

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

**AVIATION CASE NO. 2006-00003-(2)
PROJECT NO. R2006-02268
APPLICANT: CITY OF HAWTHORNE**

PROJECT DESCRIPTION

The proposed project is the redevelopment of approximately 24 acres of property located east of the Hawthorne Municipal Airport in the City of Hawthorne with 176 single-family condominiums and a 130,704 square foot retail building. The proposed development would replace a vacant 375,000 square foot, former Northrop Grumman electronics research and development building. The project would be implemented through a specific plan, the proposed Central Park Specific Plan, which will establish the permitted uses and development standards for the site. The new community is to be called "Central Park".

Airport Land Use Commission (ALUC) review of this project is necessary because a portion of the project site is located within the Runway Protection Zone (RPZ) established for Runway 25 of Hawthorne Municipal Airport. The RPZ makes up part of the airport planning boundary that also consists of the combination of the 65 dB Community Noise Equivalent Level (CNEL) noise contour and the airport property boundary. To assist the City of Hawthorne in its approval process, the ALUC must determine whether the proposed land use changes by the City of Hawthorne are consistent with the adopted Los Angeles County Airport Land Use Plan (also known as the CLUP). The City of Hawthorne proposes a general plan amendment, a zone change and other discretionary actions to provide the entitlements for the Central Park project. Only a portion of the 24-acre project site is within the ALUC review authority, the portion of the site located within the RPZ. Issues associated with development in RPZs relate to safety, both for aircraft and people on the ground. The ALUC review of this project is therefore primarily focused on the safety aspects of the retail component of the project and its consistency with the Los Angeles County Comprehensive Land Use Plan (CLUP).

To approve this project, the City must adopt the Environmental Impact Report (EIR), grant a general plan amendment, a zone change, a vesting tentative tract map, an amendment to the Development Agreement between the City and Lowe Enterprises Commercial Group, and adopt a new specific plan establishing the permitted uses and development standards for the project site.

STATUTORY REQUIREMENTS

Section 21676.5 of the Public Utilities Code (PUC) requires that projects within the airport 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). The proposed changes to the local agency (City of Hawthorne) general plan, the zone change, and other discretionary actions require an ALUC consistency determination pursuant to Section 21676(b) of the PUC.

LOCATION AND DESCRIPTION THE PROJECT

The Project Site

The project site is located just south of the Glenn Anderson Freeway (I-105) and east of the Hawthorne Municipal Airport within the City of Hawthorne. It is bounded by 120th Street to the north, Van Ness Avenue to the east, the Southern Pacific Railroad right-of-way to the south, and Wilkie Way to the west.

Surrounding Land Uses

The project site is located within an industrial and commercial area of Hawthorne and is surrounded primarily by retail and a variety of commercial and industrial uses. To the north of the site, along 120th Street, is a vacant office/manufacturing building that was once part of the Northrop Grumman campus. To the northeast, across Van Ness Avenue is the Holly Park residential neighborhood. To the east of the site, along Van Ness Avenue, are the City's Holly Park and a Los Angeles County golf course. To the south are the Southern Pacific Railroad right-of-way and a light industrial building that abuts the site. To the west, along Wilkie Way, are a new retail center containing Levitz and Lowe's Home Improvement stores. Across Crenshaw Boulevard, to the west, is the Hawthorne Municipal Airport.

General Plan Amendment

According to the Land Use Element of the City's General Plan, the current land use designation for the project site is GI (General Industrial). Development of the project would require the site to be re-designated as FC/MU (Freeway Commercial/Mixed Use) to reflect the proposed new land use and zoning.

The present GI designation accommodates large-scale development of industrial parks whose activities may include heavy manufacturing, processing or fabrication, as well as, a variety of commercial and office uses. The proposed FC/MU designation would accommodate mixed commercial uses with primary orientation to freeway accessibility. In addition, the FC/MU designation also accommodates multi-family residential development as long as it is part of a planned unit development. The specific plan designates the easternmost parcels for residential uses, which ensures that the residential uses are located outside of the 65 dB CNEL noise contour area and the RPZ.

Zone Change

Adoption of the Central Park Specific Plan would allow the proposed redevelopment of the project site. The zone would change from M-2 (Heavy Industrial) to CPSP (Central Park Specific Plan). Through the CPSP, permitted uses and development standards for the project site would be established. The CPSP allows commercial uses on the 9.25-acre westernmost parcel (**See Attachment B**), which include a limited range of retail and office uses (**See Attachment C, page 14**). The current M-2 zoning category allows the same uses plus a much broader array of industrial and commercial uses. The commercial

development standards in the CPSP include airport related restrictions, such as compliance with FAA height restrictions and the prohibition of health clubs and restaurants within the RPZ. Commercial uses are restricted to one building that may be up to 140,000 square feet in size and must be developed in substantial conformance with the Central Park Site Plan (Site Plan). The Site Plan depicts the lone commercial building as a retail store with approximately 130,704 square feet of floor area and associated surface parking and driveways in the commercial area of the CPSP (**See Attachment D**). Approximately 27,000 square feet of the proposed retail building encroaches into the southeastern corner of the RPZ. The remainder of the RPZ area within the project site is designated as parking for the retail building. The expected tenant for the proposed retail building is Target Stores.

Vesting Tentative Tract Map

Approval of Vesting Tentative Tract Map No. 64504 would allow subdivision of the site into three parcels. The proposed retail structure would be located on Lot 1 which is the lot partially located within the RPZ on the eastern end of Runway 25.

Amendment to Development Agreement

An amendment is proposed to the Development Agreement between the City and Lowe Enterprises Commercial Group (City Council Ordinance 1726) to change the use of the site to allow for commercial and residential uses. Under the existing development agreement, the site is designated for office use. The proposed amendment would allow residential uses on the easternmost parcels of the site. These parcels are outside of the 65 dB CNEL noise contour and are not within the CLUP planning boundary.

Hawthorne Municipal Airport Runway Protection Zone – Background Information

In 2000-2001, the ALUC reviewed Aviation Case No. 00-191, which proposed to develop approximately 103 acres east of Hawthorne Municipal Airport, a portion of which was located within the RPZ. The original proposal included several structures that encroached into the RPZ, one of which was to be occupied by a home improvement store.

Approximately 40,000 square feet of the proposed home improvement store encroached into the southern portion of the RPZ. The ALUC indicated its intent to determine that a commercial/retail building within the RPZ was inconsistent with the safety policies of the CLUP.

Before final action was taken, a redesigned project that removed the main commercial building from the RPZ was brought back to the ALUC for consideration. The revised plan removed all but a small portion of a 37,000 square foot building from the northern portion of the RPZ (identified as Building E). Evidence provided at the public hearing, included testimony from pilots that as a rule-of-thumb, pilots approaching Hawthorne Airport stay well to the south of the 105 freeway to ensure that they do not encroach into the approach path of the larger aircraft en route to Los Angeles International Airport (LAX). Based on this testimony and relatively small area of encroachment, the ALUC found the revised plan, with the Building E encroachment, consistent with CLUP policies because it did not present a safety concern.

CLUP Noise Policy

CLUP noise policy establishes a system for measuring noise, sets sound insulation standards for qualified projects, establishes the Land Use Compatibility Table (**See Attachment E**) and encourages a statement of noise disclosure for properties in affected areas. The commercial component of the specific plan is located outside of the 65 dB CNEL noise contour for the Hawthorne Municipal Airport. The Land Use Compatibility Table designates commercial uses outside of the 65 dB CNEL noise contour as “satisfactory.”

CLUP Safety Policy

The majority of the area designated for commercial uses in the Specific Plan is located within the RPZ for Runway 25. The RPZ is an area where the risk of exposure to airport-related hazards should be considered. Safety policy regarding RPZs is contained in two sections of the CLUP – the Plan Boundaries section (**See Attachment F**) and the Policy and Programs section (**See Attachment G**).

The Safety discussion under the Plan Boundaries section defines the RPZ, its purpose and the type of activities and development that are prohibited. The Plan Boundaries section establishes the RPZ as the “most critical safety area under the approach path” and recommends that “no structure be permitted nor the congregation of people allowed within this zone.” It’s important to note that the airport operator delineates the RPZ in the Airport Layout Plan, which is then reviewed by the FAA for compliance with airport layout criteria. The Plan Boundaries section also recommends that the airport owner maintain control of the RPZ if possible in order to “assure the safety of aircraft approaches and to keep the area clear of congregations of people”.

The Policy and Programs section of the CLUP establishes safety policies S-1 through S-7. Four of these seven stated safety policies relate to RPZs:

- Policy S-1 requires RPZs to be established and that they conform to FAA criteria.
- Policy S-3 prohibits any use within the RPZ that would direct lighting that would interfere with an aircraft approaching or departing from the airport.
- Policy S-4 prohibits the construction or growth of objects in the RPZ which rise above the approach surface, unless supported by evidence that it does not create a safety hazard and is approved by the FAA.
- Policy S-7 requires compliance with height restriction standards and procedures set forth in FAR Part 77.

STAFF EVALUATION

Conclusions on Project Consistency

The proposed project is a mixed-use commercial/residential development. Because the residential component of the project is located outside of the 65 dB CNEL contour area, it is not within the scope of the ALUC consistency determination. The consistency review focuses only on the commercial component of the project, which is located partially within the RPZ.

The following discussion evaluates the development standards and features of the proposed CPSP and retail development for conformance with the CLUP safety policies that relate to RPZs:

a) Safety Policy

- CLUP **Policy S-2** and the CPSP are **consistent**. The CLUP prohibits above ground storage of more than 100 gallons of flammable liquids or toxic materials within the RPZ. Storage of flammable liquids or toxic materials is not identified as a permitted use in the CPSP.
- CLUP **Policy S-3** and the CPSP are **consistent**. The CLUP prohibits lighting within the RPZ that would interfere with an aircraft approaching or departing from the airport. The Final EIR contains the following mitigation measure: "All lighting will be shielded and directed towards onto the site to avoid illumination of the sky. No spotlights will be allowed." The CPSP incorporates the Final EIR mitigation measures as conditions of approval. The proposed mitigation measure is comparable to Policy S-3.
- CLUP **Policy S-4** and the CPSP are **consistent**. The CLUP prohibits new structures within the RPZ that intrude into the approach surface for aircraft using Hawthorne Airport unless supported by evidence that it does not create a safety hazard and is approved by the FAA. The proposed retail building does not reach a height that intrudes into the aircraft approach surface.
- CLUP **Policy S-7** and the CPSP are **consistent**. The CLUP requires compliance with the height restrictions standards and procedures set forth in FAR Part 77. The applicant has received a "Determination of No Hazard to Air Navigation" from the FAA for the proposed retail building (**See Attachment H**).

b) RPZ: Land Use and Structures

- Commercial Uses in the CPSP: The Plan Boundaries section of the CLUP requires that RPZs be kept free of structures and uses that could lead to a congregation of people in the RPZ. The CPSP designates Lot 1, which extends into the RPZ, for commercial uses. The CPSP does not prohibit new structures within the RPZ, it only prohibits health club and restaurant uses. Uses that could lead to a congregation of people in the RPZ, such as department store and retail uses are allowed. The CLUP and the CPSP are therefore **inconsistent** in this area. Please also note that the FAA recommends prohibiting uses such as shopping centers within RPZs (Advisory Circular 150/53000-13).
- Parking in the RPZ: The proposed retail development designates the majority of the commercial area that is within the RPZ as surface parking for the retail building. Precedent was set by the ALUC regarding surface parking as an appropriate use for RPZs through previous aviation case approvals (AV 00-191-[2] and AV 04-162[2,4]). The CLUP and CPSP are **consistent** in this area.

- Structures in the RPZ: The southeastern corner of the retail building, encroaches into the RPZ and could expose the occupants of the building to potential airport related hazards. These concerns are further exacerbated in view of the proposed internal layout of the store, which places functions such as customer service, food service, cashier checkout and the main store entrance within the RPZ portion of the store (**See Attachment I**). These functions would encourage people to congregate in the corner of the building with the highest airport-related hazard risk. Furthermore, the FAA "Determination of No Hazard to Air Navigation" addresses the safety of air navigation under normal operations. In the event of an emergency, the structure in the RPZ could pose as a potential hazard to pilots trying to make an emergency landing. The CLUP and the proposed retail building are therefore **inconsistent** in this area.

Advisory Comments Regarding the Residential Component of the Project

The residential component of the project is located outside of the 65 dB CNEL noise contour area and immediately adjacent to, but outside of the RPZ on the eastern end of Runway 25. As such, the residential component of the project is not within the scope of the ALUC's consistency review. However, the issue of replacing industrial land uses, generally considered compatible with airport operations, with residential uses, often considered incompatible with airport operations, is an area where ALUC has expertise and can advise the City of Hawthorne on issues to consider. Staff recommends that the ALUC offer the following advisory comments to the City of Hawthorne's City Council and that these comments be addressed in the project findings:

- The Public Utilities Code, Aeronautics Act (Section 21670), which establishes ALUC authority, was created to protect public health, safety and welfare by ensuring the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within an area around airports to the extent that these areas are not already devoted to incompatible used. The proposed project would convert industrial land, which is generally considered compatible with airports, to residential land, a use usually found incompatible with airports due to high noise levels.
- The ALUC advises against converting industrial land to residential land so close to the airport because it would introduce the potential for land use conflicts in an area where conflicts do not presently exist.

STATUS OF PROJECT

The City of Hawthorne Planning Commission on November 1, 2006 held a public hearing regarding the project and adopted a resolution recommending certification of the Final EIR and approval of the General Plan amendment, Municipal Code amendments, Central Park Specific Plan, and amendment of Development Agreement between the City and Lowe Enterprises Commercial Group. A public hearing before the Hawthorne City Council is scheduled to be held on November 28, 2006.

ENVIRONMENTAL DOCUMENTATION

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

PUBLIC COMMENTS

Staff has received no comments, written or by telephone regarding this project.

RECOMMENDED ACTION

The City of Hawthorne and the ALUC staff have worked together through the City's review and development of this project. ALUC staff has provided guidance to improve the compatibility between the proposed project and the airport. There are a number of details that have been incorporated in the Specific Plan that improve compatibility between the project and the airport. Unfortunately, the physical constraints of the site and the economic interest that the City must weigh have resulted in a project that remains inconsistent with the CLUP. If the project is approved in its present form, a large new building would be introduced into the RPZ and people would be encouraged to congregate in an area that the CLUP identifies with safety hazards. Staff therefore recommends that the ALUC find the project and proposed actions by the City of Hawthorne **inconsistent** with the CLUP.

SUGGESTED MOTION

*"I move that the Airport Land Use Commission close the public hearing and, based on the evidence presented, find the Central Park project **INCONSISTENT** with the adopted Comprehensive Airport Land Use Plan."*

Attachments:

- Attachment A: Draft Findings
- Attachment B: Central Park Site Plan with Hawthorne Airport RPZ & CNEL Boundary
- Attachment C: Central Park Specific Plan
- Attachment D: Central Park Site Plan
- Attachment E: CLUP Land Use Compatibility Table
- Attachment F: CLUP Plan Boundaries
- Attachment G: CLUP Policies and Programs
- Attachment H: FAA Determination of No Hazard to Air Navigation
- Attachment I: Target Store Floor Plan Analysis
- Attachment J: Excerpts from the Final Environmental Impact Report
- Attachment K: Comments from Caltrans and the FAA

Prepared by: Susana Franco-Rogan, Regional Planning Assistant II

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

Attachment A
Draft Findings

DRAFT FINDINGS:

1. The project site is approximately 24 acres in size. It is located south of the I-105 (Century) Freeway, east of Wilkie Way, west of Van Ness Avenue and north of El Segundo Boulevard in the City of Hawthorne.
2. Hawthorne Municipal Airport opened for service in 1942. It is located 5 miles east of the Pacific Ocean and immediately south of the I-105 (Century) Freeway. The Airport is owned and operated by the City of Hawthorne. The Airport's only runway is 4,956 feet long and 100 feet wide. Runway Protection Zones (RPZ) are delineated on the Airport Layout Plan, approved by the FAA on January 8, 2001.
3. The City of Hawthorne is reviewing a proposed commercial/residential project for the project site. Hawthorne Municipal Airport is located due west of the project site. The airport's eastern Runway Protection Zone (RPZ) extends onto the project site.
4. To approve the project, the City must certify the Environmental Impact Report (EIR), and approve a general plan amendment, municipal code changes, a new specific plan, a vesting tentative tract map, and an amendment to the Development Agreement between the City and Lowe Enterprises Commercial Group.
5. In accordance with the Public Utilities Code (PUC) Section 21676, the Airport Land Use Commission (ALUC) has the responsibility of reviewing local jurisdiction actions for compatibility with the adopted Airport Land Use Plan (CLUP) when the local agency's general plan has not been reviewed for consistency with the CLUP.
6. The proposed "Central Park" project would redevelop a 24-acre site, formerly utilized by Northrup-Grumman for research and development, with a 130,704 square foot retail building and 176 single-family condominiums.
7. Residential uses are limited to the eastern portion of the project site and are located outside of the 65 dB CNEL noise contour area and outside the CLUP planning boundary. The residential portion of the project is therefore not within ALUC review authority.
8. The commercial area of the project site is partially located within the RPZ for Runway 25. The northeast corner of the proposed retail building encroaches into the RPZ. The remainder of the RPZ area is proposed to be developed with surface parking for the retail building.

