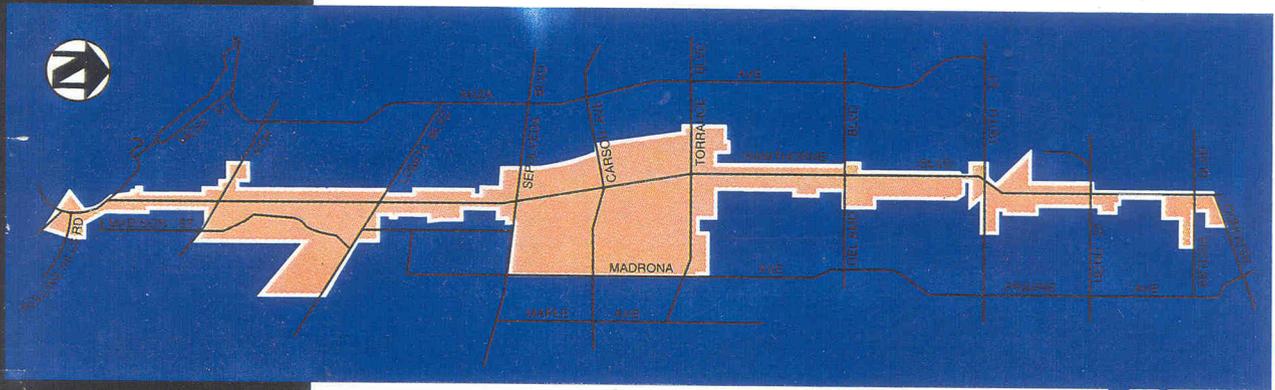


Hawthorne
Boulevard
Corridor

Specific Plan



➤ A comprehensive framework within which to make future decisions regarding land use and development, transportation, streetscape, and other public improvements within the Hawthorne Boulevard Corridor Specific Plan Area.

ADOPTED JULY 23, 1996

City of Torrance



Torrance City Council

Dee Hardison, Mayor

Marcia Cribbs
Don Lee
Jack Messerlian

George Nakano
Maureen O'Donnell
Dan Walker

City Manager

LeRoy J. Jackson

Planning Commission

Michael Mauno, Chair
Willis Delperdang
John LeResche
Joseph Martinez
Sandi Monda
Gerry Rische
Jo-Anne Waller

Traffic Commission

Jenifer Gressett, Chair
Dick Cahill
Henry Carlson
Robert Feuerstein
Kyle Maetani
Herbert Richey
Kay White

Environmental Quality and Energy Conservation Commission

William Cook, Chair
Ralph Grippo
Jack Kay
Pam O'Brien
Robert Sanders, Jr.
Douglas Stenhouse
Ray Uchima

Acknowledgements

HBCAP Committee

Special acknowledgment is extended to the following individuals who served on the citizens advisory committee which reviewed and provided valuable input in the development of the Hawthorne Boulevard Corridor Specific Plan. The individuals who served as active members of the Hawthorne Boulevard Corridor Area Participation Committee, or HBCAP (pronounced HUB-CAP) Committee are:

Arun Bhumitra

Business/Property Owner

Thelma Birks

Business/Property Owner

Ross Bolton

Torrance Chamber of Commerce

Chuck Chambers

Country Hills Homeowners Association

Paul Comon

Business/Property Owner

Jim Dilamarter

Miletich-Jones Land Co.

Sarkis Kassardjian

Property Owner

Joseph Martinez

Planning Commissioner

Mary Mayes

Resident

Pamela O'Brien

Environmental Quality and Energy Conservation Commissioner

Tony Orfila

Traffic Commissioner

Connie Sullivan

Business/Property Owner

Glenn Tanner

Riviera Homeowners Association

Mark Whitney

Property Manager

Hope Witkowsky

Northwest Torrance

Homeowners Association

Project Staff

David S. Ferren

Planning Director

Patricia Bluman

Principal Planner

Helene Buchman

Transportation Planner

Jane Hasselbach

Senior Planning Associate

Nancy Fairchild

Planning Associate

Pamela Parkin Tate

Planning Associate

Sepideh Sedadi

Transportation Engineering Assistant

Henry Sakamoto

Planning Assistant

Jill Zurnacian

Planning Assistant

Linda Hamilton

Graphics Illustrator

Consultants

Parsons Brinckerhoff

Quade & Douglas, Inc.

Transportation

Sharon Greene and Associates

Finance

Urban Design Studio

Design Guidelines and Streetscape

.....

Executive Summary

The Hawthorne Boulevard Corridor Specific Plan articulates a vision for Hawthorne Boulevard and provides the strategic and regulatory framework within which this vision can be realized. This is a community-based vision, crafted by the policy makers, property and business owners, and residents of Torrance in a collaborative process lasting more than three years. It is a vision founded on the present, seeking not to disregard, but to build upon and improve upon the more positive aspects of the Hawthorne Boulevard of today.

The Hawthorne Boulevard of the future will remain a regionally significant transportation and commercial corridor. Within the corridor area, there is also tremendous potential for new and more intensive development. Maintaining mobility while providing for growth will be the foremost challenge. Sustaining and/or expanding the area's historic retail market share - and a significant portion of the City's tax base - in the face of a rapidly changing, more competitive retail environment may well prove to be an equally critical challenge. The Hawthorne Boulevard Corridor Specific Plan responds to the challenges of tomorrow by providing an innovative and comprehensive approach to managing both public improvements and private property development.

As a public improvement plan, the Specific Plan anticipates the potential impacts of new development by identifying the full range of transportation measures that would be necessary to meet long-term transportation demand, and by making a priority commitment to implement individual measures as the need arises. Given the limited potential for further roadway expansion, it will not be possible to build our way out of congestion. Therefore, an important part of the mobility solution is a greater reliance on alternatives to the automobile such as public transportation and pedestrian activity, supported by changes in building and site design.

Also included is a streetscape plan to upgrade conditions within the public right-of-way. This provides for new street trees, new median landscaping, new public signage, and the undergrounding of overhead utility lines. All of these improvements are intended to enhance the attractiveness of the area, and to help people readily negotiate their way to their destinations. All have been identified as a high priority to the City and are expected to be undertaken in the near term.

.....

Executive Summary

Moreover, a financing strategy for funding identified public improvements is incorporated. Public investment within the corridor area is intended to serve as a catalyst for private investment and to promote the type of new development and improvements that will enhance the appeal of Hawthorne Boulevard as a quality retail destination. A combined public and private sector effort provides a much more competitive response to the dynamic changes going on in the retail market place than either sector can achieve alone.

Private property improvements will be guided by new zoning, land use and development standards, and design guidelines - the regulatory component of the Specific Plan. Collectively, these standards and guidelines serve to strengthen the identity of Hawthorne Boulevard and to reinforce the improved visual image afforded by the streetscape elements. Landscaping standards for private property, for example, make use of similar landscaping as that used in the public right-of-way, contributing to the visually integrated appearance of the Boulevard. In addition, the standards and guidelines support the transit use and walking, thereby contributing to the mobility solution.

The Hawthorne Boulevard Corridor Specific Plan demonstrates the City's commitment to proactively maintaining the quality of life in Torrance as the 20th century approaches, with a standard of quality defined by the Torrance community in the City's Strategic Plan and General Plan.

.....

Table of Contents

Chapter I	Introduction	I-1
	A. INTRODUCTION AND PURPOSE	I-1
	B. PLANNING AREA	I-2
	C. PLANNING BACKGROUND	I-4
	D. PLANNING APPROACH	I-5
	1. Community Participation	I-5
	2. Hawthorne Boulevard Corridor Study	I-7
	3. The Decision to Prepare a Specific Plan	I-8
	E. GENERAL PROVISIONS	I-8
	1. General	I-8
	2. Resolution of Conflicts	I-8
	3. Amendments	I-9
	4. Land Use Determinations	I-9
	5. Definitions and Terminology	I-9
	6. Nonconforming Uses and Structures	I-9
	7. Relationship of Specific Plan to Redevelopment Project Areas	I-9
	8. Relationship of Specific Plan to Torrance Municipal Code	I-10
	9. Relationship of Specific Plan to Strategic Plan	I-10
	10. Severability	I-10

Chapter II	Development Framework	II-1
	A. INTRODUCTION AND ORGANIZATION	II-1
	B. GOALS AND OBJECTIVES	II-1
	1. Overall Goals	II-1
	2. Urban Design	II-2
	3. Urban Form/Land Use	II-3
	4. Infrastructure	II-3
	5. Financing	II-4
	6. Traffic Circulation	II-4
	7. Transit	II-5
	8. Transportation Demand Management (TDM)	II-5
	C. OPPORTUNITIES AND CONSTRAINTS	II-5
	1. Opportunities	II-6
	2. Constraints	II-6
	D. TRANSPORTATION AND LAND USE CONCEPT	II-7
	E. DISTRICT CONCEPT	II-8
	1. North Torrance District	II-9
	2. Promenade District	II-10
	3. Del Amo Business District	II-11
	4. Meadow Park District	II-12
	5. WALTERIA DISTRICT	II-13

Table of Contents

Chapter III	Streetscape Design Concept	III-1
A.	INTRODUCTION	III-1
B.	PURPOSE AND ORGANIZATION	III-2
C.	DISTRICT IDENTIFICATION MATRICES	III-3
1.	Streetscape	III-4
2.	Street Edge Setback Landscaping (Private Property)	III-4
3.	District Color	III-4
4.	Pedestrian Pathway/Paving	III-5
5.	Parking Lot Lighting Standards (Private Property)	III-5
6.	Sign Parameters (Private Property)	III-5
7.	Special Items	III-5
8.	District Logo	III-5
9.	Typical Site Plan Concept/Cross Section	III-11
D.	STREETSCAPE CONCEPT PLANS	III-11
1.	Streetscape Concept Plan (Corridor-Wide)	III-11
2.	Streetscape Concept Plan (Del Amo Business District)	III-11
3.	Streetscape Concept Overlay (at Pacific Coast Highway)	III-11
E.	PUBLIC SIGNAGE PROGRAM	III-16
1.	Entry Sign Program	III-16
2.	Advance Street Signs	III-16
3.	Transit Signage	III-16
4.	Directional Signage	III-17
Chapter IV	Land Use and Development Standards	IV-1
A.	INTENT	IV-1
B.	ORGANIZATION	IV-1
C.	HAWTHORNE BOULEVARD CORRIDOR SPECIFIC PLAN ZONE	IV-2
D.	DISTRICTS AND LAND USE SUB-DISTRICTS	IV-3
E.	PERMITTED LAND USE MATRIX	IV-5
F.	DEVELOPMENT STANDARDS	IV-9
1.	General Development Standards	IV-9
2.	Land Use Sub-District Development Standards	IV-12
G.	LANDSCAPING STANDARDS	IV-14
1.	General Landscaping Standards	IV-14
2.	Required Street Setback Landscaping	IV-16
H.	OVERLAY DISTRICTS	IV-22
1.	Residential Office Overlay (ROO)	IV-22
2.	Commercial/Residential Transition Overlay (C/RTO) District	IV-23
I.	LAND USE DIAGRAM	IV-27

Table of Contents

Chapter V	Design Guidelines	V-1
A.	INTRODUCTION AND PURPOSE	V-1
B.	INTERPRETATION	V-1
C.	APPLICABILITY	V-2
D.	EXEMPTIONS	V-2
E.	ORGANIZATION	V-3
F.	COMMON DESIGN ELEMENTS	V-3
	1. Setting	V-3
	2. Transportation Linkages	V-5
	3. Building Design	V-6
	4. Service Facilities	V-13
	5. Circulation, Access, and Parking	V-17
	6. Landscaping	V-22
G.	SIGN DESIGN GUIDELINES	V-25
	1. General	V-26
	2. Building Wall or Fascia Signs	V-28
	3. Monument Signs	V-30
	4. Window Signs	V-30
	5. Arcade Signs	V-31
	6. Roof Signs	V-31
H.	DISTRICT SPECIFIC DESIGN ELEMENTS	V-32
	1. North Torrance District	V-32
	2. Promenade District	V-32
	3. Del Amo Business District	V-33
	4. Meadow Park District	V-35
	5. Walteria District	V-35

Chapter VI	Transportation and Infrastructure	VI-1
A.	INTRODUCTION AND INTENT	VI-1
B.	MOBILITY STANDARDS	VI-1
C.	EXISTING AND FUTURE CONDITIONS	VI-2
D.	STATE HIGHWAY STATUS	VI-7
E.	COMPREHENSIVE TRANSPORTATION STRATEGY	VI-7
F.	TRANSPORTATION IMPROVEMENT PROGRAM	VI-9
	1. Traffic Capacity	VI-9
	2. Alternative Modes	VI-20
	3. Transportation Demand Management (TDM)	VI-27
	4. Parking	VI-38
G.	INFRASTRUCTURE IMPROVEMENT PROGRAM	VI-39
	1. Utility Undergrounding	VI-41
H.	IMPROVEMENT PROGRAM SUMMARY	VI-41
I.	TRANSPORTATION STRATEGY IMPLEMENTATION	VI-41
	1. Roadway Improvements on State Highways	VI-41
	2. Roadway Improvements on Other Highways	VI-41
	3. Public Transportation Improvements	VI-47
	4. Site Access and Circulation Improvements	VI-47
	5. Regional TDM Requirements	VI-48
	6. Transportation Management Associations	VI-48
	7. Additional Trip Reduction Strategies	VI-48
	8. Utility Undergrounding	VI-49
J.	MOBILITY MONITORING	VI-49

.....

Table of Contents

Chapter VII	Administration	VII-1
	A. INTRODUCTION AND INTENT	VII-1
	B. APPLICABILITY	VII-1
	C. REVIEW PROCEDURES	VII-2
	D. DEVELOPMENT PERMITS	VII-3
	E. PLANNING DIRECTOR REVIEW	VII-4
	F. DESIGN REVIEW	VII-4
	G. USE PERMITS	VII-6
Chapter VIII	Public Improvement Financing Strategy	VIII-1
	A. INTRODUCTION AND PURPOSE	VIII-1
	B. ESTIMATED COST OF IMPROVEMENTS	VIII-1
	C. POTENTIAL FUNDING SOURCES AND FINANCING STRATEGY	VIII-3
	1. Intersection Improvements	VIII-5
	2. Public Transportation	VIII-5
	3. Pedestrian Improvements	VIII-5
	4. Parking Lot in Walteria	VIII-5
	5. Utility Undergrounding	VIII-5
	6. Streetscape Improvements	VIII-6
	7. Transportation Demand Management Strategies	VIII-6
	D. IMPROVEMENT PRIORITIZATION	VIII-6

List of Tables and Figures

Tables	Page
IV-1 PERMITTED LAND USE MATRIX	IV-6
IV-2 DEVELOPMENT STANDARDS MATRIX	IV-13
IV-3 PLANT SELECTION MATRIX	IV-18
VI-1 LAND USE AND TRIP GENERATION SUMMARY	VI-3
VI-2 EXISTING PEAK HOUR LEVELS OF SERVICE	VI-4
VI-3 IMPROVEMENT PROGRAM SUMMARY	VI-42
VIII-1 SUMMARY OF ESTIMATED COSTS BY IMPROVEMENT TYPE	VIII-3
VIII-2 KEY FUNDING SOURCES AND PROGRAMS	VIII-4
VIII-3 FUNDING SOURCES FOR PROPOSED IMPROVEMENTS	VIII-7

Figures	Page
I-1 HAWTHORNE BOULEVARD CORRIDOR SPECIFIC PLAN AREA	I-3
III-1 DISTRICT IDENTIFICATION MATRIX: North Torrance District	III-6
III-2 DISTRICT IDENTIFICATION MATRIX: Promenade District	III-7
III-3 DISTRICT IDENTIFICATION MATRIX: Del Amo Business District	III-8
III-4 DISTRICT IDENTIFICATION MATRIX: Meadow Park District	III-9
III-5 DISTRICT IDENTIFICATION MATRIX: WALTERIA DISTRICT	III-10
III-6a STREETScape CONCEPT PLAN: North Torrance and Promenade District	III-12
III-6b STREETScape CONCEPT PLAN: Del Amo Business District, Meadow Park, and WALTERIA	III-13
III-6c STREETScape CONCEPT PLAN: Del Amo Business District	III-14
III-6d HAWTHORNE BLVD./PACIFIC COAST HIGHWAY INTERSECTION AREA STREETScape CONCEPTS	III-15
IV-1 C/RTO BUFFER CONCEPT	IV-24
IV-1a LAND USE DIAGRAM: North Torrance District	IV-28
IV-1b LAND USE DIAGRAM: Promenade District	IV-29
IV-1c LAND USE DIAGRAM: Del Amo Business District	IV-30
IV-1d LAND USE DIAGRAM: Meadow Park District	IV-31
IV-1e, LAND USE DIAGRAM: WALTERIA DISTRICT	IV-32
VI-1 LAND USE AND TRIP GENERATION SUMMARY	VI-3
VI-2 EXISTING AM AND PM PEAK HOUR LEVELS OF SERVICE	VI-4
VI-1a EXISTING AM AND PM PEAK HOUR LEVELS OF SERVICE	VI-5
VI-1b EXISTING AM AND PM PEAK HOUR LEVELS OF SERVICE	VI-6
VI-2a RECOMMENDED FUTURE INTERSECTION LANE CONFIGURATIONS	VI-10
VI-2b RECOMMENDED FUTURE INTERSECTION LANE CONFIGURATIONS	VI-11
VI-3a EXISTING AND PLANNED BIKEWAYS	VI-28
VI-3b EXISTING AND PLANNED BIKEWAYS	VI-29
VI-4 CIRCULATION IN WALTERIA	VI-40
VI-3 IMPROVEMENT PROGRAM SUMMARY	VI-42
VI-5a FUTURE AM AND PM PEAK HOUR LEVELS OF SERVICE	VI-45
VI-5b FUTURE AM AND PM PEAK HOUR LEVELS OF SERVICE	VI-46

**Chapter
I**

**A. INTRODUCTION
AND PURPOSE**

This Specific Plan has been prepared at the direction of the Torrance City Council to establish a comprehensive framework within which to make future decisions regarding land use and development, transportation, streetscape, and other public improvements within the Hawthorne Boulevard Corridor Specific Plan Area.

The intent of the City in establishing a Specific Plan for Hawthorne Boulevard is to guide municipal and private actions within Hawthorne Boulevard Corridor Area so that businesses in the area can continue to prosper, the City can continue to enjoy a healthy retail tax base, and the citizens of Torrance can be proud of their most prominent Boulevard. Realizing long-term community goals for Hawthorne Boulevard will not be without challenges. Perhaps the greatest challenge will be to maintain mobility while providing for growth and new development. Expanding or maintaining the area's historic retail market - and the City's tax base - in the face of a changing, more competitive retail environment may prove, however, to be equally challenging.

Traditionally, land use planning and transportation planning have been considered separate disciplines, and it is only in more recent times that the two disciplines have begun to merge in the pursuit of solutions to air quality and congestion - and of an improved quality of life in Southern California. Combining the consideration of land use and development with that of the transportation system and all of its related components is critical to realizing the City's long-term goals for the future of the Hawthorne Boulevard Corridor and to meeting the challenges inherent in doing so. For these reasons, this Specific Plan is both a land use and transportation plan, setting forth an integrated set of regulations, policies and strategies for managing future development and transportation within the Hawthorne Boulevard Corridor.

Accordingly, upon adoption by the City Council, the Hawthorne Boulevard Corridor Specific Plan incorporates into a single document a number of regulations and programs applicable to both private development and municipal actions within the Hawthorne Boulevard Specific Plan Area.

This Specific Plan affects private property primarily through regulation of land uses and physical property improvements. Implementation of these regulations will be achieved largely through the development approval and design review process utilizing the decision-making authority of the Planning Director, the Planning Commission, and the City Council. With regard to the development of private property, the relevant components of this Specific Plan include:

- ◆ Zoning, Land Use and Development Standards (Chapter IV): Upon adoption by the City Council, this Plan constitutes the legally established zoning for most properties within the Specific Plan Area. Land use and development regulations are included in these provisions;

- ◆ Design and Guidelines (Chapter V): Introduces minimum site and sign design guidelines for the Hawthorne Boulevard Corridor that complement the mandatory development standards continued in Chapter IV;
- ◆ Administration (Chapter VII): Describes all applicable development permits, and the process for obtaining permits.

This Specific Plan also commits the City to a long-term strategy for public investment and public improvements within the Hawthorne Boulevard Corridor Area, relative to both the functional and the aesthetic aspects of the Boulevard. The relevant components of this Specific Plan with regard to public improvements include:

- ◆ *Transportation Strategy (Chapter VI)*: This chapter outlines a three-pronged transportation strategy for meeting desired mobility objectives. The components of this strategy are physical capacity improvements; increased transit service; and transportation demand management.
- ◆ *Streetscape (Chapter III)*: To improve the appearance of the Boulevard, this Plan includes a program for the installation of street trees, median planting, special paving and signage.
- ◆ *Undergrounding of Utilities (Chapter VI)*: A key feature of this Plan is a program to underground overhead utility lines along the Boulevard.
- ◆ *Public Improvement Financing (Chapter VIII)*: This chapter provides a funding strategy for the implementing of the identified public improvements. Individual improvements will need to be incorporated on a priority basis into the City's Capital Improvement program prior to construction; likewise, as individual transit projects are warranted they will need to be programmed in the City's Short Range Transit Plan.

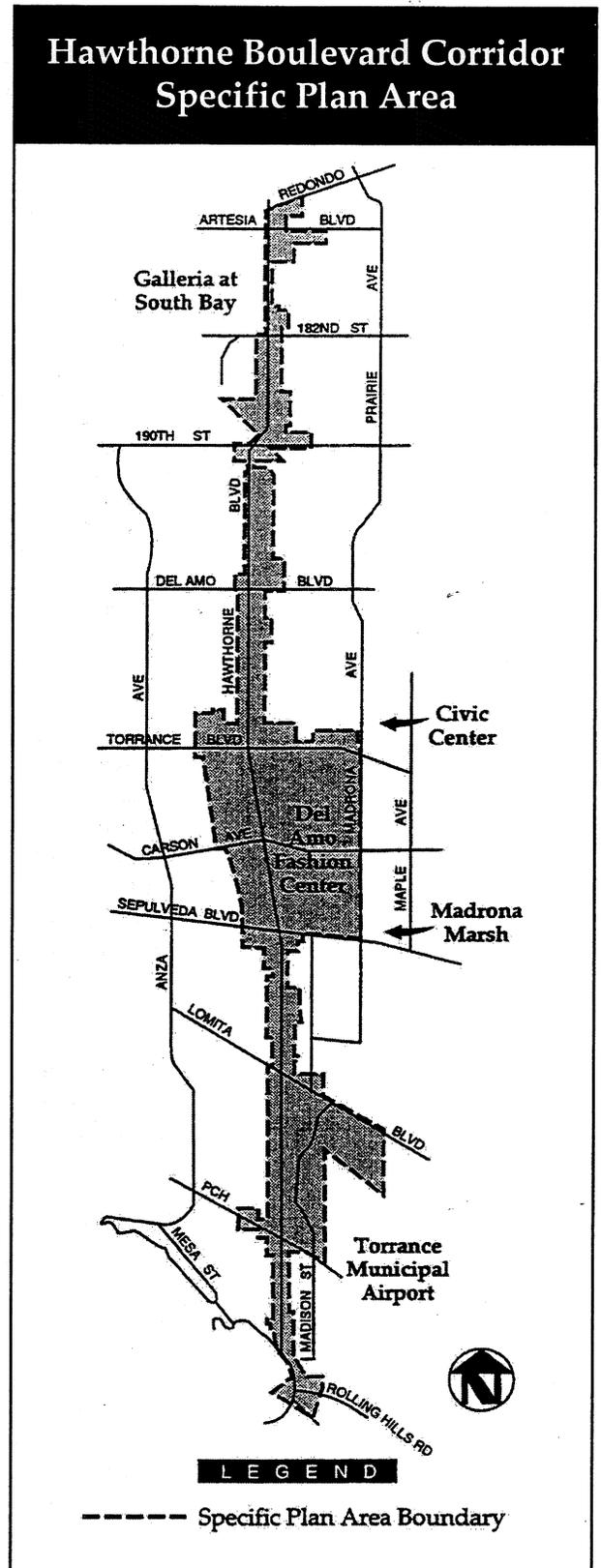
B. PLANNING AREA

The Hawthorne Boulevard Corridor Specific Plan Area, as shown in Figure I-1, extends the entire six-mile length of Hawthorne Boulevard as it passes through the City of Torrance, encompassing an area of 857 acres. The boundaries of the Specific Plan Area incorporate all property with frontage on Hawthorne Boulevard from the City's northernmost boundary at Redondo Beach Boulevard to its southern edge south of Rolling Hills Road.

At Torrance Boulevard, the Plan Area boundary extends west to Earl Street to include the Little Company of Mary Hospital, and east to Madrona Avenue to include the commercial property on the north and south side of Torrance Boulevard. It includes the Del Amo Fashion Center as well as the adjacent commercial properties along the west side of Madrona Avenue between Torrance Boulevard and Sepulveda.

Further to the south, the boundary extends east along the north side of Lomita Boulevard to Madison Street, and along the south side of Lomita Boulevard to include Torrance Memorial Hospital and the properties surrounding the hospital that are zoned Hospital-Medical-Dental (HMD) District. At Pacific Coast Highway, the boundary extends west to Ocean Avenue, incorporating all commercial properties with frontage on Pacific Coast Highway. It also extends east along the north side of Pacific Coast Highway to Madison Street.

Figure I-1



**C. PLANNING
BACKGROUND**

The Skypark and the Meadow Park Redevelopment Project Areas also are included within the boundaries of the Hawthorne Boulevard Corridor Specific Plan Area,

Since the early 1960's and the opening of the Del Amo Center (now part of the Del Amo Fashion Center), Hawthorne Boulevard has been a focal point for commercial activity in the City of Torrance, as well as in the greater South Bay. For essentially the same period of time, the roadway has been an important component of the regional transportation system, providing a vital north/south link to the freeway system.

Economic prosperity and traffic have been closely associated throughout the history of Hawthorne Boulevard in Torrance. The attractiveness of Hawthorne Boulevard as a location for commercial businesses stems from the traffic that travels the roadway, as it offers a large customer base for area businesses. The capacity of the roadway to move cars also affords local businesses accessibility to a regional customer base. The other side of this equation is, however, that as more development is attracted to locate on Hawthorne Boulevard, traffic levels are likewise increased. While high traffic volumes may make for an attractive business location, congested conditions do not.

Over the last thirty years, the answer to growing traffic volumes has been to increase the capacity of the street to carry more cars. There are, however, practical limitations to continuing with this approach into the future. The roadway's present configuration includes as many as eight through lanes which carry over 60,000 trips a day. Further widening to increase the number of travel lanes would in most cases require significant acquisition of private property for right-of-way. Given the pattern of commercial development established along the Boulevard, future roadway widening would require the demolition of buildings, mature landscaping and required on-site parking, all of which would involve considerable cost.

The development boom of the 1980's brought intensive development to Hawthorne Boulevard, particularly in the area known as the Del Amo Business District, and with it growing concerns on the part of the community with regard to traffic congestion in the area. A study of Hawthorne Boulevard was first conceived by the Torrance City Council in response to the development pressures of this period in conjunction with the recognition of the limited capacity of the roadway.

At this same point in time, the City began to revise its General Plan, a process which included the evaluation of strategies and the development of new policies for managing land use and transportation on a City-wide basis. Rather than proceed with a study of Hawthorne Boulevard in the absence of such a City-wide strategy for managing land use and transportation, the City Council directed that the study be initiated subsequent to the adoption of the General Plan.

The 1992 Torrance General Plan documents that the potential for growth in the City exceeds the capacity of the transportation system, and that reliance on physical capacity improvements alone to meet potential future transportation demand would result in unacceptable community costs. Accommodating projected growth in the commercial and industrial sectors of the City required a fundamental shift in the City's transportation policy and the adoption of a new strategy which seeks to maximize the carrying capacity of the street system, through measures to reduce solo driving and to increase transit use, in conjunction with physical capacity improvements.

Changes in transportation policy also necessitated changes in City land use policy. Site design considerations, specifically the location of buildings in relation to the street and the availability of safe and convenient pedestrian paths, are key factors in determining the viability of transit and trip reduction measures as alternatives to solo driving. The mix of land uses also contributes to the viability of such transportation alternatives. Site design and land use considerations have thus become critical components of the City's transportation strategy.

These fundamental transportation and land use concepts are the cornerstones of City land use and transportation policy as set forth in the 1992 General Plan - and provide the framework for this Specific Plan. As an implementation program of the General Plan, the provisions of the Hawthorne Boulevard Corridor Specific Plan result directly from and conform to the directives of General Plan policy.

**D. PLANNING
APPROACH**

The Hawthorne Boulevard Corridor Specific Plan was developed through a process that relied on (1) public input and participation; (2) an analysis of existing and future conditions; and (3) an assessment of methods for implementation of the study findings, which led to the decision to prepare a specific plan.

1. Community Participation

The creation of the Hawthorne Boulevard Corridor Specific Plan was a community-directed process, built upon a program of public participation and public outreach.

A. Citizen Advisory Committee

An essential component of the public participation program was the formation of a citizen's advisory committee, which was known as the Hawthorne Boulevard Corridor Area Participation Committee, or the HBCAP (pronounced HUBCAP) committee. The primary responsibility of the HBCAP Committee was to provide direction and develop consensus on relevant issues relating to the analysis of existing conditions and recommended future actions.

Introduction

Membership of the HBCAP Committee was selected to assure a broad and fair representation of community interests and was composed of representatives from the City's Planning, Traffic, and Environmental Quality and Energy Conservation Commissions, the Chamber of Commerce, homeowners association groups, property and business owners, and residents.

The HBCAP Committee began meeting in May 1993 and continued meeting until May 1996, during which time a total of fifteen meetings were held. Over the course of these meetings, the HBCAP Committee considered, provided input on, and ultimately endorsed each component of this Specific Plan. This process included:

- ◆ identification of positive and negative elements of the Hawthorne Boulevard Corridor Area, from which goals, objectives and policies were derived;
- ◆ division of the Corridor into five separate districts, each of which includes unique land use and development standards, design guidelines, and streetscape concepts;
- ◆ development of a package of transportation and other public improvements, in conjunction with a strategy for funding identified improvements;
- ◆ revision of the development permitting process to facilitate the process and to incorporate design review.

Technical and policy input was provided by representatives of City departments.

B. Additional Public Outreach

Public outreach also included a series of confidential interviews with members of the City Council, the City Manager, as well as property and business owners, apart from those on the HBCAP Committee, who for a variety of reasons are considered key stakeholders in the Hawthorne Boulevard area. These interviews provided perspective on present day conditions and on a community based vision of the area into the future.

In addition to the interviews, Planning Department staff, joined by the consultants, conducted a day long series of "door-to-door" walking interviews with businesses in the Walteria area to learn more about their concerns with regard to maintenance of the streetscape and the impacts of parking and traffic restrictions. This information was valuable in devising appropriate strategies for the future of this area.

Finally, a series of articles were featured in the monthly newsletter published by the Chamber of Commerce; copies of each article were also forwarded to the City's homeowners associations for inclusion in their respective newsletters.

2. Hawthorne Boulevard Corridor Study

The second component in the approach to the development of a Specific Plan for Hawthorne Boulevard was an in-depth study of the Corridor Area to establish an analytical foundation for the land use, transportation, and funding aspects of the Specific Plan. The Hawthorne Boulevard Corridor Study is comprised of two documents:

- ◆ Existing Conditions Report: *Technical Memorandum No. 1.*
- ◆ Future Conditions Report: *Technical Memorandum No. 2.*

The Existing Conditions Report documents conditions as they existed in 1993 within the Corridor Area pertaining to the following elements:

- ◆ land use
- ◆ traffic
- ◆ transit
- ◆ transportation demand management
- ◆ parking
- ◆ utilities
- ◆ funding

The **Future Conditions Report** presents an analysis of future transportation conditions and documents the development of recommended transportation improvements and policies which form the basis of the transportation component of this Specific Plan. To derive a recommended transportation strategy, alternative transportation solutions are evaluated in terms of overall system performance and associated costs.

The **Financial Analysis Report** included in the **Future Conditions Report** provides an estimate of future costs and identifies funding sources for the recommended transportation related capital and operating improvements, as well as for the aesthetic types of improvements. Two separate funding strategies are evaluated.

The Hawthorne Boulevard Corridor Study is available at the Torrance Planning Department.



3. The Decision to Prepare a Specific Plan

The third component in the approach to addressing the future of Hawthorne Boulevard was the decision to prepare a Specific Plan. In January 1994, one year after giving direction to undertake a study of Hawthorne Boulevard, the City Council directed that a Specific Plan be prepared for the Corridor Area. The decision to prepare a Specific Plan was made after consideration of other means of directing the future of the area, including the creation of new zones or the application of an overlay zone. The Specific Plan was determined to be the best method for addressing City Council and community concerns because it is the only type of planning tool that provides for the mutual consideration of land use and transportation, linking growth and development with corridor-wide transportation improvements. It is also the only planning tool that, in conjunction with land use and transportation considerations, can provide for other types of public improvements, such as landscaping in the public right-of-way and the undergrounding of utilities.

E. GENERAL PROVISIONS

1. General

The Hawthorne Boulevard Corridor Specific Plan sets forth a variety of implementing measures in the form of policies, land use and development regulations, and design guidelines.

All construction and development within the Specific Plan Area shall comply with the provision of this Specific Plan and other documents incorporated by reference. If any issues arise which are not covered by the provisions of this Specific Plan or other referenced documents, the most applicable provisions of the Torrance Municipal Code shall prevail as determined by the Planning Director.

Consistency with the Specific Plan is also a key factor in decisions made by the City with respect to the subdivision of land or the adoption of a development agreement. The Subdivision Map Act requires the City to find the Tentative or Final Subdivision Map consistent with the Specific Plan. Likewise, a development agreement can only be approved if the City finds the agreement consistent with the General Plan and the Specific Plan.

2. Resolution of Conflicts

If an issue, condition, or situation arises that is not sufficiently provided for or is not clearly understandable, those regulations of the City Land Use Ordinance that are applicable for the most similar issue, condition, or situation shall be used by the Planning Director as guidelines to resolve the unclear issue, condition, or situation. This provision shall not be used to permit uses or procedures not specifically authorized by this Specific Plan or the City's Land Use Ordinance. Determinations of the Director may be appealed to the Planning Commission within fifteen days of said determination.

3. Amendments

This Specific Plan may be amended by the same procedure as it was originally adopted. Each amendment shall include all sections or portions of the Specific Plan that are affected by the change. An amendment may be initiated by the City Council, Planning Commission, or private property owner. Any such amendment requested by a property owner shall be subject to the fee schedule adopted by the City Council.

4. Land Use Determinations

Whenever a particular use has not been clearly listed in a land use sub-district within the Specific Plan Area, it shall be the duty of the Planning Director to determine if said use is (a) consistent with the overall intent of the sub-district in which the use is proposed; and (b) consistent with the other land uses permitted in that sub-district. Unless the Director determines the proposed use is similar to a listed use, it shall be a prohibited use. An amendment shall be required to add a use not clearly listed.

5. Definitions and Terminology

Words, phrases and terms not specifically defined herein shall have the same definition as provided for in Division 8 and Division 9 of the Torrance Municipal Code.

6. Nonconforming Uses and Structures

Where, at the time of passage of this Specific Plan, the lawful use of land or structure exists which would not be permitted by the regulations imposed by this Specific Plan, such use or structure shall be governed by Articles 22 and 23 of Division 9 of the Torrance Municipal Code.

**7. Relationship of Specific Plan to Skypark and Meadow Park
Redevelopment Project Areas**

The Specific Plan does not supercede the land use and development standards established for either the Skypark or Meadow Park Redevelopment Project Areas. There is, however, a relationship between the appearance and character of development in the project areas and the identity and image of Hawthorne Boulevard. For this reason, future development in the Redevelopment Project Areas will be encouraged through the Development Review process to conform to the Design Guidelines of this Specific Plan, as well as to the required plant materials identified for the street setback areas within each of the Districts and land use subdistricts (please refer to Chapters IV and V). Furthermore, future development in the Skypark and Meadow Park Redevelopment Project Areas will be subject to the transportation strategies set forth in Chapter VI.

If at some future date either Redevelopment Project Plan expires, the respective area shall become part of the Hawthorne Boulevard Corridor Specific Plan Area and the provisions of this Specific Plan in whole shall be applicable.

**8. Relationship of Specific Plan to Division 8
or the Torrance Municipal Code**

The Design Guidelines relative to private property signage contained in Chapter V of this Specific Plan are intended to be used in conjunction with the sign standards of Division 8 of the Torrance Municipal Code, as appropriate, and as determined by the Building and Safety Director.

9. Relationship of Specific Plan to Strategic Plan

In February of 1996, the City Council adopted a Strategic Plan for Torrance that identifies a vision, mission, values, strategic priorities, goals, and sub-goals to guide the city into the 21st century. The Strategic Plan lays the foundation for implementing actions that the City government and community will undertake in coming years to achieve the future vision. As an integrated land use, transportation, and streetscape plan for Hawthorne Boulevard that defines public policies and actions, and establishes development standards and guidelines for private development, the Specific Plan directly implements the vision, all of the strategic priorities, and many of the goals and sub-goals of the Strategic Plan. And as a Plan that was developed with considerable public input, the Specific Plan articulates a community-based vision for Hawthorne Boulevard that builds upon the community's city-wide vision in the Strategic Plan.

10. Severability

If any regulation, condition, program or portion of this Specific Plan is for any reason held invalid or unconstitutional, such portion shall be deemed a separate distinct and independent provision and the invalidity of the provision shall not affect the validity of the remaining portions.

Chapter
II

A. INTRODUCTION
AND
ORGANIZATION

This chapter provides the conceptual framework within which the HBCSP was developed and whose components serve as the foundation for the regulatory and public improvement sections of this Specific Plan.

There are five essential components to this conceptual framework. The first and most significant of these is the City's General Plan. This Specific Plan is an implementation program of the Torrance General Plan, and as such is the regulatory and strategic tool for applying City land use and transportation policies within the Hawthorne Boulevard Corridor area.

The second component is the *Goals, Objectives, and Policies* of the Specific Plan. These are consistent although different than the City-wide goals, objectives and policies of the General Plan, in that they are expressed at a more precise level of detail, as is appropriate in a Specific Plan for a commercial corridor.

The third component is the consideration of opportunities and constraints imposed by existing conditions to achieving identified goals and objectives. Fourth is a concept first articulated in the General Plan and fundamental to this Specific Plan - that land use and transportation decisions are interrelated, and that the nature of one determines the viability of the other.

The last component of the Development Framework is the District Concept in which the Corridor as a whole is divided into five Districts. As described later in this chapter, this is the basic organizing element for the Specific Plan.

B. GOALS AND
OBJECTIVES

A necessary beginning for any long range planning and implementation tool (such as a specific plan) is a set of goals and objectives, with policies to establish the basis for action. Goals establish the mental and philosophical picture from which actions can be developed. In turn, objectives define the action or means with which to address the goals. Finally, policies mandate the actions to be taken as stated in the objectives, from which the goals can be met.

The goals, objectives and policies for the Hawthorne Boulevard Corridor Specific Plan were developed with the oversight of the Hawthorne Boulevard Corridor Area Participation Committee (HBCAP), and with input from key stakeholders.

1. Overall Goals

- A. Accentuate and preserve the prominence of the Hawthorne Boulevard Corridor as the retail and commercial backbone of Torrance and the South Bay.

.....

Development Framework

- B. Promote economic vitality and competitiveness.
- C. Define and provide for an integrated and high quality urban image of the Corridor as a whole, consistent with its functional role.
- D. Preserve and enhance unique characteristics of, and transitions between, identified subdistricts, maintaining a balance with the overall image of the corridor.
- E. Maximize opportunities for alternative modes of transportation and maintain mobility.
- F. Provide for increased housing opportunities in the Hawthorne Boulevard Corridor.
- G. Protect existing and future residential neighborhoods from intrusive impacts.
- H. Identify funding sources to implement planned improvements.
- I. Facilitate public and private participation to achieve a high quality aesthetic, functional, and economically viable corridor.

In an effort to further articulate the overall goals, specific Urban Design, Land Use, Infrastructure, Funding, and Transportation related objectives and policies are provided.

2. Urban Design

A. Objective

An urban design image that expresses an inviting and high quality character and identity for the Hawthorne Boulevard Corridor, and that enhances the commercial vitality of the area.

B. Policies

1. Develop urban design guidelines which promote the identified desired image and function of the corridor; all development in the corridor area shall incorporate prescribed urban design themes and this shall be a major consideration in development project review and approval.
2. Create integrated and distinguished urban images for identified subdistricts, while maintaining continuity with the overall image of the corridor.
3. Identify key intersections and entry points to the City and the corridor with monumentation, lighting, hardscaping and/or landscaping treatments.
4. Develop consistent streetscape and landscape palettes for identified subdistricts and the entire corridor.
5. Develop a sign program for the corridor consistent with urban design themes.

.....

Development Framework

6. Explore opportunities for providing public amenities, such as public art or public open spaces (plazas, courtyards, etc.).
7. Incorporate public safety concerns in urban design applications.

3. Urban Form/Land Use

A. Objective

A mix and configuration of land uses that promotes efficient utilization of land and encourages a mix of convenient mobility options.

B. Policies

1. Establish design standards and identify appropriate siting considerations for the development of residential or mixed-use projects which integrate residential and commercial uses.
2. Identify opportunities for and where feasible promote the concept of transit-oriented development.
3. Develop site design guidelines which support and encourage transit use and provide for pedestrian access to various modes of transportation.
4. Develop systems of pedestrian pathways for the corridor and its subdistricts.
5. Utilize innovative land use and site design alternatives for the Del Amo Business District to create a functional 24 hour urban center with linkages to the Civic Center and an integrated circulation system which emphasizes transit access and pedestrian movements.
6. Establish regulations and where necessary employ creative techniques to protect existing single-family residential neighborhoods adjacent to the corridor from potential intrusive impacts resulting from inappropriate commercial activities and high traffic volumes.
7. Provide for sufficient off-street parking to meet parking demand for customers and employees.
8. Develop a program to allow for shared parking arrangements among compatible land uses.
9. Develop parking design guidelines that reduce the harsh visual effect of surface parking lots and parking structures along the corridor.
10. Develop additional transit oriented housing opportunities within the Hawthorne Boulevard Corridor.

4. Infrastructure

A. Objective

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

Development Framework

B. Policies

1. Provide for and phase necessary improvements to public infrastructure in coordination with the construction of new development and with the urban design policies of this plan.
2. Identify both needed public improvements necessary to support anticipated levels of future development and the anticipated costs of such improvements.
3. Develop and implement a program for the undergrounding of utility lines along Hawthorne Boulevard.
4. Coordinate the installation of planned improvements to minimize disruptions in the function of the Boulevard.
5. Coordinate infrastructure improvement priorities with those established for other areas of the city.

5. Financing

A. Objective

An adequate and equitable financing program for public improvements in the corridor.

B. Policies

1. Develop a financing program which provides sufficient sources of funding for identified improvements.
2. To the maximum extent possible, allocate public improvement costs to those who will benefit from the improvements.

6. Traffic Circulation

A. Objective

The safe and efficient circulation of vehicular traffic in the corridor.

B. Policies

1. Maintain or improve the existing peak traffic level of service.
2. Minimize potential conflicts between through traffic on Hawthorne Boulevard and turning traffic, between vehicles and pedestrians, and between traffic and stopped transit vehicles.
3. Maximize the efficiency of traffic operations through the implementation of transportation systems management improvements.
4. Provide for the movement and access of commercial vehicles and goods while maintaining the safety of pedestrians and other vehicles.
5. Avoid the intrusion of through traffic in residential areas.

7. Transit

A. Objective

Transit service which enhances mobility in the corridor and serves as a convenient alternative to automobile travel.

B. Policies

1. Coordinate local and regional transit service operating in the corridor in order to maximize the service provide and to optimize convenience to the user.
2. Establish express or limited-stop service between major land uses or transfer stops for lines traveling outside the corridor.
3. Develop a marketing plan for transit service in the corridor, targeting promotions and marketing to specific users.
4. Design transit amenities that are responsive to the needs and comforts of transit users and that are consistent with identified urban design themes.
5. Establish shuttle services that enhance corridor carrying capacity and accessibility to adjacent land uses.
6. Encourage and promote the use of alternative fuels.

8. Transportation Demand Management (TDM)

A. Objective

Reduce dependence on single-occupant vehicles for circulation in the corridor.

B. Policies

1. Attain an average vehicle ridership of 1.5 or better for all commute trips terminating at employment centers in the corridor.
2. Encourage site and building design that promotes TDM strategies.
3. Facilitate sharing of trip reduction programs among employers and others in the corridor area.
4. Develop transportation management associations where feasible.

**C. OPPORTUNITIES
AND
CONSTRAINTS**

Existing conditions in the Hawthorne Boulevard Corridor Area act as either opportunities or constraints to the achievement of the identified goals and objectives. The following opportunities and constraints have been identified for the Hawthorne Boulevard Corridor.



1. Opportunities

- ◆ Hawthorne Boulevard supports the largest concentration of retail and commercial uses in the South Bay.
- ◆ Present and projected traffic volumes will continue to attract retail and commercial development.
- ◆ There are distinctive areas and/or patterns of development within the corridor that support the creation of districts, which can enhance the visual organization of the corridor and minimize monotony.
- ◆ Underutilized, appropriately sized sites exist which could be utilized for mixed use projects, incorporating both commercial and residential components.
- ◆ Key intersections and entry points to the City could support identification treatments to convey to persons traveling along the Boulevard when they are in Torrance.
- ◆ Hawthorne Boulevard Corridor supports a major transit center and is part of the regional transit system, providing connections citywide and to other major transit centers within the region.

2. Constraints

- ◆ The designation of Hawthorne Boulevard as a state highway limits the City's ability to alter its appearance and function.
- ◆ Existing patterns of development are low density and auto dependent, making multi-use, transit-accessible, pedestrian friendly zones very difficult.
- ◆ Since the corridor is fully developed with few vacant properties, the pace and amount of future private development changes will likely be slow and scattered.
- ◆ Current peak traffic volumes already exceed capacity in several areas.
- ◆ There is a lack of functional and design continuity throughout the corridor; the corridor clearly lacks a sense of organizational structure.
- ◆ Pedestrian areas and amenities are lacking. Pedestrian and vehicular access is inefficient and for many businesses is not clearly defined.
- ◆ Existing single family residential development abuts the corridor in several places.
- ◆ The number of small, narrow and individually owned parcels increases the difficulty for planned cohesive development.
- ◆ Future development must adhere to congestion management and air quality mandates.



**D. TRANSPORTATION
AND LAND USE
CONCEPT**

The Hawthorne Boulevard Corridor Specific Plan is designed to recognize and build upon the complex interrelationships between land use and transportation. The location and physical and functional characteristics of the land use in the corridor significantly affect circulation patterns, travel mode choices, volumes of traffic, and opportunities for improving transportation. Conversely, the effectiveness of the transportation system significantly affects the attractiveness of the corridor for development.

In recognition of these relationships, the land use and urban design components of the plan have been developed to support and harmonize with the transportation system, and in turn the transportation components have been designed to support the land use objectives for the corridor. The philosophical underpinnings of the plan include several key premises:

- ◆ The type and intensity of development is the primary determinant of circulation needs and travel demands in the corridor. Plans for improving the corridor's circulation should therefore be based on existing and planned future land uses in the corridor.
- ◆ Existing land use development patterns constrain opportunities to expand the traffic-carrying capacity of the Boulevard; therefore, transportation improvements must be based on a balanced multimodal strategy.
- ◆ Travel demands are significantly determined by the travel patterns and needs of the people who are coming to these developments. Strategies to manage transportation demand and enhance alternative travel modes must consider these factors.
- ◆ Spatial separation of interactive land use types (i.e., types of land use which could be expected to generate a substantial volume of trip interaction) contributes to the need for automobile travel. The corridor land use strategy should therefore identify opportunities to locate future development in the corridor which will help to reduce the need for automobile travel.
- ◆ The convenience of public transportation is a significant determinant of its use. Spatial separation of major travel generators (land uses which produce or attract large numbers of trips) from public transportation hubs decreases the convenience of transit by increasing the need for transfers. The corridor land use strategy should therefore identify opportunities to locate key travel generators near hubs of transit service, and to locate transit hubs near major generators.
- ◆ Site development patterns affect the choice of travel mode. Sites which provide convenient parking and access for the driver are an incentive to automobile travel. Sites which require long walks for pedestrians, or require transit users to walk through planters or parking lots discourage walking and transit use. Future site planning in the corridor should place more emphasis on convenience for visitors arriving on foot or by transit.



Development Framework

- ◆ The availability, convenience, comfort, and safety of pedestrian walkways help to determine whether short trips between adjacent developments are made on foot or by automobile. Barriers and inconveniences to pedestrian movement should be eliminated.
- ◆ Land use development patterns can affect the efficiency of the circulation system. For example, development of small land parcels with individual driveways results in parcel access patterns which degrade traffic flows on Hawthorne Boulevard and create safety hazards. Future development of this type should be avoided.

