Alex Vargas, Mayor
Faye Johnson, Mayor Pro Tem
Alex Monteiro, Councilmember
Angie Reyes English, Councilmember
Katrina Manning,Councilmember

Dayna S. Williams-Hunter, City Clerk
Marie Poindexter-Hornback, City Treasurer

CITY OF HAWTHORNE
CITY COUNCIL REGULAR MEETING
AGENDA FOR APRIL 28, 2026 6:00 PM
COUNCIL CHAMBER AT CITY HALL
4455 W. 126th STREET, HAWTHORNE, CALIFORNIA

MEETING INFORMATION

IF YOU ARE AN INDIVIDUAL WITH A DISABILITY AND NEED REASONABLE ACCOMMODATION OR MODIFICATION PURSUANT TO THE AMERICANS WITH DISABILITIES ACT (ADA) PLEASE CONTACT THE CITY CLERK DEPARTMENT AT CITYCLERK@CITYOFHAWTHORNE.ORG OR CALL (310) 349-2915 PRIOR TO THE MEETING FOR ASSISTANCE.

THE MEETING IS SHOWN LIVE ON CABLE CHANNEL 22, AND WILL BE REBROADCAST AS PART OF THE REGULAR CITY COUNCIL, SUCCESSOR AGENCY, AND RELATED MEETINGS ACCORDING TO THE PUBLISHED CABLE SCHEDULE OF PROGRAMS. IT SHALL ALSO BE BROADCAST LIVE AND BE MADE AVAILABLE THEREAFTER ON THE CITY OF HAWTHORNE'S WEBSITE:

MEETING VIDEO

Or online on YouTube by searching for Hawthorne Community Television

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THE AGENDA, STAFF REPORTS AND ATTACHMENTS ARE AVAILABLE ONLINE AT AGENDA, STAFF REPORTS, ATTACHMENTS AND THEN SELECTING THE DESIRED MEETING. MEMBERS OF THE PUBLIC MAY INSPECT (AT NO COST) AND/OR OBTAIN COPIES (UPON PAYMENT OF THE CITY'S CURRENT COPYING FEE) OF ANY REGULAR SESSION ITEM BY CONTACTING THE CITY CLERK DEPARTMENT AT CITY HALL VIA TELEPHONE (310) 349-2915 OR EMAIL CITYCLERK@CITYOFHAWTHORNE.ORG

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

ROLL CALL

PROCLAMATIONS/CERTIFICATES/PRESENTATIONS

1. Active Transportation Plan and Complete Streets Policy - Public Works Department
2. Update on LA IMPACT - Hawthorne Police Department

PUBLIC COMMENTS

PUBLIC COMMENT INSTRUCTIONS

ANY PERSON DESIRING TO ADDRESS THE CITY COUNCIL AND PARKING AUTHORITY SHOULD COMPLETE A SPEAKER REQUEST CARD AND SUBMIT THE CARD TO THE CITY CLERK/SECRETARY PRIOR TO THE COMMENCEMENT OF THE CITY COUNCIL, PARKING AUTHORITY AND HOUSING AUTHORITY MEETING. AFTER OBTAINING PERMISSION TO PROCEED BY THE PRESIDING OFFICER SPEAKERS SHOULD FIRST STATE THEIR FULL NAME AND ADDRESS FOR THE RECORD. THEY THEN SHALL STATE THEIR BUSINESS FOR ALL GOVERNING BODIES BRIEFLY AND COMPLETELY AND UNLESS GRANTED FURTHER TIME BY A GOVERNING BODY SHALL LIMIT THEIR ADDRESS TO THREE MINUTES. THE THREE-MINUTE LIMIT SHALL INCLUDE GOVERNING BODY OR STAFF RESPONSES, IF ANY, TO QUERIES POSED BY SPEAKERS. HOWEVER, THE STATE OPEN MEETINGS LAW (GOVERNMENT CODE SECTION 54950 ET SEQ.) PROHIBITS THE CITY COUNCIL FROM PROVIDING A DETAILED RESPONSE OR ACTING UPON ANY ITEM NOT

CONTAINED ON THE AGENDA POSTED 72 HOURS BEFORE A REGULAR MEETING AND 24 HOURS BEFORE A SPECIAL MEETING. ALL REMARKS SHALL BE ADDRESSED TO THE GOVERNING BODIES AS A BODY AND NOT TO ANY PARTICULAR MEMBER THEREOF. THE GOVERNING BODY MAY EITHER DISPOSE OF THE COMMUNICATION AT THE CLOSE THEREOF OR MAY REFER IT TO AN APPROPRIATE ADMINISTRATIVE OFFICER FOR STUDY, INVESTIGATION, REPORT, AND/OR RECOMMENDATION. DISCUSSION, IF ANY, SHALL BE BY MEMBERS OF A GOVERNING BODY ONLY. (H.M.C. 2.06.180, RESO. NO. 6443)

CITY CLERK'S CONSENT CALENDAR

3. The Finance Director requests approval of the warrants. Motion to approve the warrants.

RECOMMENDED MOTION:
Staff recommends that the City Council approve the warrants issued for the period of 04/15/2026 to 04/28/2026 for a total of $5,157,919.56.

4. Approval of waiver of full readings of resolutions and ordinances on Tuesday, April 28, 2026's agenda. Motion to waive full readings.

RESOLUTIONS

5. RESOLUTION NO. 8597 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA ORDERING THE DIRECTOR OF PUBLIC WORKS / CITY ENGINEER TO PREPARE A REPORT FOR THE STREET LIGHTING MAINTENANCE DISTRICT OF THE CITY OF HAWTHORNE FOR FISCAL YEAR 2026-2027 AS REQUIRED BY THE STREETS AND HIGHWAYS CODE SECTION 22622.

RECOMMENDED MOTION:
Staff recommends that the City Council approve this Resolution No. 8597.

6. RESOLUTION NO. 8598 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA ADOPTING THE CITY OF HAWTHORNE "ACTIVE TRANSPORTATION PLAN"

RECOMMENDED MOTION:
Staff recommends that the City Council approve Resolution No. 8598.

7. RESOLUTION NO. 8599 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA ADOPTING THE CITY OF HAWTHORNE "COMPLETE STREETS POLICY."

RECOMMENDED MOTION:
Staff recommends that the City Council approve Resolution No. 8599.

8. RESOLUTION NO. 8600 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA, AMENDING ARTICLE 8.2 (MERIT PAY) OF THE HAWTHORNE MUNICIPAL EMPLOYEE'S ASSOCIATION MEMORANDUM OF UNDERSTANDING.

RECOMMENDED MOTION:
Staff recommends that the City Council adopt this Resolution No. 8600.

9. RESOLUTION NO. 8601 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA, AMENDING ARTICLE 8.2 (MERIT PAY) OF THE HAWTHORNE POLICE CIVILIAN ASSOCIATION MEMORANDUM OF UNDERSTANDING.

RECOMMENDED MOTION:
Staff recommends that the City Council adopt this Resolution No. 8601.

ORDINANCES
(None at this time)

BIDS: OPENINGS & RESULTS
(None at this time)

PUBLIC HEARINGS

10. Public Hearing to Consider Adoption of the Draft 2026-2027 Annual Action Plan and Substantial Amendment to the 2025-2029 Consolidated Plan for the Community Development Block Grant (CDBG) and Home Investment Partnerships (HOME) Programs.

RECOMMENDED MOTION:
The staff advises that the City Council:
1. Conduct a public hearing to receive comments regarding the draft 2026-2027 Annual Action Plan and Substantial Amendment to the 2025-2029 Consolidated Plan.

2. Consider and adopt the 2026-2027 Annual Action Plan and Substantial Amendment to the 2025-2029 Consolidated Plan and authorize the City Manager, or designee, to submit the adopted plans to the U.S. Department of Housing and Urban Development (HUD).

3. Authorize the City Manager, or designee, to execute all necessary grant agreements, certifications, and related documents required by HUD for the administration of the CDBG and HOME programs for the 2026-2027 program year.

4. Authorize the City Manager, or designee, to execute contracts with sub-recipients, contractors, and professional service providers necessary to implement the CDBG and HOME-funded activities identified in the 2026-2027 Annual Action Plan.

5. Authorize the appropriation of the 2026-2027 CDBG and HOME program funds, consistent with the approved Annual Action Plan.

GENERAL MATTERS
(None at this time)

CITY MANAGER'S CONSENT CALENDAR

11. Amendment to Professional Services Agreement with Kosmont Companies.

RECOMMENDED MOTION:
Approve First Amendment to the Agreement.

12. Agreement between the City of Hawthorne and Government Consulting Partners, Inc. to provide comprehensive SB 90 claim services.

RECOMMENDED MOTION:

Staff recommends that the City Council approve the agreement between the City of Hawthorne and Government Consulting Partners, Inc. to provide comprehensive SB 90 claim services for five fiscal years beginning July 1, 2026.

13. Blanket Purchase Order for Fineline Auto Body.

RECOMMENDED MOTION:
Staff recommends that the City Council approve an increase to the original Blanket Purchase Order for Fineline Auto Body from $175,000 to $275,000.

CITY ATTORNEY'S CONSENT CALENDAR

(None at this time)

DISCUSSION ITEMS

14. SB 799 (Letter in Support) - A. Monteiro/K. Manning

15. Proposition 36 (Letter in Support) - F. Johnson

ELECTED OFFICIALS REPORTS

COUNCIL DIRECTIVES

CLOSED SESSION

ADJOURNMENT

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF HAWTHORNE)

I, **DIANA CUCALON**, Deputy City Clerk for the City of Hawthorne, certify that a true and correct copy of the foregoing City Council Meeting Agenda was posted not less than 72 hours before the City Council Meeting to be held on Tuesday, April 28, 2026

DIANA CUCALON
HAWTHORNE DEPUTY CITY CLERK

AGENDA ITEM NO. 1.

CITY OF HAWTHORNE
City Council
AGENDA BILL
For the meeting of 04/28/2026
Originating Department: Public Works

SUBJECT:
Active Transportation Plan and Complete Streets Policy - Public Works Department

AGENDA ITEM NO. 2.

CITY OF HAWTHORNE
City Council
AGENDA BILL
For the meeting of 04/28/2026
Originating Department: Police Department

SUBJECT:
Update on LA IMPACT - Hawthorne Police Department

AGENDA ITEM NO. 3.

CITY OF HAWTHORNE
City Council
AGENDA BILL
For the meeting of 04/28/2026
Originating Department: Licensing

City Manager: Department Head:

SUBJECT:
The Finance Director requests approval of the warrants. Motion to approve the warrants.

RECOMMENDED MOTION:
Staff recommends that the City Council approve the warrants issued for the period of 04/15/2026 to 04/28/2026 for a total of $5,157,919.56.

DISCUSSION:
Staff plan to issue checks to the vendors that provide goods and services to the City of Hawthorne.

ECONOMIC DEVELOPMENT STRATEGIC PLAN:
Develop and implement clear, business-friendly methods of communicating useful and helpful information to vendors.

FISCAL IMPACT:
None. Funds for these payments of the amount of $5,157,919.56 are available in the adopted Fiscal Year 2025-2026 budget.

Description of Warrants	**Amount**
Payroll City Warrants	$ 2,007,857.31
General City Warrants	$ 3,108,967.69
Housing Warrants	$ 89.13
Asset Forfeiture Warrants	$ 41,005.43
Grand Total	**$ 5,157,919.56**

NOTICING PROCEDURE:
72 Hours posted notice pursuant to the Ralph M. Brown Act.

ATTACHMENTS
Council Warrants 04/28/26

CITY OF HAWTHORNE

FOR THE MEETING OF April 28, 2026

ORIGINATING DEPARTMENT: FINANCE

The City Treasurer submits the following Payroll City Warrants for your approval:

	Warrant #s			
Date	**Start**	**Ending**	**Warrant type**	**Total $**
4/9/26	196839	196843	PAYROLL	6,507.14
4/9/26	42307	42624	PAYROLL	1,022,370.98
4/23/26	42627	42944	PAYROLL	974,976.26
4/23/26	196844	196846	PAYROLL	4,002.93
*** Emergency Issue - for ratification only**				2,007,857.31

State of California, County of Los Angeles SS:

The foregoing claims/demands/warrants have been filed with me; each one bearing an endorsement of the officer or employee of the department, requiring same, that the price is correct.

_____ City Treasurer

_____ City Clerk

CITY OF HAWTHORNE

FOR THE MEETING OF April 28, 2026

ORIGINATING DEPARTMENT: FINANCE

The City Treasurer submits the following General City Warrants for your approval:

	Warrant #s			
Date	**Start**	**Ending**	**Warrant type**	**Total $**
4/9/26	494592	494611	DEBT LEVIES	26,564.49
4/9/26	494612	494612	CITY - SPECIAL	2,121.43
4/28/26	494613	494619	UTILITIES	120,951.17
4/28/26	494620	494804	CITY	2,959,330.60
				3,108,967.69

*** Emergency Issue - for ratification only**

State of California, County of Los Angeles SS:

The foregoing claims/demands/warrants have been filed with me; each one bearing an endorsement of the officer or employee of the department, requiring same, that the price is correct.

_____ City Treasurer

_____ City Clerk

PAID INVOICES REPORT

CHECK: DL040926 TO FISCAL 2026/01 07/01/2025 TO 06/30/2026

VENDOR	NAME / DOCUMENT	INV DATE	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
123239	CA DISBURSEMENT UNIT								
	121372	04/09/26		494592	P	04/09/26	960 21630	GARNISHMENTS LIABILITY	704.30
	INVOICE: 2026-9								
	VENDOR TOTALS		2,112.90 YTD INVOICED				14,790.30 YTD PAID		704.30
119637	CA SDU, STATE DISBURSEMENT UNIT								
	121369	04/09/26		494593	P	04/09/26	960 21630	GARNISHMENTS LIABILITY	258.46
	INVOICE: 2026-9								
	VENDOR TOTALS		775.38 YTD INVOICED				5,427.66 YTD PAID		258.46
119685	CA SDU, STATE DISBURSEMENT UNIT								
	121370	04/09/26		494594	P	04/09/26	960 21630	GARNISHMENTS LIABILITY	142.15
	INVOICE: 2026-9								
	VENDOR TOTALS		426.45 YTD INVOICED				2,985.15 YTD PAID		142.15
124677	CA. STATE DISBURSEMENT UNIT								
	121377	04/09/26		494595	P	04/09/26	960 21630	GARNISHMENTS LIABILITY	256.73
	INVOICE: 2026-9								
	VENDOR TOTALS		.00 YTD INVOICED				1,797.11 YTD PAID		256.73
124678	CA. STATE DISBURSEMENT UNIT								
	121378	04/09/26		494596	P	04/09/26	960 21630	GARNISHMENTS LIABILITY	200.30
	INVOICE: 2026-9								
	VENDOR TOTALS		.00 YTD INVOICED				1,402.10 YTD PAID		200.30
124099	CALIFORNIA STATE DISBURSEMENT UNIT								
	121371	04/09/26		494597	P	04/09/26	960 21630	GARNISHMENTS LIABILITY	533.53
	INVOICE: 2026-9								
	VENDOR TOTALS		1,600.59 YTD INVOICED				11,204.13 YTD PAID		533.53
124765	FLASH FUND GROUP								
	121381	04/09/26		494598	P	04/09/26	960 21630	GARNISHMENTS LIABILITY	25.64
	INVOICE: 2026-9								
	VENDOR TOTALS		.00 YTD INVOICED				25.64 YTD PAID		25.64
124612	FRANCHISE TAX BOARD								
	121374	04/09/26		494602	P	04/09/26	960 21630	GARNISHMENTS LIABILITY	110.82
	INVOICE: 2026-9								
	VENDOR TOTALS		.00 YTD INVOICED				1,329.84 YTD PAID		110.82
121291	FRANCHISE TAX BOARD								
	121375	04/09/26		494599	P	04/09/26	960 21630	GARNISHMENTS LIABILITY	200.00
	INVOICE: 2026-9								

PAID INVOICES REPORT

CHECK: DL040926 TO FISCAL 2026/01 07/01/2025 TO 06/30/2026

VENDOR	NAME / DOCUMENT	INV DATE	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
	VENDOR TOTALS		.00 YTD INVOICED				1,800.00 YTD PAID		200.00
123629	FRANCHISE TAX BOARD								
	121376	04/09/26		494601	P	04/09/26	960 21630	GARNISHMENTS LIABILITY	100.00
	INVOICE: 2026-9								
	VENDOR TOTALS		99.43 YTD INVOICED				1,099.43 YTD PAID		100.00
122739	FRANCHISE TAX BOARD								
	121380	04/09/26		494600	P	04/09/26	960 21630	GARNISHMENTS LIABILITY	1,022.15
	INVOICE: 2026-9								
	VENDOR TOTALS		.00 YTD INVOICED				7,398.75 YTD PAID		1,022.15
4	H.M.E.A.								
	121363	04/09/26		494603	P	04/09/26	960 21600	ACCRUED WAGES PAYABLE	1,640.00
	INVOICE: 2026-9								
	VENDOR TOTALS		4,660.00 YTD INVOICED				33,820.00 YTD PAID		1,640.00
99379	HAWTHORNE EXECUTIVE GROUP								
	121360	04/09/26		494604	P	04/09/26	960 21600	ACCRUED WAGES PAYABLE	560.00
	INVOICE: 2026-9								
	VENDOR TOTALS		1,320.00 YTD INVOICED				10,320.00 YTD PAID		560.00
124425	HAWTHORNE POLICE CIVILIAN ASSOCIATION (HPCA)								
	121367	04/09/26		494605	P	04/09/26	960 21600	ACCRUED WAGES PAYABLE	1,400.00
	INVOICE: 2026-9								
	VENDOR TOTALS		3,960.00 YTD INVOICED				29,160.00 YTD PAID		1,400.00
3	HAWTHORNE POLICE OFFICERS ASSN								
	121364	04/09/26		494606	P	04/09/26	960 21600	ACCRUED WAGES PAYABLE	6,372.75
	INVOICE: 2026-9A								
	121365	04/09/26		494606	P	04/09/26	960 21600	ACCRUED WAGES PAYABLE	688.00
	INVOICE: 2026-9B								
	121366	04/09/26		494606	P	04/09/26	960 21640	ADDITIONAL INS LIABILITY	3,813.29
	INVOICE: 2026-9C								
	VENDOR TOTALS		27,289.71 YTD INVOICED				220,197.58 YTD PAID		10,874.04
124732	LOS ANGELES COUNTY SHERIFF'S DEPARTMENT								
	121379	04/09/26		494607	P	04/09/26	960 21630	GARNISHMENTS LIABILITY	544.14
	INVOICE: 2026-9								
	VENDOR TOTALS		.00 YTD INVOICED				1,632.42 YTD PAID		544.14
115178	PRE PAID LEGAL SERVICES, INC.								
	121368	04/09/26		494608	P	04/09/26	960 21640	ADDITIONAL INS LIABILITY	207.87

PAID INVOICES REPORT

CHECK: DL040926 TO FISCAL 2026/01 07/01/2025 TO 06/30/2026

VENDOR	NAME / DOCUMENT	INV DATE	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
	INVOICE: 2026-9								
	VENDOR TOTALS	525.63 YTD INVOICED		3,721.73 YTD PAID					207.87
113121	TOTAL ADMINISTRATION SVCS CORP								
	121382	04/09/26		494609	P	04/09/26	960 21640	ADDITIONAL INS LIABILITY	1,067.30
	INVOICE: 2026-9A								
	121383	04/09/26		494609	P	04/09/26	960 21640	ADDITIONAL INS LIABILITY	4,774.98
	INVOICE: 2026-9B								
	VENDOR TOTALS	12,035.79 YTD INVOICED		101,562.15 YTD PAID					5,842.28
103511	U.S. BANK PARS 6746022400, L.A. LOCKBOX 511649								
	121384	04/09/26		494610	P	04/09/26	960 20270	PARS LIABILITY	1,461.34
	INVOICE: 2026-9A								
	121385	04/09/26		494610	P	04/09/26	960 20270	PARS LIABILITY	365.36
	INVOICE: 2026-9B								
	VENDOR TOTALS	12,049.44 YTD INVOICED		42,905.71 YTD PAID					1,826.70
123240	VILLEGAS, ALBA								
	121373	04/09/26		494611	P	04/09/26	960 21630	GARNISHMENTS LIABILITY	115.38
	INVOICE: 2026-9								
	VENDOR TOTALS	346.14 YTD INVOICED		2,422.98 YTD PAID					115.38
								REPORT TOTALS	26,564.49

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	20	26,564.49

** END OF REPORT - Generated by Keeva Phillips **

City of Hawthorne, CA

PAID INVOICES REPORT

CHECK: C041026 TO FISCAL 2026/01 07/01/2025 TO 06/30/2026

VENDOR	NAME / DOCUMENT	INV DATE	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
123637	MANNING, KATRINA								
	121389	04/09/26		494612	P	04/10/26	10011100 45004	REQ. COMM. TRAINING-MANNI	140.65
	INVOICE:	2026-130067							
	121391	04/09/26		494612	P	04/10/26	990 23017	MOTHER'S DAY EVENT	1,980.78
	INVOICE:	2026-130066							
	VENDOR TOTALS		.00 YTD INVOICED				5,770.87 YTD PAID		2,121.43
								REPORT TOTALS	2,121.43

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	1	2,121.43

** END OF REPORT - Generated by Keeva Phillips **

City of Hawthorne, CA

PAID INVOICES REPORT

CHECK: UT042826 TO FISCAL 2026/01 07/01/2025 TO 06/30/2026

VENDOR	NAME / DOCUMENT	INV DATE	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
115783	AT&T								
	120624	03/27/26		494614	P	04/28/26	10001222 43054	TELEPHONE	31.91
	INVOICE:	MA9391026325							
	121418	04/01/26		494614	P	04/28/26	10001222 43054	TELEPHONE	254.83
	INVOICE:	AP9391026291							
	121419	04/01/26		494614	P	04/28/26	10001222 43054	TELEPHONE	31.91
	INVOICE:	AP9391026278							
	121420	04/01/26		494614	P	04/28/26	10001222 43054	TELEPHONE	63.82
	INVOICE:	AP9391026345							
	121421	04/01/26		494614	P	04/28/26	10001222 43054	TELEPHONE	85.99
	INVOICE:	AP9391026293							
	VENDOR TOTALS		.00 YTD INVOICED				37,597.97 YTD PAID		468.46
15960	AT&T								
	121436	04/01/26		494613	P	04/28/26	10041050 43054	TELEPHONE	31.92
	INVOICE:	AP3348410061							
	VENDOR TOTALS		188.47 YTD INVOICED				2,050.79 YTD PAID		31.92
115783	AT&T								
	121583	04/07/26		494614	P	04/28/26	10001222 43054	TELEPHONE	31.91
	INVOICE:	AP9391026284							
	VENDOR TOTALS		.00 YTD INVOICED				37,597.97 YTD PAID		31.91
15960	AT&T								
	121657	04/07/26		494613	P	04/28/26	10041050 43054	TELEPHONE	32.08
	INVOICE:	AP3348410060							
	121658	04/07/26		494613	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	62.81
	INVOICE:	AP3348410059							
	121659	04/07/26		494613	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	32.08
	INVOICE:	AP3348410058							
	VENDOR TOTALS		188.47 YTD INVOICED				2,050.79 YTD PAID		126.97
103177	CALIFORNIA WATER SERVICE								
	120617	03/27/26		494615	P	04/28/26	10001221 45444	UTILITIES	367.15
	INVOICE:	MA5612411111							
	120617	03/27/26		494615	P	04/28/26	10041050 45444	UTILITIES	860.44
	INVOICE:	MA5612411111							
	120617	03/27/26		494615	P	04/28/26	10061100 45444	UTILITIES	8,118.34
	INVOICE:	MA5612411111							
	120617	03/27/26		494615	P	04/28/26	22041060 45444	UTILITIES	255.96
	INVOICE:	MA5612411111							
	120617	03/27/26		494615	P	04/28/26	52035030 45444	UTILITIES	200.53
	INVOICE:	MA5612411111							
	120617	03/27/26		494615	P	04/28/26	60031030 45444	UTILITIES	85.31
	INVOICE:	MA5612411111							
	120617	03/27/26		494615	P	04/28/26	46447150 45444	UTILITIES	594.63
	INVOICE:	MA5612411111							

PAID INVOICES REPORT

CHECK: UT042826 TO FISCAL 2026/01 07/01/2025 TO 06/30/2026

VENDOR	NAME / DOCUMENT	INV DATE	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
	120623	03/27/26		494615	P	04/28/26	22041060 45444	UTILITIES	297.87
	INVOICE:	MA8639925174							
	121424	04/02/26		494615	P	04/28/26	10061100 45444	UTILITIES	503.87
	INVOICE:	AP3406289008							
	VENDOR TOTALS		74.32 YTD INVOICED				279,489.02 YTD PAID		11,284.10
18100	GOLDEN STATE WATER CO.								
	121422	04/06/26		494616	P	04/28/26	22041060 45444	UTILITIES	233.66
	INVOICE:	AP53542320113							
	121435	04/03/26		494616	P	04/28/26	10061100 45444	UTILITIES	1,171.77
	INVOICE:	AP31438000007							
	121562	04/07/26		494616	P	04/28/26	10061100 45444	UTILITIES	147.18
	INVOICE:	AP58378300006							
	121568	04/07/26		494616	P	04/28/26	10061100 45444	UTILITIES	418.53
	INVOICE:	AP79617300003							
	121570	04/07/26		494616	P	04/28/26	10061100 45444	UTILITIES	57.55
	INVOICE:	AP29950300003							
	121572	04/07/26		494616	P	04/28/26	10061100 45444	UTILITIES	554.47
	INVOICE:	AP34609100002							
	121574	04/07/26		494616	P	04/28/26	10061100 45444	UTILITIES	3,619.24
	INVOICE:	AP25440300009							
	121575	04/07/26		494616	P	04/28/26	10061100 45444	UTILITIES	517.42
	INVOICE:	AP22215100003							
	121576	04/07/26		494616	P	04/28/26	10061010 45444	UTILITIES	550.24
	INVOICE:	AP14219000008							
	121577	04/07/26		494616	P	04/28/26	10061100 45444	UTILITIES	57.55
	INVOICE:	AP89950300007							
	121578	04/07/26		494616	P	04/28/26	10061100 45444	UTILITIES	453.01
	INVOICE:	AP62719000002							
	121579	04/07/26		494616	P	04/28/26	10061100 45444	UTILITIES	57.55
	INVOICE:	AP88950300009							
	121580	04/07/26		494616	P	04/28/26	10061100 45444	UTILITIES	453.01
	INVOICE:	AP62719000002							
	121581	04/07/26		494616	P	04/28/26	10061100 45444	UTILITIES	885.65
	INVOICE:	AP83957100007							
	121582	04/07/26		494616	P	04/28/26	10061100 45444	UTILITIES	589.32
	INVOICE:	AP88617300004							
	121660	04/10/26		494616	P	04/28/26	10061100 45444	UTILITIES	484.43
	INVOICE:	AP82920958939							
	121662	04/10/26		494616	P	04/28/26	10061100 45444	UTILITIES	1,619.38
	INVOICE:	AP77537000000							
	121663	04/08/26		494616	P	04/28/26	22041060 45444	UTILITIES	76.17
	INVOICE:	AP70019046005							
	121664	04/08/26		494616	P	04/28/26	10061100 45444	UTILITIES	147.18
	INVOICE:	AP53247400004							
	121665	04/08/26		494616	P	04/28/26	10061100 45444	UTILITIES	151.32
	INVOICE:	AP78588300000							
	121666	04/08/26		494616	P	04/28/26	22041060 45444	UTILITIES	441.77
	INVOICE:	AP70946300004							
	121667	04/08/26		494616	P	04/28/26	22041060 45444	UTILITIES	465.35

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VENDOR NAME / DOCUMENT	INV DATE	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
INVOICE: AP80946300003								
121668	04/08/26		494616	P	04/28/26	10061100 45444	UTILITIES	368.26
INVOICE: AP79588300008								
VENDOR TOTALS		.00 YTD INVOICED				157,818.39 YTD PAID		13,520.01
17953 SO CALIF EDISON CO								
120502	04/02/26		494617	P	04/28/26	22541060 45444	UTILITIES	145.46
INVOICE: AP700212888873								
120503	04/02/26		494617	P	04/28/26	10061010 45444	UTILITIES	129.86
INVOICE: AP700196589136								
120505	04/02/26		494617	P	04/28/26	10061100 45444	UTILITIES	14.67
INVOICE: AP700413816693								
120507	04/02/26		494617	P	04/28/26	10061050 45444	UTILITIES	2,458.74
INVOICE: AP700250316527								
120509	04/02/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	126.02
INVOICE: AP700413657352								
120510	04/02/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	86.78
INVOICE: AP700413639568								
120511	04/02/26		494617	P	04/28/26	10061010 45444	UTILITIES	297.84
INVOICE: AP700412405547								
120513	04/02/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	178.69
INVOICE: AP700415109322								
120514	04/02/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	96.35
INVOICE: AP700415157418								
120517	04/02/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	76.19
INVOICE: AP700415119022								
120518	04/02/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	101.13
INVOICE: AP700415394157								
120520	04/02/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	126.90
INVOICE: AP700415168330								
120521	04/02/26		494617	P	04/28/26	22041060 45444	UTILITIES	82.95
INVOICE: AP700455547107								
120522	04/02/26		494617	P	04/28/26	10061010 45444	UTILITIES	290.53
INVOICE: AP700413829831								
120524	04/02/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	72.93
INVOICE: AP700541838004								
120525	04/02/26		494617	P	04/28/26	20025000 45444	UTILITIES	149.44
INVOICE: AP700534679101								
120526	04/02/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	118.21
INVOICE: AP700196576305								
120528	04/02/26		494617	P	04/28/26	10061010 45444	UTILITIES	170.71
INVOICE: AP700413750211								
120529	04/01/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	107.13
INVOICE: AP700413964116								
120530	04/01/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	127.26
INVOICE: AP700412466979								
120531	04/01/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	34.11
INVOICE: AP700413948857								
120532	04/01/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	76.89
INVOICE: AP700415322318								

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120534	04/01/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	81.42
INVOICE: AP700415310392								
120535	04/01/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	86.35
INVOICE: AP700385074482								
120536	04/01/26		494617	P	04/28/26	10061100 45444	UTILITIES	80.03
INVOICE: AP700413762234								
120538	04/01/26		494617	P	04/28/26	10061100 45444	UTILITIES	36.98
INVOICE: AP700413787088								
120539	04/02/26		494617	P	04/28/26	20025000 45444	UTILITIES	15.38
INVOICE: AP700201790760								
120540	04/01/26		494617	P	04/28/26	20025000 45444	UTILITIES	8,209.08
INVOICE: AP700364926774								
120541	04/02/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	99.67
INVOICE: AP700413671395								
120542	04/02/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	68.34
INVOICE: AP700413775974								
120543	03/31/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	7.38
INVOICE: MA700414005138								
120544	04/02/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	65.56
INVOICE: AP700413595112								
120545	04/01/26		494617	P	04/28/26	20025000 45444	UTILITIES	181.71
INVOICE: AP700616837087								
120546	04/02/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	120.97
INVOICE: AP700413801034								
121392	04/06/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	109.60
INVOICE: AP700029139046								
121394	04/06/26		494617	P	04/28/26	20025000 45444	UTILITIES	28.41
INVOICE: AP700201940809								
121395	04/06/26		494617	P	04/28/26	20025000 45444	UTILITIES	199.16
INVOICE: AP700203184631								
121396	04/06/26		494617	P	04/28/26	20025000 45444	UTILITIES	235.05
INVOICE: AP700028707802								
121397	04/06/26		494617	P	04/28/26	20025000 45444	UTILITIES	248.90
INVOICE: AP700382576734								
121398	04/06/26		494617	P	04/28/26	20025000 45444	UTILITIES	62,550.13
INVOICE: AP700364879789								
121399	04/06/26		494617	P	04/28/26	20025000 45444	UTILITIES	433.54
INVOICE: AP700599510261								
121400	04/06/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	95.69
INVOICE: AP700878401833								
121401	04/06/26		494617	P	04/28/26	20025000 45444	UTILITIES	55.09
INVOICE: AP700272148294								
121402	04/06/26		494617	P	04/28/26	20025000 45444	UTILITIES	327.15
INVOICE: AP700017571996								
121403	04/06/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	415.18
INVOICE: AP700415101844								
121404	04/06/26		494617	P	04/28/26	10041050 45444	UTILITIES	1,040.69
INVOICE: AP700412486177								
121405	04/06/26		494617	P	04/28/26	20025000 45444	UTILITIES	378.06
INVOICE: AP700415497120								
121406	04/06/26		494617	P	04/28/26	20025000 45444	UTILITIES	1,197.60

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	INVOICE: AP700415468525								
	121407	04/06/26		494617	P	04/28/26	22041060 42104	SIGNAL MAINTENANCE	33.69
	INVOICE: AP700415407897								
	121408	04/06/26		494617	P	04/28/26	10041050 45444	UTILITIES	183.12
	INVOICE: AP700413563584								
	121409	04/06/26		494617	P	04/28/26	20025000 45444	UTILITIES	860.76
	INVOICE: AP700610655258								
	121410	04/06/26		494617	P	04/28/26	20025000 45444	UTILITIES	217.04
	INVOICE: AP700413856406								
	121411	04/06/26		494617	P	04/28/26	22041060 45444	UTILITIES	114.39
	INVOICE: AP700415444374								
	121412	04/06/26		494617	P	04/28/26	22041060 45444	UTILITIES	135.82
	INVOICE: AP700413545497								
	121413	04/06/26		494617	P	04/28/26	10061100 45444	UTILITIES	430.11
	INVOICE: AP700413581065								
	121414	04/06/26		494617	P	04/28/26	10061100 45444	UTILITIES	675.84
	INVOICE: AP700415364047								
	121415	04/06/26		494617	P	04/28/26	20025000 45444	UTILITIES	40.27
	INVOICE: AP700591200088								
	VENDOR TOTALS	171,722.71 YTD INVOICED					1,561,257.96 YTD PAID		84,126.95
18000	SO CALIF GAS CO								
	120619	04/02/26		494618	P	04/28/26	10061010 45444	UTILITIES	103.49
	INVOICE: 09730449007								
	120620	04/03/26		494618	P	04/28/26	10061100 45444	UTILITIES	16.46
	INVOICE: 16330470002								
	120621	04/03/26		494618	P	04/28/26	10061010 45444	UTILITIES	29.94
	INVOICE: 08140463004								
	120622	04/03/26		494618	P	04/28/26	10061010 45444	UTILITIES	15.14
	INVOICE: 07510463859								
	121427	04/06/26		494618	P	04/28/26	10061100 45444	UTILITIES	6,190.61
	INVOICE: 11580407002								
	121429	04/06/26		494618	P	04/28/26	60031030 45444	UTILITIES	22.87
	INVOICE: 13890410007								
	121430	04/06/26		494618	P	04/28/26	46515730 42024	BUILDING MAINTENANCE	116.68
	INVOICE: 14720396127								
	121431	04/06/26		494618	P	04/28/26	46615731 42024	BUILDING MAINTENANCE	559.51
	INVOICE: 09680396372								
	121432	04/06/26		494618	P	04/28/26	10041050 45444	UTILITIES	432.90
	INVOICE: 02130419001								
	121433	04/06/26		494618	P	04/28/26	10001221 45444	UTILITIES	2,904.04
	INVOICE: 18936983107								
	121434	04/03/26		494618	P	04/28/26	10061010 45444	UTILITIES	463.94
	INVOICE: 12990557006								
	VENDOR TOTALS	15.29 YTD INVOICED					136,915.14 YTD PAID		10,855.58
113605	VERIZON WIRELESS								
	120618	03/23/26		494619	P	04/28/26	10001221 43054	TELEPHONE	20.02
	INVOICE: MA470985090-4								

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120618	03/23/26		494619	P	04/28/26	10043010 43054	TELEPHONE	129.16
INVOICE:	MA470985090-4							
120618	03/23/26		494619	P	04/28/26	10042040 43054	TELEPHONE	200.05
INVOICE:	MA470985090-4							
120618	03/23/26		494619	P	04/28/26	10041040 43054	TELEPHONE	156.04
INVOICE:	MA470985090-4							
VENDOR TOTALS		.00 YTD INVOICED				60,129.91 YTD PAID		505.27
							REPORT TOTALS	120,951.17

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	7	120,951.17

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122920	4283929 DELAWARE LLC.								
	120478	03/31/26		494645	T	04/28/26	10001230 40514	CONTRACT SERVICES	390.64
	INVOICE: WC11536-I-0061								
	VENDOR TOTALS		.00 YTD INVOICED				2,517.95 YTD PAID		390.64
124772	STARK IRON WORK INDUSTRY								
	120644	03/25/26		494646	T	04/28/26	46515730 42024	BUILDING MAINTENANCE	350.00
	INVOICE: 032526								
	VENDOR TOTALS		.00 YTD INVOICED				350.00 YTD PAID		350.00
123058	ACCESS INFORMATION INTERMEDIATE HOLDINGS I, LLC.								
	120500	03/31/26		494647	T	04/28/26	10002215 41514	OPERATING SUPPLIES	1,168.80
	INVOICE: 12125080								
	VENDOR TOTALS		.00 YTD INVOICED				20,679.38 YTD PAID		1,168.80
120612	ACCO ENGINEERED SYSTEMS, INC								
	120558	12/23/25	55	494648	T	04/28/26	10041050 40654	AIR CONDITIONING MAINTENA	19,693.00
	INVOICE: 20770901								
	120559	11/17/25	55	494648	T	04/28/26	10041050 40654	AIR CONDITIONING MAINTENA	5,979.00
	INVOICE: 20760063								
	VENDOR TOTALS		2,741.00 YTD INVOICED				113,850.35 YTD PAID		25,672.00
114804	PROFESSIONAL POLICE SUPPLY								
	121487	04/09/26		494649	T	04/28/26	10001224 41614	UNIFORMS & SAFETY EQUIPME	1,625.76
	INVOICE: INV450085								
	VENDOR TOTALS		.00 YTD INVOICED				9,546.31 YTD PAID		1,625.76
117802	ADVANCED BATTERY SYSTEMS, INC.								
	121468	04/01/26		494650	T	04/28/26	60031030 42064	PARTS	108.31
	INVOICE: 0204063-IN								
	121469	04/07/26		494650	T	04/28/26	60031030 42064	PARTS	216.63
	INVOICE: 0204134-IN								
	121470	04/08/26		494650	T	04/28/26	60031030 42064	PARTS	645.93
	INVOICE: 0204141-IN								
	121471	03/18/26		494650	T	04/28/26	60031030 42064	PARTS	1,079.88
	INVOICE: 0203891-IN								
	VENDOR TOTALS		.00 YTD INVOICED				13,815.13 YTD PAID		2,050.75
116315	AFLAC								
	121591	04/11/26		494651	T	04/28/26	990 20900	INSURANCE BENEFITS	6,888.08
	INVOICE: 562137								
	VENDOR TOTALS		5,565.08 YTD INVOICED				61,930.56 YTD PAID		6,888.08
119085	AGUILAR, ROLANDO								