9. The project site is presently designated as GI (General Industrial) in the City of Hawthorne's Land Use Element of their General Plan. Development of the project would require the site to be re-designated as FC/MU (Freeway Commercial / Mixed Use).
10. The existing zone for the project site is M-2 (Heavy Industrial). The zone would change to Central Park Specific Plan (CPSP) as part of the project.
11. The project would require approval of Vesting Tentative Tract Map No. 64504 which would allow subdivision of the project site into three parcels. Lot 1 is designated for commercial uses. Lot 1 is 9.25 acres in size, more than half of which is located within the RPZ.
12. The project would require an amendment to the Development Agreement between the City and Lowe Enterprises Commercial Group (City Council Ordinance 1726) to change the proposed use of the project site to allow for commercial and residential uses. The amendment is required to allow residential uses on the easternmost parcels of the project site. These parcels are outside the 65 dB CNEL noise contour area and RPZ.
13. The permitted uses for the commercial area under the CPSP include uses that could lead to a congregation of people in the RPZ, such as department stores, grocery stores, markets, health clubs, restaurants, and retail. The CPSP restricts health club and restaurant uses within the RPZ, but does not provide the same restriction for the other permitted uses.
14. The CPSP also includes the approximate building locations, footprints, heights and location parking areas. The CPSP proposes a 130,704 square foot retail building on the southern end of the commercial area. Approximately 27,000 square feet of the proposed retail building encroach into the southeastern corner of the RPZ.
15. The intended tenant for the retail building is Target Corporation. The proposed internal layout of the store places the customer service area, food service area, cashier checkout area, and main entrance in the corner of the building that encroaches into the RPZ.
16. Safety Policy S-4 of the Airport Land Use Compatibility Plan prohibits the erection or growth of objects within the RPZ which rise above an approach surface unless supported by evidence that it does not create a safety hazard. The proposed building within the RPZ does not reach a height that intrudes into the approach surface.
17. The CLUP, Section III, Plan Boundaries identifies the RPZ as the most critical safety area under the approach path. This section of the Plan also

states that the RPZ should be free of all obstructions and that no structure should be permitted nor the congregation of people allowed in the zone.

18. FAA Advisory Circular 150/5300-13 defines the primary purpose of the RPZ as enhancing the safety of people on the ground and recommends against uses such as shopping centers within RPZs.
19. In the interest of protecting people and property on the ground, the FAA strongly discourages uses that result in the congregation of people in the RPZ. The "Determination of No Hazard to Air Navigation" dated June 13, 2006 does not address the safety of people on the ground.

BASED ON THE FOREGOING, THE AIRPORT LAND USE COMMISSION CONCLUDES:

That the proposed project presented in Aviation Case 2006-00003-(2) is inconsistent with the Los Angeles Airport Land Use Plan (CLUP). The project would add new structure to a critical safety area, the RPZ, and would encourage the congregation of people within the zone.

AIRPORT LAND USE COMMISSION ACTION:

In view of the findings of fact presented above, the project presented in Aviation Case No. 2006-00003-(2) is found **INCONSISTENT** with the Los Angeles County Airport Land Use Plan.

VOTE

Concurring:

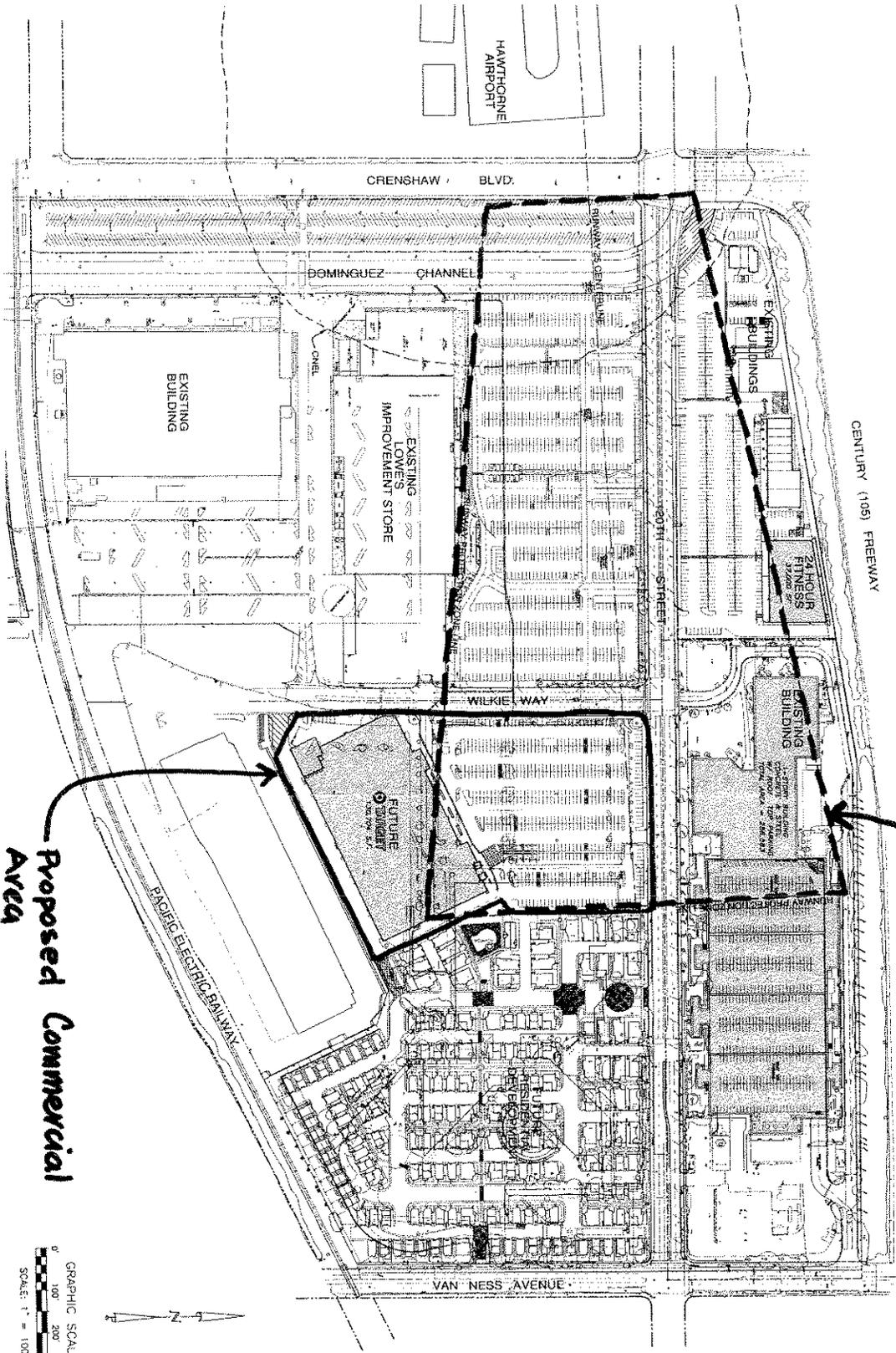
Dissenting:

Abstaining:

Absent:

Action Date:

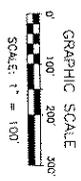
Attachment B
Central Park Site Plan with Hawthorne Airport RPZ
and CNEEL Boundary



Runway Protection Zone

Proposed Commercial Area

LEGEND
 --- DENOTES THE 60-60 COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) CONTOUR
 --- DENOTES THE RUNWAY PROTECTION ZONE



THE LEE GROUP, INC.
 120TH ST. AND VAN NESS AVE.
 HAWTHORNE, CA 90292
**HAWTHORNE AIRPORT
 RPZ & CNEL BOUNDARIES**

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NO.	DATE	REVISION

SHEET 1 OF 1
A

Attachment C
Central Park Specific Plan

CENTRAL PARK SPECIFIC PLAN

CITY OF HAWTHORNE

(Draft:10/25/06)

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. An adopted Specific Plan must be consistent with the General Plan.

1.2 SPECIFIC PLAN AREA

The Central Park Specific Plan area is located in the City of Hawthorne, Los Angeles County, California (see Exhibit 1). The site is located at 2400 W. 120th Street between Van Ness Avenue and Wilkie Way (private street). The site consists of a portion of an old Northrup campus site that currently contains a vacant commercial building. The Specific Plan site is approximately 24 acres.

The proposed Central Park Specific Plan consists of the redevelopment of the existing commercial/industrial site. Current improvements on the site include one three-story office building totaling approximately 375,000 square feet with surface parking lots, which will be demolished to accommodate the proposed project. Currently, the Specific Plan area's topography is relatively level. There are no historic districts, landmarks, buildings or objects of unique architecture on this site.

1.3 GENERAL DESCRIPTION OF THE CENTRAL PARK SPECIFIC PLAN

The Central Park 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 ___ through ___ of this Plan, and shall include the approximate building locations, footprints, heights and parking areas as depicted on Vesting Tentative Tract Map. No. 64504 so that all such documents and components together, specify the planned location of all structures, 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 TIME FRAME

The proposed development would consist of a gated residential condominium development on 14.63 acres and an adjoining 9.25 acre retail site.

A "condominium" is a type of ownership of property where residents have an exclusive title to individual dwellings (whether attached or detached), as well as having joint ownership with all other owners in the property's common areas. The residential project would have a maximum average density of 12.03 units per acre. Based on the site size, a maximum of 176 units could be developed. However, at the developer's discretion, fewer homes may be constructed. The residential condominium development includes detached condominium units with a mix consisting of 68 two-story (25 feet high) and 108 three-story homes (35 feet high) and accessory structures and uses. The project would be developed with on-site resident and guest parking facilities, private open spaces and recreation area, and access improvements. Primary access to the residential portion of the project site will be provided off 120th Avenue, with secondary residential access off Van Ness Avenue. The dwelling units are detached and will be for-sale. The condominiums will be constructed in two or more phases.

The proposed retail site would include up to approximately 140,000 square feet of retail development in a single retail structure up to 30 feet in height with access from both 120th Street and Wilkie Way (private).

1.5 APPLICABILITY AND CONFORMITY WITH THE SPECIFIC PLAN

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

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

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

The adoption and implementation of this Specific Plan is consistent with General Plan Land Use Policies 2.1 and 2.2 which require that the design of future development shall consider the constraints and opportunities that are provided by adjacent existing development, and discourages the construction of buildings which are incompatible with surrounding residential development. The Specific Plan establishes a mixed use area of retail and residential uses which will serve as a transitional district from the recently redeveloped retail, commercial and industrial uses to the west and the existing single family residential neighborhood to the east. Situated between the single family Holly Park neighborhood and the commercial airport-adjacent area, the Specific Plan's gated residential community of 176 single family detached condominiums and adjoining commercial parcel is designed to be compatible with existing development to the east and west and to serve as an appropriate transition between these existing uses.

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

Adoption of this Specific Plan by the Hawthorne City Council establishes the Central Park 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 Specific Plan are intended to be used in conjunction with certain standards set forth in Title 17. Any issue not specifically covered in the Specific Plan shall be subject to the Zoning Code and/or Municipal Code, or to interpretation by the Planning Director if not specifically covered in the City's existing regulations.

1.8 RELATIONSHIP OF THE SPECIFIC PLAN TO THE REDEVELOPMENT PROJECT AREAS

The Specific Plan site is not located within a redevelopment project area.

1.9 CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

The Central Park 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 analyzes a maximum residential development of 176 dwelling units within the Specific Plan area, together with approximately 140,000 square feet of retail uses on the adjoining commercial parcel.

CHAPTER 2

OVERVIEW OF THE SPECIFIC PLAN STUDY AREA

2.1 THE COMMUNITY

The Central Park Specific Plan area occupies 23.88 acres within the eastern portion of the City of Hawthorne. The site is situated between the single family residential Holly Park neighborhood of the City and recently redeveloped retail, commercial and industrial uses. The gated residential community of 176 single family detached condominiums and adjoining commercial parcel represents an appropriate transition between these existing uses.

2.1.1 Location Context

The City of Hawthorne is located in what is referred to as the South Bay Cities Subregion, and is often referred to as the "Hub of the South Bay." The City of Hawthorne is adjacent to and south of the City of Inglewood and Los Angeles County; east of the Cities of El Segundo and Manhattan Beach and the Los Angeles County; north of the Cities of Lawndale and Redondo Beach and the Los Angeles County; and west of the City of Gardena and Los Angeles County. As shown in Exhibit 2, the site is less than 600 feet south of the Glen Anderson Century Freeway (1-105), approximately 1,700 feet west of the Hawthorne Municipal Airport, and less than 2,000 feet from the Los Angeles County Metro Green Line station.

The site is bounded on the north by 120th Street, on the east by Van Ness Avenue, on the west by Wilkie Way (a private street) and on the south by a Southern Pacific Railroad right-of-way. A block wall and ample planting are provided along the property line along the railroad right of way to provide screening for the homeowners.

2.1.2 Airport Proximity

A portion of the Specific Plan area is located within the Hawthorne Municipal Airport's designated Runway Protection Zone (RPZ). The project has been designed to accommodate the RPZ. Within the portion of the plan area in the RPZ, primarily parking, open space and roadways are located. No portion of any residential structure is located in the RPZ. Adjacent to the RPZ, the heights of houses are limited to 25 feet. Approximately 21,000 square feet of the footprint of the retail building is located within the RPZ. This portion of the building will be limited to 30 feet in height. The remaining 119,000 square feet of the retail building is located outside the RPZ.

The Specific Plan addresses issues associated with airport proximity by: providing residential noise standards (Section 4.6) including noise attenuating construction (Section 4.6.2); providing for noise disclosures (Section 4.6.3); providing for airport navigation easements (Section 4.6.4); and requiring City review of any changes to building locations or uses which impact the RPZ or other airport proximity issues, including changes to the building footprint in the commercial portion of the Specific Plan area (Sections 4.2 and 5.2.1).

2.1.3 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 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 the year 2000, Hispanics were the largest ethnic group in the City (44 percent), with African-Americans representing approximately 34 percent of the population. The median age, according to the 2000 census, was 28.7 years.

Housing in the City of Hawthorne offers a variety of housing types. About two-thirds of the residential units in the City consist of rental units, and one-third is comprised of owner-occupied units. Since 1990, very limited residential development has occurred in the City, due in large part to the economic downturn of the first half of the decade. As the economy has recovered, the housing market in Hawthorne has improved. Several new residential projects are currently under construction or in the early stages of securing entitlements. These projects will provide rental and homeownership opportunities for residents; however, none are anticipated to provide single-family home opportunities. The new residential units provided by the Central Park project will further increase housing options for residents and those interested in living in the South Bay area by offering detached single-family condominiums.

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

2.2 EXISTING SURROUNDING LAND USES AND SETTING

The Central Park Specific Plan area is south of the Century Freeway (1-105) and east of Crenshaw Boulevard. The adjacent property to the north, across 120th Street, is a 319,000-square foot office/manufacturing facility that was once part of the Northrup campus. East across Van Ness Avenue is Holly Park and the Chester Washington Golf Course, a Los Angeles County municipal golf course. Northeast of the project site is the Holly Park neighborhood, a single-family residential area. Across Wilkie Way to the west, is a new retail center containing Levitz and Lowe's Home Improvement stores. Beyond the Lowe's/Levitz retail center, across Crenshaw Boulevard to the west is the Hawthorne Municipal Airport. Directly adjacent to the Specific Plan area to the west is a 4.73 acre commercial site proposed for warehouse and freight forwarding uses. Adjacent to the south boundary of the property are a Southern Pacific Railroad right-of-way and a 120,000 square foot industrial building built in 2004.

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 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 Cable

Time Warner provides cable service to the Specific Plan area.

2.3.7 Fire Protection

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

2.3.8 Police Protection

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

2.3.9 Schools

Los Angeles Unified School District (LAUSD) (Cimarron Elementary School, Clay Middle School, and Washington Prep High School) serve the Specific Plan area.

2.3.10 Libraries

The Los Angeles County Public Library (LACPL) system provides library service to the Specific Plan area. The Crenshaw-Imperial and Masao West Satow Branch libraries are the closest facilities to the Central Park Specific Plan Area.

2.3.11 Parks

Open space and recreational amenities within the development will give residents opportunities to be outdoors and to participate in recreational opportunities within the development. In addition, several parks are located in the vicinity of the Central Park Specific Plan area. Holly Park is located directly across Van Ness Avenue at the intersection of Van Ness Avenue and 120th Street. Holly Park is approximately 10 acres and is used for passive and active recreation including picnicking, barbequing, tennis, baseball, basketball, horseshoes, shuffleboard, croquet, a tot lot and a wading pool. Also located across Van Ness Avenue is the Chester L. Washington Golf Course, a Los Angeles County public golf course.

Several other parks are located within two miles of the Central Park Specific Plan area. They include Athens Park, Rowley Memorial Park, Zela Davis Park, Helen Keller Park, Lockhaven Mini Park, Hawthorne Memorial Park, Jesse Owens County Park, Thorpe Park, Thornburg Park, and BiCentennial Park.

2.3.12 Existing Vehicular Site Access

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

Freeways

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 west of the project site.

The Glenn M. Anderson Freeway (Century Freeway/Interstate 105) is an east-west freeway located adjacent to Imperial Highway and is located just north of the site. 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 1-105 can be taken from the 1-405 or directly to/from Crenshaw Boulevard west of the project site.