E. DISTRICT CONCEPT

Although Hawthorne Boulevard serves as the most highly traveled transportation artery in the City and as the prime commercial spine, its character is far from uniform along its 6-mile length. There are certain areas that are connected either functionally or cognitively or both. Land use intensities vary, as do established patterns of development. There are stretches of "strip commercial," a higher intensity commercial center, and a more intimate, "village-like" area. In some areas landscaping contributes to the character of the development, while in other places it is almost nonexistent.

While lack of uniformity is not inherently bad, when a clear sense of organization, visual interest, and a design theme that creates memorable images is not present, the result is visual disharmony which can be typical of large commercial corridors. Such disharmony leaves shoppers and visitors alike unimpressed with the local community's ability to control its appearance. Statistics consistently show that well designed commercial establishments in appealing environments generate the most consistently strong retail sales.

The considerable length of the Boulevard, coupled with existing identifiable subareas that have their own defining features, provides a unique design challenge and opportunity. The challenge is to devise a plan that gives cohesiveness and an image to Hawthorne Boulevard without creating monotony. The opportunity is to design a plan that enhances and capitalizes on the natural functional and cognitive differences that exist and that provides richness and identity.

The organizing principle that is used in this Specific Plan is that of districts. Within the Specific Plan boundaries, the corridor has been subdivided into five areas or "Districts." These districts were defined by all the participating committee, staff and consultant team members. Considerations for the development of district boundaries include location, land use, circulation patterns, development intensities and characteristics, cognitive identity and function.

This district concept as the organizing element for the Boulevard is carried throughout the entire Specific Plan, including: streetscape concepts (Chapter III); the zoning land use districts and development standards (Chapter IV); and design guidelines (Chapter V). District characteristics also provide guidelines for identifying the most appropriate transit and transportation demand management strategies for certain land uses (Chapter VI).

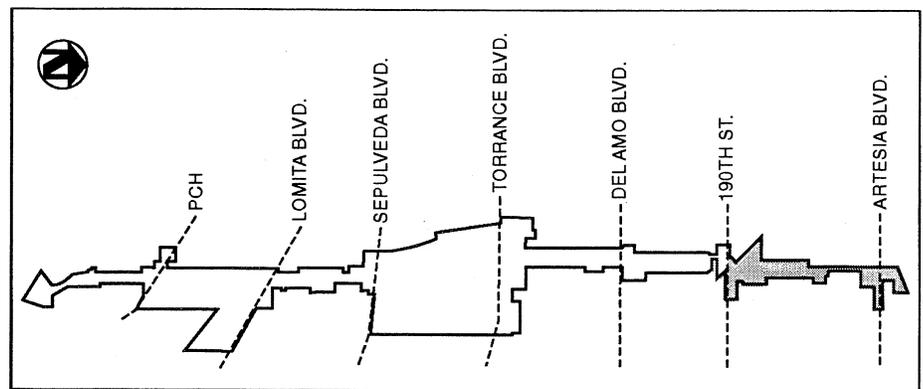
Development Framework

The following section identifies the five district boundaries of the Hawthorne Boulevard Specific Plan, existing prominent conditions or features, and a future district vision.

1. North Torrance District

A. Location

The North Torrance District is bounded by 190th Street to the south and Redondo Beach Boulevard to the north. The District begins at the City's northern boundary on Redondo Beach Boulevard and continues south along the east side of Hawthorne Boulevard.



Between 182nd Street and 190th Street, the district includes properties on the west side of Hawthorne Boulevard which are generally bounded by Burin Avenue and the adjacent trailer park.

B. Existing Prominent Conditions or Features

Existing features or conditions which define this district and provide potential for design enhancement include:

- ◆ Northern entry to the City, from other cities and the San Diego Freeway
- ◆ Proximity to the Galleria Mall and Redondo Beach city limits
- ◆ Proximity of R-1 zoned, single family development adjacent to Hawthorne Boulevard or siding on or backing up to commercial development and parking
- ◆ The grade-separated railroad crossing, just north of the 190th Street intersection
- ◆ The large number of small lot commercial developments, which are street adjacent with parking located behind

Development Framework

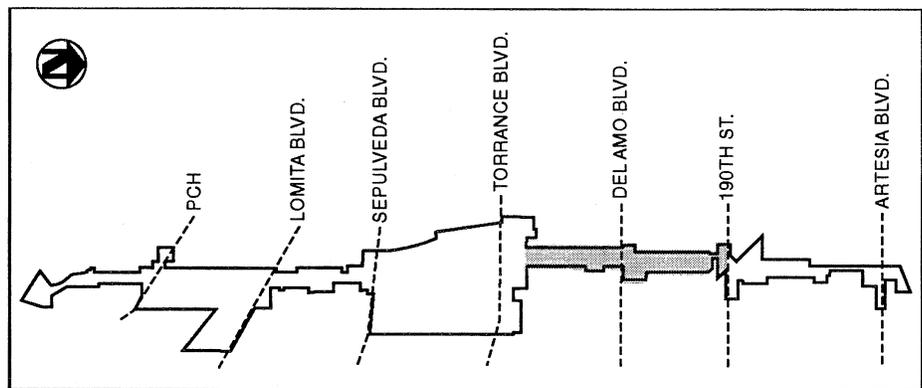
C. Future District Vision

The design concept envisioned for the North Torrance District is that of a northern gateway to the City and the City's most prominent commercial boulevard, providing an active, community oriented, commercial environment. Emphasis in commercial land use will be on businesses which cater to and accommodate the adjacent community as well as the larger South Bay sub-region. Pedestrian linkages from adjacent residential areas and within commercial areas will be emphasized through the use of numerous site and building design elements as well as increased transit access and service.

2. Promenade District

A. Location

The Promenade District includes property on both sides of Hawthorne Boulevard and extends from 190th Street on the north to Maricopa Street on the south.



B. Existing Prominent Conditions Or Features

Existing features or conditions which define this district and provide potential for design enhancement include:

- ◆ Largest variety of land uses
- ◆ Concentrated area of automobile sales and service land uses
- ◆ R-1 zoned, single family development adjacent to frontage road/Hawthorne Boulevard
- ◆ Increased commercial density in southern portion near Del Amo Business District
- ◆ Large mixture of building and landscape setbacks

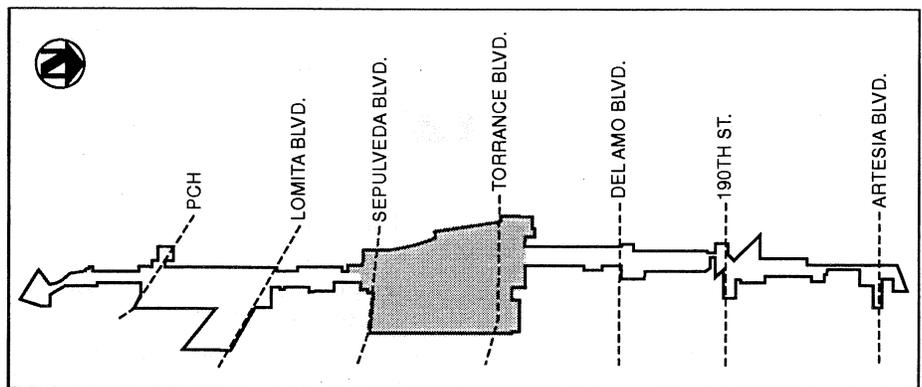
C. Future District Vision

The design concept envisioned for the Promenade District is that of a commercial environment providing a wide variety of sales and service businesses that serve community and regional needs. Consolidated and well planned automobile sales or service uses are included. Emphasis is placed on enhancing a pedestrian oriented environment. Project amenities which may increase use of public transit are strongly desired as part of site development.

3. Del Amo Business District

A. Location

The Del Amo Business District makes up the largest and most densely concentrated commercial area within the Hawthorne Boulevard Corridor and includes the Del Amo Fashion Center. This district begins on the north side of Torrance Boulevard, extends south to Sepulveda Boulevard, and includes commercial property on the south-west and southeast corners of Sepulveda Boulevard and Hawthorne Boulevard. The Del Amo Business District is generally bounded by Ocean Avenue to the west and Madrona Avenue to the east. It also includes the Little Company of Mary Hospital, and properties to the north of the hospital that are zoned HMD: Hospital, Medical, Dental District.



B. Existing Prominent Conditions Or Features

Existing features or conditions which define this district and provide potential for design enhancement include:

- ◆ Largest and most densely concentrated commercial district
- ◆ Location of the Del Amo Fashion Center
- ◆ Little Company of Mary Hospital property
- ◆ Highest density of professional office, restaurant, hotel, and entertainment land uses
- ◆ Area of largest and tallest buildings, and largest parking lots/structures

Development Framework

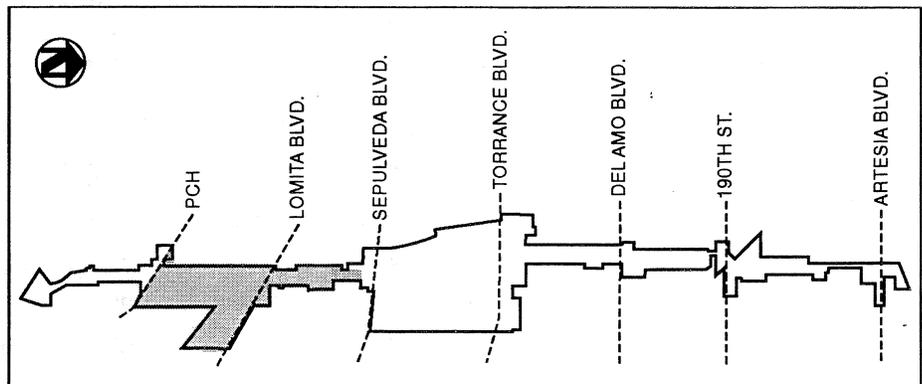
C. Future District Vision

The Del Amo Business District is envisioned to remain the commercial core of the City, encompassing within its boundaries the most intensive and grandest scale of building found in the City. Although the urban core of Torrance, individual land uses are disjointed and the District as a whole lacks opportunities for travel between land uses without the use of an automobile. Integration of individual land uses through a district-wide pedestrian circulation system in conjunction with a circulator transit service will provide for greater interaction between land uses and a greater sense of connection within the District. Building design will further enhance the unification of the City's urban center, as individual projects relate dynamically with adjacent projects and with identity and function of the District as a whole. A diversity of land uses and outdoor activity areas will also contribute to the identity of the district, including a variety of mixed-use projects, as well as higher density multi-family and senior citizen housing projects.

4. Meadowpark District

A. Location

The Meadowpark District is bounded by Pacific Coast Highway to the south and 225th to 226th Street to the north. The western boundary is irregular and extends approximately 250 feet from the Hawthorne Boulevard right-of-way. The eastern boundary is also somewhat irregular, extending to Madison Street and Samuel Street. This subdistrict contains the Skypark Redevelopment Project and Meadowpark Redevelopment Project areas.



B. Existing Prominent Conditions Or Features

Existing features or conditions which define this district and provide potential for design enhancement include:

- ◆ Location of the Skypark and Meadowpark Redevelopment projects, housing, office, medical, restaurant and light industrial/office uses
- ◆ Area of single family residential uses adjacent to Hawthorne Boulevard
- ◆ Location of the Torrance Memorial Medical Center.

Development Framework

- ◆ Transitioning density from the very high scale Del Amo Business District to the village scale of the Waleria District
- ◆ South boundary of district is Pacific Coast Highway (PCH)

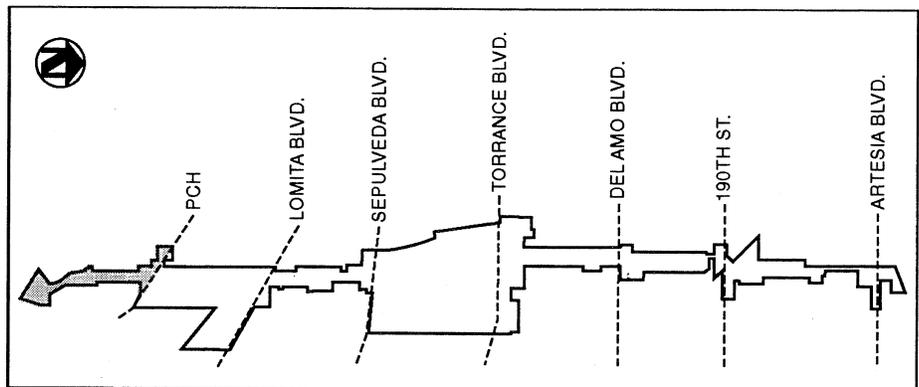
C. Future District Vision

The design concept envisioned for the Meadowpark District is that of a varied density district providing a wide variety of large and small commercial retail, office and educational uses. The southern end of the district shares the important intersection of Hawthorne Boulevard and Pacific Coast Highway with the Waleria District.

5. Waleria District

A. Location

The Waleria District is bounded by the City Limits to the south and Pacific Coast Highway (PCH) to the north. The eastern boundary encompasses all commercial properties adjacent to Hawthorne Boulevard and Newton Street. The western boundary is the rear property lines of Hawthorne Boulevard properties. At Pacific Coast Highway, the western boundary extends to Ocean Avenue, incorporating all commercial properties on the south side of the street.



B. Existing Prominent Conditions Or Features

Existing features or conditions which define this district and provide potential for design enhancement include:

- ◆ Unique character, with predominant building placement at the back of sidewalk, creating a village-like atmosphere.
- ◆ High proportion of small, specialty, commercial businesses developed on single lots.
- ◆ Location of the intersection of PCH and Hawthorne Boulevard.
- ◆ Smaller scale traditional storefronts.
- ◆ South boundary of district is also the southern city limit boundary and entrance from the Palos Verdes Peninsula.

Development Framework

C. *Future District Vision*

The design concept envisioned for the Waleria District is that of a low density district providing a variety of small, upscale, specialty retail and office businesses. This type of commercial land use includes antique stores, boutiques, furniture, personal service and design related uses. Waleria has a strong emphasis on pedestrian orientation. The District will continue to serve as the southern gateway to the City and share the important intersection of Hawthorne Boulevard and Pacific Coast Highway with the Meadow Park District.



Chapter
III

A. INTRODUCTION

As the most highly traveled road in the City and one of its major entry points, many people develop an image of Torrance based upon what they see from their automobiles while driving on Hawthorne Boulevard. The image that is perceived is a combination of public streetscape and the portions of private development that directly front onto the street. If that scene lacks identity and character, the image of the city, street, and adjacent property suffers.

A person's mental image of Hawthorne Boulevard is formed through direct experiences and information gained from personal observations and from other people. Opinions vary among individuals, whether they are residents, merchants, or shoppers. It is reflected in the ways people patronize businesses, negotiate traffic, visit the area, choose a restaurant, or decide where to stay overnight. Impressions of the area can be measured in objective criteria such as retail sales activity, pedestrian activity, traffic, and assessed valuation. Impressions can also be evaluated in more qualitative or perceptual terms such as clarity, distinctiveness, identity, quality, and attractiveness.

As described here, image and identity are considered from the perspective of the way people will experience Hawthorne Boulevard - for instance, as a thoroughfare to get to another destination; as a destination point, be it a retail establishment, office, or restaurant; as a merchant who desires the high visibility that the Boulevard provides; or as a resident who identifies it as the commercial center of the City.

The best commercial districts have memorable qualities, including:

- ◆ *A clear sense of arrival* through a change in landscape, special entrance features, and/or the quality of the built areas;
- ◆ *A commercial or cultural "heart"* which says something about activities, history, commerce, or natural features which the community values - in some cities, it is a college campus, while in others it may be an old plaza with an ancient tree, a cluster of financial institutions, a shopping street, or a historic district;
- ◆ *A clear organization* of streets, sidewalks, and special design districts which gives people a sense of direction and orientation, and a sense of being able to find one's destination easily; and
- ◆ *A sense of uniqueness* that can derive from a single feature, an area-wide design theme that distinguishes it from another place, or an event that is held in a special place each year.

.....

Streetscape Design Concept

- ◆ A detailed cost estimate based upon final working drawings;
- ◆ Preparation of a plan to determine phasing of streetscape in conjunction with other identified improvements (i.e., coordinating street tree and median improvements with utility undergrounding); and
- ◆ Preparation of a transit amenity program that identifies the type of bus shelter, bus bench, and other amenities for bus stops along the Boulevard, as well as the location of recommended improvements.

This chapter contains several sections that delineate both in text and graphics the Streetscape Design Concept. Together, they provide a pictorial representation of how the Streetscape Design Concept will give identity, uniqueness, and visual organization to the Boulevard. The first section is the *District Identification Matrices* for the five districts. Each district matrix shows all of the components of both public and private design elements that will create the distinct theme, image, or "identification" for that district. An explanation and description of the application of each element is provided as well. The second section includes *Streetscape Concept Plans*, thematic maps that highlight the location of many of the streetscape components for the entire Boulevard; a more detailed concept map for the Del Amo Business District as well as for the Hawthorne Boulevard/Pacific Coast Highway Intersection Area. This provides another perspective on conceptual organization of the streetscape themes by district and throughout the corridor. The final section of the chapter describes the recommended *Public Signage Program*.

C. DISTRICT IDENTIFICATION MATRIX

As discussed previously in this document, the Specific Plan identifies five districts along Hawthorne Boulevard. These five districts form the basic building blocks for developing a coherent organizational structure for the Boulevard. As envisioned, the vehicular traveler will move through a series of uniquely distinct streetscapes along Hawthorne Boulevard's length. In addition to simply breaking the monotony of a single theme/element design plan for such a long corridor, the vehicular traveler begins to organize and orient purchases and services within the context of these districts. Therefore, utilization of the corridor and district design themes as a reference point for design of private development, advertising, and promotion can be a tool to heighten recognition and enhance individual and collective marketing strategies. The components identified earlier that create memorable qualities of place – a clear sense of arrival, a commercial "heart," a clear organization, and a sense of uniqueness – are created and reinforced.

The District Identification Matrices portray the conceptual framework for an overall streetscape and private property urban design theme(s). The overall streetscape concept for each district places considerable importance on both public *and* private design elements, and the impact the *interaction* of the two has on the image of the Boulevard. Each design matrix, found on the following pages, outlines the public and private design elements that continue the "district look."

Streetscape Design Concept

Each District Identification Matrix contains a series of consistently addressed Urban Design Criteria with some graphic examples. The following provides a more detailed description of the various Urban Design Criteria categories found on the District Identification Matrices.

1. Streetscape

The information provided under this heading relates to the palette of plant materials identified for use within each of the five Districts, as well as for the Hawthorne Boulevard/Pacific Coast Highway Intersection Area. Street tree species are identified, as are the species of trees, shrubs and groundcover selected for planting in the medians.

In most instances, the existing street trees will be removed and replaced with new trees in accordance with the tree species identified for that area. In the few cases where the medians are already planted, the existing trees will remain and the planters augmented with appropriate shrubs and groundcover.

Street trees will be planted adjacent to the curb face in the public right-of-way, where it is possible to do so. In Districts where undergrounding of utility lines has already occurred, trees will be planted in existing tree wells to the extent possible. In the Promenade District, street tree replacement will be coordinated with utility undergrounding activities.

2. Street Edge Setback Landscaping (Private Property)

The information provided under this heading relates to the landscaping provisions for *private property* in the required setback adjacent to the public right-of-way. (These requirements are described in detail in the landscape sections of Chapter IV, Development Standards and Chapter V, Design Guidelines.)

3. District Color

The use of color is an easy and inexpensive organizing design element. Each district has its own unique color, which is intended to be used on on-site hardware, such as parking lot light poles, signage hardware, and accent trim on buildings. It is encouraged that other colors used on-site (i.e., for buildings and signage) coordinate with the district color. In addition, the district color can be used on certain public hardware, like advance street signs, and possibly on transit stop amenities, like bus benches and waste receptacles.



4. Pedestrian Pathway/Paving

Street intersections and crosswalks are strategic in that they have broad visual exposure and accommodate the circulation of both motorists and pedestrians. In addition, the Specific Plan encourages private development to facilitate pedestrian movements on-site and between adjoining properties to reduce the number of auto-related trips. To identify pedestrian pathways, direct pedestrian circulation, and to highlight major intersections, special paving is encouraged to be used on private property and at identified locations in the public right-of-way. Use of either the special district paving types or scored concrete that is colored to match the district paving is acceptable.

5. Parking Lot Lighting Standards (Private Property)

This heading describes the type of parking lot lighting standard design encouraged for new private developments. The lighting standards are not necessarily the only ones which can be used; standards with similar design features are acceptable. If the lighting standards are not painted with the district color, the hardware should remain unpainted.

6. Sign Parameters (Private Property)

The description provided under this heading relates to the preferred new sign designs for private development. (See Chapter V for more detail regarding sign design guidelines.)

7. Special Items

The description provided under this heading relates to any special or desirable streetscape amenities or features on private or public property for each district.

8. District Logo

A special logo for each district has been designed to be used as desired for private or public purposes. Examples of uses include identifiers at transit stops and on maps; stamping them in concrete on sidewalks; using them on banners; and incorporating them into signs.

Figures III-1 through III-5 illustrate the District Identification Matrixes.



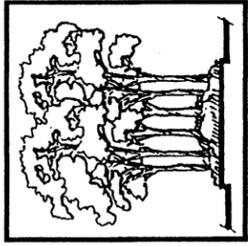
DISTRICT IDENTIFICATION MATRIX

Figure III-1

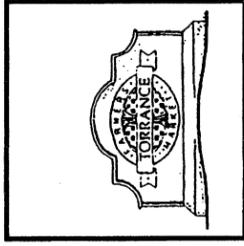
◆ North Torrance District - Commercial Boulevard Environment

Urban Design Criteria

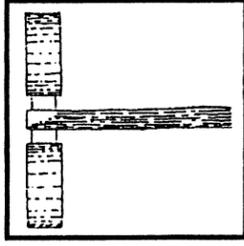
Streetscape Palette



Median Design



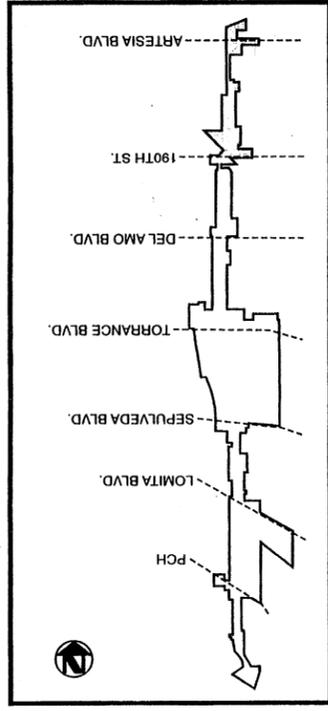
District Signage



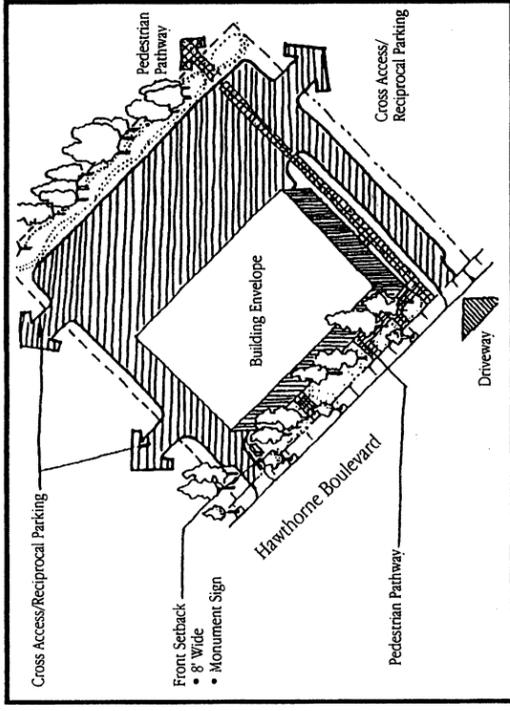
Lights



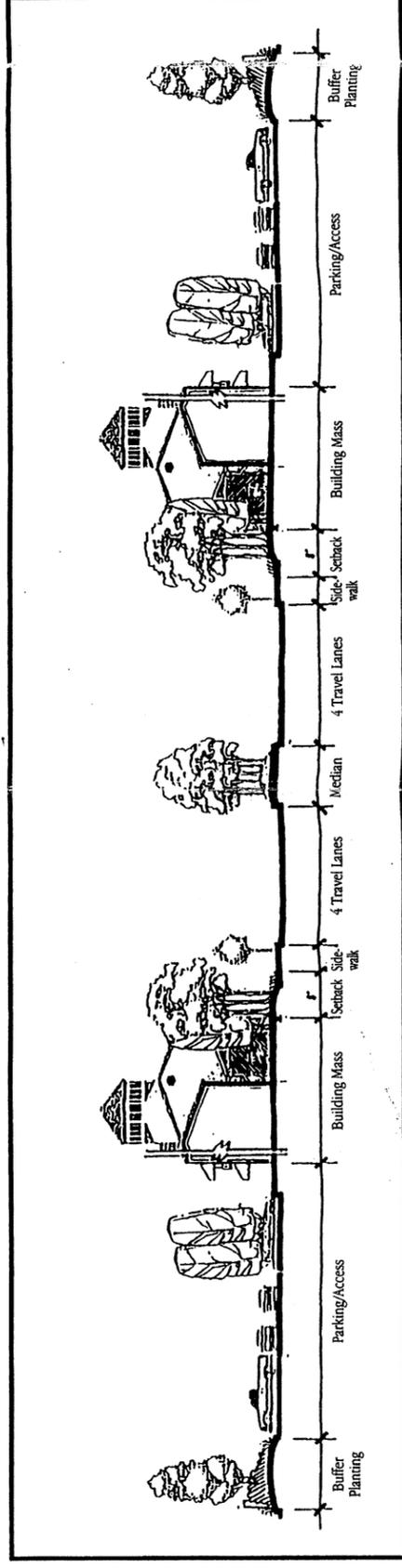
District Logo



Key Map



Typical Site Plan Concept



III-6 Typical Cross Section

1 Streetscape - Medians will be planted with random clusters of Eucalyptus and Melaleuca trees with Escallonia and Lavender Cotton as shrubs and groundcover. Replace existing sidewalk trees with New Zealand Christmas trees.

2 Street Setback Area (Private Property) - Eucalyptus trees will be planted in random clusters, with Escallonia as shrubs, and Lavender cotton and turf as groundcover within the required 8' setback behind public R.O.W.

3 District Color - Forest Green (Pantone Matching System Reference #561). It is encouraged that private signage hardware, parking lot lights and on-site hardware/amenities be painted Forest Green.

4 Pedestrian Pathway/Paving - 12" x 12" terra cotta tiles or compatible colored concrete will be used in the North Torrance District.

5 Parking Lot Lighting Standards - A contemporary style lighting standard that is painted/thermoset the district color is acceptable. Historic or period style lighting standards are not recommended. If the district color is not used, the light standard shall not be painted.

6 Sign Parameters - "Ground Hugging" monument signs with contemporary base. Hardware is encouraged to be painted district color.

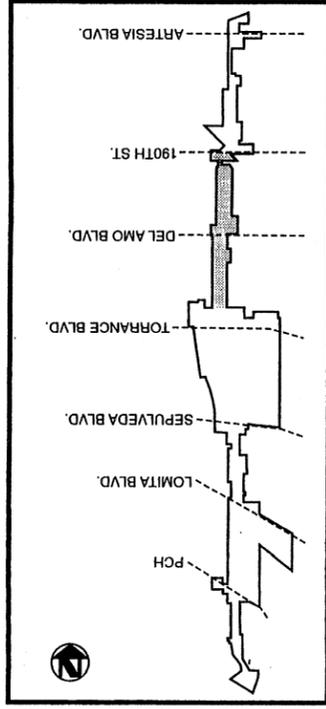
7 Special Items/Requirements

- City entry program.

DISTRICT IDENTIFICATION MATRIX

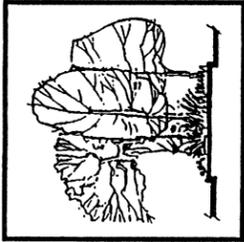
◆ Promenade District - Commercial Boulevard Environment

Figure III-2



Key Map

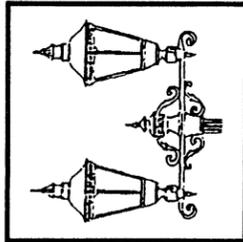
Streetscape Palette



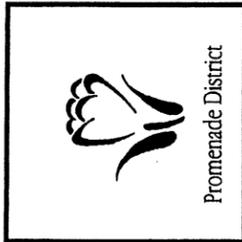
Median Design



District Signage

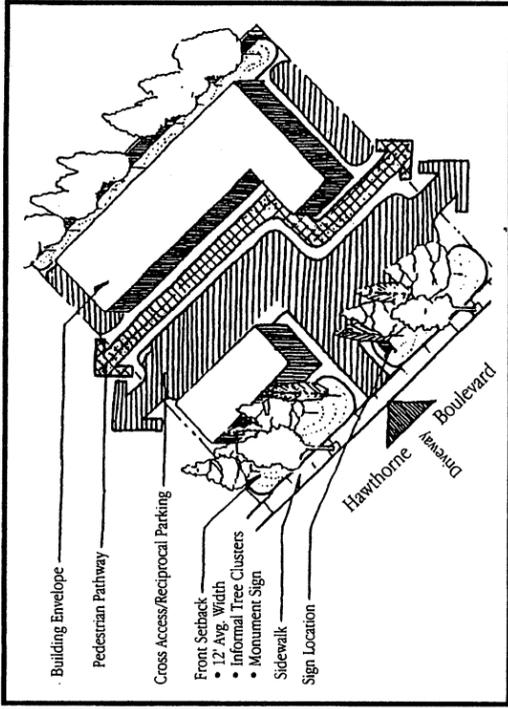


Lights

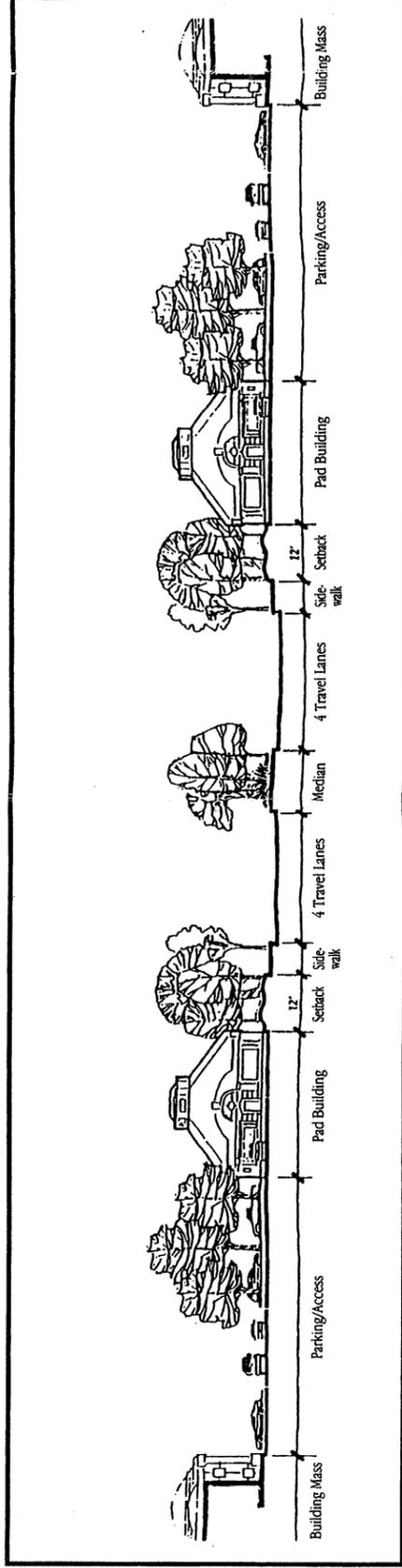


Urban Design Criteria

- 1 Streetscape** - Medians will be planted with random clusters of Bradford Pear, Brisbane Box and Australian Willows. Day Lily and Gazania shall be planted as shrub and groundcover in the medians. Replace existing sidewalk trees with Brisbane Box.
- 2 Street Setback Area** - Mixture of Evergreen Bradford Pear, Brisbane Box and Australian Willow, with Day Lilies as shrubs, and Gazania and turf as groundcover within the required 12' setback behind public R.O.W.
- 3 District Color** - Burgundy (Pantone Matching System Reference #505). It is encouraged that private signage hardware, parking lot lights and on-site hardware/amenities be painted Burgundy.
- 4 Pedestrian Pathway/Paving** - Brick pavers or compatible colored concrete.
- 5 Parking Lot Lighting Standards** - A pole mounted light with a double lantern appearance, painted/thermoset the district color is acceptable. A good example of such a standard is Western Lighting standard fixture "Copenhagen" (FXCPS130). If the district color is not used, the light standard shall not be painted.
- 6 Sign Parameters** - "Ground Hugging" monument signs with rock or cobble base.



Typical Site Plan Concept



III-7 Typical Cross Section

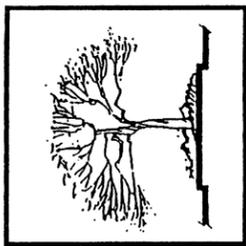
DISTRICT IDENTIFICATION MATRIX

◆ Del Amo Business District - Downtown Urban Center Environment

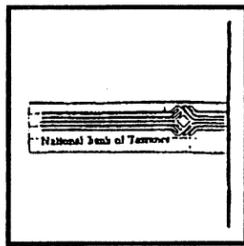
Figure III-3

Urban Design Criteria

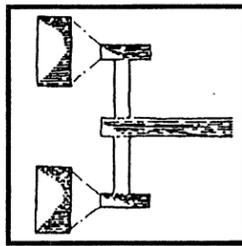
Streetscape Palette



Median Design



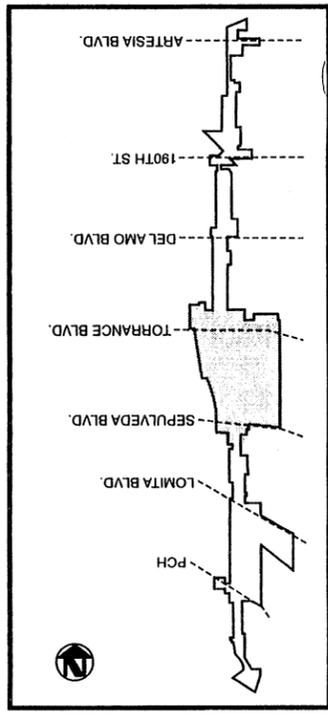
District Signage



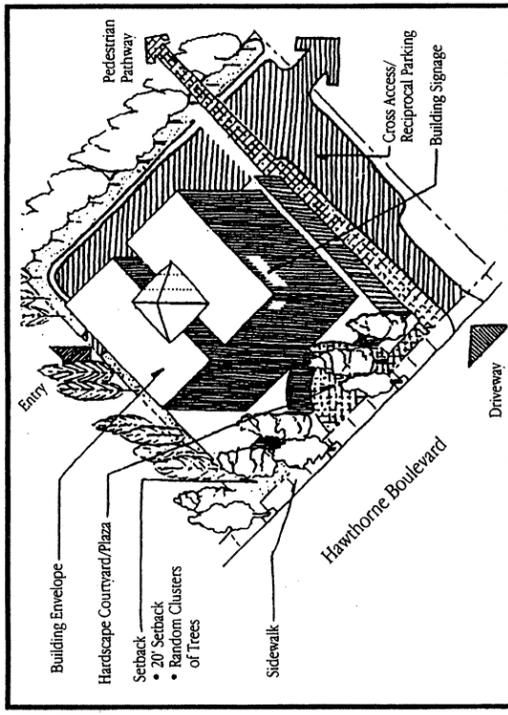
Lights



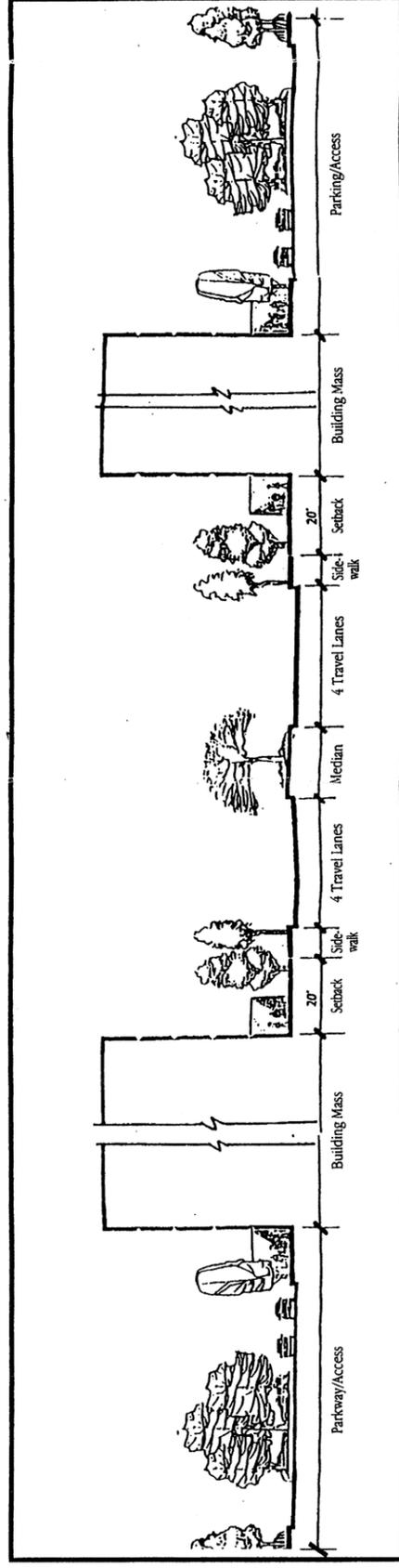
District Logo



Key Map



Typical Site Plan Concept

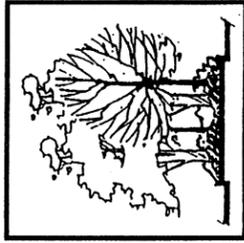


III-8 Typical Cross Section

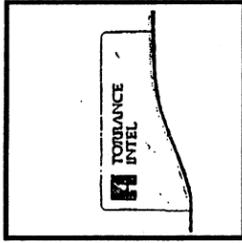
- 1 Streetscape** - Formal plantings of Jacaranda with Agapanthus, Sea Lavender and Dwarf Coyote Brush in center median along Hawthorne Boulevard. Bradford Pears as street trees on Torrance and Sepulveda Boulevard and on Madrona Avenue.
- 2 Street Setback Area** - On Hawthorne Boulevard, a mixture of Jacaranda, Tipu and Coral Trees. On Torrance Boulevard, Eucalyptus trees with Jacaranda trees at key entries. On all other street frontages, Jacarandas will be used. Throughout, Agapanthus will be used as shrubs, and Dwarf Coyote Brush and turf for groundcover.
- 3 District Color** - Purple "Eggplant" (Pantone Matching System Reference #255). It is encouraged that private signage, hardware, parking lot lights and on-site hardware/amenities be painted Dark Purple.
- 4 Pedestrian Pathway/Paving** - Smooth finish concrete (buff color) with 4' x 4' saw cuts, 12" x 12" tiles (granite look) strip accents.
- 5 Parking Lot Light Standards** - A contemporary lighting style with a twin mounted, torchier style fixture is acceptable. A good example is KIM LIGHTING, WTC-2 or similar with metal halide using custom thermostat polyester color. If the district color is not used, the light standard should not be painted.
- 6 Sign Parameters** - "Ground Hugging" monument signs with smooth finish stone base.
- 7 Special Items/Requirements**
 - Establish pedestrian circulation system that connects individual projects and that links buildings, the transit center and bus stops.
 - Seek unique ways to connect individual development projects within the district through landscape, hardscape, architecture and pedestrian paths.
 - Directional sign program in median.

◆ Meadow Park District - Commercial Boulevard Environment

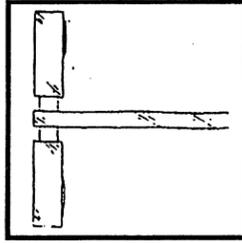
Streetscape Palette



Median Design



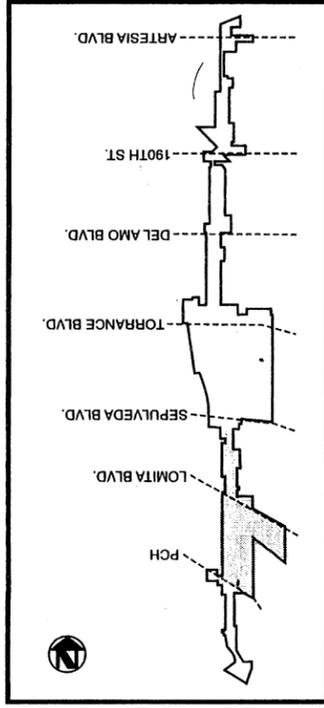
District Signage



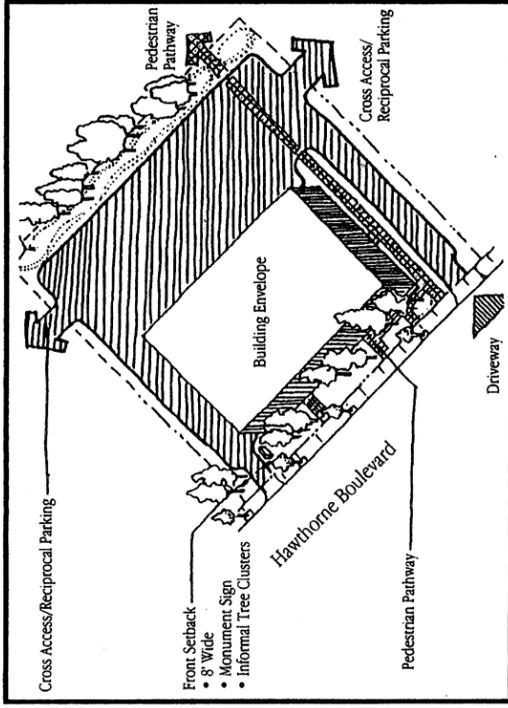
Lights



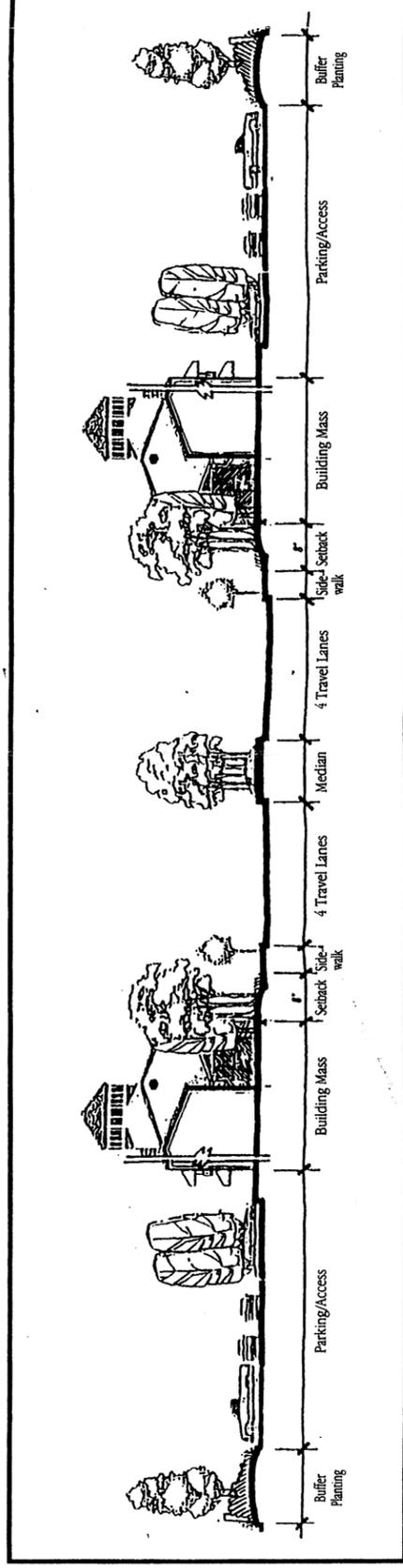
District Logo



Key Map



Typical Site Plan Concept



III-9 Typical Cross Section

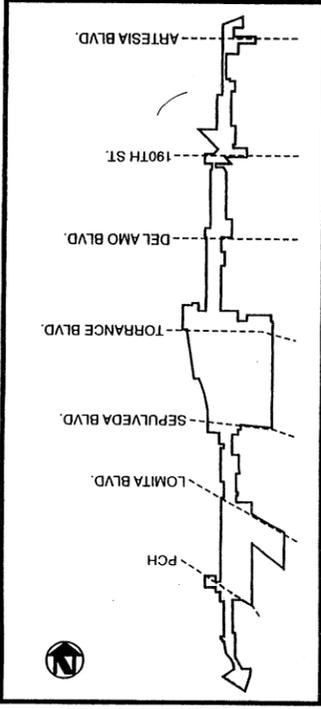
Urban Design Criteria

- 1 Streetscape** - Tulip Tree and existing Pine trees with Natal Plum and Star Jasmine in informal clusters in the medians. Replace existing sidewalk trees with Brisbane Box.
Street trees within the Hawthorne Boulevard/Pacific Coast Highway Intersection Area to be Eucalyptus Desert Gum.
- 2 Street Setback Area** - Random clusters of Eucalyptus, Melaleuca and Brisbane Box, planted with Natal Plum as shrubs, and Star Jasmine and turf as groundcover within the required 8' setback behind the public R.O.W.
Within Hawthorne Boulevard/Pacific Coast Highway Intersection Area, Eucalyptus trees shall be planted at each of the four corners, with Grape Myrtle trees used throughout, planted with Natal Plum as shrubs and Evergreen Candytuft and turf as groundcover.
- 3 District Color** - Matte Black (Pantone Matching System Reference #419). It is encouraged that private signage, hardware, parking lot lights and on-site hardware amenities be painted Matte Black.
- 4 Pedestrian Pathway/Paving** - Stone pavers or compatible colored concrete.
- 5 Parking Lot Light Standards** - A twin mounted "shoebox" style lighting fixture is acceptable. A good example is KIM LIGHTING, EKG Shoebox or similar, high pressure sodium, with standard thermostat black paint. If the district color is not used, the light standard shall not be painted.
- 6 Sign Parameters** - "Ground Hugging" monument signs with black matte finish base preferred.
- 7 Special Issues** - Special Streetscape and Street Setback Area landscaping requirements in the Hawthorne Boulevard/Pacific Coast Highway Intersection Area.

DISTRICT IDENTIFICATION MATRIX

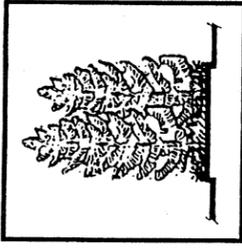
◆ WALTERIA DISTRICT - Urban Village Environment

Figure III-5

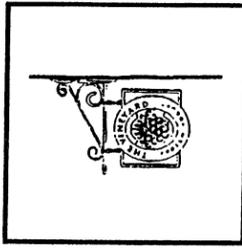


Key Map

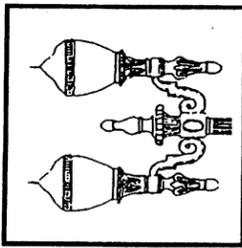
Streetscape Palette



Median Design



District Signage



Lights



Walteria District

District Logo

Urban Design Criteria

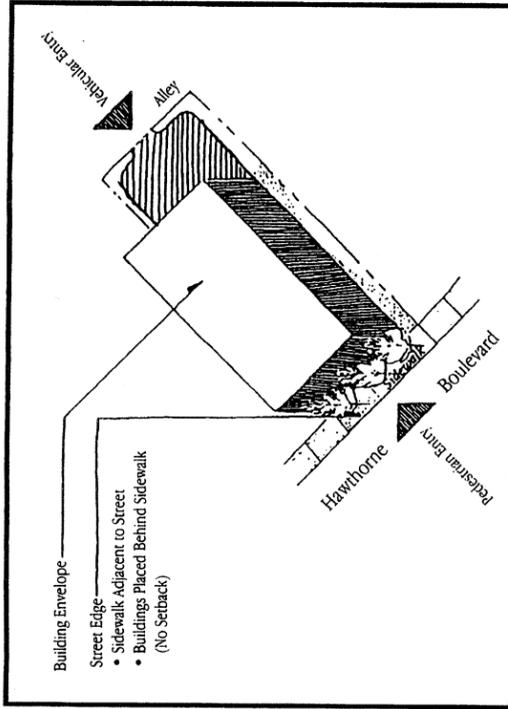
- 1 Streetscape** - Existing pines mixed with Raphiolepis and Juniper in median. All existing street trees to be replaced with Bradford Pear.

Street trees within Hawthorne Boulevard/Pacific Coast Highway Intersection Area to be Eucalyptus Desert Gum.