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	121462	03/27/26		494652	T	04/28/26	60031030 42014	REPAIR & MAINTENANCE SUPP	714.82
	INVOICE: 004372								
	VENDOR TOTALS	.00 YTD INVOICED		20,312.36 YTD PAID					714.82
122435	AIR SCIENCE USA, LLC.								
	120488	10/23/25		494653	T	04/28/26	10002215 41514	OPERATING SUPPLIES	1,003.34
	INVOICE: 106607								
	VENDOR TOTALS	.00 YTD INVOICED		1,003.34 YTD PAID					1,003.34
123782	ALLEN, MARGARET C.								
	120588	04/01/26		494654	T	04/28/26	10061010 40504	COMMISSIONER STIPENDS	50.00
	INVOICE: 4/01/26								
	VENDOR TOTALS	.00 YTD INVOICED		550.00 YTD PAID					50.00
123209	ALVARADO, MIGUEL								
	121438	04/10/26		494655	T	04/28/26	10016010 45584	HEALTH AND WELLNESS	89.59
	INVOICE: Wellness-MA3								
	VENDOR TOTALS	.00 YTD INVOICED		504.16 YTD PAID					89.59
124601	AMERICAN WHOLESALE LIGHTING INC.								
	120609	11/20/25		494656	T	04/28/26	10041050 40514	CONTRACT SERVICES	3,120.00
	INVOICE: 415113								
	VENDOR TOTALS	.00 YTD INVOICED		429,014.35 YTD PAID					3,120.00
123570	ANIMAL PEST MANAGMENT SERVICES, INC.								
	120495	03/31/26		494657	T	04/28/26	10061100 41564	JANITORIAL SUPPLIES	375.00
	INVOICE: 716619								
	VENDOR TOTALS	.00 YTD INVOICED		4,500.00 YTD PAID					375.00
122780	ARAMSCO, INC.								
	120477	11/20/25		494658	T	04/28/26	10061120 41564	JANITORIAL SUPPLIES	516.28
	INVOICE: S7379060.002								
	120479	10/30/25		494658	T	04/28/26	10061120 41564	JANITORIAL SUPPLIES	727.71
	INVOICE: S7379060.001								
	120483	01/09/26		494658	T	04/28/26	10061120 41564	JANITORIAL SUPPLIES	986.46
	INVOICE: S7485588.001								
	VENDOR TOTALS	.00 YTD INVOICED		7,521.56 YTD PAID					2,230.45
122699	ARC DOCUMENT SOLUTIONS, LLC.								
	121479	03/31/26		494659	T	04/28/26	10043010 40674	MICROFILMING FEES	163.06
	INVOICE: B86673								
	121480	01/30/26		494659	T	04/28/26	10043010 40674	MICROFILMING FEES	170.17
	INVOICE: B83735								
	121481	07/31/24		494659	T	04/28/26	10043010 40674	MICROFILMING FEES	133.40

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	INVOICE: B57268								
	121482	02/05/26		494659	T	04/28/26	10043010 40674	MICROFILMING FEES	12.50
	INVOICE: 972259								
	121483	02/28/26		494659	T	04/28/26	10043010 40674	MICROFILMING FEES	160.08
	INVOICE: B85137								
	VENDOR TOTALS		.00 YTD INVOICED				2,095.76 YTD PAID		639.21
124213	ARMAN'S JANITORIAL SUPPLIES & REPAIR CENTER INC.								
	120475	02/03/26		494660	T	04/28/26	10061120 41564	JANITORIAL SUPPLIES	821.49
	INVOICE: 2602000029								
	VENDOR TOTALS		.00 YTD INVOICED				3,779.12 YTD PAID		821.49
112702	ASSOCIATED SOILS ENGINEERING, INC.								
	121437	02/28/26		494661	T	04/28/26	10041050 40514	CONTRACT SERVICES	785.00
	INVOICE: 49080								
	VENDOR TOTALS		.00 YTD INVOICED				32,830.00 YTD PAID		785.00
113306	BALBOA, MANUEL								
	120584	04/07/26		494662	T	04/28/26	10017010 40504	COMMISSIONER STIPENDS	150.00
	INVOICE: 1701-113278								
	VENDOR TOTALS		.00 YTD INVOICED				550.00 YTD PAID		150.00
105615	BAVCO BACKFLOW APPARATUS & VALVE CO INC								
	120494	03/25/26		494663	T	04/28/26	10061100 41564	JANITORIAL SUPPLIES	95.00
	INVOICE: 383966								
	VENDOR TOTALS		.00 YTD INVOICED				710.49 YTD PAID		95.00
123191	BECKLES, D'LANO								
	121639	04/13/26		494664	T	04/28/26	10061050 40264	CONTRACT LABOR SALARIES	70.00
	INVOICE: 3								
	VENDOR TOTALS		.00 YTD INVOICED				280.00 YTD PAID		70.00
123560	BELLMAR, TONY								
	120396	03/24/26		494665	T	04/28/26	10061050 40264	CONTRACT LABOR SALARIES	105.00
	INVOICE: 3								
	121633	04/13/26		494665	T	04/28/26	10061050 40264	CONTRACT LABOR SALARIES	175.00
	INVOICE: 4								
	VENDOR TOTALS		.00 YTD INVOICED				595.00 YTD PAID		280.00
123796	BENNETT-BOWEN LIGHTHOUSE, INC.								
	121464	04/09/26		494666	T	04/28/26	60031030 42014	REPAIR & MAINTENANCE SUPP	574.02
	INVOICE: 3040553								

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VENDOR	NAME / DOCUMENT	INV DATE	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
	VENDOR TOTALS	.00 YTD INVOICED		8,990.73 YTD PAID					574.02
122619	BOX, INC.								
	120633	04/04/26	2950	494667	T	04/28/26	10001222 40514	CONTRACT SERVICES	43,789.27
	INVOICE: INV13474377								
	121503	04/10/26	2950	494667	T	04/28/26	10001222 40514	CONTRACT SERVICES	1,619.19
	INVOICE: INV13494424								
	VENDOR TOTALS	.00 YTD INVOICED		49,418.46 YTD PAID					45,408.46
123257	BRENNAN ESTIMATING SERVICES, INC.								
	120460	03/26/26		494668	T	04/28/26	10001221 42024	BUILDING MAINTENANCE	1,750.00
	INVOICE: 16102								
	VENDOR TOTALS	.00 YTD INVOICED		1,750.00 YTD PAID					1,750.00
122525	CAMPOS, DIEGO								
	121485	04/02/26		494669	T	04/28/26	10001224 45184	TRAINING	236.80
	INVOICE: REIMB. 3/31/26								
	VENDOR TOTALS	.00 YTD INVOICED		236.80 YTD PAID					236.80
124295	CANINE DEPLOYMENT STRATEGIES, LLC.								
	120498	04/02/26		494670	T	04/28/26	10002205 45594	K-9 EXPENSES	399.99
	INVOICE: 291								
	120499	04/02/26		494670	T	04/28/26	10002205 45594	K-9 EXPENSES	799.98
	INVOICE: 292								
	VENDOR TOTALS	.00 YTD INVOICED		10,700.14 YTD PAID					1,199.97
105476	CDW GOVERNMENT, INC.								
	120634	03/24/26	2968	494671	T	04/28/26	10001222 47404	MACHINERY & EQUIPMENT	827.81
	INVOICE: AI6GF3N								
	120635	03/24/26	2968	494671	T	04/28/26	10001222 47404	MACHINERY & EQUIPMENT	271.81
	INVOICE: AI6GF3M								
	120636	03/25/26	2968	494671	T	04/28/26	10001222 47404	MACHINERY & EQUIPMENT	575.88
	INVOICE: AI6G19A								
	120637	03/25/26	2968	494671	T	04/28/26	10001222 47404	MACHINERY & EQUIPMENT	84.20
	INVOICE: AI6ME1T								
	120638	03/25/26	2968	494671	T	04/28/26	10001222 47404	MACHINERY & EQUIPMENT	1,061.73
	INVOICE: AI6KM5S								
	120639	03/26/26	2968	494671	T	04/28/26	10001222 47404	MACHINERY & EQUIPMENT	950.76
	INVOICE: AI6M57U								
	120640	03/27/26	2968	494671	T	04/28/26	10001222 47404	MACHINERY & EQUIPMENT	116.91
	INVOICE: AI6T58B								
	120647	03/27/26	2968	494671	T	04/28/26	10001222 47404	MACHINERY & EQUIPMENT	316.65
	INVOICE: AI6TT2D								
	120648	04/04/26	2968	494671	T	04/28/26	10001222 47404	MACHINERY & EQUIPMENT	354.66
	INVOICE: AI7UB8F								

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VENDOR	NAME / DOCUMENT	INV DATE	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
	VENDOR TOTALS		1,220.54 YTD INVOICED				119,703.82 YTD PAID		4,560.41
113279	CHEMMARK								
	120472	03/30/26		494672	T	04/28/26	10001221 41514	OPERATING SUPPLIES	119.26
	INVOICE: 590842								
	VENDOR TOTALS		491.06 YTD INVOICED				2,271.60 YTD PAID		119.26
123668	CITIGUARD, INC.								
	120587	04/01/26	3019	494673	T	04/28/26	78480020 44824	SUPPORTIVE SERVICES	19,875.84
	INVOICE: 80123								
	VENDOR TOTALS		.00 YTD INVOICED				226,203.36 YTD PAID		19,875.84
114126	CITY OF HAWTHORNE								
	120594	03/31/26		494620	P	04/28/26	10110030 40514	CONTRACT SERVICES	3,305.50
	INVOICE: Repay01								
	VENDOR TOTALS		.00 YTD INVOICED				7,587.50 YTD PAID		3,305.50
121875	CITY OF TORRANCE								
	120469	03/27/26	3073	494621	P	04/28/26	24402258 40514	CONTRACT SERVICES	4,583.21
	INVOICE: 2026-00151725								
	120470	03/27/26	3073	494621	P	04/28/26	24402258 40514	CONTRACT SERVICES	4,051.97
	INVOICE: 2026-00151724								
	120471	03/27/26	3073	494621	P	04/28/26	24402258 40514	CONTRACT SERVICES	2,944.82
	INVOICE: 2026-00151723								
	VENDOR TOTALS		180,924.00 YTD INVOICED				207,726.67 YTD PAID		11,580.00
123567	CIVICA LAW GROUP, APC								
	121440	04/02/26	3043	494674	T	04/28/26	10015010 40744	RECEIVERSHIPS	121.60
	INVOICE: 19579								
	121441	04/02/26	3043	494674	T	04/28/26	10015010 40744	RECEIVERSHIPS	121.60
	INVOICE: 19580								
	121442	04/02/26	3043	494674	T	04/28/26	10015010 40744	RECEIVERSHIPS	7,678.17
	INVOICE: 19581								
	VENDOR TOTALS		.00 YTD INVOICED				115,466.47 YTD PAID		7,921.37
115849	COLANTUONO,HIGHSMITH & WHATLEY, PC								
	121588	04/05/26		494675	T	04/28/26	10015010 40514	CONTRACT SERVICES	262.50
	INVOICE: 70057								
	VENDOR TOTALS		.00 YTD INVOICED				1,692.50 YTD PAID		262.50
106811	COLONIAL LIFE & ACCIDENT INS.								
	120453	04/01/26		494676	T	04/28/26	990 20900	INSURANCE BENEFITS	2,007.00
	INVOICE: 75010180401562								

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	VENDOR TOTALS	1,965.83 YTD INVOICED		19,383.93 YTD PAID					2,007.00
114897	COMMUNITY VETERINARY HOSPITAL, INC.								
	121495	04/13/26		494622	P	04/28/26	10002205 45594	K-9 EXPENSES	406.00
	INVOICE:	805295972							
	VENDOR TOTALS	731.00 YTD INVOICED		5,932.50 YTD PAID					406.00
91961	GPC INC.								
	121611	03/09/26	3000	494677	T	04/28/26	60031030 42064	PARTS	11.58
	INVOICE:	109513							
	121612	03/09/26	3000	494677	T	04/28/26	60031030 42064	PARTS	71.80
	INVOICE:	109512							
	121613	03/10/26	3000	494677	T	04/28/26	60031030 42064	PARTS	48.73
	INVOICE:	109644							
	121614	03/10/26	3000	494677	T	04/28/26	60031030 42064	PARTS	68.22
	INVOICE:	109584							
	121615	03/12/26	3000	494677	T	04/28/26	60031030 42064	PARTS	157.85
	INVOICE:	109911							
	121616	03/10/26	3000	494677	T	04/28/26	60031030 42064	PARTS	169.05
	INVOICE:	109602							
	121618	03/23/26	3000	494677	T	04/28/26	60031030 42064	PARTS	313.80
	INVOICE:	111195							
	121619	03/30/26	3000	494677	T	04/28/26	60031030 42064	PARTS	396.47
	INVOICE:	111994							
	121620	03/18/26	3000	494677	T	04/28/26	60031030 42064	PARTS	231.78
	INVOICE:	110651							
	VENDOR TOTALS	.00 YTD INVOICED		14,814.32 YTD PAID					1,469.28
122428	CONSTANT & ASSOCIATES, INC.								
	120565	11/30/25	3211	494623	P	04/28/26	12810020 46204	CITY MATCHING FOR GRANTS	4,686.17
	INVOICE:	CA2024-2008							
	VENDOR TOTALS	.00 YTD INVOICED		82,241.10 YTD PAID					4,686.17
106275	CONTINENTAL COMPUTERS/WLANMALL.COM								
	120649	03/26/26	2987	494678	T	04/28/26	10001222 47404	MACHINERY & EQUIPMENT	50.85
	INVOICE:	210412							
	120650	03/27/26	2987	494678	T	04/28/26	10001222 47404	MACHINERY & EQUIPMENT	11.05
	INVOICE:	210427							
	121501	04/10/26	2987	494678	T	04/28/26	10001222 47404	MACHINERY & EQUIPMENT	1,668.52
	INVOICE:	210572							
	VENDOR TOTALS	.00 YTD INVOICED		194,662.84 YTD PAID					1,730.42
122446	CONTRERAS, FRANKIE								
	120446	04/06/26		494679	T	04/28/26	29054010 45604	FINANCIAL INCENTIVES	30.00
	INVOICE:	2900-111772							

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	VENDOR TOTALS		.00 YTD INVOICED				300.00 YTD PAID		30.00
92043	COUNTRY HILLS ANIMAL CLINIC								
	120473	03/11/26		494680	T	04/28/26	10002205 45594	K-9 EXPENSES	794.68
	INVOICE: 1356								
	VENDOR TOTALS		.00 YTD INVOICED				17,153.53 YTD PAID		794.68
121267	CREATIVE WIRELESS, INC.								
	120651	03/25/26		494681	T	04/28/26	10061120 42024	BUILDING MAINTENANCE	3,365.68
	INVOICE: C1709675								
	120653	04/03/26	2986	494681	T	04/28/26	10001222 47404	MACHINERY & EQUIPMENT	946.25
	INVOICE: C1709692								
	VENDOR TOTALS		.00 YTD INVOICED				149,413.81 YTD PAID		4,311.93
103355	CRENSHAW WHOLESALE ELECTRIC								
	120493	03/30/26		494682	T	04/28/26	10061100 42014	REPAIR & MAINTENANCE SUPP	110.48
	INVOICE: 878561								
	VENDOR TOTALS		295.93 YTD INVOICED				13,987.32 YTD PAID		110.48
124188	DE MESA, KATHLEEN E								
	120589	04/01/26		494683	T	04/28/26	10061010 40504	COMMISSIONER STIPENDS	50.00
	INVOICE: 040126								
	VENDOR TOTALS		.00 YTD INVOICED				550.00 YTD PAID		50.00
104971	DELL MARKETING LP								
	120654	04/03/26	2964	494684	T	04/28/26	60810010 47404	MACHINERY & EQUIPMENT	55,781.49
	INVOICE: 10869050405								
	VENDOR TOTALS		21,273.06 YTD INVOICED				648,088.30 YTD PAID		55,781.49
123597	DELTA DENTAL INSURANCE COMPANY								
	120454	04/01/26		494685	T	04/28/26	990 20900	INSURANCE BENEFITS	916.45
	INVOICE: BE006992081								
	VENDOR TOTALS		1,137.67 YTD INVOICED				10,178.06 YTD PAID		916.45
91894	DELTA DENTAL OF CALIFORNIA								
	120455	04/01/26		494686	T	04/28/26	990 20900	INSURANCE BENEFITS	14,908.48
	INVOICE: BE006993048								
	VENDOR TOTALS		15,112.35 YTD INVOICED				150,720.06 YTD PAID		14,908.48
119887	DEWEY PEST CONTROL								
	120598	04/01/26		494687	T	04/28/26	32420030 41144	PHLA PROJECT	155.00
	INVOICE: 17990996								
	120599	04/01/26		494687	T	04/28/26	32420030 41144	PHLA PROJECT	167.00

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INVOICE: 17996163								
VENDOR TOTALS	.00 YTD INVOICED		3,278.00 YTD PAID					322.00
121407 DIAL INSTANT PRINTERS, INC.								
120604	03/10/26		494688	T	04/28/26	10001218 41514	OPERATING SUPPLIES	1,944.80
INVOICE: 12074								
120605	03/10/26		494688	T	04/28/26	10001218 41514	OPERATING SUPPLIES	1,989.00
INVOICE: 12075								
VENDOR TOTALS	.00 YTD INVOICED		14,282.19 YTD PAID					3,933.80
119648 DIESEL AIR INC.								
121522	04/09/26		494689	T	04/28/26	60031030 40514	CONTRACT SERVICES	340.00
INVOICE: 33208								
VENDOR TOTALS	.00 YTD INVOICED		765.00 YTD PAID					340.00
119294 DIVISION OF THE ST. ARCHITECT								
121605	03/31/26		494624	P	04/28/26	10000106 51631	SB 1186 $4 STATE SURCHAR	1,048.00
INVOICE: QE03/2026								
VENDOR TOTALS	.00 YTD INVOICED		1,816.40 YTD PAID					1,048.00
120878 DOUSE, JUANITA								
120590	04/01/26		494690	T	04/28/26	10061010 40504	COMMISSIONER STIPENDS	50.00
INVOICE: April 1, 2026								
VENDOR TOTALS	.00 YTD INVOICED		300.00 YTD PAID					50.00
123427 EFI GLOBAL, INC.								
121552	04/14/26	3234	494691	T	04/28/26	10013010 40514	CONTRACT SERVICES	12,925.00
INVOICE: 400000303118								
VENDOR TOTALS	.00 YTD INVOICED		17,925.00 YTD PAID					12,925.00
124328 ENTERPRISE FLEET MANAGEMENT INC.								
120608	04/03/26		494692	T	04/28/26	23210040 45144	GASOLINE & OIL	1,804.80
INVOICE: 464335-040326								
VENDOR TOTALS	7,692.06 YTD INVOICED		67,333.16 YTD PAID					1,804.80
124473 ERNEST ENGINEERING								
121475	04/02/26		494693	T	04/28/26	10043020 40514	CONTRACT SERVICES	3,754.17
INVOICE: Y26-1091								
121476	04/02/26		494693	T	04/28/26	10043020 40514	CONTRACT SERVICES	4,269.73
INVOICE: Y26-1092								
121477	04/02/26		494693	T	04/28/26	10043020 40514	CONTRACT SERVICES	4,587.45
INVOICE: Y26-1093								
121478	04/02/26		494693	T	04/28/26	10043020 40514	CONTRACT SERVICES	1,974.95
INVOICE: Y26-1094								

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	VENDOR TOTALS	.00 YTD INVOICED					44,882.86 YTD PAID		14,586.30
124164	FINE LINE AUTO BODY INC								
	120547	03/31/26	2966	494694	T	04/28/26	60031030 42004	COLLISION REPAIR	5,633.39
	INVOICE:	17175							
	120548	02/08/26	2966	494694	T	04/28/26	60031030 42004	COLLISION REPAIR	865.96
	INVOICE:	17162							
	120549	03/12/26	2966	494694	T	04/28/26	60031030 42004	COLLISION REPAIR	2,698.12
	INVOICE:	17170							
	120550	02/20/26	2966	494694	T	04/28/26	60031030 42004	COLLISION REPAIR	3,348.61
	INVOICE:	17164							
	120551	03/18/26	2966	494694	T	04/28/26	60031030 42004	COLLISION REPAIR	865.97
	INVOICE:	17172							
	120552	03/26/26	2966	494694	T	04/28/26	60031030 42004	COLLISION REPAIR	1,830.09
	INVOICE:	17174							
	120553	03/24/26	2966	494694	T	04/28/26	60031030 42004	COLLISION REPAIR	3,299.35
	INVOICE:	17173							
	120554	03/05/26	2966	494694	T	04/28/26	60031030 42004	COLLISION REPAIR	1,600.13
	INVOICE:	17167							
	120555	04/01/26	2966	494694	T	04/28/26	60031030 42004	COLLISION REPAIR	4,576.87
	INVOICE:	17176							
	VENDOR TOTALS	37,127.85 YTD INVOICED					177,176.78 YTD PAID		24,718.49
120493	CORPAY, INC./CORPAY TECHNOLOGIES OPERATING CO. LLC								
	120527	04/06/26		494695	T	04/28/26	60031030 45144	GASOLINE & OIL	4,811.77
	INVOICE:	NP70313251							
	VENDOR TOTALS	.00 YTD INVOICED					37,306.32 YTD PAID		4,811.77
124138	GARCIA, MANUEL FLORES								
	121439	04/06/26		494696	T	04/28/26	81044010 45584	HEALTH AND WELLNESS	500.00
	INVOICE:	Health2026							
	VENDOR TOTALS	.00 YTD INVOICED					500.00 YTD PAID		500.00
122442	GARCIA, MIGUEL A.								
	120451	03/30/26		494697	T	04/28/26	10015020 40514	CONTRACT SERVICES	253.04
	INVOICE:	01/26							
	121508	04/13/26		494697	T	04/28/26	10015020 40514	CONTRACT SERVICES	219.19
	INVOICE:	#02/26							
	VENDOR TOTALS	.00 YTD INVOICED					472.23 YTD PAID		472.23
113236	GASKINS, GREG								
	121634	04/13/26		494698	T	04/28/26	10061050 40264	CONTRACT LABOR SALARIES	245.00
	INVOICE:	3							
	VENDOR TOTALS	.00 YTD INVOICED					665.00 YTD PAID		245.00

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VENDOR	NAME / DOCUMENT	INV DATE	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
120011	GONZALEZ, STEVEN								
	121604	04/14/26		494699	T	04/28/26	29054010 45604	FINANCIAL INCENTIVES	50.00
	INVOICE:	2900-111773							
	VENDOR TOTALS		.00 YTD INVOICED				330.00 YTD PAID		50.00
97578	GRAINGER INDUSTRIAL SUPPLY								
	120496	01/13/26		494700	T	04/28/26	10061100 41564	JANITORIAL SUPPLIES	257.85
	INVOICE:	9769019788							
	120497	01/14/26		494700	T	04/28/26	10061100 41564	JANITORIAL SUPPLIES	205.95
	INVOICE:	9770303130							
	120501	01/14/26		494700	T	04/28/26	10061100 41564	JANITORIAL SUPPLIES	141.08
	INVOICE:	9770303148							
	121488	02/04/26		494700	T	04/28/26	10002215 41514	OPERATING SUPPLIES	204.37
	INVOICE:	9796596022							
	121489	03/26/26		494700	T	04/28/26	10002215 41514	OPERATING SUPPLIES	59.85
	INVOICE:	9856199741							
	121645	02/04/26		494700	T	04/28/26	10061120 41514	OPERATING SUPPLIES	65.46
	INVOICE:	9796136019							
	121649	01/20/26		494700	T	04/28/26	10061120 41514	OPERATING SUPPLIES	52.87
	INVOICE:	9777712986							
	VENDOR TOTALS		264.31 YTD INVOICED				11,077.94 YTD PAID		987.43
119891	GRIER, JR., ROBERT								
	121637	04/13/26		494701	T	04/28/26	10061050 40264	CONTRACT LABOR SALARIES	105.00
	INVOICE:	3							
	VENDOR TOTALS		.00 YTD INVOICED				350.00 YTD PAID		105.00
122146	HARRIS, DONALD H.								
	120578	04/07/26		494702	T	04/28/26	10017010 40504	COMMISSIONER STIPENDS	200.00
	INVOICE:	1701-113279							
	VENDOR TOTALS		.00 YTD INVOICED				650.00 YTD PAID		200.00
124204	HARRIS, KATHLEEN T.								
	120583	04/07/26		494703	T	04/28/26	10017010 40504	COMMISSIONER STIPENDS	200.00
	INVOICE:	1701-113280							
	VENDOR TOTALS		.00 YTD INVOICED				700.00 YTD PAID		200.00
106271	HAWTHORNE CHAMBER OF COMMERCE								
	121544	03/26/26		494625	P	04/28/26	990 23020	DEPOSITS-HAWTHORNE BUS EX	250.00
	INVOICE:	REIMB 032626							
	VENDOR TOTALS		.00 YTD INVOICED				6,944.00 YTD PAID		250.00
8950	HAWTHORNE HARDWARE								
	120458	03/19/26		494704	T	04/28/26	10001221 41514	OPERATING SUPPLIES	36.97
	INVOICE:	453160							

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VENDOR	NAME / DOCUMENT	INV DATE	PO	CHECK NO	T	CHK DATE	GL ACCOUNT		GL ACCOUNT DESCRIPTION	
	VENDOR TOTALS		.00 YTD INVOICED				286.10 YTD PAID			36.97
105919	HERALD PUBLICATIONS									
	120595	03/30/26		494705	T	04/28/26	72748010	40514	CONTRACT SERVICES	1,050.00
	INVOICE:	63290								
	121423	03/19/26		494705	T	04/28/26	10041030	40514	CONTRACT SERVICES	90.00
	INVOICE:	63284								
	VENDOR TOTALS		.00 YTD INVOICED				18,125.00 YTD PAID			1,140.00
121719	HIGH-TECH TRANSMISSION PARTS									
	121463	03/19/26		494706	T	04/28/26	60031030	42064	PARTS	4,961.39
	INVOICE:	22102								
	VENDOR TOTALS		.00 YTD INVOICED				13,223.15 YTD PAID			4,961.39
122397	HOUSE OF TROPHIES & AWARDS INC.									
	121652	04/07/26		494707	T	04/28/26	10061050	49584	RECREATION SUPPLIES ACCOU	823.87
	INVOICE:	44384								
	VENDOR TOTALS		.00 YTD INVOICED				1,980.64 YTD PAID			823.87
112444	INSITE GRAFIX									
	121428	03/13/26		494708	T	04/28/26	22506408	45834	STREET AND ALLEY IMPROVEM	49.73
	INVOICE:	10226								
	121494	02/12/26		494708	T	04/28/26	10001221	41514	OPERATING SUPPLIES	4,200.00
	INVOICE:	10633								
	121598	03/27/26		494708	T	04/28/26	10043010	41514	OPERATING SUPPLIES	221.00
	INVOICE:	10774								
	VENDOR TOTALS		773.50 YTD INVOICED				11,263.44 YTD PAID			4,470.73
123523	ISLAMIC CENTER OF HAWTHORNE									
	120474	02/25/26		494626	P	04/28/26	990	22100	REC & COMM SVC DONATIONS	600.00
	INVOICE:	REFUND 02/25/26								
	VENDOR TOTALS		.00 YTD INVOICED				3,000.00 YTD PAID			600.00
105679	JEFFERSON, KARDENA									
	120467	03/30/26		494709	T	04/28/26	10001224	45184	TRAINING	35.04
	INVOICE:	031203132026								
	VENDOR TOTALS		.00 YTD INVOICED				35.04 YTD PAID			35.04
124708	JERMAX CONSTRUCTION INC.									
	121669	04/14/26	3236	494710	T	04/28/26	33610040	40514	CONTRACT SERVICES	122,075.00
	INVOICE:	3								
	VENDOR TOTALS		.00 YTD INVOICED				491,150.00 YTD PAID			122,075.00

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122781	JOHNSON 225 INVESTIGATIONS								
	120485	03/19/26		494711	T	04/28/26	10021010 40514	CONTRACT SERVICES	2,557.96
	INVOICE: 1132								
	120486	04/01/26		494711	T	04/28/26	10021010 40514	CONTRACT SERVICES	3,905.00
	INVOICE: 1133								
	VENDOR TOTALS		8,350.00 YTD INVOICED				107,402.96 YTD PAID		6,462.96
120879	JOHNSON, DARVIS J.								
	120591	04/01/26		494712	T	04/28/26	10061010 40504	COMMISSIONER STIPENDS	50.00
	INVOICE: April 1, 2026								
	VENDOR TOTALS		.00 YTD INVOICED				550.00 YTD PAID		50.00
110516	KIM, ROBERT								
	120450	04/06/26		494713	T	04/28/26	10011500 44084	RETIREE HEALTH INSURANCE	1,468.66
	INVOICE: 1701-113276								
	VENDOR TOTALS		.00 YTD INVOICED				24,963.62 YTD PAID		1,468.66
123456	KIMLEY-HORN AND ASSOCIATES, INC.								
	120627	02/28/26	2725	494714	T	04/28/26	28402418 40514	CONTRACT SERVICES	52,931.03
	INVOICE: 34989980								
	120629	02/28/26		494714	T	04/28/26	10041030 40514	CONTRACT SERVICES	3,679.31
	INVOICE: 35193002-001								
	121473	02/28/26	3230	494714	T	04/28/26	10041030 40514	CONTRACT SERVICES	19,760.00
	INVOICE: 34989979								
	121474	01/31/26	3225	494714	T	04/28/26	10041030 40514	CONTRACT SERVICES	9,120.00
	INVOICE: 34615113-1								
	121608	03/31/26		494714	T	04/28/26	10041020 40514	CONTRACT SERVICES	533.46
	INVOICE: 35436868								
	VENDOR TOTALS		.00 YTD INVOICED				913,645.37 YTD PAID		86,023.80
123905	KLASSIC ENGINEERING AND CONSTRUCTION INC.								
	120593	02/10/26	3220	494715	T	04/28/26	18110110 40974	REV. LOW INCOME HOUSING U	117,845.84
	INVOICE: 12 and Final								
	121393	02/10/26	3229	494715	T	04/28/26	18110110 40974	REV. LOW INCOME HOUSING U	418,643.24
	INVOICE: Retention 12-Final								
	VENDOR TOTALS		.00 YTD INVOICED				2,824,626.57 YTD PAID		536,489.08
12317	CES HOLDINGS, LLC.								
	120626	04/07/26		494716	T	04/28/26	10061100 45184	TRAINING	2,200.00
	INVOICE: 347319								
	VENDOR TOTALS		.00 YTD INVOICED				5,966.88 YTD PAID		2,200.00
109121	KONE INC.								
	121426	04/01/26		494717	T	04/28/26	10041050 42014	REPAIR & MAINTENANCE SUPP	768.09
	INVOICE: 871984653								

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	VENDOR TOTALS	738.55 YTD INVOICED		9,235.18 YTD PAID					768.09
106255	L A C P C A								
	121491	03/31/26		494627	P	04/28/26	10021010	45104 DUES & SUBSCRIPTIONS	500.00
	INVOICE: MEM. Lane								
	VENDOR TOTALS	.00 YTD INVOICED		800.00 YTD PAID					500.00
13750	L A COUNTY								
	121361	04/02/26	3224	494628	P	04/28/26	10041030	40514 CONTRACT SERVICES	7,937.40
	INVOICE: SA260000408								
	121362	04/02/26	3222	494628	P	04/28/26	10041030	40514 CONTRACT SERVICES	8,422.03
	INVOICE: SA260000409								
	VENDOR TOTALS	400,000.00 YTD INVOICED		471,869.18 YTD PAID					16,359.43
105446	L A COUNTY SHERIFF'S DEPT								
	120461	03/13/26	2928	494718	T	04/28/26	10002220	45314 PRISONER EXPENSE	1,787.96
	INVOICE: 262154BL								
	VENDOR TOTALS	.00 YTD INVOICED		21,311.54 YTD PAID					1,787.96
113320	LA COUNTY OF PUBLIC WORKS								
	121624	04/06/26	2549	494629	P	04/28/26	29102462	40514 CONTRACT SERVICES	577.03
	INVOICE: RE-PW-2604060647								
	VENDOR TOTALS	.00 YTD INVOICED		256,293.25 YTD PAID					577.03
121776	LA UNIFORMS & TAILORING, INC.								
	120560	03/02/26	2929	494719	T	04/28/26	10001224	41614 UNIFORMS & SAFETY EQUIPME	94.92
	INVOICE: 31813								
	120561	03/05/26	2929	494719	T	04/28/26	10001224	41614 UNIFORMS & SAFETY EQUIPME	470.51
	INVOICE: 31889								
	120562	03/10/26	2929	494719	T	04/28/26	10001224	41614 UNIFORMS & SAFETY EQUIPME	72.00
	INVOICE: 31966								
	120564	03/16/26	2929	494719	T	04/28/26	10001224	41614 UNIFORMS & SAFETY EQUIPME	705.71
	INVOICE: 32052								
	120566	03/16/26	2929	494719	T	04/28/26	10001224	41614 UNIFORMS & SAFETY EQUIPME	694.66
	INVOICE: 32053								
	120567	03/07/26	2929	494719	T	04/28/26	10001224	41614 UNIFORMS & SAFETY EQUIPME	276.14
	INVOICE: 31943								
	120568	03/07/26	2929	494719	T	04/28/26	10001224	41614 UNIFORMS & SAFETY EQUIPME	300.14
	INVOICE: 31944								
	120569	03/16/26	2929	494719	T	04/28/26	10001224	41614 UNIFORMS & SAFETY EQUIPME	3,002.78
	INVOICE: 32060								
	120571	03/17/26	2929	494719	T	04/28/26	10001224	41614 UNIFORMS & SAFETY EQUIPME	3,068.31
	INVOICE: 32073								
	120572	03/17/26		494719	T	04/28/26	10001224	41614 UNIFORMS & SAFETY EQUIPME	2,509.07
	INVOICE: 32074								
	120573	03/19/26		494719	T	04/28/26	10001224	41614 UNIFORMS & SAFETY EQUIPME	670.35

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	INVOICE: 32111								
	120574	03/19/26		494719	T	04/28/26	10001224 41614	UNIFORMS & SAFETY EQUIPME	1,466.72
	INVOICE: 32114								
	120575	03/26/26	2929	494719	T	04/28/26	10001224 41614	UNIFORMS & SAFETY EQUIPME	127.02
	INVOICE: 32181								
	120576	03/26/26		494719	T	04/28/26	10001224 41614	UNIFORMS & SAFETY EQUIPME	127.02
	INVOICE: 32192								
	120579	03/26/26		494719	T	04/28/26	10001224 41614	UNIFORMS & SAFETY EQUIPME	430.78
	INVOICE: 32201								
	120581	03/30/26		494719	T	04/28/26	10001224 41614	UNIFORMS & SAFETY EQUIPME	437.36
	INVOICE: 32230								
	120582	03/31/26	2929	494719	T	04/28/26	10001224 41614	UNIFORMS & SAFETY EQUIPME	16.84
	INVOICE: 32259								
	120585	03/31/26	2929	494719	T	04/28/26	10001224 41614	UNIFORMS & SAFETY EQUIPME	16.84
	INVOICE: 32260								
	VENDOR TOTALS		.00 YTD INVOICED				65,758.71 YTD PAID		14,487.17
122756	LARA, JOSE G.								
	121354	03/26/26		494720	T	04/28/26	46515730 42024	BUILDING MAINTENANCE	207.83
	INVOICE: 109								
	121356	03/26/26		494720	T	04/28/26	46615731 42024	BUILDING MAINTENANCE	249.99
	INVOICE: 108								
	VENDOR TOTALS		.00 YTD INVOICED				4,199.03 YTD PAID		457.82
118914	LAWRENCE ROLL UP DOORS, INC.								
	120459	03/28/26		494721	T	04/28/26	10001221 42024	BUILDING MAINTENANCE	588.00
	INVOICE: 2621087								
	VENDOR TOTALS		.00 YTD INVOICED				10,824.49 YTD PAID		588.00
124715	LAZ KARP ASSOCIATES, LLC.								
	120630	03/16/26	3208	494722	T	04/28/26	28302417 40514	CONTRACT SERVICES	6,034.34
	INVOICE: S11048814								
	120631	03/16/26	3208	494722	T	04/28/26	28302417 40514	CONTRACT SERVICES	139,390.70
	INVOICE: SI1048811								
	VENDOR TOTALS		.00 YTD INVOICED				204,792.77 YTD PAID		145,425.04
123756	LAZATIN, MARIA								
	120447	04/06/26		494723	T	04/28/26	10017010 45584	HEALTH AND WELLNESS	87.51
	INVOICE: 1701-113277								
	120449	04/06/26		494723	T	04/28/26	29054010 45604	FINANCIAL INCENTIVES	30.00
	INVOICE: 2900-111771								
	VENDOR TOTALS		110.24 YTD INVOICED				963.49 YTD PAID		117.51
104175	LDM ASSOCIATES, INC.								
	121416	03/13/26	3228	494724	T	04/28/26	33610040 40514	CONTRACT SERVICES	16,000.00
	INVOICE: 8965								