Streets

120th Street is an east-west major arterial that serves the Specific Plan area. 120th Street is 65 feet in width through the project area and provides two lanes of traffic in both directions.

Van Ness Avenue is a north-south arterial that serves as the eastern boundary of the project site. Van Ness Avenue adjacent to the project site is approximately 60 feet in width, with 2 travel lanes per direction and left- and/or right-turn channelization at major intersections.

2.3.13 Existing Public Transit

The project site is accessible by public transit from most areas of the South Bay.

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

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

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

Rail Service: Site accessibility is also provided by the Norwalk-El Segundo Green Line, which provides a station on the east side of Crenshaw Boulevard at 120th Street, less than 1,500 feet 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 site by public transit.

CHAPTER 3

GOALS AND POLICIES

3.1 INTRODUCTION

The purpose of this chapter is to establish goals and policies for the Central Park 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 SPECIFIC PLAN GOALS AND POLICIES

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

Land Use

The most compatible use of land to adjoining open space and residential uses across Van Ness Avenue was determined to be residential, with commercial development adjoining the existing retail site across Wilkie Way. The development of a residential neighborhood and retail center that is a positive addition to the community should be consistent with the following goal and policies:

Goal 1.0: To provide for an attractive residential development that adds to the availability and diversity of housing types within the City of Hawthorne:

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

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

Policy 1.3: The project will include design details and features that will make the development attractive and livable into the future. Landscaping will be designed to complement the design and enhance the entire area.

Goal 2.0: To provide for an attractive retail development that adds to the economic vitality of the City of Hawthorne:

Policy 2.1: The retail portion of the project will include design details, materials and features that will make the development attractive. The retail site will be designed to be buffered from the residential area, but provide pedestrian connections to facilitate use.

Urban Design and Public Safety

The design and quality of this development is directly related to the image of the City 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 3.0: To create an attractive new residential community that is inviting, of high quality and is connected to the open space, public transit and new and existing commercial retail developments in the immediate area.

Policy 3.1: Ensure that new development enhances the character of the Specific Plan area with design qualities and elements that contribute to a high quality residential community and adjoining retail center, and by ensuring that pedestrian connections support the desired intent of creating a cohesive neighborhood.

Policy 3.2: New development in the Specific Plan area shall provide adequate landscaping and pedestrian amenities.

Policy 3.3: Internal lighting shall be adequate throughout the Specific Plan area and shielded to minimize off-site illumination.

Policy 3.4: The site design and operation shall comply with fire and police safety standards with regard to site layout, building configurations, and infrastructure requirements.

Policy 3.5: The project should be a comprehensive and integrated design, providing its own open space, off-street parking and recreational amenities.

Landscaping and Open Space Treatment

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

Goal 4.0: 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 4.1: The Specific Plan area will utilize planting materials and attractive hardscape between buildings and around the site's perimeter.

Policy 4.2: The layout of units and open space within the project should establish a transition from the street, through the semi-privacy of the common areas, to the privacy of the unit.

Policy 4.3: Landscaping and fences/walls within the new development should soften and buffer the edge of the property from the adjacent uses, as well as public rights-of-way, to ensure the following conditions:

- A. Reduction of visual impacts from the developed site.
- B. Reduction of the heat gain of parking areas through landscaping to shade the parking areas.
- C. Encouraging the use of drought tolerant plant material and water conserving landscape and irrigation systems.
- D. Accommodation of walkways with treatments such as seating areas, landscape buffers, courts, or trellis structures accented with pedestrian-scale lighting.
- E. A block wall and ample planting shall be provided along the southern boundary side of the Specific Plan area to buffer the residential area from the railroad right-of-way.

Policy 4.4: Planting of trees along the perimeter of the residential portion of the site is encouraged to soften views into and from the site.

Policy 4.5: Uses within the larger open space areas shall be programmed with landscaping or recreational improvements that will benefit and encourage use by the residents.

Policy 4.6: Maintenance of the open space areas, recreation areas, common areas and frontage landscaping improvements of the residential portion of the plan area shall be assured through the Conditions, Covenants and Restrictions (CC&Rs) administered by the Homeowners Association.

Circulation and Parking

The Specific Plan area is accessible from a primary residential and guest entry on 120th Street, a secondary residential entry off Van Ness Avenue, and commercial entries from 120th Street and Wilkie Way (private). Circulation in and around the Specific Plan area shall comply with the following goals and policies:

Goal 5.0: 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 retail, resident and guest parking needs.

Policy 5.1: Development within the residential portion of the Specific Plan area will have sufficient parking to serve the needs of the residents and their guests. A clear circulation pattern for traffic will be provided within each area with direct vehicle access to parking areas and private garages.

Policy 5.2: All parking necessary for new development shall be accommodated within the Specific Plan area.

Policy 5.3: Development within the Specific Plan will encourage pedestrian access to adjacent public streets and retail centers in order to facilitate and promote use of available public transit options and nearby retail uses.

Policy 5.4: 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 5.5: New development shall be designed to accommodate access for emergency vehicles.

Policy 5.6: Retail access will be separated from residential access. Ample provision shall be made for trucks access, loading and deliveries, and such truck access and loading shall be well buffered from any residential uses.

CHAPTER 4

DEVELOPMENT STANDARDS

4.1 INTRODUCTION

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

4.2 PERMITTED USES

Residential

On the residential portion of the Specific Plan area, the following Residential Uses are permitted, without discretionary review, not to exceed 176 units, or 12.1 units per acre for the residential site area of 14.63 acres:

A. Single family detached residential units.

Commercial

On the commercial portion of the Specific Plan area, the following Commercial Uses are permitted, without discretionary review, in a single structure of up to 140,000 square feet of commercial area in substantial conformance with the building footprint shown on Exhibit _____. Any changes to the building footprint on the commercial portion of the Specific Plan area shall required Site Plan approval pursuant to Section 5.2.1, below.

- Accessory buildings
- Automobile car wash
- Automobile leasing & rental agencies
- Automobile new with sales/service
- Bakeries
- Banks and lending institutions
- Bicycle shops including repair
- Blueprinting and Photostatting
- Boat sales new or/and used, incidental service
- Cellular antennae site
- Cleaning/Pressing (no self-serve Laundries/Laundromats)
- Dance studios
- Decorator shops (interior)
- Department stores
- Drug stores
- Employment agencies
- Grocery stores
- Health clubs*
- Laboratories
- Markets
- Medical/dental offices
- Motorcycle new, sales/service
- Motor home, new, leasing, rental, sales, and service
- Newspaper printing
- Offices (medical, professional, general)
- Parking garages
- Parking lots
- Printing establishments
- Recording studio
- Restaurants*
- Retail, including discount retail, "big box" retail
- Truck sales or leasing, new, and sales/service

* Not permitted in the portion of the site within the RPZ

4.3 PERMITTED ACCESSORY USES AND STRUCTURES IN RESIDENTIAL AREA

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

4.4 PERMITTED ACCESSORY USES AND STRUCTURES IN COMMERCIAL AREA

- A. Sale of alcoholic beverages for off-site consumption, retail only.
- B. Outdoor sales, seasonal.
- C. Food service, coffee shop or snack bar, incidental to retail or office use.

4.5 DEVELOPMENT STANDARDS

4.5.1 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 64504.

4.5.2 Floor Area and Unit Size

Residential

The minimum floor area for a detached residential unit shall be 1,500 square feet. The proposed bedroom count and floor area for each of the proposed residential units is as follows:

	Lot 1		
	Area	Number of Bedrooms *	Number of Units
Plan 1A	1,920	3 to 4	7
Plan 1B	1,920	3 to 4	7
Plan 1C	1,920	3 to 4	7

Plan 2A	2,045	3 to 4	5
Plan 2B	2,045	3 to 4	6
Plan 2C	2,045	3 to 4	6
			38

Lot 2

	Area	Number of Bedrooms *	Number of Units
Plan 1A	1,510	1 to 2	20
Plan 1B	1,510	1 to 2	20
Plan 1C	1,510	1 to 2	17
Plan 2A	1,700	1 to 2	15
Plan 2B	1,700	1 to 2	18
Plan 2C	1,700	1 to 2	18
Plan 3A	1,775	3 to 4	10
Plan 3B	1,775	3 to 4	10
Plan 3C	1,775	3 to 4	10
			138

* Each home has an optional bedroom in lieu of a den

These floor areas and bedroom counts are subject to change as provided under Planning Director’s Review in Chapter 5 below.

Commercial

Total floor area for commercial uses on the site shall not exceed 140,000 square feet.

4.5.3 Height

All heights in the Specific Plan area shall conform to Federal Aviation Administration (FAA) “Determinations of No Hazard to Air Navigation.”

Within 700 feet of Wilkie Way, residential buildings and structures shall not exceed 25 feet in height (measured from the finished grade adjacent to the structure to the peak of the roof). The height of all other residential buildings and structures shall not exceed 35 feet. Architectural features such as chimneys, roof stairwells enclosures and mechanical equipment enclosures would be permitted to exceed the height limit by no more than 10 feet. Commercial structures within the RPZ shall not exceed 30 feet in height. The height limits by area are shown on Exhibit ___ attached hereto and incorporated by this reference.

4.5.4 Setbacks/Encroachments

Development within the Specific Plan Area shall observe all setbacks requirements of Hawthorne Municipal Code Section 17.25.030.F. Pursuant to this Code section, no set back is required for commercial buildings, except as provided at street intersections for visibility.

4.5.5 Lot Frontage

No minimum lot frontage shall be required.

4.5.6 Walls and Fences

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

- A. Internal fences, walls, retaining walls and hedges shall comply with Section 17.48 of the HMC.
- B. A block wall and plantings shall be required along the southern boundary of the Specific Plan area adjacent to the railroad right of way. The wall shall be constructed of concrete block or similar material, graffiti resistant, and shall be a minimum of six (6) feet in height.
- C. Walls or fences to six (6) feet in height are permitted along the Van Ness Avenue and 120th Street rights-of-way. Walls or fences are subject to assurance of adequate visibility at project entrances and the corner of 120th and Van Ness Avenue (a minimum 15-foot visibility triangle). Walls or fences shall have landscaping planted between them and the public right-of-way for both aesthetic and anti-graffiti purposes. Along the perimeter of the residential portion of the Specific Plan area, a six foot wall is required for sound protection; however, open fencing shall be utilized at street ends where feasible and landscape pockets shall be provided at intervals to allow views into the project from the street and to enhance the residential character of the development.
- D. All external equipment shall be screened from view from any common area driveway, roadway or public right of way.

4.5.7 Vehicular Access

Primary vehicular ingress/egress to the residential portion of the site shall be provided off 120th Street. Gates and an entry kiosk will be provided at this primary access point. Secondary access with gates shall be provided off Van Ness Avenue as indicated on Vesting Tentative Tract Map No. 64504.

Vehicular access to the commercial portion of the site shall be provided off 120th Street and Wilkie Way (private) as indicated on Vesting Tentative Tract Map No. 64504. Truck delivery and loading entrances shall be separated from customer access points.

4.5.8 Parking

A. For Residential Dwellings:

Residential parking shall be provided at the ratio of 2.33 parking spaces per detached residential unit. Handicapped parking will be provided per Hawthorne Municipal Code 17.58.040 G.

Each detached residential unit shall be provided with at least two (2) enclosed covered parking spaces within a private garage.

B. Guest Parking

Guest parking shall be provided at the ratio of 0.33 spaces per detached residential unit (one guest space for each three residential units)(for a total of 2.66 parking spaces per unit for residential and guest parking combined). Guest parking shall be distributed throughout the development to ensure access to all residential units.

Guest parking may be permitted in common parking areas and along designated streets throughout the development, providing that the minimum driveway and fire lane widths are kept free and clear of vehicles. Signs shall be posted specifying which parking space/areas are for guest parking. Provisions shall be included in the CC&R's to ensure compliance with the guest parking restrictions and enforcement by the Homeowners Association.

C. Commercial Parking

Commercial parking shall be provided at the ratio of 4 parking spaces per 1,000 square feet of floor area. Handicapped parking will be provided per Hawthorne Municipal Code 17.58.040 G

D. Compact Parking Spaces

Thirty (30) percent of all commercial spaces may be compact parking spaces per Hawthorne Municipal Code 17.58.040 H

E. Parking Stall and Garage Size

- (1) For standard stalls: 8-1/2 feet by 18 feet.*
- (2) For compact stalls: 7-1/2 feet by 15 feet.*
- (3) Garages for detached residential units shall have a minimum interior dimension of 18 feet by 19 feet.
- (4) Parallel parking stalls: 7 feet by 24 feet.

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

4.5.9 Residential Roadway Pavement Widths

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

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

4.5.10 Residential Open Space

A total of 500 square feet of open space shall be provided per residential unit. Open space can be provided either as private useable open space, common passive open space (accessible landscaped areas), or common active open space (open space improved with amenities such as pedestrian trails, tot lots, pool areas, cabanas, meeting rooms, or similar improvements). The 500 square feet of open space per dwelling unit shall include one-quarter acre per 100 dwelling units of active, useable open space with a minimum dimension of 30 feet.

- A. Private useable open space.

Each detached dwelling unit shall have a minimum of 300 square feet of private useable open space, with no dimension less than ten (10) linear feet.

All enclosed setback areas, if directly accessible to a residential unit, and meeting the minimum dimension of ten (10) feet, shall be counted as private open space.

Balconies are encouraged, but shall not be counted toward required private open space.

- B. Common Open Space

Common Open Space shall consist of all areas not covered by structures (except as subsequently noted), roadways, driveways or private open space. Common open space may include, but is not limited to, required setback areas, walkways through landscaped areas, and common project recreational amenities including clubhouses, pool areas, cabanas, and play structures. Landscaping and those portions of the setback area between a wall or fence and the Van Ness Avenue right-of-way or 120th Street right-of-way shall not be counted as open space. For 176 units, there shall be at least one-half acre (21,780 square feet) of common active open space within the development (based on one-quarter acre per 100 dwelling units of active, useable open space with a minimum dimension of thirty feet). The total common open space does not have to be in one location on the site.

The recreational area designated on Vesting Tentative Tract Map No. 64504 shall be developed and used as a common open space area with enhanced amenities (the "Enhanced Amenity Area") and shall include the following: (i) a clubhouse and/or assembly room with ancillary support facilities including bathrooms, BBQ area, and other associated amenities; and (ii) a swimming pool of sufficient size to support the scope of the development.

Additional open space as designated on Vesting Tentative Tract 64504 shall be developed for a tot-lot open space area and a green belt area.

4.5.11 Signage

The heights of all signs in the Specific Plan area shall conform to FAA "Determinations of No Hazard to Air Navigation."

Residential Standards

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

- A. One indirectly illuminated sign identifying the name of the development shall be permitted at each project entrance, not to exceed 30 square feet each (consistent with Section 17.35.120 of the HMC):
- B. Real estate signs for the sale of individual units shall comply with Section 17.35.270 of the HMC (i.e., six square feet per unit).
- C. Re-sale or leasing of individual dwelling units shall be regulated by the development's CC&Rs.
- D. Subdivision signs are permitted per Section 17.35.280 of the HMC.
- E. Temporary banners, signs, pennants and flags are permitted during the initial sale of units consistent with Section 17.35.020 of the HMC.
- F. No billboards shall be permitted within the Specific Plan area.
- G. Address Signs. All residences and/or building structures shall display addresses in a location that are visible from the interior roadways. Street names and address numbers shall be determined by the Department of Public Works and be referenced on the building permit.
- H. One pole sign near the intersection of Van Ness Avenue and 120th Street shall be permitted identifying the major tenant or tenants of the commercial portion of the property. No off-site advertising shall be permitted.

Commercial Standards

In addition to the commercial signage provided in Item H, above, the following development standards shall apply to signs within the commercial portion of the Specific Plan area.

- A. One illuminated pole sign identifying the name of the retail center and/or primary tenant shall be permitted.
- B. One illuminated monument sign shall be permitted at each entrance to the retail portion of the site and near the southeastern corner of Wilkie Way and 120th Street.
- C. Illuminated wall signs shall be permitted in compliance with Chapter 17 of the Hawthorne Municipal Code.
- D. All commercial signage to be part of an approved signage plan with consistent design theme and materials.

4.5.12 Trash Container Storage and Collection

Residential Standards

All trash container storage within the residential portion of the Specific Plan area shall be within private garages or otherwise in compliance with Chapter 17.54 of the Hawthorne Municipal Code.

Commercial Standards

All trash container storage shall be screened from view from any public street or parking area or an enclosed trash compactor must be used in compliance with Chapter 17 of the Hawthorne Municipal Code.

4.5.13 Exterior Colors

Commercial Standards

All building colors shall be the official colors of the business occupying the building or shall conform to those on the City's Approved Colors List.

4.6 RESIDENTIAL NOISE STANDARDS

4.6.1 Perimeter Walls

A block wall shall be required along the boundary of the residential portion of the site along 120th Street, along the boundary of the site along Van Ness Avenue, and along the southern boundary of the residential portion of the site adjacent to the railroad right of

way. The wall shall be constructed of concrete block or similar material, graffiti resistant, and shall be a minimum of six (6) feet in height. Landscaping at the exterior of the walls will also be provided.

Along Van Ness Avenue and 120th Street, landscape pockets shall be provided at intervals to enhance the residential character of the development and landscaped openings shall be provided at interior street ends to allow views into the project from the street.