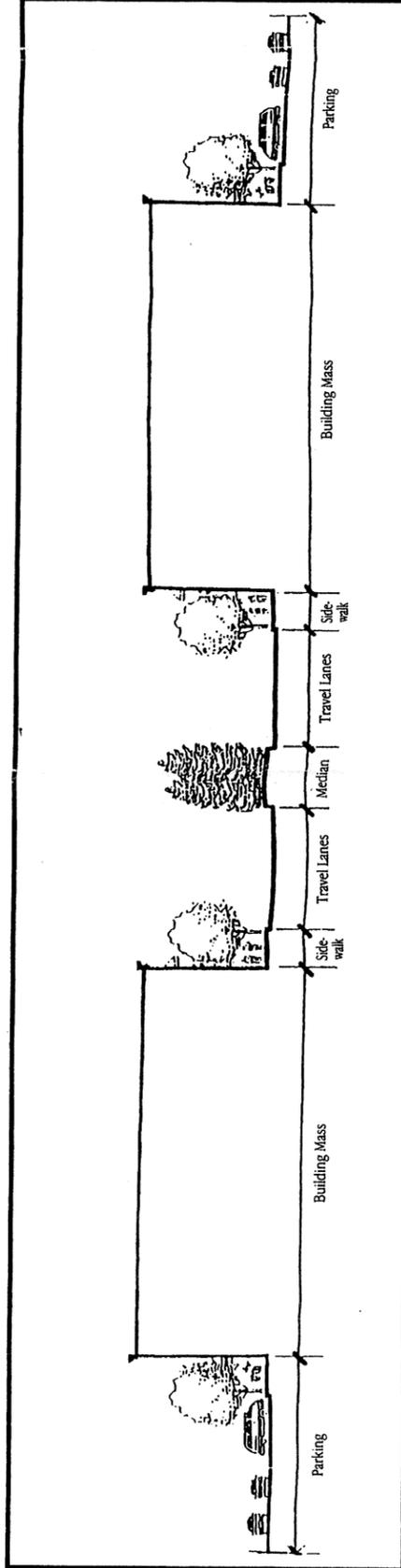
 - 2 Street Setback Area** - Where building setbacks are provided, the setback shall be 10' and planted with Bradford Pear trees, a mix of Raphiolepis and Shore Juniper as shrubs and groundcover.

Within Hawthorne Boulevard/Pacific Coast Highway Intersection Area, Eucalyptus trees shall be planted at each of the four corners, with Grape Myrtle trees used throughout, planted with Natal Plum and Evergreen Candytuft and turf as shrubs and groundcover.

 - 3 District Color** - Indigo Blue (Pantone Matching System Reference #294). It is encouraged that private signage hardware, parking lot lights and on-site hardware amenities be painted Indigo Blue.
- 4 Pedestrian Pathway/Paving** - Sandblasted heavy aggregate concrete. Natural color.
- 5 Parking Lot Lighting Standard** - A pole light with historic "acorn" lights should be used, similar in style to Western Lighting standard fixture "Brentwood" (#FXB230). Paint/thermoset pole Indigo Blue. If the district color is not used, the light standard shall not be painted.
- 6 Sign Parameters** - Wall signs, awning signs or projecting signs preferred.
- 7 Special Items**
 - Special Streetscape and Street Setback Area landscaping requirements in the Hawthorne Boulevard/Pacific Coast Highway Intersection Area.
 - Special signs on Hawthorne Boulevard directing visitors to alley access and parking. Special alleyscape design to be considered.
 - City entry program.



Typical Site Plan Concept



III-10 Typical Cross Section

9. Typical Site Plan Concept/Typical Cross Section

The drawing depicting a "Typical Site Plan Concept" is provided as a conceptual illustration of how the various streetscape concepts, development standards (Ch. IV), and design guidelines (Ch. V), *can* be incorporated in the site design of an individual project. This same information is depicted in the "Typical Cross Section" illustration, although from a different perspective. As no single illustration can capture the variation of actual site conditions existing in each District area, these drawings are simply representations of what could be done under certain site conditions, and in no way are intended to preclude other suitable design options.

**D. STREETScape
CONCEPT PLANS**

While the matrices provide a graphic representation of the various streetscape components that define each district, it is also useful to see them in plan view, so that locations can be associated with appropriate design features. The three plans that follow provide conceptual plans and locations for selected streetscape components. They include: a corridor-wide Streetscape Concept Plan, a plan for the Del Amo Business District, and a plan for the Hawthorne Boulevard/Pacific Coast Highway Intersection Area.

1. Streetscape Concept Plan (Corridor-Wide)

The Streetscape Concept Plan, shown in Figures III-6a and III-6b, is a thematic map that delineates many of the streetscape elements which provide distinctiveness to each of the districts and the entire corridor. It shows, in plan, the location of street trees, median landscaping, entry signage, and enhanced paving at identified intersections.

2. Streetscape Concept Plan (Del Amo Business District)

Figure III-6c illustrates the more detailed Streetscape Concept Plan for the Del Amo Business District, including street trees for the entire perimeter of the district; a conceptual plan for pedestrian pathways that link major activity centers; and the location of, and pedestrian linkages to, the transit center.

**3. Streetscape Concept Plan (Hawthorne Boulevard/
Pacific Coast Highway Intersection)**

Figure III-6d depicts the special streetscape concept that has been developed for the intersection of Hawthorne Boulevard and Pacific Coast Highway, where two state highways cross. This intersection is also where the Meadow Park and WALTERIA districts meet, both of which have distinctly different characters and themes.

In addition to a unique landscaping palette, the crosswalks at the intersection are to be scored, textured concrete, colored to resemble the color of rose quartz.



Figure III-6c

Indicates key pedestrian linkages.
 Sidewalks should be provided where they do not presently exist.



Major intersections should be treated with accent paving on all crosswalks.

HAWTHORNE BOULEVARD:
 Formal planting of Jacaranda w/Agapanthus, Sea Lavender and Dwarf Coyote Brush in center median.

Enlarge the pedestrian plaza area at the Transit Center to encourage centralized use and a "hub" for other pedestrian traffic. Include in the Center many pedestrian amenities such as accent paving, specimen trees, benches, water features, and easy, safe access to the Mall.

Pedestrian access agreements should be made with private business to encourage pedestrian access through non vehicular areas.

TORRANCE BOULEVARD:
 Street Tree: Bradford Pear
 Street Edge Setback: Eucalyptus Rudis

Pedestrian overcrossing should be located near bus stop/pedestrian junctions, and should be connected to or terminate immediately adjacent or directly across from a major building entrance.
 (Optional locations for illustrative purposes)

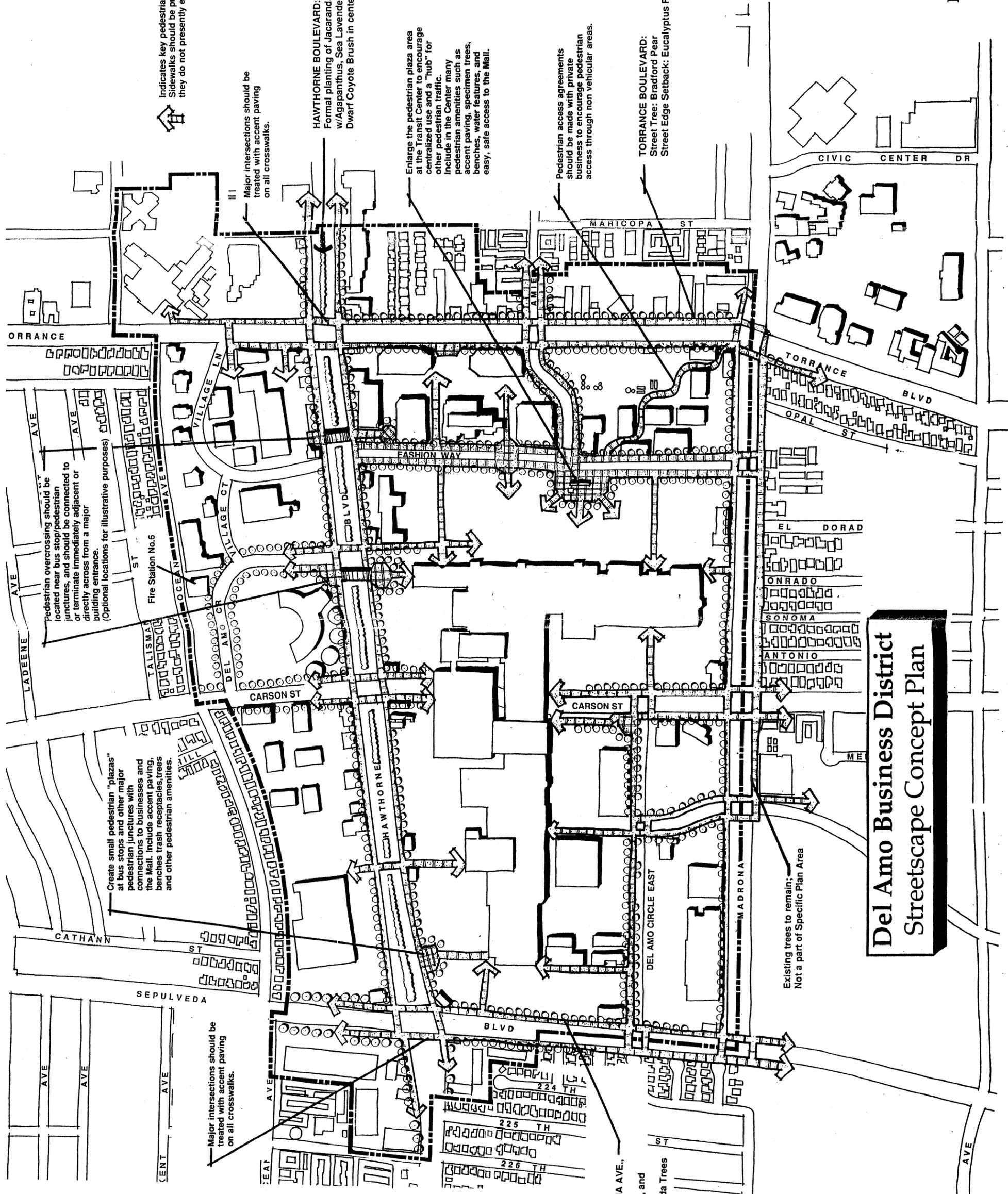
Create small pedestrian "plazas" at bus stops and other major pedestrian junctions with connections to businesses and the Mall. Include accent paving, benches trash receptacles, trees and other pedestrian amenities.

Major intersections should be treated with accent paving on all crosswalks.

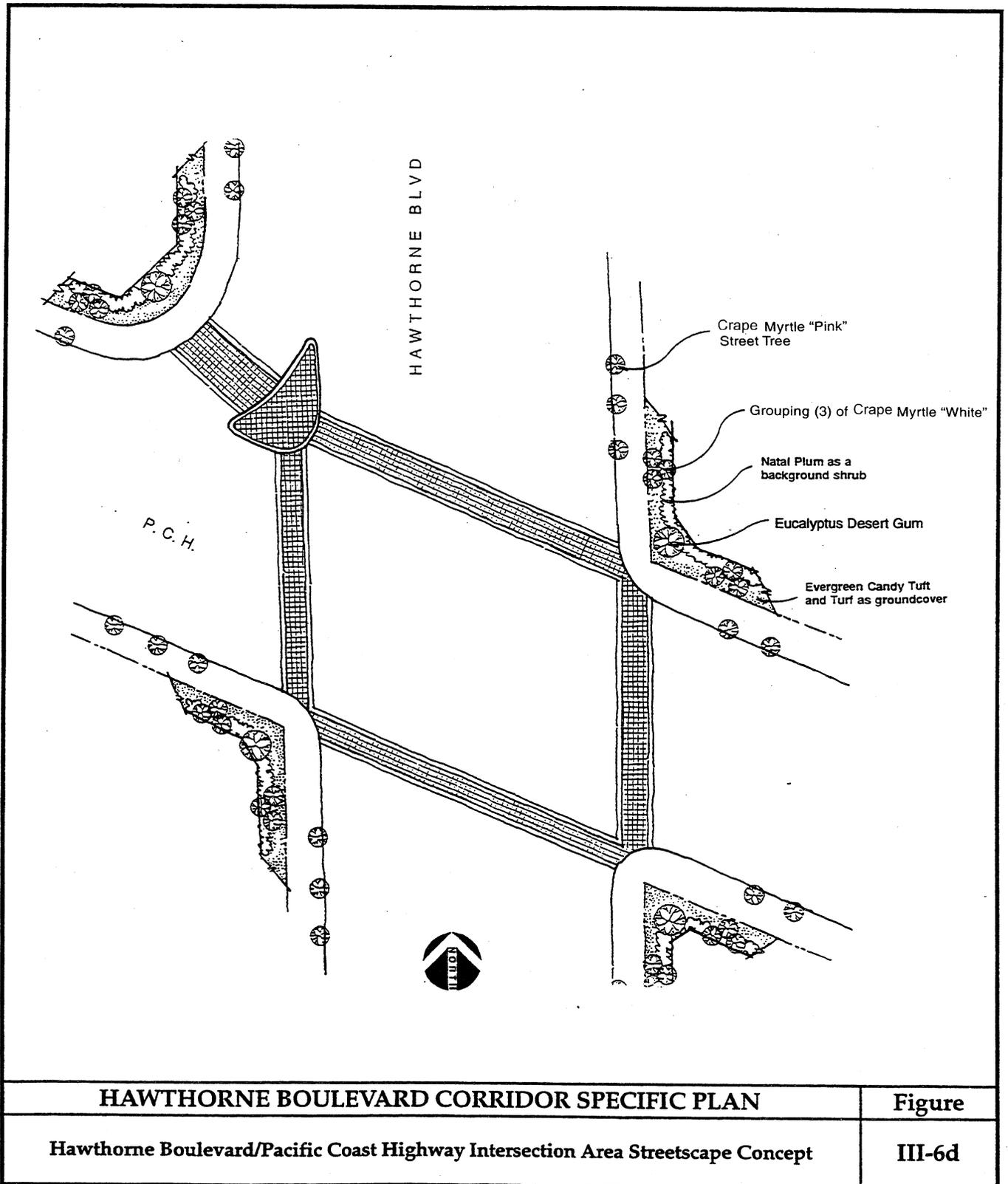
Existing trees to remain;
 Not a part of Specific Plan Area

Del Amo Business District Streetscape Concept Plan

SEPULVEDA BLVD., MADRONA AVE.,
 CARSON ST., FASHION WAY,
 AMIE AVE., DEL AMO CIRCLE, and
 DEL AMO CIRCLE EAST:
 Street Edge Setback: Jacaranda Trees



Streetscape Design Concept



E. PUBLIC SIGNAGE PROGRAM

In order to achieve a distinct and memorable streetscape environment along Hawthorne Boulevard, it is important to focus on improvements that have maximum potential to improve the aesthetics in the Plan area. In addition to the streetscape design elements previously described, a public signage program is needed to enhance the identity of the corridor and the city, as well as to provide useful information to residents and business patrons, whether they are traveling by automobile, by transit, or on foot.

The public signage program for Hawthorne Boulevard consists of four types of signs: *entry signs, advance street signs, transit signage, and directional signage*. This comprehensive signage program provides a clear sense of entry and organization to the Boulevard, and enhances the City's image and identity. As Hawthorne Boulevard is a Caltrans right-of-way for most of its length in Torrance, the public signage program will be designed to Caltrans standards.

1. Entry Sign Program

The Los Angeles area has developed over time such that it is often impossible to know when one has left one jurisdiction and entered another. Unless special attention is given to the details of streetscape that create image and identity, the area as a whole is often perceived, especially when traveling by automobile, as a blur. A consistent entry sign concept with common landscaping treatment provides an entry statement that will give motorists a "sense of arrival."

New entry signs and signature landscaping are proposed at the north and south ends of Hawthorne Boulevard. However, due to the fact that Torrance "shares" the median of Hawthorne Boulevard with the city of Redondo Beach at the north end of the city between 182 Street and Redondo Beach Boulevard, the type of entry sign for Torrance will depend upon coordination with the City of Redondo Beach, and/or investigation of an alternative location to the median (i.e., in the public right-of-way on the east side of Hawthorne Boulevard). A monument sign will be used at the south end of Torrance.

2. Advance Street Signs

Advance street signs provide the motorist with information of the upcoming major cross street in advance of that street, to enable necessary lane changes to be made well in advance of the intersection. This improves safety and reduces conflict at the intersection itself. An advance street sign design will complement and coordinate with the entry sign concept to create visual continuity for the corridor. The advance signs should incorporate the district colors or logo in which they are located to reinforce district identity and location in relation to the rest of the corridor.

3. Transit Signage

In order to encourage the use of transit as part of the three-pronged transportation strategy for the Boulevard, a new transit signage program that highlights the transit center, existing transit stops, and new transit services, including the Del Amo Business District Circulator and Midday Shuttle, is proposed.

4. Directional Signage

In areas like the North Torrance and the WALTERIA District where alleys are identified to be used for primary circulation between properties, signage that directs motorists to those alleys and rear parking lots can be of great service to both the motorist and businesses. Therefore, a directional signage program is proposed that complements both the sign program for the corridor and the design theme for individual districts.



A. INTENT

This chapter sets forth the legal zoning for all properties within the Hawthorne Boulevard Corridor Specific Plan Area, except where it is otherwise noted that the city-wide zoning designations or redevelopment plans will be retained.

This chapter also establishes the land use and development standards for properties within the Hawthorne Boulevard Specific Plan Area. The standards set forth in this Specific Plan are in addition to the regulations of the Torrance Land Use Ordinance (Division 9, Torrance Municipal Code). If a conflict arises between the standards in this Specific Plan and the Torrance Land Use Ordinance, the development standards of this Specific Plan shall prevail. If any issues arise which are not covered in this Specific Plan, the Torrance Land Use Ordinance shall prevail as determined by the Planning Director.

The overall intent of these provisions and regulations is to guide development on all properties in the Specific Plan Area so as to insure that individual development projects contribute to the attainment of the goals and objectives of the Hawthorne Boulevard Corridor Specific Plan. Implementation will occur via the land use and development permitting processes outlined in Chapter VII. As described in Chapter VII, the applicability of the land use and development standards of this Specific Plan to a particular project proposal will depend upon whether new development is proposed or the proposal is limited to the modification of an existing development.

B. ORGANIZATION

This chapter is divided into multiple components. First is an introduction to, and a definition of, the Hawthorne Boulevard Corridor Specific Plan (HBCSP) Zone, the predominant zoning within the Hawthorne Boulevard Corridor Specific Plan area. This is followed by a description of the seven land use sub-districts into which the HBCSP Zone is divided.

Permitted land uses for each of the sub-districts are defined in Table IV-1. Site development standards are provided, both those that are applicable to all development within the HBCSP zone and those that are specific to individual land use sub-districts (Table IV-2). Likewise, landscaping standards are provided, for the HBCSP zone and for each of the land use sub-districts.

In addition to the seven land use sub-districts, two special overlay districts are established to address unique conditions in limited areas. The Overlay Districts apply to properties both within and outside of the HBCSP zone, as described in Section H of this Chapter.



Land Use and Development Standards

C. HAWTHORNE BOULEVARD CORRIDOR SPECIFIC PLAN ZONE (HBCSP)

Adoption of this Specific Plan by the Torrance City Council establishes the Hawthorne Boulevard Corridor Specific Plan (HBCSP) Zone, which incorporates all of the standards for land use and development set forth in this Chapter.

The HBCSP Zone supersedes all prior zoning for those properties located within its boundary, as shown on the Land Use Diagram on the final pages of this Chapter. The boundary of the HBCSP Zone encompasses and is coterminous with the boundary of the Hawthorne Boulevard Corridor Specific Plan Area, with the following exceptions:

- ◆ Properties zoned R-1: Single-Family Residential District, which are located immediately adjacent to Hawthorne Boulevard and are within the boundaries of the Residential Office Overlay (ROO) District.
- ◆ Properties zoned R-2: Two-Family Residential District, which are located on Ashley Avenue and are within the boundaries of the Commercial/Residential Transition Overlay (C/RTO) District.
- ◆ Properties zoned HMD: Hospital-Medical-Dental District, which are located in both the Del Amo Business District and in the Meadow Park District.
- ◆ Property zoned P-1: Open Area-Planting-Parking, which is located on 180th Street, immediately east of Hawthorne Boulevard.
- ◆ Properties located within the Skypark Redevelopment Project Area.
- ◆ Properties located within the Meadow Park Redevelopment Project Area.

These areas will remain subject to either their city-wide zoning designations or their redevelopment plans, and the applicable land use and development regulations relative to each. Refer to the Land Use Ordinance, the Skypark Redevelopment Plan, or the Meadow Park Redevelopment Plan for applicable regulations. All documents are on file in the Torrance Planning Department.

The purpose of the HBCSP Zone is to provide for the continued development, preservation and enhancement of Hawthorne Boulevard in the City of Torrance as the principal retail corridor in the City, and in the greater South Bay area, with a unique concentration and intensity of commercial land uses unique to the City. More specifically, the intent of the HBCSP zone is to:

- ◆ Assist in the creation of a positive and memorable image of the Hawthorne Boulevard Corridor as a retail, business, entertainment, dining, and visitor destination.
- ◆ Create a distinctive street edge through the placement of buildings and the provision of landscaping.
- ◆ Reinforce the Del Amo Business District as the urban commercial and retail core of the City.
- ◆ Assure that commercial uses within the Corridor are compatible with adjacent residential neighborhoods.

.....

Land Use and Development Standards

- ◆ Protect and enhance property values and the viability of commercial businesses in the area through public and private commitments to quality development in the area.

D. DISTRICTS AND LAND USE SUB-DISTRICTS

The HBCSP Zone is divided into seven land use sub-districts, each of which is defined in terms of land use and development standards. These individual sub-districts are intended to support the "District Concept" established for the Corridor, as described in Chapter II.

The boundaries of the individual land use sub-districts are coterminous with the boundaries of the Districts within which they are located, with three exceptions:

- ◆ properties which remain subject to city-wide zoning designations or redevelopment plans;
- ◆ in the Del Amo Business District, where two land use sub-districts are defined; and
- ◆ in the Hawthorne Boulevard/Pacific Coast Highway intersection area, where one land use sub-district straddles the boundaries of two districts.

Collectively, the seven land use sub-districts constitute the Hawthorne Boulevard Corridor Specific Plan Zone. The defining characteristics of each land use sub-district are as follows:

North Torrance Sub-District (NT)

As the northern gateway to the City, the North Torrance Sub-District is intended as an area of quality development with a full range of retail and commercial uses to serve the needs of the immediate residential neighborhoods as well as the surrounding community. The area is envisioned to retain its predominantly storefront style of architecture, with buildings situated close to street edge behind a narrow landscaped setback. With close ties to the residential neighborhoods of North Torrance, future development must not be intrusive, yet should provide for direct and convenient means of pedestrian access. On larger parcels, mixed-use development is encouraged where it incorporates residential uses to the rear of commercial uses located closest to the street.

Promenade Sub-District (PR)

The Promenade Sub-District, with its relatively larger properties, provides for a more expansive style of commercial development serving the community and larger South Bay region. Required building setbacks from the street are wider than in North Torrance, in proportion to the larger properties. Architectural features, such as vertical tower elements, which provide contrast and interest to the otherwise horizontal orientation of the buildings, are encouraged. Convenient pedestrian connections between adjacent office developments and multi-family residential neighborhoods are encouraged.

.....

Land Use and Development Standards

Del Amo Business Sub-District One (DA-1)

The Del Amo Business Sub-District One provides for the largest scale of development in the Specific Plan area, with the tallest buildings, anchored by the most generous landscaped setbacks. The area is intended to accommodate mid-rise to high-rise structures, incorporating offices and financial institutions, hotels and convention facilities, entertainment uses, and expansion of the Del Amo Fashion Center. A myriad of restaurant uses are encouraged, as is outdoor dining. Mixed use projects are encouraged, and stand-alone residential uses, including senior citizen housing, may be permitted.

As part of the City's designated urban center, each development project should be of the highest quality and should be designed to enhance the overall character, identity and image of the district. Individual projects should have an orientation and convenient access to transit facilities, and should contribute to the development of a district-wide system of pedestrian pathways.

Del Amo Business Sub-District Two (DA-2)

The Del Amo Business Sub-District Two provides for the range of uses allowed in DA-1 District. However, due to the adjacency of residential neighborhoods, less building height is permitted, density limits for mixed-use and residential projects are imposed, and in some instances a greater level of review is required.

While slightly less intense development is permitted in this sub-district, it remains part of the City's urban center. As in DA-1, individual buildings and projects should be designed to make a positive contribution to the image of the area, and provide generous landscaped setbacks. Each development project should likewise be designed to promote pedestrian activity and transit use.

Meadow Park Sub-District (MP)

The Meadow Park Sub-District provides for a wide variety of commercial, retail, dining, entertainment and office uses with more of a community and less of a regional orientation than in the Del Amo Business Sub-Districts. New development in the area is envisioned to retain the existing pattern of individual buildings or small building clusters, separated by relatively wide side yard areas. Corresponding to the relatively smaller lot sizes, and more modest scale of development, building setbacks are closer to the street.



.....

Land Use and Development Standards

Hawthorne Boulevard/Pacific Coast Highway Intersection Area District (H/PCH)

The Hawthorne Boulevard/Pacific Coast Highway Intersection Area Sub-District provides for the type of quality development suitable at this southern gateway to the City. A distinctive quality of development is encouraged by the limited range of land uses permitted in combination with consistent setback and landscaping requirements. As this intersection is the junction of two State highways, the permitted land uses and development standards are sensitive to potential traffic impacts.

Walteria Sub-District (WT)

The Walteria Sub-District has a rich mixture of retail shops, restaurants and offices. Future development is envisioned to retain the unique characteristics of the area with new buildings placed behind the sidewalk with little or no setback, fostering an urban village atmosphere and a pedestrian orientation. Ground floor areas shall retain storefront elements and shall be used only for commercial activities. Mixed use development is encouraged with residential units located above ground floor retail or office.

E. PERMITTED LAND USE MATRIX

This section establishes standards for land use within each of the land use sub-districts. The Permitted Land Use Matrix (Table IV-1) sets forth the types of individual land uses allowed in each sub-district and indicates whether or not each type of use is:

- ◆ permitted by right (P);
- ◆ permitted only if incidental to another primary use (I);
- ◆ permitted with a Minor Use Permit (M);
- ◆ permitted with a Conditional Use Permit (C);
- ◆ permitted as an incidental use with a Conditional Use Permit (Ci); or
- ◆ prohibited ().

Also included in the matrix is the list of uses that are allowed in the Hospital-Medical-Dental (HMD) District. Although this zone is part of the city-wide land use ordinance, this information is provided here since all areas currently zoned HMD are included within the boundaries of the Specific Plan Area. Any person interested in development in the HMD zone is advised to consult Division 9 of the Torrance Municipal Code.



Land Use and Development Standards

**TABLE IV-1
Permitted Land Use Matrix**

LAND USE	PERMIT REQUIREMENT BY DISTRICT							
----------	--------------------------------	--	--	--	--	--	--	--

AUTOMOTIVE RELATED USES	NT	PR	DA-1	DA-2	MP	H/PCH	WT	HMD
Auto Parts Sales - No Installations	P	P	P	P	P	P	P	
Auto Parts and Car Stereo Sales - with Installations	C	C	C _{i(1)}	C _{i(1)}	C			
Automobile/Vehicle Repair	C	C	C _{i(1)}	C _{i(1)}	C			
Automobile Rentals	C	C	C _{i(2)}	C _{i(2)}	C			
Automobile Sales and Leasing, with repair/service	C	C			C			
Automobile Sales and Leasing, without repair/service	M	M			M			
Automobile Service Stations	C	C		C	C		C	
Car Wash, Full Service	C	C			C			
Car Wash, Mechanical Self Service	C _{i(3)}	C _{i(3)}			C _{i(3)}			

- (1) within a shopping center
- (2) within a shopping center or incidental to hotel
- (3) in conjunction with the operation of a service station

EATING AND DRINKING ESTABLISHMENTS

	NT	PR	DA-1	DA-2	MP	H/PCH	WT	HMD
Alcohol Service in conjunction with restaurant	C	C	P	P	C	C	C	C
Bars and Cocktail Lounges	C	C	C or I ₍₁₎	C or I ₍₁₎	C		C	
Entertainment in conjunction with bar or restaurant	C	C	C or I ₍₁₎	C or I ₍₁₎	C	C	C	
Outdoor Dining in conjunction with established restaurant	M	M	I	M	M		M	I
Restaurants, Class I (full service)	C	C	M	C	C	C	C	I
Restaurants, Class II (fast-food)	C	C	I	I	C		C	I
Restaurants, Class III (take-out)	P	P	P	P	P		P	I
Restaurants, Class IV (limited service/snack shop - bakery, coffee, deli, ice cream, yogurt)	P	P	P	P	P	P	P	I
Restaurants, with drive-through sales	C	C			C			

- (1) incidental to a hotel

HEALTH CARE SERVICES

	NT	PR	DA-1	DA-2	MP	H/PCH	WT	HMD
Extended Care Facilities								P
Hospitals and/or Surgery Clinics								P
Offices, Medical or Dental	P	P	P	P	P	P	P	P
Residential Care Facilities								P

Land Use and Development Standards

**TABLE IV-1
Permitted Land Use Matrix (Continued)**

LAND USE	PERMIT REQUIREMENT BY DISTRICT							
----------	--------------------------------	--	--	--	--	--	--	--

COMMUNICATIONS & TRANSPORTATION	NT	PR	DA-1	DA-2	MP	H/PCH	W	HMD
Antennas, communication facilities	M	M	M	M	M		M	M
Park and Ride Facilities	C	C	C	C	C		C	
Transit centers and stations	C	C	C	C	C	C	C	C

RECREATION, COMMUNITY SERVICES, EDUCATION, PUBLIC ASSEMBLY	NT	PR	DA-1	DA-2	MP	H/PCH	WT	HMD
Arcades	C	C	C	C	C		C	
Billiard Parlors	C	C	C	C	C		C	
Child or Adult Day Care (7 or more), not located within 300' of a residentially zoned property	M, or I ₍₁₎	I						
Child or Adult Day Care (7 or more), located within 300' of a residentially zoned property	C	C	C	C	C	C	C	I
Community Service Facilities, Clubs, Lodges and Meeting Halls	C	C	C	C	C		C	
Commercial Recreation, Indoor	C	C	C	C	C	C		
Commercial Recreation, Outdoor	C	C			C			
Convention or Conference Facilities			C	C				
Convention or Conference Facilities in conjunction with an established hotel	I	I	I	I	I	I	I	
Cultural Institutions	P	P	P	P	P	P	P	P
Dance, Gymnastics, Martial Arts Studios	P	P	P	P	P	P	P	P
Educational Institutions	C	C	C	C	C			C
Religious Facilities	C	C	C	C	C		C	
Schools - business or trade schools	C	C	C	C	C		C	
Theaters, Cinemas	C	C	C	C	C			

(1) A Minor Use Permit is required if the primary use of a site; a permissible use if an incidental use.

RESIDENTIAL	NT	PR	DA-1	DA-2	MP	H/PCH	WT	HMD
Mixed Use Developments, including both residential and commercial components. (Residential may include Senior Citizen Housing)	C	C	C	C	C		C	
Multi-Family Residential, stand-alone, minimum 27 units/acre			C	C				
Senior Citizen Housing (stand-alone)			C	C				C

Land Use and Development Standards

TABLE IV-1
Permitted Land Use Matrix (Continued)

LAND USE	PERMIT REQUIREMENT BY DISTRICT							
	NT	PR	DA-1	DA-2	MP	H/PCH	WT	HMD
RETAIL TRADE								
Animal Sales and Services	P	P	P	P	P	P	P	
Antique Store	P	P	P	P	P	P	P	
Artisans Studios	P	P	P	P	P	P	P	
Building Material Sales, indoor	P	P	P	P	P	P		
Convenience or Liquor Store	M	M	M	M	M		M	
Drive-in and drive-through sales	C	C			C			
Grocery Stores	P	P	P	P	P	P	P	
Plant nurseries	P	P	P	P	P	P	P	
Retail stores, general merchandise	P	P	P	P	P	P	P	
Shopping Centers	P	P	P	P	P	P	C	
Warehouse retail stores	P	P	P	P	P	C		

SERVICE USES	NT	PR	DA-1	DA-2	MP	H/PCH	WT	HMD
	Ambulance Services							
Banks, credit unions, and financial services	P	P	P	P	P	P	P	
Check cashing								
Court Facilities			C	C	C			
Drive-in and drive-through services	C	C			C			
Funeral Parlors and mortuaries	C	C			C			C
Hotels and Motels	C	C	C	C	C	C	C	
Offices, governmental	P	P	P	P	P	P	P	
Offices, professional	P	P	P	P	P	P	P	
Personal Services	P	P	P	P	P	P	P	I
Personal Improvement Services, 1,200 s.f. or less in area and with six or fewer students on-site for instruction at one time	P	P	P	P	P	P	P	
Personal Improvement Services, more than 1,200 s.f. in area and with more than six students on-site for instruction at one time	M	M	M	M	M		M	
Public Safety facilities	P	P	P	P	P	P	P	P
Public Utilities (excluding offices)	C	C	C	C	C		C	
Repair and Maintenance Services, Consumer Products (indoor only)	P	P	P	P	P	P	P	
Veterinary clinics and animal hospitals	P	P	P	P	P	P	P	

KEY TO PERMIT REQUIREMENTS

Symbol	Meaning
P	Permitted Uses, automatically permitted.
I	Incidental Use, permitted only if incidental to another primary use of the same site.
M	Minor Use Permit required
C	Conditional Use Permit required
Ci	Incidental Conditional Use, use eligible for consideration under the conditional use procedure only if incidental to another primary use of the site, whether such primary use is permitted by right or permitted by conditional use permit.
	Use not allowed

.....

Land Use and Development Standards

E. DEVELOPMENT STANDARDS

Development standards for properties within the Hawthorne Boulevard Corridor Specific Plan Zone are divided into two categories. One set of development standards is applicable to all development within the HBCSP Zone. The second set provides specific standards for each of the seven land use sub-districts. For informational purposes, standards for the HMD Zone are also provided.

The purpose for segregating the development standards for the HBCSP zone in this way is twofold. The first is to establish minimum standards to achieve identified goals and objectives. The second is to support the "District Concept" for the Hawthorne Boulevard Corridor by establishing special standards for each land use sub-district. While the differences in the standards for each sub-district are subtle, they are intended to fortify those existing development characteristics which lend each District its distinctive identity.

1. General Development Standards

These development standards are applicable to all development activity within the HBCSP Zone, and are to be used in conjunction with the Design Guidelines in Chapter V. Additional standards with regard to development are found in the Torrance Land Use Ordinance. These additional standards specify minimum requirements for on-site parking, dimensions of parking spaces and drive aisles, trash enclosures, enclosure of loading and storage areas, screening of outside equipment, and lighting, all of which are applicable to all development within the HBCSP Zone. Landscaping standards pertinent to the HBCSP Zone are provided in the following section.

A. Access, Circulation, Parking Area Location

1. Access driveways to adjoining lots shall be shared wherever feasible.
2. All alleys shall be retained for vehicular access and pedestrian paths, and shall not be vacated.
3. Vehicular access shall be taken from an alley rather than Hawthorne Boulevard where feasible.
4. Parking areas shall be located to the rear or side of a building or off an alley where feasible.
5. Reciprocal ingress and egress, circulation, and parking arrangements shall be required to facilitate the ease of vehicular and pedestrian movement between adjoining properties without the need to enter public streets or sidewalks.



* * * * *

Land Use and Development Standards

B. *Architectural Features, Accessory Structures, Walls/Fences, Awnings*

1. Neon tubing, or other types of illuminated features, when not part of an approved sign program, shall be considered an architectural feature and may be used only when uniformly applied on or around a building or throughout a shopping center, and only when approved by the Planning Director.
2. Accessory structures shall not be located in front of or on the street side of a main building. Accessory structures shall include trash enclosures.
3. Accessory structures shall conform to the setback requirements for main buildings.
4. Freestanding walls or fences between any street frontage and a principal building on site shall not be permitted.
5. All walls shall be constructed of masonry, ornamental wrought iron, or steel tubing.
6. No fence, wall or hedge shall exceed eight (8) feet in height.
7. The use of chainlink, barbed wire or razor wire for fencing shall be prohibited.
8. A solid masonry wall not less than six (6) and not more than eight (8) feet in height shall be built and maintained on those sides of property which adjoin a residentially zoned property. For decorative purposes or visual relief, solid masonry walls may be interspersed with decorative wrought iron. Openings also may be permitted to allow pedestrian access. All masonry walls facing or abutting on residential property shall be plastered, or otherwise covered with an exterior finish material, and shall be maintained thereafter in a neat and presentable condition through the life of the building.
9. Awnings may be permitted to encroach into any required setback area at the discretion of the Planning Director, provided that in so doing, the awning(s) in no way conflict with required landscaping or other required site development standards.

C. *Outdoor Storage*

1. All indoor uses shall be conducted within a completely enclosed structure. Limited outside uses (e.g. patio dining areas and nursery sales limited to plants and trees) shall be permitted subject to approval.

.....

Land Use and Development Standards

2. There shall be no visible storage of motor vehicles (except display areas for sale or rent of passenger vehicles), trailers, airplanes, boats, recreational vehicles, or their composite parts; loose rubbish, garbage, junk or their receptacles; tents; equipment; or building materials in any portion of a lot. No storage shall occur on any vacant parcel. Building materials for use on the same premises may be stored on the parcel during the time that a valid building permit is in effect for construction.

D. *Mixed-Use Projects*

For the purposes of this Specific Plan, a mixed-use project shall constitute the combination of retail commercial and/or office and residential uses within an integrated development. Mixed-use projects are allowed in the NT, PD, MP, DA-1, DA-2 and WT land use sub-districts subject to the approval of a Conditional Use permit and shall be developed/operated in compliance with the following requirements:

1. No residential dwellings shall be permitted within 100 feet of the Hawthorne Boulevard right-of-way, except in the WALTERIA Sub-District.
2. The proposed site area must be a minimum of 2 acres, except in the WALTERIA Sub-District (WT) where the minimum parcel size shall be 3,000 square feet.
3. At least 25% of the gross floor area must be used for commercial purposes.
4. The project cannot be phased.
5. A minimum of 300 square feet of useable open space per dwelling unit shall be provided.
6. Where residential units are in the same structure as the commercial use, access to residential units shall be from a secured area located on the first floor or at ground level.
7. Access to the residential portion of the development should be restricted. Guest access should be provided through the use of "buzz-in" doors or similar devices to ensure the security of residents.
8. Projects that are three stories or less in height shall incorporate pitched roofs on at least 50% of the roof area in order to provide a residential character/scale to the project.
9. Separate parking facilities shall be provided for residential uses and commercial uses except that residential visitor parking and commercial parking may be shared subject to approval of a Conditional Use Permit.
10. Commercial loading areas and trash/recyclable material storage facilities shall be located as far as possible from residential units and should be completely screened from view from the residential portion of the project.

.....

Land Use and Development Standards

11. Lighting for the commercial uses shall be appropriately shielded so as not to spill over into the residential area or impact the residential units in any way.

2. Land Use Sub-District Development Standards

Development standards specific to each of the seven land use sub-districts and the HMD District, are to be used in conjunction with the General Development standards above and with relevant development standards in the Torrance Land Use Ordinance. In addition, these standards are to be used in conjunction with the Design Guidelines in Chapter V. Development standards for each land use sub-district are listed below in Table IV-2, the Land Use Sub-District Development Standards Matrix. Unless otherwise stated, these standards are minimums.

Land Use and Development Standards

**TABLE IV-2
Development Standards Matrix**

DEVELOPMENT STANDARDS	NT	PR	DA-1	DA-2	MP	H/PCH	WT	HMD
1. Maximum Building Height ₍₁₎	45'	45'	200'	100'	45'	60'	45'	Unlimited
2. Minimum Lot Area	20,000 sf	30,000 sf	40,000 sf	40,000 sf	20,000 sf	30,000 sf	6,000 sf	1 acre
3. Minimum Street Setback (Building and Landscaping) ₍₂₎	8'	12'	20'	20'	8'	8'	0'	20'
4. Minimum Side Property Line Building Setback	0'	0'	0'	0'	10'	0'	0'	10'
5. Minimum Rear Property Line Building Setback	0'	0'	0'	0'	0'	0'	0'	10'
6. Minimum Building Setback From Any Residential District Boundary	20'	20'	25'	25'	20'	20'	20'	20'
7. Residential or Mixed Use Residential Density	27 units/acre	27 units/acre	Unlimited	43 units/acre	27 units/acre	Not permitted	27 units/acre	Not permitted
8. Maximum Floor Area Ratio (FAR) ₍₃₎	0.6	0.6	1.0	1.0	0.6	0.6	0.6	0.6 ₍₄₎

(1) May be exceeded for (1) architectural appurtenances such as towers, cupolas and mezzanines but not for habitable space; or for (2) mixed-use development with approval of a Conditional Use Permit and a Development Permit.

(2) The required street setback is both the minimum building setback and the minimum landscaping setback required from any property line with frontage on a public or private street. The required street setback shall be measured from either the boundary of the property with the public right-of-way or the back of the sidewalk or the curb face from a private street.

(3) Maximum FARs may be exceeded for mixed use developments with approval of the Planning Commission.

(4) Maximum FAR may be exceeded for full service hospitals with approval of the Planning Commission.

.....

Land Use and Development Standards

G. LANDSCAPING STANDARDS

As is the case for the development standards, landscaping standards for the HBCSP Zone are also bifurcated into two sets, for the same reasons. Those standards which are applicable to all development within the HBCSP Zone establish minimum landscaping requirements. Sub-district specific standards support the "District Concept" by establishing a unique plant palette for the street setback areas in each land use sub-district, a palette that has been selected to complement the designated plant palette for public landscaping in each District.

1. General Landscaping Standards

The General Landscaping Standards are applicable to all property within the HBCSP Zone, as well as those properties within the Specific Plan Area that are zoned HMD District. They are to be used in conjunction with the Design Guidelines in Chapter V.

A. Minimum Required Landscaping Area.

All areas not covered by structures, walkways, driveways, and parking spaces shall be landscaped. A combination of trees, shrubs and groundcover shall be planted throughout the project.

1. The required street setback area shall be maintained in permanent landscaping. Pavement is permitted in the required street setback area only for approved driveways and walkways. Bus shelters also may be located within this setback area, if approved by the Planning Director.
2. A five foot wide (inside dimension) landscape planter shall be provided along interior property lines, where a non-residential site adjoins another non-residential site. Where there is a permitted zero side building setback, the area of the building shall not be subject to this requirement. This requirement may be waived where cross vehicular and pedestrian access in conjunction with reciprocal parking agreements between adjacent properties are provided, to the satisfaction of the City Attorney, and subject to the approval of the Planning Director.
3. Where an interior side and/or rear property line of a non-residential use adjoins a residential use, a ten foot wide landscaped planter shall be provided.
4. Additional landscaping shall be provided around the perimeter of the building, and throughout the parking lot.

B. Required Plant Material

The following combination of plant material shall be provided for all perimeter and internal site landscaping areas. The Plant Selection Matrix (Table IV-3) is provided to assist in the selection of plant materials to be used on private property. Perimeter landscaping areas do not include required street setback areas. Plant materials for the required street setback area are specified by land use sub-district.

.....

Land Use and Development Standards

1. Trees. A ratio of one tree for every six parking spaces shall be provided, and shall be distributed in such a way as to maximize the amount of shade provided. Of the total number of trees required, 50% shall be a minimum of 24 inch box in size, and 50% shall be a minimum of 15 gallon in size.
2. Shrubs. A ratio of one shrub shall be provided for every 25 square feet of planter area. All shrubs shall be a minimum 5 gallon in size unless the shrub is considered "fast-growing," in which case 50% of the required number of shrubs may be a minimum of one gallon in size.
3. Groundcover. Groundcover shall be planted so to have 100% ground cover in one year.

C. *Tree Installation*

Trees planted near public curbs or in paved areas shall be installed in such a manner as to prevent physical damage to sidewalks, curbs, gutters, pavement, and other public or private improvements. A deep root system shall be used.

All trees shall be staked with a double steel pipe and secured with rubber or plastic strip or other commercial tie material. Under no circumstances shall wire be used to tie the tree to the stakes.

D. *Planters*

All landscaping within planters shall be bounded by a curb at least six inches high. Unless otherwise specified, no planter shall be less than four feet in width (interior dimension, excluding curbing). Each planter shall include an irrigation system.

E. *Mow Strips*

Concrete mow strips may be required to separate all turf areas from other landscaped areas.

F. *Landscaping for Walls and Fences*

Creeping vines or similar plant materials are required to be trained along walls and fences visible to the public.

G. *Installation of Landscaping*

All required landscaping shall be properly installed, irrigated, inspected and permanently maintained prior to occupancy.

H. *Irrigation*

All landscape areas shall be provided with an approved automatic irrigation system consisting of waterlines and sprinklers designed to provide head to head coverage and to minimize overspray onto structures, walks and windows. Water conserving types of irrigation systems should be used.

.....

Land Use and Development Standards

I. Maintenance and Protection of Landscaped Areas

1. All landscaping shall be maintained in a good condition. Maintenance shall include regular watering, mowing, pruning, fertilizing, clearance of debris and weeds, removal and replacement of dead plants, and the repair and replacement of irrigation systems.
2. Mulch (approximately 3 inches deep) shall be applied in order to increase soil water retention, reduce water requirements, and suppress weed growth.
3. Damaged planting and irrigation equipment will be repaired or replaced within 30 days. All property owners shall perform such maintenance as required by the Planning Director or Building and Safety Director within 45 days following written notification of any landscape deficiencies pursuant to this section.

2. Required Street Setback Landscaping

The required street setback area pertains to that portion of a property adjacent to either a public or private street(s). In all cases, the street setback is equivalent to the required setback from a front property line or an exterior side property line. There are situations, however, where this requirement equally pertains to a rear property line setback, where the rear property line is also adjacent to a street. As specified in Section G.1.A.1 of this Chapter, the street setback area must be maintained in permanent landscaping with pavement permitted only for approved driveways, walkways, or bus shelters. This setback area also represents the minimum distance a building and/or a parking lot must be setback from any property line situated adjacent to a public or private street(s). The distance of the setback is defined by land use sub-district, as shown on Table IV-2.

Landscaping requirements for the required street setback area specifies a limited plant palette, including the types of trees, shrubs and groundcover, for each sub-district. The required plant materials are selected to contribute to a unified streetscape, by complementing the plant materials used in the public right-of-way. Although specified by sub-district, the intent of these regulations is to promote the larger "District Concept," and a distinctive identity for the five Districts of which the seven sub-districts and the HMD Zoning District are a part. For this reason, there is a single landscape palette for both sub-districts in the Del Amo Business District. Likewise, properties in the HMD District shall be subject to the required plant palette established for either the Del Amo Business Sub-Districts or for the Meadow Park Sub-Districts, depending upon the respective location of the property.

Plant material shall be provided in the street edge setback area for each land use sub-district as specified below. All trees shall be a minimum 24 inch box in size unless the tree is considered "fast-growing," in which case 50% of the required number of trees may be a minimum of 15 gallon in size. All shrubs shall be a minimum 5 gallon in size unless the shrub is considered "fast-growing," in which case 50% of the required number of shrubs may be a minimum of one gallon in size. Groundcover shall be planted to achieve 100% ground coverage in one year.

.....

Land Use and Development Standards

Certain sub-districts allow for only one species of tree in the street setback area, whereas other sub-districts allow two or more tree species for variation. In the case where a number of tree species are allowed, an applicant is encouraged, but not required, to make use of all of them. Other types of trees are allowed to be planted, but only if in addition to the minimum number of required trees as specified by sub-district. Within the setback area, trees may be planted in clusters, in formal rows, or in staggered rows. Existing mature trees located within the required street setback area may be counted toward the minimum number of trees, even if they are not consistent with the required plant materials of the sub-district. If a landscaped street setback is deeper than that required, it shall be planted in accordance with the required street setback plant palette.

Tree planting requirements are computed as a ratio per linear feet of street frontage, excluding the width of required driveways as they are measured at the front property line.

The requirements for landscaping in the street setback area are as follows:

A. North Torrance Sub-District

Eucalyptus species trees shall be planted at a ratio of one (1) tree per 30 linear feet of street frontage. Escallonia shall be planted at a minimum of one five gallon shrub for each 15 square feet of planting area. Lavender Cotton (Santolina) and turf planted shall be as groundcover.

B. Promenade Sub-District

Brisbane Box (Tristania), Evergreen Pear (Pyrus) and Australian Willow (Geijera) trees shall be planted at a ratio of one (1) tree per 35 linear feet of street frontage. Daylily (Hemerocallis) shall be planted at a minimum of one five gallon shrub for each 15 square feet of planting area. Gazania and turf shall be planted as groundcover.

C. Del Amo One and Del Amo Two Sub-District

There are three different sets of street setback landscaping requirements within these two sub-districts, each set corresponding to one or more of the major streets that pass through this area.

1. Hawthorne Boulevard

Coral Trees (*Erythrina caffra*), Jacaranda and Tipu (*Tipuana*) trees shall be planted at a ratio of one tree per 25 linear feet of street frontage. A mixture of Agapanthus and Sea Lavender (*Limonium*) shall be planted at a minimum of one shrub for each 20 square feet of planting area. Dwarf coyote Brush (*Baccharis*) and turf shall be planted as groundcover. A minimum of 35% of the required planting area shall be provided as turf, to be located adjacent to the public sidewalk. Variations in the width of turf area are encouraged, to provide for an attractive pattern of plantings.

