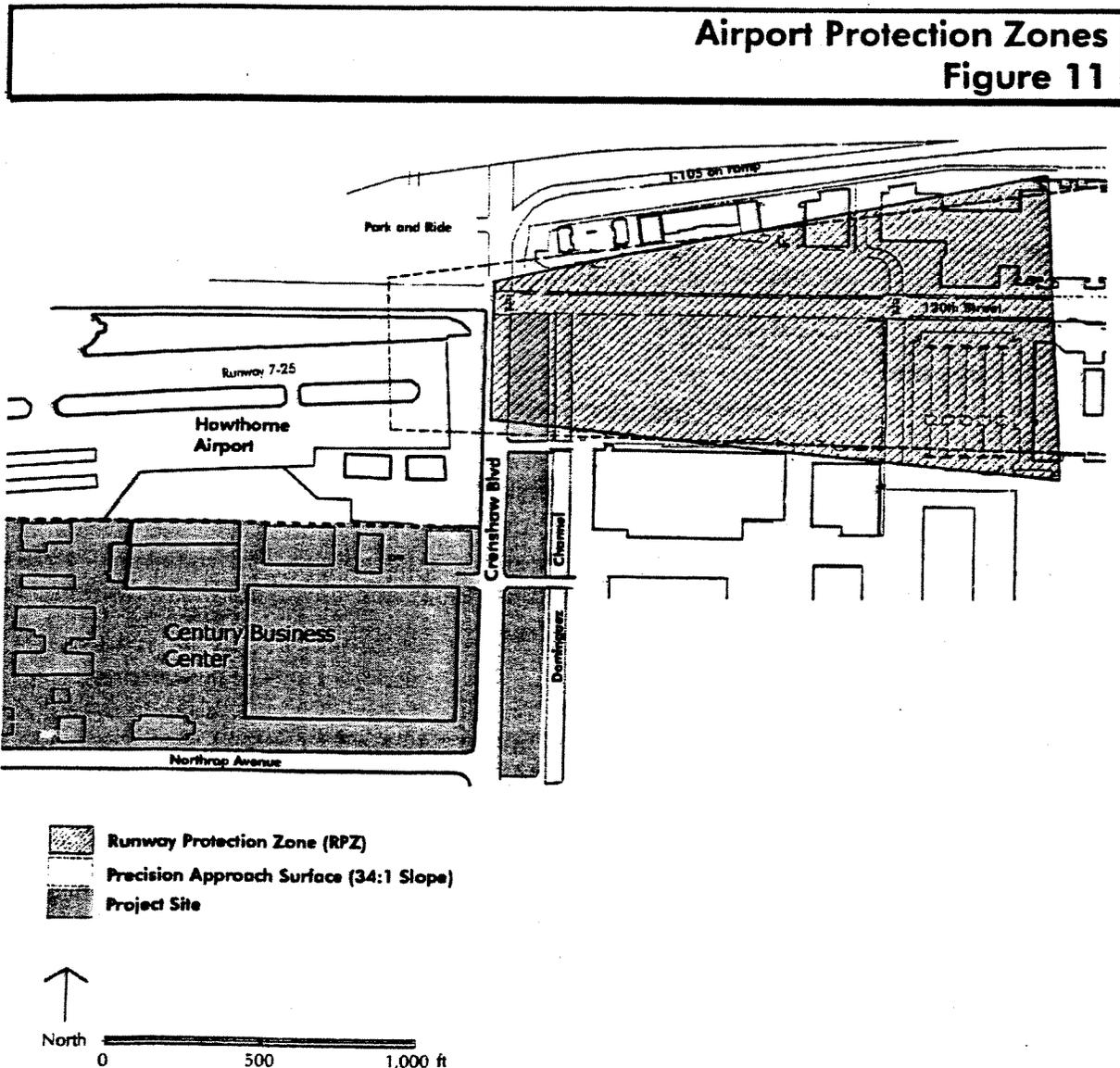
The Century Business Center project will result in reuse and redevelopment of the existing industrial site. Such reuse and redevelopment is considered a positive example of the DTSC's support for the development of RCRA facilities without posing a threat to public health or the environment¹. The current and future investigation and cleanup for the soils on the project site and the underlying groundwater will continue to be performed by NGSC under the DTSC oversight pursuant to the corrective action consent agreement. As a result of these corrective cleanup activities, DTSC approved the closure of five interim status Resource Conservation and Recovery Act (RCRA) units that were determined to be clean enough to allow for unrestricted use, which includes sensitive residential uses. The project will result in the reuse of the site with light industrial, commercial, retail, storage, and similar uses, that are not considered sensitive uses. Neither residences, hospitals, schools, nor other similar sensitive uses are part of any of the Century Business Center three development scenarios for the site's reuse and redevelopment.