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	VENDOR TOTALS	.00 YTD INVOICED		379,619.15 YTD PAID					16,000.00
124756	LETS - A LAW ENFORCEMENT TECHNOLOGIES CORPORATION								
	121484	04/07/26	3218	494725	T	04/28/26	10002205 45154	GENERAL EXPENSE	6,395.00
	INVOICE: INV-003342								
	VENDOR TOTALS	.00 YTD INVOICED		6,395.00 YTD PAID					6,395.00
118737	LEXIPOL, LLC.								
	121348	04/01/26		494726	T	04/28/26	10001222 40644	PUBLIC SAFETY INFO SRVCE	3,481.20
	INVOICE: INVPM11268029								
	VENDOR TOTALS	.00 YTD INVOICED		3,481.20 YTD PAID					3,481.20
101286	SCP DISTRIBUTORS LLC								
	121498	04/02/26		494727	T	04/28/26	10061120 41514	OPERATING SUPPLIES	264.26
	INVOICE: AL591059								
	VENDOR TOTALS	.00 YTD INVOICED		54,480.40 YTD PAID					264.26
123417	LOS ANGELES CENTERS FOR ALCOHOL AND DRUG ABUSE								
	121584	04/13/26	3011	494728	T	04/28/26	78480020 44824	SUPPORTIVE SERVICES	51,638.25
	INVOICE: #35 (March 2026)								
	VENDOR TOTALS	.00 YTD INVOICED		846,650.39 YTD PAID					51,638.25
123129	L.A. COUNTY METROPOLITAN TRANSPORTATION AUTHORITY								
	121653	03/31/26		494729	T	04/28/26	28034000 44634	BUS SUBSIDY ELDERLY&HANDI	48.00
	INVOICE: 6027117								
	VENDOR TOTALS	.00 YTD INVOICED		316.80 YTD PAID					48.00
105619	LOS ANGELES TIMES								
	121599	04/03/26		494630	P	04/28/26	10002220 45314	PRISONER EXPENSE	396.50
	INVOICE: SUBS. May - Aug.								
	VENDOR TOTALS	.00 YTD INVOICED		3,215.11 YTD PAID					396.50
124781	LOVE ANIMAL HOSPITAL AND URGENT CARE INC.								
	120610	08/29/25		494631	P	04/28/26	10002205 45594	K-9 EXPENSES	60.00
	INVOICE: 422283								
	120613	08/24/25		494631	P	04/28/26	10002205 45594	K-9 EXPENSES	307.60
	INVOICE: 421875								
	VENDOR TOTALS	.00 YTD INVOICED		367.60 YTD PAID					367.60
124525	TRILLIUM INVESTMENTS LLC								
	121521	04/13/26		494730	T	04/28/26	60031030 45144	GASOLINE & OIL	177.83
	INVOICE: 26406879								

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	VENDOR TOTALS		110.10 YTD INVOICED				2,365.74 YTD PAID		177.83
123662	LUCERO, DANIEL								
	120445	04/06/26		494731	T	04/28/26	10017010 40504	COMMISSIONER STIPENDS	100.00
	INVOICE: 1701-113273								
	VENDOR TOTALS		.00 YTD INVOICED				400.00 YTD PAID		100.00
121525	MARK43, INC.								
	121502	04/13/26	2958	494732	T	04/28/26	10001222 40644	PUBLIC SAFETY INFO SRVCE	140,900.00
	INVOICE: INV1799								
	VENDOR TOTALS		.00 YTD INVOICED				140,900.00 YTD PAID		140,900.00
122077	MARKET VISION PARTNERS, INC.								
	120586	03/10/26		494733	T	04/28/26	81044010 40514	CONTRACT SERVICES	750.00
	INVOICE: 3495								
	VENDOR TOTALS		.00 YTD INVOICED				2,250.00 YTD PAID		750.00
121268	MC ELECTRICAL INC.								
	121349	03/24/26		494734	T	04/28/26	10001222 40544	COMPUTER SERVICE	4,937.63
	INVOICE: 183								
	VENDOR TOTALS		.00 YTD INVOICED				42,624.84 YTD PAID		4,937.63
123225	MCGEE, EBONY J.								
	120557	03/30/26	2945	494735	T	04/28/26	10013010 40514	CONTRACT SERVICES	51,555.00
	INVOICE: 0000242								
	VENDOR TOTALS		.00 YTD INVOICED				251,144.66 YTD PAID		51,555.00
112309	GARDENA HOSPITAL, LP								
	121490	03/25/26		494736	T	04/28/26	10002220 40724	MEDICAL & AMBULANCE	750.00
	INVOICE: 1000628032-0001								
	VENDOR TOTALS		.00 YTD INVOICED				25,430.00 YTD PAID		750.00
123575	MISSION LINEN SUPPLY								
	120504	03/30/26		494737	T	04/28/26	10061070 41514	OPERATING SUPPLIES	76.23
	INVOICE: 525759169								
	121519	04/06/26		494737	T	04/28/26	10061070 41514	OPERATING SUPPLIES	64.67
	INVOICE: 525800388								
	121628	03/02/26		494737	T	04/28/26	10061070 41514	OPERATING SUPPLIES	64.67
	INVOICE: 525595429								
	121629	03/16/26		494737	T	04/28/26	10061070 41514	OPERATING SUPPLIES	64.67
	INVOICE: 525676812								
	121632	04/13/26		494737	T	04/28/26	10061070 41514	OPERATING SUPPLIES	61.78
	INVOICE: 525841166								

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	VENDOR TOTALS	148.94 YTD INVOICED				3,275.32 YTD PAID				332.02
115113	MITSUBISHI ELECTRIC &									
	120519	04/01/26		494738	T	04/28/26	10001221	42024	BUILDING MAINTENANCE	741.26
	INVOICE:	563356								
	VENDOR TOTALS	689.41 YTD INVOICED				7,415.75 YTD PAID				741.26
124566	MOHAJER, MASOUMEH									
	108066	08/21/25		494632	P	04/28/26	465	20003	HOUSING SECURITY DEPOSITS	400.00
	INVOICE:	11605SD								
	VENDOR TOTALS	.00 YTD INVOICED				400.00 YTD PAID				400.00
123082	MPD PLUMBING, INC.									
	120596	03/11/26		494739	T	04/28/26	46447150	42024	BUILDING MAINTENANCE	200.00
	INVOICE:	WO#031126								
	120597	03/30/26		494739	T	04/28/26	46515730	42024	BUILDING MAINTENANCE	220.00
	INVOICE:	WO#033026								
	121355	04/03/26		494739	T	04/28/26	46615731	42024	BUILDING MAINTENANCE	120.00
	INVOICE:	WO#040326								
	VENDOR TOTALS	.00 YTD INVOICED				2,645.00 YTD PAID				540.00
106116	MUNISERVICES, LLC									
	121386	04/08/26	3053	494740	T	04/28/26	10000101	51112	TRANSIENT LODGING TAXES	1,300.00
	INVOICE:	INV06-022892								
	VENDOR TOTALS	.00 YTD INVOICED				39,548.54 YTD PAID				1,300.00
120215	MURRAY, MICHAEL									
	120606	04/01/26		494741	T	04/28/26	10021010	45074	COMMUNITY RELATIONS/PROMO	55.42
	INVOICE:	REIMB. 4/1/2026								
	VENDOR TOTALS	.00 YTD INVOICED				55.42 YTD PAID				55.42
107937	MUTUAL PROPANE									
	121467	04/01/26		494742	T	04/28/26	60031030	42014	REPAIR & MAINTENANCE SUPP	30.00
	INVOICE:	97361								
	VENDOR TOTALS	.00 YTD INVOICED				2,657.16 YTD PAID				30.00
124784	MVP TRIAL LAWYERS CORP.									
	121587	04/14/26		494743	T	04/28/26	25019020	45064	SETTLEMENTS / JUDGEMENTS	20,000.00
	INVOICE:	05/16/2026								
	VENDOR TOTALS	.00 YTD INVOICED				20,000.00 YTD PAID				20,000.00
124251	PUSKAS, CURT & VANESSA									
	120457	03/25/26		494744	T	04/28/26	10001221	41514	OPERATING SUPPLIES	195.00

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	INVOICE: NFS20263273								
	VENDOR TOTALS	.00 YTD INVOICED		1,815.00 YTD PAID					195.00
120965	NEW LOOK AUTO DETAIL								
	121445	03/02/26		494745	T	04/28/26	60031030 40514	CONTRACT SERVICES	540.00
	INVOICE: 3386								
	121446	03/30/26		494745	T	04/28/26	60031030 40514	CONTRACT SERVICES	560.00
	INVOICE: 3396								
	121447	03/27/26		494745	T	04/28/26	60031030 40514	CONTRACT SERVICES	540.00
	INVOICE: 3395								
	121448	03/23/26		494745	T	04/28/26	60031030 40514	CONTRACT SERVICES	560.00
	INVOICE: 3394								
	121449	03/19/26		494745	T	04/28/26	60031030 40514	CONTRACT SERVICES	580.00
	INVOICE: 3393								
	121450	03/17/26		494745	T	04/28/26	60031030 40514	CONTRACT SERVICES	385.00
	INVOICE: 3392								
	121451	03/18/26		494745	T	04/28/26	60031030 40514	CONTRACT SERVICES	540.00
	INVOICE: 3391								
	121452	03/12/26		494745	T	04/28/26	60031030 40514	CONTRACT SERVICES	540.00
	INVOICE: 3390								
	121453	03/05/26		494745	T	04/28/26	60031030 40514	CONTRACT SERVICES	540.00
	INVOICE: 3388								
	121454	03/09/26		494745	T	04/28/26	60031030 40514	CONTRACT SERVICES	560.00
	INVOICE: 3389								
	121455	03/03/26		494745	T	04/28/26	60031030 40514	CONTRACT SERVICES	435.00
	INVOICE: 3387								
	VENDOR TOTALS	12,385.00 YTD INVOICED		59,335.00 YTD PAID					5,780.00
120571	NMK CORPORATION								
	120656	03/30/26	2985	494746	T	04/28/26	10001222 40544	COMPUTER SERVICE	4,000.00
	INVOICE: HPD-036								
	VENDOR TOTALS	.00 YTD INVOICED		39,402.92 YTD PAID					4,000.00
113242	NORMAN, KEITH								
	121638	04/13/26		494747	T	04/28/26	10061050 40264	CONTRACT LABOR SALARIES	140.00
	INVOICE: 4								
	VENDOR TOTALS	.00 YTD INVOICED		1,095.00 YTD PAID					140.00
124190	NUNO, JOSE LUIS								
	120537	03/04/26		494748	T	04/28/26	10021010 45584	HEALTH AND WELLNESS	500.00
	INVOICE: REIMB. 3/1/26								
	VENDOR TOTALS	.00 YTD INVOICED		500.00 YTD PAID					500.00
116422	OCCU-MED, LTD.								
	121589	03/31/26		494749	T	04/28/26	10017010 45324	PHYSICAL EXAMINATIONS	4,672.97
	INVOICE: 0426111.1								

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	VENDOR TOTALS		.00 YTD INVOICED				19,820.13 YTD PAID		4,672.97
123279	ODP BUSINESS SOLUTIONS, LLC								
	120465	03/23/26		494750	T	04/28/26	10002215 41514	OPERATING SUPPLIES	86.99
	INVOICE:	462015029001							
	120466	03/26/26		494750	T	04/28/26	10002209 41514	OPERATING SUPPLIES	63.85
	INVOICE:	464334533001							
	120616	04/02/26		494750	T	04/28/26	10017010 41514	OPERATING SUPPLIES	50.26
	INVOICE:	464451610001							
	121585	04/08/26		494750	T	04/28/26	81044010 41514	OPERATING SUPPLIES	20.44
	INVOICE:	463924140001							
	121586	04/10/26		494750	T	04/28/26	81044010 41514	OPERATING SUPPLIES	31.45
	INVOICE:	463925130001							
	121602	04/10/26		494750	T	04/28/26	10043010 41514	OPERATING SUPPLIES	28.61
	INVOICE:	465978682001							
	121603	04/09/26		494750	T	04/28/26	10043010 41514	OPERATING SUPPLIES	21.21
	INVOICE:	465978080001							
	VENDOR TOTALS		3,829.70 YTD INVOICED				28,760.67 YTD PAID		302.81
121582	OMEGA POLYGRAPH								
	120441	03/31/26		494751	T	04/28/26	10017010 45324	PHYSICAL EXAMINATIONS	750.00
	INVOICE:	02179							
	VENDOR TOTALS		.00 YTD INVOICED				1,500.00 YTD PAID		750.00
124764	OPPENHEIMER INVESTIGATIONS GROUP LLP								
	120315	02/28/26		494752	T	04/28/26	10017010 40514	CONTRACT SERVICES	3,264.00
	INVOICE:	9213							
	VENDOR TOTALS		.00 YTD INVOICED				3,264.00 YTD PAID		3,264.00
123098	ORKIN SERVICES OF CALIFORNIA, INC								
	120468	03/31/26		494754	T	04/28/26	10001221 41514	OPERATING SUPPLIES	156.36
	INVOICE:	293692235							
	121654	04/09/26		494753	T	04/28/26	10061070 41514	OPERATING SUPPLIES	308.29
	INVOICE:	295073337							
	VENDOR TOTALS		276.00 YTD INVOICED				11,802.77 YTD PAID		464.65
121362	ORLEMANN, KYLE								
	120443	04/06/26		494755	T	04/28/26	10017010 40504	COMMISSIONER STIPENDS	100.00
	INVOICE:	1701-113274							
	VENDOR TOTALS		.00 YTD INVOICED				450.00 YTD PAID		100.00
124041	PACIFIC HARBOR MEDICAL GROUP INC.								
	120603	04/01/26		494756	T	04/28/26	10021010 40514	CONTRACT SERVICES	250.00
	INVOICE:	HPD-0006							

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	VENDOR TOTALS		.00 YTD INVOICED				16,315.00 YTD PAID		250.00
122218	PARDESS AIR INC.								
	121390	12/09/25	3231	494633	P	04/28/26	10007401 40514	CONTRACT SERVICES	63,484.11
	INVOICE: 7 and Final Retentio								
	121390	12/09/25	3231	494633	P	04/28/26	10041050 41614	UNIFORMS & SAFETY EQUIPME	78,000.00
	INVOICE: 7 and Final Retentio								
	VENDOR TOTALS		.00 YTD INVOICED				742,161.04 YTD PAID		141,484.11
124317	PCN3, INC.								
	121610	04/14/26	2946	494757	T	04/28/26	33610010 40514	CONTRACT SERVICES	487,258.85
	INVOICE: 13								
	121610	04/14/26	2946	494757	T	04/28/26	50410090 40514	CONTRACT SERVICES	487,258.85
	INVOICE: 13								
	VENDOR TOTALS		624,726.21 YTD INVOICED				7,283,321.12 YTD PAID		974,517.70
119612	PERAZA, ERICK								
	120464	03/25/26		494758	T	04/28/26	10001224 41614	UNIFORMS & SAFETY EQUIPME	777.41
	INVOICE: REIMB. 1/10/26								
	VENDOR TOTALS		.00 YTD INVOICED				977.41 YTD PAID		777.41
124657	PET ASSURE CORP								
	121590	04/05/26		494759	T	04/28/26	990 20900	INSURANCE BENEFITS	18.50
	INVOICE: 247972								
	VENDOR TOTALS		.00 YTD INVOICED				92.50 YTD PAID		18.50
123459	POWERDMS, INC.								
	121486	12/03/25	3226	494760	T	04/28/26	10001222 40644	PUBLIC SAFETY INFO SRVCE	6,299.31
	INVOICE: INV-150310								
	VENDOR TOTALS		.00 YTD INVOICED				6,299.31 YTD PAID		6,299.31
112546	PRICON ENTERPRISE TECHNOLOGIES								
	121506	04/08/26	2983	494761	T	04/28/26	10001222 40614	CITY PRINT SERVICES	3,195.66
	INVOICE: 115139								
	121507	04/08/26	2983	494761	T	04/28/26	10001222 40614	CITY PRINT SERVICES	5,530.53
	INVOICE: 115138								
	VENDOR TOTALS		815.49 YTD INVOICED				35,499.24 YTD PAID		8,726.19
124788	PROGRESSIVE SELECT INSURANCE COMPANY								
	121670	02/25/26		494634	P	04/28/26	25019020 45064	SETTLEMENTS / JUDGEMENTS	8,752.47
	INVOICE: 02/25/2026								
	VENDOR TOTALS		.00 YTD INVOICED				8,752.47 YTD PAID		8,752.47

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16650	PRUDENTIAL OVERALL SUPPLY								
	121465	04/02/26		494762	T	04/28/26	60031030 40514	CONTRACT SERVICES	82.65
	INVOICE: 43108189								
	121466	03/19/26		494762	T	04/28/26	60031030 40514	CONTRACT SERVICES	82.65
	INVOICE: 43104789								
	VENDOR TOTALS	231.50	YTD INVOICED	6,616.75		YTD PAID			165.30
118988	QUADIENT FINANCE USA, INC.								
	120592	03/29/26		494763	T	04/28/26	10011500 43044	POSTAGE	3,194.20
	INVOICE: 032926								
	VENDOR TOTALS	.00	YTD INVOICED	30,372.48		YTD PAID			3,194.20
115207	QUALITY REFRIGERATION CO., INC.								
	121493	04/10/26		494764	T	04/28/26	10001221 42024	BUILDING MAINTENANCE	1,744.00
	INVOICE: 0112420-IN								
	VENDOR TOTALS	.00	YTD INVOICED	17,670.07		YTD PAID			1,744.00
123013	RACE TELECOMMUNICATIONS, INC.								
	121349	04/01/26	2982	494635	P	04/28/26	10001222 43054	TELEPHONE	2,805.00
	INVOICE: RC2106840								
	VENDOR TOTALS	2,805.00	YTD INVOICED	28,182.54		YTD PAID			2,805.00
112503	REDFLEX TRAFFIC SYSTEMS, INC.								
	120452	03/31/26	2947	494765	T	04/28/26	10000104 51431	VEHICLE CODE FINES	22,402.15
	INVOICE: INV0119774								
	VENDOR TOTALS	22,432.29	YTD INVOICED	224,205.37		YTD PAID			22,402.15
123234	REECE SUPPLY, LLC								
	121511	03/17/26		494766	T	04/28/26	10061120 41514	OPERATING SUPPLIES	37.37
	INVOICE: S122975517.001								
	121515	01/15/26		494766	T	04/28/26	10061120 41514	OPERATING SUPPLIES	74.41
	INVOICE: S122543389.001								
	VENDOR TOTALS	.00	YTD INVOICED	7,549.08		YTD PAID			111.78
115776	REPUBLIC SERVICES								
	121357	03/31/26		494767	T	04/28/26	46715732 45444	UTILITIES	425.57
	INVOICE: 0902-014039826								
	121358	03/31/26		494767	T	04/28/26	46615731 45444	UTILITIES	714.18
	INVOICE: 0902-014038599								
	121359	03/31/26		494767	T	04/28/26	46447150 45444	UTILITIES	272.11
	INVOICE: 0902-014048496								
	VENDOR TOTALS	.00	YTD INVOICED	123,537.46		YTD PAID			1,411.86
112919	RICOH USA, INC.								

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	121350	04/06/26	2981	494768	T	04/28/26	10001222 40614	CITY PRINT SERVICES	3,908.55
	INVOICE: 9033634053								
	121350	04/06/26		494768	T	04/28/26	81044010 41154	COPIER PRINT SERVICES	203.58
	INVOICE: 9033634053								
	VENDOR TOTALS		.00 YTD INVOICED				237,819.70 YTD PAID		4,112.13
124323	ROBERT HALF, INC.								
	121351	04/01/26		494769	T	04/28/26	10001222 40514	CONTRACT SERVICES	2,467.53
	INVOICE: 66071248								
	121352	04/06/26		494769	T	04/28/26	10001222 40514	CONTRACT SERVICES	2,942.06
	INVOICE: 66078850								
	121595	04/13/26		494769	T	04/28/26	10001222 40514	CONTRACT SERVICES	189.81
	INVOICE: 66105948								
	VENDOR TOTALS		13,277.00 YTD INVOICED				123,026.48 YTD PAID		5,599.40
123949	RODRIQUEZ, CARMEN LUZ								
	120577	04/07/26		494770	T	04/28/26	10017010 40504	COMMISSIONER STIPENDS	100.00
	INVOICE: 1701-113281								
	VENDOR TOTALS		.00 YTD INVOICED				450.00 YTD PAID		100.00
121424	ROGERS,ANDERSON,MALODY & SCOTT, LLP								
	121520	03/31/26	3052	494771	T	04/28/26	10016010 40524	AUDITING	5,540.00
	INVOICE: 80262								
	VENDOR TOTALS		.00 YTD INVOICED				93,610.00 YTD PAID		5,540.00
118704	RSG, INC.								
	121594	01/31/26	3089	494772	T	04/28/26	10016010 40514	CONTRACT SERVICES	3,288.75
	INVOICE: 14889								
	VENDOR TOTALS		.00 YTD INVOICED				24,836.25 YTD PAID		3,288.75
116672	SAM'S ALIGNMENT TIRE CENTER, INC.								
	121388	10/21/25	3001	494773	T	04/28/26	60031030 42554	TIRES	100.00
	INVOICE: 34286								
	121443	04/08/26	3001	494773	T	04/28/26	60031030 42554	TIRES	100.00
	INVOICE: 35671								
	VENDOR TOTALS		1,706.10 YTD INVOICED				10,615.02 YTD PAID		200.00
92121	SAXE-CLIFFORD PH.D, SUSAN								
	120601	03/16/26		494774	T	04/28/26	10017010 45324	PHYSICAL EXAMINATIONS	900.00
	INVOICE: 26-0316-2								
	120602	03/12/26		494774	T	04/28/26	10017010 45324	PHYSICAL EXAMINATIONS	450.00
	INVOICE: 26-0312-5								
	VENDOR TOTALS		.00 YTD INVOICED				3,150.00 YTD PAID		1,350.00

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124768	SEELEY BROTHERS									
	120462	03/19/26		494775	T	04/28/26	10001221	42024	BUILDING MAINTENANCE	688.00
	INVOICE: 266061									
	VENDOR TOTALS		.00 YTD INVOICED					688.00 YTD PAID		688.00
113893	SHELDON MECHANICAL CORPORATION									
	120476	03/26/26	2926	494776	T	04/28/26	10001221	42024	BUILDING MAINTENANCE	4,120.00
	INVOICE: 26-0017									
	VENDOR TOTALS		.00 YTD INVOICED					62,396.59 YTD PAID		4,120.00
118729	SHIMAOKA, VERON K.									
	120463	03/24/26		494777	T	04/28/26	10001224	41614	UNIFORMS & SAFETY EQUIPME	183.15
	INVOICE: REIMB. 3/9/26									
	VENDOR TOTALS		.00 YTD INVOICED					758.35 YTD PAID		183.15
124574	SIERRA LEONE NURSES ASSOCIATION									
	108354	04/02/25		494636	P	04/28/26	990	22100	REC & COMM SVC DONATIONS	1,200.00
	INVOICE: REFUND 04/02/25									
	VENDOR TOTALS		.00 YTD INVOICED					1,200.00 YTD PAID		1,200.00
123490	ISHII, MICHAEL									
	121353	04/06/26	2979	494778	T	04/28/26	10001222	40024	SALARIES - PART TIME	3,000.00
	INVOICE: 26-11									
	121353	04/06/26	2979	494778	T	04/28/26	10001222	40514	CONTRACT SERVICES	3,000.00
	INVOICE: 26-11									
	121492	04/06/26		494778	T	04/28/26	10021010	45074	COMMUNITY RELATIONS/PROMO	1,500.00
	INVOICE: 26-12									
	VENDOR TOTALS		.00 YTD INVOICED					44,200.00 YTD PAID		7,500.00
124733	SINGLETON, SEBASTIAN									
	121636	04/13/26		494779	T	04/28/26	10061050	40264	CONTRACT LABOR SALARIES	140.00
	INVOICE: 3									
	VENDOR TOTALS		.00 YTD INVOICED					525.00 YTD PAID		140.00
116914	SIRCHIE ACQUISITION CO., LLC.									
	120480	04/01/26		494780	T	04/28/26	10002215	41514	OPERATING SUPPLIES	92.43
	INVOICE: 0737887-IN									
	120484	03/30/26		494780	T	04/28/26	10002215	41514	OPERATING SUPPLIES	167.46
	INVOICE: 0735498-IN									
	VENDOR TOTALS		.00 YTD INVOICED					2,150.82 YTD PAID		259.89
17651	SMARDAN SUPPLY CO.									
	121627	03/25/26		494781	T	04/28/26	10061090	42124	SWIM POOL MAINTENANCE	880.25
	INVOICE: S4347312.001									

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	VENDOR TOTALS	.00 YTD INVOICED		2,431.62 YTD PAID					880.25
123933	SOKOL, GEOFFREY RYAN								
	120580	04/07/26		494782	T	04/28/26	10017010 40504	COMMISSIONER STIPENDS	150.00
	INVOICE: 1701-113282								
	VENDOR TOTALS	.00 YTD INVOICED		500.00 YTD PAID					150.00
120162	SONSRAY MACHINERY LLC.								
	121460	04/01/26		494783	T	04/28/26	60031030 42014	REPAIR & MAINTENANCE SUPP	127.46
	INVOICE: PSO220893-1								
	121461	03/30/26		494783	T	04/28/26	60031030 42014	REPAIR & MAINTENANCE SUPP	152.56
	INVOICE: PSO220690-1								
	VENDOR TOTALS	.00 YTD INVOICED		5,272.14 YTD PAID					280.02
124779	SOS ACCIDENT LAWYERS, A PROFESSIONAL LAW CORP.								
	121536	04/14/26		494784	T	04/28/26	25019020 45064	SETTLEMENTS / JUDGEMENTS	25,000.00
	INVOICE: 08/23/2025								
	VENDOR TOTALS	.00 YTD INVOICED		25,000.00 YTD PAID					25,000.00
124773	SOTO, JOVANA								
	120508	02/19/26		494637	P	04/28/26	10000109 51923	FACILITY RENTAL	25.00
	INVOICE: REFUND 02/19/26								
	VENDOR TOTALS	.00 YTD INVOICED		25.00 YTD PAID					25.00
113055	SOUTH BAY CITIES								
	121621	04/15/26	2909	494785	T	04/28/26	10011500 40514	CONTRACT SERVICES	38,171.62
	INVOICE: MD2027-Hawthorne								
	VENDOR TOTALS	.00 YTD INVOICED		116,625.62 YTD PAID					38,171.62
101153	SOUTH BAY FORD								
	121524	03/25/26	2973	494786	T	04/28/26	60031030 42064	PARTS	4,959.24
	INVOICE: 531654								
	121525	03/04/26	2973	494786	T	04/28/26	60031030 42064	PARTS	550.14
	INVOICE: 531628								
	121526	03/19/26	2973	494786	T	04/28/26	60031030 42064	PARTS	7,440.00
	INVOICE: 530571								
	121527	03/31/26	2973	494786	T	04/28/26	60031030 42064	PARTS	994.65
	INVOICE: 582499								
	121528	03/19/26	2973	494786	T	04/28/26	60031030 42064	PARTS	726.05
	INVOICE: 581284								
	121529	03/19/26	2973	494786	T	04/28/26	60031030 42064	PARTS	694.25
	INVOICE: 581388								
	121530	03/17/26	2973	494786	T	04/28/26	60031030 42064	PARTS	982.70
	INVOICE: 580919								
	121532	03/17/26	2973	494786	T	04/28/26	60031030 42064	PARTS	238.68

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INVOICE: 580841								
121533	03/16/26	2973	494786	T	04/28/26	60031030 42064	PARTS	1,684.02
INVOICE: 580789								
121534	03/16/26	2973	494786	T	04/28/26	60031030 42064	PARTS	492.48
INVOICE: 580791								
121535	03/13/26	2973	494786	T	04/28/26	60031030 42064	PARTS	140.00
INVOICE: 531615								
121537	03/13/26	2973	494786	T	04/28/26	60031030 42064	PARTS	776.80
INVOICE: 531781								
121538	03/13/26	2973	494786	T	04/28/26	60031030 42064	PARTS	560.49
INVOICE: 580537								
121539	03/13/26	2973	494786	T	04/28/26	60031030 42064	PARTS	776.80
INVOICE: 531800								
121540	03/12/26	2973	494786	T	04/28/26	60031030 42064	PARTS	2,020.82
INVOICE: 580471								
121541	03/10/26	2973	494786	T	04/28/26	60031030 42064	PARTS	71.49
INVOICE: 580011								
121542	03/09/26	2973	494786	T	04/28/26	60031030 42064	PARTS	1,092.62
INVOICE: 579863								
121543	03/04/26	2973	494786	T	04/28/26	60031030 42064	PARTS	1,684.02
INVOICE: 579336								
121545	03/04/26	2973	494786	T	04/28/26	60031030 42064	PARTS	33.08
INVOICE: 579401								
121546	03/04/26	2973	494786	T	04/28/26	60031030 42064	PARTS	268.78
INVOICE: 579277								
121548	03/04/26	2973	494786	T	04/28/26	60031030 42064	PARTS	2,017.55
INVOICE: 579201								
121549	03/04/26	2973	494786	T	04/28/26	60031030 42064	PARTS	181.60
INVOICE: 578987								
121550	03/03/26	2973	494786	T	04/28/26	60031030 42064	PARTS	182.10
INVOICE: 579199								
121551	03/02/26	2973	494786	T	04/28/26	60031030 42064	PARTS	30.70
INVOICE: 578920								
121553	03/02/26	2973	494786	T	04/28/26	60031030 42064	PARTS	65.99
INVOICE: 578895								
121554	12/02/25		494786	T	04/28/26	60031030 42064	PARTS	-729.30
INVOICE: CM566742								
121555	03/02/26	2973	494786	T	04/28/26	60031030 42064	PARTS	178.08
INVOICE: 578877								
121556	01/14/26		494786	T	04/28/26	60031030 42064	PARTS	-27.63
INVOICE: CM562618								
121557	01/14/26		494786	T	04/28/26	60031030 42064	PARTS	-110.50
INVOICE: CM566568								
121558	01/14/26		494786	T	04/28/26	60031030 42064	PARTS	-82.88
INVOICE: CM569814								
121559	01/14/26		494786	T	04/28/26	60031030 42064	PARTS	-38.68
INVOICE: CM571480								
121564	02/27/26		494786	T	04/28/26	60031030 42064	PARTS	-104.31
INVOICE: CM578717								
121609	01/30/26	2973	494786	T	04/28/26	60031030 42064	PARTS	11.33
INVOICE: 575108								

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CHECK: C042826 TO FISCAL 2026/01 07/01/2025 TO 06/30/2026

VENDOR	NAME / DOCUMENT	INV DATE	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
	VENDOR TOTALS	.00 YTD INVOICED					255,770.11 YTD PAID		27,761.16
123302	SOUTHERN TIRE MART, LLC								
	121457	04/07/26		494787	T	04/28/26	60031030 42554	TIRES	1,362.18
	INVOICE:	710063527							
	121458	03/25/26		494787	T	04/28/26	60031030 42554	TIRES	889.00
	INVOICE:	7100062411							
	121459	03/25/26		494787	T	04/28/26	60031030 42554	TIRES	398.12
	INVOICE:	7100062496							
	VENDOR TOTALS	1,656.10 YTD INVOICED					9,716.39 YTD PAID		2,649.30
123166	CHARTER COMMUNICATIONS HOLDINGS, LLC								
	120523	04/01/26		494789	T	04/28/26	10001221 40514	CONTRACT SERVICES	1,164.38
	INVOICE:	235268301040126							
	121504	04/07/26	2977	494788	T	04/28/26	10001222 43054	TELEPHONE	3,080.00
	INVOICE:	188392501040726							
	VENDOR TOTALS	5,322.84 YTD INVOICED					62,574.84 YTD PAID		4,244.38
120915	STEINHAUER, CAROL V.								
	120444	04/06/26		494790	T	04/28/26	10017010 40504	COMMISSIONER STIPENDS	50.00
	INVOICE:	1701-113275							
	VENDOR TOTALS	.00 YTD INVOICED					450.00 YTD PAID		50.00
107314	STEPHAN T HONDA MD, INC								
	120512	04/03/26		494791	T	04/28/26	10002220 40724	MEDICAL & AMBULANCE	975.00
	INVOICE:	00194444							
	120515	04/04/26		494791	T	04/28/26	10002220 40724	MEDICAL & AMBULANCE	975.00
	INVOICE:	00194518							
	120655	04/06/26	2952	494791	T	04/28/26	25019020 45064	SETTLEMENTS / JUDGEMENTS	280.48
	INVOICE:	00194601-00							
	VENDOR TOTALS	.00 YTD INVOICED					13,991.84 YTD PAID		2,230.48
123307	TEAMVIEWER GERMANY GMBH								
	120632	04/03/26	3191	494792	T	04/28/26	10001222 40514	CONTRACT SERVICES	5,333.40
	INVOICE:	R04548042							
	VENDOR TOTALS	.00 YTD INVOICED					5,333.40 YTD PAID		5,333.40
123130	TELEHEALTH VAN LLC								
	121607	04/15/26	3233	494793	T	04/28/26	10110040 48724	MENTAL HEALTH & WELLNESS	4,608.00
	INVOICE:	1114							
	VENDOR TOTALS	18,432.00 YTD INVOICED					121,544.00 YTD PAID		4,608.00
120632	THE KENNEL CLUB RESORT & SPA								
	120491	04/01/26		494638	P	04/28/26	10002205 45594	K-9 EXPENSES	465.90

PAID INVOICES REPORT

CHECK: C042826 TO FISCAL 2026/01 07/01/2025 TO 06/30/2026

VENDOR	NAME / DOCUMENT	INV DATE	PO	CHECK NO	T	CHK DATE	GL ACCOUNT		GL ACCOUNT DESCRIPTION	
	INVOICE: 515848									
	VENDOR TOTALS		.00 YTD INVOICED				465.90 YTD PAID			465.90
105802	THE SAFEMART OF SO. CALIF.									
	121625	04/15/26		494794	T	04/28/26	10061120	41514	OPERATING SUPPLIES	18.51
	INVOICE: 2728									
	VENDOR TOTALS		44.20 YTD INVOICED				3,374.55 YTD PAID			18.51
113121	TOTAL ADMINISTRATION SVCS CORP									
	120442	03/27/26		494639	P	04/28/26	10017010	40514	CONTRACT SERVICES	452.43
	INVOICE: IN3716853									
	VENDOR TOTALS		12,035.79 YTD INVOICED				102,014.58 YTD PAID			452.43
121873	TRANS UNION LLC.									
	121600	03/25/26		494640	P	04/28/26	10021010	40514	CONTRACT SERVICES	187.59
	INVOICE: 03608690									
	VENDOR TOTALS		.00 YTD INVOICED				1,642.96 YTD PAID			187.59
123815	TRANSUNION RISK AND ALTERNATIVE DATA SOLUTIONS,INC									
	120487	04/01/26		494641	P	04/28/26	10002215	41514	OPERATING SUPPLIES	332.00
	INVOICE: 777625-202603-1									
	VENDOR TOTALS		.00 YTD INVOICED				3,134.05 YTD PAID			332.00
123415	TRIPEPI, SMITH AND ASSOCIATES, INC.									
	121622	04/15/26	2914	494795	T	04/28/26	10011500	40514	CONTRACT SERVICES	3,300.00
	INVOICE: 16995									
	VENDOR TOTALS		3,300.00 YTD INVOICED				47,201.25 YTD PAID			3,300.00
107750	UNITED RENTALS NORTHWEST, INC.									
	121516	01/29/26		494796	T	04/28/26	10061100	42024	BUILDING MAINTENANCE	1,376.04
	INVOICE: 258048621-001									
	VENDOR TOTALS		.00 YTD INVOICED				1,376.04 YTD PAID			1,376.04
124228	LOS ANGELES TRUCK CENTERS, LLC.									
	120563	03/23/26	3214	494797	T	04/28/26	60031030	42064	PARTS	9,106.82
	INVOICE: XA220710257:01									
	VENDOR TOTALS		.00 YTD INVOICED				17,686.23 YTD PAID			9,106.82
106043	VISTA PAINT CORPORATION									
	120492	03/12/26		494798	T	04/28/26	10061100	42014	REPAIR & MAINTENANCE SUPP	179.52
	INVOICE: 2026-302362-00									

PAID INVOICES REPORT

CHECK: C042826 TO FISCAL 2026/01 07/01/2025 TO 06/30/2026

VENDOR	NAME / DOCUMENT	INV DATE	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
	VENDOR TOTALS		371.66 YTD INVOICED				20,484.06 YTD PAID		179.52
121110	VITAL MEDICAL SERVICES, LLC								
	120506	03/31/26	3072	494799	T	04/28/26	10002220 40724	MEDICAL & AMBULANCE	1,388.00
	INVOICE: 4854								
	VENDOR TOTALS		.00 YTD INVOICED				53,316.00 YTD PAID		1,388.00
110730	WALKER, JOYCELYN								
	120490	03/30/26		494800	T	04/28/26	10001224 45184	TRAINING	316.64
	INVOICE: 032203252026								
	VENDOR TOTALS		.00 YTD INVOICED				3,013.26 YTD PAID		316.64
113194	WANCO INC.								
	121606	04/06/26	3235	494801	T	04/28/26	85410020 40514	CONTRACT SERVICES	44,440.00
	INVOICE: 275405304								
	VENDOR TOTALS		.00 YTD INVOICED				44,440.00 YTD PAID		44,440.00
123653	WANG, EMILY								
	120533	03/10/26		494802	T	04/28/26	10021010 45584	HEALTH AND WELLNESS	500.00
	INVOICE: REIMB. 12/1/25								
	VENDOR TOTALS		.00 YTD INVOICED				636.32 YTD PAID		500.00
105906	WAXIE SANITARY SUPPLY								
	120607	02/16/26		494803	T	04/28/26	10001221 41514	OPERATING SUPPLIES	1,617.72
	INVOICE: 83784571								
	121596	03/02/26		494803	T	04/28/26	10001221 41514	OPERATING SUPPLIES	185.14
	INVOICE: 83806929								
	VENDOR TOTALS		.00 YTD INVOICED				1,802.86 YTD PAID		1,802.86
21050	WEST PAYMENT CENTER								
	121472	04/10/26		494642	P	04/28/26	10015010 41574	LAW & REFERENCE LIBRARY	1,330.42
	INVOICE: 6171795019								
	VENDOR TOTALS		.00 YTD INVOICED				1,330.42 YTD PAID		1,330.42
123165	WOUNDED HEROES OF AMERICA								
	121601	04/14/26		494643	P	04/28/26	10021010 45074	COMMUNITY RELATIONS/PROMO	1,000.00
	INVOICE: 2026 Golf Tournament								
	121655	04/16/26		494644	P	04/28/26	10010411 44104	EVENT ALLOTMENT - F. JOHN	250.00
	INVOICE: 04162026								
	VENDOR TOTALS		.00 YTD INVOICED				2,750.00 YTD PAID		1,250.00
124780	Z.A.P. MANUFACTURING, INC.								
	121387	02/20/26	3223	494804	T	04/28/26	10041120 41404	MATERIALS, SUPPLIES & OTH	1,735.91

PAID INVOICES REPORT

CHECK: C042826 TO FISCAL 2026/01 07/01/2025 TO 06/30/2026

VENDOR NAME / DOCUMENT	INV DATE	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
INVOICE: 10497								
121387	02/20/26	3223	494804	T	04/28/26	28534000 40514	CONTRACT SERVICES	1,735.91
INVOICE: 10497								
121387	02/20/26	3223	494804	T	04/28/26	56091010 47304	IMPROV OTHER THAN BUILDIN	1,735.93
INVOICE: 10497								
VENDOR TOTALS		.00 YTD INVOICED				5,207.75 YTD PAID		5,207.75
							REPORT TOTALS	2,959,330.60

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	25	198,761.15
TOTAL EFT TRANSFERS	160	2,760,569.45

** END OF REPORT - Generated by Shuntell Dixon **

CITY OF HAWTHORNE

FOR THE MEETING OF April 28, 2026

ORIGINATING DEPARTMENT: FINANCE

The City Treasurer submits the following Housing Authority Warrants for your approval:

	Warrant #s			
Date	**Start**	**Ending**	**Warrant type**	**Total $**
4/28/26	82116	82116	HOUSING	89.13
*** Emergency Issue - for ratification only**				89.13

State of California, County of Los Angeles SS:

The foregoing claims/demands/warrants have been filed with me; each one bearing an endorsement of the officer or employee of the department, requiring same, that the price is correct.