Land Use and Development Standards

TABLE IV-3
Plant Selection Matrix

Botanical Name	Common Name	Height	Spread	Evergreen	Deciduous	Drought Tolerant
Small Canopy Trees						
<i>Albizia julibrissin</i>	Silk Tree	25'	35'		●	●
<i>Callistemon citrinus</i>	Lemon Bottlebrush	20'	15'	●		●
<i>Cassia leptophylla</i>	Gold Medallion Tree	25'	25'	○		
<i>Citrus sp.</i>	Citrus	20'	20'	●		
<i>Erythrina sp.</i>	Coral Tree	20'	20'		●	
<i>Geijera parvifolia</i>	Australian Willow	25'	20'	●		●
<i>Melaleuca linarifolia</i>	Flaxleaf Paperbark	25'	25'	●		●
<i>Metrosideros excelsus</i>	New Zealand Xmas Tree	30'	30'	●		●
<i>Olea europaea</i>	Olive	25'	25'	●		●
<i>Pittosporum viridiflorum</i>	Cape Pittosporum	20'	20'	●		●
<i>Stenocarpus sinuatus</i>	Firewheel Tree	20'	20'	●		
Medium Canopy Trees						
<i>Rauhinia variegata</i>	Purple Orchid Tree	35'	35'	○		
<i>Calodendrum capense</i>	Cape Chestnut	35'	40'		●	
<i>Erythrina falcata</i>	Coral Tree	35'	35'	○		
<i>Eucalyptus ficifolia</i>	Red-Flowering Gum	40'	40'	●		
<i>Eucalyptus nicholii</i>	Willow-Leaf Peppermint	40'	40'	●		
<i>Eucalyptus sideroxylon</i>	Red Ironbark	40'	30'	●		●
<i>Ficus rubiginosa</i>	Rustyleaf Fig	40'	50'	●		
<i>Jacaranda mimosifolia</i>	Jacaranda	40'	30'		●	
<i>Koelreuteria bipinata</i>	Chinese Flame Tree	50'	30'		●	●
<i>Phoenix canariensis</i>	Canary Island Date Palm	40'	25'	●		●
<i>Phoenix dactylifera</i>	Date Palm	50'	20'	●		●
<i>Pistacia chinensis</i>	Chinese Pistache	40'	35'		●	●
<i>Quercus suber</i>	Cork Oak	50'	50'	●		●
<i>Schinus molle</i>	California Pepper	40'	40'	●		●
<i>Tabebuia impetiginosa</i>	Pink Trumpet Tree	35'	35'	○		●
<i>Tipuana tipu</i>	Tipu Tree	40'	50'		●	
<i>Tristania conferta</i>	Brisbane Box	50'	40'	●		●

○ Semi-Evergreen

Land Use and Development Standards

**TABLE IV-3
Plant Selection Matrix (Continued)**

Botanical Name	Common Name	Height	Spread	Evergreen	Deciduous	Drought Tolerant
Large Canopy Trees						
<i>Chorisia speciosa</i>	Floss Silk Tree	50'	60'		•	•
<i>Cinnamomum camphora</i>	Camphor Tree	50'	60'	•		•
<i>Eucalyptus citriodora</i>	Lemon Scented Gum	80'	30'	•		•
<i>Eucalyptus cladocalyx</i>	Sugar Gum	80'	50'	•		•
<i>Ficus macrophylla</i>	Moreton Bay Fig	75'	100'	•		
<i>Liriodendron tulipifera</i>	Tulip Tree	60'	40'		•	
<i>Magnolia grandiflora</i>	Maenolia	60'	30'	•		
<i>Pinus pinea</i>	Italian Stone Pine	80'	50'	•		•
<i>Platanus racemosa</i>	California Sycamore	60'	60'		•	
<i>Ulmus parvifolia</i>	Evergreen Elm	60'	70'	•		
Vertical/Pyramidal Trees						
<i>Brahea armata</i>	Mexican Blue Palm	40'	8'	•		•
<i>Brahea edulis</i>	Guadalupe Palm	30'	10'	•		•
<i>Cedrus deodara</i>	Deodar Cedar	60'	30'	•		•
<i>Cupressus sempervirens</i>	Italian Cypress	50'	10'	•		•
<i>Eucalyptus deglupta</i>	Mindanao Gum	80'	25'	•		
<i>Ginkgo biloba "Fairmount"</i>	Ginkgo	50'	20'		•	
<i>Liquidambar styraciflua</i>	American Sweet Gum	60'	25'		•	
<i>Melaleuca quinquinervia</i>	Cajeput Tree	40'	15'	•		•
<i>Pinus canariensis</i>	Canary Island Pine	75'	20'	•		•
<i>Washingtonia filifera</i>	California Fan Palm	40'	10'	•		•
<i>Washingtonia robusta</i>	Mexican Fan Palm	60'	10'	•		•



Land Use and Development Standards

TABLE IV-3
Plant Selection Matrix (Continued)

Botanical Name	Common Name	Botanical Name	Common Name
Shrubs		Vines	
<i>Arbutus unedo</i>	Strawberry Tree	<i>Bougainvillea sp.</i>	Bougainvillea
<i>Bambusa sp.</i>	Bamboo	<i>Clematis sp.</i>	Clematis
<i>Callistemon sp.</i>	Bottlebrush	<i>Distictis buccinatoria</i>	Blood Red Trumpet Vine
<i>Cassia splendida</i>	Golden Wonder Senna	<i>Ficus pumila</i>	Creeping Fig
<i>Erythrina sp.</i>	Coral Tree	<i>Macfadyena unguis-cati</i>	Cat's Claw
<i>Ficus nitida "Green Gem"</i>	(No Common Name)	<i>Mandevilla (Alice du Pont)</i>	Mandevilla
<i>Gardenia sp.</i>	Gardenia	<i>Parthenocissus tricuspidata</i>	Boston Ivy
<i>Grevillia noelii</i>	(No Common Name)	<i>Passiflora sp.</i>	Passion Flower
<i>Hedychium gardneranum</i>	Kahili Ginger	<i>Rosa banksiae</i>	Lady Bank's Rose
<i>Heteromeles arbutifolia</i>	Christmas Berry	<i>Cissus rhombifolia</i>	Grape ivy
<i>Hibiscus rosa-sinensis</i>	Chinese Hibiscus	<i>Wisteria floribunda</i>	Japanese Wisteria
<i>Juniperus chinensis "Tortulosa"</i>	Hollywood Juniper	Grasses/Groundcovers	
<i>Ligustrum japonica</i>	Japenese Privet	<i>Agapanthus orientalis</i>	Lily-of-the-Nile
<i>Melaleuca nesophila</i>	Pink Melaleuca	<i>Lavendula</i>	Lavender
<i>Miscanthus sinensis</i>	Eulalia Grass	<i>Limonium perezii</i>	Sea Lavender
<i>Nerium oleander</i>	Oleander	<i>Pennisetum setaceum</i>	Fountain Grass
<i>Philodendron evensii</i>	Philodendron	<i>Phalaris arundinacea picta</i>	Ribbon Grass
<i>Philodendron selloum</i>	Philodendron	<i>Rosmarinus officinalis</i>	Rosemary
<i>Phormium tenax</i>	New Zealand Flax	<i>Santolina chamaecyparissus</i>	Lavender Cotton
<i>Plumbago capensis</i>	Plumbago	<i>Stipa pulchra</i>	Purple Needle Grass
<i>Rosa sp.</i>	Roses	<i>Vinca major</i>	Periwinkle
<i>Strelitzia nicolai</i>	Giant Bird of Paradise		
<i>Strelitzia reginae</i>	Bird of Paradise		
<i>Taxus baccata</i>	English Yew		
<i>Tecoma stans</i>	Yellow Trumpet Flower		
<i>Thevetia thevetioides</i>	Giant Thevestia		

.....

Land Use and Development Standards

2. Torrance Boulevard

Eucalyptus Desert Gum (*Eucalyptus rudis*) shall be planted at a ratio of one tree per 25 feet of street frontage. Jacaranda trees shall be planted at key site entry points. A mixture of Agapanthus and Sea Lavendar (*Limonium*) shall be planted at a minimum of one shrub for each 20 square feet of planting area. Dwarf Coyote Brush (*Baccharis*) and turf shall be planted as groundcover. A minimum of 35% of the required planting area must be provided as turf, to be located adjacent to the public sidewalk. Variations in the width of turf area are encouraged, to provide for an attractive pattern of plantings.

3. Carson Street, Madrona Avenue, Sepulveda Boulevard, Del Amo Circle, Amie Avenue (Private), Del Amo Circle East (Private), and Fashion Way (Private)

Jacaranda shall be planted at a ratio of one tree per 25 feet of street frontage. A mixture of Agapanthus and Sea Lavendar (*Limonium*) shall be planted at a minimum of one shrub for each 20 square feet of planting area. Dwarf Coyote Brush (*Baccharis*) and turf planted as groundcover. A minimum of 35% of the required planting area must be provided as turf, to be located adjacent to the public sidewalk. Variations in the width of turf area are encouraged, to provide for an attractive pattern of plantings.

D. Meadow Park Sub-District

Eucalyptus species, Cajeput Tree/Paperbark (*Melaleuca*) and Brisbane Box (*Tristania*) trees are to be planted at a ratio of one (1) tree per 30 linear feet of street frontage. Natal Plum (*Carissa*) shall be planted at a minimum of one five gallon shrub for each 15 feet of planting area. Star Jasmine (*Trachelospermum*) and turf shall be planted as groundcover.

E. Hawthorne Boulevard/Pacific Coast Highway Intersection Area Sub-District

At the intersection of Hawthorne Boulevard and Pacific Coast Highway only, one 24" box Eucalyptus Rudis shall be planted at each corner of the intersection.

Throughout the balance of the sub-district, Crape Myrtle (*Lagerstroemia indica*, white flower variety) trees shall be planted at a ratio of one tree for every 30 linear feet of street frontage. A minimum of one five gallon Natal Plum (*Carissa grandiflora*) shall be planted for every 15 square feet of planting area, and *Iberis sempervirens* (Evergreen Candytuft) and turf planted as groundcover.

F. Walteria Sub-District

Bradford Pear (*Pyrus*) trees shall be planted at a ratio of one tree per 35 linear feet of street frontage. A mixture of *Raphiolepis* and Shore Juniper (*Juniperus*) and turf shall be planted as shrubs and groundcover. This requirement applies only to that portion of a given lot width not occupied with a building at zero front setback.

* * * * *

Land Use and Development Standards

H. OVERLAY DISTRICTS

Certain areas within the Specific Plan Area warrant special consideration beyond what can be achieved by development regulations at a sub-district level alone. Two overlay districts have been established within the Specific Plan Area to address the unique conditions in these individual areas.

An overlay district does not supplant the base zoning of a property, rather the provisions of an overlay district work in conjunction with the base zoning. The extent to which the land uses or development standards in an overlay district vary from that of the base zoning depends upon individual conditions in each area and the intent of the individual overlay district.

1. Residential Office Overlay (ROO)

This overlay district is established to provide a transitional buffer between the traffic on Hawthorne Boulevard and established single-family residential neighborhoods, where such neighborhoods are adjacent to Hawthorne Boulevard without benefit of separation by a frontage road. To create such a buffer, those residential properties abutting Hawthorne Boulevard may be permitted to convert to a low-impact professional office use, provided the residential appearance of the property is maintained. In addition to providing a physical buffer from the traffic on Hawthorne Boulevard, the overlay district is intended to encourage investment in and maintenance of these properties, and to help preserve the quality of these residential neighborhoods.

A. *Applicability*

The ROO Overlay District is applicable to only those properties located on the east side of Hawthorne Boulevard between Sepulveda Boulevard and 230th Street and in the Meadow Park District that are immediately adjacent to the roadway and zoned R-1, as shown on the Land Use Diagram.

B. *Base Zoning*

The base zoning for properties in this overlay district is R-1, Single-Family Residential. All standards of the R-1 zone apply, except as provided for by this overlay district.

C. *Permissible Uses*

Only the following professional uses may be permitted.

1. Architect
2. Landscape Architect
3. Ophthalmologist Office (not including retail sales to general public or optometry)
4. Lawyer
5. Engineer
6. Accountant
7. Psychologist/Psychoanalyst
8. Chiropractor

.....

Land Use and Development Standards

D. Conditional Use Permit Required

Any use other than that of a single-family residence is subject to the approval of a Conditional Use Permit.

E. Restrictions

To obtain approval of a Conditional Use Permit, an applicant must demonstrate to the satisfaction of the Torrance Planning Commission that the operation of a proposed permissible professional office use would conform to the following restrictions:

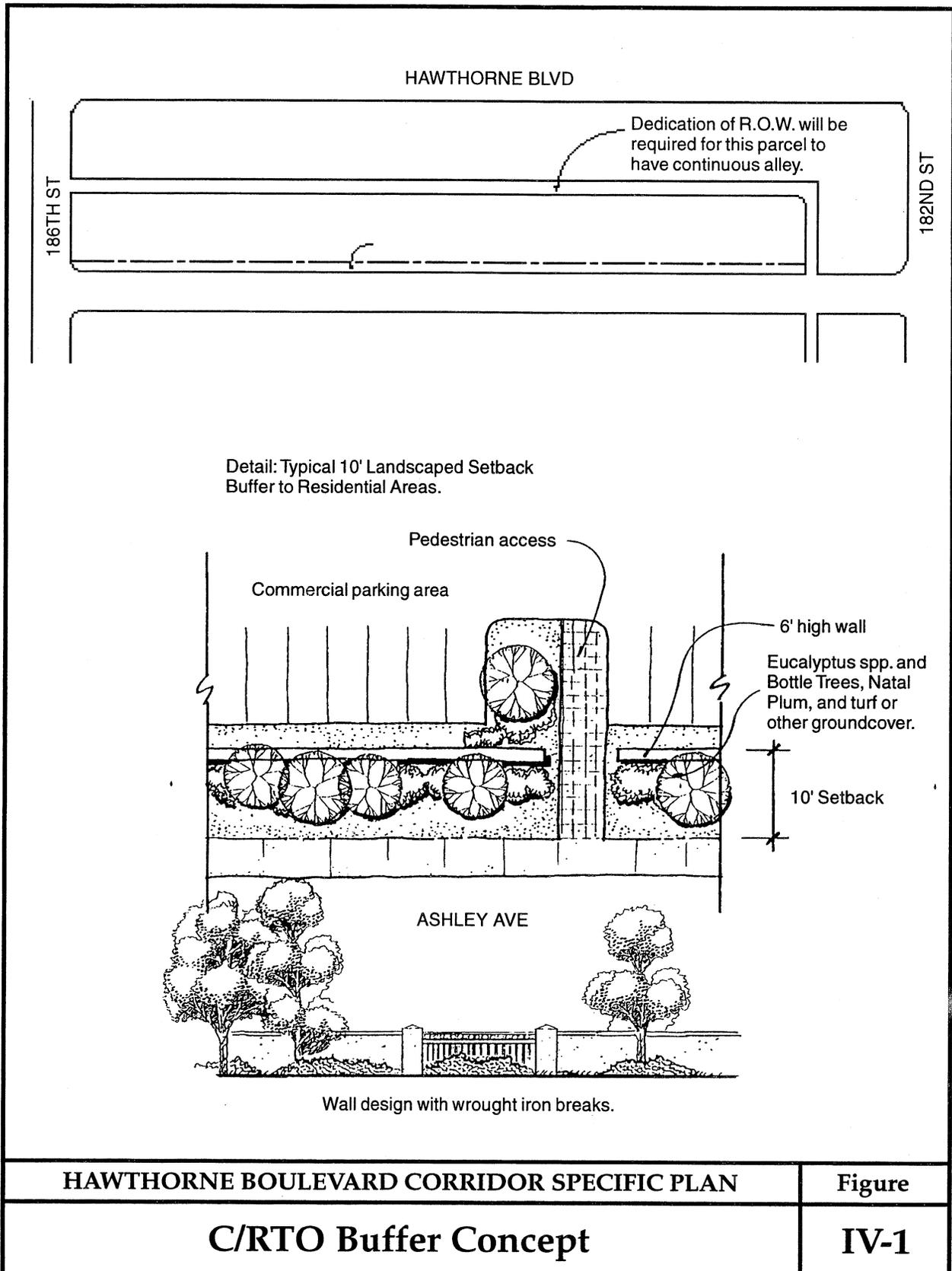
1. The original residential character and style of the house would be preserved and/or enhanced.
2. Employees
 - a. No more than two (2) employees shall be permitted.
3. Signs
 - a. Only one sign shall be permitted.
 - b. Sign shall not be illuminated.
 - c. Sign shall not exceed four square feet.
4. Parking
 - a. Tandem parking shall be allowed in the driveway for employees and patrons.
 - b. No new parking areas/spaces shall be developed in the front yard or exterior side yard setback area.
5. No curb cuts onto Hawthorne Boulevard shall be permitted.
6. No outdoor storage shall be permitted.
7. The applicant shall provide for commercial refuse pick-up; however, in no case shall a dumpster be used.

2. Commercial/Residential Transition Overlay (C/RTO) District.

The properties on the west side of Ashley Avenue between the public alley south of 182nd Street and 186th Street have been designated for commercial development since the adoption of the 1974 General Plan, although most are developed for residential use. The majority of these 17 properties are zoned R-2: Two Family Residential District; however, all carry a conditional zoning of C-4 (PP) Overlay zone, which means that with approval of a Precise Plan of Development these properties could be developed in accordance with the C-4: Solely Commercial District standards.



Land Use and Development Standards



.....

Land Use and Development Standards

To date, four properties within the C-4 (PP) Overlay have been converted from residential to commercial use. In each case the properties are developed as parking lots in support of buildings fronting on Hawthorne Boulevard. Three of the four have been rezoned to P-1: Open Area - Planting - Parking, which allows for only parking and landscaping and permits no structures. The fourth property remains zoned R-2. This arrangement of commercial building on the Hawthorne Boulevard frontage supported by parking along Ashley Avenue is facilitated by a public alley running through the center of the block.

The C/RTO Overlay District replaces the C-4 (PP) Overlay Zone, and establishes a guide for the incremental transition of properties along the west side of Ashley Avenue between 182nd and 186th Streets from residences to commercial parking areas. The new overlay district formally defines the relationship between commercial buildings on Hawthorne Boulevard and commercial parking lots east of the alley, as part of a strategy to protect the residential character of Ashley Avenue, while providing opportunity for more intensive development along Hawthorne Boulevard. In addition, the overlay maintains the residential function and character of Ashley Avenue by prohibiting commercial access and by providing an attractive, cohesively designed, landscaped and walled setback area which screens the parking area from the view of the residential neighborhood to the east. Figure VI-1 illustrates the C/RTO overlay district concept.

A. *Applicability*

The C/RTO Overlay applies to properties on the west side of Ashley Avenue between the public alley south of 182nd Street and 186th Street.

B. *Base Zoning*

As shown on the Land Use Diagram, the base zoning in this overlay district is either HBCSP, in the NT, North Torrance Land Use Sub-District for commercially developed properties, or R-2: Two-Family Residential District for residentially developed properties. The property presently developed as a commercial parking lot and zoned R-2 will be rezoned to HBCSP upon the adoption of this Specific Plan, as will the properties zoned P-1.

A basic principle of the C/RTO Overlay is the right to use or redevelop a parcel under the regulations of the R-2 zoning. The zoning terminates once the parcel is redeveloped as a commercial parking lot under the provisions of the Overlay District, at which time the base zoning of the subject property will become HBCSP. The processing of a separate zone change is not required to effectuate a change from R-2 to HBCSP, as approval of this Specific Plan provides the legal authorization for such a zone change to take place provided the conditions of the C/RTO Overlay District are satisfied.

Within this overlay, special development standards and restrictions supersede the development and land use standards of the NT land use sub-district.

.....

Land Use and Development Standards

C. *Development Permit Required*

The conversion of a residential property to a commercial parking lot use shall be subject to approval of the Development Permit whereby both the subject residential property and the commercial property it is proposed to support shall be considered together under a single entitlement.

D. *Public Alley Access*

The public alley is to be maintained for the use of all properties on the block bound by Hawthorne Boulevard, Ashley Avenue, 182nd Street, and 186th Street. Any obstructions blocking through access in the public alley shall be removed. Dedication of right-of-way will be required as necessary to provide a continuous public alley.

Commercial access from the public alley will be strongly encouraged as is the elimination and/or consolidation of driveways on Hawthorne Boulevard in order to minimize the slowing of traffic in the curb lane.

E. *Land Use Restrictions*

Properties east of the public alley located between Hawthorne Boulevard and Ashley Avenue and within the NT land use sub-district shall be used exclusively for parking in support of commercial buildings with frontage on Hawthorne Boulevard. No structures other than fences or trash enclosures will be permitted. Trash enclosures may be permitted only when adjacent to the alley.

F. *Special Development and Landscaping Standards*

1. A minimum landscaped setback of ten feet shall be provided along the west side of Ashley Avenue with a minimum six foot high wall constructed at the setback line (except when developed in accordance with the R-2 standards). The purpose of this setback area is to screen the commercial parking lots from view of the residences and do so in a visually attractive manner that complements the residential character of the street. So that this setback area has a consistent appearance, the fencing and landscaping materials used on individual properties shall conform to a uniform fence design as specified herein. The landscaping provided in this setback area shall be counted as a part of the required parking lot landscaping.
2. Within the required setback along Ashley Avenue the following plant materials are be required:
 - a. Nichol's Willow-Leafed Peppermint (*Eucalyptus nicholii*) trees shall be planted in random clusters at a ratio of one tree for every 25 feet of street frontage.
 - b. Tobira Dwarf Wheeler (*Pittosporum tobira*) shrubs shall be planted along the base of the setback line wall at a ratio of one shrub for each 20 square feet of planting area.



* * * * *

Land Use and Development Standards

- c. Groundcover shall consist of Gazania planted in front of the shrubs, spaced so as to provide 100% coverage within one year of planting. Turf shall not be permitted in this area due to maintenance considerations.
 - d. Vines, specifically Yellow Trumpet Vine (*Macfadyena unguis-cati*) shall be planted to climb the setback wall so as to achieve 100% coverage of the wall within one year.
3. The screening wall to be located at a 10 foot setback from Ashley Avenue shall be constructed of masonry block finished in plaster. Decorative wrought iron may be interspersed with the solid wall.
4. A common area maintenance agreement will be required of all property owners with commercial parking areas adjacent to Ashley Avenue, to ensure that the common wall and landscape setback area adjacent to Ashley Avenue is maintained in good condition. This agreement will be a condition of an approved Development Permit subject to the approval of the City Attorney.
5. Shared access and reciprocal parking agreements will be required of all property owners with commercial parking lots along Ashley Avenue. The intent of this requirement is to maximize the amount of parking provided and to encourage an integrated parking lot design. Where shared access and reciprocal parking are provided the requirements for perimeter landscaping along interior side property lines shall be waived.
6. No vehicular access will be permitted from a commercial property to Ashley Avenue.
7. A five percent reduction in required parking will be allowed for each commercial property on Hawthorne Boulevard with a parking lot east of the public alley that takes vehicular access exclusively from the public alley and has no driveways on Hawthorne Boulevard.

I. LAND USE DIAGRAM

The Hawthorne Boulevard Corridor Specific Plan Land Use Diagram (Figures Ia through Ie) depicts the boundaries of the Hawthorne Boulevard Corridor Specific Plan Area, the five districts and the seven land use sub-districts, together with the boundaries of the areas that will continue to be governed by either city-wide zoning standards or redevelopment plans.



Land Use Diagram

Hawthorne Boulevard CORRIDOR SPECIFIC PLAN

CITY OF
TORRANCE

North Torrance District

LEGEND

- NT** North Torrance Land Use Sub-District
- P1** Open Area/Planting/Parking District
- CRTO** Commercial/Residential Transition Overlay
(North Torrance Land Use District & R-2: Two Family Residential District)

See Detail of CRTO below

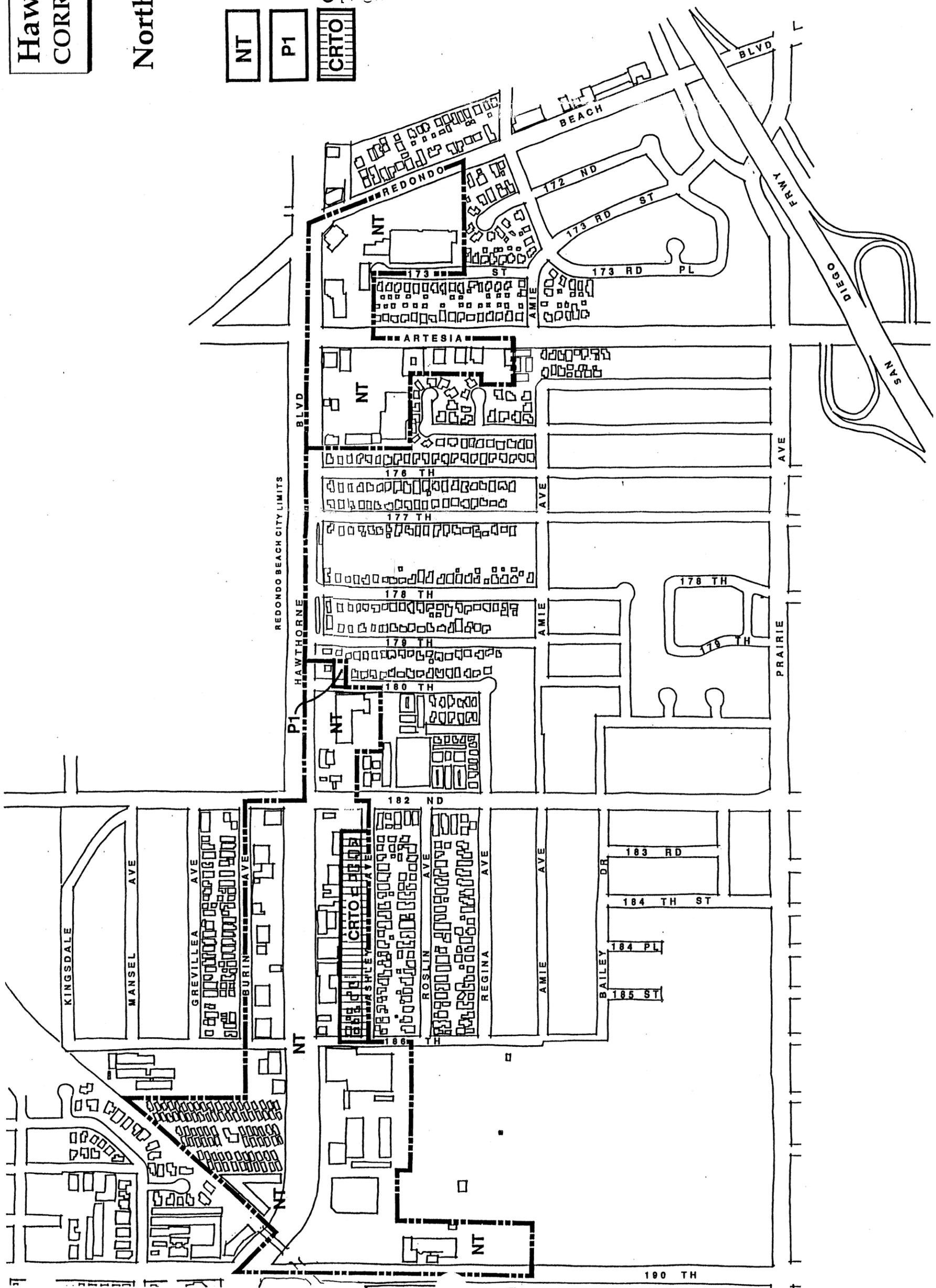
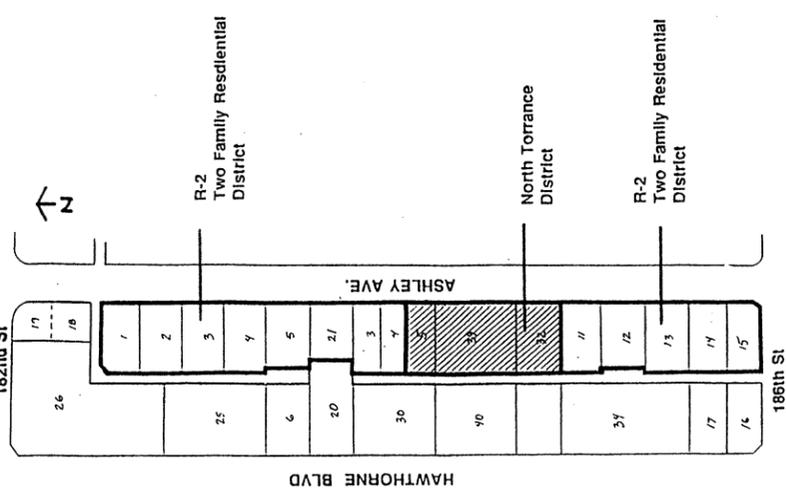


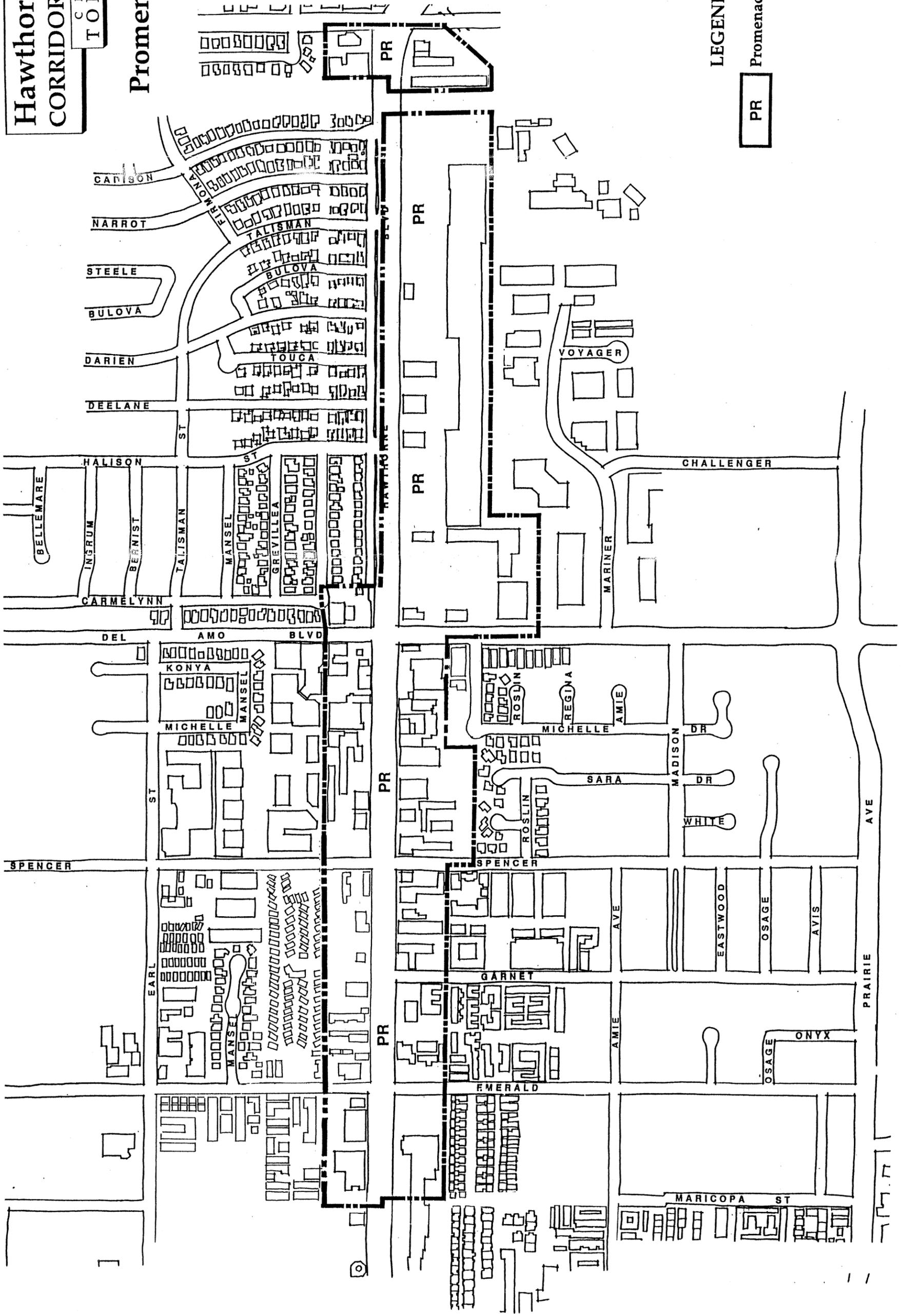
Figure 1a
IV - 28

Land Use Diagram

Hawthorne Boulevard CORRIDOR SPECIFIC PLAN

CITY OF
TORRANCE

Promenade District



LEGEND

PR Promenade Land Use Sub-District

Land Use Diagram

Hawthorne Boulevard CORRIDOR SPECIFIC PLAN

CITY OF
TORRANCE

Del Amo Business District

LEGEND

LEGEND

Del Amo Business Land Use
Sub-District (One)

Del Amo Business Land Use
Sub-District (Two)

Hospital/Medical/Dental District

Public Use District
(Fire Station No. 6)

DA-1

DA-2

HMD

PU

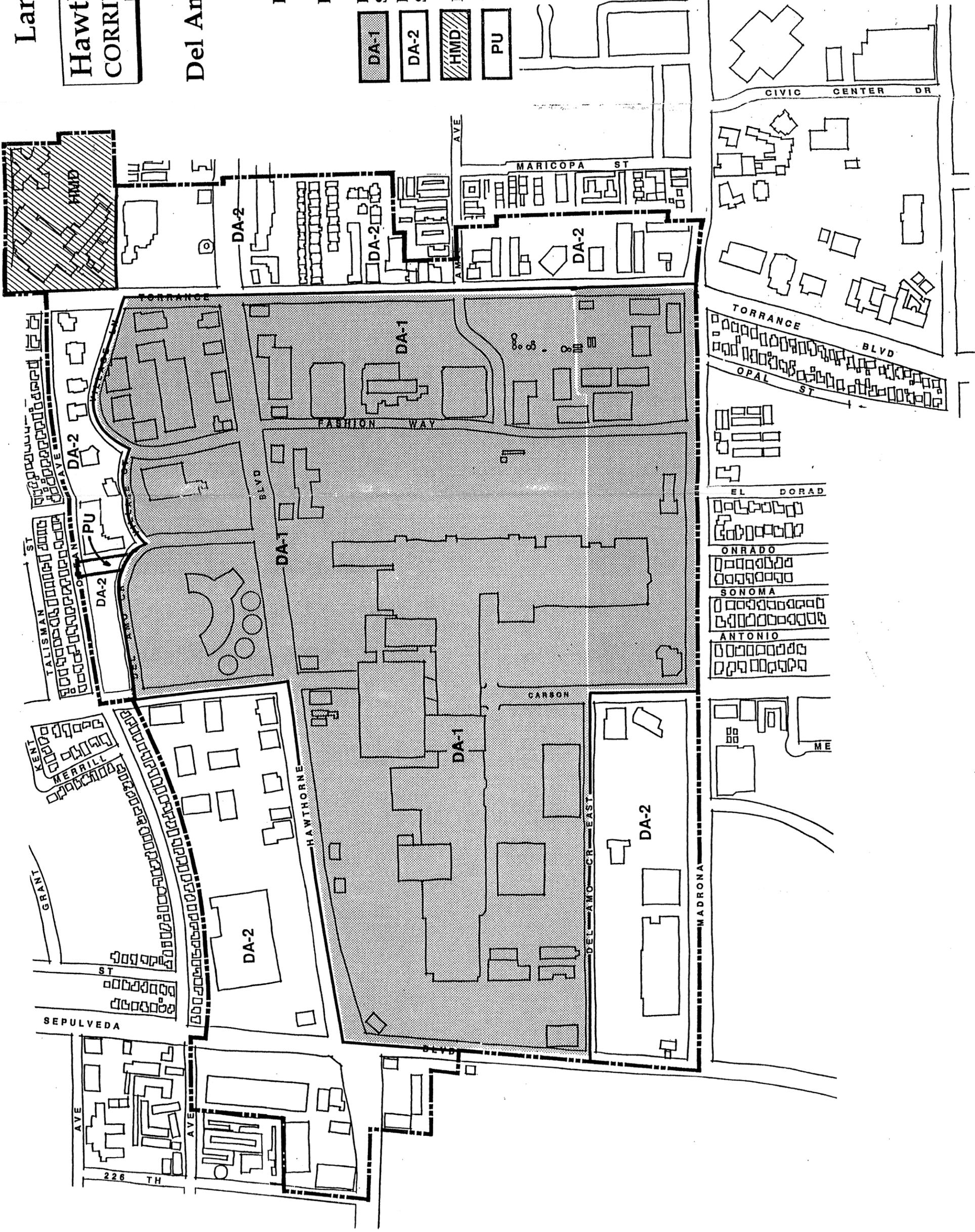


Figure 1c

Land Use Diagram

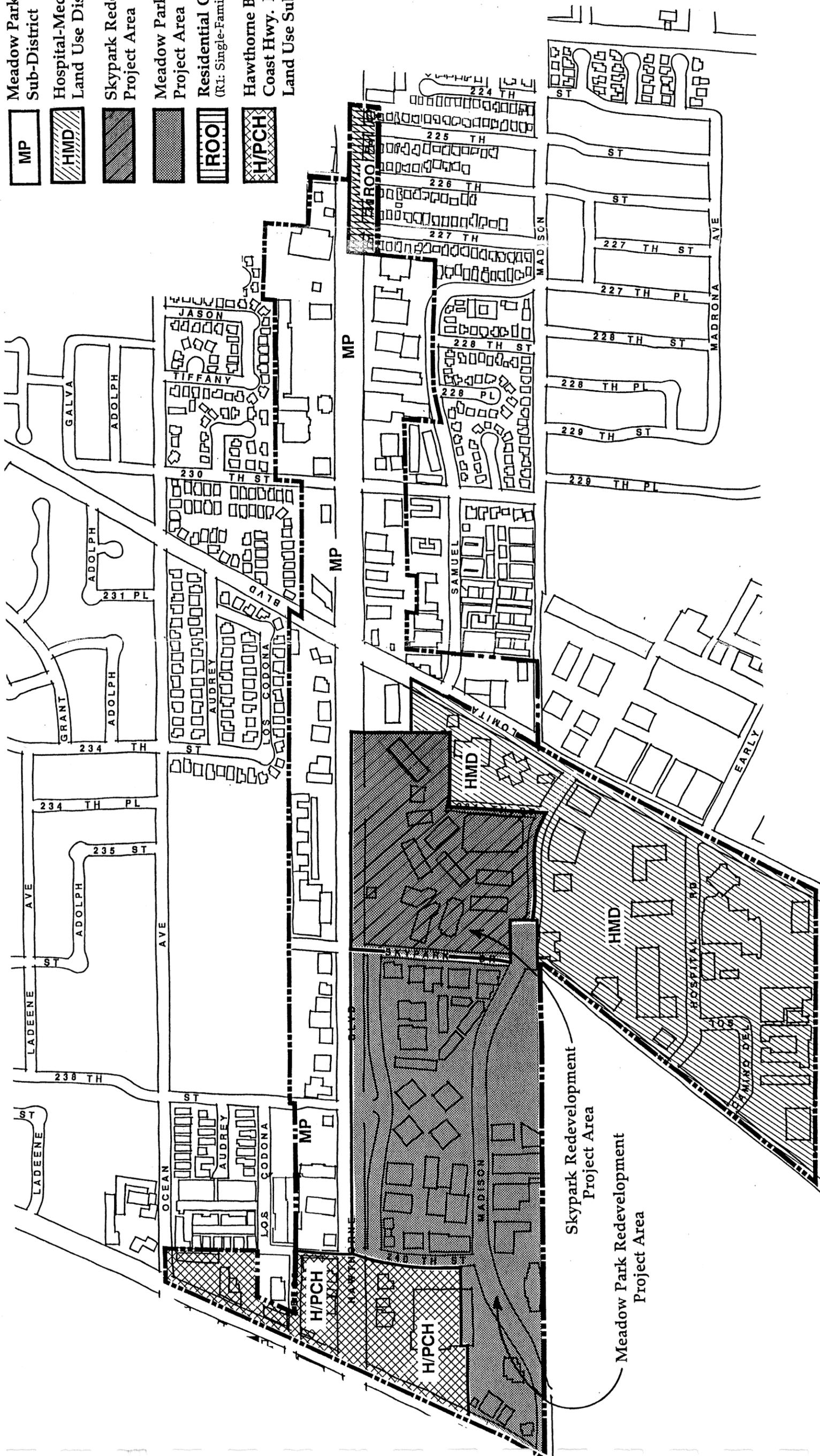
Hawthorne Boulevard CORRIDOR SPECIFIC PLAN

CITY OF
TORRANCE

Meadow Park District

LEGEND

-  Meadow Park Land Use Sub-District
-  Hospital-Medical-Dental Land Use District
-  Skypark Redevelopment Project Area
-  Meadow Park Redevelopment Project Area
-  Residential Office Overlay (Rt: Single-Family Residential District)
-  Hawthorne Boulevard/Pacific Coast Hwy. Intersection Land Use Sub-District



Skypark Redevelopment
Project Area

Meadow Park Redevelopment
Project Area

Land Use Diagram

Hawthorne Boulevard CORRIDOR SPECIFIC PLAN

CITY OF
TORRANCE

Walteria District

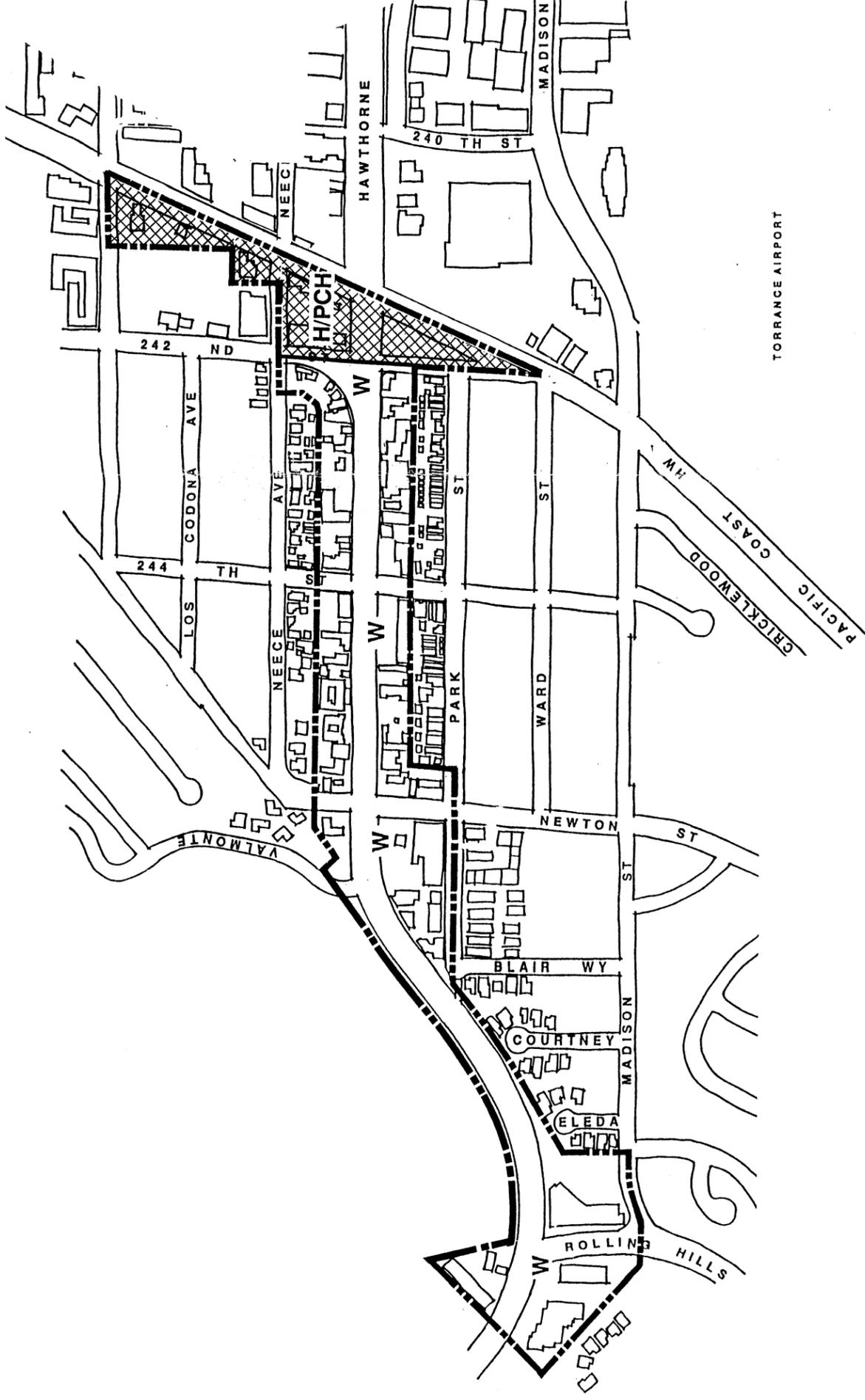
LEGEND



Walteria Land Use Sub-District



Hawthorne Boulevard/Pacific
Coast Hwy. Intersection
Land Use Sub-District



Chapter
V

A. INTRODUCTION
AND PURPOSE

The Design Guidelines included as part of this Specific Plan are intended to promote a desired level of future development quality that will:

- ◆ enhance the attractiveness of Hawthorne Boulevard as a vibrant and memorable retail and commercial destination;
- ◆ stimulate investment in and strengthen the economic vitality of the Corridor Area; and
- ◆ enhance the viability of a range of transportation choices.

These guidelines acknowledge the prevailing development patterns within the Corridor Area today, which are well-established and unlikely to undergo substantial change in the next 20 years. The guidelines, therefore, do not seek to impose an over-riding style, a limited color palette, or an artificial theme. They do seek to achieve a distinctive visual identity for the Hawthorne Boulevard Corridor, not in such dramatic terms as imposing a thematic architectural style, but in a more subtle ways that reinforce the positive design characteristics existing today.

It is not the intent of this chapter to eliminate design freedom or discourage innovative design. The design guidelines complement the mandatory development standards contained in Chapter IV by providing good examples of appropriate design solutions and by providing design interpretations of the various mandatory regulations. The guidelines are, however, less quantitative than the mandatory development standards and may be interpreted with some flexibility in the application to specific projects.

B. INTERPRETATION

To aid in the interpretation of these guidelines, a development applicant should understand the meaning of "*should*," "*encouraged*," and "*discouraged*:"

Guidelines which employ the word "*should*" are intended to be applied as stated. An alternative measure may be considered, however, if it meets or exceeds the *intent* of the guideline.

Guidelines using the words "*encouraged*" or "*discouraged*" are not mandatory, but express a more or less desirable design solution.



C. APPLICABILITY

The provisions of this chapter are applicable to all development within the Hawthorne Boulevard Corridor Specific Plan Area, except for those properties that are zoned R-1: Single-Family Residential District and R-2: Two-Family Residential District. The guidelines apply to properties included in the HBCSP: Hawthorne Boulevard Corridor Specific Plan District, as well as to those located in the HMD: Hospital-Medical-Dental District and the P-1: Open Space-Planting-Parking District. In addition, it is encouraged that these Design Guidelines be used in the review of projects in the Skypark and Meadow Park Redevelopment Project Areas.

Any new building, additions, exterior alterations, or landscaping, and any modification to an approved landscaping plan or parking lot design shall adhere to these Design Guidelines as applicable. It is important to note that these Guidelines do not affect existing buildings which are not proposed for new construction, exterior alterations, landscaping or changes in the parking lot layout.

The Design Guidelines will be utilized during the City's Design Review process, as described in Chapter VII, to encourage the highest level of design quality and at the same time provide the flexibility necessary to encourage creativity on the part of project designers in response to existing site conditions.

D. EXEMPTIONS

When in compliance with all other City ordinances, and with the standards and provisions of this Specific Plan, the following projects are exempted from all provisions of Design Review:

1. Construction underground, which will not leave any significant, permanent marks on the surface after completion. Utility boxes, pipes, and poles shall be considered "significant permanent marks."
2. Maintenance work on buildings, landscaping, or grounds (including parking lots) which does not significantly alter the appearance or function of the building, landscaping, or grounds.
3. Interior remodeling work.
4. Landscape maintenance and upkeep, including relatively minor replacement of plants other than trees.
5. Temporary uses and structures as defined by the Torrance Municipal Code.
6. Exterior repainting, providing the color palette is consistent with the Design Guidelines of this Specific Plan.
7. Roof maintenance and repair. Roof reconstruction or use of different materials is subject to Design Review as determined by the Planning Director.