The project involves reuse of many of the existing buildings and that minimizes the extent of potential impacts associated with demolition of existing structures, some of which may contain asbestos and/or lead paint. As discussed in Section 4.0, Construction Effects, all demolition and construction activities will proceed in full compliance with existing rules and regulations concerning toxic air pollutants, including Rule 1403, Asbestos Emissions from Renovation/Demolition Activities, for proper handling and disposal of asbestos-containing materials. Other known hazardous substances and toxic emissions are controlled by NESHAP and SCAQMD rules and regulations, and by federal and State rules and regulations. Pursuant to each development scenario, substantial portions of the existing on-site development will be reused, and no substantial changes either to soils or groundwater are contemplated as part of the project. The soils on the project site have been subject to cleanup activities, however, should construction activities disturb any soils that have not yet been cleaned up, such soils will be cleaned up prior to any construction in accordance with all applicable federal, State, and local regulations. None of the new construction pursuant to the three development scenarios involves subterranean structures and thus, no groundwater, which is located at a depth of more than 50 feet below the site's ground surface, will be affected. However, since the project site is subject to on-going corrective

actions, mitigation has been identified to avoid a potential significant impact by ensuring that cleanup activity will continue unencumbered as indicated by the DTSC⁴.

Airport Hazards

Safety: The project site is located adjacent to the Hawthorne Municipal Airport. The relation between the Airport protections zones and the project site is illustrated in Figure 11.



⁴ Department of Toxic Substances Control. Resources Conservation and Recovery Act; Applicability to Northrop Grumman Systems Corporation - East Complex Facility, One Northrop Avenue, Hawthorne, California, EPA ID Number CAD 008 268 302, letter dated July 21, 2005.

As shown, most of the project site area is located outside the Airport's protection zones. Only a segment of the 6-acre portion of the project site, which is a lot located across from the Airport to the east of Crenshaw Boulevard, is located within the Airport protection zones. This lot is currently developed with surface parking, and pursuant to all project scenarios, the portion of this lot within the RPZ zone will continue to be used for surface parking. Pursuant to all project scenarios, new development on the 6-acre lot is planned to be located outside the RPZ zone. However, to avoid a potentially significant impact associated with future development at the edge of the RPZ, mitigation has been identified to ensure that such development will not result in a safety impact.

Noise: Pursuant to all development scenarios, the project will result in reuse and redevelopment of the industrial site with light industrial, storage, retail, other commercial facilities, and surface parking. These uses are not noise-sensitive and are compatible with the Airport's operations, and therefore, impact will be less than significant.

Mitigation Measures

Hazardous Materials

The following mitigation measure will be implemented to ensure that the on-going cleanup by NGSC continues unencumbered.

1. The developer will cooperate to allow Northrop Grumman Systems Corporation (NGSC) to perform cleanup as approved by the Department of Toxic Substances Control, including ensuring that all necessary access rights and sufficient land are available to install groundwater monitoring wells and any groundwater pump and treat systems that are necessary.

Airport Hazards

The following mitigation measures will be implemented for development within the 6-acre portion of the project site east of Crenshaw Boulevard that is within and adjacent to the approach Runway Protection Zone (RPZ).