_____ City Treasurer

_____ City Clerk

City of Hawthorne, CA

PAID INVOICES REPORT

CHECK: H042826 TO FISCAL 2026/01 07/01/2025 TO 06/30/2026

VENDOR	NAME / DOCUMENT	INV DATE	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
113605	VERIZON WIRELESS								
	120625	03/23/26		82116	P	04/28/26	81044010 43054	TELEPHONE	89.13
	INVOICE: MA470985090-4								
	VENDOR TOTALS		.00 YTD INVOICED				60,219.04 YTD PAID		89.13
								REPORT TOTALS	89.13

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	1	89.13

** END OF REPORT - Generated by Shuntell Dixon **

CITY OF HAWTHORNE

FOR THE MEETING OF April 28, 2026

ORIGINATING DEPARTMENT: FINANCE

The City Treasurer submits the following Asset Forfeiture Warrants for your approval:

	Warrant #s			
Date	**Start**	**Ending**	**Warrant type**	**Total $**
4/28/26	11141	11144	ASSET FORFEITURE	23,094.49
4/28/26	11145	11146	ASSET FORFEITURE	17,910.94
*** Emergency Issue - for ratification only**				41,005.43

State of California, County of Los Angeles SS:

The foregoing claims/demands/warrants have been filed with me; each one bearing an endorsement of the officer or employee of the department, requiring same, that the price is correct.

_____ City Treasurer

_____ City Clerk

City of Hawthorne, CA

PAID INVOICES REPORT

CHECK: AJ042826 TO FISCAL 2026/01 07/01/2025 TO 06/30/2026

VENDOR	NAME / DOCUMENT	INV DATE	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
124016	EGM FLYING SERVICES								
	120614	04/02/26		11141	T	04/28/26	22210010 40514	CONTRACT SERVICES	3,220.00
	INVOICE: 0023								
	VENDOR TOTALS		.00 YTD INVOICED				34,510.00 YTD PAID		3,220.00
124597	EMS QI PARTNERS, LLC.								
	121499	04/01/26		11142	T	04/28/26	22210010 40514	CONTRACT SERVICES	4,749.99
	INVOICE: HPD-01-03/2026								
	VENDOR TOTALS		.00 YTD INVOICED				14,249.97 YTD PAID		4,749.99
124328	ENTERPRISE FLEET MANAGEMENT INC.								
	120615	04/03/26	2721	11143	T	04/28/26	22210010 47404	MACHINERY & EQUIPMENT	5,374.50
	INVOICE: 464335-040326								
	VENDOR TOTALS		7,692.06 YTD INVOICED				72,707.66 YTD PAID		5,374.50
124654	PROALIGN LLC								
	121497	04/01/26	3227	11144	T	04/28/26	22210010 40514	CONTRACT SERVICES	9,750.00
	INVOICE: 24220								
	VENDOR TOTALS		.00 YTD INVOICED				44,250.00 YTD PAID		9,750.00
								REPORT TOTALS	23,094.49

	COUNT	AMOUNT
TOTAL EFT TRANSFERS	4	23,094.49

** END OF REPORT - Generated by Shuntell Dixon **

City of Hawthorne, CA

PAID INVOICES REPORT

CHECK: AT042826 TO FISCAL 2026/01 07/01/2025 TO 06/30/2026

VENDOR	NAME / DOCUMENT	INV DATE	PO	CHECK NO	T	CHK DATE	GL ACCOUNT	GL ACCOUNT DESCRIPTION	
117149	ADVANCED AIR, LLC.								
	121496	04/08/26	2937	11145	T	04/28/26	23002244 45144	GASOLINE & OIL	3,466.38
	INVOICE: March 2026								
	VENDOR TOTALS		.00 YTD INVOICED				30,989.45 YTD PAID		3,466.38
124710	RIDGECREST PRODUCTS, INC.								
	120456	02/12/26	3183	11146	T	04/28/26	23021020 47404	MACHINERY & EQUIPMENT	14,444.56
	INVOICE: 798454								
	VENDOR TOTALS		.00 YTD INVOICED				14,444.56 YTD PAID		14,444.56
								REPORT TOTALS	17,910.94

	COUNT	AMOUNT
TOTAL EFT TRANSFERS	2	17,910.94

** END OF REPORT - Generated by Shuntell Dixon **

AGENDA ITEM NO. 5.

CITY OF HAWTHORNE
City Council
AGENDA BILL
For the meeting of 04/28/2026
Originating Department: Public Works

City Manager: Department Head:

SUBJECT:
RESOLUTION NO. 8597 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA ORDERING THE DIRECTOR OF PUBLIC WORKS / CITY ENGINEER TO PREPARE A REPORT FOR THE STREET LIGHTING MAINTENANCE DISTRICT OF THE CITY OF HAWTHORNE FOR FISCAL YEAR 2026-2027 AS REQUIRED BY THE STREETS AND HIGHWAYS CODE SECTION 22622.

RECOMMENDED MOTION:
Staff recommends that the City Council approve this Resolution No. 8597.

DISCUSSION:
The City of Hawthorne operates its Street Lighting District under the State Street Lighting Act of 1972. Under this act, the City assesses street lighting charges on a frontage-foot basis of benefits. This means that property having more intense lighting, such as a major arterial or Hawthorne Blvd., pays a higher rate per frontage foot than a residential area with a flat tariff, based on the number and types of lights provided. Tariff includes all poles, wiring, and maintenance necessary to operate this system. The rates assessed by the City's Street Lighting Assessment District have not increased in the 53 years of its existence, though Southern California Edison's costs have substantially increased. As part of our Street Lighting District procedures, it is recommended that the City Council order the City Engineer to prepare a report for the 2026-2027 Fiscal Year.

ECONOMIC DEVELOPMENT STRATEGIC PLAN:
This service aligns with the City's Economic Development Element goal of enhancing the quality of life in the City, which is an important marketing asset for business attraction and making economic development a part of City decisions.

FISCAL IMPACT:
None.

NOTICING PROCEDURE:
72 Hours posted notice pursuant to the Ralph M. Brown Act.

ATTACHMENTS
Res #8597

RESOLUTION NO. 8597

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA ORDERING THE DIRECTOR OF PUBLIC WORKS / CITY ENGINEER TO PREPARE A REPORT FOR THE STREET LIGHTING MAINTENANCE DISTRICT OF THE CITY OF HAWTHORNE FOR FISCAL YEAR 2026-2027 AS REQUIRED BY THE STREETS AND HIGHWAYS CODE SECTION 22622

WHEREAS, the City of Hawthorne has previously established a Street Lighting Maintenance District for the purpose of providing funding for City street lights; and

WHEREAS, the Streets and Highways Code 22622 requires an annual report of street lighting assessments to be prepared.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the City Council of the City of Hawthorne, California that the Director of Public Works / City Engineer is hereby directed to prepare the annual Street Lighting Assessment Report and to submit said report to the City Council for their review and approval.

PASSED, APPROVED and ADOPTED this 28th day of April 2026.

ALEX VARGAS
Mayor

ATTEST:

DAYNA WILLIAMS-HUNTER
City Clerk

APPROVED AS TO FORM:

DAVID CACERAS
City Attorney

AGENDA ITEM NO. 6.

CITY OF HAWTHORNE
City Council
AGENDA BILL
For the meeting of 04/28/2026
Originating Department: Public Works

City Manager: Department Head:

SUBJECT:
RESOLUTION NO. 8598 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA ADOPTING THE CITY OF HAWTHORNE "ACTIVE TRANSPORTATION PLAN"

RECOMMENDED MOTION:
Staff recommends that the City Council approve Resolution No. 8598.

DISCUSSION:
The City initiated preparation of the Active Transportation Plan (ATP) to evaluate existing pedestrian and bicycle conditions, identify gaps in the network, and prioritize projects that improve multimodal mobility. During the August 26, 2025 City Council Meeting, General Technologies and Solutions (GTS) was selected to assist the city in developing the ATP. The ATP aligns with regional and state goals to reduce greenhouse gas emissions, improve safety for vulnerable roadway users, and provide equitable transportation options.

The ATP serves as a master plan and policy document to guide development and maintenance of active transportation infrastructure, including sidewalks and bikeways for areas within the City. It advances Hawthorne's vision for health, sustainability, and equity by promoting walking, biking and transit. The Plan provides a clear framework to improve bicycle and pedestrian connectivity and safety by expanding existing bicycle networks, improving pedestrian circulation, reducing vehicle trips, creating complete streets, prioritizing access to transit, and prioritizing improvements towards building a healthy and livable community. Public outreach was conducted as part of the ATP development process and included community meetings, stakeholder coordination, online surveys, and public comment opportunities. Input received helped shape project recommendations and priorities. This comprehensive ATP allows the City to identify and prioritize infrastructure improvements, support safe, convenient, and equitable travel for all residents and visitors and strengthen applications for competitive federal, state and regional transportation grants.

ECONOMIC DEVELOPMENT STRATEGIC PLAN:
The Economic Development Strategic Plan emphasizes infrastructure investment, quality of life, and business-friendly policies as drivers of sustainable economic growth. The Active Transportation Plan supports these objectives by enhancing accessibility, supporting business attraction and retention, encourages sustainable development, and leverages grant funding.

FISCAL IMPACT:
There is no immediate fiscal impact associated with adoption of the Active Transportation Plan. Implementation of recommended projects will be subject to future review and may be supported through competitive grant funding.

NOTICING PROCEDURE:

72 Hours posted notice pursuant to the Ralph M. Brown Act.

ATTACHMENTS
Resolution 8598
Active Transportation Plan

RESOLUTION NO. 8598

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA ADOPTING THE CITY OF HAWTHORNE "ACTIVE TRANSPORTATION PLAN"

WHEREAS, the City of Hawthorne is committed to addressing the active transportation needs of its residents and visitors by developing a safe, equitable, and connected network of accessible routes and infrastructure; and

WHEREAS, the Active Transportation Plan (ATP) provides a clear and comprehensive framework for safe and more convenient transit and non-motorized transportation options throughout the City; and

WHEREAS, the ATP serves as a master plan and policy document to guide development and maintenance of active transportation infrastructure, including sidewalks, bikeways, and Safe Routes to School programs within the City; and

WHEREAS, City staff conducted an extensive in-person and virtual outreach effort to gather input from a wide range of stakeholders and ensure the needs of the Community are addressed in planning efforts; and

WHEREAS, the ATP's Visions and Goals align with Policy 1.26 of the City's General Plan Circulation Element, which encourages the City to design arterial streets as complete streets, balancing the needs, safety, and use of public right-of-way for all users of all abilities; and

WHEREAS, the ATP advances the General Plan Goals through targeted goals, developed through a collaborative process between City representatives and members of the working group; and

WHEREAS, the ATP advances the goals relevant to adopted local, regional, State, and federal plans and policies, including but not limited to, the Southern California Association of Governments (SCAG) 2040 Regional Transportation Plan, Caltrans Strategic Plan, California Transportation Plan, City of Hawthorne Downtown Hawthorne Specific Plan, City of Hawthorne Green Line Mixed-Use Specific Plan, and City of Hawthorne Safety Action Plan; and

WHEREAS, adoption of the ATP will better position the City to qualify for, compete for, and receive state, regional, and federal funding to grow and maintain the City's active transportation network; and

WHEREAS, the adoption of the ATP is exempt from environmental Review in accordance with the California Environmental Quality Act ("CEQA") pursuant to Public Resources Code Section 21080.20(a)(1).

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF HAWTHORNE HEREBY FINDS, DETERMINES AND RESOLVES AS FOLLOWS:

SECTION 1. The City Council of the City of Hawthorne, California hereby incorporates by reference above recitals and finds that they are true and correct.

SECTION 2. The City Council hereby approves the City of Hawthorne Active Transportation Plan attached hereto as Exhibit A.

SECTION 3. This resolution shall be in full force and effect immediately upon its passage and adoption thereof.

PASSED, APPROVED AND ADOPTED this 28th day of April, 2026.

_____
ALEX VARGAS, Mayor
City of Hawthorne, California

ATTEST:

_____
DAYNA WILLIAMS-HUNTER, City Clerk
City of Hawthorne, California

APPROVED AS TO FORM:

_____
DAVID CACERES, City Attorney
City of Hawthorne, California

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01
Introduction

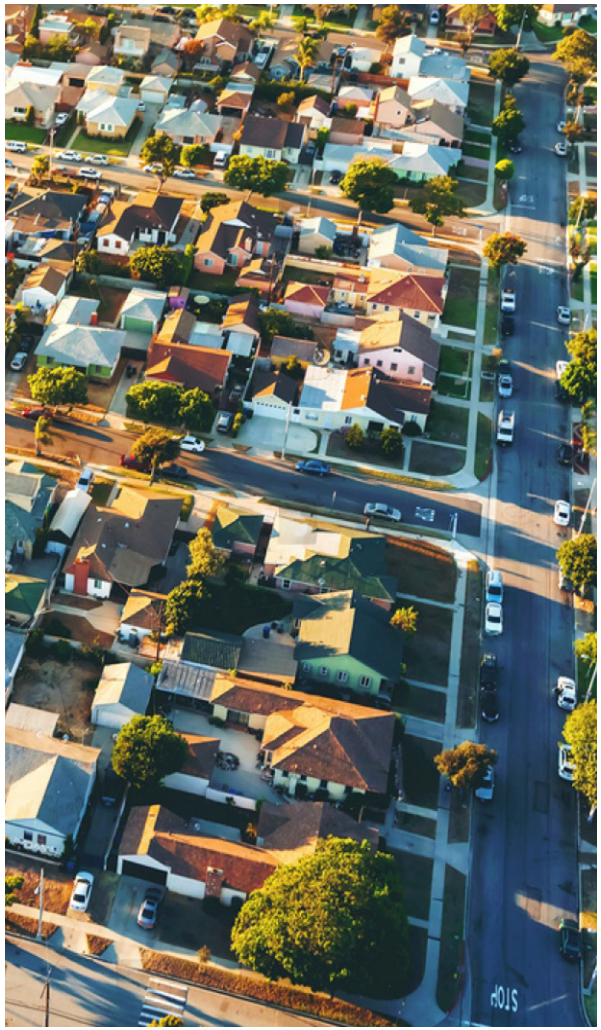
Introduction

About the Active Transportation Plan

As cities throughout California begin to embrace a future where active transportation is just as important—if not more—than automobile travel, the City of Hawthorne recognizes its need to both keep pace with and act as a model for surrounding cities.

This Active Transportation Plan (ATP) provides a clear and comprehensive blueprint for the City to develop safer, more convenient transit and non-motorized transportation options to serve all visitors and residents. This ATP will serve as the master plan and policy document to guide development and maintenance of active transportation infrastructure, including sidewalks, bikeways, and Safe Routes to School programs within the City. This Plan builds upon the work conducted in prior planning efforts, including the City's Safety Action Plan, Downtown Hawthorne Specific Plan, Green Line Mixed-Use Specific Plan, and the Crenshaw Station Active Transportation Plan, Neighborhood Electric and Vehicle Strategies, and Overlay Zone.

The Active Transportation Plan envisions Hawthorne as an active transportation-friendly city where people of all ages, abilities, and backgrounds can safely and comfortably travel by foot, bicycle, and other active modes, reaching all destinations in the City through a well-connected active transportation network.



ATP Outline

The ATP contains the following sections:

Chapter 1: Introduction: Chapter 1 provides relevant background information for the City, including a demographic breakdown and a summary of relevant planning documents and efforts at the local, regional, and state levels.

Chapter 2: Vision and Goals: This chapter provides the overarching vision and theme for the ATP and provides metrics by which the City can measure their success in implementing this Plan.

Chapter 3: Existing Conditions: The existing conditions chapter sets the stage upon which the proposals were designed and built. The chapter defines and provides an in-depth breakdown of existing pedestrian and bicycling infrastructure in the city, including bikeway types, bicycle parking, sidewalk coverage, and pedestrian crossings. A detailed, location-specific safety analysis for pedestrian- and bicycle-involved collisions for the 5-year period between September 2020 and August 2025 showcases the priority areas needing improvements and behaviors that contribute to collisions. This is followed up with a mode-share analysis, a breakdown of active transportation destinations for Hawthorne, and an equity analysis.

Chapter 4: Community Outreach: This chapter presents the results of the extensive outreach effort conducted to advertise the Plan, learn about the needs of the community, and to provide residents and visitors with the opportunity to provide input and shape the Plan's recommendations. This effort included three in-person tabling events, social media posts and advertising, and an interactive website dedicated to the plan and collecting surveys and location-specific feedback.

Chapter 5: Recommendations: Using the data and input collected for the prior sections, this chapter presents recommendations to improve both the bicycling, pedestrian, and overall micromobility network. This ranges from proposals for location-specific projects—such as upgraded or new bike lanes, pedestrian crossings, sidewalk improvements, and more—to policy and programmatic improvements—such as a traffic calming toolkit for active transportation improvements on slower corridors and other methods for maintaining safe, comfortable pedestrian infrastructure. These recommendations are extensively mapped and described in this section.

Chapter 6: Implementation Plan: Chapter 6 establishes scoring criteria and methodology upon which the proposed projects are prioritized—including details about per-project cost estimates—and needs based on proximity to different activity centers in the city. It also provides a summary of applicable grant funding sources that the City may apply for, along with a plan for bikeway maintenance.

02
Vision and Goals

Vision and Goals

Purpose

The purpose of the ATP is to provide a clear and comprehensive framework for safe, more convenient transit and non-motorized transportation options throughout the City. The ATP will serve as a master plan and policy document to guide development and maintenance of active transportation infrastructure, including sidewalks, bikeways, and Safe Routes to School programs within the City.

Vision

Hawthorne will be an active transportation-friendly city where people of all ages, abilities, and backgrounds can safely and comfortably travel by foot, bicycle, and other active modes, reaching all destinations in the City through a well-connected active transportation network.

ATP Goals

The ATP identifies and creates a methodology to achieve the goals listed in the table below. Each goal is associated with one or more metrics to quantify the City's success in achieving the goal.

Goal	Metric (to be measured annually)
1. Improve active transportation, connectivity and safety	• Number and length of gaps filled in the bicycle network and the pedestrian network • Number of crashes (overall and per capita) involving active transportation users, by crash severity (fatal, injury, property damage only) • Mode share (percent of trips by travel mode) per the latest and best data available
2. Expand the existing bicycle network	• Number of miles in the bicycle network (by facility type • Number of network expansion projects completed • Number of bicycle parking facilities installed • Number of traffic calming facilities installed
3. Improve pedestrian circulation	• Number and length of gaps filled in the pedestrian network • WLinear feet of new sidewalks built • Linear feet of existing sidewalks rehabilitated • Number of pedestrian crossing improvement projects completed • Number of signals with pedestrian countdown heads • Number of signals with leading pedestrian intervals • Number of ADA accommodations installed
4. Reduce vehicle trips	• Estimated vehicle trips and/or vehicle miles traveled in the City per capita
5. Create complete streets	• Adoption of a Complete Streets Policy • Number of projects completed to which the Complete Streets policy was applied
6. Improve access and connectivity between active transportation and transit	• Number of projects completed to improve active transportation access to transit • Bicycle parking occupancy rates at transit stations

03
Existing Conditions

Introduction

This section of the Active Transportation Plan contains an overview of existing conditions for walking, bicycling, and other non-motorized or micromobility travel modes in the city. This includes:

- The city's demographics and a summary of relevant existing plans and studies
- Existing pedestrian and bicycle facilities, as well as the current mode share according to available data
- An overview of major destinations, trip generators, and wayfinding for active transportation modes
- An equity analysis summarizing existing active transportation conditions in relation to disadvantaged census tracts as defined by California's SB535

1. Demographics

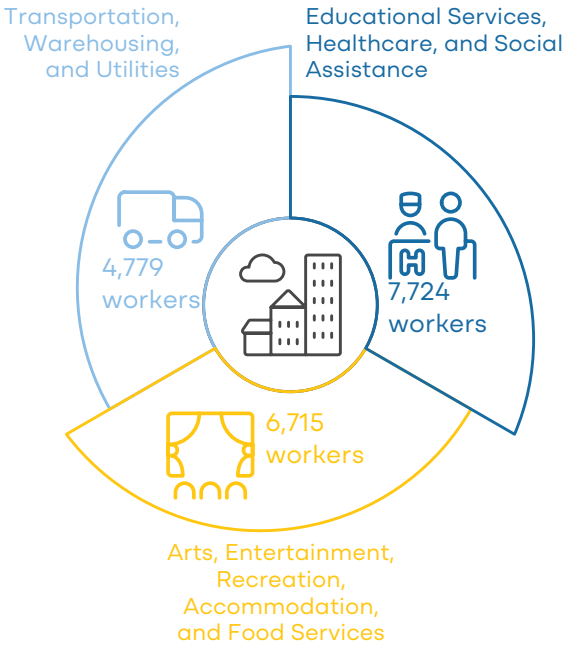
The population of Hawthorne, CA is 83,629, based on the 2024 ACS 5-Year Census Data (DP05), representing a -2.1% change compared to the 2020 ACS population of 85,410 (U.S. Census Bureau, 2020). According to the SCAG Local Profile for Hawthorne, the city has a high-density urban form (14,601 persons per square mile) and features a mix of employment, residential, and transportation systems that support shorter trips and greater participation in active transportation (SCAG, 2019).

The three largest employment sectors in Hawthorne are: educational services, healthcare, and social assistance (7,724 workers); arts, entertainment, recreation, accommodation, and food services (6,715 workers); and transportation, warehousing, and utilities (4,779 workers) (U.S. Census Bureau, 2024).

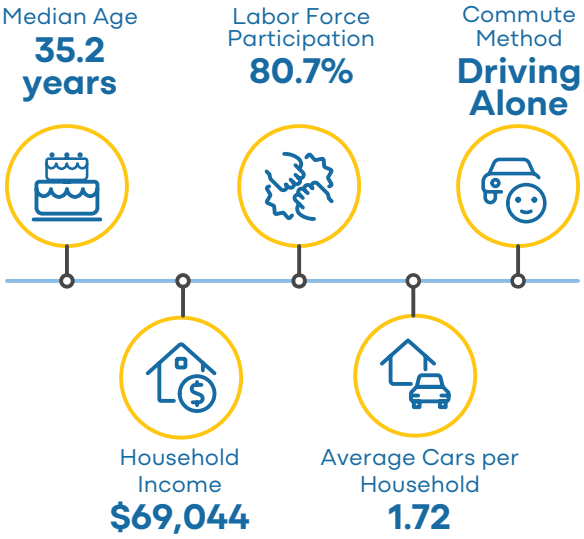
Hawthorne has a median age of 35.2 years and a median household income of $69,044 (U.S. Census Bureau, 2024). While recent datasets do not report a jobs-to-housing ratio, labor force data indicate a participation rate of 80.7% (U.S. Census Bureau, 2024). Households own an average of 1.72 vehicles, and most residents commute to work by driving alone (U.S. Census Bureau, 2024).

Population Growth

Employment Landscape



Demographics



2. Relevant Plans and Documents

This section presents a review of relevant local, regional, and statewide planning and policy documents. These documents provide important context and guidance for the recommendations in this plan by ensuring they align with previous proposals and broader active transportation initiatives at multiple levels of government. Collectively, the below documents emphasize the need to reduce automobile dependence and expand options for active transportation modes through a combination of policy and infrastructure initiatives.

2.1. City of Hawthorne Plans

City of Hawthorne General Plan - Circulation Element (1990)

The Circulation Element of the City of Hawthorne General Plan (1990) outlines the city's transportation network, identifies existing issues, and establishes long-range policies to address them. The Circulation Element recognizes that changing lifestyles, economic pressures, and increasing social and environmental concerns have heightened the need for alternatives to automobile travel. It also emphasizes the City's goal of addressing conflicts between motorists and pedestrians on major roadways during peak hours.

The Circulation Element includes provisions for improving bicycle circulation, including the then-recently approved extension of the Dominguez Flood Channel bikeway. While noting that the City Council had adopted bikeway plans that utilize drainage and power line rights-of-way, the Circulation Element also states that bicycle infrastructure has been limited due to them using "sorely needed space for moving higher person occupancy vehicles".

The Circulation Element was most recently supplemented by the 2015 Crenshaw Station Area Active Transportation Plan, Strategies, and Overlay Zone, which is discussed further in a subsequent section.

City of Hawthorne Safety Action Plan (2025)

The City of Hawthorne Safety Action Plan (SAP), finalized in April 2025, was funded by the Federal Safe Streets and Roads for All (SS4A) program and presents a comprehensive, citywide framework to improve road safety for users of all travel modes. The SAP aims to increase awareness of road safety and risks, reduce the number of fatal and severe-injury crashes, develop lasting partnerships, provide support for grant/funding applications, and prioritize investments in safety throughout the city. The plan was developed following the Safe System Approach, which combines crash analyses, community feedback, and equity-driven priorities to identify high-injury corridors and intersections, primary collision factors, and systemic and specific safety needs. The SAP outlines targeted

strategies, such as intersection and corridor redesigns and pedestrian, bicycle, and transit safety improvements, along with education and enforcement initiatives to encourage long-term changes in behavior.

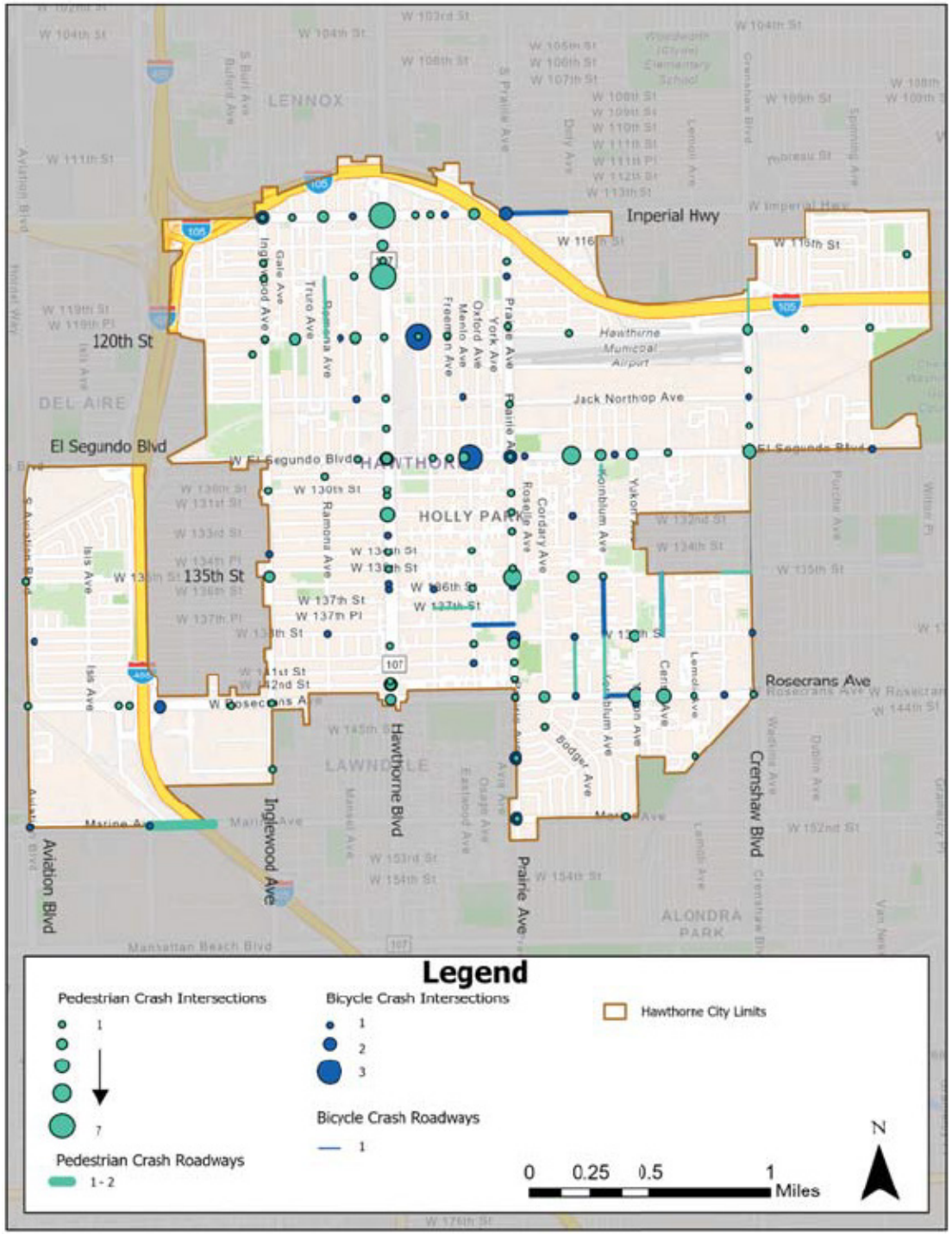


Exhibit 1. Pedestrian and bicycle crashes as shown in the Safety Action Plan (2023)

Downtown Hawthorne Specific Plan (2016)

The Downtown Hawthorne Specific Plan (2016) covers a study area including the Hawthorne Boulevard corridor from I-105 on the north side of the City to the south side, as well as several city blocks and parallel streets to each side of the corridor. The Specific Plan focuses on creating a walkable, bikeable, and a transit-oriented downtown by redesigning Hawthorne Boulevard with wider sidewalks, protected bike lanes, and improved bus stops. The plan highlights safety, health, and connectivity, and promotes mixed-use, pedestrian-oriented development that supports everyday active transportation and reduces car dependence altogether.

Green Line Mixed-Use Specific Plan (GLMUSP)

The Green Line Mixed-Use Specific Plan (2017) promotes a compact, transit-oriented district centered on the Metro Green Line Crenshaw Station. It encourages walking and biking through widened sidewalks, public plazas, and secure bike parking. The plan also utilizes transit incentives such as free Metro passes and Zipcar memberships. The GLMUSP aims to achieve lower rates of car dependency and create a more connected, livable community by integrating dense, mixed-use development that exhibits strong pedestrian connections.

Crenshaw Station Active Transportation Plan

The Crenshaw Station Active Transportation Plan, Neighborhood Electric and Electric Vehicle Strategies, and Overlay Zone (2015) supplements the Circulation Element. It aims to facilitate and encourage the use of non-carbon emitting modes of travel in the area surrounding the Crenshaw Boulevard Metro Station, covering an approximately 3-mile radius.

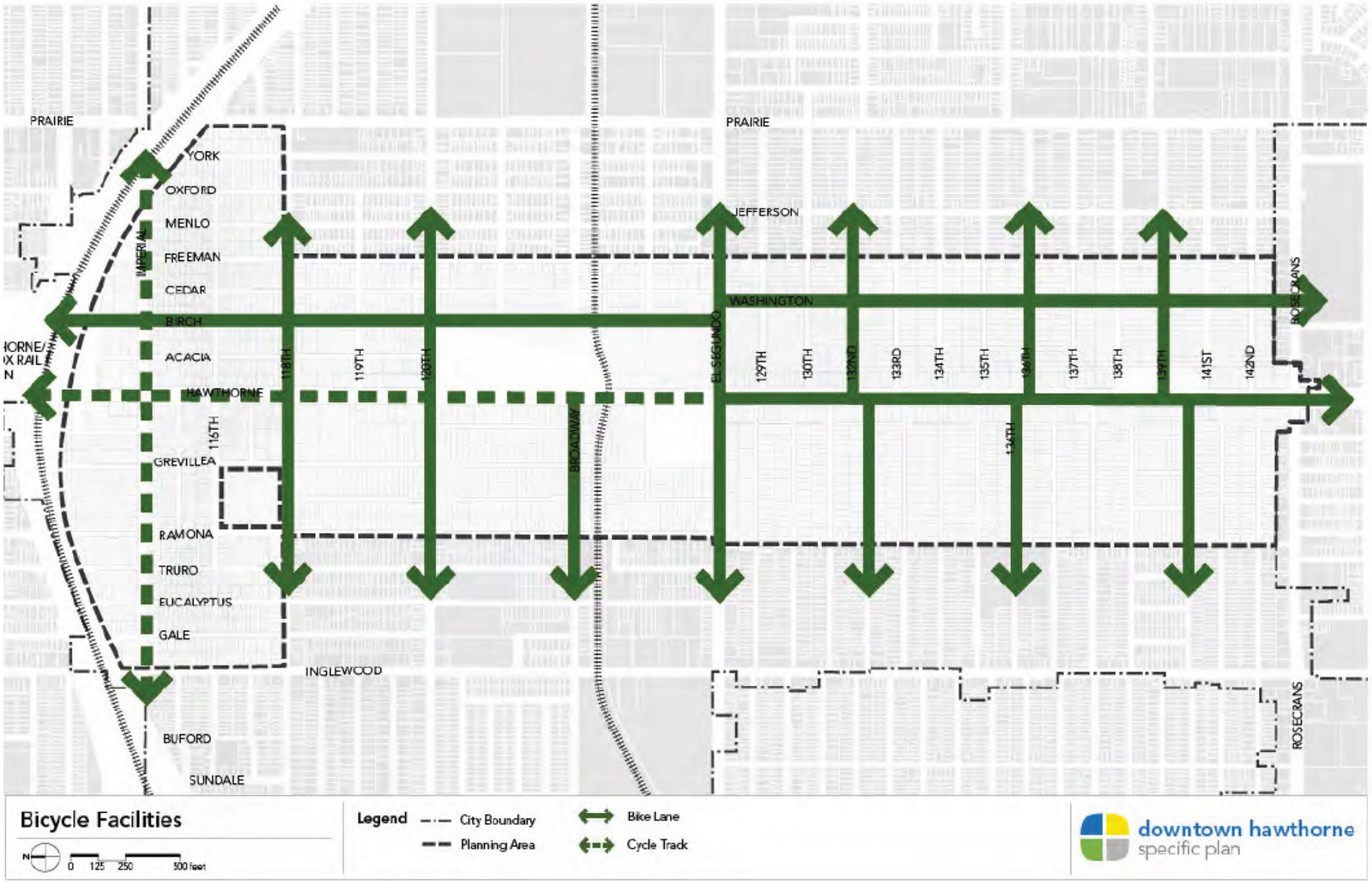


Exhibit 2. Proposed bicycle facilities from the Downtown Hawthorne Specific Plan (2016)

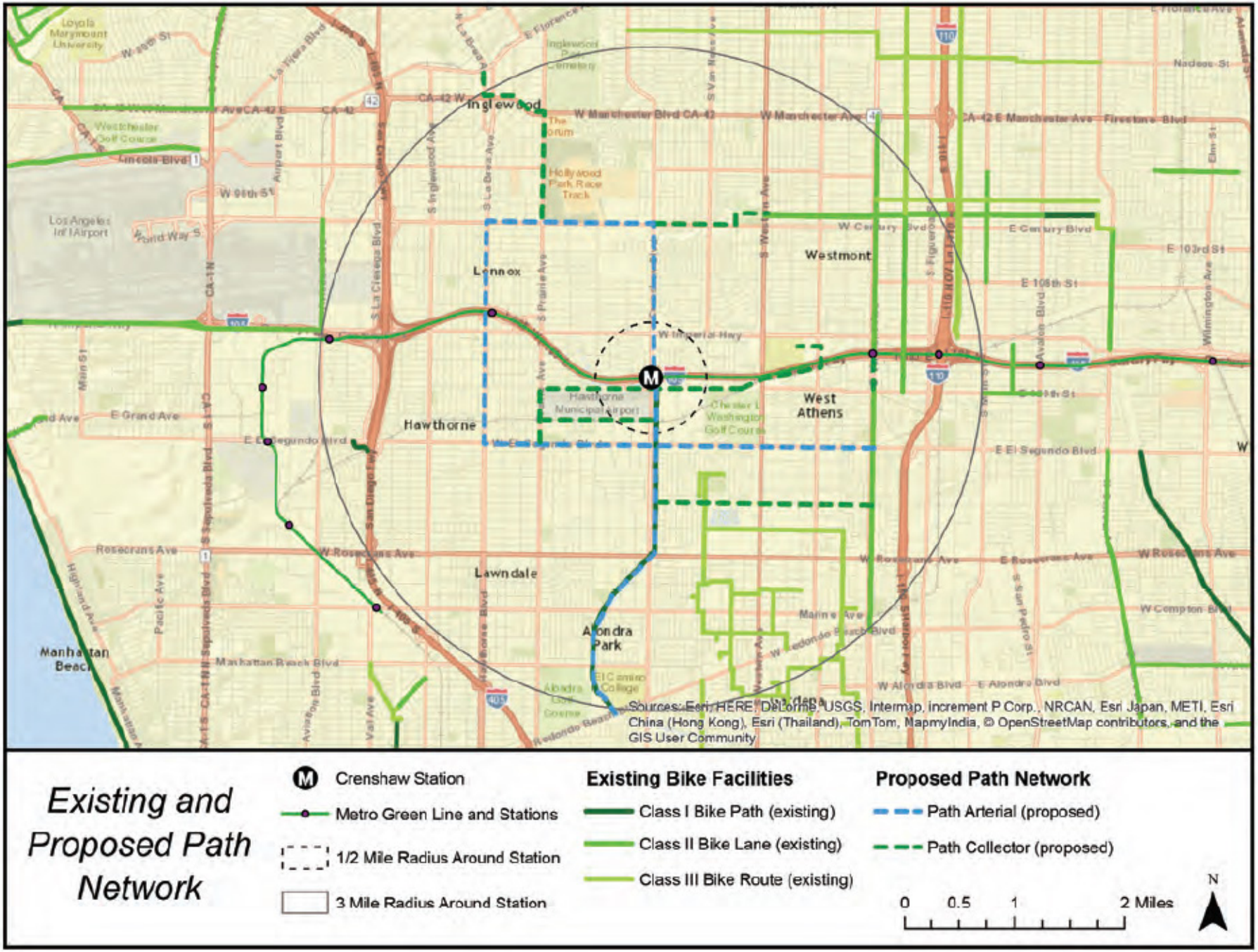


Exhibit 3. Proposed network from the Crenshaw Station Active Transportation Plan (2015)

2.2. Regional Plans

LA County Bicycle Master Plan Update

The LA County Bicycle Master Plan, which was originally adopted in 2012, was developed to expand the bicycle network and adopt bicycle-friendly policies within unincorporated Los Angeles County. The plan aims to pursue changes that prioritize safety, equity, mobility, and accountability for users and the County. As of this writing, the County is drafting an update to the plan that it aims to complete in 2026.