E. ORGANIZATION

The design guidelines are separated into three major components:

1. *Common Elements*, beginning on page V-3. These guidelines are applicable to all development within the Specific Plan Area;
2. *Sign Design Guidelines*, beginning on page V-25. The sign design guidelines, like the common elements, apply to all development within the Specific Plan Area;
3. *District Specific Elements*, beginning on page V-32. These guidelines are applicable only to development within the individual districts and are to be used in conjunction with the Common Elements and the Sign Design Guidelines.

F. COMMON DESIGN ELEMENTS

The guidelines under the heading of Common Design Elements establish the basic design criteria which are to be considered in the design of all development projects within the Hawthorne Boulevard Corridor Specific Plan Area. In some cases the Common Design Elements section addresses a topic in its entirety. In other cases, the basic design elements addressed in this section are augmented in the **District Specific Design Elements** section.

1. Setting

Existing buildings and landscaping establish the frame of reference for new development. This is particularly true in the Hawthorne Boulevard Corridor where there is virtually no vacant land, and the potential for wholesale new development is limited by the presence of existing development. To the extent that the scale, placement and character of new buildings or building additions blend with what is already there, the corridor is continuously woven together. Conversely, regular or blatant disregard of existing patterns disrupts the essential character of the corridor.

A. Surrounding Area Character

All new structures, additions and uses should be compatible with the prevailing character of the surrounding area.

1. All new construction and development should incorporate representative characteristics of the surrounding area when the area exhibits a positive distinctive architectural style and/or established functional or landscape patterns.
2. New buildings and additions should be sited in a manner that will complement rather than conflict with existing adjacent buildings, landscape, parking and access.
3. Transitions between existing and new buildings or additions should be gradual. The height and mass of new projects or construction should not create abrupt changes from those of existing buildings.



B. Site Character

Site amenities should be preserved and should become part of any new project or addition.

1. Natural amenities such as mature trees should be preserved and incorporated in the design of a project.
2. Buildings should not turn their backs to existing or potential amenities. Buildings should be oriented to connect with high activity areas, such as restaurant dining areas or major pedestrian areas, to create a connection between the amenity and the building.

C. Sensitive Land Use Interfaces

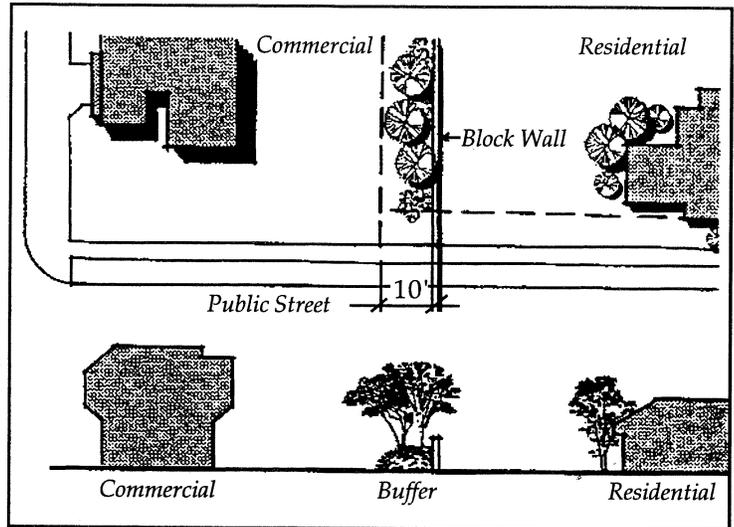
Structures and activities should be located and designed to avoid creating nuisances and hazards for adjoining properties, particularly residential properties.

1. Noise or odor generating activities in general, and loading areas, trash and storage areas and rooftop equipment in particular should be located as far as possible from adjacent residences and should never be located next to residential properties without fully mitigating their negative effects.
2. Commercial buildings and associated activity areas should be oriented so to avoid significant shading of adjacent residences and compromising residents' privacy.
3. At residential edges, commercial buildings should maintain low profiles and building heights should be stepped down to the height of adjacent residential zones, utilizing architectural elements such as gables or hip roofs to reduce building mass.
4. Windows in commercial buildings should be oriented to preclude a direct line of sight into adjacent residential buildings, or property.

Design Guidelines

5. A ten (10) foot landscaped area should be provided along any shared property line, utilizing plant materials that visually combine with the residential open space.

Buffer separation
between two
different uses.



2. Transportation Linkages

Placement of structures, landscaping, circulation patterns and access points should collectively seek to promote an integrated, multi-modal transportation system. Existing development along Hawthorne Boulevard is automobile oriented, with little regard given to providing access for pedestrians or transit users. If long term mobility is to be maintained in the Hawthorne Boulevard Corridor, access and circulation for the pedestrian and transit user must be given equal consideration with the automobile.

In the context of these Design Guidelines, the harmonious integration of pedestrian and transit user circulation is a consideration in every aspect of site design. Specific guidelines to reinforce and improve the status of walking and transit use as a viable mode of transportation have been integrated into subsequent sections of these Guidelines. However, the key elements of a multi-modal transportation system oriented site design are addressed here to underscore their significance as critical design considerations.

- A. Buildings should have the primary entry oriented toward the public street, with secondary entries from any on-site pedestrian paths or parking areas.
- B. Buildings and/or entrances should be oriented toward nearby transit centers or bus stops. Convenient pedestrian pathways should be provided from primary building entrances to transit stops.
- C. Where a parking lot is located between a public sidewalk and a building, a carefully signed and designated pedestrian pathway should be provided across the parking lot.

- D. A pedestrian pathway should be paved and have a minimum width of four (4) feet.
- E. Whenever adjacent residential (or industrial) and commercial uses can mutually benefit from connection rather than separation, appropriate connective elements such as walkways, common landscaped areas, building orientation, gates and/or unfenced property lines should be employed, and are strongly encouraged.
- F. The integration of a public transit stop into private site design is strongly encouraged. Transit stops where passengers can wait comfortably may be located in a required setback area located behind the public sidewalk, or may be combined with a storefront or other site amenity. A reduction in required minimum parking may be considered if on-site public transit stops are provided.

3. Building Design

New buildings or building additions should not only harmonize with the prevailing characteristics of the surrounding area, but should be designed in response to individual site conditions, to enhance the overall image of the Hawthorne Boulevard Corridor by virtue of the quality of the design and construction, and to promote an integrated, multi-modal transportation system.

A. Building Placement and Orientation

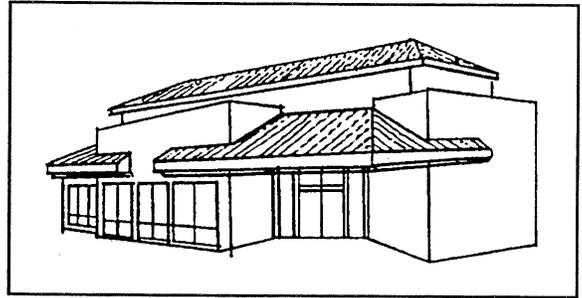
Placement and orientation of buildings defines their relationship to the street and adjacent land uses, and their accessibility to different types of transportation. Buildings should be oriented parallel to Hawthorne Boulevard or other street frontages, and in general should be placed as close to the street as established setbacks permit.

1. Definition of the street edge is a legitimate role for buildings, which should be achieved by orienting buildings parallel to Hawthorne Boulevard or other major street frontages.
2. Buildings should be placed at the front setback lines to define and enliven the street edge, as well as to maximize access from the public sidewalk.
3. The primary presence along the street frontage should be the building, not the parking lot. Parking is preferred at the rear of the site or the side of the building.
4. Only active building elevations, including windows and building entrances, never blank walls or loading areas, should face public streets.

Design Guidelines

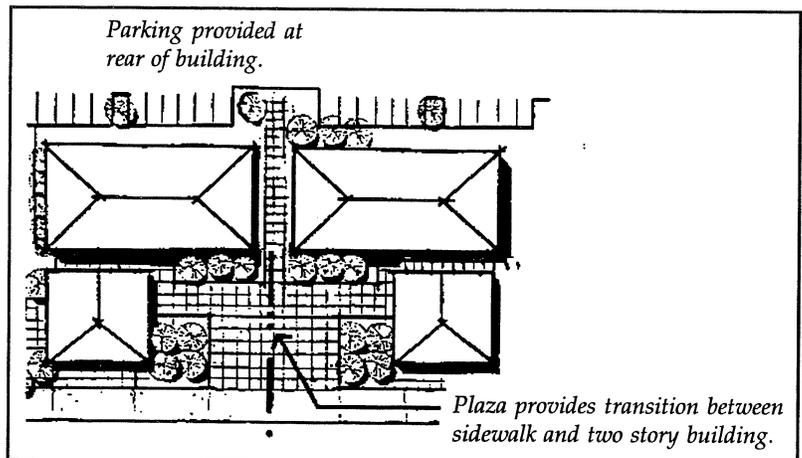
5. On larger commercial sites, such as shopping centers, a portion of the total building area should be located at the front setback line. Such siting, together with substantial landscape treatment, reinforces and strengthens the streetscape, and helps to screen off-street parking areas.

Maintain low profile of building form at the street edge.



6. When buildings have 'double frontage' (direct relationship to street on one side, parking lot on the other) they should be carefully designed to assure that both sides are attractive and functional.
7. Whenever possible, buildings should be clustered with one another or, either on-site or on an adjacent property. This creates opportunities for plazas and pedestrian areas and prevents long "barracks-like" rows of buildings or overly simplistic "L" shaped shopping centers.

Clustered buildings



8. When clustering is impractical, a visual link should be established between buildings. This can be accomplished through the use of an arcade system, trellis, or other open structure. Walkways and vehicular access should also be utilized to link developments.

Design Guidelines

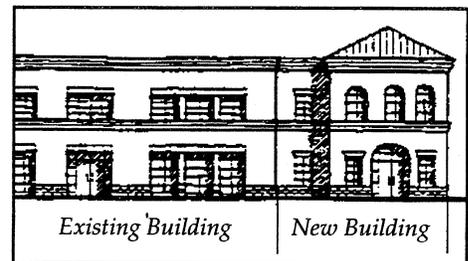
9. Recognize the importance of spaces between structures as "outdoor rooms" on the site. Outdoor spaces should have clear, recognizable shapes that reflect careful planning and are not simply "left over" areas between structures. Such spaces should provide pedestrian amenities such as shade, tables and chairs, benches, fountains, etc.

B. Building Form and Scale

The elements of a building should relate logically to each other, as well as to surrounding buildings to enhance the characteristics of a particular building or area.

1. Buildings should contain the three traditional parts of building: a base, a mid section, and a top. On low rise buildings, the different parts may be expressed through detailing at the building base or eave or cornice line. On taller structures, different treatment of the first, middle, and top stories should be used to define the three parts.
2. Where new buildings or additions are built immediately between desirable and permanent existing buildings, the design of the new construction should respond to the existing buildings through the use of architectural elements such as, matching cornice lines, continuation of a colonnade, use of similar materials, and similar building proportions.

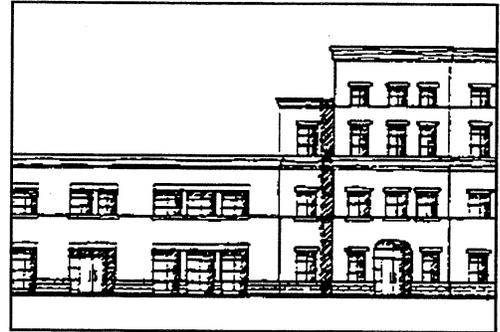
Similar proportions, details and cornice lines can provide a transition between new and existing construction.



Design Guidelines

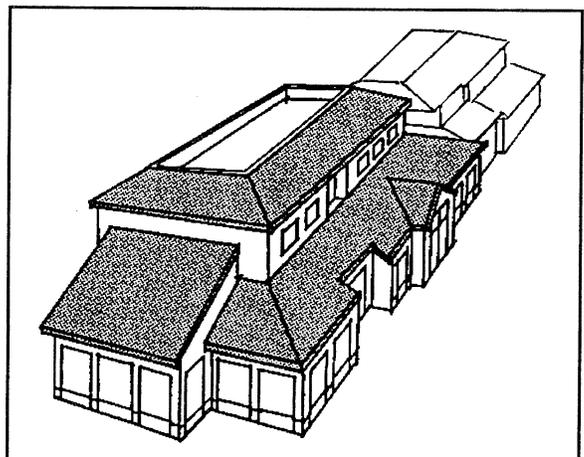
3. The scale of new buildings should be compatible with, not necessarily the same as, adjacent buildings. Special care however, should be taken to achieve compatibility next to small scale buildings; techniques should include limited size, building articulation and shadow patterns.

Compatible, not similar, scale achieved through limited size, building articulation and shadow patterns.



4. 'Franchise architecture' is strongly discouraged. Building elevations should be designed to fit into the surrounding neighborhood. Architectural gimmicks, such as roof lights, distinctive roof shapes, etc. that sacrifice the integrity of a streetscape to promote a single structure should be avoided.
5. Utilize architectural elements such as gables, hip roofs, awnings, moldings, overhangs, etc., to reduce building mass.
6. Provide massing breaks along wall expanses. Stagger long linear walls horizontally to provide interest. Large expanses of flat wall planes vertically or horizontally are not recommended. Varied parapet height or roofline is encouraged.
7. Maintain a human scale. Emphasis on the horizontal plane should be used to create a low profile and human scale. Use of vertical elements such as towers may be used to accent the predominantly horizontal massing of most commercial developments.

Emphasis on a horizontal plane and massing breaks will create a human scale.



C. *Complexity/Unity*

A single building or complex should be stylistically consistent. Architectural style, materials, colors, and form should all work together to express a single theme.

1. Each building should be stylistically consistent. For example, 'Spanish' details are consistent with stucco buildings and mission tile roofs; period detailing on otherwise contemporary style buildings is inappropriate.
2. The exterior building design, including roof style, color, materials, architectural form and detailing, should be consistent among all buildings in a complex and on all elevations of each building to achieve design harmony and continuity within itself and with its surroundings.
3. Articulation or variation in wall plane, roof line, detailing, materials, and siting is encouraged to prevent a monotonous appearance in buildings. Roof and wall plane variations, including building projections, bay windows, and balconies, are recommended to reduce scale and bulk.
4. All building additions and remodels shall maintain architectural consistency throughout.
5. Parapet walls should be treated as an integral part of the building design. Such walls should not appear as unrelated visual elements.
6. Auxiliary structures should be architecturally consistent with the primary structures on site.

D. *Awnings*

Awnings can be an important part of the body of a building, for they add visual interest and dimension, and can reduce the impression of height at the first floor of a building by adding a horizontal element.

1. The size, scale and color of the awning should be compatible with the rest of the building; the awning(s) should not be the predominant element of the facade.
2. Breaking an awning at the vertical divisions of the buildings, such as the break between the display windows and the entrance, is encouraged to relieve a long monotonous appearance.
3. The use of awnings along a row of contiguous structures should be restricted to awnings of the same form and location, and of a consistent color.
4. Signs on awnings should be painted on and be limited to the awning's flap (valance) or the end panels of angles, curved, or box awnings. *Any sign on an awning requires a sign permit.*

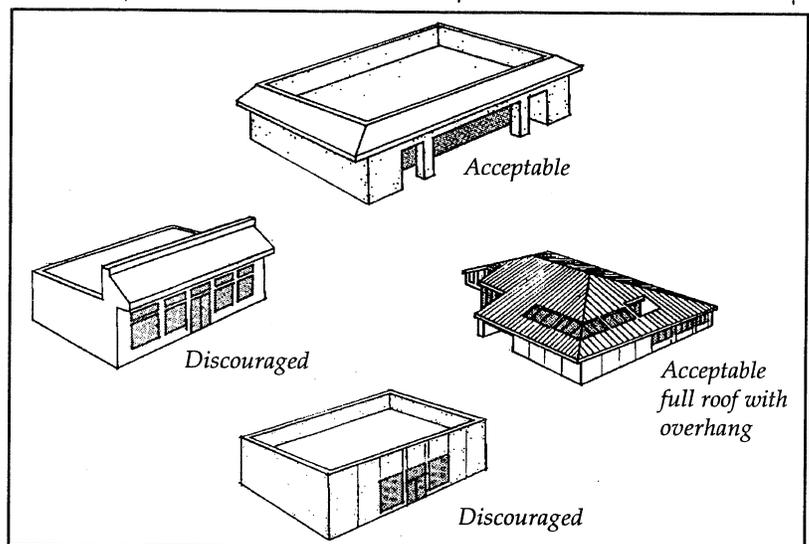
Design Guidelines

5. Awnings at the ground level should not project more than six (6) feet from the face of a building, and no portion of the awning structure should be less than eight (8) feet above finish grade. A valance portion of the awning may extend down to not less than seven (7) feet above finish grade.
6. Awnings should be canvas, treated canvas, matte finish vinyl, or fabric, and fire retardant to meet City standards. Plexiglas, metal, and glossy vinyl illuminated awnings should not be used.
7. Internally lit awnings should not be used.
8. Awnings should be well-maintained, washed on a regular basis, and replaced when faded or torn.

E. Roofs/Screening

Roofs should be an integral part of the building design and overall form of the structure and should respond to the general design and nature of other roofs along the street.

1. Roof design should conform to legitimate forms, i.e. hipped, gabled, or flat, etc. False mansard roofs and other artificial roof elements should not be used. This does not preclude the use of conventional roof forms designed with equipment wells.
2. Mansard style roofs should be continuous around a building.
3. Rooflines of buildings on adjacent properties should be considered in the design of new buildings or additions so that clashes in styles and materials are avoided.



4. Roof forms and materials should always be stylistically consistent with the overall design theme of the building.
5. Special attention should be given to the finish of parapets when buildings have flat roofs. Dependent on the architectural style of the building, parapets should be finished with cornices or other such horizontal detail, and should employ clean edges with no visible flashing.
6. Decorative roof elements should be used not only in the most visible locations, but should continue all the way around the building.

E. *Finish Materials*

The choice and use of building materials should enhance the substance and character of the building.

1. Changes in materials should occur at inside corners. Material changes at the outside corners or in plane, give an impression of thinness and artificiality, and should be avoided.
2. Variations in materials and colors should be generally limited to what is required for contrast or to accentuate architectural features. Piecemeal embellishment and frequent changes in materials should be avoided.
3. Overhangs, trellises, projections, reveals, and awnings that contribute to the character of the building, are encouraged.
4. The exterior materials and architectural details of a building should relate to each other in ways that are traditional and/or logical. For example, heavy materials should support lighter ones.

G. *Building Color*

Color can dramatically affect the appearance of buildings and should be carefully considered in relation to the overall design of the building. Color can also affect the apparent scale and proportion of building by highlighting architectural elements such as doors, windows, fascias, cornices, lintels, and sills. The use of color also works as a unifying element within the five districts of the Hawthorne Boulevard Corridor.

1. Building and related site development colors should coordinate with or complement established District colors (refer to District Specific Color Guidelines).
2. The color palette chosen for a building should be compatible with the colors of adjacent buildings. An exception is where the colors of adjacent buildings strongly diverge from these design guidelines.
3. Cleaning up a storefront and repainting it can enliven the appearance of a building and is encouraged if it works to harmonize individual buildings into a cohesive and attractive environment.

4. Subdued colors are recommended for the overall color scheme. A bright trim color may be appropriate if it can be shown to enhance the general appearance of the building.
5. Generally, commercial buildings should use no more than three wall and trim colors.
6. Buildings with a monochromatic appearance shall be avoided through the use of complementary colors.
7. In general, black, purple, green, red, orange and blue should be used only to accent building trim elements, such as door and window frames, awnings and architectural details, and avoided as primary building wall paint colors.
8. Fluorescent paints, garish colors, and painted geometric patterns or graphic designs should be avoided.
9. Generally, small buildings should range from off-white to medium earth tones. Large areas of intense white color should be avoided on all buildings. Large buildings should range in the medium toned colors. Slightly darker tones can make large, dull buildings look smaller.
10. Architectural detailing should complement the facade and tie in with appropriate adjacent building colors and materials.
11. Dark colors should generally be used on roof area to add contrast and on cornice lines, second story window frames, bulkhead areas beneath storefront windows, and awnings as accent.
12. Sign colors should be consistent with the approved color palette for a building, and in turn coordinate with established district colors.
13. In the case of painted wall signs, background sign areas should be the same as, or complement the base building color.
14. Painted murals that are not informative in content but serve as an architectural embellishment are allowed subject to the approval of the Planning Director.

4. Service Facilities

The provision of adequate Service Facilities is critical to the usefulness of buildings. These facilities also present the greatest design challenges. The need for and implications of Service Facilities should be addressed early in the project design process.



A. Service Yards

Loading and storage activities should generally be concentrated and located where they will not create a nuisance for adjacent uses.

1. Where appropriate and feasible, 'service yards' are encouraged over the dispersal of service facilities around the site. Service yards should include provisions for loading, trash bins, storage areas, utility cabinets, utility meters, transformers, etc.
2. Service yards, storage areas, and all areas for storage of maintenance of equipment or vehicles should be enclosed or completely screened from view from outside the service yard or area. Screening should include walls, buildings, gates, landscaping, berming, or combinations thereof.
3. Service yards should be located and designed for easy access by service vehicles and for convenient access by each tenant. They should also be located to minimize conflicts with other site uses and should not create a nuisance for adjacent property owners.
4. Service yards should not be located adjacent to residential areas.
5. The design of service yard walls and similar accessory site elements should be compatible with the architecture of main building(s), and should use a consistent palette of colors and materials.

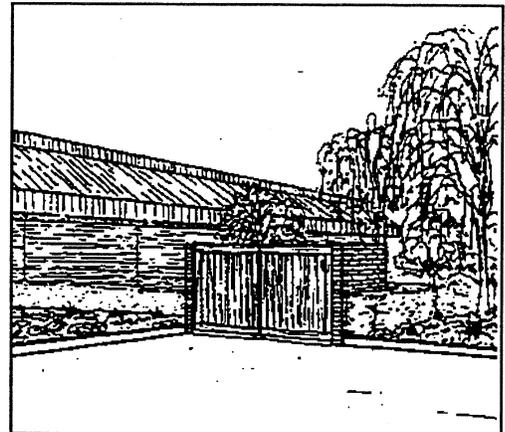
B. Trash Enclosures

All commercial construction, whether new buildings additions or remodels, should include adequate provisions for storing the anticipated number of trash bins in a manner that does not create problems for adjacent properties or public circulation.

1. All trash bins should be stored in an approved enclosure, as described in Division 9 of the Torrance Municipal Code, unless bins are stored in an approved service yard.
2. Trash enclosures should allow convenient access for each tenant. Enclosure locations should not be blocked by parking spaces.
3. Trash enclosures should be located away from residential uses and should not create a nuisance for the adjacent property owners.
4. Trash enclosures should be architecturally compatible with the commercial project with respect to design and materials.



Masonry trash enclosure with heavy wooden doors is compatible with building.



5. The inclusion of concrete stress pads to reduce pavement damage from disposal trucks is encouraged for trash enclosures.
6. Trash enclosures near residential areas and/or streets should include screens/solid covers to prevent odor and wind blown litter.
7. To discourage the accumulation of trash and stored goods, no area behind commercial buildings should be paved unless it is required for circulation, loading activities, service activities, or vehicle parking.

C. Loading

Adequate loading spaces (including docks) should be provided, but designed to avoid becoming a nuisance to surrounding properties.

1. Loading area activities should never be visible from a public street. Screening should be complete and should match the design of the building. An off-street loading space may be treated as an unscreened automobile parking space if the loading space consists of only a paved 10 foot by 30 foot loading area with no other service facilities provided.
2. Loading facilities should *never* be located at the front of the buildings.
3. Loading spaces are discouraged adjacent to residential properties. A loading space, however, may be located adjacent to parking areas for multi-family projects when another location is not feasible.
4. Customer access and circulation should be separated from loading areas.
5. Loading and delivery should never occur in a required setback area.
6. A loading space should be provided for each freestanding restaurant site.
7. Loading areas should be designed in accordance with Division 9 requirements of the Torrance Municipal Code.

D. Storage

Provisions should be made for the storage needs of commercial occupants.

1. Open paved or dirt areas cannot be utilized for storage.
2. Outdoor storage should only occur within approved storage areas which are permanently screened from view.

E. Utility Equipment

Utility equipment should not be visible from the street.

1. Utility equipment such as electric and gas meters, electrical panels, and junction boxes should be located in a utility room within the building.
2. Transformers should never be the dominant element of the front landscape area. When transformers are unavoidable in the front setback area, they should be completely screened by walls and/or thick landscaping, and should not obstruct views of tenant spaces, monument signs, and/or driveways.
3. All utility lines from the service drop to the site should be undergrounded.

F. Mechanical Equipment

Mechanical equipment should be located and operated in a manner that does not disturb adjacent occupants and it should be screened from public view.

1. All mechanical equipment such as compressors, air conditioners, antennas, pumps, heating and ventilating equipment, emergency generators, chillers, elevator penthouses, water tanks, satellite dishes and communications equipment, and any other type of mechanical equipment for the building should be concealed from view of public streets, neighboring properties, and nearby higher buildings.
2. Mechanical equipment should not be located on the roof of a structure unless the equipment can be hidden by building elements that were designed for that purpose as an integral part of the building design.
3. Mechanical equipment should be located and operated in a manner that does not produce audible noise beyond the perimeter of the structure or from adjacent properties.

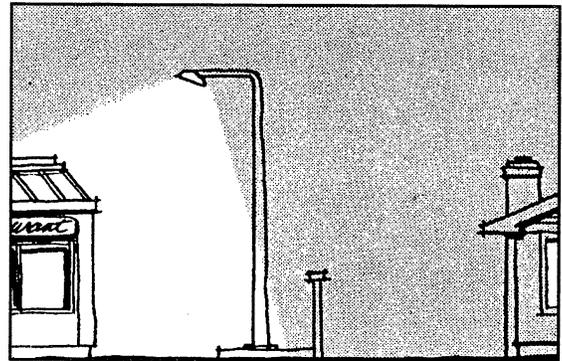
G. Lighting

Lighting should be an integral part of any new or existing development. Lighting levels should be sufficient for the safety of site occupants and visitors but should not spill onto adjacent properties.

Design Guidelines

1. Lighting should be used to provide illumination for the security and safety of on-site areas such as parking, loading, shipping and receiving, building entrances and pedestrian pathways.
2. The design of light fixtures and their structural support should be architecturally compatible with the main structures on-site. Illuminators should be integrated within the architectural design of the structures.
3. As a security device, lighting should be adequate but not overly bright. All building entrances should be well lit.

Lighting should not spill onto adjacent properties.



4. All lighting fixtures should be shielded or located to confine light spread within the site boundaries, to the extent possible, especially when adjacent to residential properties.
5. The height of light fixtures should be reduced (8 feet maximum is recommended) when adjacent to residential uses.
6. Lighting fixtures in parking lots should be located to assure adequate light levels and to avoid displacing planned trees. Light fixtures should be shown on landscape plans.
7. Landscape lighting is encouraged, but only in locations that accent landmark planting or landscape structures, or provide lighting for pedestrian access ways. Low voltage lighting which conserves energy and reduces glare should be used.

5. Circulation, Access, and Parking

Clear, easy to understand, circulation should be designed into the project to allow drivers and pedestrians to move on and off the site, and within it, safely, without confusion and without disrupting on-street traffic flow.

A. Access

Curb cuts along Hawthorne Boulevard have happened on a parcel-by-parcel basis. This has allowed for so many points of conflict that the outside lane of Hawthorne Boulevard adjacent to the curb is slowed due to right turn traffic. Access should be designed to reduce conflicts with curb lane traffic.

1. Circulation systems routing vehicles off Hawthorne Boulevard utilizing alleys or connecting through on-site connections between multiple parcels is encouraged. Establishing off-street circulation systems within individual blocks will serve to reduce traffic conflicts on Hawthorne Boulevard.
2. Curb cuts should be located a minimum distance of 250' from all street intersections to avoid placement in "stack up" areas around intersections wherever possible.
3. Curb cuts should not occur closer than 200' from each other, to provide uninhibited acceleration and deceleration distances, and to minimize the amount of conflict points wherever possible.
4. No additional curb cuts should be created on Hawthorne Boulevard, and existing driveways should be consolidated.
5. Curb cuts and driveway aisles should be shared at property lines between parcels whenever possible. Adjoining commercial parcels should provide shared parking and reciprocal on-site access.
6. Driveways should be as radius cut driveways entries instead of "dust pan" style driveways entries.

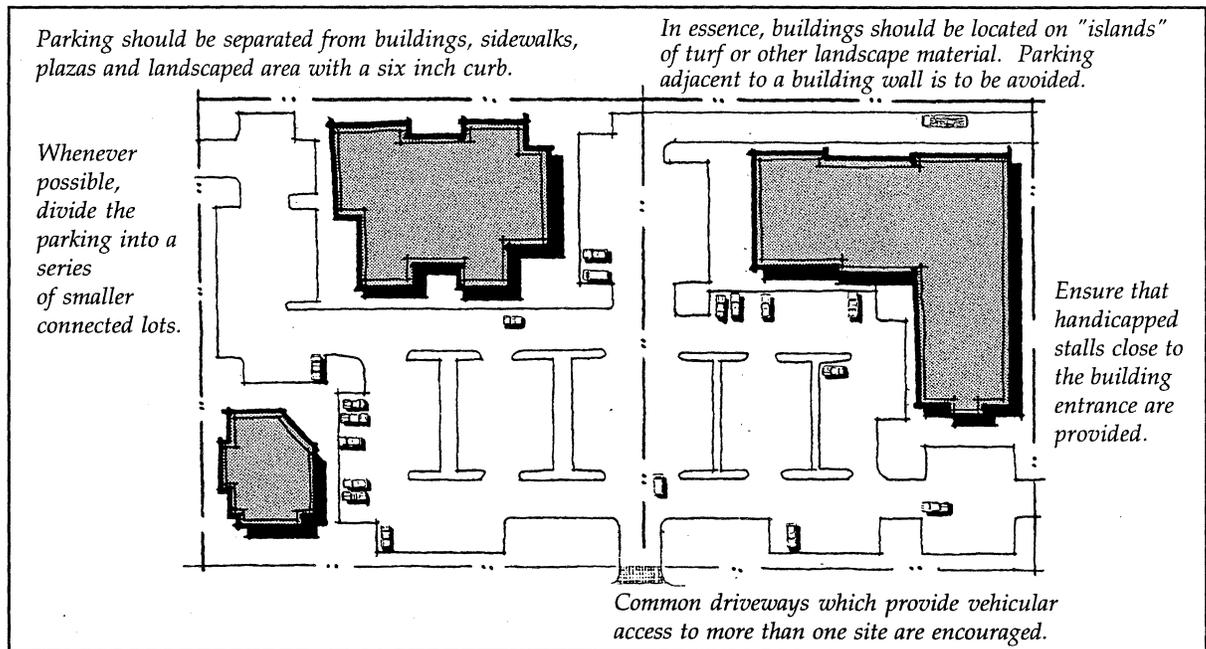
B. Parking Lots

A parking lot needs to allow customers arriving by automobile or other means to reach the site, circulate through the parking lot, and exit the site easily and safely. The needs of the automobile often conflict with those of the pedestrian. A good parking lot design will accommodate the needs of both the automobile and the pedestrian.

1. Parking lots should be designed with a hierarchy of circulation, separating parking aisles from vehicle circulation routes: major access drives with no parking; major circulation drives with little or no parking; and then parking aisles for direct access to parking spaces. Small projects may need to combine components of the hierarchy.
2. Separate vehicular and pedestrian circulation systems should be provided. Pedestrian linkages between uses should be emphasized, including linkages between adjoining parcels as well as between buildings in multi-building commercial projects.



Design Guidelines

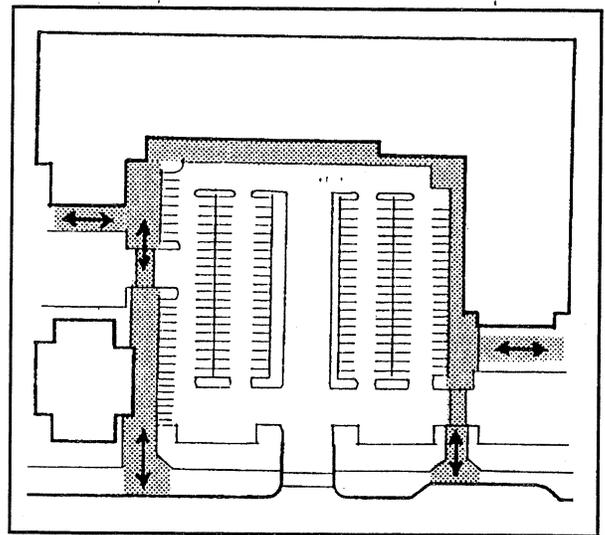


3. Parking lots should include landscaping that accents the importance of the driveways from the street, frames the major circulation aisles, and highlights pedestrian pathways. Driveways should have visual cues for drivers such as distinctive landscaping or directional signs. Entry drives on larger projects should include a minimum 4 (four) foot wide (interior dimension) landscaped median to separate ingress and egress lanes.
4. The first parking stall which is perpendicular to a driveway or first aisle juncture, should be at least 40 feet back from the curb. With larger developments, significantly more setback area may be required.
5. Shared parking between adjacent businesses and/or developments should be provided at every opportunity. Where parking areas are connected, interior circulation should allow for a similar direction of travel and parking bays in all areas to reduce conflict at points of connection.
6. Intersections within parking areas should be minimized and dead end aisles should be avoided.
7. Preferential parking which is signed, striped, and reserved for handicapped parking and carpools and vanpools shall be provided in locations as close as possible to building entrances.
8. Compact parking spaces should be evenly distributed throughout the main parking lot. They should not be clustered adjacent to the building front.

Design Guidelines

9. Large quantities of the required parking should not be located in the rear service area of a project. A small number of spaces (5 percent) may be allowed in the rear service area for employee parking.
10. The parking area should be designed in a manner which links the structures to the street sidewalk system as an extension of the pedestrian environment, as well as to transit centers or transit stops. This can be accomplished by using design features such as walkways with enhanced paving, trellis structures, or a special landscaping treatment. Where a landscaped parkway or screen wall is located between a parking lot and the public sidewalk, breaks for pedestrian access should be provided with links to on-site pedestrian routes.
11. Parking areas should be designed so that pedestrians walk parallel to moving cars. Minimize the need for the pedestrian to cross parking aisles and landscape areas.
12. Bicycle parking racks should be provided at all commercial centers and at other retail and office sites large enough to attract and accommodate bicyclists.
13. Parking areas shall be landscaped, receiving interior as well as perimeter treatment in accordance with the provisions of this Specific Plan.
14. Parking areas should be separated from structures by either a raised concrete walkway or landscaped strip, preferably both. Situations where parking spaces directly abut a structure should be avoided.

Parking lot designs should include pedestrian connections from transit stops to storefronts and convenient access to adjacent buildings.



9. For structures with only one or two levels above grade, openings in the upper decks allow light into lower levels. Trees planted on grade under these openings will extend above the structure when mature.
10. Commercial spaces located over subterranean parking should be at, or very near the same elevation as the sidewalk.
11. Light fixtures within structures should be designed so that the light source is not visible from off-site. Exposed fluorescent tubes are discouraged.
12. Lighting on the top deck of a parking structure should be architecturally integrated with the building and should not be mounted on tall poles.
13. Parking structures adjacent to residential properties should not have any openings through which light or sound may be transmitted.
14. Garage entrances should be designed to eliminate any significant visibility of the garage interior from surrounding streets. Street front entrances to garage levels of commercial buildings should be avoided if at all possible.

6. Landscaping

Planted areas are used to frame and soften structures, to define site functions, to enhance the quality of the environment, to screen undesirable views, and to create identity.

A. General

Landscaping should work with buildings and surroundings to make a positive contribution to the aesthetics and function of both the individual site and the Hawthorne Boulevard Corridor as a distinctive area.

1. Landscaping should be used to define specific areas by helping to focus on entrances to buildings and parking lots, delineate on-site circulation, define the edges of various land uses, and provide shade and screening.
2. Landscaping should be selected, placed and of a scale to relate with adjacent structures and be of appropriate size at maturity to accomplish its intended purpose.
3. Unity of design should be achieved by repetition of certain plant varieties and other materials, and by coordination with adjacent landscaping, where appropriate.



4. Existing mature trees and other prominent physical land features should be preserved and incorporated into landscape plans. Removal of any healthy, mature tree(s) is discouraged. However, in the event that mature trees are to be removed, at the minimum, a 36" box should be installed as a replacement for each tree removed.
5. Landscaping incorporated into building design is encouraged. Trellises and arbors should be considered.
6. Drought tolerant and native regional plants are encouraged and should make up a large percentage of plant materials used. The use of turf as a groundcover should be minimized.
7. Local soil, water, and other climatic conditions should be considered when choosing landscape materials, so to optimize conditions for their survival and to ensure that they will thrive with a minimum amount of maintenance.

B. Perimeter Landscaping

The perimeter of the site should be landscaped to provide parking lot screening, a buffer for adjacent uses, entry statements and an attractive view from the street.

1. Wherever a parking lot is located behind a required street front landscaped setback, a hedgerow should be planted adjacent to the parking lot to provide screening. Breaks in the hedgerow should be provided to accommodate paved pedestrian pathways, as appropriate.
2. In the case where the parkway tree(s) can not be installed due to lack of parkway width, utility constraints, etc., the applicant shall provide the required parkway tree(s) on private property in order to continue with the City's desired street tree theme.

C. Internal Site Landscaping

Landscaping should be provided around buildings to frame them and to separate them from the surrounding pavement. Parking areas should be landscaped to provide needed shade, reduce glare and heat, and generally provide relief from the negative impacts associated with large areas of asphalt and paving.

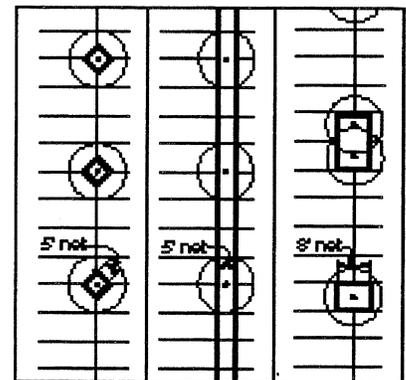
1. Landscaping around the base of structures should be provided to soften the edge between the parking lot and the structure, in planters no less than three (3) feet in width (interior dimension). Landscaping should be accentuated at entrances to provide focus.
2. A minimum four (4) foot wide (interior dimension) landscape strip should be used along major circulation aisles.
3. Parking bays should be separated from buildings by landscaped areas and/or raised and protected walkways.



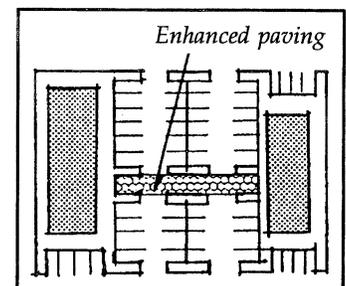
Design Guidelines

4. A minimum four (4) foot wide (interior dimension) landscape bulb should be provided at the end of parking aisles.
5. Trees in parking lots should be large canopy trees and should be distributed in such a way as to maximize the amount of shade provided.
6. Planting areas for trees required within the parking rows should be achieved by one of the following:
 - a. a continuous landscape strip, at least four (4) feet wide (interior dimension), between rows of parking spaces, or;
 - b. tree wells, 8 feet wide, resulting from the conversion of two opposing full sized spaces to compact spaces, or;
 - c. trees wells, at least 5 feet square, placed diagonally between standard or compact spaces.

Three types of planting areas for parking lot trees.



7. Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs.
8. Landscaping should be used to help screen undesirable views, such as trash receptacles, storage areas, utility cabinets, and service areas, particularly from the public right-of-way.



D. Furniture and Fixtures

Outdoor furniture and fixtures should be compatible with the project architecture and should be carefully considered as integral elements of the landscape.

1. Outdoor furniture and fixtures such as lighting, trellises, raised planters, benches, trash receptacles, newspaper racks, bus stops, phone booths, fencing, etc., should be integral elements of the building and landscape design, and should be included in, and shown on, all site and landscape plans.
2. Newspaper racks, bus stops, reverse vending machines, and phone booths should be compatible with the design, including colors, of the main structure. Newspaper/magazine racks should be consolidated into a single unit to reduce visual clutter.
3. Exterior vending machines such as soft drink dispensers and cigarette machines are discouraged.
4. Fence/wall and hardscape material should compliment the surroundings.
5. Outdoor furniture should be provided in plazas and other outdoor locations to encourage pedestrian activity.
6. Outdoor furniture should be of a sturdy construction to withstand daily abuse.
7. Outdoor furniture should never be placed in locations which conflict with vehicular or pedestrian circulation.
8. No signs or advertising are allowed on, or as any part of, any outdoor furniture except for use instructions on reverse vending machines, phones, and the display of a newspaper in a news rack.

G. SIGN DESIGN GUIDELINES

Signs are an important part of any commercial district because they help customers find the locations they are looking for. However, it should not be their purpose to advertise or outshout their neighbor. When too many large signs appear along the street, they compete for attention with one another and greatly diminish their effectiveness as business identifiers. In addition, as signs are an integral part of the streetscape, emphasis on good design and appropriate placement contribute to the goal of achieving a high quality image for businesses, transportation corridors, and the City itself.



While specific sign standards (i.e., size and type) for Hawthorne Boulevard continue to be regulated by Division 8, Chapter 8 of the Building and Safety Code, Sign Design Guidelines are included in the Specific Plan to assist applicants in designing signs that promote appropriate sign identification for the businesses of Torrance and also contribute to the high quality image desired for the Boulevard. This section addresses general design guidelines for signs, as well as guidelines for specific types of signs. Within the District Specific Design Elements section of these Design Guidelines, preferred sign designs, materials and colors are specified, and sign design elements relative to the districts are briefly discussed. The preferred sign design for each district is also shown on the District Identification Matrices in Chapter III. While the preferred sign design and color for each district is not a requirement, it is encouraged that the district design or a complimentary design be considered to create and enhance business and district identity.

The following guidelines should be consulted prior to developing signs for any new or existing projects throughout the corridor.

1. General

Each of the following general sign design guidelines should be considered prior to developing signs for any new or existing projects, regardless of the district.

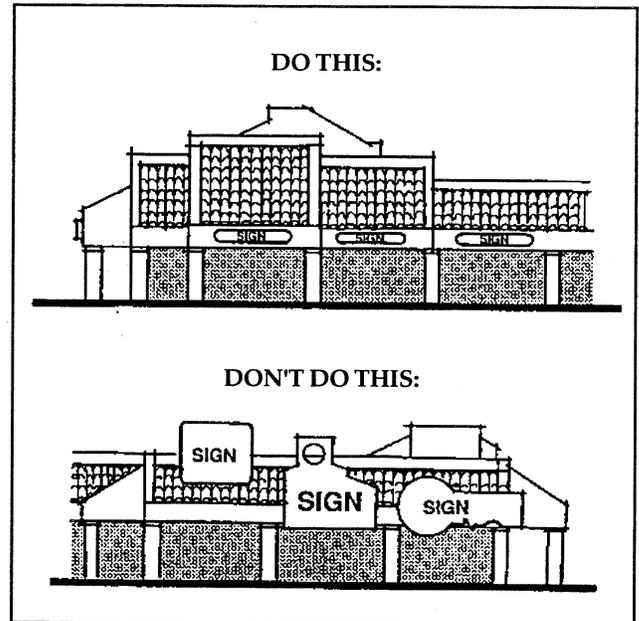
Desirable

- A. *Use a brief message.* The fewer the words, the more effective the sign. A sign with a brief, succinct message is simpler and faster to read and looks more attractive. Sign text should be limited to the name of the business.
- B. *Select colors and materials carefully.* Sign colors and materials should be selected to contribute to a sign's legibility and to compliment the building's architecture. Sign colors for individual buildings as well as for developments with sign programs should coordinate with the district and building materials color palette. Copy color should be the same for program uniformity. Background colors should be white or a neutral light color. Bright day-glow colors should be avoided, as they are distracting and do not usually blend well with building and other background colors.
- C. *Use signs to establish facade rhythm.* On commercial centers that have plain facades, signs can establish rhythm, scale, and proportion if placed in a consistent manner.



Design Guidelines

*Employ consistent sign pattern.
Inconsistent sign patterns create confusion.
Signs within or above roof area are discouraged.*



- D. **Emphasize shape, clarity of background and edge.** Shapes generally should be confined to squares, rectangles of pleasing proportion, circles, or ovals. Asymmetrical or otherwise complex shapes are discouraged, unless strong specific architectural, traditional, or environmental justification can be made for their use.
- E. **Consider the proportions of the building facade.** Within a building facade, a sign may be placed in different areas. A particular sign may fit well on a plain wall area, but would overpower the finer scale and proportion of the lower storefront. A sign which is appropriate near the building entry may look tiny and out of place above the ground level.
- F. **Consider the proportion of letter area.** If letters take up too much sign area, they will be harder to read. Large letters are not necessarily more legible than smaller ones. A general rule is that letters should not appear

Letters take up too much of the sign area.

DELICATESSEN

Letters occupy approx. 75% of the sign area (max.)

DELICATESSEN

to occupy more than 75% of the sign panel area.

- G. **Address identification.** Signs, especially freestanding signs, should include the address of the business or commercial center, which should be placed at the base or bottom of the sign.

Undesirable

- A. *Avoid intricate typefaces.* These typefaces are difficult to read and reduce the sign's ability to communicate. Lettering should be chosen for legibility, simplicity, and appropriateness to the image of the building.
- B. *Avoid faddish and bizarre typefaces.* Such typefaces may look good today, but soon go out of style. The image conveyed may soon become that of a dated and unfashionable business.

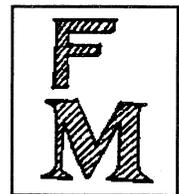
*Discourage typefaces
which are hard to read.*



Avoid ornate lettering styles.



*Utilize simple serif or
san serif alphabet.*



- C. *Avoid too many colors.* Too many colors overwhelm the basic function of communication. The colors compete with the sign's content for the viewer's attention. Limited use of the accent colors can increase legibility. No more than two colors should be used, with bright colors limited to accent features. Structural components, such as poles and supports, should be of a color consistent with the approved color palette for the building.
- D. *Avoid signs with strange shapes.* Signs that are oddly shaped can restrict the legibility of the message. If an unusual shape is not symbolic, it is probably confusing.
- E. *Avoid the use of neon.* The use of neon tubing is discouraged, except when used as an integrated architectural element within the subject development.

2. Building Wall or Fascia Signs

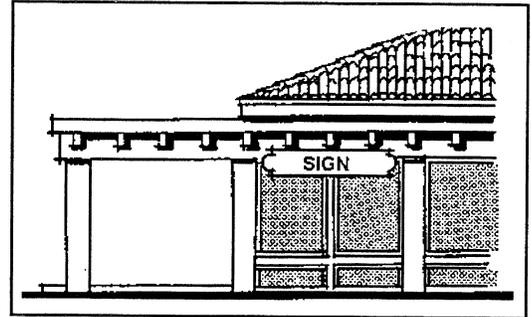
- A. *Provide logical space for signs.* All commercial buildings should provide space for the logical and integrated placement of signs.



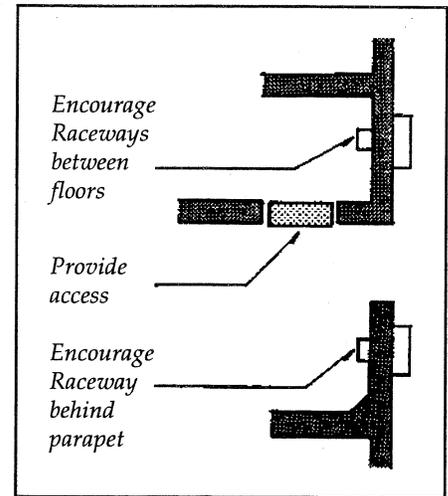
Design Guidelines

- B. **Sign placement.** Building signs should be placed upon the building parapet or fascia and should not exceed the height of the parapet or fascia itself.

Sign is in scale and character with building.



- C. **Make signs complementary.** Within any development where there is more than one sign, all signs should be complementary to each other in the following ways:
1. type of construction materials (cabinet, sign face, supports, etc.);
 2. color of copy and background (field);
 3. method used for supporting sign;
 4. shape of sign and related components.
- D. **Lighting methods.** Direct and indirect lighting methods are allowed provided that they are not harsh or unnecessarily bright.
- E. **Can-type signs.** The use of can-type signs with translucent backlit panels are strongly discouraged. Panels (field) should be white or neutral light color if a can-type sign is used.
- F. **Backlit letter signs.** The use of backlit (versus internally illuminated) individually cut letter signs is strongly encouraged.
- G. **Exposed raceways discouraged.** Exposed raceways behind the individual letter signs tend to emphasize the mechanics of the sign rather than the message and are, therefore, strongly discouraged. Buildings should be designed to conceal electrical raceways.



- H. *Remove brackets and patch holes.* When existing signs are removed or replaced, all brackets, poles and other supports that are no longer required should be removed. Any holes that remain should be patched and painted to match the surrounding portion of the building or sign support structure.