1. No restaurant or other use with similar density of people, such as theaters, auditoriums, sports facilities, and similar uses, will be located within the Runway Protection Zone (RPZ), unless approved by ~~FAA and /or other~~ appropriate state and/or local government agencies.
2. Elevated architectural features, portions of buildings, and other objects at the edge of the RPZ will be clearly marked and/or lighted for easy identification by the aircraft and shall not penetrate any FAR Part 77 imaginary surface unless approved by FAA.
3. No reflecting glass, metal, or any building materials that generate glare will be used, unless approved by ~~FAA and /or other~~ appropriate state and/or local government agencies.

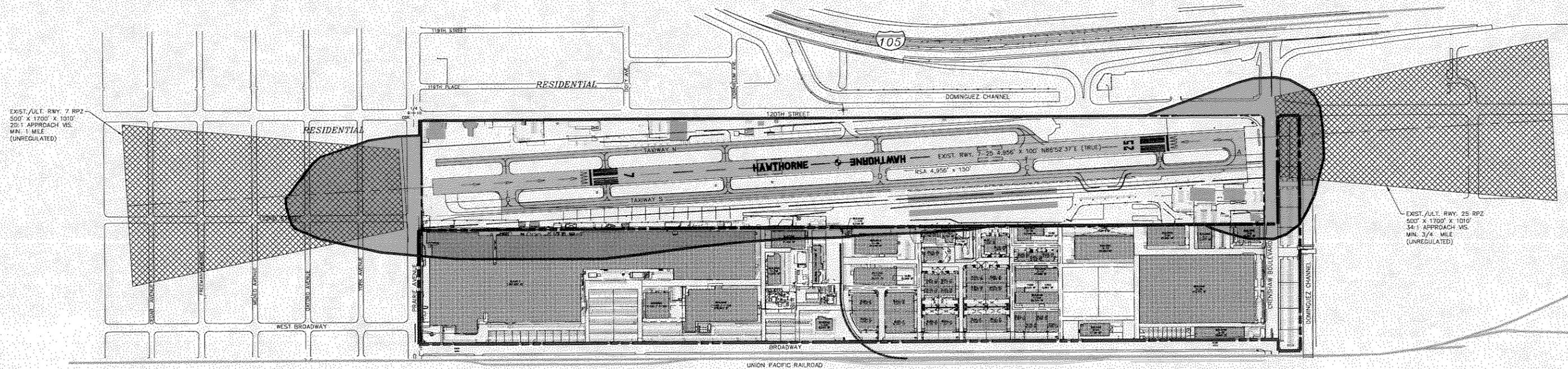
4. All lighting will be shielded and directed towards onto the site to avoid illumination of the sky. No spotlights will be allowed.
5. The precise location of structures will comply with applicable FAA regulations.
6. Only low and/or slow growing trees will be planted within the horizontal limits of the 34:1 approach surface, which begins 200 feet east of the displaced threshold to Runway 25.
7. The height and location of the parking lights will not penetrate the 34:1 approach surface.
8. On the 6-acre lot located east of Crenshaw Boulevard, vehicles of 10 or more feet in height will be parked as not to obstruct the pilot's line-of-sight to the approach lights during the aircraft's approach to Runway 25. If necessary, the developer will restrict parked vehicles to ensure no obstruction.
9. Any building corners which penetrate the horizontal limits of the approach surface, but not actual approach surface, will be obstruction lighted in accordance with FAA regulations.

Level of Impact After Mitigation

The implementation of the identified mitigation measures will ensure that impact will be less than significant.

LEGEND

-  Runway Protection Zone (RPZ)
-  65 CNEL Noise Contour
-  Airport Influence Area
-  Century Business Center Property Line
-  Hawthorne Municipal Airport Property Line



EXIST./ULT. RWY. 7 RPZ
500' X 1700' X 1010'
20:1 APPROACH VS.
MIN. 1 MILE
(UNREGULATED)

EXIST./ULT. RWY. 25 RPZ
500' X 1700' X 1010'
34:1 APPROACH VS.
MIN. 3/4 MILE
(UNREGULATED)