The updated plan re-examines the feasibility of unbuilt bikeways from the prior plan, incorporates changes in best practice, includes policies for sharing bicycle facilities with other micromobility modes, and focuses on first/last mile improvements to supplement transit and bus services. Both the 2012 and draft updates include bicycle facilities that connect to the boundaries of the City of Hawthorne, presenting opportunities for interjurisdictional collaboration and network continuity.

SCAG 2040 Regional Transportation Plan

The Southern California Association of Governments (SCAG) 2040 RTP guides long-term transportation and land use investments across Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial Counties. The plan outlines investments of $556 billion through 2040 aimed at modernizing and expanding the region's multimodal network while meeting the greenhouse gas emissions reduction goals outlined in Senate Bill 375. It promotes compact, walkable, and transit-oriented development, expands public transit and active transportation, and strengthens the resiliency of transportation infrastructure. Overall, the RTP is designed to encourage mobility, economic growth, and environmental sustainability across Southern California.

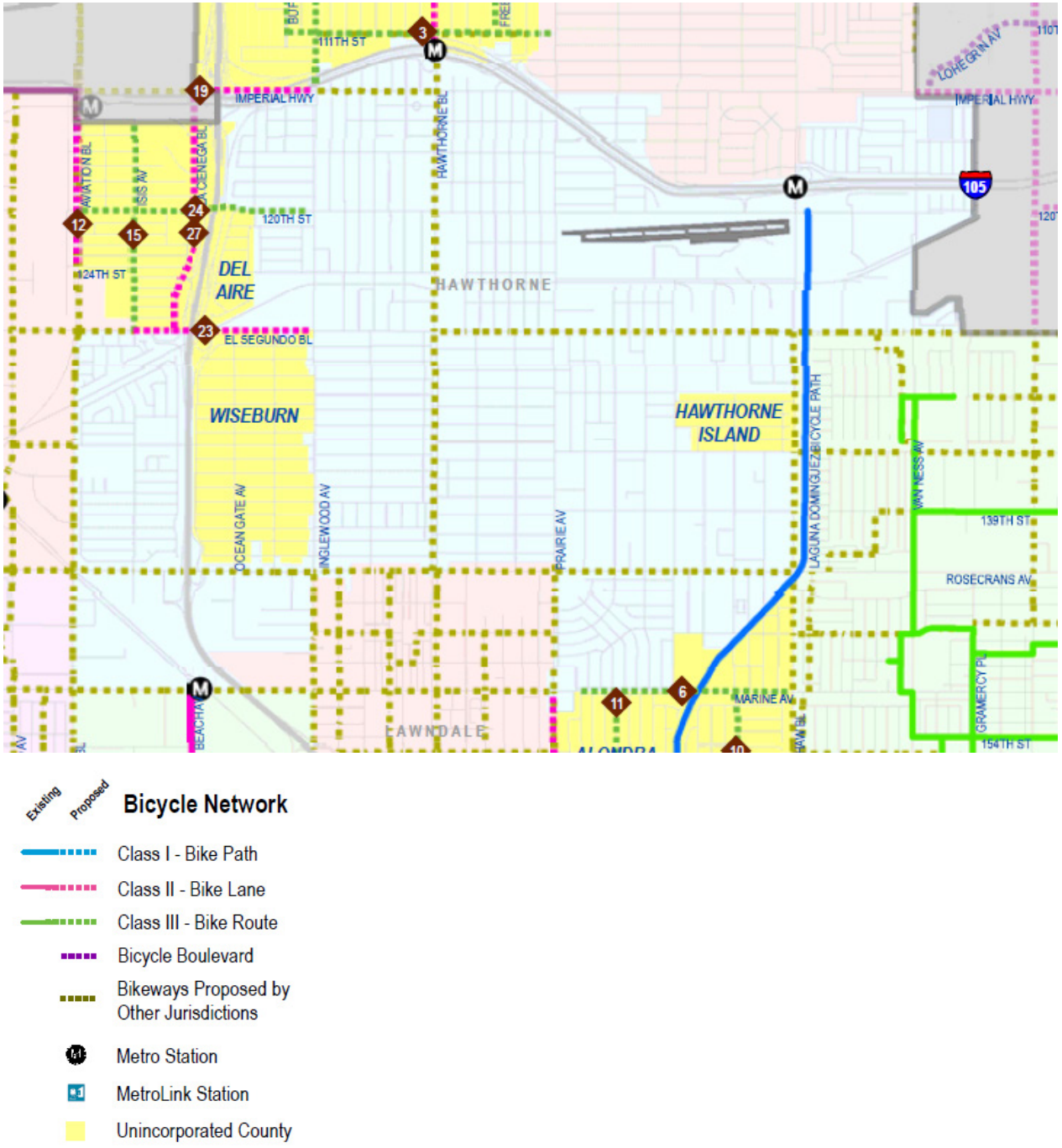


Exhibit 4. Excerpt from the LA County Bicycle Plan (2012) showing proposed facilities in and around Hawthorne

2.3. State-Level Plans

Caltrans 2024-2028 Strategic Plan

Caltrans to follow the Safe Streets Approach and incorporate walking and bicycling infrastructure into all corridor planning stages. Its priorities include closing network gaps, improving first- and last-mile transit connections, and implementing Complete Streets designs that enhance safety and accessibility, while promoting lower emissions and higher levels of connectivity.

California Transportation Plan 2050

The California Transportation Plan 2050 directs agencies to meet statewide climate, equity, and safety goals by expanding access to safe and convenient active transportation options. The plan emphasizes the importance of multimodal networks in making active transportation viable and accessible for all Californians.

Climate Action Plan for Transportation Infrastructure (CAPTI 2.0)

CAPTI 2.0 (finalized in 2025) prioritizes active transportation as a key strategy for reducing emissions and vehicle miles traveled. Through programs like the Active Transportation Program (ATP), it expands investments in walking, biking, and Safe Routes to School, while focusing on safety and equity in disadvantaged communities. By promoting complete streets and multimodal corridors, CAPTI 2.0 advances a more sustainable, low-carbon, and people-focused transportation system.

California State Bicycle and Pedestrian Plan (2017)

The "Toward an Active California" (2017) plan established walking, biking, and transit as central elements of the state's transportation vision. The plan set a goal to double walking and

transit trips, and triple bicycling trips, by 2020. It aims to increase safety, equity, and connectivity through methods such as complete streets, safer crossings, and integrated multimodal networks. The plan focuses on people-centered corridors, improved local street design, and community partnerships as vital components of the plan's initiatives to expand safe, accessible, and sustainable transportation options.

Active Transportation Emphasis Area Guidance for Corridor Planning (2025)

The Active Transportation Emphasis Area Guidance for Corridor Planning (2025) directs Caltrans to follow the Safe Streets Approach and incorporate walking and bicycling infrastructure into all corridor planning stages. Its priorities include closing network gaps, improving first- and last-mile transit connections, and implementing Complete Streets designs that enhance safety and accessibility, while promoting lower emissions and higher levels of connectivity.

3. Existing Pedestrian Facilities

This section contains an overview of existing conditions, facilities, and policies for pedestrians in the City of Hawthorne.

3.1. Sidewalk Network

The City of Hawthorne has an extensive network of sidewalks and crosswalks, including approximately 175 miles of paved sidewalks. Of these, about 90 miles include a buffer between the clear zone and the curb (e.g., landscaping, utilities), as illustrated in Exhibit 9, while approximately 84 miles have no buffer and are directly adjacent to the curb. Exhibit 5 provides a citywide breakdown of sidewalk conditions, while Exhibit 6 offers a more detailed analysis of locations with missing sidewalks or substandard widths (less than four feet). A citywide map of the sidewalk network is presented in Exhibit 7.

Sidewalk Condition	Length (mi)	%
Buffered	89.9	51.4%
No Buffer	84.2	48.2%
Gap/No Sidewalk	0.6	0.3%
Substandard	0.1	0.1%
Total	**174.8**	-

Exhibit 5. Paved sidewalks by conditions

Deficiency	Location	From (N/W)	To (S/E)	Length (ft)
Gap	Chadron Ave (NB)	W 135th St	13522 Chadron Ave	173
Gap	Chadron Ave (SB)	14105 Chadron Ave	W Rosecrans Ave	122
Gap	Chadron Ave (SB)	W 135th St	13517 Chadron Ave	126
Gap	Lemoli Ave (NB)	13816 Lemoli Ave	W 139th St	130
Gap	Lemoli Ave (SB)	13751 Lemoli Ave	13801 Lemoli Ave	34
Gap	Lemoli Ave (SB)	13807 Lemoli Ave	3301 W 139th St	28
Gap	W 120th St (WB)	Prairie Ave	3800 Doty Ave	1369
Gap	W 139th St (EB)	Yukon Ave	3546 139th St	142
Gap	W 139th St (EB)	3808 W 139th St	Doty Ave	108
Gap	W 139th St (WB)	Prairie Ave	3953 W 139th St	105
Gap	W 139th St (WB)	3811 W 139th St	13819 Doty Ave	198
Gap	W El Segundo Blvd (WB)	Oakmont Ln	City Border	370
Gap	Yukon Ave (NB)	W 132nd St (SE Leg)	W 132nd St (NE Leg)	47
Narrow	Cordary Ave (NB)	12914 Cordary Ave	W El Segundo Ave	394
Narrow	W 139th St (WB)	13825 W 139th St	Crenshaw Blvd	68

Exhibit 6. Sidewalks with gaps or narrow width (less than four feet)

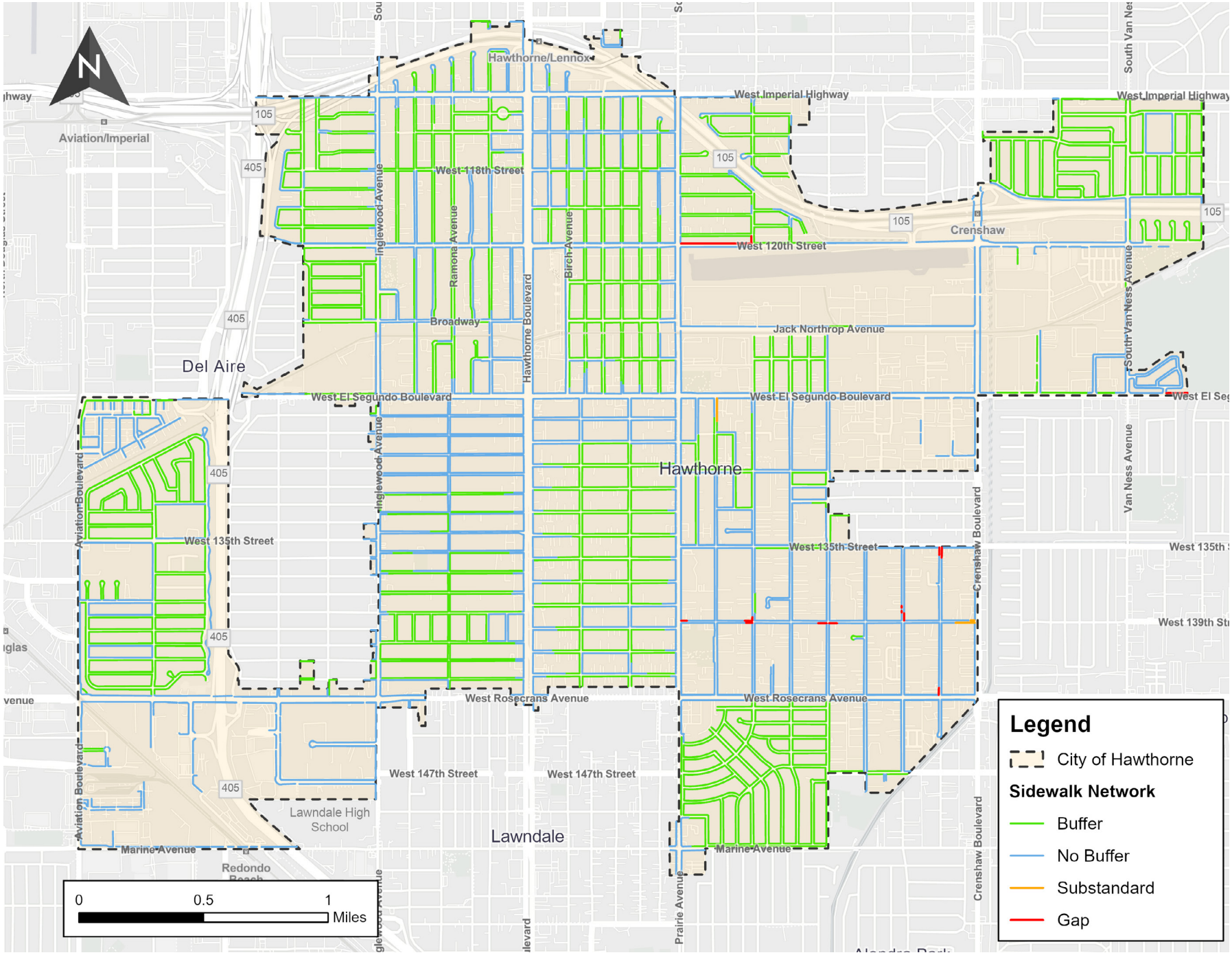


Exhibit 7. Sidewalk network in Hawthorne by condition

The City of Hawthorne has near-universal sidewalk coverage, with very few sidewalk gaps (as shown in Exhibit 7). Most sidewalks have adequate clear width, and approximately half of the sidewalk network has a buffer zone between the sidewalk and the street (a typical example is shown in Exhibit 8). However, there are some locations with substandard sidewalk conditions, including inadequate sidewalk width, improperly placed street trees and utility infrastructure (fire hydrants, utility poles and boxes, traffic signs, etc.) impeding the clear zone, cracked or uprooted pavers, improperly parked vehicles, or bulk trash items blocking the right of way. Some examples of these issues are shown in Exhibit 9.

Exhibit 8. Example of a buffered sidewalk

Exhibit 9. Obstacles on sidewalks in Hawthorne

3.2. Crosswalks and Other Facilities

The city has a large network of pedestrian crossings — particularly on major boulevards and around schools and other recreation facilities. A map of marked crossings, including those at signalized intersections, is shown in Exhibit 13. The city utilizes multiple crosswalk designs, including standard, ladder, and brick overlay (shown in Exhibit 10). There are also multiple decorated crosswalks along Hawthorne Boulevard in the downtown area.

Multiple corridors in the city suffer from large gaps between crossings, requiring pedestrians to travel extra distance to safely cross certain major streets. Several crosswalks also have faded or cracked striping, making them more difficult for drivers to see. Other issues facing pedestrians in the city at multiple locations include confusing signage at intersections, long waits for crossing signal phases, and/or a lack of crossing countdowns on some signals. One example of an area with a mix of proper and deficient design elements is the crossing on Hawthorne Boulevard shown in Exhibit 10. The crossing benefits pedestrians by increasing visibility with the pedestrian signage and beacons, clearly delineates the crosswalk using different materials, and has a median refuge island. Conversely, the crosswalk contains confusing design elements such as signage instructing pedestrians to "avoid peak hours". This both discourages pedestrians who wish to use the crossing at the times they'd be most likely to use it and prioritizes automobile traffic.

Exhibit 10. Mid-block crossing on Hawthorne Blvd with "peak hour" signage

The city also utilizes other speed control devices and methods to provide a safer environment for pedestrians and cyclists. As shown in Exhibit 11, the city has installed dynamic radar signs in certain areas to encourage drivers to follow the speed limit.

At several crossings at wider areas along Hawthorne Blvd, the city has programmed signals to provide a "leading pedestrian interval" (LPI), which allows pedestrians to enter the street three to five seconds before the traffic signals turn green. This allows pedestrians to enter the crosswalk earlier, improving their visibility to drivers before vehicles can proceed. There are also multiple locations with accessible pedestrian signals (APS) (example shown in Exhibit 11). These crossings are designed to better accommodate pedestrians with disabilities by allowing users to activate the signal by either waving at or pressing the crossing button, and provide audible cues indicating when it is safe to cross and how much time remains. In some cases, the signals also emit a persistent audible tone to alert visually impaired pedestrians to the presence of a crossing.

Exhibit 11. Safety devices in Hawthorne: accessible pedestrian signal (left); dynamic radar sign (center); speed hump (right)

In response to resident concerns about speeding vehicles, the City adopted a speed hump policy, whereby schools or residents can petition the City to install speed humps in their neighborhoods. An example of one of these speed humps is shown in Exhibit 11, with a breakdown of the process for requesting speed humps shown in Exhibit 12.

Installation Scenarios	Steps	Summary
1 – Streets Adjacent to Schools	-	Speed humps may be installed when requested by the School District. City staff review the request and the City Council must approve. If approved, the City pays for installation.
2 – Residential Streets (Not Adjacent to Schools)	2a – Petition	A petition signed by at least two-thirds of households on the block is required.
	2b – Criteria Met	Speed humps may be installed at City expense if all conditions are met: • 500–2000 cars/day • 85th percentile speed ≥ 7 mph over the limit • Street ≤ 40 ft wide • Street grade ≤ 2.5%
	2c – Criteria Not Met	City Council may: • Deny installation, or • Allow installation if residents pay the cost (City provides estimate).

Exhibit 12. Speed hump policy petition process

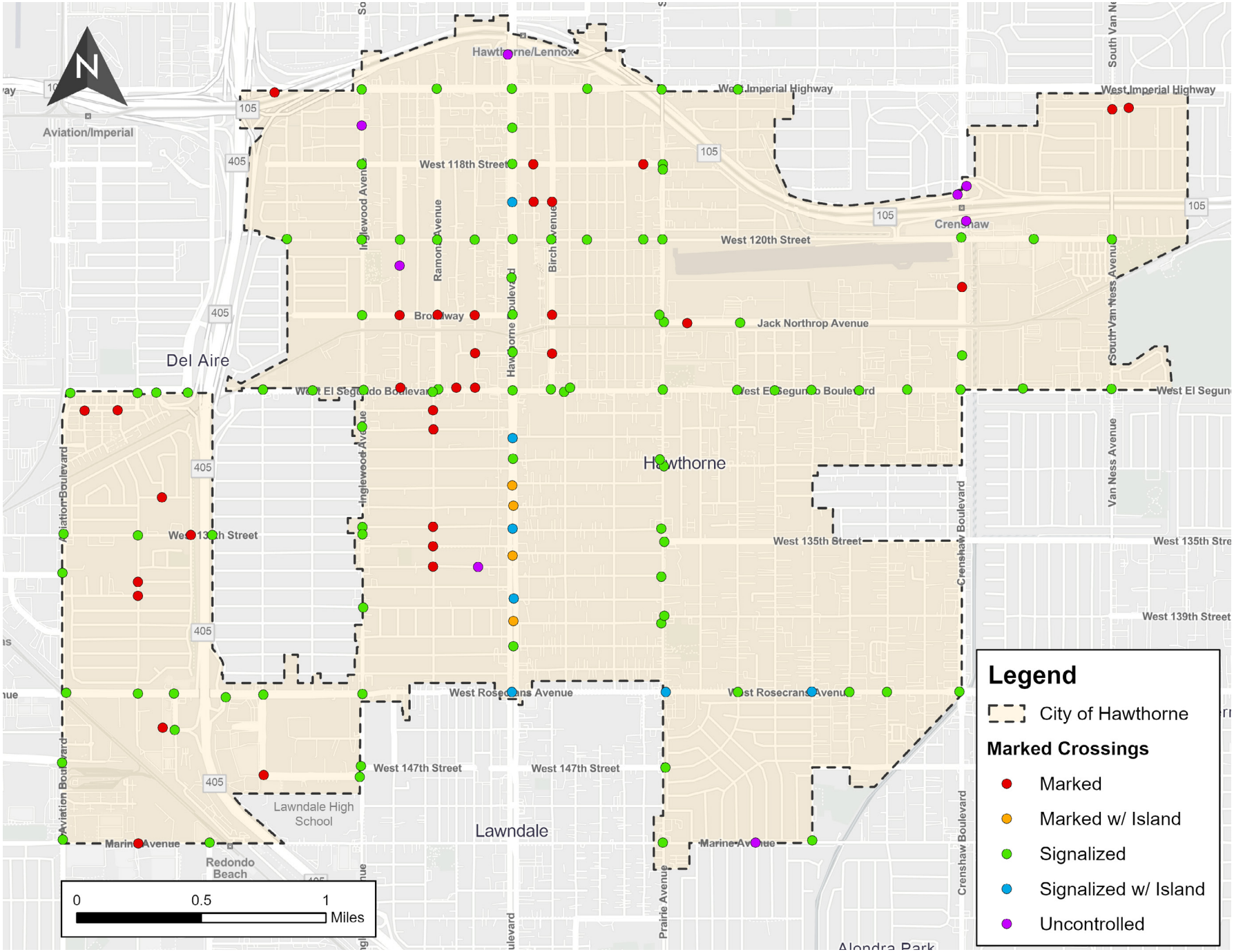


Exhibit 13. Marked crossings

3.3. Pedestrian Collision Analysis

This section contains an analysis of pedestrian-involved collisions over a 5-year period (September 1, 2020 through August 31, 2025). Collision data for the 5-year analysis was collected from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS).

According to the available data, there were 164 pedestrian-involved collisions from September 1, 2020 through August 31, 2025. The distribution of pedestrian-involved collisions by year and categorized by severity of injury, is shown in Exhibit 14.

The three most prevalent Primary Contributing Factors (PCFs) were Pedestrian Right of Way (39.6%, meaning a maneuver that is made by a driver without respecting the right-of-way of another pedestrian), Pedestrian Violation (30.5%, meaning a pedestrian's own actions caused the collision), and Traffic Signals and Signs (6.1%, meaning a driver or pedestrian disregarded or failed to obey a traffic signal or sign). The number of collisions for each reported PCF are listed in Exhibit 15.

Year	Fatal	Suspected Severe Injury	Suspected Minor Injury	Possible Injury	Property Damage Only (PDO)	Total
2020-21	0	2	5	7	1	**15**
2021-22	0	6	11	11	1	**29**
2022-23	0	8	17	13	0	**38**
2023-24	0	5	13	13	7	**38**
2024-25	0	10	10	22	2	**44**
Total	**0**	**31**	**56**	**66**	**11**	**164**

Exhibit 14. Pedestrian-involved collisions by year (Sept. 1 thru Aug. 31) and severity

Primary Contributing Factor	# of Collisions	% of Collisions
Pedestrian Right of Way	65	39.6%
Pedestrian Violation	50	30.5%
Traffic Signals and Signs	10	6.1%
Unsafe Speed	9	5.5%
Unknown / Not Stated	8	4.9%
Automobile Right of Way	6	3.7%
Driving or Bicycling While Intoxicated	4	2.4%
Improper Turning	4	2.4%
Pedestrian or "Other" Under the Influence of Alcohol or Drug	4	2.4%
Other Improper Driving	3	1.8%

Exhibit 15. Pedestrian-involved collisions by primary contributing factor

As shown in Exhibit 16, most pedestrian-involved collisions occurred on weekdays, with the highest frequency occurring on Tuesday (20.1%) and Thursday (19.5%). The days of the week with the fewest collisions were Monday (11.0%) and Saturday and Sunday (10.4% each).

Day of Week	# of Collisions	% of Collisions
Monday	18	11.0%
Tuesday	33	20.1%
Wednesday	21	12.8%
Thursday	32	19.5%
Friday	26	15.9%
Saturday	17	10.4%
Sunday	17	10.4%

Exhibit 16. Pedestrian-involved collisions by day of week

As shown in Exhibit 17, most pedestrian-involved collisions occurred during daylight hours (55.5%), with the remainder occurring during nighttime hours (40.8%) and dusk-dawn (2.4%).

Lighting Conditions	# of Collisions	% of Collisions
Daylight	91	55.5%
Dusk - Dawn	4	2.4%
Dark - Street Lights	66	40.2%
Dark - No Street Lights	1	0.6%

Exhibit 17. Pedestrian-involved collisions by lighting conditions

Most collisions occurred during mid-day and PM hours (36% from 12:00 PM to 6:59 PM and 34% from 7:00 PM to 11:59 PM), with 25% occurring during morning hours (6:00 AM to 11:59 AM) and 4% during overnight hours (12:00 AM to 5:59 AM). A more comprehensive breakdown is shown in Exhibit 18.

Time of Day	# of Collisions	% of Collisions
12:00 AM - 5:59 AM	6	4%
6:00 AM - 8:59 AM	30	18%
9:00 AM - 11:59 AM	12	7%
12:00 PM - 3:59 PM	27	16%
4:00 PM - 6:59 PM	33	20%
7:00 PM - 8:59 PM	35	21%
9:00 PM - 11:59 PM	21	13%

Exhibit 18. Pedestrian-involved collisions by time of day

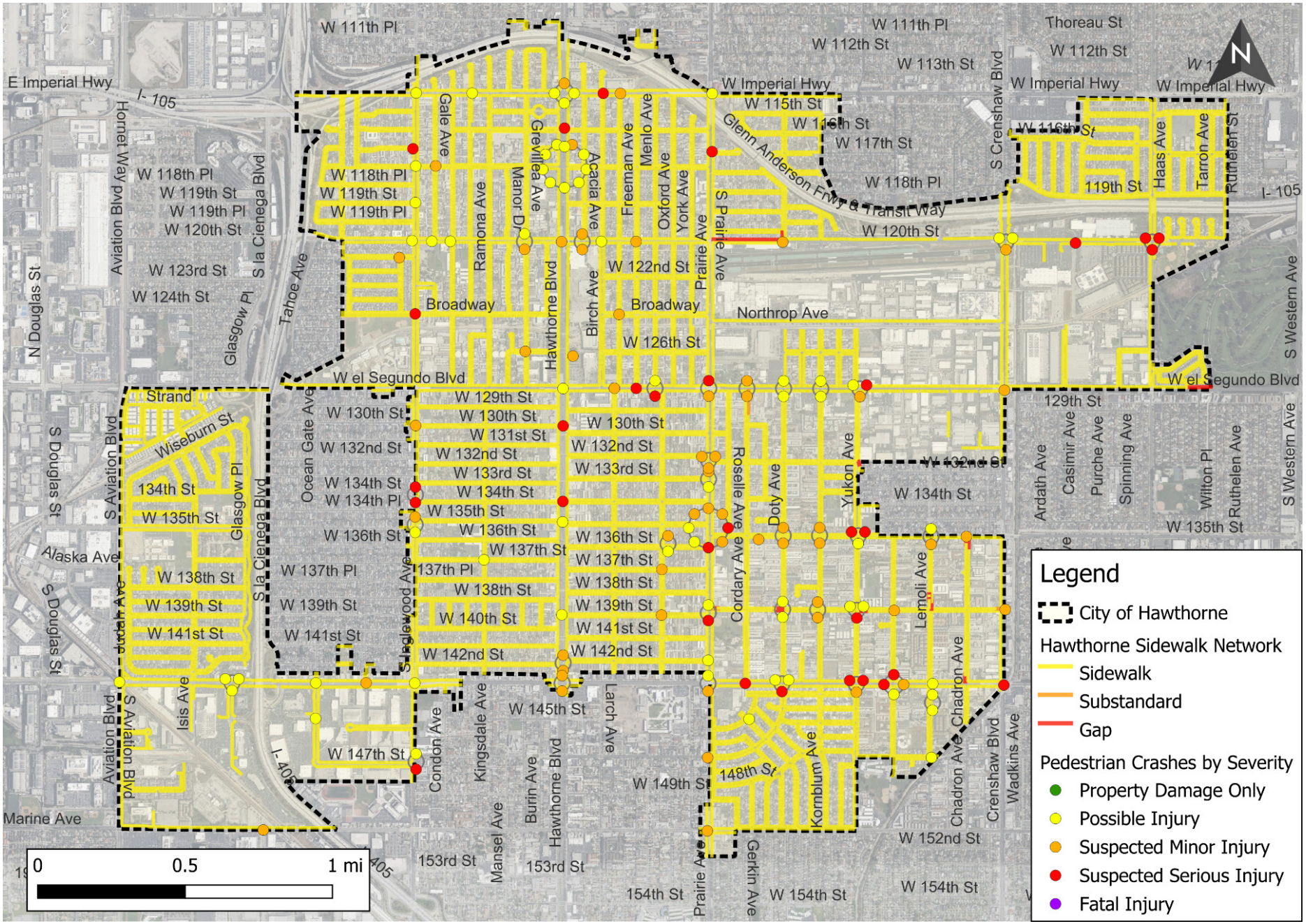


Exhibit 19. Map of pedestrian-involved collisions in Hawthorne by severity (2020-2025)

4. Existing Bicycle Facilities

4.1. Bikeway Typology

This section outlines the following basic typology of bikeways as classified by Caltrans, along with an overview of best practices and examples of quick-build and long-term solutions:

- Class I shared-use paths
- Class II on-street bike lanes
- Class III bicycle routes and bike boulevards
- Class IV protected bikeways

4.2. Class I Shared-Use Path

Class I shared-use paths (also known as multi-use trails) are paved facilities designed exclusively for use by pedestrians, bicyclists, and other micromobility users. These paths are entirely separate from automobile right-of-way and typically run through areas otherwise unreachable by cars. They are most often installed along waterways, utility corridors, abandoned railroad right of way, or within school campuses, and within or between parks. Class I shared-use paths are normally accessible to all types of bicycles (as distinct from mountain biking trails and other types of unpaved trails) and often striped with a centerline or other lane striping for two directions of traffic or modal separation. Most Class I paths are intended for shared bicycle and pedestrian use, while in some cases, separate lanes are striped for bicyclists and pedestrians.

A typical cross-section is shown in Exhibit 1. Per Caltrans design standards, the minimum width is 8 feet for a two-way shared-use path (with 10 feet being preferred), and a 2-foot shoulder is required on each side (HDM 1003.1). NACTO standards also indicate a minimum width of 8 feet but a preferred width of 11-20 feet.

The Laguna Dominguez Trail, a regional Class I path, runs partly through Hawthorne, as shown in Exhibit 2.

Exhibit 2. Laguna Dominguez Trail (Class I path) (source: GTS)

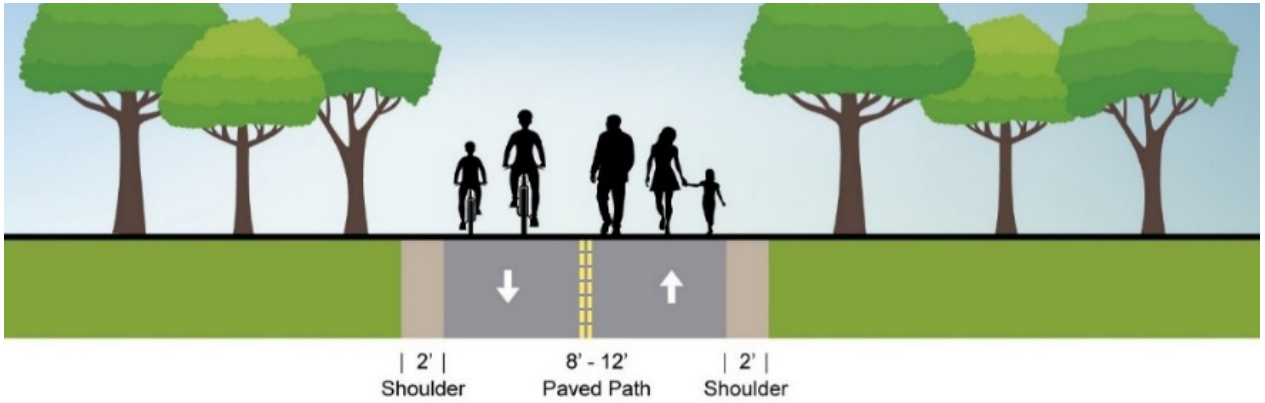


Exhibit 1. Typical cross-section of a Class I shared-use path

4.3. Class II Bike Lanes

Class II bike lanes are striped along existing streets and typically contain one lane on each side of the street corresponding to the direction of vehicular traffic. Unlike Class I facilities, Class II bike lanes are only intended for use by bicyclists and other rolling modes of similar speed. Class II bike lanes may or may not be separated from vehicular lanes by striped buffer zones.

A typical cross-section of a street with Class II bike lanes is shown in Exhibit 3. NACTO standards and prevalent best practices indicate that Class II bike lanes should be between 5 and 6.5 feet in width. Bike lanes adjacent to on-street parking should be separated from the parking lane by a 2.5-foot to 3-foot buffer zone, with the combined with of the parking lane and buffer zone totaling 9.5 to 10 feet.[1]

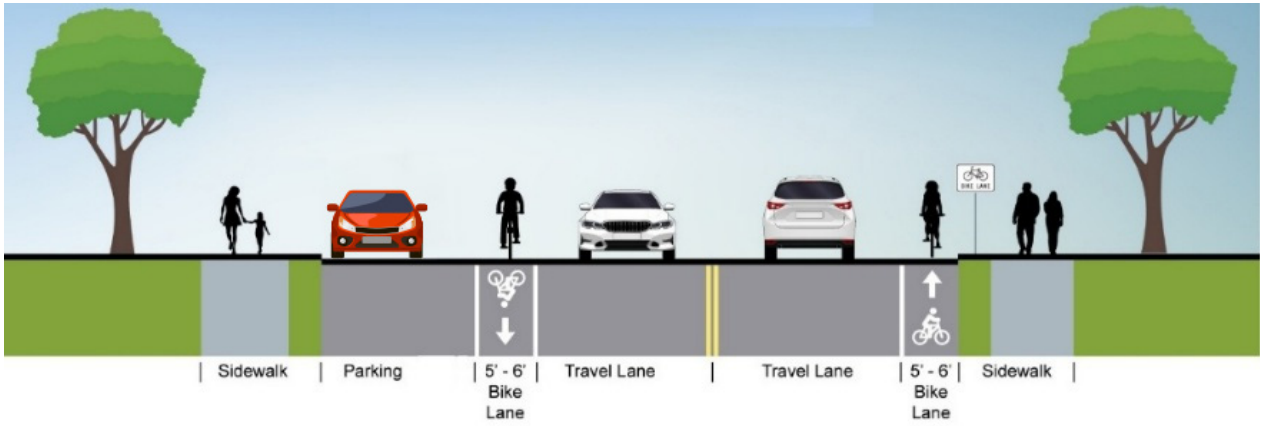


Exhibit 3. Typical cross-section of a street with Class II bike lanes

Bike lanes can be striped as a quick-build project (such as in Exhibit 4) or as a permanent installation, such as the existing bike lanes on Hawthorne Boulevard shown in Exhibit 5.

Exhibit 4. Quick-build pop-up bike lanes (source: 8 80 Cities)

Exhibit 5. Existing Class II bike lanes on Hawthorne Boulevard

[1] https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/bikeways-on-low-speed-low-volume-streets/constrained-bike-lanes/

4.4. Class III Bicycle Routes

Unlike other bikeway classifications, Class III bicycle routes do not provide any separate space on the road for bicycles, but rather indicate a preferred route for bicyclists using existing roads. The Class III route is typically indicated with signs and may include sharrows (shared lane markings) striped on the roadway.

A subtype of the Class III bicycle route is the bicycle boulevard, which typically are neighborhood streets designed to prioritize the safety and comfort of bicyclists, pedestrians, and other non-automobile road users. This can be achieved through a combination of signs (designating it specifically as a Bike Boulevard), striping (i.e. sharrows), traffic calming measures to encourage low automobile speeds, and modal filters to reduce automobile through traffic.

As of 2024, SB 1216 prohibits the installation of new shared lane markings on streets with speed limits above 30 miles per hour. Furthermore, per the California Streets and Highways Code, Section 2382, Active Transportation Program guidelines for project eligibility shall not include the development of Class III bikeways or sharrow markings except on streets with a design speed limit of 25 miles per hour or less, or on streets where it is demonstrated that the Class III bikeway or marking is appropriate for the local community context and advances a lower stress environment or a low-stress network.

Exhibit 6 shows an example of an existing Class III bike route in Hawthorne (El Segundo Boulevard). Exhibit 7 shows an example of a Class III bike route with a modal filter, allowing bicyclists and pedestrians to pass through but excluding automobile traffic.

Exhibit 7. Existing Class III bike boulevard in San Luis Obispo, CA (source: GTS)

Exhibit 6. Existing bicycle route on El Segundo Boulevard, Hawthorne

4.5. Class IV Bikeways

Class IV bikeways (also known as cycle tracks) are separated, protected bikeways integrated into the streetscape. They differ from Class I paths in that they are within the right-of-way, run alongside the street, and are for the exclusive use of bicycles and rolling modes of similar speed (unlike Class I paths, which are shared with pedestrians). They differ from Class II bike lanes in that they are separated from vehicular traffic by a physical barrier rather than just by striping. Separation is typically accomplished using bollards, flexible posts, concrete or plastic barriers, planter strips, or on-street parking. Class IV bikeways can be at street level or sidewalk level. They can consist of a two-way bikeway with opposing lanes adjacent to each other (see Exhibit 8) or a bike lane for each direction on each side of the street (see Exhibit 9).

According to NACTO standards, Class IV protected bike lanes should have a minimum width of 5 feet, plus a minimum 2-foot buffer zone. Parking-protected Class IV bike lanes should have a minimum 3-foot buffer zone adjacent to parking to mitigate collisions with car doors.[2]

Similar to Class II lanes, Class IV bikeways can be striped as a quick-build project (such as in Exhibit 10) or as a permanent installation (such as in Exhibit 11).