4.6.2 Noise Attenuating Construction

All residential structures shall be constructed with noise attenuating measures including but not limited to window glazing, central air conditioning, carpeting and insulation designed to ensure interior noise levels of no more than 45 dBA CNEL.

4.6.3 Noise Disclosure

All residential sale contracts will include sufficient disclosures to alert buyers of the proximity of the dwelling units to the Hawthorne Municipal Airport and the railroad right of way and the potential noise impacts from aircraft and trains.

4.6.4 Navigation Easement

Prior to the recordation of the final tract map, a navigation easement protecting the flight paths over the site for the benefit of the Hawthorne Municipal Airport (approved by the City Attorney) shall be recorded.

4.7 RESIDENTIAL LANDSCAPE STANDARDS

4.7.1 Property Entry Area and External Landscape

Landscaping at the Specific Plan entrances shall be accentuated with a distinctive theme. Decorative fencing and walls with planting between the wall and back of sidewalk (external landscaping) shall be provided. This landscaping shall include vines, shrubs, or other similar materials designed to reduce any potential aesthetic impact of the walls. A permanent irrigation system shall be installed at the property entry area and for all external landscaping. Landscaping shall be maintained by the Homeowners Association.

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

4.7.2 Internal Project Landscape

The design of the landscaping shall incorporate a variety of heights, textures, and colors to unify the development. Hardscape improvements shall also be used in a manner to unify the development area. Pathways shall be included through open space areas, providing a pedestrian access system for residents.

A permanent irrigation system shall be installed for the internal project landscaping. Common area landscaping shall be maintained by the Homeowners Association.

4.7.3 Internal Pedestrian Walkways

A master pedestrian walkway plan shall be prepared that complements the landscape plan and provides a safe and logical internal walkway system. The pedestrian walkway plan shall be designed to promote connectivity with adjoining uses including Holly Park, the adjoining retail center, and the retail uses across 120th Street.

4.8 ITEMS TO BE INCLUDED IN CONDITIONS, COVENANTS, AND RESTRICTIONS FOR THE RESIDENTIAL PORTION OF THE PROJECT:

The CC&Rs recorded against the residential portion of the property shall address all applicable items outlined in Sections 17.21.180 through 17.21.260 of the Hawthorne Municipal Code (HMC). The draft CC & Rs shall be submitted to the Planning Director and City Attorney, and approved, prior to recordation of the final map.

CHAPTER 5

ADMINISTRATION

5.1 RESPONSIBILITIES

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

The City Council is responsible for adopting any amendments to the Specific Plan and acting on appeals from the Planning Commission regarding decisions on 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 Planning Director is involved in decisions related to interpretations of the Specific Plan; determinations related to uses of the Specific Plan; minor modifications to development standards specified in the Specific Plan; and determinations regarding issues, conditions or situations that arise that are not addressed by the Specific Plan. The Planning Director may refer questions of interpretation to the Planning Commission for review and his or 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 specific 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, if referred by the Planning Director, the Planning Commission, shall consider the following factors in making the appropriate determination:

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

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

5.1.2 Standards Not Listed

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

5.1.3 Project Review

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

5.1.4 Variances

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

5.1.5 Appeals

Appeals on an administrative determination or Interpretation by the Planning Director or other City officials may be made in accordance with Sections 17.40.190 -17.40.220 of the HMC. Appeals on variances may be made by the applicant or an aggrieved party and shall be taken to the Planning Commission pursuant to the procedures as set forth in Chapter 17.40 of the HMC. Appeals from the Planning Commission shall be taken to the City Council.

5.2 DEVELOPMENT PROCESSING

5.2.1 Site Plan Review

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

The Site Plan may be modified or adjusted, as necessary, to assure compliance with the Specific Plan as well as allowing flexibility for the developer.

The Site Plan and the number and size of residential units may be adjusted up or down by 10% by the Planning Director so long as the overall density for the project does not increase by more than 10%. The Site Plan and the size of commercial uses may be adjusted up or down by 10% by the Planning Director so long as the total size of the commercial component does not increase by more than 10%.

The Specific Plan addresses issues associated with airport proximity by providing for City review of any changes to the site plan which impact the RPZ, including changes to the building footprint or uses in the commercial portion of the Specific Plan area. The

Planning Director will consider the following criteria prior to final action on a modified or adjusted Site Plan:

- Continuity and adequacy of the circulation and infrastructure systems to support the proposed development and/or phase.
- Continuity and design quality of landscape and perimeter treatments.
- Compliance with other provisions of this Specific Plan, including the Development Standards.
- Impact of site plan and use modifications on RPZ.

The Planning Director's Determination shall be made within a timely manner of acceptance of a 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. _____ or any other tentative subdivision map of the property within the Central Park Specific Plan area shall be conditioned on the following entitlements having been approved and becoming effective prior to the filing of the final subdivision map: (i) General Plan Amendment No. _____ (Central Park) and (ii) Change of Zone _____ (Central Park).

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

- Grade elevations shown on the tentative map are approximate. The Public Works Director and Planning Director may approve subsequent changes in grade elevations.
- Lot lines can be adjusted after tentative map and final map approval provided that no additional buildable lots are created. The degree of adjustment is within the discretion of the subdivider provided such adjustments are consistent with the State Subdivision Map Act, the density limits of the Specific Plan, and the Development Standards of the Specific Plan.

- Alignment, location, and geometrics of streets and driveway are approximate. Adjustments can be made provided they are consistent with Public Works Department standards or prior discretionary approval.
- Permission is granted for unit phasing and final map recordation.
- Permission is granted to reduce the number of residential lots and have fewer units than permitted.

5.2.3 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.

5.2.4 Severability

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

CHAPTER 6

IMPLEMENTATION

6.1 IMPLEMENTATION

Development of the property within the Specific Plan area shall be in accordance with the mandatory requirements of applicable State law and City ordinances and shall conform substantially with the approved Specific Plan unless otherwise amended.

Attachment D
Central Park Site Plan

Attachment E
CLUP Land Use Compatibility Table

V. STATEMENT OF LAND USE COMPATIBILITY

<i>LAND USE COMPATIBILITY TABLE</i>						
	<i>Satisfactory</i>					
	<i>Caution. Review Noise Insulation Needs</i>					
<i>Avoid Land Use Unless Related to Airport Services</i>						
<i>Land Use Category</i>	<i>Community Noise Exposure</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 F
CLUP Plan Boundaries

III. PLAN BOUNDARIES

For each of the public use airports in Los Angeles County, the Airport Land Use Commission has adopted planning boundaries. Within these boundaries certain proposed local actions must be submitted to the ALUC for review (See page 14). The planning boundaries delineate areas subject to noise impacts and safety hazards (height restriction areas and approach surface and runway protection zones).

Safety

Establishing and enforcing safety restrictions around the airports is a cooperative undertaking by the FAA, the ALUC and the affected jurisdictions. The safety zones established for this Comprehensive Land Use Plan have been patterned after the Approach Surface and Runway Protection Zone (formerly called clear zone) instituted by the Federal Aviation Administration by Federal Aviation Regulations Part 77. The Approach Surface and Runway Protection Zone dimensions are dependent on the type of approach being made to a runway.

The Approach Surface 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 Approach Surface governs the height of objects on or near the airport. Objects should not penetrate or extend above the approach surface. If they do, they are classified as obstructions and must either be marked or removed.

The Runway Protection Zone is an area at ground level that provides for the unobstructed passage of landing aircraft through the above airspace. The Runway Protection Zone begins at the end of the primary surface and has a size which varies with the designated use of the runway. This zone is the most critical safety area under the approach path and should be kept free of all obstructions. No structure will be permitted nor the congregation of people allowed within this zone. Control of the runway protection zone by the airport owner is essential. The FAA recommends that the airport operator have sufficient control over property rights within a Runway Protection Zone to assure

the safety of aircraft approaches and to keep the area clear of congregations of people. Since control is essential, it is desirable that the airport owner acquire adequate property interests whether by means of outright ownership or aviation easements to ensure compliance.

Height Restriction boundaries are based on FAR Part 77 guidelines. (These guidelines are contained in the Appendix) FAR Part 77 establishes standards for determining obstructions that cause substantial adverse effect on air navigation. Proposed projects that exceed the height limit set by Part 77 must submit approval from FAA to the local jurisdiction.

Noise

Insuring compatibility between aircraft noise and various types of land uses is one of the primary functions of the ALUC. The impact of aircraft noise is potentially the most critical of all environmental effects associated with airport development and aircraft operations. This section describes types of noise, how noise is measured and the effects noise can have.

Sound refers to anything that is or may be heard. Noise has been defined as unpleasant sound. The sound from an individual source decreases with increasing distance. The amount of sound reaching the receiver is affected by barriers between the source and receiver, such as walls, landscaping, and buildings, atmospheric conditions, such as wind, temperature and humidity and the number of sources emitting sound.

The typical community noise environment is comprised of a background noise level and higher noise levels, frequently transportation oriented. As

Attachment G
CLUP Policies and Programs

IV. POLICIES AND PROGRAMS

The following policies and programs apply to all airports except Fox Airfield, which has a separate compatibility plan with its own policies and programs.

General Policies:

- G-1 Require new uses to adhere to the Land Use Compatibility Chart.
- G-2 Encourage the recycling of incompatible land uses to uses which are compatible with the airport, pursuant to the Land Use Compatibility Table.
- G-3 Consider requiring dedication of an aviation easement to the jurisdiction owning the airport as a condition of approval on any project within the designated planning boundaries.
- G-4 Prohibit any uses which will negatively affect safe air navigation.
- G-5 Airport proprietors should achieve airport/community land use compatibility by adhering to the guidelines of the California Noise Standards

Policies related to noise:

- N-1 Use the Community Noise Equivalent Level (CNEL) method for measuring noise impacts near airports in determining suitability for various types of land uses.
- N-2 Require sound insulation to insure a maximum interior 45 db CNEL in new residential, educational, and health-related uses in areas subject to exterior noise levels of 65 CNEL or greater.
- N-3 Utilize the Table Listing Land Use Compatibility for Airport Noise Environments in evaluating projects within the planning boundaries.
- N-4 Encourage local agencies to adopt procedures to ensure that prospective property owners in aircraft noise exposure areas above a current or anticipated 60 db CNEL are informed of these noise levels and of any land use restrictions associated with high noise exposure.

Policies related to safety

- S-1 Establish "runway protection zones" contiguous to the ends of each runway. These runway protection zones shall be identical to the FAA's runway protection zone (formally called clear zone). (See Appendix)
- S-2 Prohibit above ground storage of more than 100 gallons of flammable liquids or toxic materials on any one net acre in a designated runway protection zone. It is recommended that these materials be stored underground.
- S-3 Prohibit, within a runway protection zone, any use which would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a final approach toward landing at an airport.
- S-4 Prohibit, within a designated runway protection zone, the erection or growth of objects which rise above an approach surface unless supported by evidence that it does not create a safety hazard and is approved by the FAA.
- S-5 Prohibit uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.
- S-6 Prohibit uses which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- S-7 Comply with the height restriction standards and procedures set forth in FAR Part 77.

Attachment H
FAA Determination of No Hazard to Air Navigation



FILE

DATE: June 13, 2006

TO: Kim Havens
The Lee Group, Inc.
310 Washington Blvd., Suite P-214
Marina Del Rey, CA 90292-5177

FROM: Jerry Chavkin
Vice President of Airspace Operations

SUBJECT: FAA DETERMINATIONS
FOR CLIENT SITE ID: CENTRAL PARK/TARGET

Attached are (7) FAA Determinations for the Central Park/Target Building. If you have any questions, please contact Jerry Chavkin at email: jerry@aviationsystems.com.

Your business is greatly appreciated.

Don't hole
punch - info
too close
at top
margin

stewart

Notice of Proposed Construction or Alteration (7460-1)

Project Name: VAN N-000041351-06

Sponsor: Van Ness 120, LLC c/o Lee Homes

Project Summary : VAN N-000041351-06

Structure	City, State	Lat/Long	Map	Actions	Latest Letter
Central Park/Target Corner 1 Determined 2006-AWP-2717-OE	Hawthorne, CA	33° 55' 21.18" N 118° 19' 15.24" W	 Show Map	Create Fax Cover Upload a PDF	 DNE
Central Park/Target Corner 2 Determined 2006-AWP-2718-OE	Hawthorne, CA	33° 55' 18.67" N 118° 19' 13.81" W	 Show Map	Create Fax Cover Upload a PDF	 DNE
Central Park/Target Corner 4 Determined 2006-AWP-2719-OE	Hawthorne, CA	33° 55' 17.21" N 118° 19' 19.38" W	 Show Map	Create Fax Cover Upload a PDF	 DNE
Central Park/Target Corner 6 Determined 2006-AWP-2720-OE	Hawthorne, CA	33° 55' 19.02" N 118° 19' 20.25" W	 Show Map	Create Fax Cover Upload a PDF	 DNE
Central Park/Target Corner 7 Determined 2006-AWP-2721-OE	Hawthorne, CA	33° 55' 19.61" N 118° 19' 19.61" W	 Show Map	Create Fax Cover Upload a PDF	 DNE
Central Park/Target Corner 8 Determined 2006-AWP-2722-OE	Hawthorne, CA	33° 55' 19.84" N 118° 19' 18.73" W	 Show Map	Create Fax Cover Upload a PDF	 DNE
Central Park/Target Corner 9 Determined 2006-AWP-2723-OE	Hawthorne, CA	33° 55' 20.70" N 118° 19' 16.64" W	 Show Map	Create Fax Cover Upload a PDF	 DNE



Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2006-AWP-2717-OE

Issued Date: 06/12/2006

Jeff Lee
Van Ness 120, LLC c/o Lee Homes
475 Washington Blvd.
Marina Del Rey, CA 90292

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has completed an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure Type: Building
Location: Hawthorne, CA
Latitude: 33-55-21.18 N NAD 83
Longitude: 118-19-15.24 W
Heights: 25 feet above ground level (AGL)
96 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 70/7460-1K.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/12/2007 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

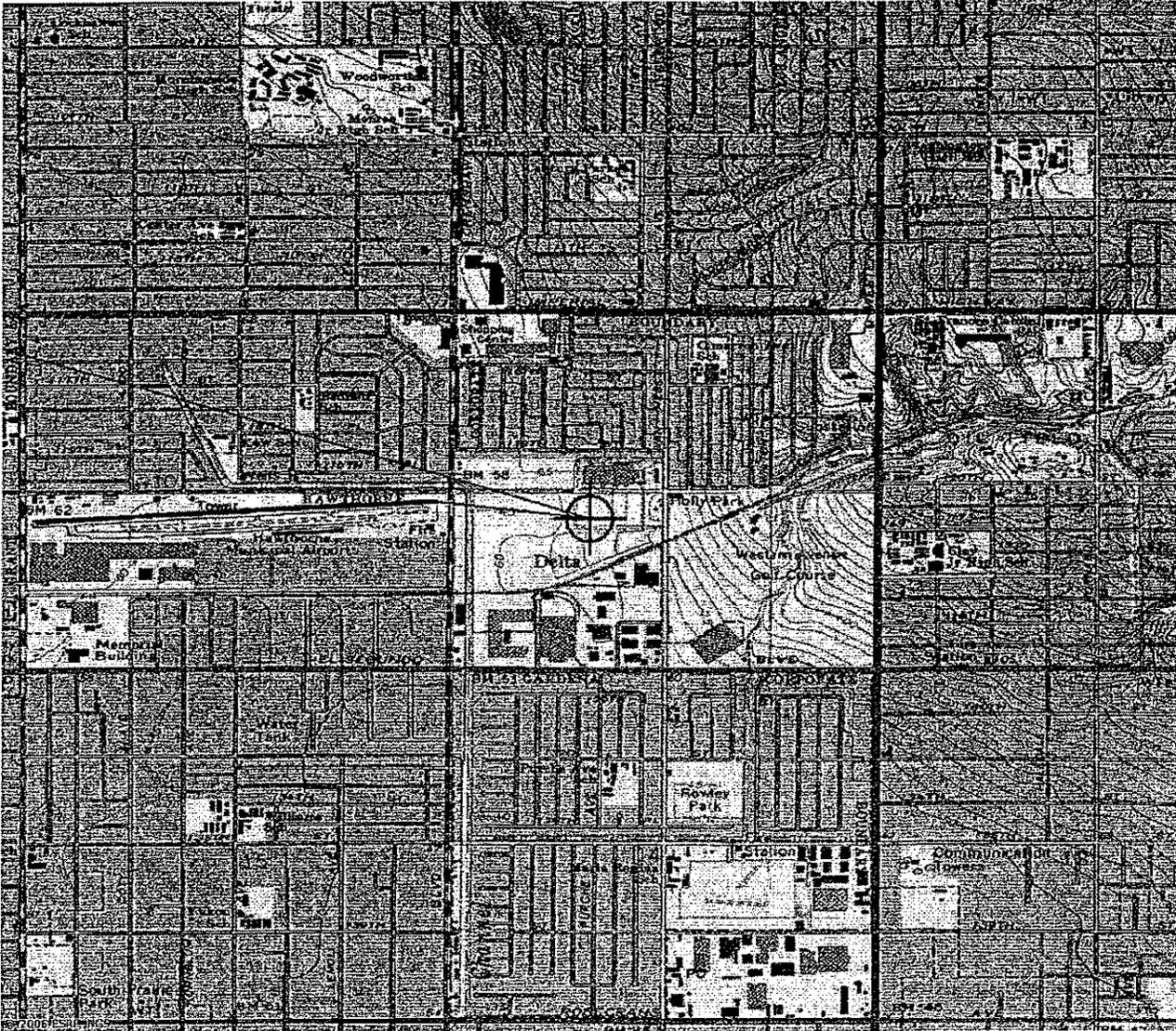
If we can be of further assistance, please contact our office at (310)725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2006-AWP-2717-OE.