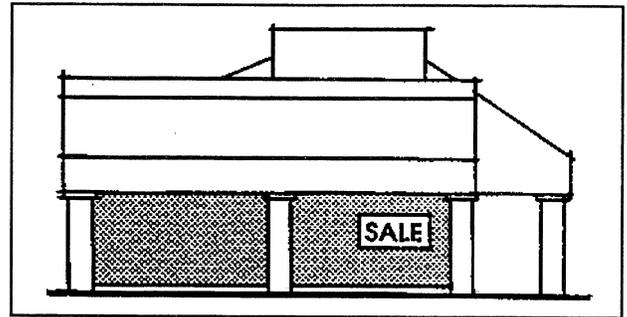
3. Monument Signs

Ground hugging monument signs, utilizing the district color for hardware, are the preferred type of sign for Hawthorne Boulevard where space permits.

- A. *Landscaped base.* Monument signs should be placed within a landscaped area that is at least equal to two times the square footage of the sign face. For example, if the sign face is 5 feet by 10 feet (50 square feet), then the size of the landscaped area at the base of the sign should be at least 100 square feet. The use of raised plant bases is encouraged throughout the Hawthorne Boulevard Corridor.
- B. *Tenant sign panels.* All tenant sign panels should be limited in size to the width of the architectural features of the sign and should be uniform in size and color. Simple, uncomplicated shapes are encouraged.

4. Window Signs

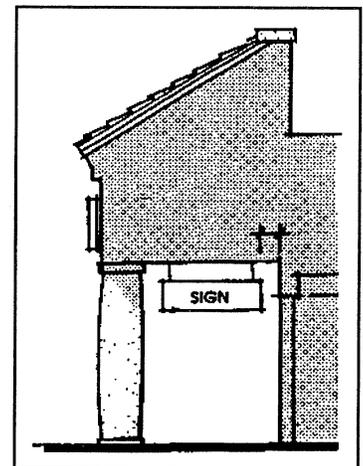
- A. *Size.* If permanent window signs are used, they should not occupy more than 25 percent of the window area.
- B. *Location.* Permanent window signs should be painted or otherwise permanently affixed to the interior of the window surface.



5. Arcade Signs

- A. *Location.* Arcade signs, perpendicular and/or parallel to the building face, may be installed in shopping centers underneath arcade roofs or covered walkways. A minimum clearance of 8 feet should be provided between the walkway and the bottom of the sign.

Arcade
Sign



- B. *Design/Materials.* The design of arcade signs, the materials of construction and method of mounting should be the same for all such signs with a shopping center.
- C. *Illumination.* Arcade signs should not be illuminated except by the light fixtures permanently recessed into the ceiling of the arcade.

6. Roof Signs

- A. *Limitations on use.* Generally, roof signs are discouraged unless the location of an existing building is so close to the front property line that no other means of business identification is possible.
- B. *Number of signs.* If roof signs are used, they should be limited to one per building and designed to appear to be an integral part of the building.

H. DISTRICT SPECIFIC DESIGN ELEMENTS

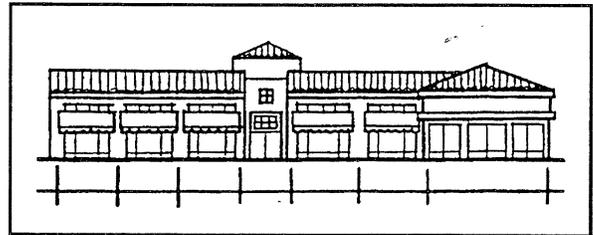
The guidelines provided under the District Specific Design Elements establish the specific guidelines which are applicable to development within a particular district, and are to be used in conjunction with the guidelines in the Common Design Elements section. If there are cases in which guidelines from this section contradict or deviate from those in the Common Design Elements section, the District Specific Guidelines will apply.

1. North Torrance District

A. Building Form and Scale

The general building form and scale preferred for the North Torrance District is one of horizontal orientation versus vertical orientation. A "storefront" design concept is encouraged for both single buildings on lots as well as for the smaller shopping centers in this district. This design concept is intended to create a pleasing "rhythm" to the pattern of building facades in North Torrance.

Large expansive building wall is broken down into structural bays which bring down the mass into a pedestrian scale.



B. Sign Design

Monument signs are preferred.

C. Building and Material Color

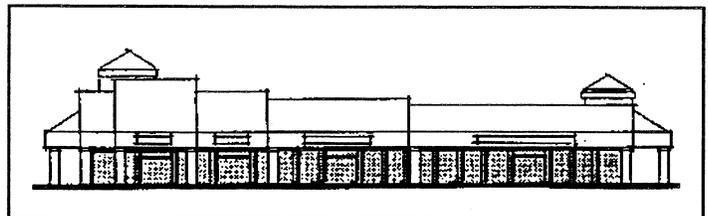
Whenever possible, building trim, lighting fixtures, site furniture and other hardware should utilize the **FOREST GREEN** color established for this district, or incorporate it as an accent color.

2. Promenade District

A. Building Form and Scale

Tower architectural elements are encouraged as a means of providing visual interest and identity and to transition the lower intensity development of this district to the Del Amo Business District.

Tower elements provide identity in a predominately horizontal form.



B. Sign Design

1. Monument signs are preferred.

C. Building and Material Color

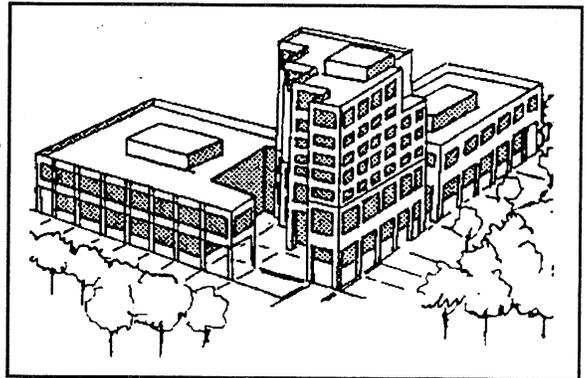
Whenever possible, building trim, lighting fixtures, site furniture and other hardware should utilize the **BURGUNDY** district color established for this district, or incorporate it as an accent color.

3. Del Amo Business District

A. Building Form and Scale

1. The general building massing preferred for development in this district is one of vertical orientation versus horizontal orientation. The exception to this is at the peripheral edges of the district, such as along Ocean and Madrona Avenues, and for development of the vacant property on Del Amo Circle behind the Del Amo Fashion Center.
2. Although the overall scale of development is more intensive and massive in the Del Amo Business District than elsewhere in the Hawthorne Boulevard Corridor, buildings should be designed to invite and accommodate pedestrian activity at entrances, plazas and along street frontages.

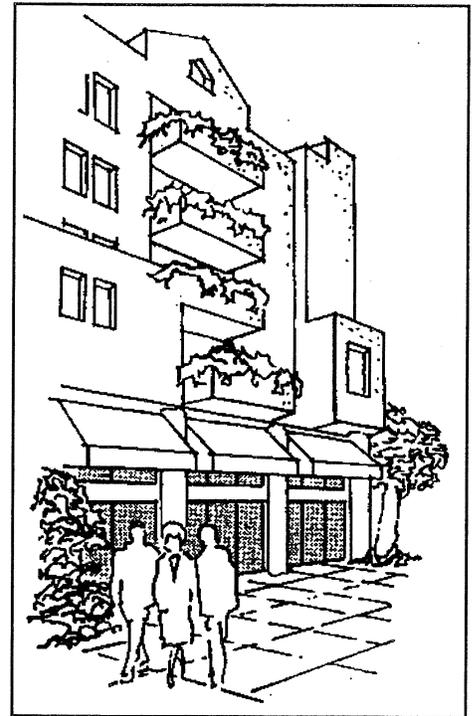
Multiple height combinations are encouraged for large scale developments.



3. Extra care should be taken with the design of the first floor of any multi-story structure. Fenestration patterns, structural bays, roof overhangs, sidings, moldings fixtures and details define the scale of buildings and should be considered carefully at street, open space and pedestrian access areas.
4. Multiple building height combinations are encouraged for large scale developments.

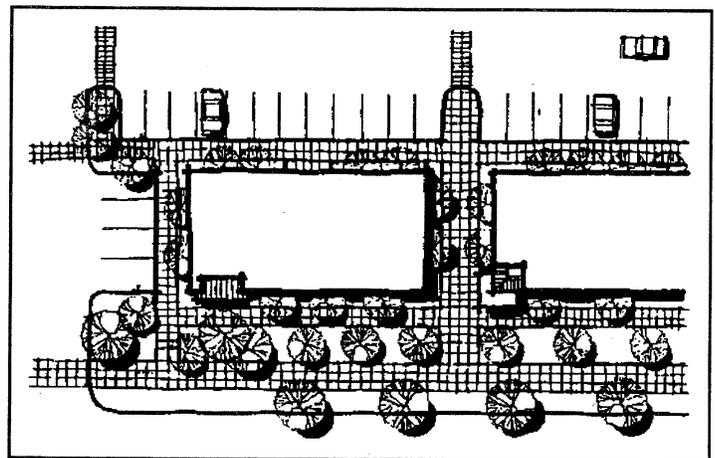
Design Guidelines

Use of smaller architectural elements on large buildings bring the mass down to a pedestrian scale.



- B.** Pedestrian access in the Del Amo Business District is one of the most important design elements contributing to the success of the district character.

Provide significant pedestrian design elements with connections to adjacent buildings, parking and transit facilities.



1. All commercial development should provide significant pedestrian design elements, with connections to adjacent properties, as well as the transit center or other transit circulation systems.
2. Exterior nighttime illumination of buildings is important in creating an interesting and safe environment for pedestrians. In addition, it can serve to highlight building design features, add emphasis to prominent entrances and plazas and to create an ambiance of vitality and security.

C. Sign Design

Monument signs are preferred.

D. Building and Material Color

1. Whenever possible building trim, lighting fixtures, site furniture and other hardware should utilize the **PURPLE "EGGPLANT"** district color established for this district, or incorporate it as an accent color.
2. Although the General Color Design Guidelines encourage that the total number of building colors be limited to three, additional colors may be used in the Del Amo Business District. This is particularly true for the larger buildings or developments. Additional colors will only be allowed on building trim or as accent colors, and must be part of an overall development theme.
3. In an effort to encourage a "festival-like" atmosphere, the controlled use of brightly colored banners, flags and other materials may be allowed subject to the approval of the Planning Director. Such displays should be consistent throughout the district, in terms of style, color and lettering, and should relate to non-commercial advertising themes.

E. Residential Interface Considerations

These guidelines address the unique conditions that exist between properties located in the DABD and properties located either immediately adjacent to or across the street from the DABD that are zoned R-1: Single-Family Residential District. Their intent is to minimize possibly intrusive impacts on these R-2 properties that could result from the development of the type of large-scale projects that are allowed in DABD through the application of considerate site and building design techniques.

1. Projects should be designed to maximize the distance and mass of buildings and the location of active site and building areas away from R-1 zoned properties. In situations where the front property line is adjacent to a public or private street and facing R-1 zoned properties, building and active areas should be oriented toward the interior of the DABD and Hawthorne Boulevard.
2. Active building elevations and signage should be oriented away from R-1 zoned properties.
3. Off-street parking lot areas should incorporate elements that shield adjacent from R-1 zoned properties from lighting glare and headlights.



4. Meadow Park District

A. Building Form and Scale

1. Buildings should be located near street setback line with parking at the side and rear or the property.
2. Properties located in the H/PCH Land Use Subdistrict should reference the development standards for this area and design accordingly.

B. Sign Design

Monument signs are preferred.

C. Building and Material Color

Whenever possible, building trim, lighting fixtures, site furniture and other hardware should utilize the **MATTE BLACK** district color established for this district, or incorporate it as an accent color.

5. Waleria District

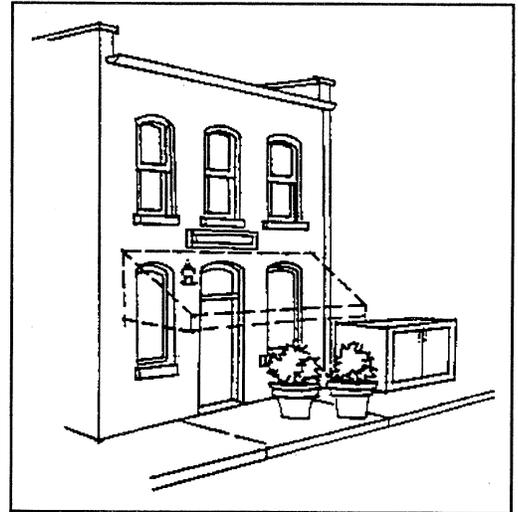
A. Building Orientation, Form and Scale

1. The entrances of all buildings in the Waleria District should face Hawthorne Boulevard.
2. As most parking areas are located behind buildings and off the alleys, attractive and well-defined rear entrances should be provided. Awnings, trellises and other accessory building structures may be used.
3. To foster an urban village atmosphere, awnings may be allowed to project into the public sidewalk.
4. Properties located in the H/PCH Land Use Subdistrict should reference the development standards for this area and design accordingly.
5. The characteristic proportion (relationship of height to width) of existing facades should be respected by new development, additions or remodels. Use a variety of architectural elements such as gables, hip roofs, awnings, moldings, overhangs, pop-outs, etc. to reduce building mass, to create visual interest, and to reinforce a pedestrian scale.



Design Guidelines

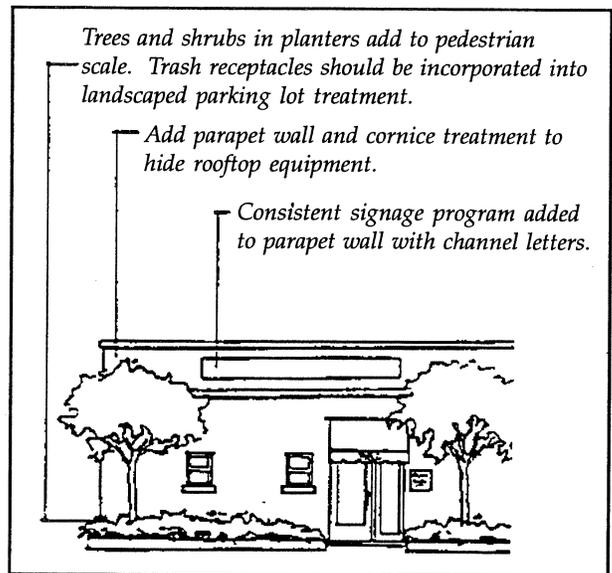
Rear entry treatment should reflect the front facade treatment. Add pedestrian scale amenities such as display windows, awnings, wood and glass doors and surface paving.



Trees and shrubs in planters add to pedestrian scale. Trash receptacles should be incorporated into landscaped parking lot treatment.

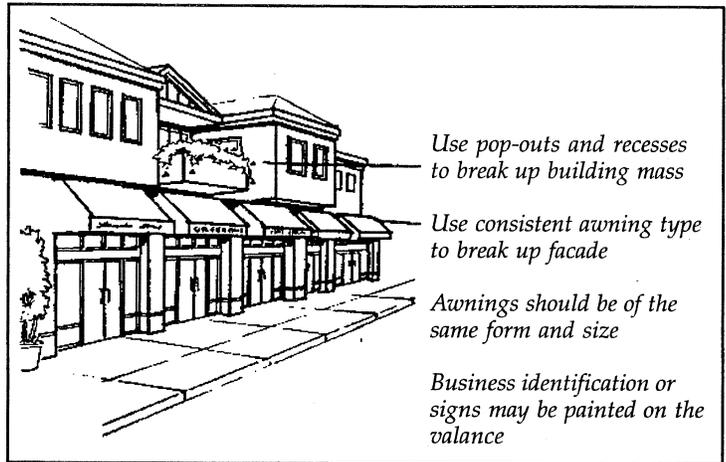
Add parapet wall and cornice treatment to hide rooftop equipment.

Consistent signage program added to parapet wall with channel letters.



Design Guidelines

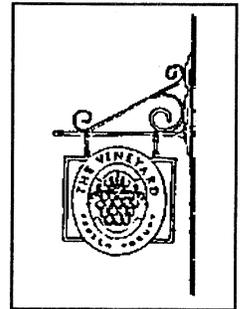
Use a variety of architectural elements to create visual interest and reinforce pedestrian scale.



6. Whenever an infill building is proposed which is much "wider" than the existing characteristic facades on the street, the infill facades should be broken down into a series of appropriately proportioned "structural bays."
7. New construction should maintain the predominant difference between upper story openings and storefront, or street level openings (windows and doors). Usually, there is a much greater transparent or glazed open area at storefront level for pedestrians to have a better view of the merchandise displayed behind.
8. Although structured parking may be allowed, the ground floor building elevation facing Hawthorne Boulevard must be a storefront and include active uses such as shops or offices - it may not be the entrance to a parking structure.
9. Potted plants, raised planters, window boxes, small cut out landscape areas and special hardscape design elements should be used to promote pedestrian activity and soften the street frontage or rear entrance.
10. Solid walls between parking lots on separate properties should be avoided to provide greater visibility and security, and to promote a more attractive alleyscape.

B. Sign Design

1. Signs are encouraged to utilize design similar to concept provided below.



C. Building and Material Color

1. Many of the buildings in the Walteria District were built in the early 1900's. Colors should therefore reflect the development style and scale unique to this district. Building colors such as white, off-white, ochre, beige or other colors that relate to the primary building material (i.e. ochre/stucco, gray/concrete, beige/wood).
2. Whenever possible, building trim, lighting fixtures, site furniture and other hardware should utilize the **INDIGO BLUE** color established for this district, or incorporate it as an accent color.
3. Lighting fixtures, site furniture and other hardware, sign framing and other materials should coordinate with or complement the District color, (Indigo Blue).

**Chapter
VI**

**A. INTRODUCTION
NAD INTENT**

This chapter identifies the transportation and infrastructure improvement needs for the Hawthorne Boulevard Specific Plan area. It specifies the traffic level of service performance standard for the corridor and summarizes existing and future circulation conditions. In identifying the improvements needed to maintain acceptable levels of service, this chapter delineates those strategies which will be most effective in achieving the corridor's mobility goals. The improvement program also outlines the steps for implementing the utility undergrounding program referenced in Chapter III. In the context of transportation considerations, the adequacy of parking supply is addressed. Finally, a mobility monitoring program is introduced in order to assist in measuring the progress towards achieving these goals at any time in the future.

**B. MOBILITY
STANDARDS**

One of the primary goals of this Specific Plan is to maintain mobility and maximize opportunities for alternative modes of transportation in the Hawthorne Boulevard Corridor. Achievement of this goal will involve strategies to maintain feasible peak traffic operations and to enhance the accessibility and convenience of alternative travel modes, including public transportation and walking.

Level of Service (LOS) describes the quality of traffic flow through intersections, using a scale from A to F. Intersection levels of service in the corridor are measured using the Highway Capacity Manual methodology estimation of the average stopped delay per vehicle. The City of Torrance General Plan has established a goal of LOS D or better for peak traffic conditions on the City's roadways. (The peak hour is the hour with the highest traffic volume during the peak travel period.) However, five intersections along Hawthorne Boulevard already operate at LOS E or F during peak hours. The corridor LOS performance standard is therefore to maintain LOS D or better during peak hours at all intersections along Hawthorne Boulevard except those which already operate at LOS E or F. At those locations, the standard is to not degrade the existing peak hour level of service.

Although Hawthorne Boulevard serves as a primary artery for automobile travel for the City, it presents many opportunities for alternative modes of mobility, and this Specific Plan places a priority on facilitating pedestrian and transit trips to and through the various land uses along the road. The mobility standard for transit and walking is to improve the viability of these travel modes as alternatives to the automobile. This involves improving the frequency of transit service, eliminating long transfer times between bus lines, and providing safe and convenient pedestrian linkages between adjacent developments and between transit stops and building entrances.

.....

Transportation and Infrastructure

C. EXISTING AND FUTURE CONDITIONS

Hawthorne Boulevard is the most heavily traveled roadway in Torrance, carrying upwards of 80,000 automobiles per day. It is also the mostly densely developed commercial corridor in the City, and a large portion of its traffic is directly attributable to the land uses it supports. Development on the Boulevard and within the larger Corridor Area presently consists of approximately 119 residences, over 5.8 million square feet of commercial uses, over 2.5 million square feet of office uses, and about 450,000 square feet of business park and industrially related uses. Together, these land uses generate over 300,000 trips per day. (Please refer to Table VI-1)

The Boulevard is characterized by heavy traffic volumes in both directions throughout the day, with three peak periods of traffic occurring in the morning, noon, and evening. Traffic levels progressively increase over the day such that levels are higher at the noon hour than in the morning, and higher yet in the evening than at noon. The progressively higher levels of traffic throughout the afternoon into the evening peak period, and the relatively balanced directional flow are the product of the many retail destinations located in the Corridor area.

Despite heavy traffic volumes, the Boulevard experiences relatively high levels of mobility. Currently, 19 of the 24 signalized intersections along Hawthorne Boulevard operate at LOS D or better in both the morning and evening peak periods. Existing peak hour levels of service are shown in Table VI-2 and in Figures VI-1a and VI-1b.

A range of public transportation services are provided in the corridor, including several fixed-route bus lines, specialized demand-responsive services, and employer subscription bus service. At the present time, approximately 1.5% of all trips in the Corridor are made on some form of public transportation and more than 4% of the employees who report to work in the Corridor area use public transit.

Efforts to manage peak period transportation demands are underway, implemented primarily by large employers (100 or more employees). To help coordinate the efforts of such employers, many of whom are located within the Del Amo Business District, a transportation management association (TMA) has been formed. In addition, the City has adopted a transportation demand management (TDM) ordinance, which required new non-residential developments to implement certain strategies to encourage alternatives to drive-alone commuting.

Based on the levels of development anticipated by the City's General Plan, there is a potential for 4.5 million square feet of future development within the Corridor Area. As indicated in Table VI-1, this development potential includes more than 3.5 million square feet of new commercial development (primarily retail and service uses) as well as nearly 900,000 square feet of new office development. Associated with this potential new development are nearly 390,000 new daily vehicle trips, an increase of 28% over existing traffic levels.

A complete analysis of existing and future transportation conditions is provided in the **Hawthorne Boulevard Corridor Study**.

Transportation and Infrastructure

Table VI-1
Land Use and Trip Generation Summary

Land Use	Existing	Future Baseline	Future Plan
Residential (dwelling units)	119	0	0
Commercial (1000 sq.ft.) *	4,091	7,778	7,778
Office (1000 sq.ft.)	2,530	3,425	3,425
Bus. Park/Industrial (1000 sq.ft.)	449	446	446
Traffic Generation by Land Use			
Residential Trips	972	0	0
Commercial Trips	207,967	272,281	255,273
Office Trips	70,928	91,325	82,365
Bus. Park/Industrial Trips	7,168	7,119	6,298
Other Trips Generated	16,032	16,952	15,701
<i>Total Trips</i>	<i>303,067</i>	<i>387,677</i>	<i>359,637</i>
Traffic Generation by Purpose			
Home-Based Work Trips	43,270	54,828	40,907
Home-Based Shop Trips	60,787	80,560	77,555
Home-Based Other Trips	62,458	77,339	75,939
Work-Based Trips	39,929	51,208	45,862
Other Trip Purposes	96,623	123,742	119,374
<i>Total Trips</i>	<i>303,067</i>	<i>387,677</i>	<i>359,637</i>

* Does not include Hotels

Transportation and Infrastructure

Table VI-2
Existing Peak Hour Levels of Service

INTERSECTION NAME	A.M. PEAK		P.M. PEAK	
	DELAY*	L.O.S.	DELAY*	L.O.S.
REDONDO BEACH/HAWTHORNE	15	C	23	C
ARTESIA/HAWTHORNE	29	D	32	D
177TH/HAWTHORNE	4	A	18	C
182ND/HAWTHORNE	14	B	24	C
186TH ST/HAWTHORNE	8	B	12	B
190TH/HAWTHORNE	43	E	34	D
190TH/PRAIRIE	85	F	120+	F
TALISMAN/HAWTHORNE	4	A	10	B
HALISON/HAWTHORNE	5	A	9	B
DEL AMO/HAWTHORNE	39	D	79	F
SPENCER/HAWTHORNE	11	B	11	B
EMERALD/HAWTHORNE	9	B	13	B
TORRANCE/HAWTHORNE	18	C	46	D
VILLAGE LN/HAWTHORNE	6	B	26	D
DEL AMO CIRCLE/HAWTHORNE	8	B	14	B
CARSON/HAWTHORNE	16	C	33	D
CENTER/HAWTHORNE	2	A	10	B
SEPULVEDA/HAWTHORNE	23	C	72	F
230TH/HAWTHORNE	10	B	11	B
LOMITA/HAWTHORNE	49	E	120+	F
P.C.H./HAWTHORNE	39	D	120+	F
244TH/HAWTHORNE	9	B	8	B
NEWTON/HAWTHORNE	13	B	19	C
VIA VALMONTE/HAWTHORNE	18	C	13	B
ROLLING HILLS/HAWTHORNE	27	D	34	D

*Delay represents average delay in seconds per vehicle.

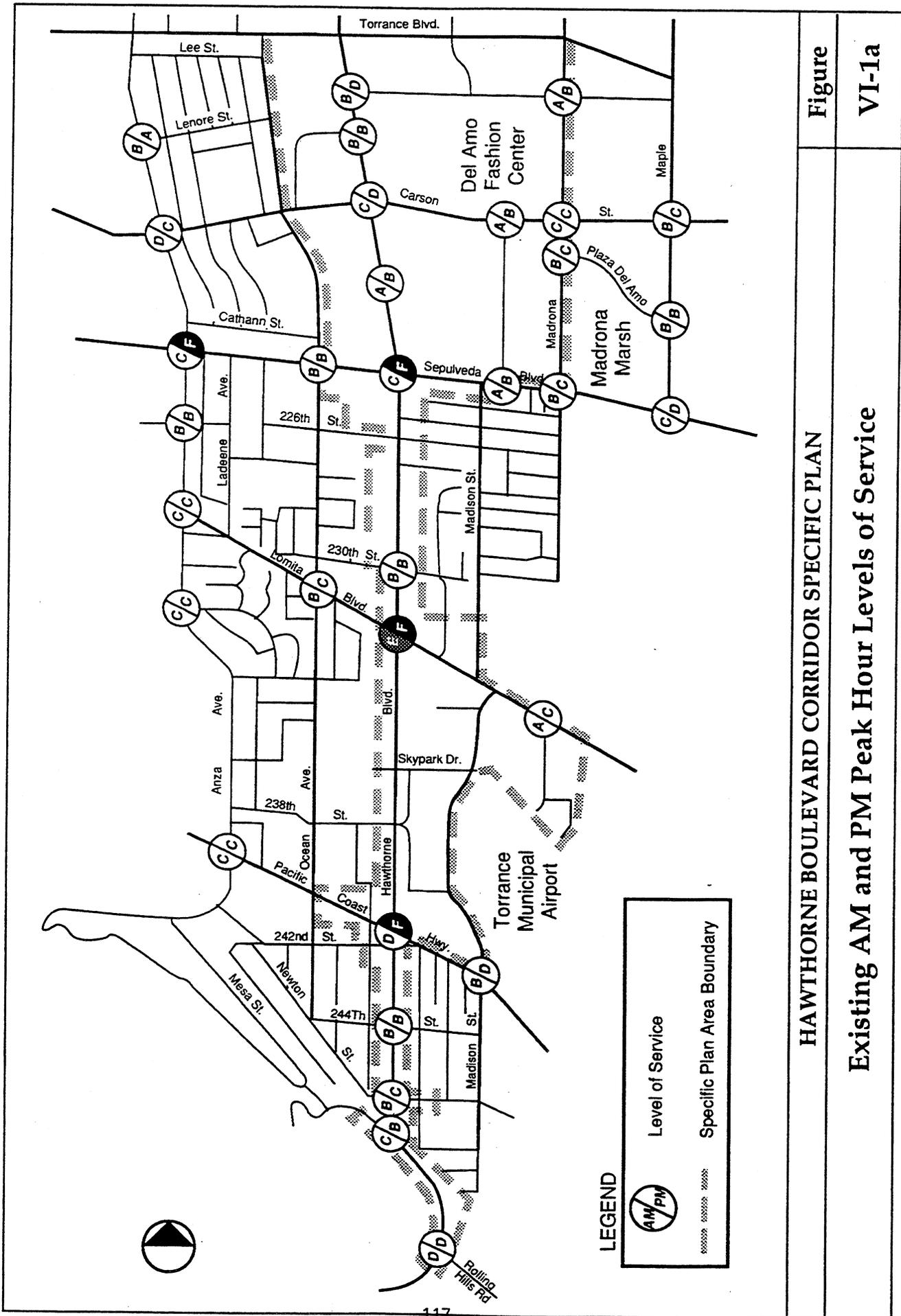
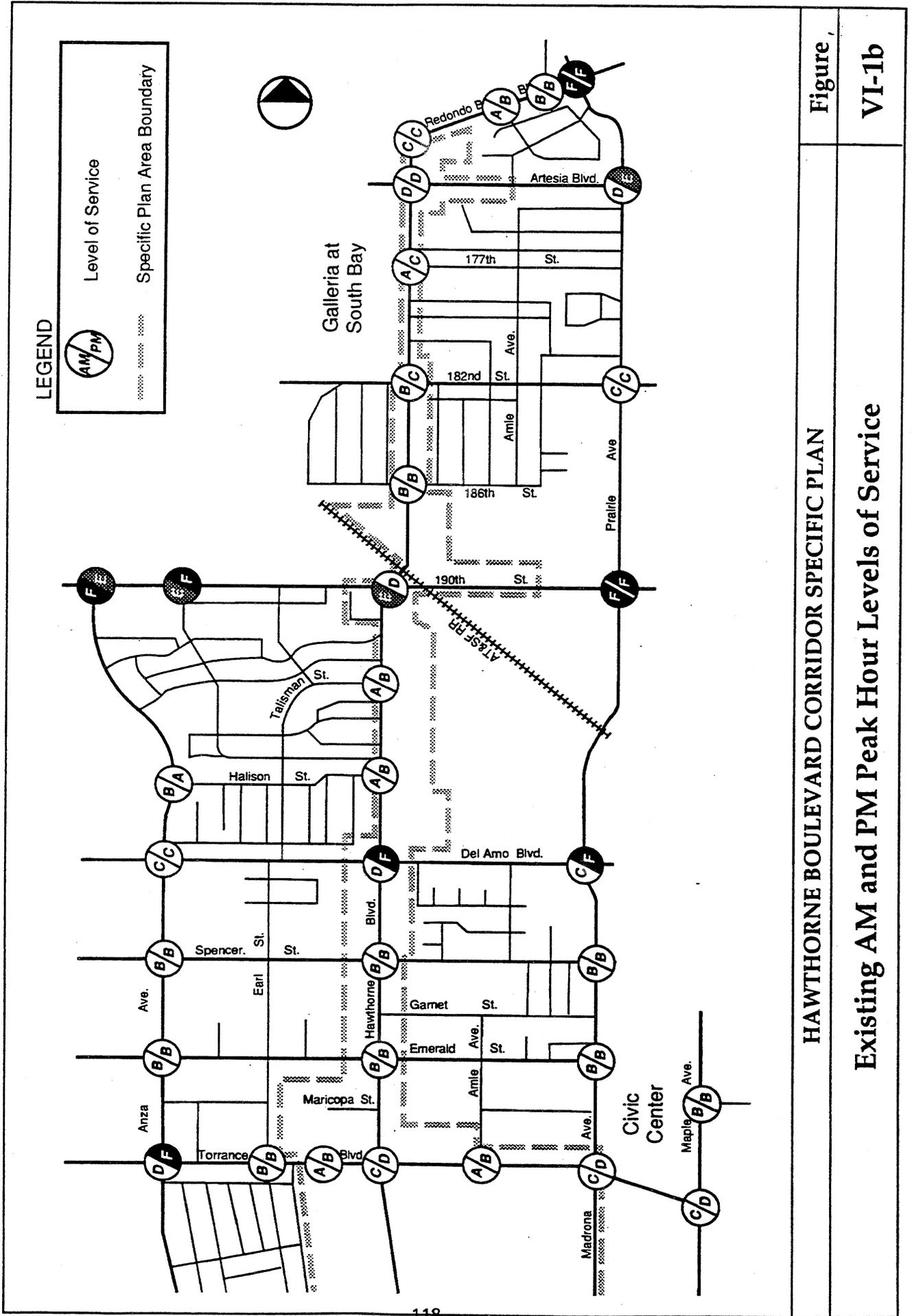


Figure VI-1a

HAWTHORNE BOULEVARD CORRIDOR SPECIFIC PLAN

Existing AM and PM Peak Hour Levels of Service



HAWTHORNE BOULEVARD CORRIDOR SPECIFIC PLAN

Figure

Existing AM and PM Peak Hour Levels of Service

VI-1b

.....

Transportation and Infrastructure

**D. STATE
HIGHWAY
STATUS**

Hawthorne Boulevard is a state highway (SR-107) from Pacific Coast Highway to the northern city limits (and beyond). Any improvements to the roadway or within the right-of-way must therefore be implemented by the California Department of Transportation (Caltrans). The Specific plan assumes that Hawthorne Boulevard will retain its designation as a state highway and will remain under the administrative responsibilities of Caltrans. Any physical improvement to the roadway will continue to be within the purview of Caltrans and must compete for priority among the state's greater funding priorities. Should there be a change in the status of Hawthorne Boulevard as a state highway, this issue will need to be revisited.

The City does have the authority to program and implement improvements on most intersecting streets, except Artesia Boulevard and Pacific Coast Highway, which are also state highways. The City may also conduct certain routine maintenance function on Hawthorne Boulevard; however, roadway maintenance is not addressed in this plan.

**E. COMPREHENSIVE
TRANSPORTATION
STRATEGY**

Accommodating new transportation demand generated by new development while maintaining acceptable mobility levels will require the implementation of a comprehensive, three-pronged transportation strategy. The essential components of this strategy include:

- ◆ Maximizing the carrying capacity of the roadway through a combination of roadway capacity improvements and the implementation of strategies for improving traffic operations and optimizing the use available system capacity.
- ◆ Making more efficient use of the existing carrying capacity of the roadway by reducing drive alone trips and by shifting trips to other modes of transportation, including public transportation and walking.
- ◆ Reducing transportation demand through the implementation of TDM strategies.

This three-pronged approach to meeting future travel demand is essential, since none of the three components alone can achieve desired mobility standards without the other two components.

The transportation strategy for the Hawthorne Boulevard Corridor presented in this chapter was developed through an iterative analysis process, wherein a number of transportation solutions were considered in conjunction with the relative costs associated with the implementation of each. Beginning with a traditional approach to managing traffic, the first step in this analysis was a consideration of the physical capacity improvements alone that would be required to accommodate future travel demand. When it proved that this single approach would require extensive right-of-way acquisition to widen Hawthorne Boulevard beyond its present eight-lane configuration, as well as grade separations at key intersections, it was determined to be prohibitive in terms of cost-effectiveness. Cost effectiveness in this case was measured not only in terms of the initial costs for right-of-way acquisition, but in terms of the long-term loss of tax revenues associated with loss of productive commercial properties as well.

.....

Transportation and Infrastructure

Given the constraints to further widening of the Boulevard, there were only two other alternatives for meeting future transportation demand: to reduce long-term development potential in the Corridor so as to be able to rely on only physical improvements or to find other, more cost-effective solutions to future congestion problems. Pursuing the second alternative, a combination of strategies was developed that could accommodate future travel demand without reducing the potential for future development and without the need of reconstructing the entire boulevard. This entire process was completed with oversight by the HBCAP Committee and is explained fully in the **Future Conditions Report: Technical Memorandum No. 2.**

This three-pronged strategy for managing long-term transportation and mobility within the Corridor focuses on maximizing intersection capacity through selective widenings, where it is possible to do so, as it is at the intersections that delays occur. The congestion relief offered by such improvement is limited, however, because many intersections are improved to their maximum physical capacity. Beyond physical improvements, the key to addressing mobility throughout the Corridor is to make more efficient use of the carrying capacity of the existing roadway. This requires a new and much stronger emphasis be made on increasing the viability of alternative modes of travel and on managing the demand for tripmaking so as to reduce the number of drive-alone trips.

In more quantifiable terms, this Specific Plan assumes that approximately 7% of all travel generated in the future will be met by transit and TDM, an amount equivalent to approximately 28,000 daily trips. It is also assumed that nearly 360,000 trips a day will be made on the roadway. In considering these numbers it is important to realize that these assumptions with regard to mode share for transit and TDM trips are modest in comparison to those made by other cities, by Los Angeles County, and by the Southern California Association of Governments. It is equally important to note that achievement of a greater mode split could alleviate congested conditions at intersections where physical improvements alone can not provide relief, and in the long-term can provide for continued development beyond that forecast by the City's General plan.

The balance of this chapter presents the specific improvements that will be needed over time to accommodate future transportation demand. Time frames for implementation of specific projects will be determined by the level of new development at any point in the twenty-year planning horizon of this Specific Plan. It is conceivable that more or less development may occur as economic cycles dictate, and there may be periods of time during which there will be few, if any, new projects. Furthermore, development levels are not expected to occur uniformly throughout the Corridor, with some areas absorbing a higher proportion of potential development than others. As a result, specific timing of mitigation strategies may vary according to need and level of development.

In order to coordinate transportation improvements and mitigations, this Specific Plan incorporates a monitoring program that will enable the City to gauge the level of development in any given period and its impacts on the transportation system within the Hawthorne Boulevard Corridor. The monitoring program is presented at the end of this chapter.

E. TRANSPORTATION IMPROVEMENT PROGRAM **1. Traffic Capacity**

The strategy for increasing traffic capacity includes a combination of physical capacity improvements (on and off the Boulevard) and operational improvements (called transportation system management or TSM strategies).

A. Roadway Capacity Improvements

The program of roadway capacity improvements includes widening 13 intersections on Hawthorne Boulevard, widening one intersection outside the corridor, and constructing two planned east-west arterial connections in the City. Each of the improvements is discussed below; intersection improvements in the corridor are presented first (from north to south), followed by the improvements outside the corridor. For each location, the situation is discussed which causes the need for improvement, and the recommended improvement is identified along with the triggering mobility constraint which will generate the need for that improvement.

The recommended future lane configurations at the 14 intersections are shown in Figures VI-2a and VI-2b. The recommended lane geometry is conceptual; specific improvement needs should be studied when the intersection is to be improved so that the most cost-effective improvement available at a given point in time will be implemented. This will include determining if additional right-of-way may be necessary and the most feasible means of acquiring it.

1. Hawthorne Boulevard at Redondo Beach Boulevard

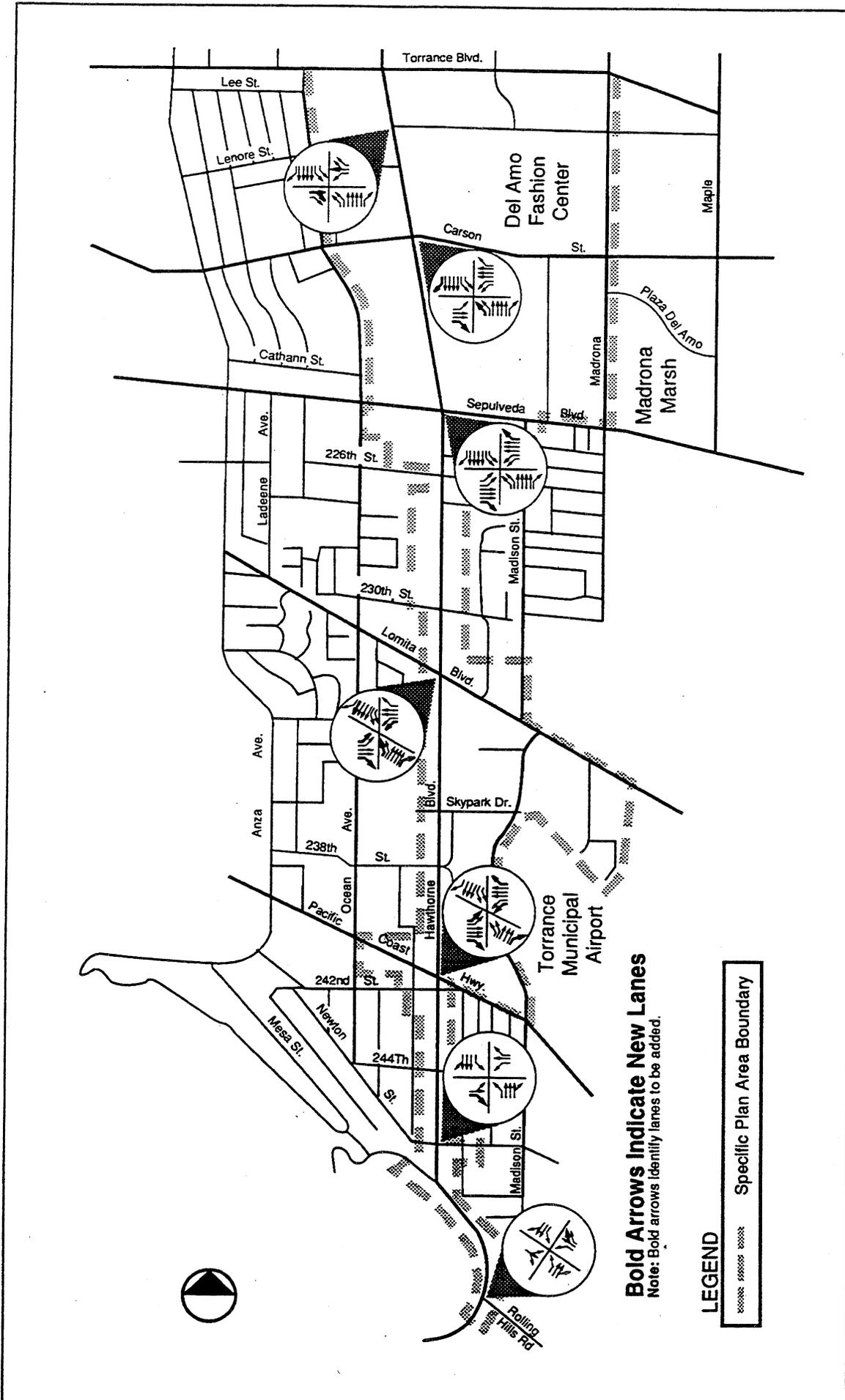
Situation: Peak hour volumes at this intersection include a heavy northbound right turn volume from Hawthorne Boulevard onto Redondo Beach Boulevard, which angles off in a northeasterly direction. There is presently no separate right turn lane provided to accommodate this movement, but the pavement is wide enough so this lane could be added through restriping.

Improvement: Add a northbound right turn lane.

Trigger: Mobility monitoring program indicates that the intersection operates at peak hour LOS E.

2. Hawthorne Boulevard at Artesia Boulevard

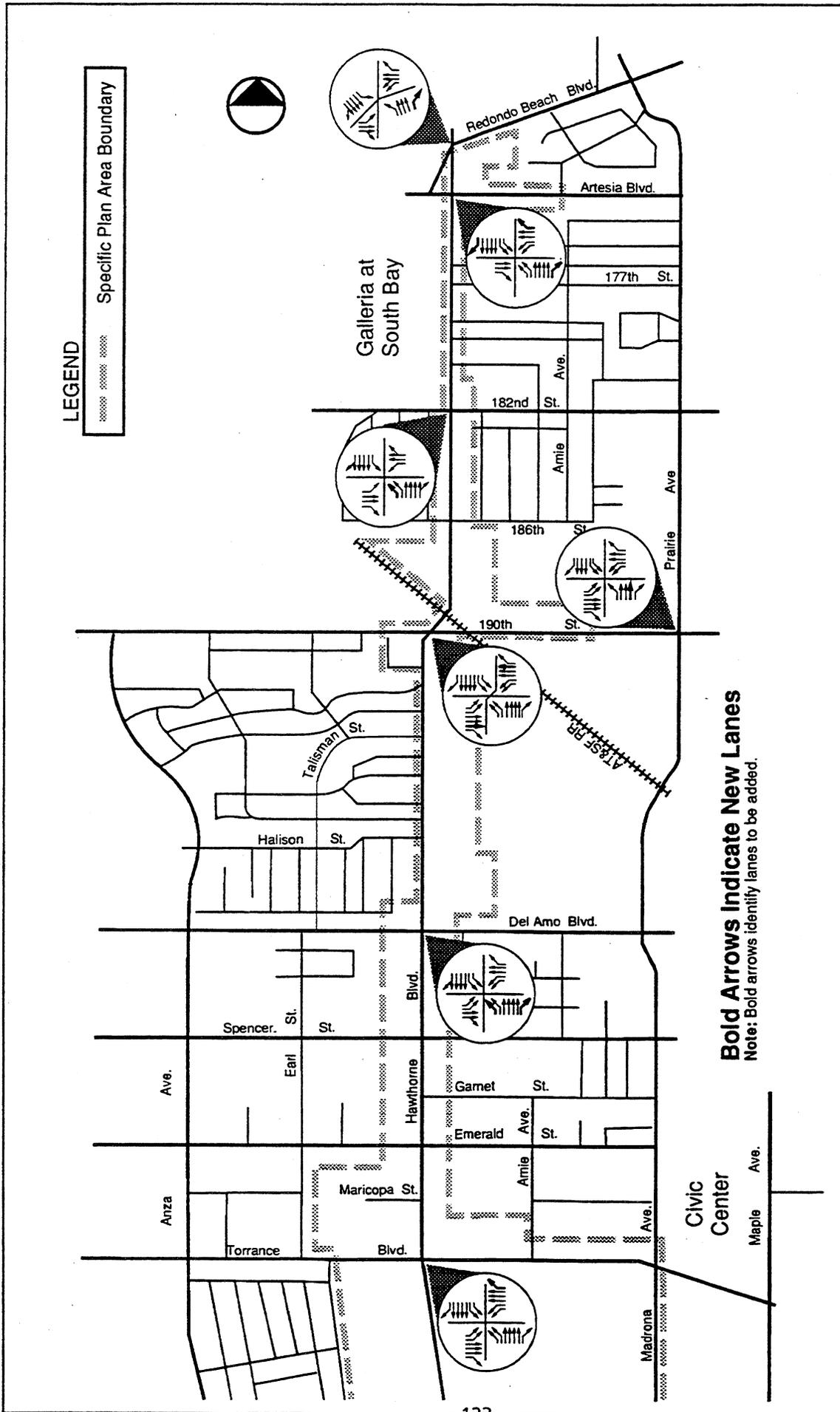
Situation: This intersection is very close to the intersection of Hawthorne Boulevard with Redondo Beach Boulevard. Artesia Boulevard is a state highway (SR 91), and this intersection is characterized by heavy volumes in all directions. The northbound, southbound, and westbound approaches already have dual left turn lanes (left turns are prohibited on the eastbound approach because Redondo Beach Boulevard merges into Artesia Boulevard just west of this intersection). Another important characteristic of this intersection is that it is bounded on the west by the City of Redondo Beach.



HAWTHORNE BOULEVARD CORRIDOR SPECIFIC PLAN

Recommended Future Intersection Lane Configurations

Figure VI-2a



HAWTHORNE BOULEVARD CORRIDOR SPECIFIC PLAN

Recommended Future Intersection Lane Configurations

Figure VI-2b

Transportation and Infrastructure

To improve the LOS at this intersection, it would be necessary to increase capacity by adding separate northbound and westbound right turn lanes. A southbound right turn lane would also provide congestion relief for this intersection; however, it could not be programmed by the City of Torrance since it is within the jurisdiction of the City of Redondo Beach.

In addition to the turn lanes, restrictions on northbound U-turns would provide more opportunity for more eastbound right turns to be made.

Improvement: Add both a northbound and westbound right turn lane. Prohibit northbound U-turns and allow more green time for eastbound right turns.

Trigger: Mobility monitoring program indicates that the intersection operates at peak hour LOS F.

3. Hawthorne Boulevard at 182nd Street

Situation: Increases in future traffic demand are expected to drop this intersection to an unacceptable LOS. Addition of a second northbound left turn lane would achieve the LOS standard.

Improvement: Add a second northbound left turn lane.

Trigger: Mobility monitoring program indicates that the intersection operates at peak hour LOS E.

4. Hawthorne Boulevard at 190th Street

Situation: 190th Street is the most direct connection between Hawthorne Boulevard and the 405 freeway to the south, so this intersection is a major gateway into the corridor. It presently operates at an acceptable LOS, but is expected to have heavy increases in future demand. The intersection already has dual left turn lanes and separate right turn lanes on all four approaches. Improvement opportunities are severely constrained by the grade-separated railroad crossings to the north and east of the intersection, though 190th Street is sufficiently wide to accommodate six lanes under the railroad. Widening this intersection to provide an additional through lane eastbound and westbound while maintaining separate right-turn lanes is the most cost-effective capacity improvement at this location, but would affect on-street parking on 190th Street west of the intersection.

Improvement: Add a third through lane eastbound and a third through lane westbound while maintaining separate right turn lanes. Prohibit U-turns on all approaches and allow more green time for right turns during the left turn phase.

.....

Transportation and Infrastructure

There is also a demand for a pedestrian crossing at this intersection from the east to the west side of Hawthorne Boulevard, although there is presently no designated pedestrian crosswalk. Installation of a crosswalk given the present configuration of the intersection is not desirable due to safety considerations, however, a crosswalk should be installed when the intersection is reconfigured.