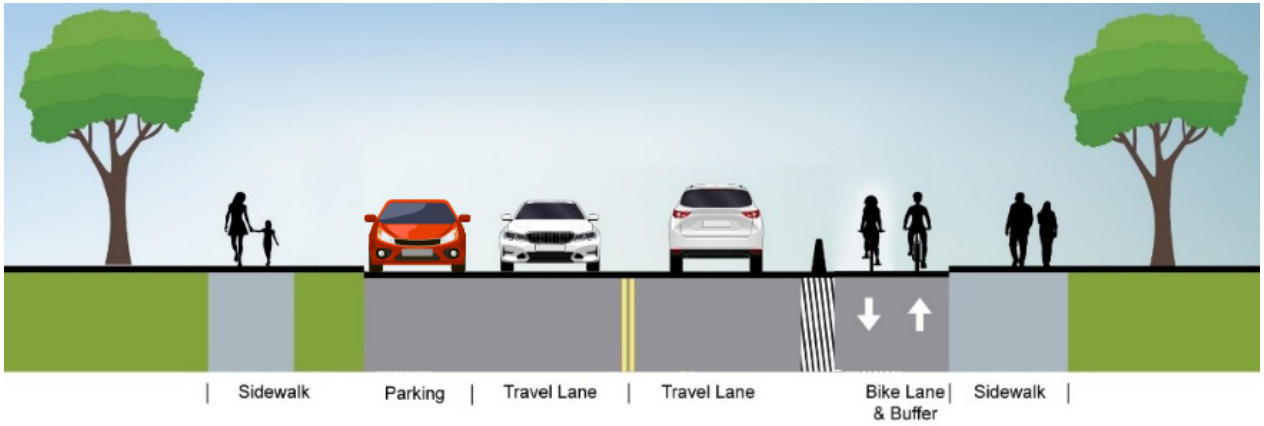


Exhibit 8. Typical cross-section of a street with a two-way Class IV cycle track

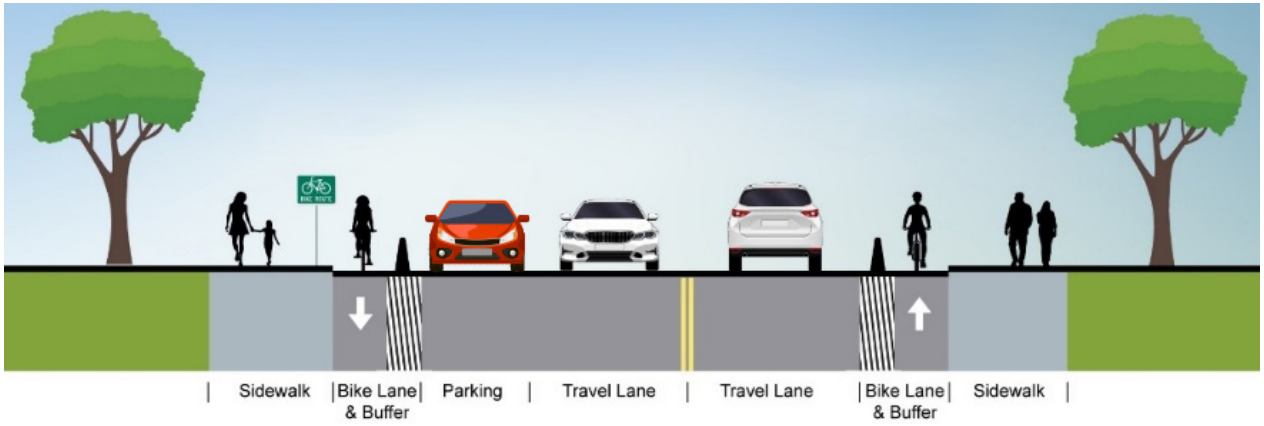


Exhibit 9. Typical cross-section of a street with one-way Class IV bike lanes on each side

[2] https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/protected-bike-lanes/designing-protected-bike-lanes/

Exhibit 10. Quick-build pop-up Class IV bikeway created with planters, flexible posts, and striping (source: Urban Milwaukee)

Exhibit 11. Permanent Class IV installation (Santa Monica, CA) (source: GTS)

4.6. Existing Bikeways

The City of Hawthorne contains approximately 8.2 miles of designated bikeways (including bike infrastructure on both sides of roads where applicable), including about 0.5 miles of Class I shared-use paths, 4 miles of Class II bicycle lanes, and about 3.7 miles of Class III bicycle routes. A list of existing bikeways is shown in Exhibit 24, and a map of existing bikeways and parking is shown in Exhibit 28.

As shown below, the city currently does not have any Class IV protected bikeways. The city's existing Class III bicycle routes are located along arterial and collector roadways with high-speed, high-volume traffic.

4.7. Bicycle Parking

An analysis and inventory of bicycle racks located at public-facing facilities was conducted in September 2025. As bicycle parking at public schools in Hawthorne is not accessible to the public, those spaces are excluded from this analysis. A table of verified bicycle parking facilities, including their locations, type, and number of spaces, is shown in Exhibit 27, and a map of their locations is shown in Exhibit 28.

There are approximately 35 locations throughout the city with bicycle parking, amounting to a combined 312 parking spaces. Seven different bicycle rack design types were identified: grid (122 spaces), bollard (4 spaces), wave (146 spaces), inverted u (14 spaces), front wheel ("wheel bender") (19 spaces), wheelwell-secure (3 spaces), and lockers (4 spaces). Examples of these bicycle racks in Hawthorne are shown in Exhibit 25.

Road Name	From (N/W)	To (S/E)	Length (mi)
Class I Shared-Use Paths			
Dominguez Channel Bicycle Path	W 120th St	El Segundo Blvd	0.5
Class II Bicycle Lanes			
Hawthorne Blvd (NB)	W Imperial Hwy	W Rosecrans Ave	2
Hawthorne Blvd (SB)	W Imperial Hwy	W Rosecrans Ave	2
Class III Bicycle Routes (Sharrows)			
El Segundo Blvd	Hawthorne Blvd	Crenshaw Blvd	1.5
Hawthorne Blvd (NB)	Interstate 105	W Imperial Hwy	0.2
Prairie Ave	W Imperial Hwy	W Rosecrans Ave	2

Exhibit 24. List of existing bikeways

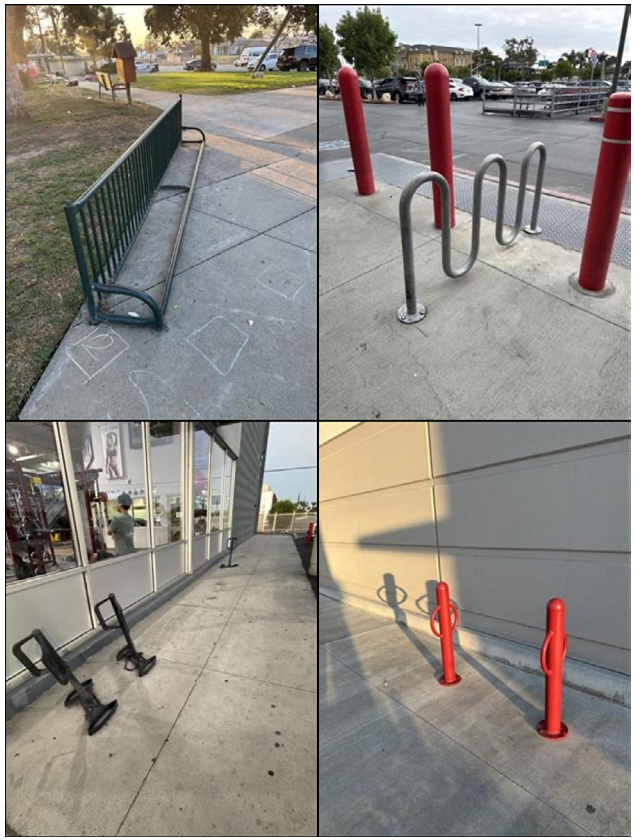


Exhibit 25. (TL-BR) Grid rack, wave rack, wheelwell-secure racks, bollard racks

The City of Hawthorne Municipal Code does not require any specific number of bicycle parking spaces, except in mixed-use and multi-family residential developments (covered in § 17.100.050 and summarized below in Exhibit 26). Chapter 10.77 contains guidelines for the usage and installation of bicycle racks. Since bicycles are prohibited from parking on sidewalks in front of places of public assembly, the City grants the Chief of Police the power to establish on-street bicycle parking zones, where the location's operator must install and maintain racks.

Category	Requirement Type	Standards
Short-Term Parking	Location	• Outside public right-of-way and pedestrian walkways • Within 50 ft of a primary building entrance
	Size & Accessibility	• Each space accessible without moving another bike • 2 ft clearance from obstructions • 5 ft clearance from vehicle parking
	Quantity (Residential)	• 1 space per 10 dwelling units
	Quantity (Nonresidential)	• 1 space per 10 required vehicle parking spaces • If no vehicle parking required: 1 per 5,000 sq ft
Long-Term Parking	Number of Spaces	• 1 space per dwelling unit
	Location & Shelter	• Within 100 ft of primary entrance • At least 50% covered
	Size & Accessibility	• Accessible without moving another bike • 2 ft clearance from obstructions • 5 ft from vehicle parking
	Charging Requirements	• 1 electrical outlet per 10 required long-term spaces

Exhibit 26. Bicycle parking requirements for mixed-use and multi-family residential developments (municipal code § 17.100.050)

Ideally, bicycle parking facilities should be designed to allow users to easily secure both wheels and the frame of the bicycle. For longer term parking or storage, a fully enclosed space or locker accessible only to the owner or operator of the bicycle may prove more appropriate. Multiple locations throughout the city have substandard racks that only secure the wheel of bicycles, including "wheel bender" racks and grid racks which only provide coverage to secure the front wheel. While bollard and wave racks are more secure, the Association of Pedestrian and Bicycle Professionals (APBP) Essentials of Bike Parking recommends avoiding these types of racks. According to the guide, wave racks are "not user friendly" and "unintuitive", and bollard racks fail to support bicycles at two separate locations (APBP 2015, p. 8).

Location	Type of Parking	# of Spaces
24 Hour Fitness	Wave (5 humps)	11
Blaze Pizza	Wheel Bender	3
Chipotle	Inverted U	2
Coast Fitness	Wheelwell-secure	3
Costco Wholesale	Wave (3 humps)	7
Crenshaw Metro Station	Inverted U	12
Crenshaw Metro Station	Locker	4
Equinox	Wave (2 humps)	5
Food 4 Less	Wave (3 humps)	7
Hawthorne Aquatic Center	Wave (3 humps)	7
Hawthorne Blvd / El Segundo Blvd Bus Stop (SB)	Wave (3 humps)	7
Hawthorne Blvd / W 132nd St Bus Stop (NB)	Wave (3 humps)	7
Hawthorne Blvd / W 132nd St Bus Stop (SB)	Wave (3 humps)	7
Hawthorne Blvd / W 135th St Bus Stop (NB)	Wave (3 humps)	7
Hawthorne Blvd / W 135th St Bus Stop (SB)	Wave (3 humps)	7
Hawthorne Blvd / W 138th St Bus Stop (NB)	Wave (3 humps)	7
Hawthorne Blvd / W 142nd St Bus Stop (NB)	Wave (3 humps)	7
Hawthorne City Hall	Wave (3 humps)	7
Hawthorne Sports Center (gated lot)	Wheel Bender	4
Hawthorne Teen Center	Wheel Bender	8
Holly Park	Grid	40
LA Fitness	Wave (2 humps)	5
La Hacienda Meat Market	Wave (2 humps)	5
McDonald's - Rosecrans Blvd (by Costco)	Wheel Bender	4
McDonald's - El Segundo Blvd	Wave (2 humps)	5
McDonald's - Yukon Ave	Wave (2 humps)	5
Memorial Park - Praire Ave	Grid	70
PetSmart/Lowes	Wave (3 humps)	7
Pound Penny Liquor	Wave (3 humps)	7
Target	Bollard	4
Verizon	Wave (2 humps)	5
Walmart	Wave (2 humps)	7
Wendy's	Grid	12
Wiseburn Public Library	Wave (3 humps)	7

Exhibit 27. Verifiable bicycle parking in Hawthorne (excluding schools)

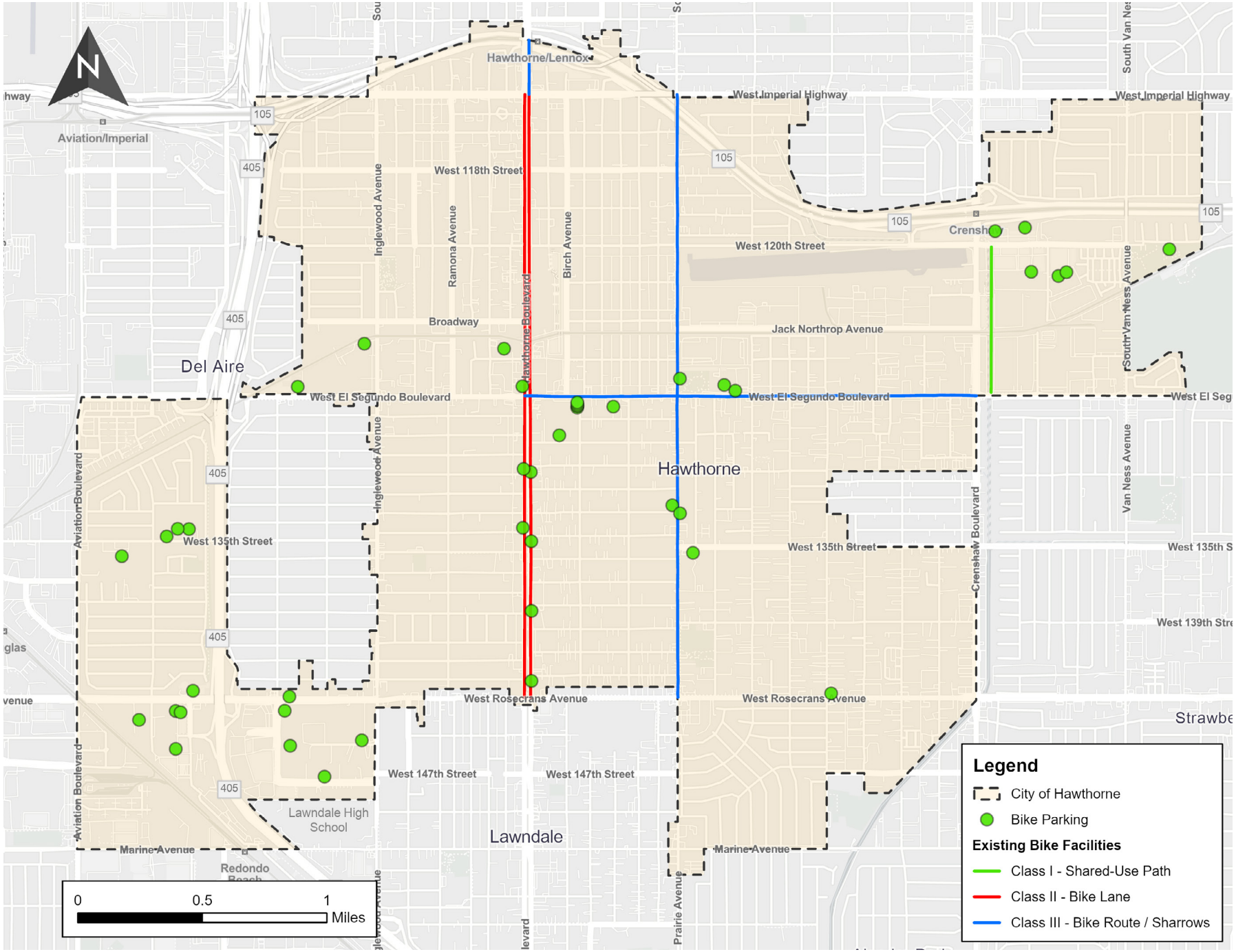


Exhibit 28. Bicycle facilities in Hawthorne

4.8. Bicycle Collisions

This section contains an analysis of bicycle-involved collisions over a 5-year period (September 1, 2020 through August 31, 2025). Collision data for the 5-year analysis was collected from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS).

According to the available data, there were 126 bicycle-involved collisions from September 1, 2020 through August 31, 2025. The distribution of bicycle-involved collisions by year and categorized by severity of injury, is shown in Exhibit 29

The three most prevalent Primary Contributing Factors (PCFs) were Unsafe Speed (23.8%), Improper Turning (21.4%, meaning a driver or cyclist made a turn prohibited by signage, failed to use turn signals, or turned at a distance too far from a curb), and Traffic Signals and Signs (18.3%, meaning a driver or bicyclist disregarded or failed to obey a traffic signal or sign). The number of collisions for each reported PCF are listed in Exhibit 30.

The most prevalent collision types were Broadside (67.5%), and Rear-End and Other or Unstated (10.3%), with other collision types shown in Exhibit 31.

Year	Fatal	Suspected Severe Injury	Suspected Minor Injury	Possible Injury	Property Damage Only (PDO)	Total
2020-21	1	1	1	5	3	**11**
2021-22	0	0	14	2	3	**19**
2022-23	0	2	10	5	2	**19**
2023-24	0	1	14	10	2	**27**
2024-25	0	3	14	23	10	**50**
Total	**1**	**7**	**53**	**45**	**20**	**126**

Exhibit 29. Bicycle-involved collisions by year (Sept. 1 thru Aug. 31) and severity

Primary Contributing Factor	# of Collisions	% of Collisions
Unsafe Speed	30	23.8%
Improper Turning	27	21.4%
Traffic Signals and Signs	23	18.3%
Wrong Side of Road	18	14.3%
Automobile Right of Way	14	11.1%
Pedestrian Right of Way	5	4.0%
Driving or Bicycling While Intoxicated	3	2.4%
Unknown / Not Stated	2	1.6%
Improper Passing	1	0.8%
Unsafe Lane Change	1	0.8%
Pedestrian Violation	1	0.8%
Other Improper Driving	1	0.8%

Exhibit 30. Primary Contributing Factors for bicycle-involved collisions

Collision Type	# of Collisions	% of Collisions
Broadside	85	67.5%
Other or Unstated	13	10.3%
Rear End	10	7.9%
Head-On	9	7.1%
Sideswipe	9	7.1%

Exhibit 31. Types of bicycle-involved collisions

As shown in Exhibit 32, most collisions occurred on weekdays, with the highest frequency occurring on Tuesday (19.0%) and Friday (22.2%). The day with fewest collisions was Saturday (4.8%). In terms of weekend collisions, Saturday contrasts with the number that occurred on Sunday (15.1%).

As shown in Exhibit 33, most collisions occurred during daylight hours (73.0%), with the remainder occurring during nighttime hours (26.2%) and dusk-dawn (0.8%).

Most collisions occurred during mid-day hours (21% from 12:00 PM to 3:59 PM) and PM peak hours (25% from 4:00 PM to 6:59 PM);29% AM peak hours (16% from 6:00 AM to 8:59 AM) and late-morning hours (13% from 9:00 AM to 11:59 AM). The remaining 4% occurred during overnight hours (12:00 AM to 5:59 AM).A more comprehensive breakdown is shown in Exhibit 34.

Day of Week	# of Collisions	% of Collisions
Monday	15	11.9%
Tuesday	24	19.0%
Wednesday	14	11.1%
Thursday	20	15.9%
Friday	28	22.2%
Saturday	6	4.8%
Sunday	19	15.1%

Exhibit 32. Bicycle collisions by day of week

Lighting Conditions	# of Collisions	# of Collisions
Daylight	92	73.0%
Dusk - Dawn	1	0.8%
Dark - Street Lights	33	26.2%

Exhibit 33. Bicycle collisions by lighting conditions

Day of Week	# of Collisions	% of Collisions
12:00 AM - 5:59 AM	5	4%
6:00 AM - 8:59 AM	20	16%
9:00 AM - 11:59 AM	17	13%
12:00 PM - 3:59 PM	26	21%
4:00 PM - 6:59 PM	31	25%
7:00 PM - 8:59 PM	12	10%
9:00 PM - 11:59 PM	15	12%

Exhibit 34. Bicycle-involved collisions by time of day

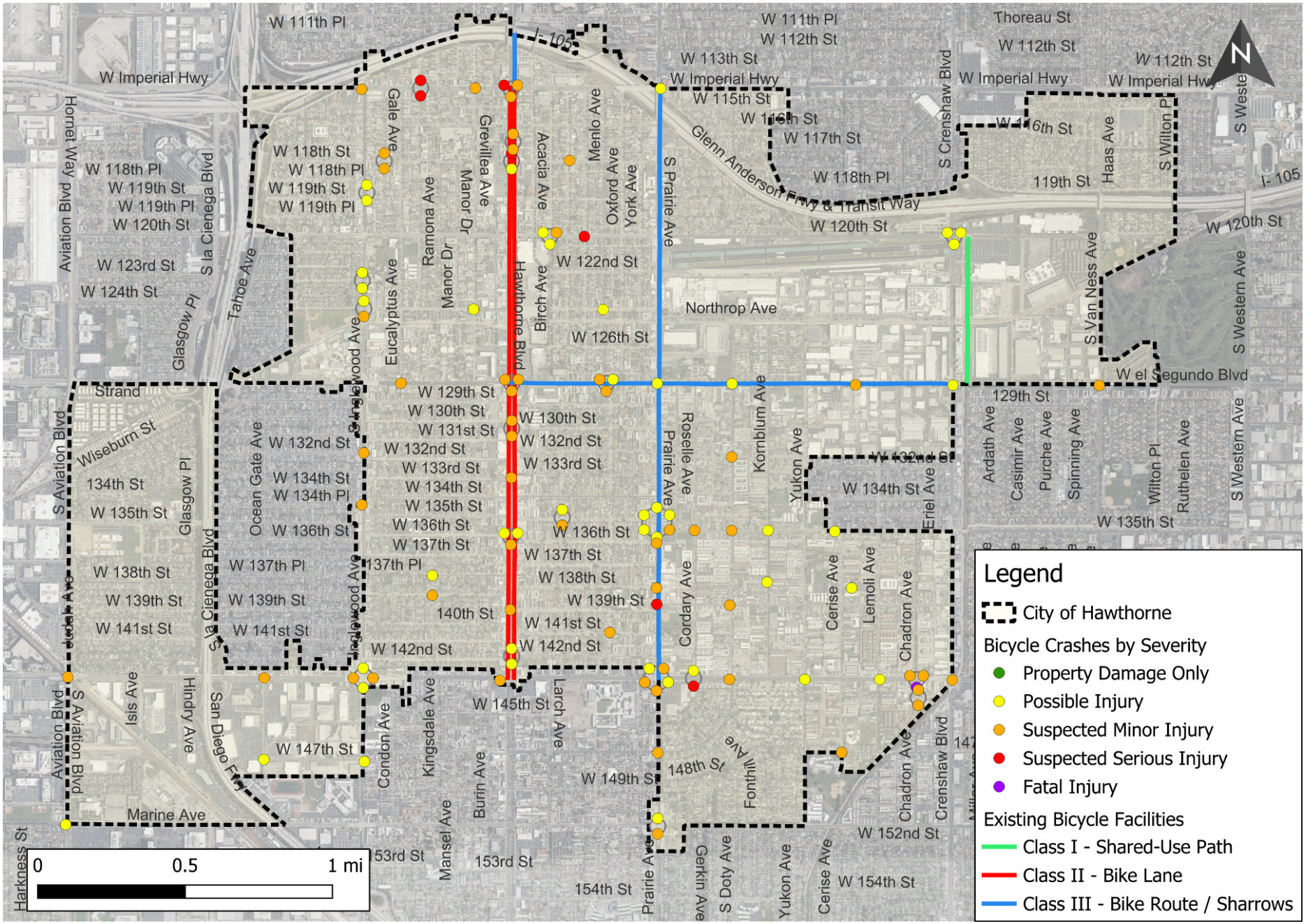


Exhibit 35. Map of bicycle-involved collisions in Hawthorne by severity (2020-2025)

5. Mode Share

Although comprehensive mode share data is not available for all trips, the U.S. Census Bureau's American Community Survey (ACS) provides estimates of commute mode share (means of transportation to work) for workers age 16 and over. It should be noted that these estimates only cover trips to work, and therefore do not include other trip purposes in which active transportation may play a key role and may be more prevalent than work trips (for example, trips to school, classes, community activities, shopping, recreation, and exercise).

According to the latest available ACS estimates (2024), 1.5% of workers in Hawthorne commute by walking and 0.7% commute by bicycle (U.S. Census Bureau, 2024, Table S0801).

Means of Transportation to Work (Hawthorne, CA) ACS 5-Year 2023

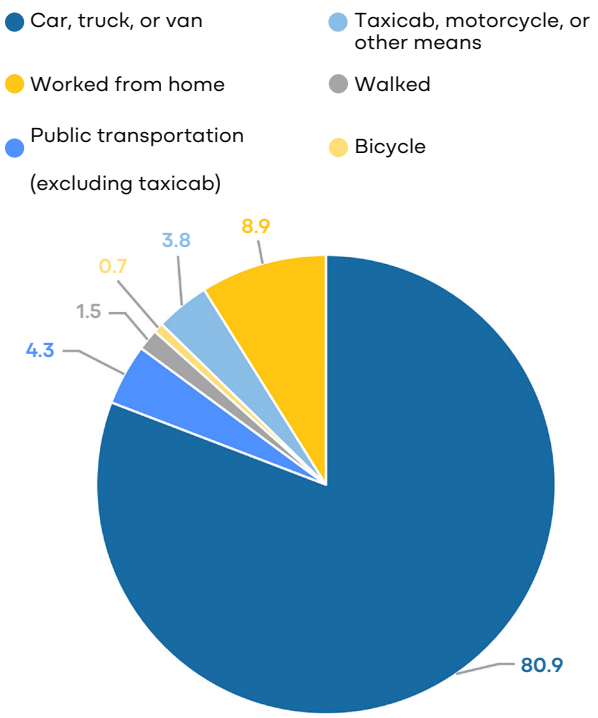


Exhibit 36. Commute mode shares (2024 Census estimates)

6. Active Transportation Destinations and Trip Generators

Land uses—such as residential neighborhoods, schools, parks, commercial centers, and employment districts—function as both origins and destinations for walking, bicycling, and other active modes. The City's primary activity centers, including community facilities, the Downtown/Central Business District, transit stations, and key commercial corridors, were identified using data from the General Plan and Specific Plans. A map of land uses from the General Plan is shown in Exhibit 37.

While available data can be used to infer trip generation patterns and serve as a comprehensive indicator of trip destinations, the complexity of the transportation network makes it difficult to precisely quantify active transportation trips and generators. However, mixed-use, compact, and diverse land use patterns are generally associated with more pedestrian- and bicycle-friendly environments. When environments are considered safe, comfortable, and diverse, they tend to support higher levels of active transportation and make its integration into daily life more seamless.

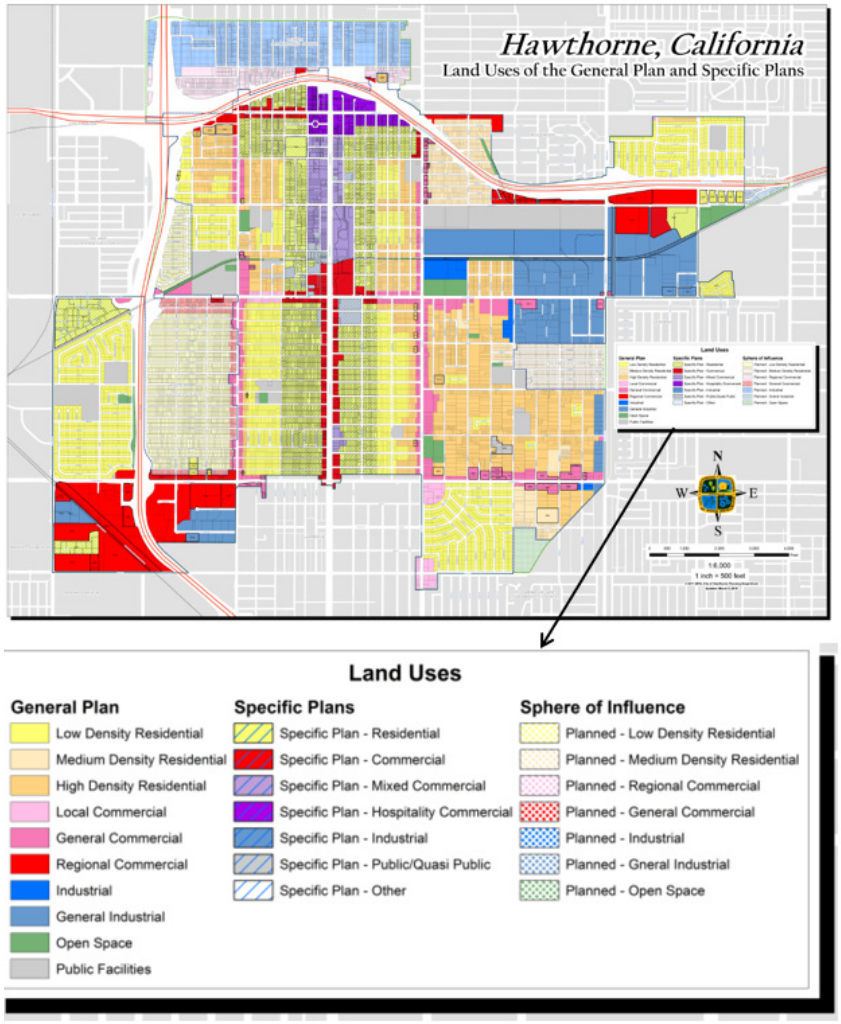
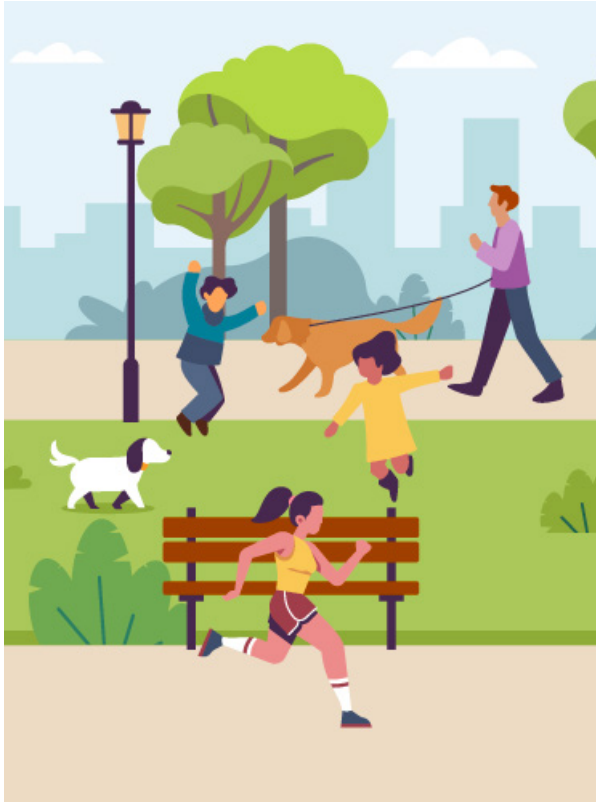


Exhibit 37. General Plan land uses

Below is a listing of locations in Hawthorne that are presumed to serve as key generators and/or attractors of active transportation trips. The locations are organized by the following land uses: parks, schools, the Downtown Central Business District, Metro stations, and high-density residential areas.

6.1. Parks

Parks in the City of Hawthorne are listed in Exhibit 38 below and shown on the map in Exhibit 39. With 1.5 parks per square mile, Hawthorne has a greater availability of open space than its adjacent cities. In comparison, Inglewood has 1.1 parks per square mile, and Gardena has 1 park per square mile. Several areas near parks have been identified in the City's Capital Improvement Plan as showing a need for bike and pedestrian improvements. These areas include: Crenshaw Boulevard & 120th St, the Prairie Avenue Corridor, Hawthorne Boulevard, the 120th Street Corridor, and Rosecrans Avenue.



Park Name	Location	Amenities
Eucalyptus Park	12100 Inglewood Ave	Picnic shelters, tot lot, wading pool, basketball courts, skatepark, 1/4 mile walking path
Glasgow Place	13500 Glasgow Place	Picnic tables, par course equipment,3/4 mile walking path
Holly Park	2058 120th St	Picnic shelter, tot lot, wading pool, tennis courts, 2 baseball fields, horseshoes, shuffleboard, basketball courts, croquet.
Holly Glen Park	5255 137th St	Picnic tables, tot lot, wading pool, lighted tennis courts, basketball court
Jim Thorpe Park	14100 Prairie Ave	Picnic tables, tot lot, wading pool, basketball courts, 2 baseball fields, historical society.
Memorial Park	3943 El Segundo Blvd	Tot lot, wading pool, lighted futsal courts, basketball courts, and par course equipment
Ramona Park	4662 136th St	Picnic tables, tot lot, wading pools, horseshoes, shuffleboard, basketball courts, croquet
Zela Davis Park	3650 133rd St	Picnic tables, tot lot, playground
Bicentennial Park	13110 Doty Ave	Tot lot, splash pad, par course equipment
Good Neighbors Park	3838 Doty Ave	Tot lot equipment
Eucalyptus Skatepark	12100 Inglewood Ave	Skatepark
The Hawthorne Pool	12501 Inglewood Ave	2 pools: lap pool and baby pool
Betty Ainsworth Sports Center / Hawthorne Memorial Center	3851 & 3901 El Segundo Blvd	Basketball court, volleyball court, 2 racquetball courts, fitness room, dance room
Memorial Dog Park	3901 El Segundo Blvd	Stepping pads with dog climb, sit & stay bench, dog agility seesaw, pet clean up waste station, water fountains
Senior Center	3901 El Segundo Blvd	Billiard room, sewing room 2 multipurpose rooms for classes, community room

Exhibit 38. List of parks in Hawthorne

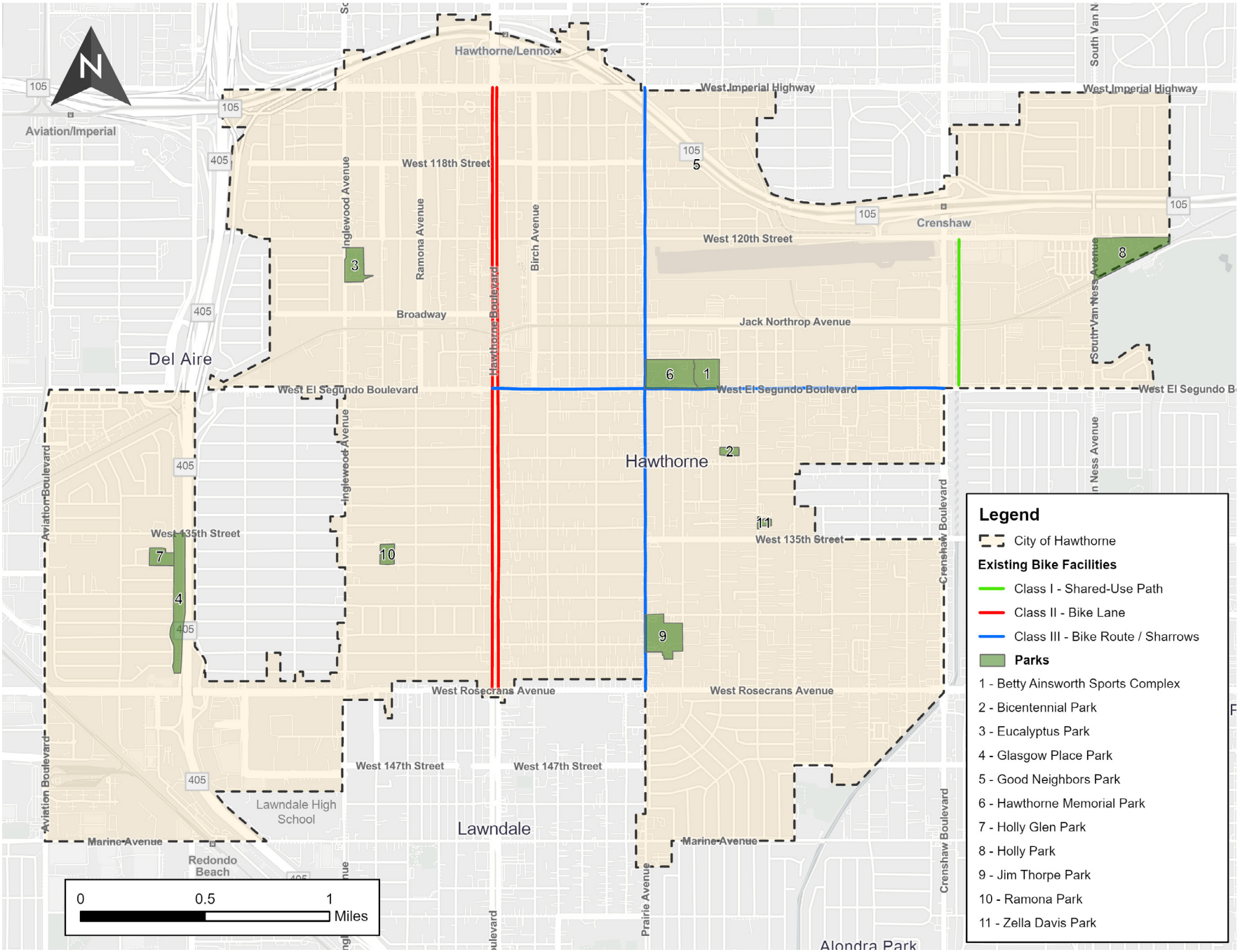


Exhibit 39. Parks in Hawthorne

6.2. Schools

Hawthorne has 11 K-12 public schools within its 6.1 square mile area, equaling about 1.8 public schools per square mile. Comparing with adjacent cities, Inglewood has 1.8 schools per square mile and Gardena has 1.7 schools per square mile, while LA County has 0.37 schools per square mile and the state as a whole has 0.08 schools per square mile.