Signature Control No: 466635-469926

(DNE)

Karen McDonald
Specialist

Map





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2006-AWP-2718-OE

Issued Date: 06/12/2006

Jeff Lee
Van Ness 120, LLC c/o Lee Homes
475 Washington Blvd.
Marina Del Rey, CA 90292

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has completed an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure Type: Building
Location: Hawthorne, CA
Latitude: 33-55-18.67 N NAD 83
Longitude: 118-19-13.81 W
Heights: 24 feet above ground level (AGL)
95 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 70/7460-1K.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/12/2007 unless:

- (a) extended, revised or terminated by the issuing office.
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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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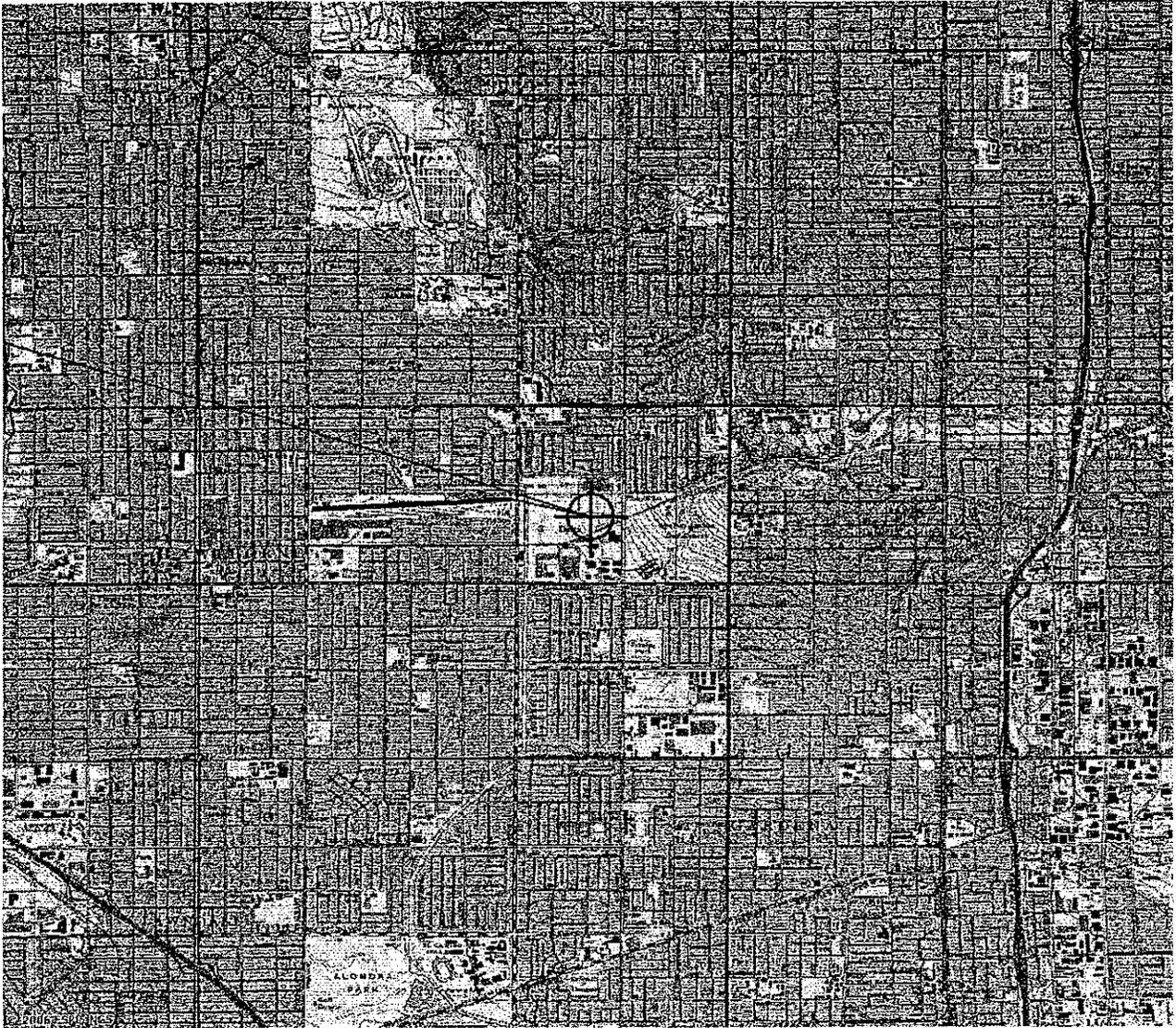
If we can be of further assistance, please contact our office at (310)725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2006-AWP-2718-OE.

Signature Control No: 466636-469927

(DNE)

Karen McDonald
Specialist

Map





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2006-AWP-2719-OE

Issued Date: 06/12/2006

Jeff Lee
Van Ness 120, LLC c/o Lee Homes
475 Washington Blvd.
Marina Del Rey, CA 90292

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has completed an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure Type: Building
Location: Hawthorne, CA
Latitude: 33-55-17.21 N NAD 83
Longitude: 118-19-19.38 W
Heights: 24 feet above ground level (AGL)
95 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 70/7460-1K.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/12/2007 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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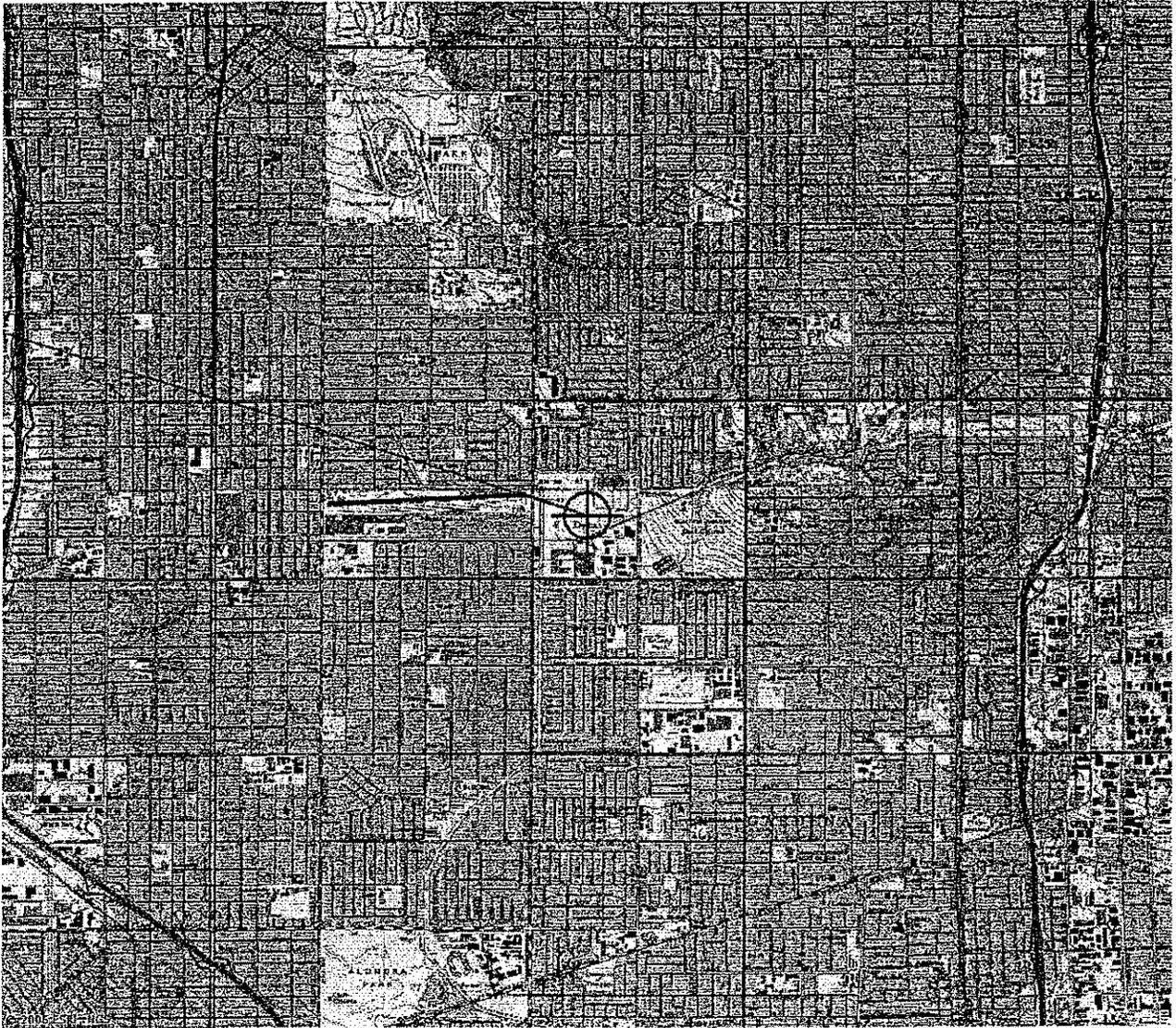
If we can be of further assistance, please contact our office at (310)725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2006-AWP-2719-OE.

Signature Control No: 466637-469954

(DNE)

Karen McDonald
Specialist

Map





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2006-AWP-2720-OE

Issued Date: 06/12/2006

Jeff Lee
Van Ness 120, LLC c/o Lee Homes
475 Washington Blvd.
Marina Del Rey, CA 90292

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has completed an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure Type: Building
Location: Hawthorne, CA
Latitude: 33-55-19.02 N NAD 83
Longitude: 118-19-20.25 W
Heights: 25 feet above ground level (AGL)
96 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 70/7460-1K.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/12/2007 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

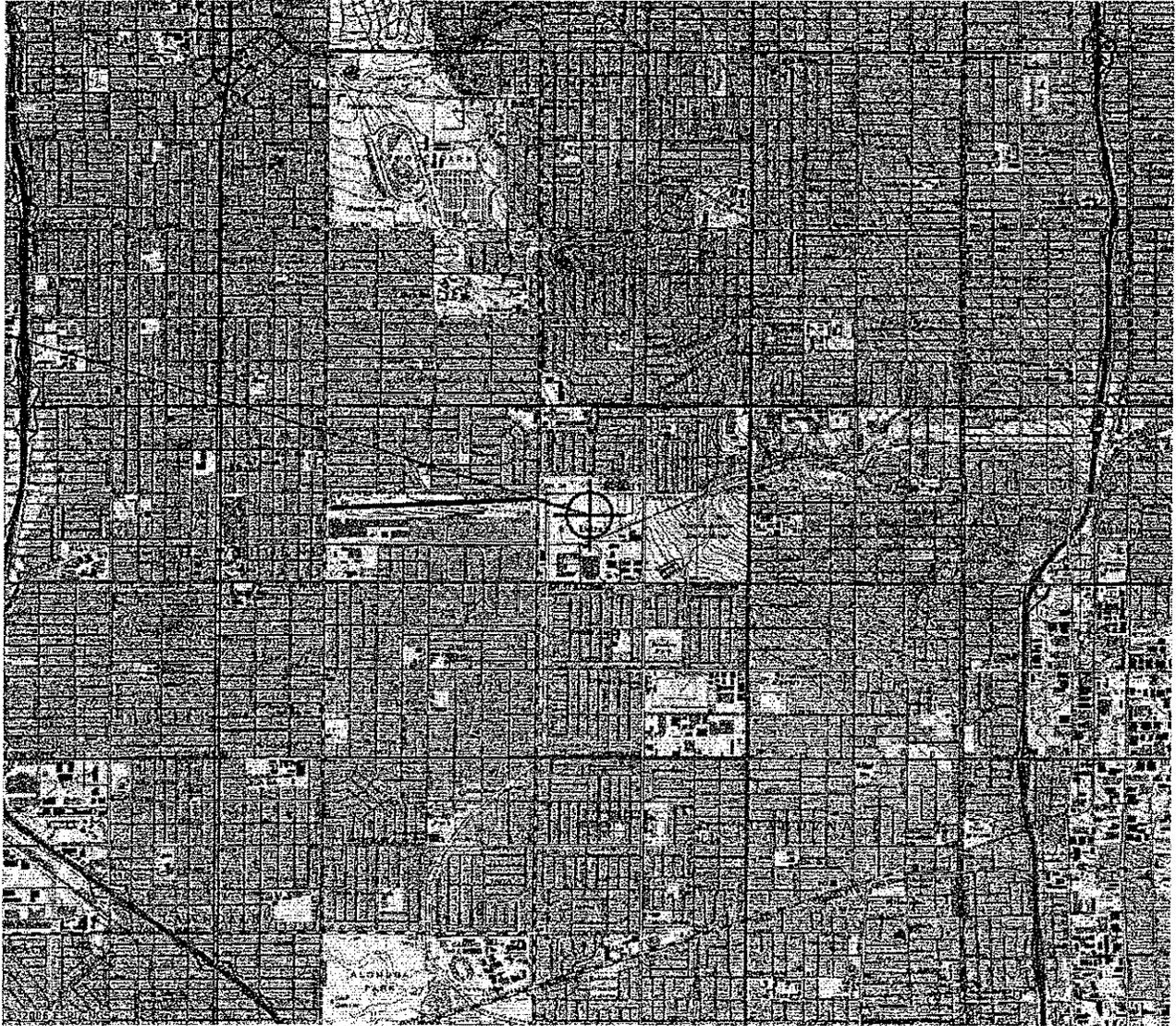
If we can be of further assistance, please contact our office at (310)725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2006-AWP-2720-OE.

Signature Control No: 466638-469964

(DNE)

Karen McDonald
Specialist

Map





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2006-AWP-2721-OE

Issued Date: 06/12/2006

Jeff Lee
Van Ness 120, LLC c/o Lee Homes
475 Washington Blvd.
Marina Del Rey, CA 90292

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has completed an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure Type: Building
Location: Hawthorne, CA
Latitude: 33-55-19.61 N NAD 83
Longitude: 118-19-19.61 W
Heights: 25 feet above ground level (AGL)
96 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 70/7460-1K.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/12/2007 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

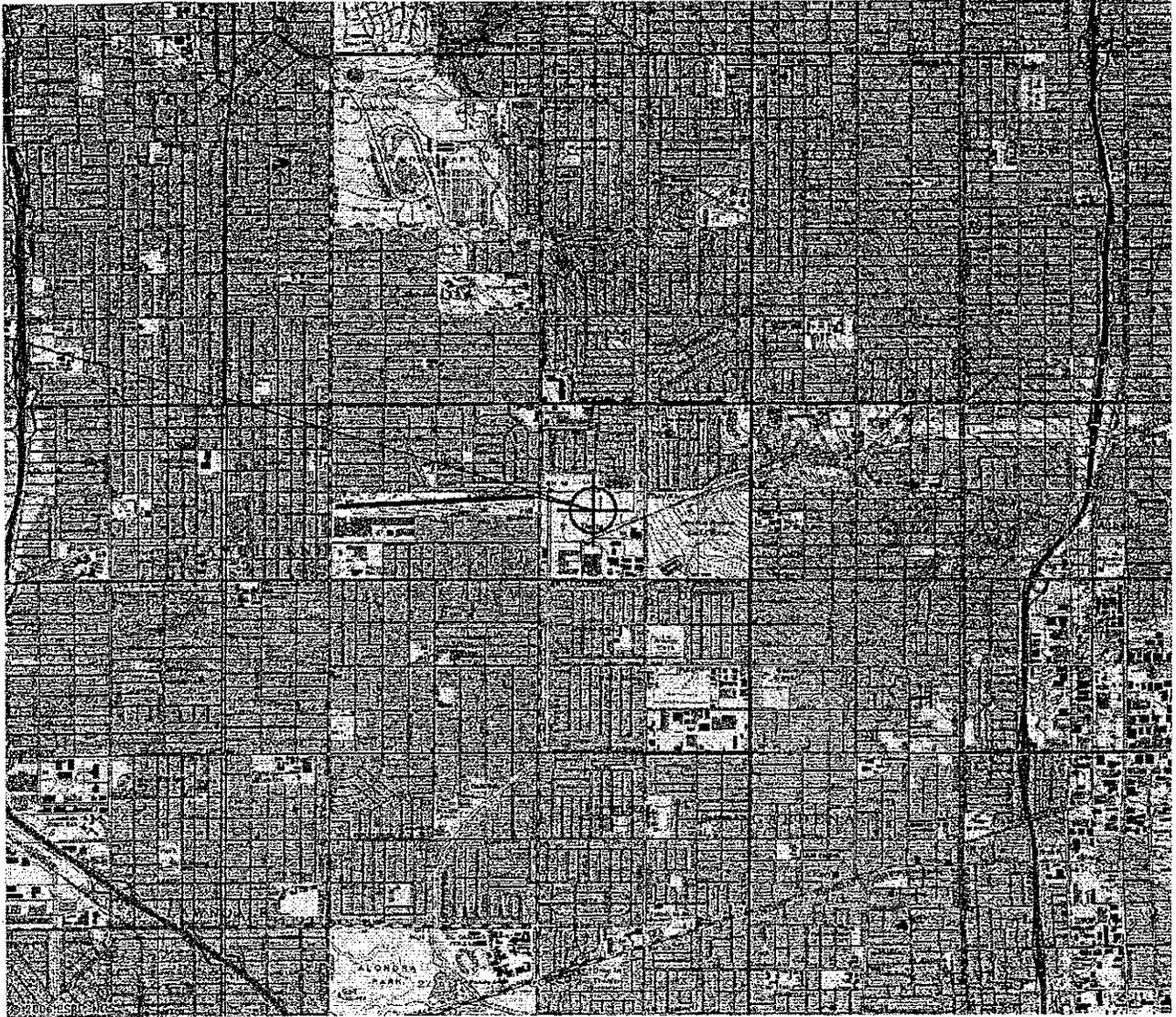
If we can be of further assistance, please contact our office at (310)725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2006-AWP-2721-OE.