Improvement: Add a second eastbound right turn lane. Reconfigure the intersection to accommodate eastbound and westbound through movements using the available lanes. In conjunction with the reconfiguration of the intersection, install a crosswalk to facilitate safe pedestrian crossing from the east side to the west side of Hawthorne Boulevard.

Trigger: These improvements should be implemented in conjunction with the additional development or upgrading of properties on the west side of Hawthorne Boulevard between Torrance Boulevard and Del Amo Circle.

8. Hawthorne Boulevard at Carson Street

Situation: This intersection presently has dual left turn lanes on the southbound and westbound approaches, and separate right turn lanes on the northbound and westbound approaches. The most feasible and effective capacity improvement to accommodate additional future demand is to add a northbound left turn lane, a southbound right turn lane, and an eastbound right turn lane. In addition, capacity could be improved by prohibiting southbound U-turns so that westbound right turns can have maximum green time.

Improvement: Add a second northbound left turn lane. Add a southbound right turn lane and an eastbound right turn lane. Prohibit southbound U-turns.

Trigger: Mobility monitoring program indicates that the intersection operates at peak hour LOS E, or when Plaza Del Amo is realigned between Crenshaw Boulevard and Western Avenue, whichever occurs first.

9. Hawthorne Boulevard at Sepulveda Boulevard

Situation: This intersection presently operates at LOS E, and includes dual left turn lanes on all four approaches plus separate right turn lanes on the northbound and southbound approaches. The only feasible capacity improvements to accommodate additional future demand are to add separate eastbound and westbound right turn lanes.

Improvement: Add a separate eastbound right turn lane and a separate westbound right turn lane.



.....

Transportation and Infrastructure

Trigger: As the current LOS is E, the City should begin working with Caltrans as early as possible to facilitate the design and implementation of these improvements, and identify funding for them.

10. Hawthorne Boulevard at Lomita Boulevard

Situation: This intersection presently operates at LOS F, and has dual left turn lanes on the southbound approach. The most feasible capacity improvements to accommodate additional future demand are to add a second left turn lane on the northbound, eastbound and westbound approaches, add a separate eastbound right turn lane, and separate right turn lanes for the northbound and southbound approaches. The latter lane additions will require the removal of on-street parking on the west side of Hawthorne Boulevard between Lomita Boulevard and Pacific Coast Highway.

It should be noted that, even with these recommended improvements, this intersection will remain congested. Any further widening of the approaches to this intersection would be both costly and highly disruptive of adjacent land uses.

Improvement: Add a second left turn lane on the eastbound and westbound approaches, add a second left turn lane on the northbound approach, add separate right turn lanes on the eastbound, northbound and southbound approaches. Remove on-street parking on the west side of Hawthorne Boulevard between Lomita Boulevard and Pacific Coast Highway.

Trigger: As the current LOS is F, the City should begin working with Caltrans as early as possible to facilitate the design and implementation of these improvements, and identify funding for them.



Transportation and Infrastructure

11. Hawthorne Boulevard at Pacific Coast Highway

Situation: This intersection has experienced high levels of evening peak congestion, and Caltrans has recently increased the capacity of this intersection by restriping a second left turn southbound to westbound lane. Even with this improvement the intersection remains at LOS F in the evening peak period, and capacity enhancements are still necessary. To accommodate current and future demand, it will need additional eastbound and westbound left turn lanes, as well as separate northbound, eastbound and westbound right turn lanes. Besides being a critical point of access into and through the Corridor, this intersection is at the confluence of two state highways: Hawthorne Boulevard (SR 107) and Pacific Coast Highway (SR 1), and it is also a congestion management program facility. Its strategic value to mobility in the South Bay has lead the City to place a high priority on mitigating congestion at this intersection. As a result, the City has conducted an ongoing pursuit of capacity improvements, the most feasible of which will require right-of-way acquisitions . The objective is to work closely with Caltrans to provide both priority for and assistance in gaining funding to implement these improvements. The City will go forward to design and finalize plans for these additional lanes, and project implementation will continue to remain a high priority.

Improvement: Add second eastbound and westbound left turn lanes, and separate northbound, eastbound and westbound right turn lanes.

12. Hawthorne Boulevard at Newton Street

Situation: Traffic growth is expected to result in a future LOS F at this intersection. In particular, the future eastbound approach volume is too high to be adequately served by a single lane.

Improvement: Restripe to provide a separate eastbound right turn lane.

Trigger: Mobility monitoring program indicates that the intersection operates at peak hour LOS E.

13. Hawthorne Boulevard at Rolling Hills Road

Situation: This intersection is unique because it is the only location at which the future LOS is worse in the morning peak than in the afternoon peak. Addition of a southbound left turn lane and modification of the westbound approach to include one left turn lane, a combined through and right turn lane and a separate right turn lane would improve mobility at this intersection. These improvements could be made by restriping and modifying the existing signal timing.



.....

Transportation and Infrastructure

Improvement: Add a second southbound left turn lane and restripe the westbound approach to include a left turn lane, a combined through and right turn lane and a separate right turn lane. Modify the existing signal timing to accommodate these movements.

Trigger: Mobility monitoring program indicates that the intersection operates at peak hour LOS E.

14. Prairie Avenue at 190th Street

Situation: This intersection is a major gateway into the Hawthorne Boulevard corridor from the east, and into the Civic Center area from the north. It presently operates at LOS F in both peak hours. It presently has dual left turn lanes on the westbound approach to serve a very high demand movement, and a separate lane for northbound right turn movements. The most effective improvements include the addition of a third through lane in the northbound, southbound, and westbound directions, and the addition of a separate southbound right turn lane.

Improvement: Add a third northbound through lane, add a third eastbound through lane, add a third westbound through lane, and add a separate southbound right turn lane.

Implementation of these improvements is expected to be somewhat complex, since the addition of through lanes will occur as part of upgrading Prairie Avenue and 190th Street to six lanes on the north, east, and west sides of this intersection, and because these improvements may have some effect on the park on the northwest corner of this intersection.

Trigger: Mobility monitoring program indicates that the peak hour intersection has reached congestion status. The City should begin working on the designs for widening Prairie Avenue, 190th Street, and this intersection as soon as it is feasible to do so.

15. Del Amo Boulevard Extension

Situation: There is currently a gap in Del Amo Boulevard between Maple Avenue and Crenshaw Boulevard (east of the Hawthorne Boulevard corridor). The General Plan Circulation Element includes construction of this roadway to close the east-west gap in the arterial street system. This project will provide an alternate route into the corridor from the east, and help to relieve traffic on 190th Street and Torrance Boulevard.

Improvement: Construct Del Amo Boulevard between Maple Avenue and Crenshaw Boulevard. Widen Del Amo Boulevard to four lanes between Madrona Avenue and Maple Avenue.

Trigger: The City should begin the process for implementation as soon as it is feasible to do so.



16. Plaza Del Amo Extension

Situation: Plaza del Amo is presently discontinuous between Crenshaw Boulevard and Western Avenue. The General Plan Circulation Element includes realignment of this roadway to provide a continuous arterial connection from Madrona Avenue to Western Avenue, linking with 223rd Street at Western Avenue. This project will provide an alternate route into the Del Amo Business District from the east, and will help to relieve traffic on Carson Street and Sepulveda Boulevard.

Improvement: Realign and widen Plaza del Amo between Crenshaw Boulevard and Western Avenue.

Trigger: The City should begin the process for implementation as soon as it is feasible to do so.

B. *Transportation System Management (TSM)*

The program of Transportation System Management (TSM) improvements includes:

- ◆ traffic signal coordination
- ◆ traffic signal installation
- ◆ driveway consolidation
- ◆ provision of acceleration and deceleration lanes.

These improvements will improve traffic operations and optimize the available system capacity.

Other TSM strategies, including provision of bus turnouts and regulation of truck delivery hours, were considered but not included in the plan. Bus turnouts would increase curb lane capacity and eliminate delays for drivers who must wait behind a stopped bus. However, they also increase travel times for transit because it is much more difficult for a bus to merge into traffic from a bus turnout than to accelerate from a stop in the curb lane. Since the Specific Plan emphasizes improving transit as a realistic alternative to the automobile, bus turnouts are not included in the TSM program.

Heavy trucks can significantly inhibit traffic operations because of their size and slowness of acceleration and deceleration. However, restrictions on trucking might not be desirable for the most effective operation of businesses in the corridor. Restrictions on delivery hours are therefore not included in the TSM program.

1. **Traffic Signal Coordination**

Situation: Traffic signals along Hawthorne Boulevard are presently coordinated to provide continuous flow of traffic for north-south traffic moving along the Boulevard. This greatly reduces the feeling of congestion, and enables traffic to move smoothly and efficiently along the corridor.



Transportation and Infrastructure

Through the cooperative efforts of the Los Angeles County Metropolitan Transportation Authority and the communities of the South Bay Council of Governments, plans are being made to enhance the synchronization of signals along Hawthorne Boulevard through a state-of-the-art process. Once this process is in place, the signals will exhibit greater sensitivity to time and direction of flow of traffic volumes, making congestion mitigation more efficient.

Improvement: Continue signal coordination to provide continuous flow of traffic along Hawthorne Boulevard.

The TSM program should maintain and upgrade the traffic signal technology on Hawthorne Boulevard as new technology is developing.

2. Traffic Signal on Hawthorne Boulevard at Skypark Drive

Situation: The intersection of Hawthorne Boulevard at Skypark Drive is presently unsignalized, but meets signal warrants based on the volume of traffic. In particular, left turns to and from Skypark Drive experience significant delays. Installation of a signal at this location would reduce delays for traffic using this driveway, and would also benefit the intersections of Hawthorne Boulevard with Lomita Boulevard and Pacific Coast Highway. This signal should be coordinated with the other signals along the Boulevard.

Improvement: Install a traffic signal at this intersection, and coordinate it with the other signals along Hawthorne Boulevard.

Trigger: This improvement should be implemented as soon as possible.

3. Driveway Consolidation

Situation: The existence of numerous closely-spaced driveways along portions of the Boulevard creates side friction which impedes traffic operations, reduces curb lane capacity, and creates safety hazards. As new development or property upgrading occurs, driveways should be consolidated to reduce these problems, while at the same time preserving maximum access to all sites.

Improvement: New or upgraded development should be required to consolidate driveways to achieve a minimum separation of at least 200 feet between adjacent driveways, or between a driveway and an intersection.

Trigger: Whenever new or upgraded development occurs.

4. Acceleration and Deceleration Lanes

Situation: Traffic operations along Hawthorne Boulevard can be improved by providing acceleration and deceleration lanes for high-volume driveways.



Transportation and Infrastructure

Improvement: Acceleration and deceleration lanes should be provided for high-volume driveways as part of the site access improvements for new or upgraded development.

Timing: The improvement will be completed prior to issuance of an occupancy permit.

Trigger: If a major development or consolidation of several parcels is proposed which is expected to generate at least 5,000 new daily trips, the development review process should evaluate opportunities to provide acceleration and deceleration lanes on Hawthorne Boulevard.

5. Alleys and Off-Road Access

Situation: Significant portions of Hawthorne Boulevard are characterized by small lots, many of which have driveways that open directly onto the roadway. While providing necessary vehicular access to individual land uses, the proliferation of driveways also causes impedance to travel, especially in the curb lane. In certain areas of the corridor, many of the same land uses also are bounded by alleys, and access and parking are afforded to the rear of these sites. These alleyway access points are not typically promoted to a great extent; however, they could provide an opportunity for safe off-street ingress to individual sites, particularly in areas where traffic volumes are high.

The concept of off-street access is not new; however, the use of alleys to provide ingress to developments has not been widespread in recent years. This is illustrated by the fact that certain portions of the Corridor have no alleys or rear access at all. This Plan encourages the use of off-street passageways where they will facilitate safe access to individual properties. Where alleys already exist, they should be promoted by both the city as well as the property owners/users as primary entry points. Parking should be easily identifiable for each site, and there should be sufficient right-of-way to accommodate bi-directional traffic. Wherever possible when new development occurs, the City should reserve opportunities to complete the prevailing alley patterns where they exist.

Improvement: Encourage and promote the use of alleys as primary access for smaller developments; preserve right-of-way to complete prevailing alley patterns.

Trigger: Whenever new or upgraded development occurs.

2. Alternative Modes

The second component of the overall transportation strategy is to reduce the number of vehicle trips made by providing realistic alternatives to automobile travel, namely public transit and nonmotorized modes. Improvements in the public transit, bikeway and pedestrian circulation systems are needed to enhance the convenience and attractiveness of their use. It is also necessary that these improvements be coordinated in their design such that, for example, transit users can conveniently walk to their destination.

.....

Transportation and Infrastructure

A. *Public Transportation*

Recommended public transportation improvements are specifically designed to achieve several objectives:

- ◆ improve the convenience of existing transit services
- ◆ provide convenient circulation options within the corridor
- ◆ provide faster service for longer-distance trips in the corridor
- ◆ make transit use a more pleasant experience
- ◆ improve public awareness of available transit services

The recommendations cover two general areas:

New services and facilities in the corridor.

- ◆ Del Amo Business District circulator
- ◆ Midday shuttle
- ◆ Limited-stop bus service
- ◆ Transit center at PCH
- ◆ Improved amenities at bus stops

Citywide and system improvements

- ◆ Increase frequency of existing bus services
- ◆ Improved coordination of bus services
- ◆ Timed transfers between routes at key locations
- ◆ Improved marketing of transit services
- ◆ Bus priority treatments
- ◆ Alternative fuel vehicles

1. **New Services and Facilities**

a. **Del Amo Business District Circulator**

Situation: The Del Amo Business District is the highest center of activity in the corridor and includes several major trip generators: Del Amo Fashion Center, Del Amo Transit Center, the Civic Center, Union Bank tower, Marriott Hotel, Holiday Inn, Restaurant Row, and the Little Company of Mary Hospital. These developments are within approximately one mile of each other, and many of them are separated by wide arterial streets, particularly Hawthorne Boulevard and Torrance Boulevard. Provision of a bus circulator within this area would increase the convenience of short trips and provide a connection between the transit center and employment destinations. Providing a reliable alternative to the automobile at the lunch hour also enables some people to commute to work without their car.

Improvement: Develop a bus circulator within the Del Amo Business District. Optimally, the circulator should have a maximum headway of five minutes, and provide convenient service to the major developments in the district and adjacent residential and office/commercial areas where feasible.



.....

Transportation and Infrastructure

Trigger: This service should be implemented as soon as funding can be secured.

b. Midday Shuttle

Situation: Existing transit service does not operate frequently enough for people in the corridor (especially employees) to use transit for running errands or going to a restaurant. Provision of a frequent corridor shuttle would make transit a more feasible option for trips within the corridor, and enable some people to commute to work without their car.

Improvement: Develop a midday shuttle along Hawthorne Boulevard. Optimally, the shuttle should have a maximum headway of five minutes, and provide convenient service to the major employment and commercial centers throughout the corridor.

Trigger: This service should be implemented as soon as funding can be secured, but after the Del Amo circulator and limited-stop service.

c. Limited Stop Bus Service

Situation: Travel for longer-distance transit trips through the corridor is slow, since buses travel at low speeds and make frequent stops. To make transit a viable alternative for longer-distance trips, faster service is needed which connects to the regional rail transit system.

Improvement: Develop weekday limited-stop bus service through the corridor which connects with the regional rail transit system. The new bus line should make only four stops: at Pacific Coast Highway, at the Del Amo Transit Center, at the Galleria Transit Center, and at the Green Line (station to be determined based on available transit connections). The service should operate at least Monday through Friday.

Trigger: This service should be implemented as soon as funding can be secured.



.....

Transportation and Infrastructure

d. Enhanced Transit at Pacific Coast Highway

Situation: Several bus lines serve the southern end of the corridor, but service is not well coordinated and transfers are not always easy. Enhancement of the transit coordination opportunities and transfer potential could bring the bus lines together more efficiently at this common point. Upgrade and distinctive waiting areas, benches, shelters and information kiosks could enhance the effectiveness of increased transit services and provide the incentive needed to encourage more transit ridership. The City is currently developing designs and criteria for specialized shelters and benches to be installed at bus stops throughout the Hawthorne Boulevard Corridor. These would provide a unifying character to the transit amenities, yet be identifiable by district characteristics. This would be undertaken in conjunction with a greater effort to shift longer-distance trips originating on the Palos Verdes Peninsula out of single-occupant automobiles into other modes.

Improvement: Upgrade transit services to promote efficient transfers and shorter waiting times, implement enhanced transit amenities, maximize marketing of all transit services, and work with adjacent communities in the South Bay to develop park-and-ride and shared-mode opportunities throughout the subregion.

Trigger: The City should begin upgrading transit services and amenities as soon as possible. In addition, the City should work with transit providers to maximize scheduling and transfer opportunities and minimize time lost by waiting for buses. Ongoing discussion should begin between the City and its neighboring communities of the South Bay regarding opportunities for park-and-ride facilities and shared-ride linkages to the Corridor.

e. Improved Amenities at Bus Stops

Situation: The comfort and convenience of transit use can be improved by providing bus shelters, benches, route maps, schedules and other amenities at all bus stops. The City is currently developing designs and criteria for specialized shelters and benches to be installed at bus stops throughout the Hawthorne Boulevard Corridor. These would provide a unifying character to the transit amenities, yet be identifiable by District characteristics.

Improvement: Provide amenities at bus stops.

Trigger: The City has begun work on developing design criteria, and will proceed to acquire, and install bus stop amenities.



.....

Transportation and Infrastructure

2. Citywide and System Improvements

a. Increase Frequency of Existing Bus Service

Situation: Making transit a viable alternative to the automobile will depend on systemwide improvements, as well as improvements directed specifically at the Hawthorne Boulevard corridor. Service frequencies need to be increased on existing bus routes to reduce waiting times for transit users.

Improvement: Add bus service to existing routes to reduce headways, where warranted and feasible.

Trigger: Increased frequency will depend on the availability of funding to operate the additional service.

b. Improve Coordination of Bus Service

Situation: Very often, public transportation is inconvenient because passengers must make one or more transfers to reach their destination, and the transfers require long waits because the schedules of the intersecting routes are not coordinated to coincide at the transfer points. Whether or not it is possible to improve the frequency of existing transit service, efforts should be made to improve the coordination of schedules between routes which intersect in the corridor.

Improvement: Review bus schedules at transfer points, and identify appropriate service modifications to improve coordination.

Trigger: Schedule coordination reviews for services in the corridor should be a part of the regular service analysis programs for Torrance Transit.

c. Improved Marketing of Transit Services

Situation: Additional marketing is needed to improve the public's awareness of available transit services. To provide the most effective results, these efforts should target the groups considered most likely to use particular types of service.

Improvement: Increase marketing of Torrance Transit, the Municipal Area Express (MAX), and any other existing services.

Trigger: Increased marketing efforts should begin as soon as possible.



.....

Transportation and Infrastructure

1. Pedestrian Connections

Situation: At the present time, walking between adjacent developments can often be circuitous or difficult. Fences, planters, and other barriers often impede what should be easy walking routes. In addition, people walking from transit stops to building entrances (as well as other pedestrians) must often walk through driveways, parking areas, or planters. These impediments make pedestrian and transit travel more difficult and inconvenient. The goal should be to have safe, convenient pedestrian connections between all adjacent developments, and to have safe, convenient walkways between transit stops and main building entrances.

Improvement: When new or upgraded development occurs, the development will provide safe and convenient walkways to adjacent developments and transit stops. Parking lots and building accessways should be designed so as to incorporate pedestrian facilities.

Trigger: Whenever a new development is built or an existing development is upgraded.

2. Pedestrian Grade Separation

Situation: A key to improving circulation within the corridor's highest activity center is to improve the connection between the two sides of Hawthorne Boulevard. The street presently presents a major barrier to anyone who wishes to walk to a destination on the other side, and the sense of separation between the two sides of the street is exacerbated by the distance between the street and the building entrances. The ideal improvement would be a walkway connecting two buildings on opposite sides of the street (a skywalk). The crossing should be designed to provide a pleasant and secure walking experience for the pedestrian, and reduce the sense of separation between the two sides of the street. If built between buildings on opposite sides of the Boulevard, it should be accessible to people in the buildings as well as people on the outside. The City should encourage construction of this crossing as part of new development in the Del Amo Business District.

Improvement: Construct a pedestrian grade separation over Hawthorne Boulevard in the Del Amo Business District.

Trigger: New development proposal which may include a grade separation.



.....

Transportation and Infrastructure

C. Bicycle Facilities

Enhancing access to the corridor for bicyclists is a third important element of encouraging non-vehicular travel, even though the vehicular orientation of Hawthorne Boulevard is of concern to bicyclists. East-west oriented bike lanes and paths provide access into the corridor. Corridor bicycle improvements consist of providing bicycle storage facilities and improving access.

1. Bicycle Storage Facilities

Situation: For bicycling to be a realistic travel mode, it is essential that convenient, secure storage facilities be available at the destination.

Improvement: The City should require the placement of bicycle racks and lockers at building entrances of major generators and employment sites (major shopping centers, hospitals, and office buildings).

Trigger: Whenever new or upgraded development occurs.

2. Bicycle Access

Situation: Bicycle lanes and paths provide access into the corridor, but site access needs of bicyclists are often ignored, creating the potential for serious conflicts between bicycles and vehicles as bicyclists navigate from the street to the on-site bicycle storage area. In addition, appropriate linkages between adjacent developments are often not provided for bicycles, forcing them to travel on a busy arterial street for a short-distance trip.

Improvement: Safe and convenient bicycle access is provided from developments to bicycle routes and paths, and between adjacent developments. (Existing and planned bike lanes and paths are shown in Figures VI-3a and VI-3b.)

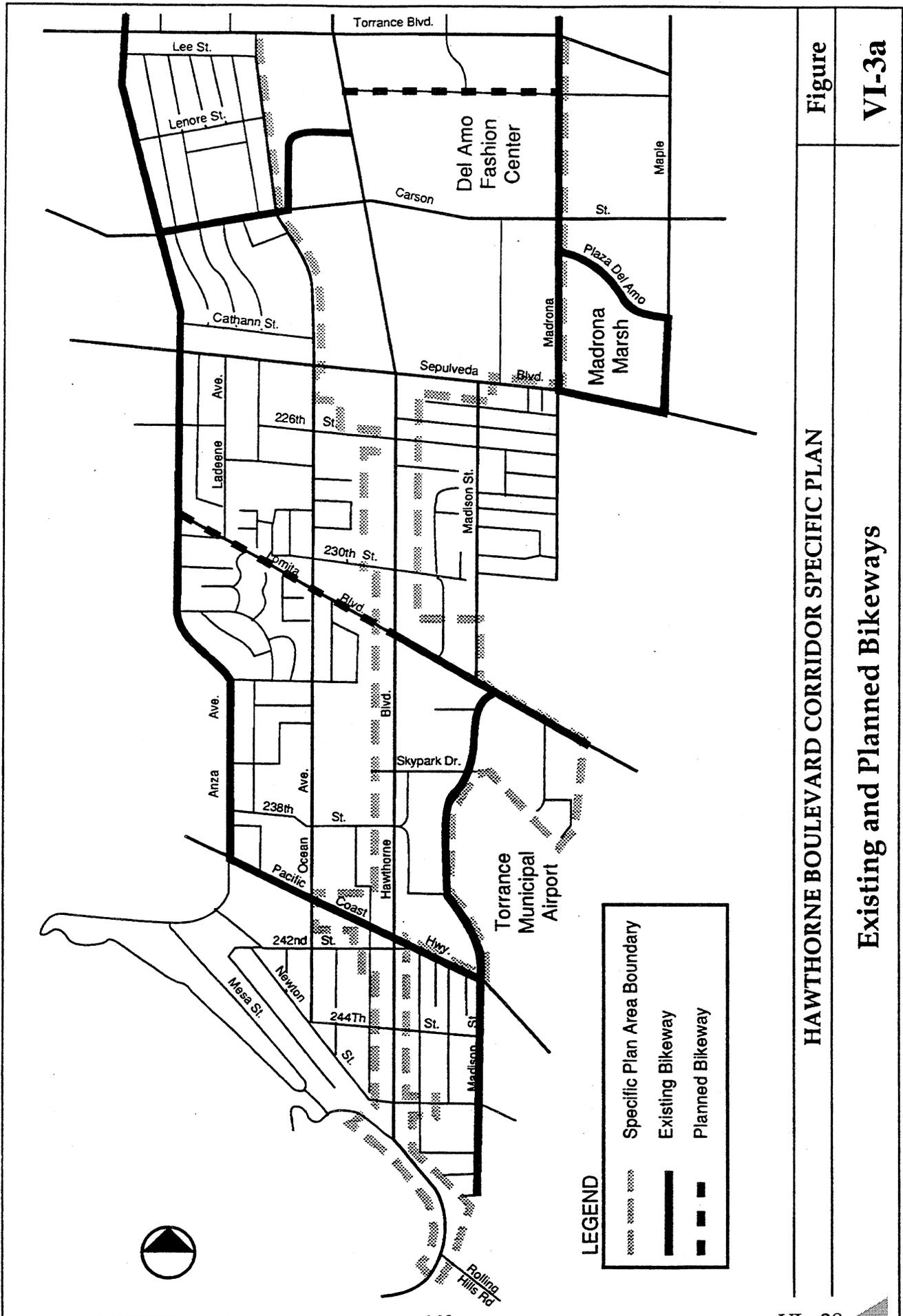
Trigger: Whenever a new development is built or an existing development is upgraded.

3. Transportation Demand Management (TDM)

The third component of the transportation strategy is Transportation Demand Management (TDM), which attempts to eliminate vehicle trips, shift them to other modes or to non-peak travel times. It is a goal of this Specific Plan to create incentives to motivate and sustain participation in any or all TDM strategies by tailoring them to the unique needs of potential users.

Eliminating vehicle trips through TDM will require a significant effort by the City, and local business/property owners to develop and implement programs which offer attractive, less costly, safe, convenient and flexible alternatives to driving alone.



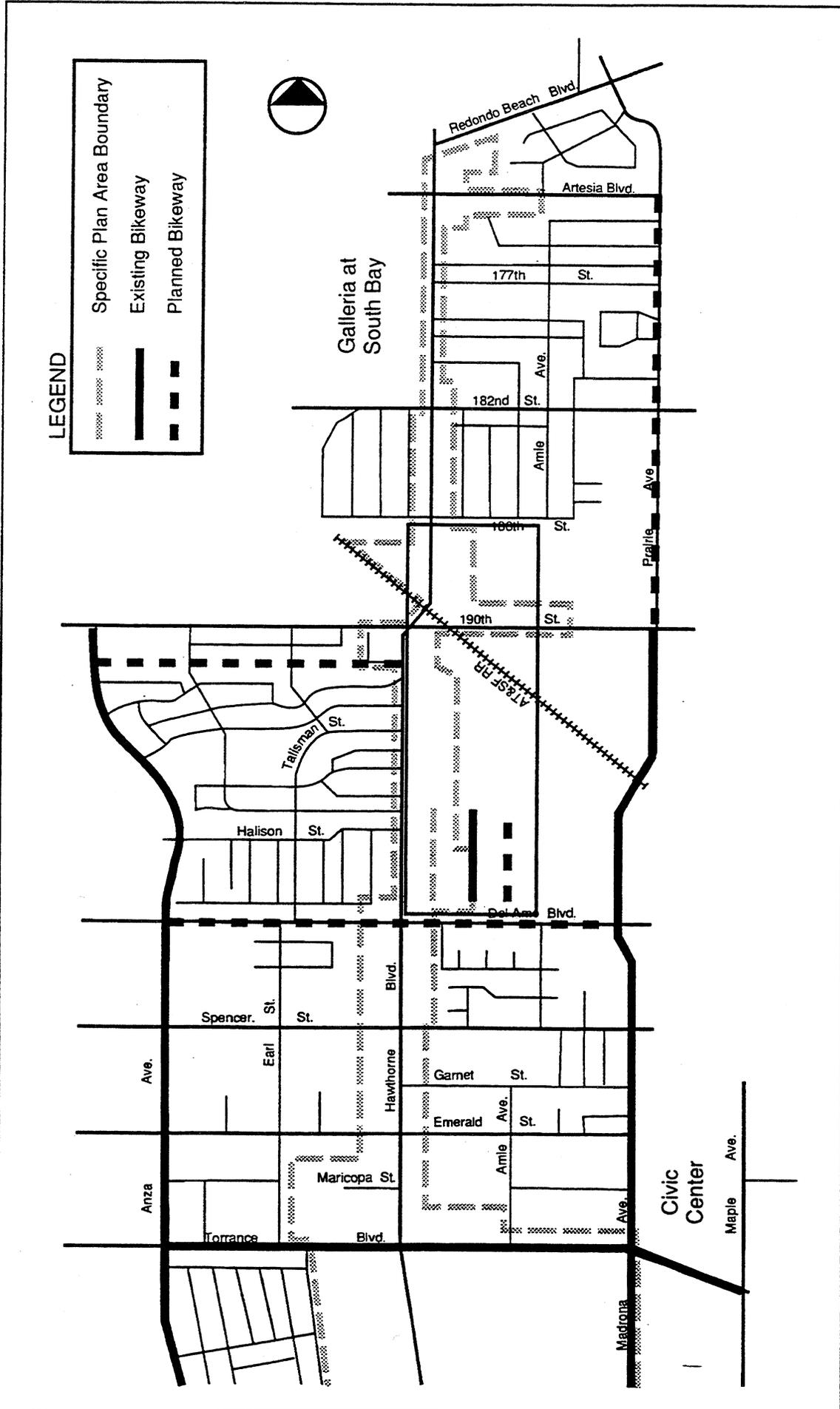


HAWTHORNE BOULEVARD CORRIDOR SPECIFIC PLAN

Figure

Existing and Planned Bikeways

VI-3a



HAWTHORNE BOULEVARD CORRIDOR SPECIFIC PLAN

Figure,

Existing and Planned Bikeways

VI-3b

Transportation and Infrastructure

This section identifies TDM strategies which should be implemented in conjunction with the improvements addressed under Section E. Alternative Modes. TDM will support the proposed improvements to public transit, bikeway and pedestrian circulation systems by providing incentives for employers and property owners to promote ridesharing and the use of transit. By offering flexible hours, opportunities for telecommuting, and other services, TDM will (1) lessen the impact of peak commute travel times in the corridor and (2) create an awareness, reinforce and provide financial incentives to use alternative modes of transportation.

A. TDM Challenge

The nature of development along Hawthorne Boulevard offers a variety of challenges to reduce congestion through TDM.

1. *Small employers (retail/professional/office) are difficult to regulate.* Traditionally, trip reduction requirements have targeted employers with 100 or more employees. These large employers have greater (1) market potential for ridematching, (2) flexibility and control of worker start/end times and shifts, and (3) ability to modify their buildings/parking areas to accommodate TDM strategies, (e.g., providing preferential parking, vanpool loading areas, bus turnouts and waiting areas at key employee entrances).

Employment along the corridor is, however, dominated by retail businesses and professional office firms which employ less than 100 workers.

The Del Amo Fashion Center constitutes the greatest source of retail employment in the corridor, boasting 200 small businesses, as well as several major department stores. Complementing the many retail businesses within the corridor are several office parks. Typically, office park tenants are small professional firms and businesses rather than large employers. These small employers have had less experience, reason, motivation and ability than large employers at implementing TDM strategies. Therefore, TDM strategies intended for these employers must include a comprehensive public awareness and marketing campaign to educate employers/employees on the benefits of TDM measures prior to program implementation.

2. *Hawthorne Boulevard commuters generally travel a short distance to work.* A high proportion of employees who commute to worksites located along the Hawthorne Boulevard corridor travel less than 30 minutes for their daily commute. Travel time is very important to these short distance commuters since each minute represents a larger share of a trip compared to longer distance travelers. Therefore, any TDM strategies targeted to this population must be time sensitive and provide a very efficient mode of transportation which is available on demand.

.....

Transportation and Infrastructure

3. *Peak period travel characteristics along Hawthorne Boulevard are not confined to the conventional morning and evening "rush hour."* Instead traffic volumes gradually increase throughout the day, exhibiting a large mid-day peak which continues to increase between 3:00 p.m. to 6:00 p.m. TDM strategies must, therefore, be developed to address the increasing mid-day and non-work related trips, in addition to commute trips.
4. *There is inadequate access to regional transportation systems.* The region's transportation system is growing, however, it is of value to travelers only if people can access it easily. Therefore, corridor transportation strategies must address access to regional and local transportation systems.
5. *Businesses face the challenge of remaining competitive in the current economic environment.* It is vital that TDM strategies are considered as assets to business and not perceived as a competitive disadvantage or a burden not faced by businesses in other areas of the city or neighboring jurisdictions.
6. *TDM strategies must be consistent with the 1996 City of Torrance Strategic Plan.* TDM strategies will be coordinated with the following goals and priorities in the 1996 Strategic Plan to (1) comply with congestion management requirements, (2) ensure the protection residential neighborhoods from intrusive traffic impacts and (3) provide a full range of transportation opportunities and alternative modes of transportation.
7. *TDM strategies must be sensitive to travel needs of local residents and commuters.* Travel demands in the City and the Hawthorne Boulevard corridor have expanded and diversified (Table VI-1 Land Use and Trip Generation Summary). In addition to the increase in commute trips, there has been a significant increase in the number of trips for non-work purposes (1990 Census). Discretionary trips for shopping, recreation and school have also increased as household activities have expanded and work schedules become more varied. These trends are of particular importance to the Hawthorne Boulevard Corridor since many of the trips causing congestion are not for work purposes.

B. TDM Potential in the Corridor

Presently, the successful implementation of TDM strategies in the Hawthorne Boulevard corridor is high. The transit share in the Hawthorne Boulevard corridor is significantly higher than that in the rest of the City. Approximately twice as many employees who report to work in the Hawthorne Boulevard corridor use transit (4.7%) when compared to the rest of the City (2.4%), according to the 1990 Census.



Transportation and Infrastructure

Within the corridor, transit appears to be most popular with department store, hospital and hotel employees. This may be directly attributed to the location of the Del Amo Transit Center on Fashion Way, where it is adjacent to the Del Amo Fashion Center and Torrance Marriott Hotel and it is within a 1/2 mile from the Little Company of Mary Hospital. This transit center serves as a major transfer point for buses which service the Torrance, Gardena, Redondo Beach, City of Los Angeles, Long Beach, Lomita and Carson areas. The transit center also provides a 150-space park and ride lot and an on-site transit information center.

The carpooling rate by large employers located along the Hawthorne Boulevard is also slightly higher than that experienced in the rest of the City. Therefore, programs developed to increase transit use and carpooling by corridor employees should be successful, if properly targeted and marketed to this population.

C. *Existing Public/Private Partnerships*

The Torrance Common Action for Transportation Solutions (TCATS) Task Force was created by the City to address transportation issues in the Del Amo Business District area. TCATS functions as a Transportation Management Association (TMA) without any fees for participation from local businesses and/or property owners. Instead, TCATS identifies specific transportation-related problems, formulates a course of action, then applies for grant funds to implement the program.

Recently, the Task Force successfully (1) received funds to develop a pedestrian improvement program in the Del Amo Business District, (2) created an access guide/marketing brochure which describes how to travel in the Del Amo District conveniently without a car, and (3) conducted a workshop to introduce local employers and property managers to telecommuting as a business practice/commute strategy and provided them with assistance in telecommuting program development at their worksite.

In addition to the TMA, the City of Torrance has established the Torrance Transportation Network which serves as a forum for employers affected by the SCAQMD's Rule 1501 to discuss matters of common interest, identify areas where mutual efforts would be effective, and to respond to public policy initiatives which affect their individual firms. This group has actively supported the City's (1) compressed natural gas vanpool program for local commuters and (2) a new child care facility which gives preferential enrollment to the children of parents who rideshare to work.

D. *TDM Trip Reduction Goal and Strategies*

The Hawthorne Boulevard Corridor Specific Plan requires that an estimated 19,267 trips be reduced through the implementation of TDM strategies. This will result in a 5% reduction of all future trips forecast in the Hawthorne Boulevard Corridor.

Transportation and Infrastructure

The following TDM strategies are considered to be less costly than most capital improvement projects, while effective in reducing vehicle trips *if businesses/property owners/local stakeholders are motivated and committed to implementing the TDM programs*. These strategies are developed to be sensitive to the changing needs of City residents, commuters, and local businesses/property owners located along the corridor.

The following presents general TDM measures that can be implemented in the Hawthorne Boulevard Corridor. Please note that these TDM measures should be implemented incrementally in order to gauge their effects and the necessity for future action. Moreover, these strategies *must be flexible* to reflect the corridor's dynamic business environment, changes in public policy, funding, technology and market demands.

1. Transportation Management Associations

Situation: The Torrance Common Action for Transportation Solutions (TCATS) Task Force will continue to provide policy advice to the City, encourage TDM at existing developments in the corridor, and disseminate information about corridor transportation issues to corridor businesses, employees and customers. The primary purpose of this Task Force is to create a partnership between business and the government to reduce costs and improve effectiveness in solving community transportation issues.

Every property owner and business with at least 25 employees will be encouraged to participate in TCATS efforts. Other interested parties (such as property owners, businesses, and homeowners in adjacent areas) will also be welcome to participate.

Improvement: The City will provide the impetus for the TCATS Task Force.

Trigger: The City should begin work immediately to encourage TCATS participation by property owners and businesses with 25 or more employees.

2. Regional TDM Requirements

Situation: The South Coast Air Quality Management Plan (AQMP) and the Los Angeles County Congestion Management Program (CMP) impose TDM requirements on local agencies and major employers. Regional efforts to manage congestion and improve air quality include efforts to manage peak travel demands. Employers and new developments in the corridor will need to conform to these requirements, and these efforts will be one component of trip reduction in the corridor.

Improvement: New developments and employers in the corridor will conform to applicable requirements of the AQMP, CMP and any other regional or state mandates.

Transportation and Infrastructure

Trigger: Determined by regulation.

3. Land Use

Situation: The corridor consists primarily of commercial and office uses. Development of residential uses near points of high transit accessibility (such as the Del Amo Transit Center or other major transit transfer points) could help to reduce vehicle trips by increasing the convenience of transit use for residents. Also, consolidating complementary uses within a single development or building and locating complementary uses (such as, day care or health clubs in office buildings) can effectively reduce trip demand.

Improvement: This Specific Plan provides opportunity for both mixed use development and the consolidation of complimentary uses within an integrated development plan.

Trigger: None.

4. Site Design

Situation: Many site designs in the corridor are focused almost exclusively on accommodating circulation and access by automobiles. Site design can help to increase the convenience of pedestrian and transit travel by designing buildings and their access to be more convenient for non-vehicular travelers, and by providing amenities such as:

- ◆ bicycle storage;
- ◆ waiting areas;
- ◆ passenger drop-off sites;
- ◆ transit shelter, benches and lighting;
- ◆ preferential parking for carpools and vanpools;
- ◆ carpool/vanpool drop-off area; and
- ◆ opportunities for telecommunications.

Improvement: Through the application of the development standards and design guidelines of this Specific Plan, new development will incorporate a site design and building orientation that is convenient for pedestrians and transit users, as well as for automobile drivers. Likewise, as existing development upgrades or expands, pedestrian and transit connections will be enhanced.

Trigger: When new or upgraded development occurs.

5. Rideshare Programs and Transportation Services

Situation: TDM activities should provide travelers with information and/or services that increase the opportunity to reduce vehicular travel. New and/or enhanced transportation services are also included as a means to provide mobility and reduce the need for solo automobile travel.

Transportation and Infrastructure

Improvement: The following trip reduction strategies and service improvements may be considered, if funding is available:

- a. Develop and maintain existing employer ridesharing programs, which may include flexible hours, internal communications, rideshare events, and designating a site contact.
- b. Provide ridematching and trip planning services to commuters (workers and/or residents) using print and electronic media.
- c. Provide express transportation service to the Metro Blue and/or Green Line light rail service stations using conventional transit or van-type vehicles operated on fixed and/or demand responsive basis.
- d. Offer short term ride access service which provides mid-day rides on a low and/or no cost basis to participating ridesharers.

Trigger: None. This will be an on-going item for discussion between the City and the TCATS Task Force.

6. Communication and Marketing

Situation: In order to promote alternative modes of transportation, the City and the TCATS Task Force must create awareness and reinforce ridesharing behavior through public service announcements, marketing materials, advertising, promotions, sales, and on-going communication directed at small employers, building owners and residents.

Improvement: The City and the TCATS Task Force will pursue discretionary funds for the:

- a. Production and distribution of ridesharing and bicycle access guides for the Hawthorne Boulevard Corridor and the City of Torrance.
- b. Promotion of "Smart Travel" technology which allows commuters to receive personalized help and information about linking trips on the way to and from work to avoid extra trips.

Trigger: None. The effort will be an on-going item for discussion between the City and the TCATS Task Force.

7. Financial Incentives

Situation: Financial incentives have been successfully used to change the economics of travel to favor ridesharing over driving alone.

Improvement: The following financial strategies may be considered by corridor businesses and property owners and implemented, if feasible:

Transportation and Infrastructure

- a. Provide merchant discounts for ridesharing shoppers and visitors who access stores by some other means than driving alone.
- b. Create and provide an areawide annual transportation pass program for Hawthorne Boulevard Corridor employers to be used on transportation services such as transit, shuttle and circulators.
- c. Develop a transportation allowance program which provides financial considerations for commuters working at sites with paid parking.

Trigger: None. The City should begin efforts to implement these strategies in the corridor when they are considered necessary by businesses and property owners.

8. Telecommunications

Situation: Telecommunications, as an information technology has been embraced as a means for removing the need to travel, opening opportunities that improve productivity at work, and increasing lifestyle choices. Telecommunication strategies will encourage the growing incidence of work away from an office. Investment in telecommunications can be a very attractive business strategy for corridor employers, improving operations, customer access and convenience.

Improvement: The development and implementation of telecommunications technology will allow corridor businesses and property owners to use electronic communication to travel and work instead of vehicles. The following strategies are proposed for development in the corridor:

- a. Remote shopping service to provide a means for shopping at local outlets using electronic communications.
- b. Remote learning center which allows access to educational courses and programs without having to make a vehicle trip.

Trigger: None. The effort to identify potential new telecommuting strategies should be an on-going item for discussion between the City, TCATS Task Force, businesses and property owners.

9. Additional Trip Reduction Strategies

Situation: To achieve the corridor's mobility goals, it is expected that additional trip reduction strategies will be required. Since the corridor consists primarily of commercial uses, these strategies will likely involve retail employees and their customers. Trip reduction efforts targeted at these groups in other urban areas have traditionally not been effective at eliminating trips unless they included parking charges. Charging customers for parking is not an acceptable strategy for this corridor at this time, since it acts as a disincentive to shopping.

.....

Transportation and Infrastructure

Therefore, new and innovative trip reduction strategies will need to be developed for the corridor. The City should take the lead in identifying what levels of trip reduction are required to achieve the corridor's mobility goals and seeking funding for innovative strategies which can reduce peak trips while enhancing the competitiveness of businesses in the corridor.

The City should work through the TCATS Task Force to identify effective and acceptable ways to eliminate non-essential peak trips to corridor developments.

Improvement: Innovative trip reduction strategies for the corridor will be identified, and implemented if feasible and cost-effective.

Trigger: None. The effort to identify potential new strategies should be an ongoing item for discussion between the City and the TCATS Task Force.

10. Future Considerations for TDM

At this time, there are no plans to implement financing or parking management strategies in the Hawthorne Boulevard Corridor. However, if traffic conditions worsen, businesses and property owners may choose to examine more aggressive methods to improve mobility in the area, such as new financing for TDM programs and parking management strategies.

If this occurs, it is critical that the business community address the feasibility, cost effectiveness and appropriateness of these strategies for the corridor, prior to implementation. To facilitate any future discussions regarding these strategies, a brief description of financing and parking strategies, as they relate to TDM, is presented below.

Please note: These financing and parking management strategies will NOT be implemented as a component of this Specific Plan. They are presented solely for future consideration.

a. Financing Strategies for TDM

New mechanisms for raising revenue to support TDM and other transportation investments can be developed to preserve the City's general fund for infrastructure construction/rehabilitation projects and other local services. Revenue sources, such as local traffic improvement fees, are frequently used to finance capital improvements to reduce traffic congestion.



* * * * *

Transportation and Infrastructure

If businesses and property owners located within the corridor are interested in pursuing new financing measures for the implementation of TDM projects, they must first evaluate the: (1) effect of the investment on performance of the overall transportation system; and, (2) whether a tangible benefit or service is provided to investors. The City can work closely with the TCATS Task Force, businesses, property owners and residents to identify any financing opportunities to support desirable TDM programs.

b. Parking Management Strategies

Parking strategies attempt to manage the supply, operation, and/or pricing of parking to reduce the demand for vehicular traffic. The following parking management strategies may be considered, if the City and businesses located along the corridor want to pursue this aggressive strategy to combat increasing traffic conditions in the area.

1. **Citywide Parking Tax:** Imposition of a tax on owners of parking spaces, regardless of whether they are priced, throughout in the City at a level high enough to discourage trips that could be made by some other means.
2. **Parking Pricing:** Require property owners/employers to charge for parking.
3. **Parking Cash Out:** Require property owners/employers to offer commuters a financial consideration in lieu of parking.
4. **Reduction of minimum parking requirements:** Allow property owners to reduce on-site parking in consideration/exchange for TDM investments.

4. Parking

Continued implementation of the City's parking code requirements is expected to ensure that adequate parking will be provided for developments in the corridor. The current effort to update these standards will help to make the requirements consistent with current parking demand patterns.

The strategies to improve non-vehicular circulation in the Del Amo Business District (bus circulator and improved pedestrian facilities) are expected to help to alleviate the parking problems around Restaurant Row.

The City will take an active role in improving the parking situation in Waltheria, and will encourage opportunities for joint parking arrangements between smaller adjacent parcels throughout the corridor. Each of these improvements is discussed below.

.....

Transportation and Infrastructure

A. Walteria Parking

Situation: Parking is usually available, but not always in convenient proximity to people's destinations; in addition, many of the off-street parking lots are difficult to locate. These problems could best be alleviated by the development of additional off-street parking, and improvement of the alley circulation and directional signing to the alleys and off-street parking lots.

Improvement: Develop an off-street public parking lot, provide directional signing for off-street parking, and improve alley circulation. Figure VI-4 indicates conceptually how this circulation will function. The current peak-period peak-direction on-street parking prohibition on Hawthorne Boulevard south of Pacific Coast Highway will be continued. If peak traffic operations at the intersection of Hawthorne Boulevard with Pacific Coast Highway degrade to unacceptable levels in the future, the peak period parking prohibition should be applied to both sides of the street. (Such a restriction should not be implemented until an off-street public parking lot has been developed.) If off-peak traffic operations eventually degrade to unacceptable levels, the parking prohibition should be implemented throughout the day.

Trigger: The City should immediately begin efforts to implement these improvements.

B. Reciprocal Parking Agreements

Situation: Small developments on small lots usually have their own private parking, which is sometimes difficult to locate and hard to access. Signs prohibit their use by anyone except patrons of that business. Parking in these areas would be much easier and more convenient if adjacent businesses had shared parking arrangements.

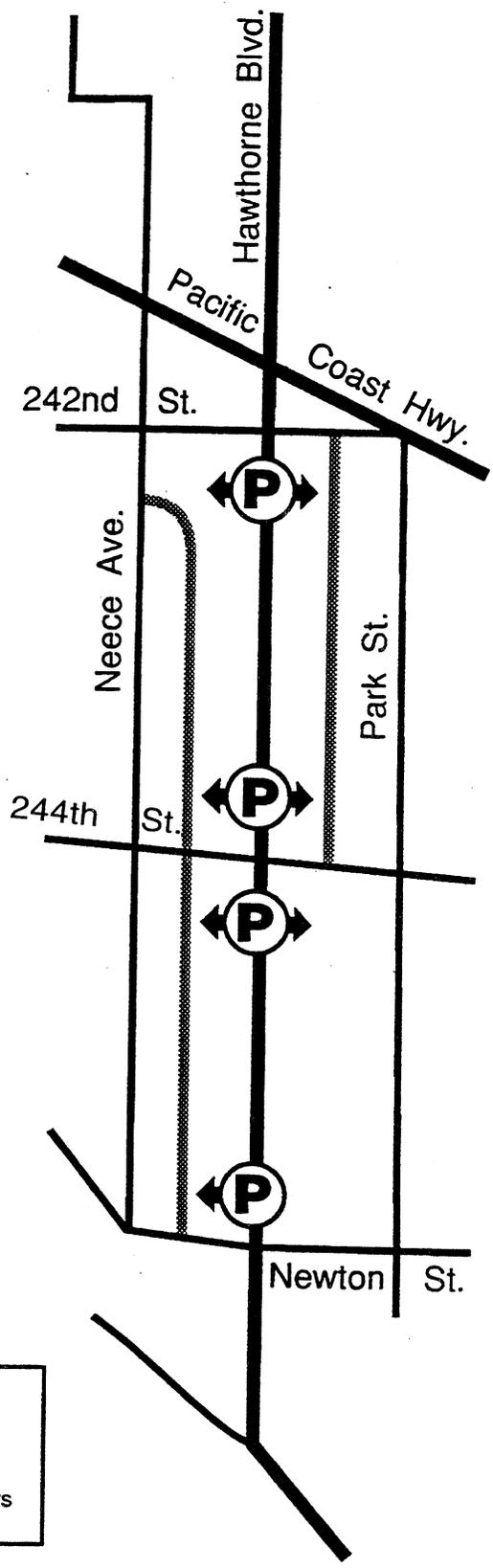
Improvement: As new development occurs, or existing development expands, reciprocal parking agreements with adjacent properties may be required in conjunction with cross-access easements and the provision of convenient, connective pedestrian walkways. Under such conditions, consideration may be given to shared parking arrangements as a means of providing required parking.