The following schools are located within the city (with * indicating private schools) and mapped out in Exhibit 40:

Elementary Schools

- Al-Huda Islamic School: 12209 Hawthorne Way, Hawthorne, CA 90250*
- Eucalyptus Elementary School: 12044 Eucalyptus Ave., Hawthorne, CA 90250
- Jefferson Elementary School: 4091 139th St., Hawthorne, CA 90250
- Kornblum Elementary School: 3620 El Segundo Blvd., Hawthorne, CA 90250
- Launch Pad Learning: 4141 El Segundo Blvd, Hawthorne, CA 90250*
- Light of Knowledge Child Care Center: 13801 Inglewood Ave, Hawthorne, CA 90250*
- Ramona Elementary School: 4617 136th St., Hawthorne, CA 90250
- St. Joseph School: 11886 Acacia Ave, Hawthorne, CA 90250*
- Trinity Lutheran School: 4783 130th St, Hawthorne, CA 90250*
- Washington Elementary School: 4339 129th, St. Hawthorne, CA 90250
- York Elementary School: 11838 York Ave., Hawthorne, CA 90250
- Zela Davis Elementary School: 13435 Yukon Ave., Hawthorne, CA 90250

Middle Schools

- Bud Carson Middle School: 13838 Yukon Ave., Hawthorne, CA 90250
- Hawthorne Middle School: 4366 129th St., Hawthorne, CA 90250
- Prairie Vista Middle School: 13600 Prairie Ave., Hawthorne, CA 90250

High School

- Hawthorne Academy: 2506 Imperial Hwy, Hawthorne, CA 90250*
- Hawthorne Math and Science Academy: 4467 Broadway, Hawthorne, CA 90250

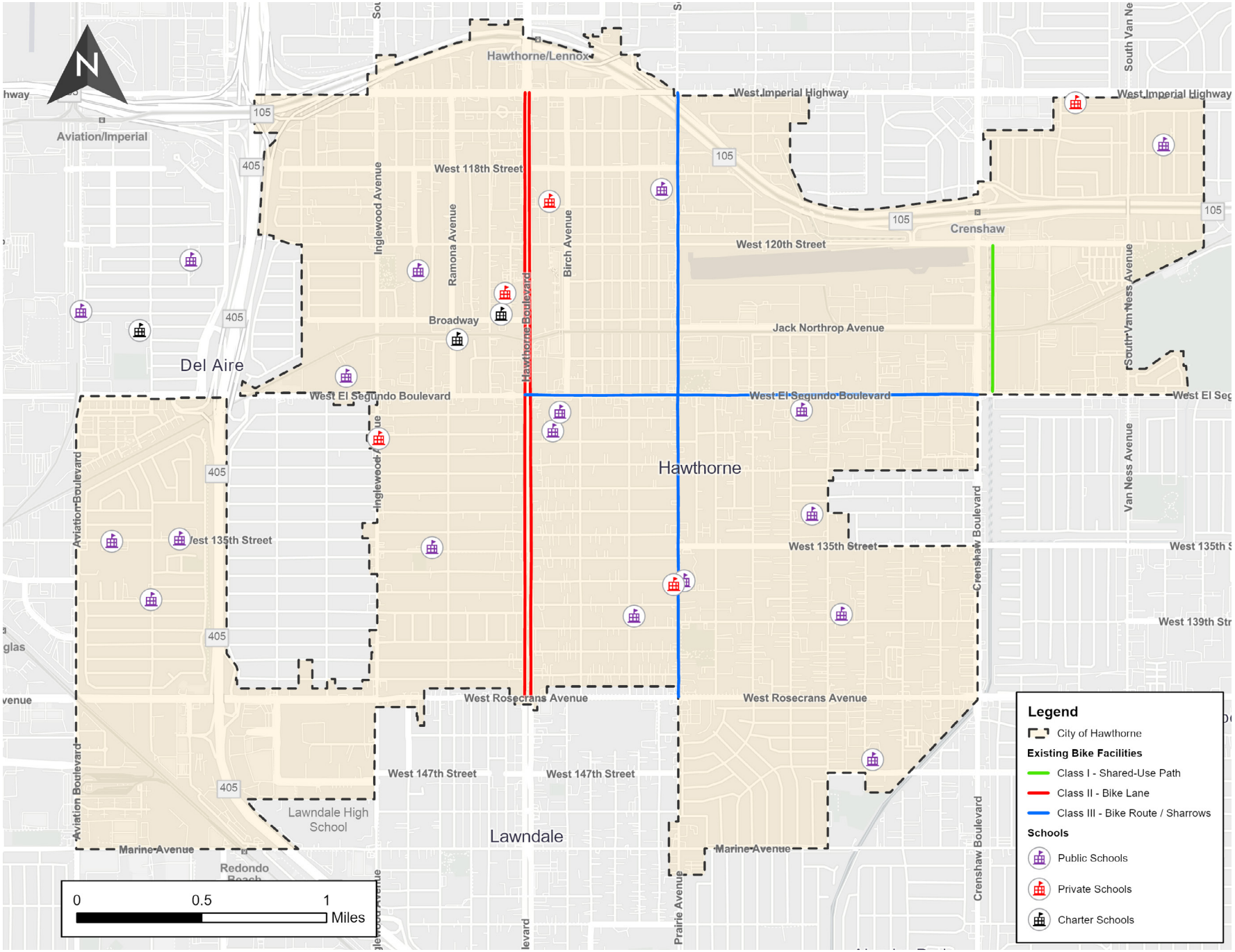
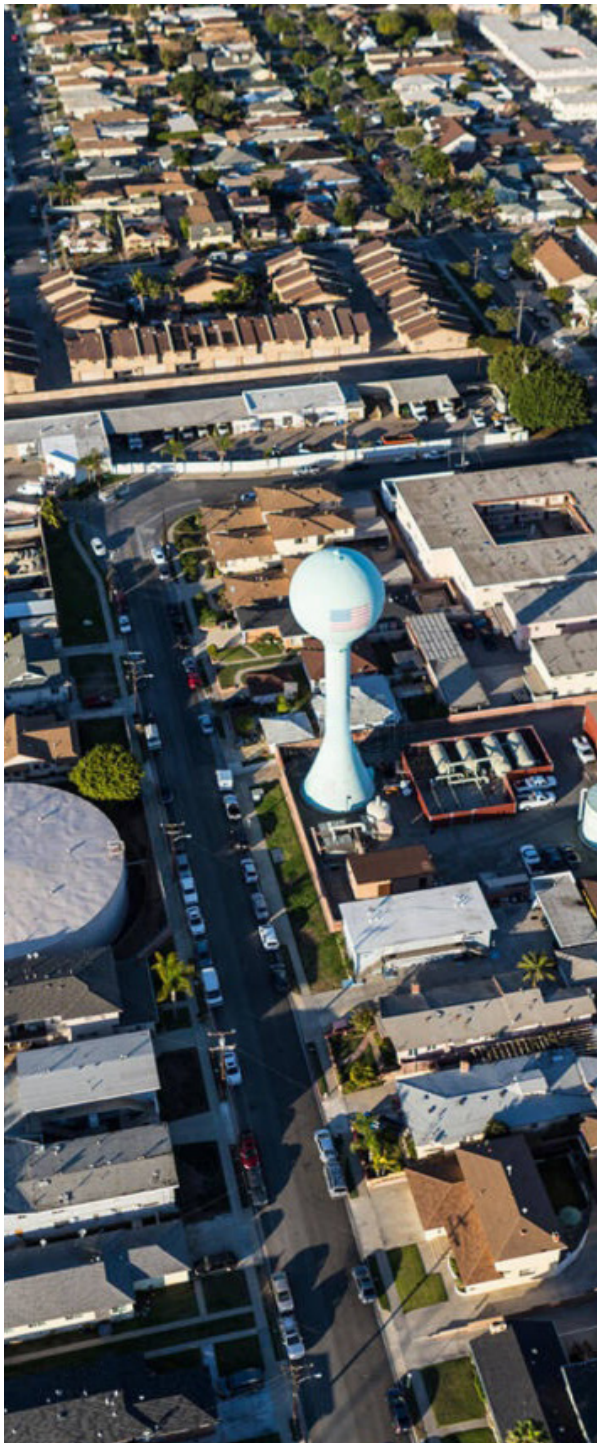


Exhibit 40. Public and private schools in Hawthorne

6.3. Downtown and Business Districts

The downtown Central Business District generally corresponds to the Hawthorne Boulevard corridor, spanning between the city's northern and southern boundaries. The Hawthorne Boulevard corridor is characterized by a mix of businesses and restaurants (both local and chain), government buildings, hotels, and large-scale retail. With wide sidewalks, bike lanes, and a median that provides a refuge for pedestrians crossing Hawthorne Boulevard, this area is one of the City's main corridors and attractors of active transportation trips.

Other significant business corridors include Prairie Avenue, Inglewood Avenue, El Segundo Boulevard, Imperial Highway, and Rosecrans Avenue.



6.4. Metro stations

As shown in Exhibit 41, Hawthorne is served by the following Metro stations:

- Hawthorne/Lennox Station (C Line)
- Crenshaw Station (C Line)
- Redondo Beach Transit Center (K Line)

The Hawthorne/Lennox C Line Station is accessed by Hawthorne Boulevard, which is designated as a Class III bicycle facility in the immediate area and has Class II bike lanes terminating about 700 feet south of the station entrance. Pedestrian access is via sidewalks on both sides of Hawthorne Boulevard and Imperial Highway, both of which have sidewalks on both sides. Pedestrians must cross Imperial Highway to access the station. The cul-de-sac termini of Acadia Avenue and Larch Avenue (both local streets) are adjacent to the station parking lot, but are fenced off; station access could potentially be improved by opening up these connections.

The Crenshaw C Line Station is near to the northern terminus of the Laguna Dominguez Trail. However, trail users must cross 120th Street (a major arterial) to access the station, and must subsequently cross a freeway on-ramp for I-105 if approaching along the east side of Crenshaw Boulevard. No other bicycle facilities lead to the station. For pedestrian access, the station is accessed via relatively narrow, unbuffered sidewalks alongside major arterials (Crenshaw Boulevard and 120th Street).

Hawthorne is also served by the Metro K Line via the Redondo Beach Transit Center. This station is served by rail and bus lines and is located in the extreme southwest corner of the City of Hawthorne, directly on the City boundary. It is accessed from other areas in Hawthorne primarily via Marine Ave., which has sidewalks on both sides. However, the sidewalks approaching the station are relatively narrow, lack buffers, and are partially blocked in some locations by street furniture such as electrical boxes and railroad crossing signal poles. There is bicycle parking at the station, including bike lockers, but there are no dedicated bicycle lanes or paths connecting to the station.

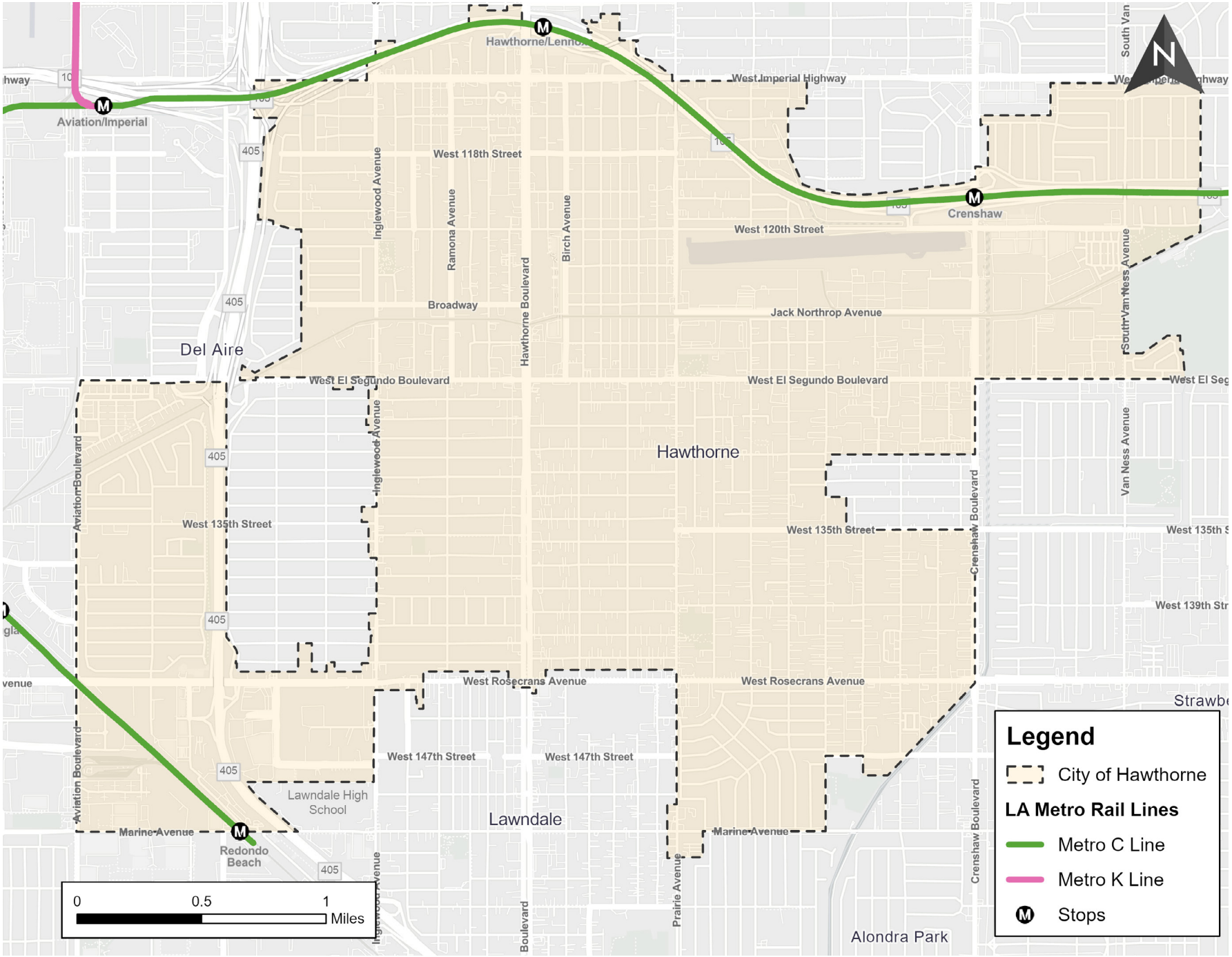
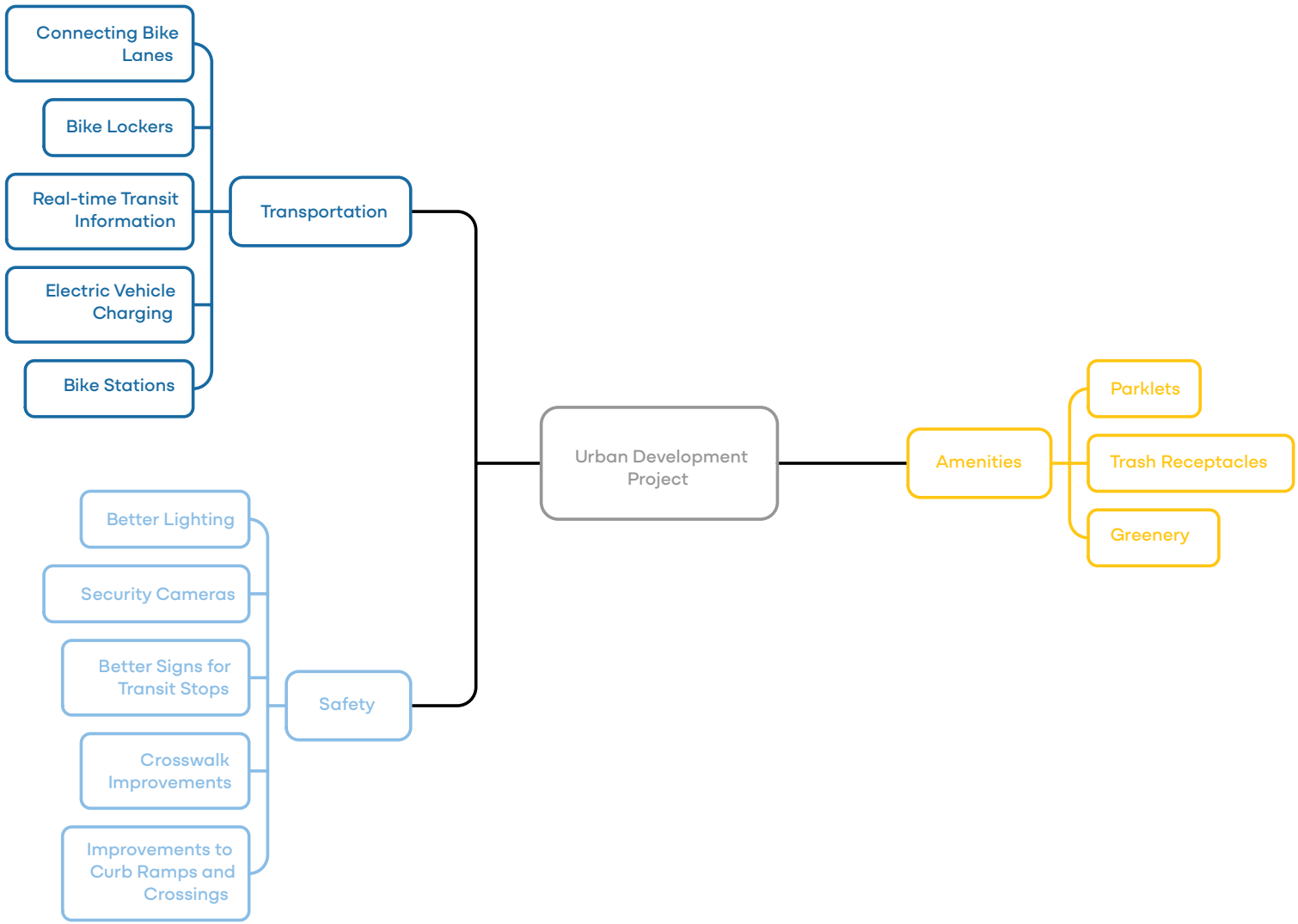


Exhibit 41. Map of LA Metro rail routes and stops in and around Hawthorne

6.5. Hawthorne Boulevard Mobility Hub Project

Identifying proposed land uses and redevelopment areas is essential for anticipating future travel demand and to plan for active transportation facilities early in the process. One key example of future investment in multimodal mobility is the Caltrans Hawthorne Mobility Hub Project, which is currently in its early planning phases. The project aims to create a more connected and user-friendly transportation environment by introducing features that encourage and support active transportation (e.g., such as connecting bike lanes, bike lockers, real-time transit information, improved lighting, security cameras, better signs for transit stops, crosswalk improvements, bike stations, greenery, and improvements to curb ramps and crossings).

Examples of potential project elements being considered by Caltrans are shown below:



7. Wayfinding

Wayfinding systems play an essential role in transportation networks for all users. They help connect the network by providing directional guidance to major destinations and, ideally, enhance safety for users of active transportation modes by directing them to the safest paths of travel. This may include non-automobile-focused signage, such as, but not limited to: "bike route" or "bike lane" signage, maps with active transportation facilities, or destination signage for pedestrian pathways.

Hawthorne does not currently have a dedicated wayfinding system for users of active transportation modes, but employs regulatory signage to direct active transportation users and vehicles. For example, the city uses signage in advance of school zones and crosswalks to warn drivers to slow down for pedestrians. For bicyclists, "bike lane/route" signs and striping demarcate bicycle facilities to cyclists and motorists. Outside of the Class II bike lanes on Hawthorne Boulevard and the Dominguez Channel Trail, all bicycle facilities in Hawthorne are marked with striped shared-use arrows, or "sharrows," and green "bike route" signage. In addition, there are multiple "bicycles crossing" advisory signs throughout Hawthorne. Examples of bicycle signage on Hawthorne Boulevard is shown in Exhibit 42.

Exhibit 42. Bicycle facility signage and striping on Hawthorne Blvd

8. Equity Analysis

Disadvantaged communities in California are specifically targeted for investments to improve public health, quality of life for their residents, while also helping to reduce pollution and other factors that contribute to climate change. Per the

California Transportation Commission 2025 Active Transportation Program Guidelines, plans should identify census

tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents. This includes lack of connectivity to key destinations, mobility challenges, public health concerns, and safety issues.

Approximately 84 percent of the City of Hawthorne's total area is located within disadvantaged census tracts. A map of these areas is shown in Exhibit 43. The connectivity and mobility challenges, safety concerns, and public health issues identified in this plan are present throughout most of the city and affect all disadvantaged areas identified in this section.

The California Environmental Protection Agency (CalEPA) has designated four categories of geographic areas as disadvantaged:

- Census tracts receiving the highest 25 percent of overall scores in CalEnviroScreen 4.0 (1,984 tracts).
- Census tracts lacking overall scores in CalEnviroScreen 4.0 due to data gaps, but receiving the highest 5 percent of CalEnviroScreen 4.0 cumulative pollution burden scores (19 tracts).
- Census tracts identified in the 2017 DAC designation as disadvantaged, regardless of their scores in CalEnviroScreen 4.0 (307 tracts).
- Lands under the control of federally recognized tribes Tribes.

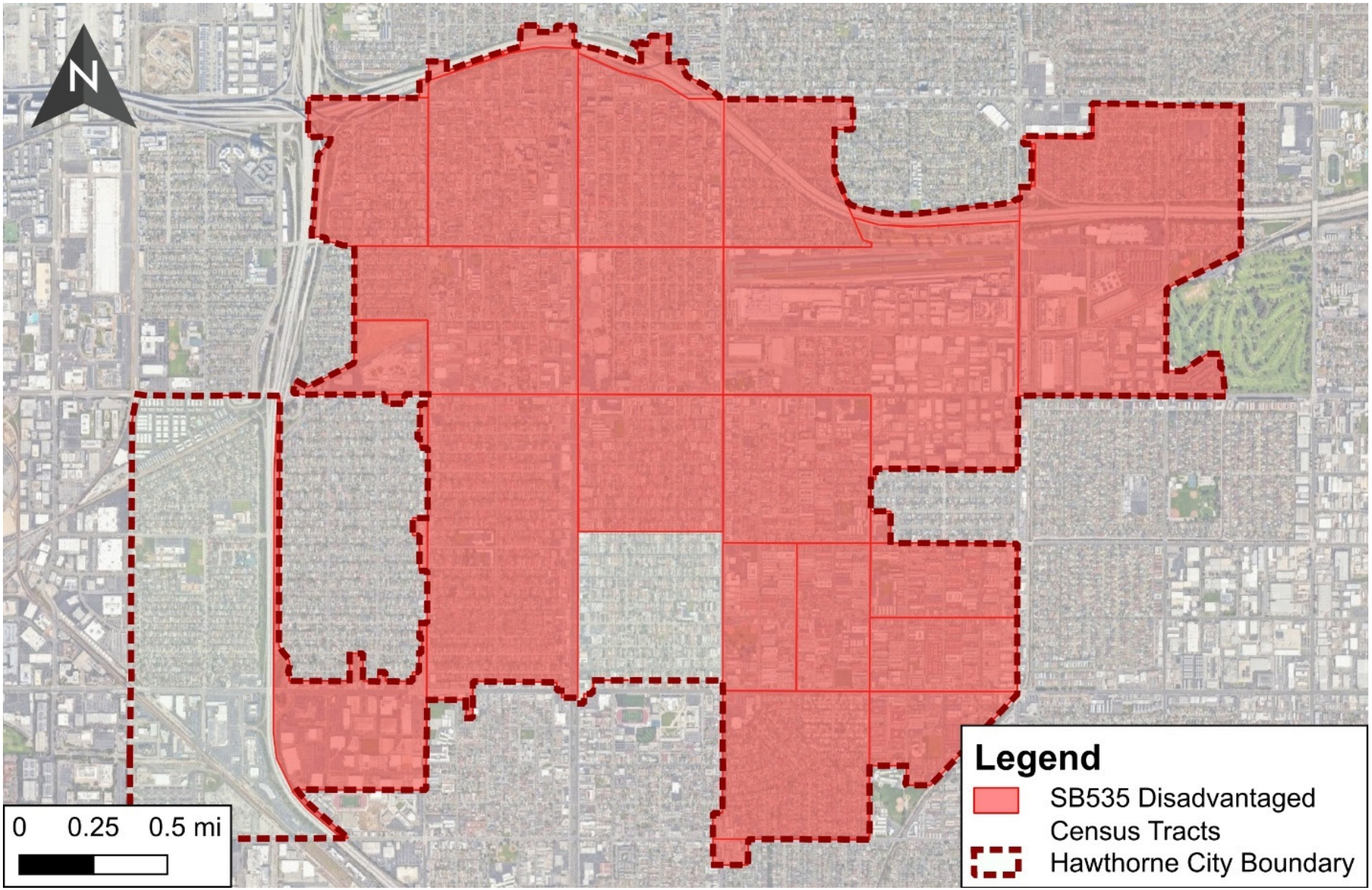


Exhibit 43. Disadvantaged census tracts in Hawthorne, per CalEPA guidelines

04
Community Outreach

1. Community Outreach

To ensure adequate representation of the community in the development of the Active Transportation Plan, the City conducted a series of outreach events and efforts. The aim of conducting outreach was to advertise the plan, collect critical feedback on what residents and visitors viewed as shortcomings with existing active transportation infrastructure, and receive input on where the City should focus their efforts on active transportation infrastructure and program improvements. This chapter outlines the efforts conducted throughout the development of the plan.

1.1. Interactive Project and City Websites

To advertise the Active Transportation Plan, educate the community, and collect feedback on both existing infrastructure and desired improvements, an interactive, bilingual project website was hosted through Social Pinpoint. Websites through this service are specifically tailored for conducting public outreach and collecting community feedback through widgets like surveys, interactive maps for collecting location-specific comments, project timelines, and calendars showing both upcoming and previously hosted events. In addition, visitors had the option to automatically translate the website into their native language. A screenshot of the homepage is shown in Exhibit 1.

The website was advertised through multiple mediums, including official social media accounts for the City of Hawthorne and placing flyers and QR codes linking to the website at outreach events and various City facilities. Feedback was collected for an 8-month period from September 2025 through April 2026. Flyers hung at City Hall and other facilities advertising the website in English and Spanish, respectively, are shown in Exhibit 4 and Exhibit 5.

During the period that feedback was collected, the website saw over 1,000 unique visitors and received 65 survey responses (including those collected during in-person events) and 23 comments on the interactive map.

On the interactive map, users were able to place markers with comments on the map based on type of transportation mode (represented by different icons) at the specific locations where they wished to submit a comment. Their comments were then viewable by other users and demarcated by icons representing the comment type. Screenshots of the interactive map are shown in Exhibits 1, 2, and 3. A summary of comments can be found in Exhibits 7 and 8.

A dedicated landing page was also created on the City of Hawthorne's Public Works website to advertise the Active Transportation Plan and keep the community updated on the project's timeline and upcoming events. A screenshot of the page is shown in Exhibit 6.

Exhibit 1. Social Pinpoint homepage (as of March 21, 2026)

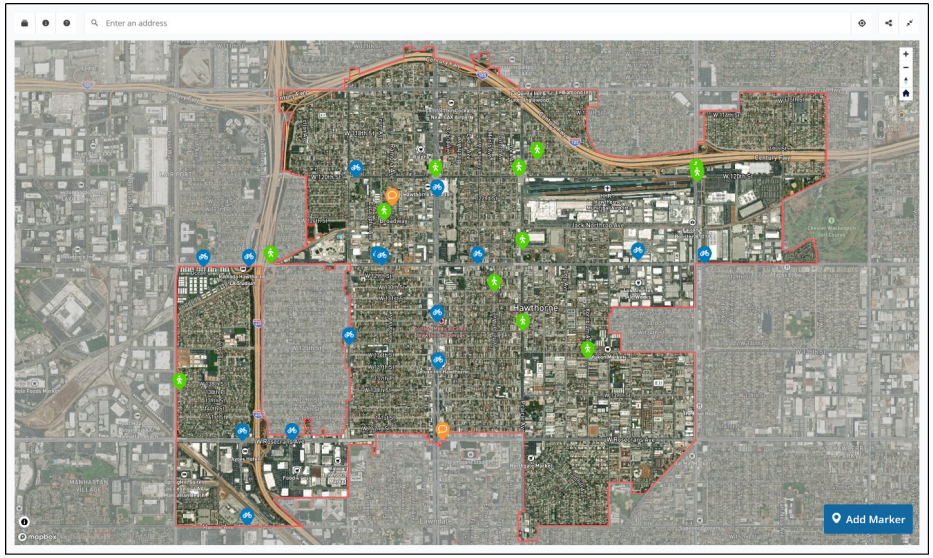


Exhibit 2. Expanded interactive map (as of March 21, 2026) on Social Pinpoint

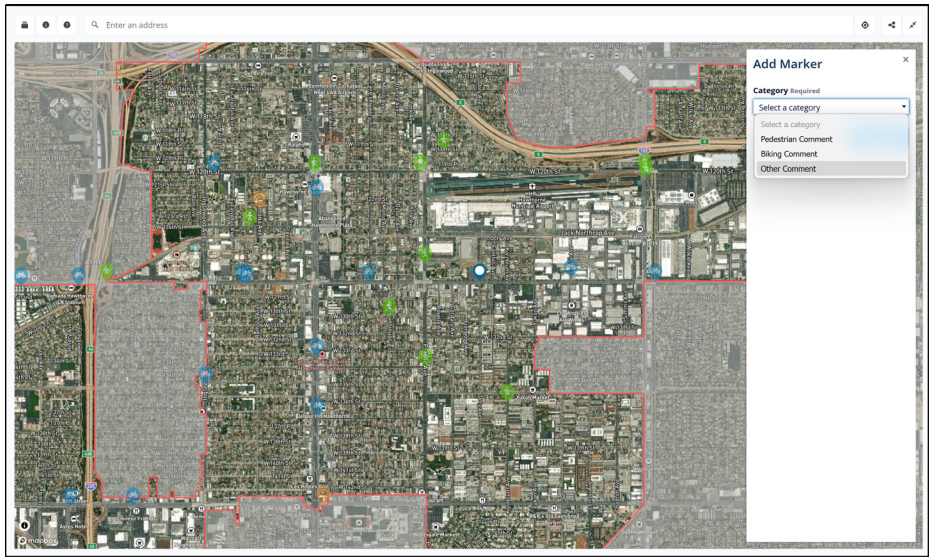


Exhibit 3. Interactive map (as of March 21, 2026) with "Add Marker" options on Social Pinpoint

Exhibit 4. Flyer posted at City facilities advertising the website and seeking feedback

Exhibit 5. Spanish language flyer posted at City facilities advertising the website and seeking feedback

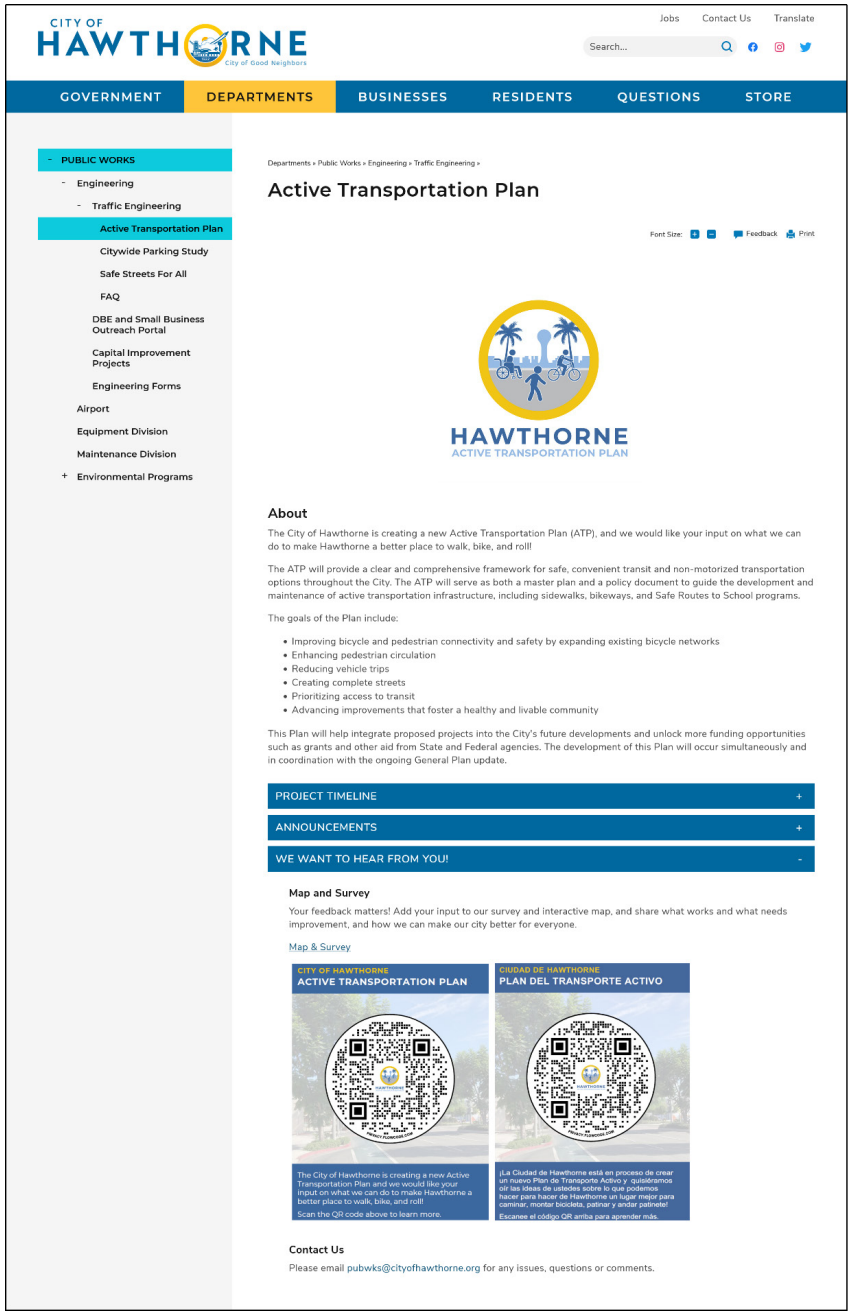


Exhibit 6. Landing page for the ATP on the City's website

1.2. Interactive Map

Exhibit 7 shows a summary of the comments received via the interactive map on the project website, as well as the comments noted on paper maps that were available at public engagement events. Exhibit 8 shows the locations indicated in the comments on the map.

ID	Comment
1	Needs bike lanes
2	Crosswalk
3	put in speed humps
4	Cars drive too fast, put speed humps
5	Bike lanes need to be protected by a physical barrior like a curb or poles. Just painting a bicycle icon or a line in the street doesn't do a darn thing for safety
6	I from 138th to elsegundo the sidewalk is too narrow. It is currently used as a walk way to get for. Hollyglen and 360 SouthBay to get to the Wiseburn Schools. Between bikes used by kids to get to and from schools, adult getting to work, and those walking it is dangeous. The sidewalk is too narrow for all this. But without a bike path that is safe for kids to use to get to and from the schools especially the middle school and di Vinci hi school everything happens on the sidewalk. Soon the sports complex field will attract more users. Either make it safe for walkers and find an alternative safe bike route for residents getting to school work or the fields /parks or make it wide enough to be safe for everyone to share. Poles in the middle of the sidewalk make sharing even more difficult.
7	Marine needs protected bike lanes. No alternative paths to cross 405 requires bikes to use Marine/Rosecrans/etc. Traffic quantity necessitates it to be protected as well
8	The drivers do not follow the traffic signal, and there is a high rate of speed. There should be safer crossings.
9	the crossing here should have a crosswalk/flashing lights/yield to peds
10	This area is scary as a cyclist because the sidewalk has too many obstacles to get a bike through, there is no bike lane, and 2 lanes merge onto the freeway. 1 lane merges onto the freeway right before this. Bikes need a dedicated space with raised curbs to prevent cars hitting them when trying to turn onto the freeway. Or maybe dedicated bike signals.
11	there is street parking here. This would be a good opportunity to have this entire lane become a parking protected bike lane
12	We need east/west protected bike lanes. "Sharrows" (share the road arrows) result in angry/dangerous drivers. It's better to have bikes get their own space
13	this double intersection is very unsafe. people run the red light here all the time because it's confusing or because they're not paying attention which makes it scary to bike through here.
14	4 way stop signs and crosswalks would make these streets safer for pedestrians. A lot of kids in this area walking to school and cars speeding as fast as possible to bypass traffic on surrounding major roads
15	Sidewalk here is very narrow and trucks go by very close and fast
16	These crossings are very long and drivers often make right-on-reds without slowing down. I've nearly been hit multiple times here. Could the number of lanes / turn lanes be reduced and bulb-outs added to reduce crossing distance and improve safety?
17	El Segundo put in a bike lane on their side of El Segundo Blvd here, and although it is quite narrow there is no corresponding eastbound bike lane on the Hawthorne side. Could Hawthorne put a bike lane on El Segundo Blvd, and could it be protected?
18	Rosecrans needs protected bike lanes! There's no safe way to get east/west around here, plus you need to get past the 405 on-ramps where cars are not looking for people biking or walking past
19	The Dominugez channel bike path crossings (along its entire length) are not marked/signaled and dangerous to cross. Would like to see at least a push-button crosswalk or additionally an under-crossing like most other channel paths.
20	Protected side lane on El Segundo Blvd for east/west
21	Hawthorne Blvd needs protected bike lanes; drivers weave into bike lanes sometimes

Exhibit 7. Summary of public comments on interactive map

ID	Comment
22	Rosecrans is very traffic heavy & cars come down quick, which makes active transportation hard
23	Add/upgrade Class IV protected bike lanes
24	Make some sort of cross walk between the park and costco to many people jay walking and drivers trying to go to costco and the park . To many traffic jams due to people wondering where the other one is going or not seeing that there are people/bike crossing.
25	Consistent pick- up of dumped furniture. Ticketing for folx that don't clean up after their pets, too many schools in the area.
26	There are a ton of power lines and other cables thought off Ramona. Some of the wires are tied to trees! This impacts walk ability on this street.
27	There is an opportunity to connect with other bike lanes in Del Air that connects to the imperial hwy. Would love to see biking improvements here to better connect with biking infrastructure throughout LA county.
28	The sidewalks here are a little difficult to navigate due to many sign posts, electric poles and no grass areas between the street and the sidewalks.
29	Similar to El Segundo Blvd. Rosecrans Ave is vital for proper biking infrastructure.
30	There is a critical opportunity to connect Hawthorne to neighboring city bike paths. El Segundo Blvd is a major east to west corridor for Hawthorne. Hawthorne has north to south bike paths but nothing east to west. El Segundo Blvd connects to the major El Segundo light rail system that also connects to LAX. This is vital for people who need alternatives to cars but also need to connect to LAX.