Signature Control No: 466639-469965

(DNE)

Karen McDonald
Specialist

Map





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2006-AWP-2722-OE

Issued Date: 06/12/2006

Jeff Lee
Van Ness 120, LLC c/o Lee Homes
475 Washington Blvd.
Marina Del Rey, CA 90292

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has completed an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure Type: Building
Location: Hawthorne, CA
Latitude: 33-55-19.84 N NAD 83
Longitude: 118-19-18.73 W
Heights: 25 feet above ground level (AGL)
96 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 70/7460-1K.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/12/2007 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

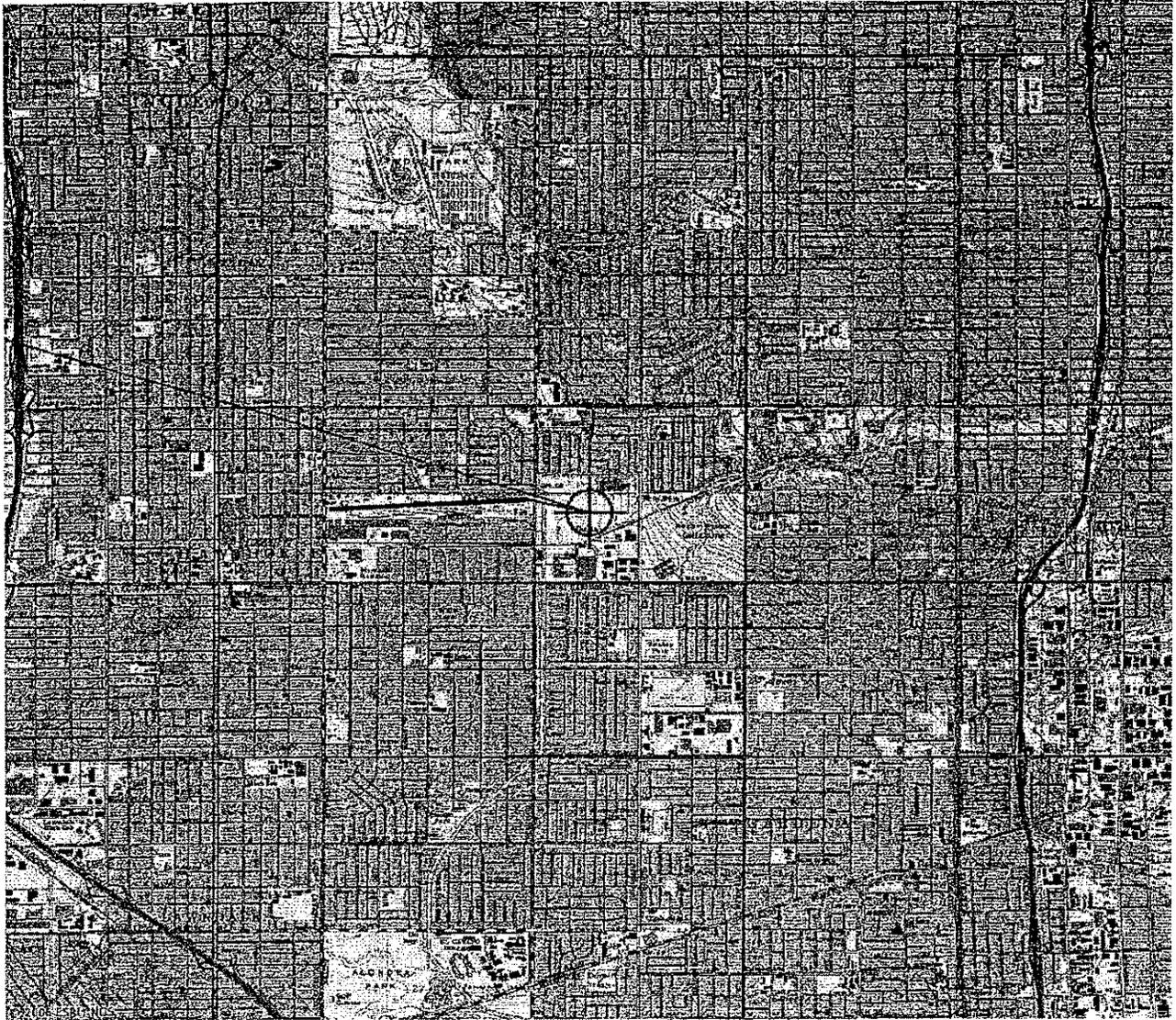
If we can be of further assistance, please contact our office at (310)725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2006-AWP-2722-OE.

Signature Control No: 466640-469966

(DNE)

Karen McDonald
Specialist

Map





Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2006-AWP-2723-OE

Issued Date: 06/12/2006

Jeff Lee
Van Ness 120, LLC c/o Lee Homes
475 Washington Blvd.
Marina Del Rey, CA 90292

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has completed an aeronautical study under the provisions of 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure Type: Building
Location: Hawthorne, CA
Latitude: 33-55-20.70 N NAD 83
Longitude: 118-19-16.64 W
Heights: 27 feet above ground level (AGL)
98 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 70/7460-1K.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/12/2007 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

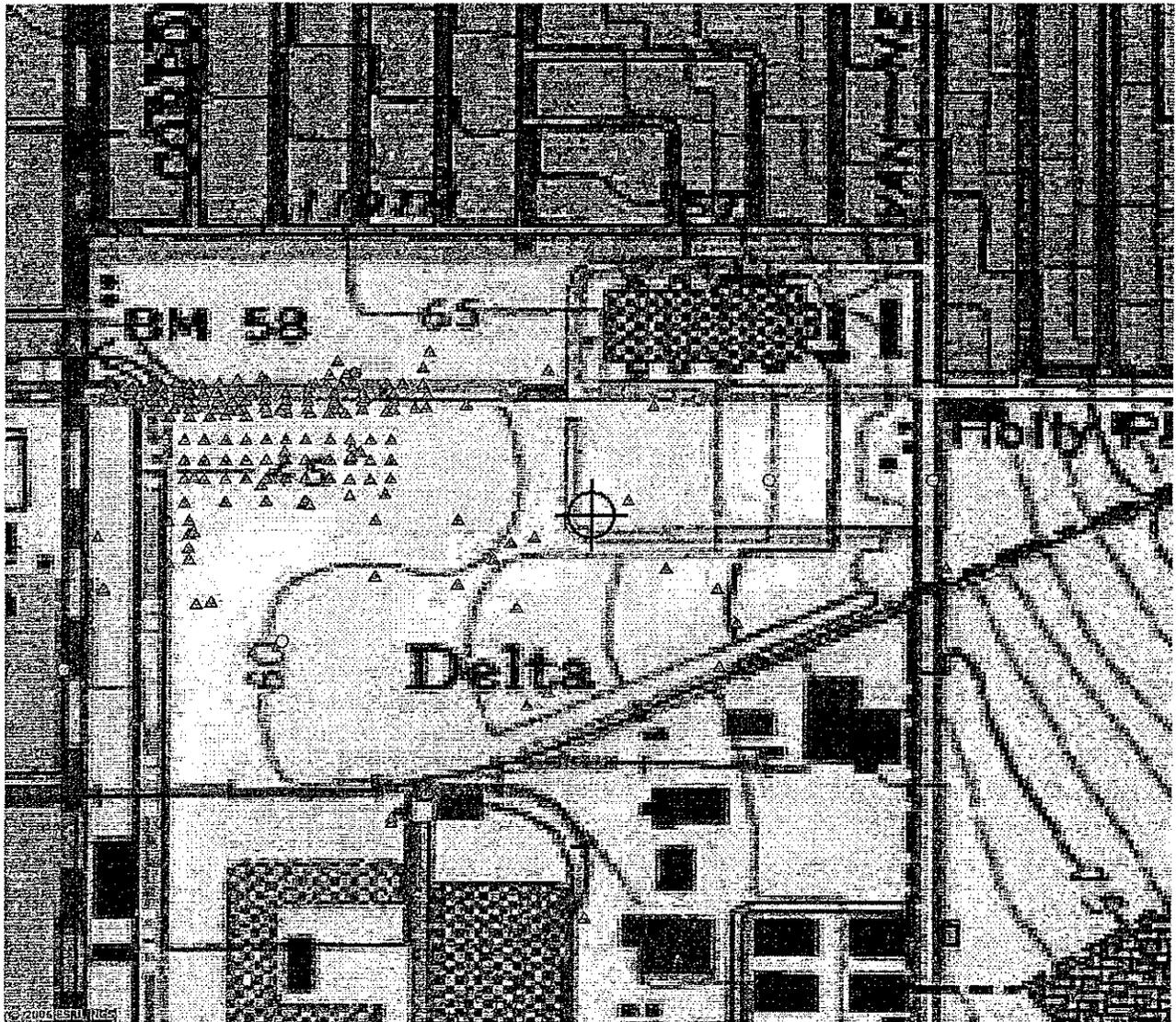
If we can be of further assistance, please contact our office at (310)725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2006-AWP-2723-OE.

Signature Control No: 466641-469967

(DNE)

Karen McDonald
Specialist

Map



Attachment I
Target Floor Plan Analysis

Attachment J
Excerpts from the Final Environmental Impact Report

3.1 Land Use and Planning

This section examines the land use and planning effects of the Central Park Specific Plan project. A detailed discussion of safety and noise issues related to the site's location in proximity to the Hawthorne Municipal Airport is provided in Section 3.5, Airport-Related Effects, of this EIR.

Environmental Setting

City of Hawthorne Land Use Plans and Policies

The City of Hawthorne General Plan designates the project site as General Industrial, and the site's zoning designation is M-2, Heavy Industrial. These land use designations allow industrial uses, including manufacturing, business park, office, retail, and other commercial uses on the site.

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 2015¹, which is substantially below the 244,100 operations projected for the Airport by the year 2006 in the 1991 Master Plan². 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.

¹ Phase I Report, Coffman Associates, Inc., February 2006.

² Airport Master Plan, Hawthorne Municipal Airport, July 1991.

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.

California Department of Transportation (Caltrans): According to the Caltrans Division of Aeronautics 2002 *Airport Land Use Planning Handbook* (Handbook) the portion of the site proposed for retail development is located within the Hawthorne Municipal Airport's Runway Protection Zone (RPZ). The Handbook 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. ~~A recommended maximum population density is 10 people per acre in the RPZ.~~ The Handbook recommends 0 residential and 0 non-residential densities in the RPZ. A detailed discussion about safety issues pertaining to the project's retail development within the RPZ is provided in Section 3.5, Airport-Related Effects, of this EIR.

According to the Handbook, the project site, including the portion of the site proposed for residential development, will also be in Zones 1 (Runway Protection Zone), 3 (Inner Turning Zone), 5 (Sideline Zone), and 6 (Traffic Pattern Zone).

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

Pursuant to the proposed Specific Plan, the project site will be developed with a 140,200 square-foot retail store and 176 single family homes. The retail store use is consistent with the City's General Plan and zoning designations for the site. However, to develop the site with the proposed residential uses will require a General Plan Amendment and a zone change since residential uses are not currently permitted within the site. The current land use designations for the site reflect the site's location within an industrial and commercial area of the City and the site's proximity to the Hawthorne Municipal Airport.

Since the project site is located across Crenshaw Boulevard from the Hawthorne Municipal Airport, the project is subject to review by the Los Angeles County Airport Land Use Commission (ALUC) for consistency with the Airport Comprehensive Land Use Plan (CLUP). The portion of the site proposed for development with retail store is located within the boundary of the CLUP for Hawthorne Municipal Airport. The portion of the site proposed for development with single family homes is located adjacent to but outside of the CLUP boundary for the Airport. As part of the ALUC's review of the project plans and proposal process, the ALUC may impose certain conditions on the project to minimize the public's exposure to potential airport-related safety hazards and noise. Following the review, the ALUC will issue a determination of consistency with the CLUP that will constitute a final determination as to the level of significance of the project's potential land use impact. ALUC will issue its determination prior to the City taking final actions on the project and the City will incorporate this determination in its actions on the project.

Currently, the portion of the retail store building projecting into the RPZ and the proposed residential uses are not consistent with Caltrans *Airport Land Use Planning Handbook* (Handbook) recommendations. According to the Handbook, the project site will be in Zones 1 (Runway Protection Zone), 3 (Inner Turning Zone), 5 (Sideline Zone), and 6 (Traffic Pattern Zone). The Handbook recommends 0 residential and 0 non-residential densities in the RPZ. According to the Handbook, compatible land uses in Zones 3 and 5 are the uses that avoid concentration of people indoors and outdoors and which, by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots). The recommended population density for Zone 5 is 0.5 people per acre and for Zone 3 less than 25 people per acre.

While, pending the ALUC's determination, the project impact is considered to be significant at the present time since the proposed residential uses are not consistent with the existing City land use plans and the Caltrans Handbook land use planning guidelines, both the Central Park Specific Plan and the ALUC's and/or other agencies determination will apply only to the project site. Therefore, the project will not result in a change of allowable land uses within General Industrial or M-2 zones in the City, or a change of allowable land uses in the CLUP area.

Mitigation Measures

As discussed in Section 3.5, Airport-Related Effects, a number of mitigation measures will be required to minimize the potential land use inconsistencies related to the project's site location within an industrial and commercial area of the City and in close proximity to the Hawthorne Municipal Airport. These measures include the requirement that the final site plan be consistent with the ALUC land use policies as determined by the ALUC; ensuring that the buildings and objects at the edge of RPZ are clearly marked and that no light or glare that could affect aircraft is generated; informing prospective buyers of the project's homes about the site's location under the approach to the Hawthorne Municipal Airport and the resultant noise associated with aircraft flights over the site through disclosure in the sale transactions documents, and other measures.

Level of Impact After Mitigation

While the identified mitigation measures will substantially reduce the airport-related effects associated with the project, the impact related to locating residential uses on the project site is considered significant and unavoidable at this time, pending the Airport Land Use Commission (ALUC) and/or other appropriate agencies determination. The final assessment of the level of impact remaining after the implementation of the identified mitigation measures is subject to the determination by the ALUC and/or other appropriate agencies and that determination about the compatibility of the project uses with Hawthorne Municipal Airport will be the basis for City actions on the project with respect to land use and planning issues.

3.5 Airport-Related Effects

This section examines the airport-related safety and noise effects associated with the Central Park project's location in the vicinity of the Hawthorne Municipal Airport. The land use and planning issues are addressed in Section 3.1, Land Use and Planning, of this EIR.

Environmental Setting

The project site is located across Crenshaw Boulevard from the Hawthorne Municipal Airport and approximately 1,000 feet east from the edge of the Airport's single runway (see Figure 5). 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 Airport has one runway, Runway 7-25, which extends between Prairie Avenue and Crenshaw Boulevard, and conducts approximately 80,000 total annual aircraft operations¹ using this runway.

In the past, the 24-acre site was utilized by the Northrop Grumman Corporation for research and development and administrative uses. Currently, the remaining buildings on the site are vacant and consist of a large, 35-foot tall and 375,000 square-foot building in the north-central portion of the site and a small, one-story building along the site's northeastern boundary. A portion of the remaining large building is located within Airport's Runway Protection Zone (RPZ).

Airport-Related 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.

¹ Federal Aviation Administration, NOP letter, January 4, 2006.

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

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

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 (OFA) is the most critical safety area under the approach path and should be kept free of 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. According to the Caltrans Division of Aeronautics 2002 *Airport Land Use Planning Handbook* (Handbook) the portion of the site proposed for retail development is located within the Hawthorne Municipal Airport's Runway Protection Zone (RPZ). The Handbook 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. ~~A recommended maximum population density is 10 people per acre in the RPZ.~~ The Handbook recommends 0 residential and 0 non-residential densities 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 (Runway Protection Zone), 3 (Inner Turning Zone), 5 (Sideline Zone), and 6 (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 5 shows the location of the project site in relation to the Airport protection zones.