Trigger: As new development occurs or an existing development upgrades.

G. INFRASTRUCTURE IMPROVEMENT PROGRAM

Since adequate capacity has been planned for water supply, sanitary sewer, and storm drains, the significant infrastructure project in the corridor will be the undergrounding of utilities.





LEGEND

	Alleys
	Median Signage: Additional Parking Off Alleys

HAWTHORNE BOULEVARD CORRIDOR SPECIFIC PLAN

Circulation in WALTERIA

Figure

VI-4

1. Utility Undergrounding

Situation: Utilities are located above-ground from Torrance Boulevard to the north and from Pacific Coast Highway to the south. Based on current funding programs, it is estimated that undergrounding of the remaining sections would begin in 1997 and continue to the Year 2010.

Improvement: Underground utility lines.

Trigger: Undergrounding of the remaining sections should be programmed for completion as funding becomes available.

H. IMPROVEMENT PROGRAM SUMMARY

Table VI-3 summarizes the elements of the Improvement Program. Future peak hour levels of service are shown in Figure VI-5a and VI-5b. These levels of service assume maximum build-out and that all identified improvements are made.

I. TRANSPORTATION STRATEGY IMPLEMENTATION

1. Roadway Improvements on State Highways

Three arterial streets in the corridor are state highways: Pacific Coast Highway (SR-1), Artesia Boulevard (SR-91), and Hawthorne Boulevard itself (SR-107) north of Pacific Coast Highway. Any improvements to these roadways or within the right-of-way must be implemented by Caltrans. This includes roadway widening, signal installation, signal coordination, and streetscape improvements. These improvements must be programmed through the State Transportation Improvement Program (STIP).

Implementation steps for improvements to state highways are as follows:

- A. The City identifies the upcoming need for the improvement, based on the improvement trigger or information from the mobility monitoring program.
- B. The City conceptually defines the improvement, estimates the timeframe for implementation, and identifies potential funding sources.
- C. The City approaches Caltrans with its improvement concept, and the City and Caltrans jointly prepare a refined concept of the improvement, schedule for implementation, and funding program.
- D. Caltrans programs the improvement in the STIP.
- E. Caltrans is responsible for implementing the improvement, including design and construction.

2. Roadway Improvements on Other Roadways

Other roadways in the Specific Plan area are City streets, and not subject to the jurisdiction of the state. Improvements to these streets are programmed through the City's Public Works Capital Improvement Program. The public parking lot in WALTERIA also falls into this implementation category.

TABLE VI-3
IMPROVEMENT PROGRAM SUMMARY

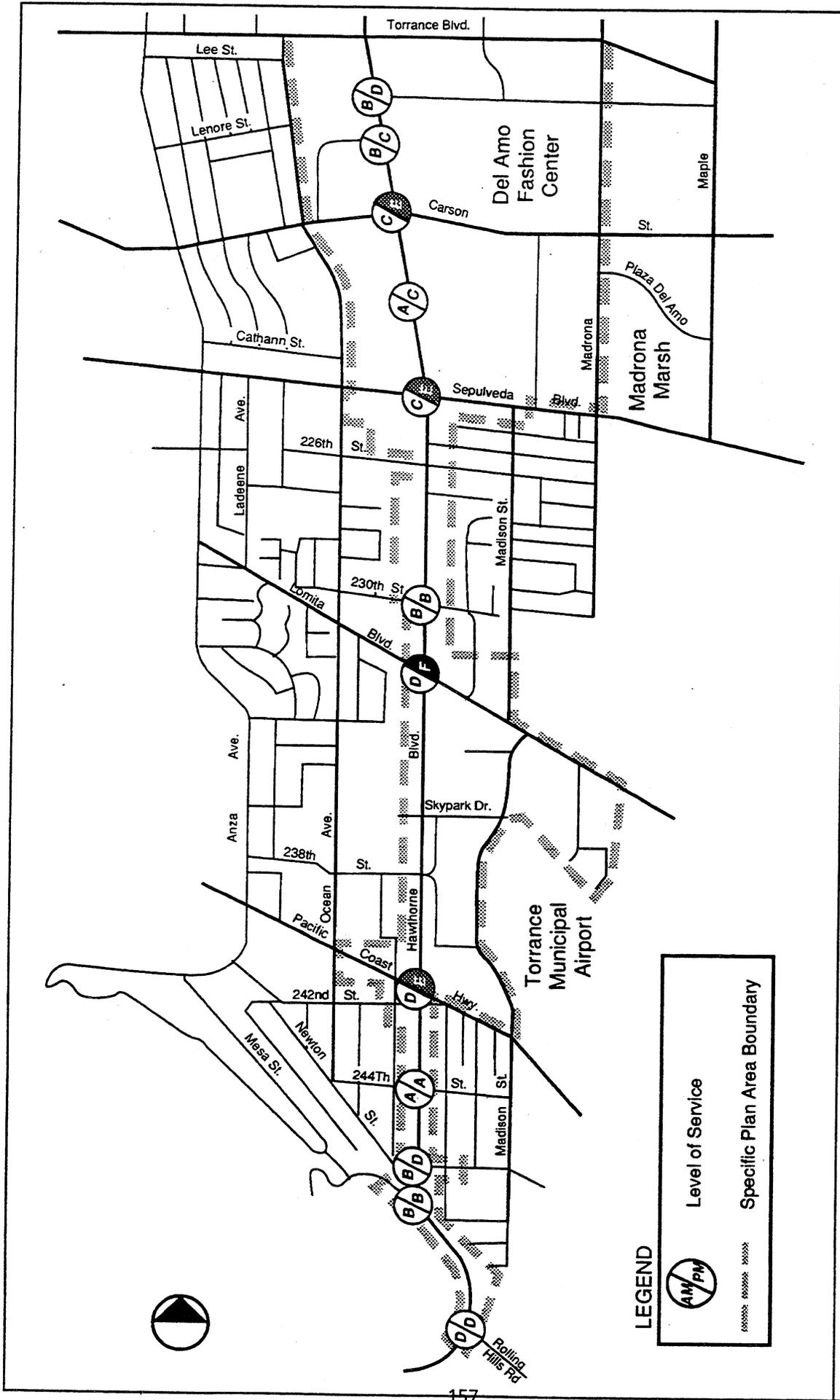
	IMPROVEMENT	TRIGGER	COSTS (1995 \$)	
			Capital (one-time)	Operating (annual)
INTERSECTION IMPROVEMENTS				
Hawthorne @ Redondo Beach	Add NB right	Peak hour LOS E.	\$ 3,500	\$ -
Hawthorne @ Artesia	Add NB right, SB right, WB right.	Peak hour LOS F.	\$ 3,030,000	\$ -
Hawthorne @ 182nd	Add NB left	Peak hour LOS E.	\$ 329,000	\$ -
Hawthorne @ 190th	Add EB through, WB through	Peak hour LOS E.	\$ 1,980,000	\$ -
Hawthorne @ Del Amo	Add NB left, NB right	Peak hour LOS F, or when Del Amo Boulevard is connected.	\$ 660,000	\$ -
Hawthorne @ Torrance	Add WB right	Peak hour LOS F.	\$ 330,000	\$ -
Hawthorne @ Fashion Way	Add EB right. Reconfigure intersection to accommodate EB and WB through movements using existing lanes	Additional development or upgrading of properties on the west side of Hawthorne Boulevard.	\$ 329,000	\$ -
Hawthorne @ Carson	Add NB left, SB right, EB right	Peak hour LOS E or Plaza del Amo realignment is complete.	\$ 994,000	\$ -
Hawthorne @ Sepulveda	Add EB right, WB right	Initiate process as soon as possible.	\$ 659,000	\$ -
Hawthorne @ Lomita	Add NB left, NB right, SB through, EB left, EB right, WB left. Remove on-street parking on west side of Hawthorne between Lomita and PCH	Initiate process as soon as possible.	\$ 2,863,000	\$ -
Hawthorne @ PCH	Add NB right, EB left, EB right, WB left, WB right.	Peak hour LOS F.	\$ 1,650,000	\$ -
Hawthorne @ Newton	Add EB right	Peak hour LOS E.	\$ 1,000	\$ -
Hawthorne @ Rolling Hills	Modify WB approach to T left, T through/right, T right.	Peak hour LOS E.	\$ 25,000	\$ -
Prairie @ 190th	Add NB through	Initiate designs as soon as possible.	\$ 330,000	\$ -
Subtotal			\$ 13,183,500	\$ -
WIDENING IMPROVEMENTS				
Del Amo Blvd. Extension	Construct Del Amo between Maple and Crenshaw. Widen Del Amo to 4 lanes from Madrona to Maple	Initiate as soon as feasible.	N.A.	N.A.
Plaza Del Amo Extension	Realign and widen Plaza Del Amo between Crenshaw and Western.	Initiate as soon as feasible.	N.A.	N.A.
Subtotal			\$ -	\$ -

TABLE VI-3
IMPROVEMENT PROGRAM SUMMARY

		COSTS (1995\$)	
		Capital (one-time)	Operating (annual)
TRANSIT SIGNAL SYSTEM MANAGEMENT			
Signal Coordination	Continue signal coordination to provide continuous flow along Hawthorne.		
Signal on Hawthorne @ Skypark Drive	New signal.	N.A.	N.A.
Driveway Consolidation	Consolidate driveways.	N.A.	N.A.
Acceleration & Deceleration Lanes	Provide acceleration and deceleration lanes for high-volume driveways.		
Subtotal		\$ -	\$ -
PUBLIC TRANSPORTATION			
Del Amo Circulator	Bus circulator in Del Amo Business District.	\$ 1,000,000	\$ 800,000
Midday shuttle	Midday bus shuttle along Hawthorne Boulevard from PCH to Artesia Boulevard.	\$ 3,500,000	\$ 725,000
Limited stop service	Peak and non-peak limited stop service along Hawthorne Boulevard from PCH to Green Line.	\$ 2,650,000	\$ 1,400,000
Amenities at bus stops	Provide bus shelters, benches, route maps, schedules, and other amenities.	\$ 150,000	\$ -
Existing bus service frequency	Increase frequency of existing bus service.	N.A.	N.A.
Bus service coordination	Improve coordination of existing bus service.	N.A.	N.A.
Marketing of transit services	Improve marketing of transit services.	N.A.	N.A.
Bus priority treatment	Implement bus priority strategies on streets where feasible without disrupting traffic operations.	N.A.	N.A.
Alternative fuel vehicles	Use alternative fuel transit vehicles if possible.	N.A.	N.A.
Subtotal		\$ 7,300,000	\$ 2,925,000
PEDESTRIANS			
Improved connections	Improved pedestrian connections to adjacent development and bus stops.	N.A.	N.A.
Grade separation	Pedestrian grade separation in the Del Amo Business District.	\$ 3,000,000	\$ -
Subtotal		\$ 3,000,000	\$ -
BICYCLE FACILITIES			
Bicycle Storage Facilities	Bicycle racks and lockers at building entrances of major generators and employment sites.	N.A.	N.A.
Bicycle Access	Provide safe, convenient bicycle access from developments to bike lanes and paths, and between adjacent developments.	N.A.	N.A.
Subtotal		\$ -	\$ -

TABLE VI-3
IMPROVEMENT PROGRAM SUMMARY

	IMPROVEMENT	TRIGGER	COSTS (1995 \$)	
			Capital (one-time)	Operating (annual)
TRANSPORTATION DEMAND MANAGEMENT				
Transportation Management Associations	Create and operate TMAPs.	As soon as possible.	N.A.	N.A.
Regional TDM Requirements	Determined by regulation.	Determined by regulation.	N.A.	N.A.
Local TDM Requirements	Determined by ordinance.	Determined by TDM ordinance.	N.A.	N.A.
Land Use	Mixed use, or consolidation of complementary uses.	When new or upgraded development occurs.	N.A.	N.A.
Site Design	Various strategies to enhance convenience of circulation for pedestrians and transit users.	When new or upgraded development occurs.	N.A.	N.A.
Additional Trip Reduction Strategies	Innovative trip reduction strategies.	Ongoing.	N.A.	N.A.
Subtotal			\$ -	\$ -
PARKING				
Public parking lot - Walleria	Provide public parking lot in Walleria.	Initiate process immediately.	\$ 600,000	\$ -
Subtotal			\$ 600,000	\$ -
UTILITIES				
Undergrounding	Underground remaining above-ground utilities.	Continue program as funds become available.	\$ 9,555,000	\$ -
Subtotal			\$ 9,555,000	\$ -
STREETSCAPE IMPROVEMENTS				
New Median Construction		Implement as soon as possible.	\$ 950,000	\$ -
Special Intersection Paving		Implement as soon as possible.	\$ 450,000	\$ -
Related Improvements		Implement as soon as possible.	\$ 300,000	\$ -
Special District Signs		Implement as soon as possible.	\$ 150,000	\$ -
Street Trees		Implement as soon as possible.	\$ 756,000	\$ -
Street Tree Irrigation		Implement as soon as possible.	\$ 200,000	\$ -
Specific Median Trees/Uplights		Implement as soon as possible.	\$ 250,000	\$ -
Double Banner Poles (Del Amo)		Implement as soon as possible.	\$ 37,500	\$ -
Maintenance (annual)		Implement as soon as possible.	\$ -	\$ 72,000
Subtotal			\$ 3,093,500	\$ 72,000
Total Cost			\$ 36,732,000	\$ 2,997,000



LEGEND

Level of Service

Specific Plan Area Boundary

HAWTHORNE BOULEVARD CORRIDOR SPECIFIC PLAN

Future AM and PM Peak Hour Levels of Service with Recommended Plan

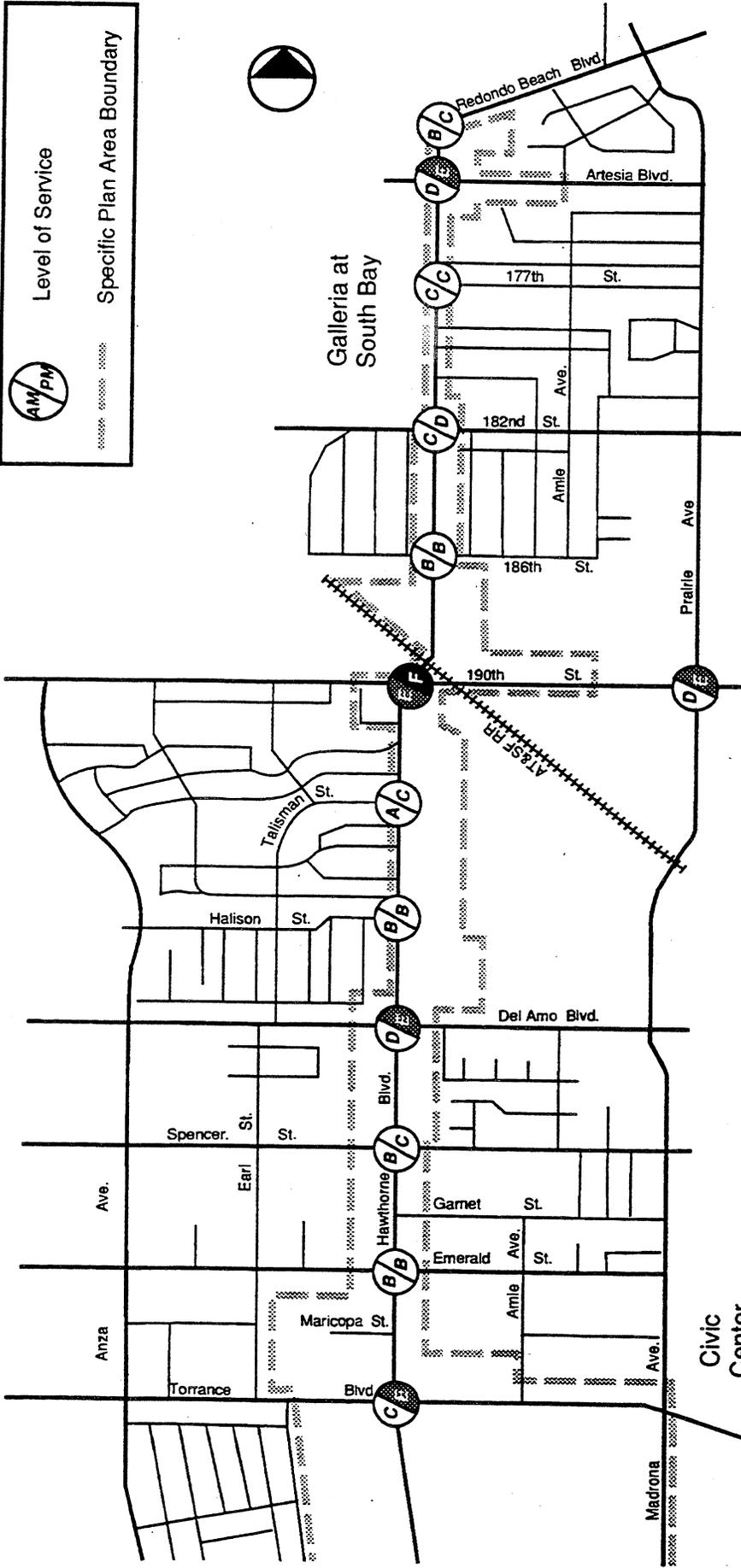
Figure

VI-5a

LEGEND

Level of Service

 Specific Plan Area Boundary



HAWTHORNE BOULEVARD CORRIDOR SPECIFIC PLAN

Figure

Future AM and PM Peak Hour Levels of Service with Recommended Plan

VI-5b

.....

Transportation and Infrastructure

Implementation steps for improvements to City streets are as follows:

- A. The City identifies the upcoming need for the improvement, based on the improvement trigger or information from the mobility monitoring program.
- B. The City conceptually defines the improvement, estimates the timeframe for implementation, and identifies funding sources.
- C. The City programs the improvement in the Public Works Capital Improvement Program.
- D. The City is responsible for implementing the improvement, including design and construction.

3. Public Transportation Improvements

Since the City operates the primary transit service in the area, the public transportation improvements fall under the City's jurisdiction and are to be implemented by Torrance Transit. Implementation steps for transit improvements are as follows:

- A. The City identifies the upcoming need for the improvement, based on the improvement timing and trigger.
- B. The City conceptually defines the improvement, estimates the timeframe for implementation, and identifies funding sources.
- C. The City programs the improvement in the Short Range Transit Plan (SRTP).
- D. The City is responsible for implementing the improvement, including capital acquisition and operations (for transit services), design and construction (for transit facilities), and professional services (for marketing and analysis).

4. Site Access and Circulation Improvements

Many elements of the transportation strategy involve improvements which are implemented as part of site development or upgrades. These include driveway consolidation, acceleration and deceleration lanes, bus stop amenities to be provided by the development, pedestrian connections, pedestrian grade separations, land use and site design strategies, and reciprocal parking agreements.

Project developers are responsible for providing adjacent public improvements such as curbs, gutters, sidewalks, street lighting, street trees and other similar items within the public right-of-way in compliance with standards contained in this Specific Plan and other City policies at the time of development. In addition, reconstruction of existing street improvements shall be required if they significantly deviate from current standards.



* * * * *

Transportation and Infrastructure

Implementation steps are as follows:

- A. As part of the site planning for new or upgraded development, the developer identifies land use, building and entrance locations, driveway access, parking provisions, and pedestrian connections for the site, following the requirements and guidelines in this plan. If the property is located adjacent to one of the 14 intersections identified in the Mobility Monitoring program, the site plan should be designed to avoid any impacts to structures if the intersection is widened to provide the lane geometry recommended in Chapter VII. If appropriate, the developer will identify locations and conceptual designs for acceleration and deceleration lanes. If desired, the developer will identify bus stop amenities, pedestrian grade separations, or reciprocal parking arrangements. Nothing will preclude the developer from consulting with City staff during this process to discuss the various elements of the site plan being considered. (Note: Provision of acceleration and deceleration lanes on Hawthorne Boulevard or one of the other state highways will require the involvement and cooperation of Caltrans. Refer to Roadway Improvements on State Highways above.)
- B. During site plan review, the City will review these elements to ensure that they satisfy the requirements and guidelines of this plan.
- C. After the site plan has been approved, the developer is responsible for implementing and funding the improvements identified in the site plan.

5. Regional TDM Requirements

Regional TDM requirements, and the process for implementing them, are determined by the individual programs, which include the AQMP, CMP, and City of Torrance TDM ordinance. The reader should determine program requirements by referring to those documents; City Staff is available for assistance.

6. Transportation Management Associations

Steps for implementing the corridor TMAs are as follows:

- A. Based on corridor planning district boundaries, the City identifies property owners and employers who would be required to participate in a district TMA, as well as others who might be interested.
- B. The City and potential TMA members collaborate to develop the TMA's charter and operating rules. The City will take the lead in this task.
- C. Once the TMA charter and rules are established, TMA members assume the responsibility for operating and funding the TMA.

7. Additional Trip Reduction Strategies

Steps for identifying and implementing additional trip reduction strategies are as follows:

- A. When reviewing the results of the Mobility Monitoring program, the City should determine if additional trip reduction efforts are needed to achieve the corridor's mobility goals.

* * * * *

Transportation and Infrastructure

- B. The City should work with the TMAs to identify potential strategies or shared strategies for achieving reductions in peak trips.
- C. The City should pursue funding for innovative strategies to reduce trips.
- D. The City should implement trip reduction strategies which are both supported by and participated in by the TMAs and are expected to effectively reduce peak trips.

8. Utility Undergrounding

Steps for implementing the utility undergrounding program are as follows:

- A. The City will continue to pursue funds for utility undergrounding which are available through the state Public Utilities Commission (PUC).
- B. The City will program the undergrounding of utilities along Hawthorne Boulevard through the CIP, to coincide with the expected flow of funds from the PUC.
- C. The City will be responsible for implementing the undergrounding program.
- D. If the PUC funding for this program ceases, the City should create an assessment district in the Hawthorne Boulevard Corridor to fund the remainder of the program.

J. MOBILITY MONITORING

The mobility monitoring program is designed to provide regular updates on the levels of traffic mobility and peak hour congestion in the corridor. It is also aimed at determining the optimal mobility enhancements and to identify projects for inclusion in the City's Public Works Capital Improvement Program. The correlation of monitoring efforts for the corridor and those of the City as a whole insures that mitigations are coordinated as closely as possible with new development. It also allows for the maximum flexibility in accessing whatever outside funding is available for particular modes or project types.

As part of the CMP, the City is required to biennially monitor traffic volumes and levels of service at four intersections in the corridor:

- ◆ Hawthorne Boulevard at Artesia Boulevard
- ◆ Hawthorne Boulevard at 190th Street
- ◆ Hawthorne Boulevard at Sepulveda Boulevard
- ◆ Hawthorne Boulevard at Pacific Coast Highway

The CMP includes specific requirements for the traffic counts and LOS analysis which are performed as part of this program. These same procedures should be effective in the monitoring of traffic conditions throughout the corridor, and will be implemented on an annual basis. To monitor mobility levels in the corridor, these analyses will be supplemented with CMP procedural LOS analysis for the additional intersections:



* * * * *

Transportation and Infrastructure

- ◆ Hawthorne Boulevard at Redondo Beach Boulevard
- ◆ Hawthorne Boulevard at 182nd Street
- ◆ Hawthorne Boulevard at Del Amo Boulevard
- ◆ Hawthorne Boulevard at Torrance Boulevard
- ◆ Hawthorne Boulevard at Village Lane
- ◆ Hawthorne Boulevard at Carson Street
- ◆ Hawthorne Boulevard at Lomita Boulevard
- ◆ Hawthorne Boulevard at Newton Street
- ◆ Hawthorne Boulevard at Rolling Hills Road
- ◆ Prairie Avenue at 190th Street

If the peak hour LOS at any of these intersections approaches or exceeds the mobility standard identified in this plan, the City shall determine whether any of the improvements identified in this plan (including roadway capacity, alternative modes, or demand management strategies) need to be accelerated, or whether additional improvement strategies should be considered.

As part of the annual monitoring program, City will coordinate all mitigation strategies and projects with the Public Works Improvement Program and the Short Range Transit Plan.



**Chapter
VII**

**A. INTRODUCTION
AND INTENT**

This chapter describes the administrative procedures required for the timely review and permitting of land use and development activity within the Hawthorne Boulevard Corridor Specific Plan Area. The review and permitting procedures outlined herein differ somewhat from existing City-wide procedures as provided for by the Torrance Land Use Ordinance (Division 9 of the Torrance Municipal Code). This Specific Plan introduces a new permit classification system which distinguishes between the permitting procedures required for development activity related to physical property improvements and the permitting procedures required for special categories of land uses. Further distinctions are made between the types of development activity and land uses that are subject to the review and permitting authority of the Torrance Planning Commission and those which are subject to the review and permitting authority of the Planning Director.

This Specific Plan also introduces the concept of design review as a tool for implementing the design guidelines in Chapter V and as a method for ensuring a premiere quality of development within the Specific Plan Area. The design review process does not impose an additional tier of review; rather, in the interest of expediting the processing of permit applications, design review is incorporated as a component of the development review process.

B. APPLICABILITY

The provisions of this chapter are applicable to the consideration of development activity and land use within the boundary of the Hawthorne Boulevard Corridor Specific Plan Zone, and within the HMD District. Provisions of this chapter are also applicable to (1) development activity within the area of the Commercial/Residential Transition Overlay (C/RTO) District when residential properties that are zoned R-2 are proposed to be converted to commercial use, and (2) the conversion of a residential structure to a professional office use within the Residential Office Overlay (ROO) District. Residential development activity on properties that are zoned R-2 within C/RTO Overlay District or zoned R1 within the ROO Overlay are not subject to these provisions.

The development standards and design guidelines shall apply in their entirety in the review of new development. In the review of proposals involving the modification of an existing development, however, it is recognized that existing site conditions may constrain the extent to which these development standards and design guidelines can be met.

Since the land within the Corridor area is nearly built-out, a consequence of the adoption of this Specific Plan is that all existing development within the HBCSP area that does not meet the provisions of Chapters IV and V will be considered legal nonconforming in accordance with Division 9 of the Torrance Municipal Code. No changes to existing development as a result of the adoption of this Specific Plan will be required, however, until such time as there is a change in use, reoccupation of an existing vacant building, or an addition to or exterior modification of an existing building. In these circumstances, the development standards and design guidelines will be applied to the full extent that is feasible to do so, given existing site constraints.

C. REVIEW PROCEDURES

Applications for the development and use of land shall be subject to the review and permitting procedures described herein and as specified in the Torrance Land Use Ordinance. Individual project proposals also may be subject to the California Environmental Quality Act.

The land use and development standards and design guidelines of this Specific Plan should be observed in the earliest stages of project design. Preapplication meetings with project proponents, designers and City staff are highly recommended. At these meetings, staff will familiarize the applicant and project design team with the overall goals and objectives of the Hawthorne Boulevard Corridor Specific Plan in conjunction with the specific development standards, design guidelines, and transportation considerations which pertain to the Corridor as a whole, as well as those which pertain to the individual Districts within which land use and/or development is proposed. Such early meetings are intended to provide the applicant with all the information needed to prepare a development proposal which is consistent with the standards and the spirit of this Specific Plan.

The review and permitting procedures are classified according to whether the subject application proposal relates to the construction, enlargement, or structural alteration of any structure and/or site, or to the use or extension of the use of land. Development related activity will be subject to the approval of a Development Permit or a Minor Development Permit. Land uses which are not permitted by right or an incidental use, and are not prohibited, will be subject to the approval of a Conditional Use Permit or a Minor Conditional Use Permit. Situations may arise in which a project application is subject to both a Development Permit and a Use Permit, such as would be the case for the construction of new restaurant. When such circumstances occur, the permits will be processed concurrently.

D. DEVELOPMENT PERMITS

The purpose of a development permit is to ensure compatibility, appropriateness, originality, variety, and innovation in the architecture, design, landscaping, and site planning of developments such that the standards and spirit of the Hawthorne Boulevard Corridor Specific Plan are met. The provisions of a development permit will serve to protect property values, prevent blight and deterioration, promote sound land use, encourage design excellence, and protect the overall health, safety and welfare of the City. A Development Permit also serves as a "Master Plan" for an individual project, establishing the conditions of site and building design, architectural theme, landscaping plan, parking, pedestrian and vehicular circulation, points of egress and ingress, location of trash enclosures, and other design concerns, under which a project is reviewed and permitted.

Thresholds for Review

1. A Development Permit and approval by the Torrance Planning Commission shall be required for the types of projects listed below. The Planning Commission may approve and/or modify a Development Permit in whole or in part, and shall impose specific conditions. These conditions shall relate to both on- and off-site improvements that are necessary to mitigate project-related adverse impacts, and to carry out the purpose and standards of the Specific Plan and the respective land use subdistrict.
 - A. *New construction.* Any new commercial or mixed use structure of any size on a vacant site.
 - B. *Building additions.* Any addition of gross floor area that equals or exceeds 50 percent of the existing gross floor area, or of 10,000 square feet or more, whether attached or detached, to an existing commercial structure or development.
 - C. *For the enlargement of an existing structure or for any intensification in use of structure or a parcel of land for which a Development Permit has never been issued.* Prior to the date of adoption of this Specific Plan, a Precise Plan of Development, a Planning Commission Review, or a Conditional Use Permit issued for the construction of a development may be considered in lieu of a Development Permit, provided that the conditions of the approval are satisfied and the property and structure have been maintained in good condition.
 - D. *Substantial remodel.* Defined for these purposes as the removal of 50% or more of the exterior wall area or removal of 50% or more of the supporting members of a structure such as bearing walls, columns, beams or girders, whichever is stricter.



2. A Minor Development Permit and approval by the Planning Director shall be required for the types of projects listed below. The Planning Director may approve a Minor Development Permit in whole or in part, and shall impose specific conditions. These conditions shall relate to on-site improvements that are necessary to mitigate project-related adverse impacts, and to carry out the purpose and standards of the Specific Plan and the respective land use subdistrict.
 - A. Building additions. Any addition of gross floor area that does not exceed 50 percent of the existing gross floor area, or is less than 10,000 square feet in area, whether attached or detached, to an existing commercial structure or development.
 - B. All exterior building modifications, including facade changes, which do not involve the removal of 50% or more of the exterior wall area.

No more than one Minor Development Permit may be issued on a given site within any two-year time period.

**E. PLANNING
DIRECTOR
REVIEW**

Modifications to the existing design or layout of a parking lot; or the removal of mature landscaping or modification to an approved landscaping plan shall be subject to the approval of the Planning Director. Decisions by the Planning Director may be appealed to the Planning Commission.

All requests for modification in the design or layout of a parking lot must be submitted to the Planning Director with a plot plan showing the location of parking spaces, drive aisles, loading spaces, driveways, landscape planters, and other improvements. The decision of the Planning Director in determining approval or denial of such requests shall be based upon findings of consistency with the requirements and design guidelines of this Specific Plan and with the requirements of the Torrance Land Use Ordinance.

All requests for the removal of mature landscaping or for modification of an approved landscaping plan must be submitted to the Planning Director with a plot plan indicating the extent and location of all landscaping. The decision of the Planning Director in determining approval or denial of such requests shall be based upon findings of consistency with the requirements and design guidelines of this Specific Plan.

**F. DESIGN
REVIEW**

All new construction and work on the exterior of a building or on the grounds of a site in the Specific Plan Area, including signs and excepting minor repairs, will require design review by staff to determine conformance with the design guidelines provided in this document. Most such work also will require a sign permit, a development permit and/or a building permit.

The process of design review will be correlated with the development permitting procedures outlined above in Section VII-C, Review and Permitting Procedures. An exception to this is signs permits. Sign permits are approved by either the Environmental Division of the Building and Safety Department or by the Torrance Environmental Quality Commission. The design guidelines included in this Specific Plan relative to signage are intended to be used as an adjunct to existing City review and permitting procedures for signs to ensure that the quality and character of signage within the Corridor is consistent with the goals and objectives of the HBCSP.

Criteria for Design Review

Depending upon the nature of a development proposal, some or all of the design guidelines shall apply. In the case of new development, all of the design guidelines should be considered. When development activity is limited to a building addition or a facade renovation, for example, then only those design guidelines that are applicable to that activity shall apply. In the event that such development activity warrants additional site improvements, then those improvements shall also be subject to the applicable section(s) of the design guidelines. The following criteria shall be used to determine a project's consistency with the intent and purpose of the design guidelines. Failure to comply with the design guidelines shall justify a decision of denial of the project.

The following findings of fact shall be used as the review criteria in determining a project's consistency with the intent and purpose of the HBCSP. Project approval may be granted by the appropriate decision-making authority only if the relevant findings of fact are made in a positive manner:

1. All of the applicable provisions of the design guidelines of the Hawthorne Boulevard Corridor Specific Plan are complied with.
2. The placement of structures and landscaping, and the design of on-site pedestrian paths collectively support the viability of walking and transit use as an alternative mode of transportation.
3. The design of on-site circulation patterns and the location of driveways provide for adequate and safe on-site pedestrian and vehicular circulation, and minimize off-site vehicular conflicts and traffic congestion.
4. The proposed development or development activity is of a quality and character that is compatible with the surrounding area, will not be materially detrimental to existing development, and will preserve the privacy of adjacent residential development.
5. The architectural style and design of the project shall contribute beneficially to the overall design quality and visual character of the Hawthorne Boulevard Corridor and the District within which it is located.

G. USE PERMITS

Traditionally, land uses in the City have been either permitted, conditionally permitted, or prohibited. This Specific Plan provides for three additional tiers of land use approvals within the range of permitted and conditionally permitted uses, in order to allow for greater flexibility in determining the conditions under which certain types of land use may be appropriate within the different land use subdistricts and to facilitate the approval of certain types of land uses under appropriate circumstances. There are now five different sets of circumstances under which a land use may be permitted within the Corridor Area (other than being a prohibited land use). These are explained as follows:

1. *Permitted by right*, meaning that no review or approval by the City is required prior to making application for a Business License.
2. *Permitted by right, but only if incidental to another primary use*. These are uses that would otherwise require a Conditional Use Permit or would not be permitted, but are permitted only if incidental to another permitted or conditionally permitted use. To qualify for consideration as an incidental use, the gross floor area dedicated to such activity shall not exceed ten percent of the total floor area of the primary use. If it is determined by the Planning Director that a use qualifies as an incidental use according to the land use provisions of this Specific Plan, and that such activity conforms to all other applicable City standards and provisions, no further City review or approval is required prior to making application for a Business License. If such a request is not associated with new construction, the applicant shall provide the Planning Director with floor plans of the building or development in question and other information as requested to make a determination of qualification.
3. *Permitted subject to the approval of a Minor Use Permit*. The purpose of a Minor Use Permit is to allow the Planning Director to review certain uses possessing unique characteristics to insure that the establishment or significant alteration of those uses will not adversely affect surrounding uses and properties nor disrupt the orderly development of the community. The review shall be for the further purpose of stipulating such conditions regulating those uses to assure that the above criteria shall be met. Generally, uses subject to a Minor Use Permit are not considered to have the same potential for impacts as does a use subject to a Conditional Use Permit, by virtue of their use characteristics or their location. The review and approval of a Minor Use Permit shall be subject to the provisions of Chapter 5 of Division 9 of the Torrance Municipal Code.
4. *Permitted subject to the approval of a Conditional Use Permit*. The Purpose of a Conditional Use Permit is to allow the Planning Commission to review certain uses possessing unique characteristics, to insure that the establishment or significant alteration of those uses will not adversely affect surrounding uses and properties not disturb the orderly development of the community. The review shall be for the further purpose of stipulating such conditions regulating those uses to assure that the above criteria shall be met. The review and approval of a Conditional Use Permit shall be subject to the provisions of Chapter 5 of Division 9 of the Torrance Municipal Code.

5. *Permitted subject to the approval of a Conditional Use Permit, but only when incidental to another primary use.* These are uses that are not considered appropriate in a particular sub-district as a single use even if conditionally permitted, and would otherwise be prohibited. When incidental to another primary use, however, these uses may, under appropriate conditions, be suitable. As a conditionally permitted incidental use, the gross floor area dedicated to such activity shall not exceed ten percent of the total floor area of the primary use. The review and approval of a Conditional Use Permit for an incidental use shall be subject to the provisions of Chapter 5 of Division 9 of the Torrance Municipal Code.
6. *Prohibited.* Such uses are not permitted under any circumstances.

Applications for incidental land uses, minor use permits, conditional use permits, or a conditional use permit for an incidental use will be processed concurrently with applications for development permits or minor development permits. Such applications will be processed alone when a change in the use of existing structure is involved, and no exterior changes to the exterior of the structure is proposed.



Chapter
VIII

A. INTRODUCTION
AND PURPOSE

The public improvement financing strategy presented in this chapter is intended to provide a realistic estimate of the costs of implementing all of the public improvements identified in the Specific Plan, to allow the City to anticipate improvement needs and plan for their funding and implementation accordingly. Such a program also puts the City in a more advantageous position to compete for discretionary funding by having identified transportation, streetscape, and infrastructure improvements that are integrated with a comprehensive land use and urban design plan, and which have been developed with significant public input.

This chapter begins with a summary of the capital and ongoing annual operating costs of the proposed improvement program, based upon an assumed level of development occurring within the planning period from 1996 through 2015. The next section provides an overview of potential funding sources, including existing, discretionary, and possible new revenue sources, and includes a discussion of how the entire public improvement program *could* be funded over the planning period. The chapter concludes with an explanation of how the prioritization of improvements and mobility monitoring (discussed in Chapter VI) are linked.

B. ESTIMATED
COST OF
IMPROVEMENTS

There are six categories of public improvements identified in the Specific Plan to improve mobility, economic viability, and aesthetics within the Hawthorne Boulevard Corridor Specific Plan (HBCSP) area. They include the following:

1. **Intersection Improvements:** 14 intersections are proposed for improvement, of which two are intersections of two state highways. (*Note:* One of the proposed improvements at the intersection of Artesia and Hawthorne Boulevards is in the City of Redondo Beach; therefore, the cost of its construction has not been included in the HBCSP.)
2. **Public Transportation:** includes both capital and operating costs.
 - ◆ **Capital:** includes acquisition of vehicles for three new services, and improved amenities at transit stops, to be implemented within the 2015 planning period.
 - ◆ **Operating:** ongoing annual operating costs for new transit services from the inception of the service, continuing indefinitely.

* * * * *

Public Improvement Financing Strategy

3. *Streetscape Improvements*: various aesthetic and landscape improvements, with on-going annual maintenance.
4. *Undergrounding of Utilities*: undergrounding of utility lines along all portions of Hawthorne Boulevard that are not already undergrounded.
5. *Pedestrian Improvements*: improved connections and construction of a pedestrian grade separation across Hawthorne Boulevard.
6. *Parking*: new public parking lot in WALTERIA.

The public improvement financing strategy proposed in this chapter is based upon the attainment of an estimated level of build-out in the corridor by 2015. If *all* of the development occurs within that planning period, implementation of the complete capital and operating improvement program identified in the *Transportation and Infrastructure* chapter would be necessary in order to achieve the desired level of mobility on Hawthorne Boulevard. In addition, the strategy assumes that all of the remaining public improvements (i.e., streetscape improvements, utility undergrounding, etc.) are implemented in the planning period as well. If *all* of the identified improvements are implemented by 2015, a total of \$36,732,000 in capital costs (in 1995 dollars) is estimated to be needed to fund the proposed improvements. In addition, annual operating costs (for new transit service operations and streetscape maintenance) would be a total of \$2,997,000 per year when all new transit services are implemented. Table VIII-1 provides a summary of estimated costs by improvement type. (Please refer to Chapter VI for a detailed break-down of estimated costs by specific improvement.)

Cost estimates for each of the public improvements in the Specific Plan have been developed for the purpose of estimating revenue needs over time, to assist in developing a funding plan for their implementation, and to identify possible funding sources by type of improvement. However, since the estimated level of development may not occur by 2015, the *actual* level of development and the resulting traffic mobility (measured by level of service, or LOS) that occurs during the planning period will determine *which* transportation related improvements (intersection improvements and transit services) are needed, and *when* they are needed. This will be determined by the monitoring process identified in Chapter VI. Non-transportation types of improvements are not linked to future development; therefore, it is assumed that all of these improvements will be implemented regardless of future development activity.



Public Improvement Financing Strategy

TABLE VIII-1
Summary of Estimated Costs by Improvement Type

SUMMARY OF ESTIMATED COSTS BY IMPROVEMENT TYPE		
IMPROVEMENT	CAPITAL (One-Time)	OPERATING (Annual)
Intersection Improvements	\$13,183,500	-
Public Transportation	\$7,300,000	\$2,925,000
Pedestrian	\$3,000,000	-
Parking	\$600,000	-
Utility Undergrounding	\$9,555,000	-
Streetscape Improvements	\$3,093,500	\$72,000
TOTAL COST	\$36,732,000	\$2,997,000

C. POTENTIAL FUNDING SOURCES AND FINANCING STRATEGY

In order for a public improvement strategy to be meaningful, a discussion of estimated costs is necessary. It assists an agency in analyzing existing funding constraints, as well as identifying opportunities for other revenue sources. It is also crucial for the development of an implementation program for those improvements, so that projects can be prioritized, funding needs can be determined, and funding sources can be identified. With such a comprehensive public improvement program as the one proposed in the scope of this Specific Plan, the improvements are assumed to be phased over an extended period of time, through the 2015 planning period.

While the cost of the public improvement program will be phased over time, it still represents a significant commitment of resources. In order to develop a funding strategy for program implementation, an analysis of existing funding sources was prepared when the corridor study was initiated. It identified that existing revenue sources, with conservative projections of continued availability factored in, will be insufficient to fund the entire improvement program by 2015, leaving funding "gaps" by improvement type. Therefore, a combination of funding sources is assumed to be needed to fund the proposed improvements (i.e., to "fill the gaps") if *all* of the identified improvements need to be made over time. The funding sources include existing and discretionary sources, as well as potential new revenue sources that were identified in collaboration with the HBCAP Committee. They are summarized in Table VIII-2, and are discussed in more detail by improvement type in the section following Table VIII-2.

Public Improvement Financing Strategy

TABLE VIII-2
Key Funding Sources and Programs

KEY FUNDING SOURCES AND PROGRAMS
<p>EXISTING SOURCES</p> <ul style="list-style-type: none"> • Proposition A Local Return • Proposition C Local Return • State Transit Development Account • State Transit Assistance • State Gas Tax Subventions • Federal Surface Transportation Program (STP) • Formula Funds • Underground Utility District Fund
<p>DISCRETIONARY SOURCES <i>(Requires the City to compete for funds)</i></p> <p><i>Transit Related:</i></p> <ul style="list-style-type: none"> • Propositions A and C Discretionary Funds • Transit Capital Improvement Program • Federal Transit Administration Section 9 • Federal Congestion Mitigation and Air Quality • Federal STP Discretionary Funds <p><i>Environmental Related:</i></p> <ul style="list-style-type: none"> • State Environmental Enhancement and Mitigation Program • AB 2766 Air Quality Management District Funds • Federal Transportation Enhancement Activities Funds • Los Angeles County Tree Program <p><i>Flexible Programs with Respect to Mode:</i></p> <ul style="list-style-type: none"> • State Flexible Congestion Relief Program • Federal STP Discretionary Funds
<p>POTENTIAL NEW SOURCES</p> <ul style="list-style-type: none"> • Right-of-Way Donations • Employer Transit Subsidies/Fares • Assessments • Developer Improvements • TDM Program Seed Money

* * * * *

Public Improvement Financing Strategy

1. Intersection Improvements

Based upon conservative revenue projections, existing sources are anticipated to fund \$10,972,000 of the \$13,185,500 intersection improvement program, with discretionary sources estimated to fund \$1,821,000 of the improvements. Therefore, a funding gap of \$390,000 exists for this program. Over a planning period of nearly 20 years, that amount is considered small enough that new revenue sources are not proposed at this time; rather, the needed improvements, project costs, and available funding will be tracked via the annual monitoring program to determine if additional funding sources will become necessary to complete the improvement program.

2. Public Transportation

The most significant costs associated with the public transportation program are the ongoing annual operating costs of over \$2,900,000 per year, when *all* proposed transit services are implemented. (Obviously, costs will occur only as new services are implemented.) Current estimates for existing and discretionary revenue sources will fund all the capital costs within the planning period, but will fund only approximately 55% of the annual operating costs. Therefore, new sources will have to be identified as the new transit services are added. (Please note that annual operating costs for the new services are assumed to continue beyond the planning period.) Possible new funding sources include:

- ◆ *Fares*: Fares from new transit services are assumed to cover a greater percentage of operating costs through farebox receipts than current services capture.
- ◆ *Employer Subsidy*: New transit services could be subsidized through special programs including transit passes that are designed to increase farebox recovery.

3. Pedestrian Improvements

Developer financing is assumed to fund 100% of the cost of constructing a pedestrian grade separation in return for offsetting development compensations.

4. Parking Lot in Walteria

Existing revenue sources are proposed to fund 100% of construction of the public parking lot in Walteria.

5. Utility Undergrounding

Funding for this program is assumed to come from an existing revenue source; however, if the existing source for funding the undergrounding of utilities is discontinued, an assessment district could be used to complete the utility undergrounding along Hawthorne Boulevard, based upon a formula that distributes the cost equitably to all properties on the corridor.

* * * * *

Public Improvement Financing Strategy

6. Streetscape Improvements

As with the public transportation program, the streetscape improvement program includes both capital (one-time) costs and annual on-going costs for maintenance that extend beyond the 2015 planning period. Of the \$3,093,500 capital costs, no funds from existing sources are assumed to be available for this program. Therefore, \$928,050, or 30% of the total capital costs, are estimated to be funded through discretionary sources, leaving a \$2,165,450 funding gap. Streetscape improvements would have to be implemented through an alternative revenue source (i.e., a special assessment district) if other funding sources are not available. An assessment district is also assumed to cover the \$72,000 annual maintenance costs.

7. Transportation Demand Management Strategies

The HBCSP has identified a number of potential strategies that could be implemented by the City, employers, businesses, property owners, and homeowners associations. The more vigorous the availability of these strategies, the more trip reductions can be achieved. Individual strategies could involve incentives for participation, reductions of certain fees, or other types of financial encouragements. Although the Plan does not spell out a preferred set of programs, known sources for funding TDM programs will not be sufficient to accommodate new strategies in the future. While a funding gap can be identified today, it is assumed that innovative means of creating incentives will need to be developed as the Plan is implemented.

Table VIII-3 provides a summary of how each of the types of improvements could be funded through a combination of existing, discretionary, and new revenue sources.

D. IMPROVEMENT PRIORITIZATION

Due to the uncertainty of the rate of future development and where it may occur along the corridor, it is not possible to predict exactly which transportation improvements will be needed at a particular time. Therefore, actual development, levels of traffic, and peak hour congestion on Hawthorne Boulevard will be tracked through an annual mobility monitoring program. This program will provide the City with the capability of assessing when the identified improvements are needed, so that they may be prioritized in the City's Public Works Capital Improvement Program and the Short Range Transit Plan.

Due to the fact that most funding sources in the first five years of the program have been previously programmed for other projects, a relatively limited number of transportation related capital improvement projects will be made within this near term planning period. Exceptions to this are several intersection improvements identified in Chapter VI; initiating the Del Amo Circulator as early as possible; and upgrading amenities at transit stops within one to two years.

* * * * *

Public Improvement Financing Strategy

TABLE VIII-3
Funding Sources for Proposed Improvements

FUNDING SOURCES FOR PROPOSED IMPROVEMENTS
<p>INTERSECTION IMPROVEMENTS</p> <ul style="list-style-type: none">• Existing Sources• State Flexible Congestion Relief• Donation of Right-of-Way
<p>PUBLIC TRANSPORTATION</p> <ul style="list-style-type: none">• Existing Sources• Transit-Related Discretionary Funds• Employer Subsidy/Fares
<p>PEDESTRIAN IMPROVEMENTS</p> <ul style="list-style-type: none">• Developer Financed Improvements
<p>PARKING</p> <ul style="list-style-type: none">• Existing Sources
<p>UNDERGROUNDING OF UTILITIES</p> <ul style="list-style-type: none">• Existing Sources
<p>TRANSPORTATION DEMAND MANAGEMENT PROGRAMS</p> <ul style="list-style-type: none">• Employer Subsidies• AB 2766 and Other Discretionary Funding• Innovative New Sources
<p>STREETSCAPE IMPROVEMENTS</p> <ul style="list-style-type: none">• Environmental-Related Discretionary• Assessments