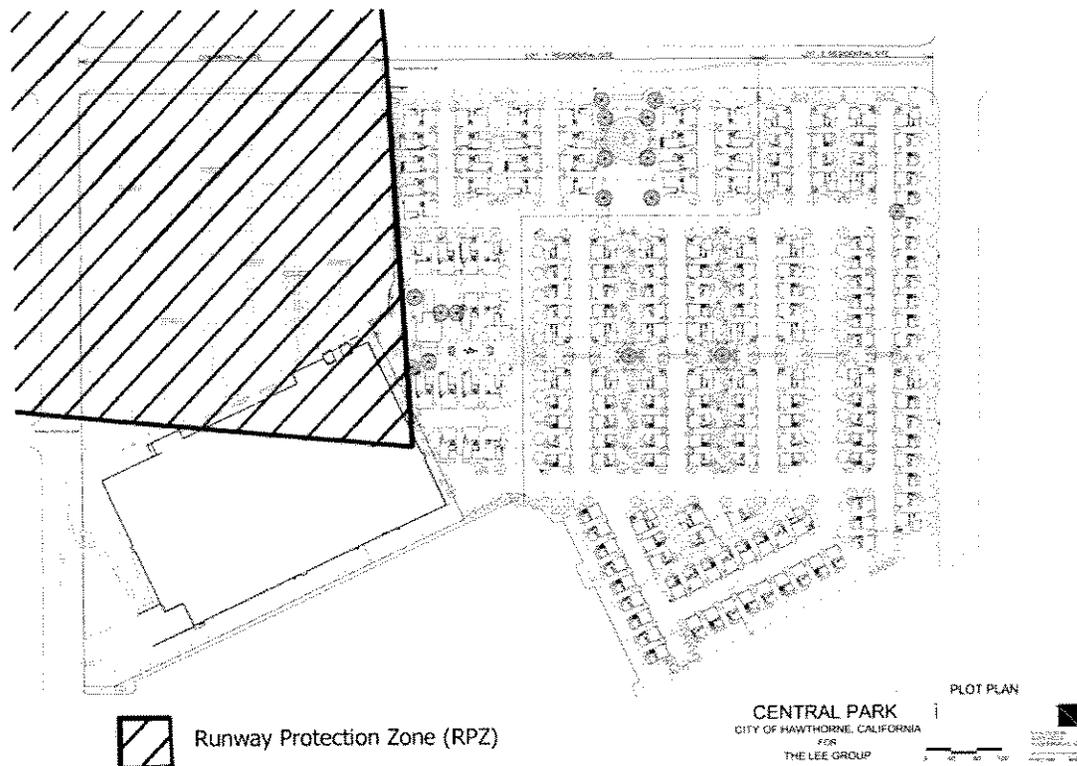
Thresholds Used to Determine Level of Impact

Impact will be significant if the project will result in a conflict with applicable airport-related plans or policies and/or if the project will create a substantial safety hazard between the airport or for people who reside and work at the project site, or visit the project site.

Environmental Impact

The project site is located to the east of Crenshaw Boulevard across from Hawthorne Municipal Airport and approximately 1,000 feet east from the edge of the Airport's single Runway 7-25. The relation between the Airport's approach runway protection zone (RPZ) and the project site is illustrated in Figure 5.

**Airport Protection Zones
Figure 5**



Source: The Lee Group, 2006.

As shown, the portion of the site proposed for commercial development with a retail store and associated surface parking, is located within the Airport’s approach RPZ. Currently, a portion of the existing building remaining on the site is located within the RPZ. This building is approximately 35 feet tall and will be removed as part of the project.

As proposed, most of the area within the RPZ will be used for surface parking, but the northeast corner of the proposed retail building will encroach into the delineated RPZ. Currently, an entrance to the store is proposed to be located within this portion of the building. Therefore, as required, the applicant submitted a Notice of Proposed Construction and Alteration (Form 74610-1) to the Federal Aviation Administration (FAA). FAA conducted the aeronautical study of the building’s plan with the proposed height of 24 to 27 feet above ground level at the building’s 9 corners. The study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation, and based on this evaluation, marking and lighting are not necessary for aviation safety.

Based on the aeronautical study results, the FAA issued a “Determination of No Hazard to Air Navigation”⁴.

The portion of the site proposed for development with residential uses is located outside of the RPZ boundary. However, a number of the single family homes are immediately adjacent to the RPZ boundary. Also, about half of the new homes located in the Inner Approach/Departure Zone, and the remainder in the Inner Turning Zone.

The operations of the Hawthorne Municipal Airport are constrained by its size and adjoining urban development, including residential uses. As a result, the Airport operations involve a relatively small volume of aircraft takeoffs and landings, and small and lighter aircraft. In comparison with other nearby airports, such as the LAX or Burbank, the safety hazards associated with current and future operations of Hawthorne Municipal Airport are substantially lesser in scale. Nonetheless, the project design locates a number of single family homes immediately at the edge of the RPZ boundary and all homes within the inner approach and/or inner turning zones. Thus, mitigation measures have been identified to reduce this impact by ensuring that the buildings and objects at the edge of RPZ are clearly marked, and that no light or glare that could affect aircraft is generated. The applicant will continue to consult with the Los Angeles County Airport Land Use Commission (ALUC) as to the ALUC’s determination of the project’s consistency with the Airport Land Use Plan policies since the project requires ALUC approval. The ALUC will review the project plans and proposal and will issue its determination prior to the City taking final actions on the project.

Airport-Related Noise

Aircraft noise may adversely affect land near airports. For the Hawthorne Municipal Airport, the Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan (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 or higher.

The project site is located outside the projected 65 CNEL noise contour for the Airport⁵, except for a small portion of the most northwest edge of the site that is located within the future projected Airport’s noise contour of 65 CNEL, according to the draft updated Hawthorne Municipal Airport Master Plan⁶. That portion of the site is proposed for development with a surface parking lot which is not a noise-sensitive use. However, a portion of the site is located within 60-65 CNEL contour and the entire site is located under the flight approach to the Airport. Therefore, future residents of the proposed single-family homes will be subject to noise events associated with aircraft flying over the site. Since the residences are noise-sensitive uses, the noise associated with the aircraft overflights is anticipated to result in noise complaints by the homeowners. Therefore, the project includes the use of noise insulation, including acoustically glazed windows and carpeting, in construction of all homes to ensure that the interior noise level does not exceed 45 CNEL⁷. Nonetheless, a mitigation measure requiring a disclosure of information that the project site is subject to noise from aircraft overfly events to the prospective home buyers has been identified.

⁴ Federal Aviation Administration, Determination of No Hazard to Air Navigation. June 12, 2006.

⁵ Airport Master Plan, Hawthorne Municipal Airport, July 1991.

⁶ Draft Final Airport Master Plan, Hawthorne Municipal Airport, September 2006.

⁷ Exterior Environmental Sound Transmission Preliminary Report. VSA Associates. May 10, 2005.

Mitigation Measures

The following mitigation measures will be implemented to reduce the potential impacts related to the site's proximity to Hawthorne Municipal Airport:

1. The final site plan will be consistent with the ALUC land use policies as determined by the ALUC.
2. The northeast corner of the proposed retail building that encroaches into the Runway Protection Zone (RPZ) will be designed and used as to minimize activities involving gathering or a congregation of people. The final design and operation plan for the use of this corner of the building will be subject to the City of Hawthorne approval.
3. If portions of the building and/or other objects within and at the edge of the RPZ will be marked and/or lighted on the voluntary basis for easy identification by the aircraft, such marking and lighting will be accomplished and maintained in accordance with FAA Advisory Circular 70/7460-1 and 70/7460-1K.
4. No reflecting glass, metal, or any building materials that generate glare will be used, unless approved by appropriate agencies.
5. All lighting will be shielded and directed towards onto the site to avoid illumination of the sky. No spotlights will be allowed.
6. The precise location of structures will comply with applicable FAA regulations.
7. 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 7-25.
8. The height and location of the parking lights will not penetrate the 34:1 approach surface.
9. 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 7-25. If necessary, the developer will restrict parked vehicles to ensure no obstruction.
10. 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.
11. Information about the site's location under the approach to the Hawthorne Municipal Airport and the resultant noise associated with aircraft flights over the site will be disclosed to prospective home buyers and made a part of the sale transactions documents for each home purchased.

Level of Impact After Mitigation

The identified mitigation measures will reduce the extent of the potential impact related to airport-related safety hazards. The airport-related noise effects will be reduced with the proposed acoustical window treatments and carpeting so that the interior noise level in the proposed single family homes will not exceed 45 CNEL, and the information about noise associated with aircraft flights over the site will be disclosed to all future residents of the project. With incorporation of these measures, impact is consider to be less than significant at the present time; however, the final assessment of the level of impact remaining after the implementation of the identified mitigation measures is subject to the determination by FAA, Caltrans, ALUC, and/or other appropriate agencies.



Attachment K

Comments from Caltrans and the FAA

1. Comment letter from Caltrans Division of Aeronautics to the City of Hawthorne regarding the Central Park Project
2. Comment letter from Caltrans Division of Aeronautics to the City of Hawthorne regarding the Draft Environmental Impact Report for the Central Park Specific Plan
3. Comment letter from the FAA to the City of Hawthorne regarding the Central Park Project and Specific Plan
4. Response letter from Lee Homes to the City of Hawthorne addressing Caltrans and FAA concerns

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

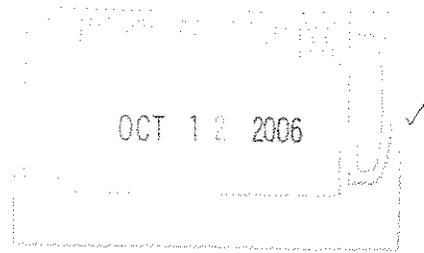
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October 9, 2006

Mr. Harold Roth
Director, Planning and Community Development
City of Hawthorne
4455 West 126th Street
Hawthorne, CA 90250

Dear Mr. Roth:

Re: Draft Environmental Impact Report for the Central Park Specific Plan; SCH# 2005121051

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public and special use airports and heliports. The following comments are offered for your consideration.

The proposal is for the Central Park Specific Plan Draft Environmental Impact Report (DEIR), which entails the reuse and redevelopment of approximately 24-acres with single-family homes, a mid-sized retail store, and a public recreational area. The project site is located approximately 1450 feet east of the Hawthorne Municipal Airport.

In accordance with CEQA, Public Resources Code Section 21096, the Caltrans Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within an airport land use compatibility plan boundaries or if such a plan has not been adopted, within two miles of an airport. The DEIR makes note on page 44 under the heading, "California Department of Transportation (Caltrans)" that the 1993 Caltrans Handbook was used to analyze this project. The DEIR notes in the same section that the Caltrans Handbook recommends a maximum density of 10 people per acre in the Runway Protection Zone. While it is correct that our 1993 Handbook says this, the 1993 Handbook is not the most current Caltrans Handbook and is not the document that should have been used to analyze this project. The 2002 Handbook recommends 0 residential and 0 non-residential densities in the Runway Protection Zone. The Handbook is a resource that should be applied to all public use airports. The Handbook is published on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/>.

Portions of the project site appear to be within the Safety Zones 1 (Runway Protection Zone), 2 (Inner Approach/Departure Zone), 3 (Inner Turning Zone), and 5 (Sideline Safety Zone), for the Hawthorne Municipal Airport as defined in the Caltrans Handbook. The Runway Protection Zone is the most critical of the airport safety zones, considered to be at "very high risk" due its proximity to the end of the runway. The Handbook generally recommends prohibiting all new structures within the RPZ. Just beyond the RPZ is the Inner Approach/Departure Zone, which is considered

"Caltrans improves mobility across California"

to be at "substantial risk". The Runway Protection Zone together with the inner safety zones (1-3) encompasses 30 to 50 percent of the near-airport aircraft accident sites. The Handbook generally recommends very low residential densities within safety zones 1-5. This must be thoroughly addressed through the environmental process.

Protecting people and property on the ground from the potential consequences of near-airport aircraft accidents is a fundamental land use compatibility-planning objective. While the chance of an aircraft injuring someone on the ground is historically quite low, an aircraft accident is a high consequence event. To protect people and property on the ground from the risks of near-airport aircraft accidents, some form of restrictions on land use is essential. The two principal methods for reducing the risk of injury and property damage on the ground are to limit the number of persons in an area and to limit the area covered by occupied structures. The potential severity of an off-airport aircraft accident is highly dependent upon the nature of the land use at the accident site. Airport-related noise, safety and land use concerns should be thoroughly addressed in the DEIR.

The project site is located within the 60-65 decibel (dB) Community Noise Equivalent Level (CNEL) contour for the Hawthorne Municipal Airport. The proposal appears to be consistent with compatibility criteria in the Airport Land Use Compatibility Plan (ALUCP). The ALUCP recommends mitigation measures for residential uses in the 65 db CNEL or greater. Mitigation required is to insure that the interior noise levels don't exceed 45 db CNEL.

Due to its proximity to the airport, the project site will be subject to aircraft overflights and subsequent aircraft-related noise impacts. Since communities vary greatly in size and character from urban to rural, the level of noise deemed acceptable in one community is not necessarily the same for another community.

Federal and State regulations regarding aircraft noise do not establish mandatory criteria for evaluating the compatibility of proposed land use development around airports (with the exception of the 65 dB CNEL "worst case" threshold established in the State Noise Standards for the designated "noise problem" airports). For most airports in California, 65 dB CNEL is considered too high a noise level to be appropriate as a standard for land use compatibility planning. This is particularly the case for evaluating new development in the vicinity of the airport. The 60 dB CNEL, or even 55 dB CNEL, may be more suitable for new development around most airports. For a further discussion of how to establish an appropriate noise level for a particular community, please refer to Chapter 7 of the Department's Airport Land Use Planning Handbook, available online at <http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.php>.

Consideration should also be given to cumulative noise impacts associated with the project site's proximity to roadways and railway lines.

Sound insulation, buyer notification and avigation easements are typical noise mitigation measures. These measures, however, do not change exterior aircraft noise levels. It is likely that some future homeowners and tenants will be annoyed by aircraft noise in this area. Noise mitigation measures are not a substitute for good land use compatibility planning for new development.

Public Utilities Code, Section 21659 "Hazards Near Airports Prohibited" prohibits structural hazards near airports. In accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace" a Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the Federal Aviation Administration (FAA). Form 7460-1 is available at <http://forms.faa.gov/forms/faa7460-1.pdf>. For further technical information, please refer to the FAA web site at http://www.faa.gov/aso/aso500/obst_eval.htm. Please note, the FAA also requires submission of a completed Form 7460-2 Part 1 at least 48 hours prior to starting the actual construction.

Section 11010 of the Business and Professions Code and Sections 1102.6, 1103.4, and 1353 of the Civil Code (<http://www.leginfo.ca.gov/calaw.html>) address buyer notification requirements for lands around airports. Any person who intends to offer land for sale or lease within an *airport influence area* is required to disclose that fact to the person buying the property.

Government Code Section 65302.3 (a) requires general plans, specific plans and amendments shall be consistent with the adopted airport land use plans adopted or amended pursuant to Section 21675 of the Public Utilities Code. In accordance with Public Utilities Code (PUC) Section 21676, General Plans Amendments must be consistent with the adopted airport land use compatibility plans developed by the Los Angeles County Airport Land Use Commission (ALUC). This requirement is necessary to ensure that land uses and land use densities are appropriate, given the nature of airport operations.

As stated in the State Law, California Public Utilities Code (PUC) 21676 et seq., Caltrans reviews and comments on the specific findings a local government intends to use when proposing to overrule an ALUC. Caltrans specifically looks at the proposed findings to gauge their relationship to their overrule. Also, pursuant to the PUC 21670 et seq., findings should show evidence that the city is minimizing "...the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses."

In addition to submitting the proposal to the ALUC, it should also be coordinated with airport staff to ensure that the proposal will be compatible with future as well as existing airport operations.

Aviation plays a significant role in California's transportation system. This role includes the movement of people and goods within and beyond our state's network of over 250 airports. Aviation contributes nearly 9 percent of both total state employment (1.7 million jobs) and total state output (\$110.7 billion) annually. These benefits were identified in a recent study, "Aviation in California: Benefits to Our Economy and Way of Life," prepared for the Division of Aeronautics which is available at <http://www.dot.ca.gov/hq/planning/aeronaut/>. Aviation improves mobility, generates tax revenue, saves lives through emergency response, medical and fire fighting services, annually transports air cargo valued at over \$170 billion and generates over \$14 billion in tourist dollars, which in turn improves our economy and quality-of-life.

Mr. Harold Roth
October 9, 2006
Page 4

The protection of airports from incompatible land use encroachment is vital to California's economic future. Hawthorne Municipal Airport is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports in California is both a local and a State issue, airport staff, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

These comments reflect the areas of concern to the Division of Aeronautics with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our District 7 Office in Los Angeles at (213) 897-3656 concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-7075.

Sincerely,

Original Signed by

RON BOLYARD
Airport Environmental Specialist

c: State Clearinghouse, LA County ALUC, Hawthorne Municipal Airport

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

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March 16, 2006

Mr. Harold Roth
Director of Planning
City of Hawthorne
4455 West 126th Street
Hawthorne, CA 90250

Dear Mr. Roth:

Re: Central Park (by The Lee Group), in the City of Hawthorne

The California Department of Transportation, Aeronautics Division (Division), reviewed the site plan for the proposed development referenced above with respect to airport-related noise and safety impacts and regional aviation land use planning issues. The Division has technical expertise in the areas of airport operations safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public and special use airports and heliports.

The proposal is for a commercial/retail and 176-unit residential development on a site in the City of Hawthorne bounded by Wilke Way to the west, Van Ness Avenue to the east, 120th Street to the north, and railroad tracks to the south. The project site is located approximately 1,400 feet east of Hawthorne Municipal Airport with its northern boundary contiguous to the runway centerline.

Due to its proximity to the airport, the project site will be subject to aircraft overflights and subsequent aircraft-related noise impacts. Consideration should also be given to cumulative noise impacts associated with the project site's proximity to roadways and railway lines since the site happens to be situated between Interstate 105 and active freight railroad tracks. Sound insulation, buyer notification and aviation easements are typical noise mitigation measures. These measures, however, do not change exterior aircraft noise levels. It is likely that some future homeowners and retail customers will be annoyed by aircraft noise in this area.

Portions of the project site are also clearly within Hawthorne Airport's Runway Protection Zone (RPZ), Zone 2 (Inner Approach/Departure zone) and Zone 3 (Inner Turning zone) safety zones as defined in the Caltrans Airport Land Use Planning Handbook (Handbook). The Handbook is a resource that is used when analyzing airport land use issues and should be applied to all public use airports. California Public Resources law requires the Handbook be utilized in the preparation of environmental documents and is published on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/>.

The Runway Protection Zone (RPZ) is the most critical of the airport safety zones, considered to be "very high risk" due to its proximity to the end of the runway. The Handbook recommends prohibiting all new structures within the RPZ. Just beyond the RPZ is the Inner

Mr. Roth
3/16/2006
Page 2

Approach/Departure Zone (2), which is considered to be at "substantial risk". Safety Zone 2 is situated along the extended runway centerline and is where low flying aircraft make their final maneuvers just before landing on the runway. In an urban setting such as the City of Hawthorne's, residential uses in Zone 2 are prohibited according to the Handbook. The RPZ together with the inner safety zones encompass 30 to 50 percent of the near-airport aircraft accident sites. The potential severity of an aircraft accident is highly dependent on how land is used in these zones.

California Public Utilities Code and Federal Aviation Regulations prohibit structural hazards near airports. In accordance with these requirements structures should not be at a height that will obstruct the safe operation of aircraft flying in and out of Hawthorne airport.

Noise complaints and the addition of structures that are too tall invite community and airport conflict, and restrictions to airport operations. Both situations often threaten the economic benefits an airport provides to its surrounding community. It is important to balance airport and community needs so they can co-exist in the same region without animosity. Indeed, land around airports can be used in a way that avoids potentially divisive situations.

The protection of airports from incompatible land use encroachment is vital to California's economic future. Hawthorne Airport is an economic asset that should be protected through effective airport land use compatibility planning and awareness. The airport appears to enjoy considerable community support as evidenced by overwhelming voter approval in a referendum in 2001. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

After researching state and federal guidance on land use around airports, we have concerns about the safety of people on the ground and those using Hawthorne Airport. While our concerns about noise impacts and structural heights lead us to recommend against this project, we believe safety alone is reason enough to object to it.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-6223.

Sincerely,

Original Signed by

Philip Crimmins
Aviation Planner

c:Mr. Jim Theriault, Hawthorne Airport Manager
Ms. Julie Moore, Los Angeles County ALUC
Ms. Marjorie Drilling, Federal Aviation Administration

June 2, 2006

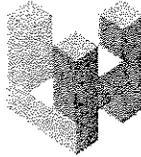
To: Harold Roth, Planning Director
City of Hawthorne

From: FAA Airports Division

Subject: Site Plans - Central Park Specific Plan

The following comments are provided:

1. Zoning and land-use practices are the responsibility and under the control of the City of Hawthorne.
2. The FAA does not control zoning and land-use decisions.
3. The City of Hawthorne through its contractual agreements with the federal government is obligated to establish compatible land uses next to and at Hawthorne Municipal Airport.
4. Assurance 21, *Compatible Land Use*, requires the City of Hawthorne to take appropriate action, including the adoption of zoning laws, to restrict the use of land adjacent to, and in the vicinity of or at the airport, to activities and uses that are compatible with normal airport operations, including the landing and taking off of aircraft.
5. It is our understanding that the Central Park project is a residential development.
6. A residential development in the vicinity of the airport and under the approach to the Hawthorne Airport runway is considered an incompatible land use.
7. The FAA must object to a residential project that would place homes so close to the airport.
8. The presence of homes in proximity to and under the approach to the airport will in all likelihood generate complaints from homeowners as well as engender hostility towards the airport.
9. The FAA recommends that the City choose an alternative use for the property that will be compatible with the airport.
10. The City should be aware that residential neighborhoods affected by airport noise may create an additional cost for the City associated with noise abatement measures that are adopted to mitigate noise created by the proximity of homes to the airport.



LEE HOMES

July 13, 2006

Mr. Harold Roth
Director of Planning
City of Hawthorne
4455 West 126th Street
Hawthorne, CA 90250

Dear Mr. Roth:

RE: Lee Homes' Response to FAA & CAL TRANS Division of Aeronautics Comments

This letter will provide responses to two letters – one from the FAA and another from CAL TRANS – received by the City regarding the development of the Central Park Project in Hawthorne, which is bounded by Wilkie Way to the West, Van Ness Avenue to the East, 120th Street to the North, and railroad tracks to the South.

Noise Issues

The primary concerns of both the California Department of Transportation (Aeronautics Division) and the FAA Airports Division are that residential use at the proposed Central Park Site will cause residents to “be annoyed by aircraft noise” and will “generate complaints from homeowners.”

In response to noise concerns, Lee Homes has carefully designed noise insulating measures to ensure that interior noise levels are acceptable. The Los Angeles County Airport Land Use Plan's Land Use Compatibility Table (page 13) allows for residential use in areas with noise exposure levels in the range of 70 CNEL and below. Ranges between 60-70 CNEL are indicated as “cautionary” development areas that may require noise insulation. Lee Homes therefore has plans to incorporate high-grade construction with noise mitigating materials to maintain noise exposure levels that are consistent with government requirements.

New development projects in the vicinity of airports are evaluated by the County's Airport Land Use Commission (ALUC). Empowered by California Law, the ALUC's recommendations on airport land use compatibility are weighed more than input from other agencies, even though the local municipality ultimately has final discretionary power in making land use decisions. Moreover, Lee Homes looked to the ALUC's Airport Land Use Plan as a guide to ensuring that the Central Park development would meet or exceed all baseline requirements stipulated therein.

The Los Angeles County's Airport Plan makes determinations of compatibility are based on three primary categories: general, noise, and safety-related concerns. The reference provides the guidelines and policies from which the ALUC renders opinions on airport land use compatibility for developments near airports. The proposed Central Park Homes project adheres to all 16 of the core policies listed in the Airport Land Use Plan's Policies (p. 12).

The case for supporting Central Park's compliance with noise regulations is supported by state regulations. For example, the California Noise Insulation Standards (Title 24 Part 2, of the California

Code of Regulations) require acoustical analysis of residential projects if interior exposure to environmental noise exceeds 60 dBA CNEL. VSA N Associates, an acoustics, noise and vibrations consultant, projected that interior noise at the Central Park Project would be below 42 dBA, which is clearly well below the maximum allowed threshold.

The FAA stated that noise issues could generate complaints and “engender hostility towards the airport.” In addition, the FAA cautioned that noise complaints from the new Central Park neighborhood could lead to costs related to noise abatement for which the City could be held responsible. This concern has been addressed by Lee Homes. While some municipalities have unfortunately been saddled with noise abatement costs in the past, this is primarily because older homes in affected areas were not equipped with noise mitigating construction (e.g. homes near LAX). Lee Homes’ construction will incorporate noise dampening materials that will alleviate potential problems. As mentioned earlier, window glazing and high-grade construction materials will bring interior noise exposure down to comfortable and government-mandated levels.

To further offset potential issues related to aviation noise complaints, the Central Park Development will require all future homeowners at Central Park to sign disclosure statements that notify them in advance of airport noise and the proximity of Hawthorne Airport. The disclosure also serves as notice that airport-related noise and activity may increase at any time in the future and that homeowners accept this possibility. This disclosure will be recorded in the CC and R’s to ensure that all future homeowners are similarly notified.

Runway Protection Zone

The FAA’s comments were entirely related to noise and did not mention aviation safety concerns. However, CAL TRANS expressed safety concerns about structures partially within the Runway Protection Zone (RPZ). Lee Homes should emphasize that *no residential structures including homes and/or recreation buildings are located inside the RPZ*. The Central Park Project has been carefully planned to minimize structures within the RPZ zone, while also maintaining the economic viability of an important piece of real estate within the land use jurisdiction of the City of Hawthorne.

The Los Angeles County Land Use Plan (p. 12, Section IV. Policies and Procedures) states that construction should be “prohibit[ed], within a designated runway protection zone... unless supported by evidence that [the structure] does not create a safety hazard and is approved by the FAA.” The proposed Central Park structure that crosses over into the RPZ line has already been evaluated by the FAA and is clearly at a height that does not create safety risks. Lee Homes has documentation from an FAA aeronautical study issued on June 12, 2006 which demonstrates that the proposed big-box retail structure “does not exceed obstruction standards and would not be a hazard to air navigation.”

While CALTRANS cites their new statewide handbook that recommends against residential construction in close proximity to airports, acceptance of home construction near airports is a growing trend as land becomes scarcer and housing needs continue to grow. In fact, several development projects that share with the Central Park Project very similar geographic and regulatory characteristics have been supported in recent years. For example, the County of Los Angeles, Airport Land Use Commission (ALUC), supported the 261 acre Douglas Park Project (Aviation Case NO. 2004-00001-(4) Project NO. 2004-00353) in 2004. Much like the proposed Central Park Project, this development replaced existing research and development and office space. Portions of the project were within the 65 CNEL noise contour area of the planning boundary as well. Despite this, the ALUC’s findings noted the Douglas Park project would include sound-dampening insulation that would ensure a maximum interior 45db CNEL in new residential, educational, and health-related uses in areas where the exterior noise levels reached 65 db CNEL or greater. Likewise, the Douglas Park Project remained consistent with Policy N-4, which urges

local agencies to make sure property owners are notified of potential noise levels. In addition, Douglas Park required all tenants and owners to sign covenants in which they waived their right to sue the City because of airport activity. At public hearings for the Douglas Park Project, the ALUC originally recommended against the inclusion of the residential component of the development due to concerns about the quality of life for residents and potential complaints related to potential expansion. However, because the Douglas Park was shown to be within the parameters of noise and safety requirements after evidence was presented, the Commission ultimately approved the project. Lee Homes plans to institute acoustic measures similar in nature to those which made Douglas Park compatible in its aviation environs.

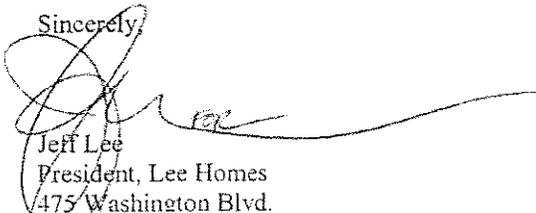
Other examples in which the Los Angeles County Airport Land use Commission approved developments in areas near airports are readily available. For example, the ALUC approved case NO. 03-348-(2) in February 2004 with conditions requiring sound insulation, an aviation easement, and a disclosure/buyer awareness program. This project is called Renaissance and includes plans to develop 395 single-family homes on a 37-acre property near the Hollywood Park race track in Inglewood. Approximately 2.5 miles from the airport, the project is also within the 65 CNEL noise contour portion of the ALUP Los Angeles International Airport Planning boundary. In addition, the site is in the approach path of LAX Runway 24L. Renaissance is currently nearing completion.

Other examples closer to the proposed Central Park Project are available. For example, in Hawthorne, the ALUC approved Aviation Case 00-191-(2). South of the 105 freeway, east of Crenshaw Blvd., West of Van Ness Avenue and North of El Segundo, this retail/light industry project extends not only into the Object Free Zone (OFA), but also the Runway Protection Zone (RPZ). Several other examples of similar projects approved near airports exist, but for the sake of brevity, this letter includes only the more relevant examples found.

CALTRANS cautioned the City of Hawthorne in a letter that the Airport is "an economic asset that should be protected." CALTRANS also urged the City to "balance airport and community needs so they can co-exist in the same region without animosity." It is the City's task to balance the airport, housing, and retail needs of the Hawthorne community. The current land use near the airport is an underutilization of a valuable and scarce resource - land. We believe that the Central Park project is the type of balanced approach to airport compatibility needed and presents a win-win scenario that delivers retail growth, economic vitality, jobs, and desirable high-quality housing to the City of Hawthorne. At the same time, it will help protect one of the City's most valuable assets, the Hawthorne airport. With this in mind, we urge you to support this project.

Please let us know if there are any other documents or materials that are of value to the City of Hawthorne during this process. Thank you for assistance.

Sincerely,



Jeff Lee
President, Lee Homes
475 Washington Blvd.
Marina Del Rey, CA 90292

JL:mm

This letter from Lee Homes arrived after the staff report was prepared and has not been included in the analysis.



LEE HOMES

Airport Land Use Commission
Attn: Mark Child
L.A. County Regional Planning Department
320 West Temple Street
Los Angeles, CA 90012

November 16, 2006

RE: Central Park Development in Hawthorne, California

Dear Commissioners:

This letter is submitted on behalf of the developer, *Lee Homes*, to further address airport compatibility issues related to the Central Park Specific Plan. Its purpose is to supplement other materials already provided by the builder. Lee Homes has worked closely with the City of Hawthorne, Airport Land Use Commission staff, local pilots, and community groups in a collaborative effort to design a project that ensures the long-term viability of the nearby Hawthorne Municipal Airport and strengthens the City's economic vitality by putting to use a vacant, unused, and dilapidated property.

Noise Issues

Lee Homes has been guided by its acoustical experts to ensure that future noise exposure related to air traffic will be well-within established guidelines. Currently, the 65 CNEL contour does not extend into the proposed housing portion of the development. This is because flights at Hawthorne Airport generally take off in a westerly direction, away from the proposed development. Residences to the west of the airport are currently affected by far greater noise than what will be generated at the proposed residential portion of the project. Likewise, current take off usage of the runway is limited to one flight per day during normal weather conditions.

The Central Park project was designed with extensive noise attenuating construction standards that ensure interior noise levels of 45 CNEL, accounting for noise created by existing airport, traffic, and train activity.

The Airport Master Plan for Hawthorne Municipal Airport is in the process of being updated. This plan does not anticipate substantial growth in the frequency of flights at the airport, but looks to increasing the use of the airport with quieter, more modern small jets. These aircraft are far quieter than propeller driven planes.

To ensure that all purchasers and residents in the Central Park community are well aware of existing and future airport operations, each homeowner will have to read and acknowledge at least five different documents that clearly disclose the proximity of the airport and state that noise exposure from airport operations may increase at any time. These documents will be part of the purchase contract, materials approved by the Department of Real Estate, and the CC&R's, all of which will run with the property indefinitely so that later residents will receive the same level of notice.

The Central Park property will also be subject to an extensive Avigation Easement in favor of the Hawthorne Municipal Airport. The easement will ensure that air traffic over-flights are protected

indefinitely into the future over the entire site. This easement will be recorded in the title for all future homeowner. This Avigation Easement provides a level of protection for the airport that is currently not established, except in the Runway Protection Zone (“RPZ”)

The Site Plan

Lee Homes has reworked the proposed development plan on several occasions due to community input and concerns related to the development’s proximity with the airport. Earlier iterations of the project proposed additional commercial development and residential recreational facilities in the RPZ. Following input from your staff and others, the site plan before you today places all but one corner of one structure entirely outside the RPZ. Only the retail store encroaches slightly into the RPZ, but it is positioned along the fringes of the RPZ, like the new 24 Hour Fitness health club across the street.

An added benefit of the Central Park project is that it will result in the demolition of an existing fifty foot (50’) structure that currently stands directly in the middle of the RPZ, immediately adjacent to the runway centerline. By removing this structure, Lee Homes will substantially open up the RPZ and clear the line of site to and from the runway for pilots.

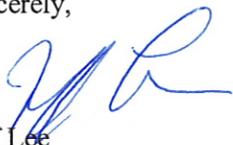
Research and aviation analysis on the site indicates that pilots approach the airport immediately south of the 105 freeway using 120th Street as a guide. The typical flight path is, therefore, well away from the proposed retail store. Since the vast majority of flights at the Hawthorne Municipal Airport take place during the day, safety levels are generally optimal for pilots. At the same time, the retail store - unlike 24-hour industrial operations or residential uses – will be empty late at night. As mentioned above, the current usage of the runway is limited.

Lee Homes has filed the proposed elevations of the retail structure with the FAA, and the FAA has issued a *No Hazard Determination* for the proposed structure, indicating that the structure does not exceed obstruction standards and would not be a hazard to air navigation.. To ensure future safety, the Central Park Specific Plan requires future discretionary review of any changes in the proposed use/s or footprint/s within the RPZ and prohibits certain high intensity uses. Examples of high-intensity uses prohibited would include health clubs, movie theatres, churches, schools, and stand-alone restaurants.

The configuration and constraints of the development site make it impossible to move a viable retail use entirely outside the RPZ. The proposed site plan allows for continued commercial growth in this corridor and safeguards the continued economic vitality of the area, which will benefit both the City of Hawthorne and the airport’s long-term master plan. The site plan also ensures that the property owner has a viable economic use similar to adjacent properties where commercial uses include a Levitz Furniture store, a 24 Hour Fitness, and a Lowe’s Home Improvement store.

Overall, we have worked hard to ensure that this project respects the existing airport while at the same time providing an economic benefit to the City. This is achieved without comprising the safety or the comfort of the community of Hawthorne. Thank you for your consideration.

Sincerely,



Jeff Lee
President
Lee Homes