Exhibit 7. Summary of public comments on interactive map

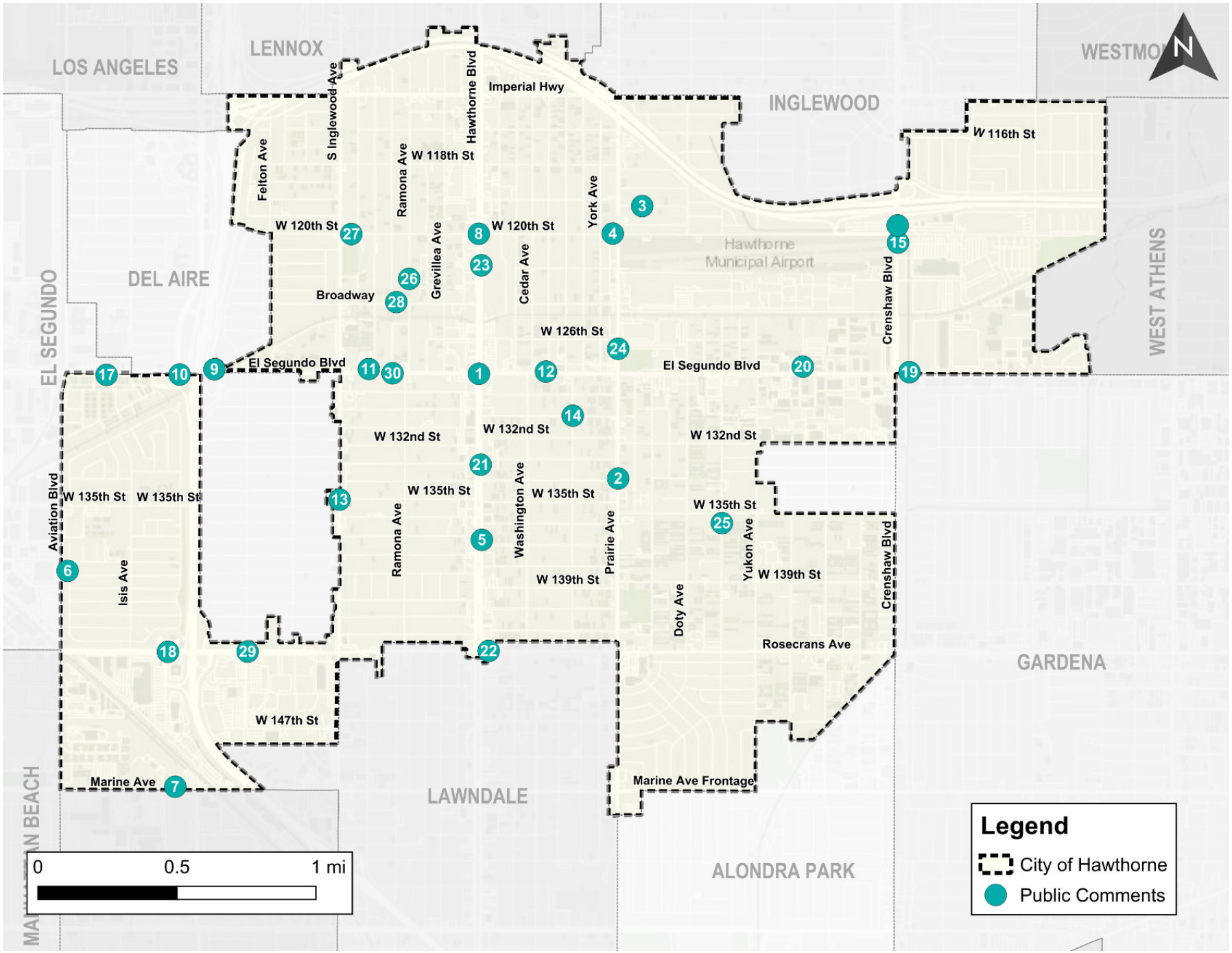


Exhibit 8. Locations indicated in public comments

1.3. Online and Printed Survey

To gauge community sentiment and inform the development of the Active Transportation Plan, visitors to the website were asked to complete a 7-question survey. At community outreach events, a paper version of the same survey (in English and Spanish) was provided for participants to fill out, and staff had tablets available for participants to fill out the survey electronically. In total, 66 respondents filled out the survey (electronically or on paper) during the planning process. The survey questions and the responses received are summarized in this section. C

Question 1: Which of the following active modes of transportation do you use, and if so, how often?

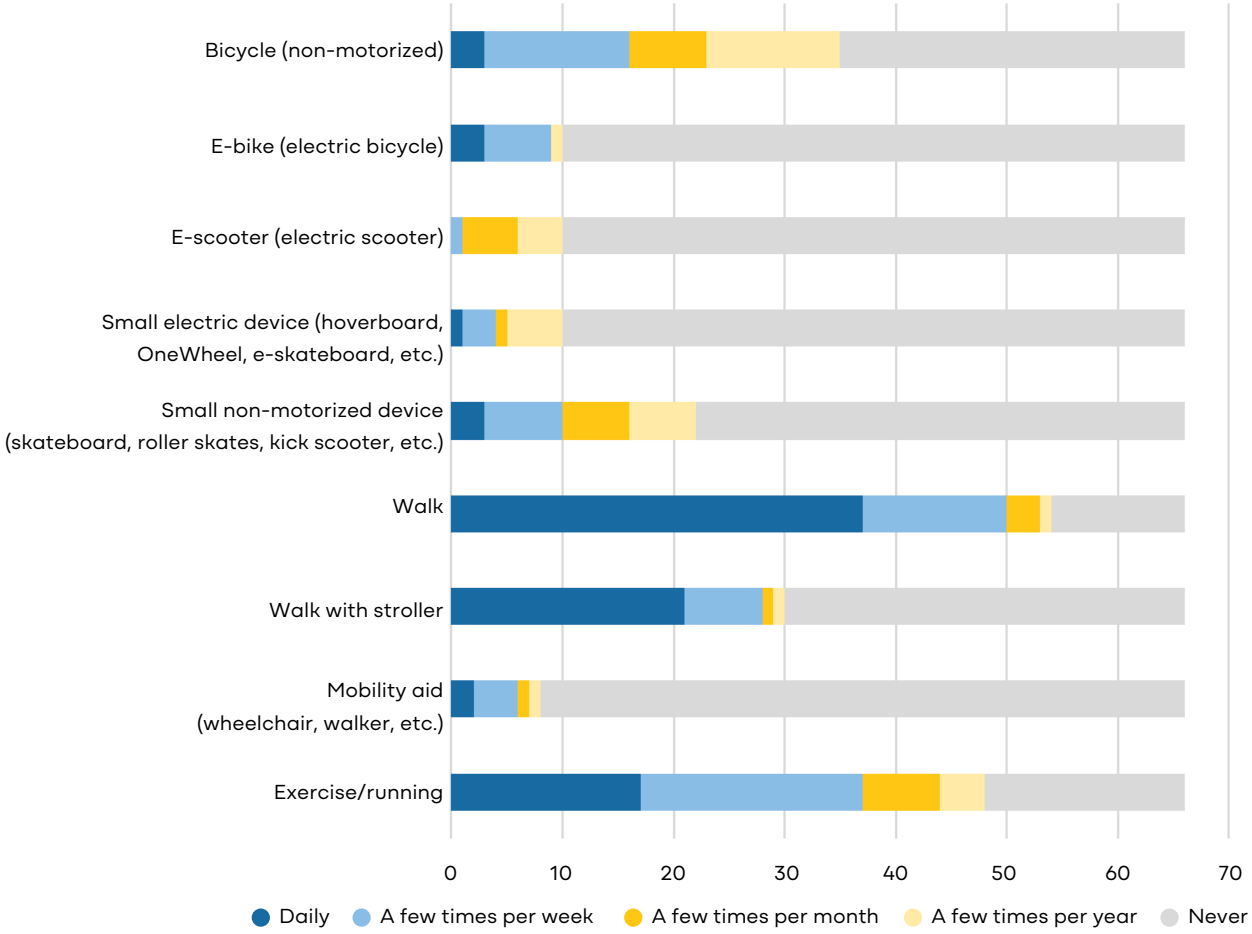


Exhibit 9. Survey Question 1 responses

Walking was the most prevalent type of active transportation, with 56% of respondents reporting daily use and 32% reporting that they walk daily with a stroller. 56% of respondents also reported that they use active transportation for exercise either daily or a few times per week. 53% of respondents indicated that they use bicycles at least a few times per year (and 15% use e-bikes), but only 5% reported bicycling daily on either non-motorized or motorized bicycles. 12% of respondents use a mobility aid (wheelchair, walker, etc.). The least prevalent uses were e-scooters and other small electric devices, with 15% of respondents in each case reporting at least some use.

Question 2: What modes of active transportation do you use to travel to the following places?

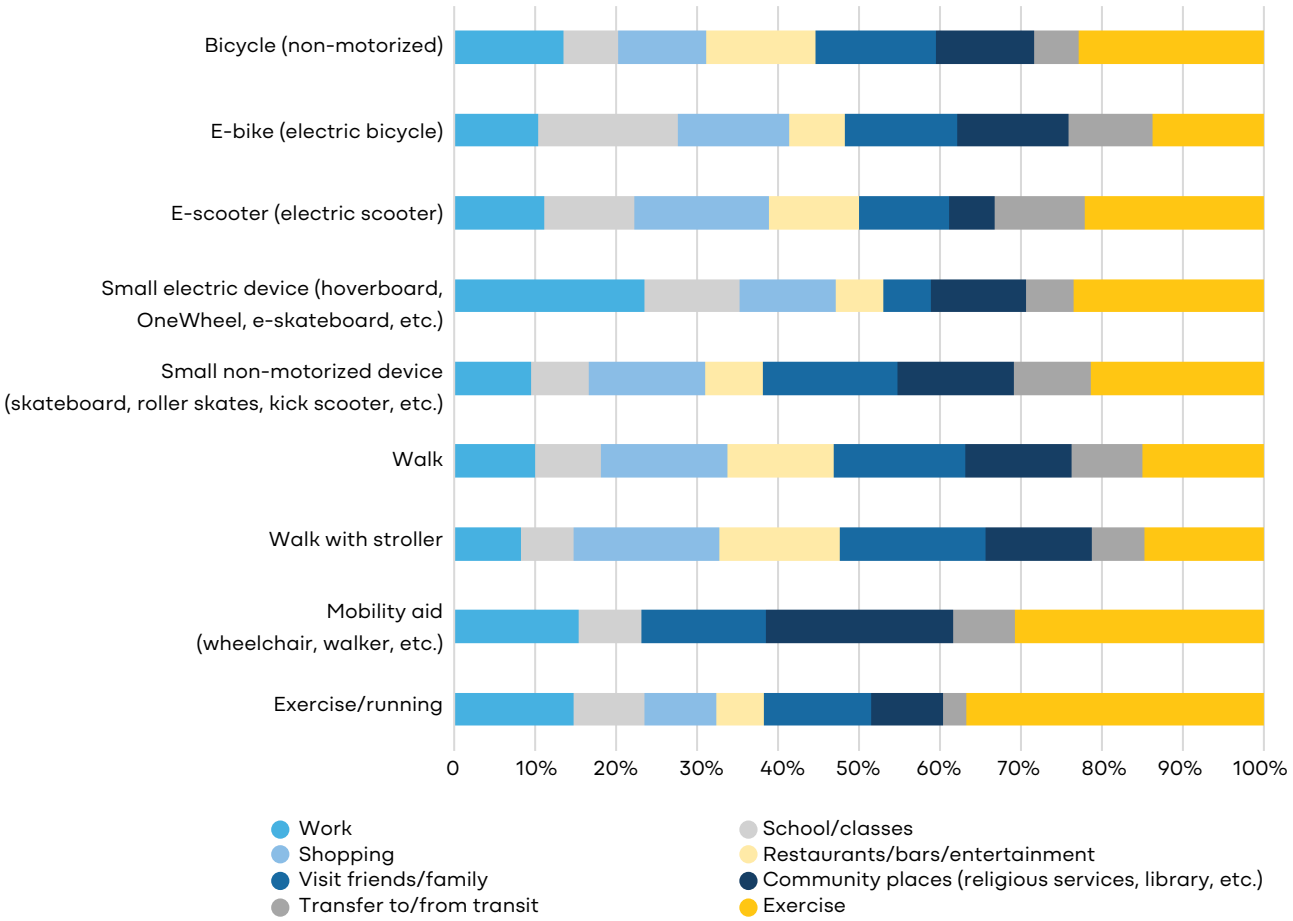


Exhibit 10. Survey Question 2 responses

Of these travel purposes, exercise was the most prevalent, with 56% of respondents indicating that they use one or more of these active modes for it. 53% of respondents indicated that they use active transportation to visit friends or family, 50% use active transportation to go shopping, and 45$ use active transportation to get to community places (religious services, library, etc.). Destinations with a lower prevalence of active transportation use were restaurants/bars/entertainment (39%), work (35%), school/classes (30%), and transfering to/from public transit services (30%).

Question 3: Are there any other destinations that you travel to using active modes of transportation?

Respondents mentioned using active modes of transportation to get to:

- Doctor appointments
- Sporting events (Sofi, LAFC, USC, Dodger stadium)
- The mall
- Community events

Question 4: What makes you less likely to use active modes of transportation?

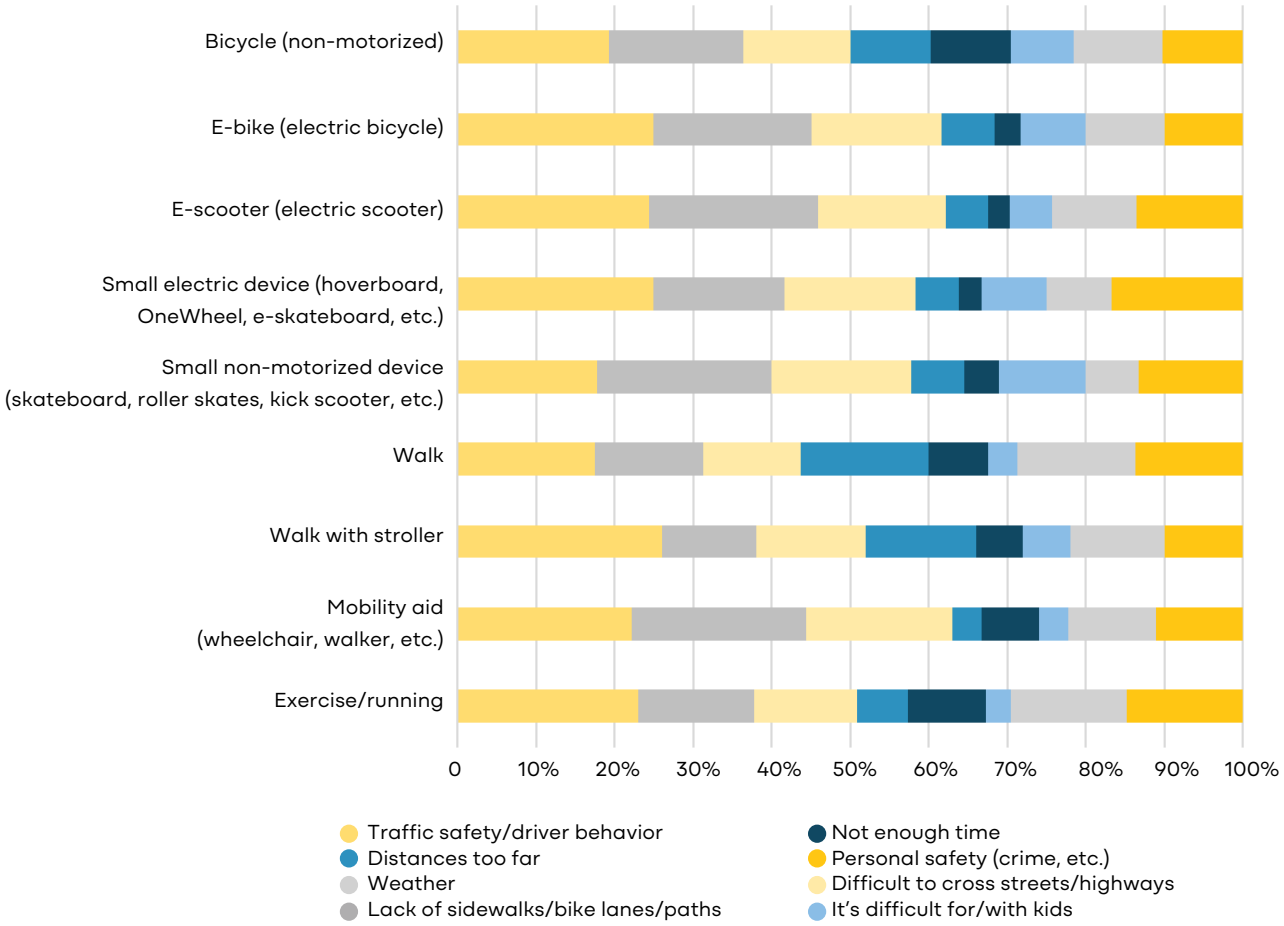


Exhibit 11. Survey Question 3 responses

The most frequently cited deterrent to active transportation was traffic safety/driver behavior, cited by 41% of respondents as a reason why they do not use various active modes. Lack of sidewalks/ bike lanes/paths was also identified as an issue, cited by 39% of respondents. 33% of respondents indicated personal safety/crime as a deterrent, and difficulty crossing streets/highways was cited by 30% of respondents. 30% also indicated distance as a deterrent. Less prevalent deterrents were weather (24%), not enough time (21%), and difficulty with using active transportation with children (17%).

Question 5: Is there anything else that makes you less likely to use active modes of transportation?

Respondents mentioned the following additional factors that make them less likely to use active transportation, either in addition to the above factors or providing more specific details:

- It's faster to use the bus
- A lot of young people with motorized devices/ electric scooters don't follow traffic laws
- Lack of protected bike lanes
- Drivers speeding through red lights
- Sidewalk cracks
- High winds
- Lack of destinations to walk to
- Broken/damaged pedestrian signal buttons
- Lack of crosswalk visibility.

Question 6: What do you believe are the most important active transportation facilities for Hawthorne to build?

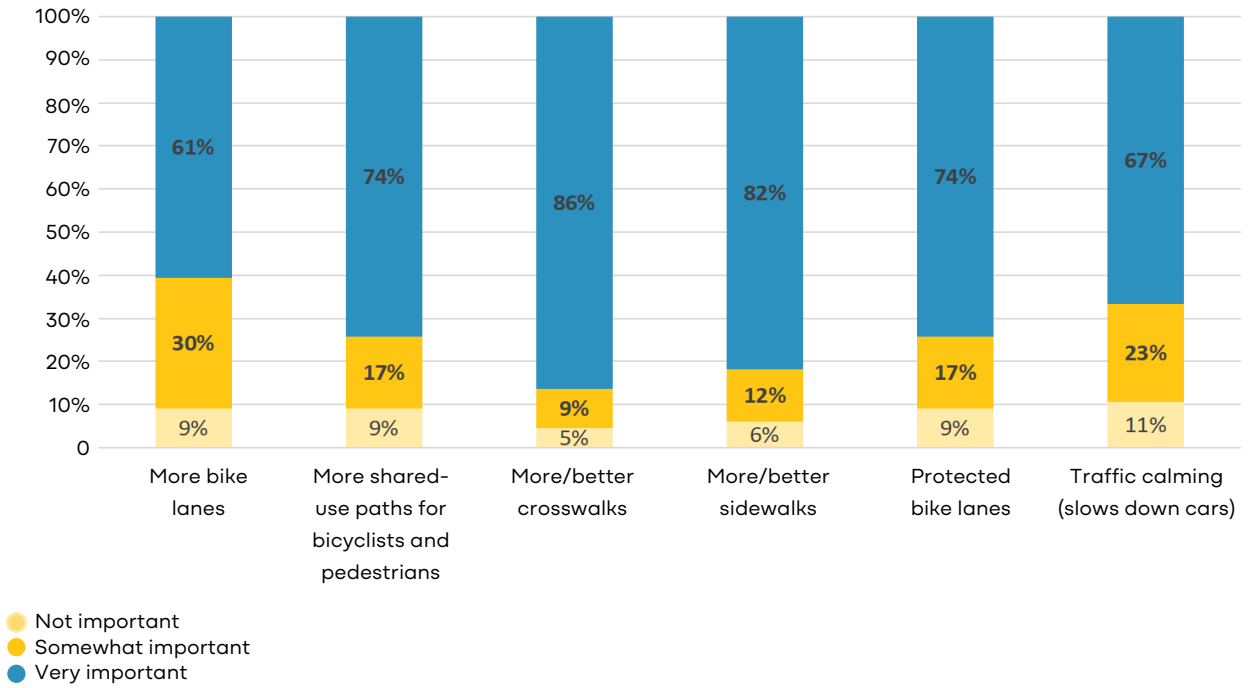


Exhibit 12. Survey Question 4 responses

Respondents generally assigned a high level of importance to the improvements mentioned in this survey question. The greatest importance was assigned to more/better crosswalks (86% rated as very important), followed by more/better sidewalks (82% rated as very important), protected bike lanes (74% rated as very important), and more shared-use paths (74% rated as very important). 67% of respondents considered traffic calming very important, and 61% considered more bike lanes very important. These results reflect a trend also seen in many other communities toward a preference for increased separation between vehicles and active transportation users.

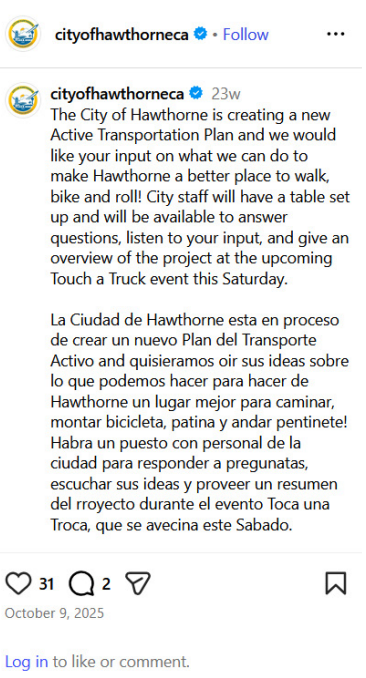
Question 7: Is there anything else that you believe Hawthorne should build to encourage active transportation?

Respondents suggested:

- Speed humps
- A bike share program
- A local bus system like the Lawndale Beat, Beach Cities Transit, Gardena Transit, Torrance Transit and Inglewood I-Line
- Focus on improving east-west corridors to the beach and around the high school
- Unprotected paint-only bike lines aren't accessible to all people, and research has shown they don't drive any mode shift away from cars
- More pedestrian crossing lights
- Maybe a parent/child path exclusively for parents with children
- Protected bike lanes and east/west bike lanes (El Segundo Blvd)
- Also crosswalk buttons for bicyclists on the bike lanes (it's difficult to get off a bike to press the button)
- Cleanliness and trash problems on Hawthorne Boulevard
- Lack of appealing destinations

2. Social Media

The Active Transportation Plan was advertised through social media posts on platforms including Instagram and Facebook. An example is shown in Exhibit 13.



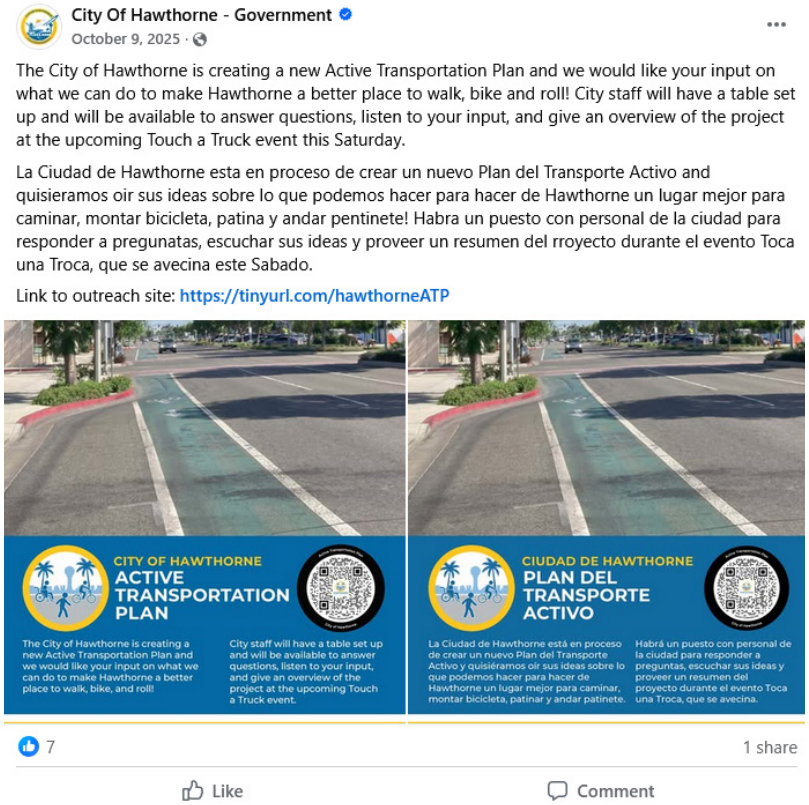


Exhibit 13. Bilingual Instagram and Facebook posts advertising the ATP and October 11, 2025 event

3. Community Engagement Events

The City and consulting staff hosted pop-up tables at three community events to advertise the Active Transportation Plan and collect community feedback.

3.1. Touch-A-Truck Pop-up

The first event was the annual Touch-A-Truck event on October 11, 2025. City and consultant staff were stationed at a booth near the entrance to the event site. They handed out candy and flyers, displayed a map of existing bicycle infrastructure and crashes and informed community members about the ATP. Visitors were also asked to fill out a paper version of the online survey (either in English or Spanish) and encouraged to visit the website and fill out the interactive map. A total of 24 surveys were collected and subsequently submitted to the project website. Within the 48-hour period including and following the event, the website received approximately 100 views. Photos from the event are shown in Exhibit 14.

Exhibit 14. Touch-A-Truck pop-up table

3.2. Holiday Festival Pop-up

For the second community engagement event, City and consultant staff hosted a table at the annual Holiday Festival on December 19, 2025. Staff handed out flyers, displayed maps of preliminary infrastructure proposals, and collected feedback via the same bilingual paper surveys as the prior event. In addition, people who submitted surveys were entered into a drawing for the chance to win one of three $25 gift cards. A total of 28 paper surveys were collected and subsequently submitted to the project website. Within the 48-hour period including and following the event, the website received 28 new views.

3.3. Earth Day Festival Pop-up

For the third and final community engagement event, City and consultant staff hosted a table at the annual Earth Day event on March 28, 2026. Staff advertised and informed community members about the ATP and Draft Complete Streets Policy (developed alongside this plan) and displayed maps of and collected feedback on draft infrastructure projects. In addition, staff printed and distributed fact sheets explaining the Draft Complete Streets Policy to attendees.

Exhibit 15. ATP table at the Earth Day festival

05
Recommendations

1. Introduction

This section of the Active Transportation Plan outlines proposals for new and upgraded active transportation infrastructure, each aimed at increasing safety and comfort for all users and meeting the requested needs of city residents. These proposals were developed in tandem with City officials, community members, and other relevant stakeholders through regular meetings and an extensive public outreach effort. Additionally, proposal development entailed reviews of existing and newly collected GIS and traffic data, field observations, aerial imagery, and review of existing local, regional, and statewide plans and other best practices.

The following underlying principles were followed in the development of recommendations and throughout the planning process:

- Accommodate all road users of all ages, abilities, and travel modes (the Complete Streets philosophy).
- Use the latest and best design practices and standards, acknowledging that recent studies and innovations in road design can contribute to improving safety and encouraging active transportation.
- Develop a dedicated active transportation network, connecting to destinations and to existing and planned facilities in adjacent jurisdictions.
- Reflect community needs, using stakeholder input to steer the planning process and guide the development of recommendations.

Proposals were developed in alignment with the following design standards and guidance documents:

- NACTO (National Association of City Transportation Officials) *Urban Bikeway Design Guide*, 3rd edition.
- California Manual on Uniform Traffic Control Devices (CA-MUTCD), 2026 edition.
- Caltrans *Highway Design Manual*, 7th edition.
- AASHTO (American Association of State Highway and Transportation Officials)

The location-specific recommendations in this section are organized by classification and by corridor. For Class II and Class IV bicycle facilities, typical cross-sections are presented showing existing and proposed conditions for each roadway segment where improvements are recommended. For Class III bicycle routes, a toolbox of traffic calming measures is presented to assist in building a network of low-speed bike- and pedestrian-friendly streets. Finally, for pedestrian infrastructure, a range of citywide policies and location-specific recommendations are presented.

2. Summary of Recommendations

The recommended active transportation improvements are listed in Exhibit 12 (Class I, II, and IV bikeways) and Exhibit 13 (Class III bikeways). Bikeway recommendations are shown on the map in Exhibit 14. Exhibit 15 shows recommended bikeways within the context of existing and planned bikeways outside the City of Hawthorne, showing how the recommendations improve connectivity to surrounding areas.

ID	Location	Length	Improvement
4.1-1	Laguna Dominguez Trail from W 120th St to El Segundo Blvd	0.50 mi	Resurface, repair, and upgrade the trail
4.1-2	West side of Dominguez Channel from W 120th St to El Segundo Blvd	0.50 mi	Complete the trail on the west side of the channel
4.1-3	East-west connection (south) from Crenshaw Blvd to Laguna Dominguez Trail	264 ft	Class I connector
4.1-4	Laguna Dominguez Trail at El Segundo Boulevard	80 ft	Class I (bike/ped) crossing
4.1-5	Drainage channel from W 120th St / I-105 interchange to W 116th St	0.64 mi	Explore potential Class I trail
5.1-1	Hawthorne Blvd from north city limits to Imperial Hwy	0.15 mi	Add Class IV bike lanes
5.1-2	Hawthorne Blvd from Imperial Hwy to south city limits	2.25 mi	Upgrade to Class IV bike lanes
5.2-1	El Segundo Blvd from Aviation Blvd to east city limits	3.65 mi	Add Class IV parking-protected bike lanes
5.3-1	W 120th St from west city limits to Inglewood Ave	0.32 mi	Add Class IV parking-protected bike lanes
5.3-2	W 120th St from Inglewood Ave to Prairie Ave	1.00 mi	Add Class IV parking-protected bike lanes
5.3-3	W 120th St from Crenshaw Blvd to Laguna Dominguez Trail	262 ft	Add a two-way Class IV cycle track
5.3-4	W 120th St from Laguna Dominguez Trail to Van Ness Ave	0.45 mi	Add a two-way Class IV cycle track
5.4-1	Prairie Ave from north city limits to south city limits	2.59 mi	Add Class IV bike lanes
5.5-1	Crenshaw Blvd from W 118th Pl to I-105 eastbound on-ramp	0.13 mi	Add Class IV bike lanes
5.5-2	Crenshaw Blvd from I-105 eastbound on-ramp to W 120th St	300 ft	Add Class II bike lanes
5.5-3	Crenshaw Blvd from W 120th St to El Segundo Blvd	0.50 mi	Add a two-way Class IV cycle track (long-term)
5.5-4	Crenshaw Blvd from El Segundo Blvd to Rosecrans Ave	0.75 mi	Add Class IV bike lanes (long-term)
5.6-1	Imperial Hwy from west city limits to east city limits	1.85 mi	Add Class IV parking-protected bike lanes (long-term)
5.7-1	W 135th St from Aviation Blvd to La Cienega Blvd	0.50 mi	Add Class IV parking-protected bike lanes

Exhibit 12. Summary of recommendations: Class I, II, and IV bikeways

ID	Location	Length	Improvement
5.8-1	Aviation Blvd from El Segundo Blvd to Rosecrans Ave	1.00 mi	Add Class IV bike lanes
5.8-2	Aviation Blvd from Rosecrans Ave to Marine Ave	0.50 mi	Add Class IV bike lanes
5.9-2	Rosecrans Ave from Prairie Ave to Crenshaw Blvd	1.00 mi	Add Class IV parking-protected bike lanes
5.10-1	Marine Ave from Aviation Blvd to I-405	0.75 mi	Add Class IV bike lanes
5.10-2	Marine Ave from Prairie Ave to Gerkin Ave	0.13 mi	Upgrade the sidewalk to a Class I path (long-term)

Exhibit 12. Summary of recommendations: Class I, II, and IV bikeways (continued)

The recommendations for Class III bicycle routes include those that are recommended for the South Bay Local Travel Network (LTN), a network of local streets throughout the South Bay region established by the South Bay Cities Council of Governments (SBCCOG) (see Section 6.1). Additional Class III routes are identified in this Active Transportation Plan to close gaps and create a more robust network.

South Bay Region Local Travel Network (LTN) Routes		
ID	**Location**	**Length**
LTN1	Broadway from Felton Ave to Grevillea Ave	0.62 mi
LTN2	Cedar Ave from W 126th St to El Segundo Blvd	0.12 mi
LTN3	Doty Ave from Fonthill Ave to W 147th St	0.10 mi
LTN4	Felton Ave from W 118th St to W 121st St	0.31 mi
LTN5	Fonthill Ave from Doty Ave to W 147th St	0.13 mi
LTN6	Grevillea Ave from W 118th St to Broadway	0.50 mi
LTN7	Isis Ave from W 134th St to W southern terminus	0.82 mi
LTN8	Ocean Gate Ave from W 142nd St to W 147th St	0.31 mi
LTN9	S Inglewood Ave from north city limits to W 118th St	0.37 mi
LTN10	S Inglewood Ave from W 135th St (north) to W 135th St (south)	138 ft
LTN11	S Van Ness Ave from W 116th St (north) to W 116th St (south)	186 ft
LTN12	Sundale Ave from W 121st St to W Broadway	0.19 mi
LTN13	W 116th St from Crenshaw Blvd to Van Ness Blvd	0.49 mi
LTN14	W 116th St from Van Ness Ave to Wilton Pl	0.25 mi
LTN15	W 116th St from York Ave to Prairie Ave	0.13 mi
LTN16	W 118th St from Felton Ave to York Ave	1.19 mi
LTN17	W 120th St from west city limits to Felton Ave	0.10 mi
LTN18	W 121st St from Felton Ave to Sundale Ave	132 ft
LTN19	W 126th St from Birch Ave to York Ave	0.31 mi
LTN20	W 132nd St from Prairie Ave to Yukon Ave	0.50 mi
LTN21	W 132nd St from Washington Ave to Prairie Ave	0.32 mi
LTN22	W 135th St from Aviation Blvd to La Cienega Blvd	0.50 mi
LTN23	W 135th St from Hawthorne Blvd to Washington Ave	0.18 mi
LTN24	W 135th St from Inglewood Ave to Hawthorne Blvd	0.50 mi
LTN25	W 135th St from west city limits to Inglewood Ave	231 ft
LTN26	W 147th St from Fonthill Ave to Yukon Ave	0.18 mi
LTN27	W 147th St from Ocean Gate Ave to Inglewood Ave	0.33 mi
LTN28	W 147th St from Prairie Ave to Doty Ave	0.16 mi
LTN29	W 147th St from Yukon Ave to east city limits	0.27 mi
LTN30	Washington Ave from El Segundo Blvd to W 135th St	0.46 mi
LTN31	York Ave from W 116th St to W 126th St	0.75 mi
LTN32	Yukon Ave from El Segundo Blvd to W 147th St	1.25 mi

Other Proposed Class III Bicycle Routes		
ID	**Location**	**Length**
BR1	W Broadway from Cedar Ave to Prairie Ave	0.31 mi
BR2	W Broadway from Grevillea Ave to Hawthorne Blvd	0.12 mi
BR3	Cedar Ave from Imperial Hwy to W 126th St	0.88 mi
BR4	Doty Ave from Fonthill Ave to El Segundo Blvd	1.16 mi
BR5	Doty Ave from W 147th St to south city limits	0.30 mi
BR6	Felton Ave from Imperial Hwy to W 118th St	0.25 mi
BR7	Marine Ave frontage from Gerkin Ave to Yukon Ave	0.40 mi
BR8	Ramona Ave from El Segundo Blvd to Rosecrans Ave	0.97 mi
BR9	Ramona Ave from Imperial Hwy to El Segundo Blvd	1.00 mi
BR10	W 118th St from York Ave to Prairie Ave	334 ft
BR11	W 126th St from York Ave to Prairie Ave	333 ft
BR12	W 132nd St from Hawthorne Blvd to Washington Ave	0.18 mi
BR13	W 132nd St from Inglewood Ave to Hawthorne Blvd	0.50 mi
BR14	W 135th St from Prairie Ave to Crenshaw Blvd	1.00 mi
BR15	W 135th St from Washington Ave to Prairie Ave	0.32 mi
BR16	W 139th St from Hawthorne Blvd to Prairie Ave	0.50 mi
BR17	W 139th St from Prairie Ave to Crenshaw Blvd	1.00 mi
BR18	W 142nd St from La Cienega Blvd to Prairie Ave	1.45 mi
BR19	Washington Ave from W 135th St to Rosecrans Ave	0.49 mi

Exhibit 13. Summary of recommendations: Class III bicycle routes

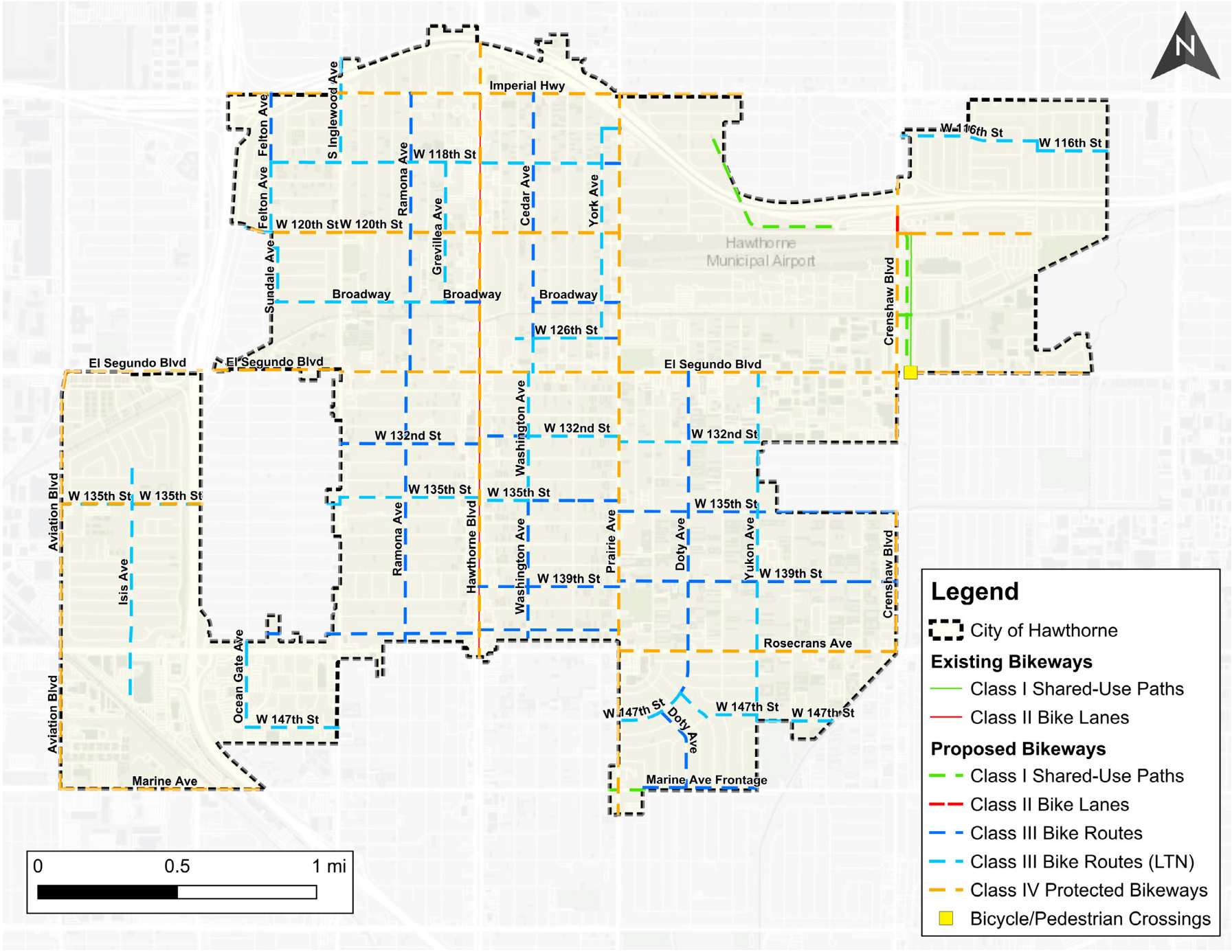


Exhibit 14. Map of recommendations

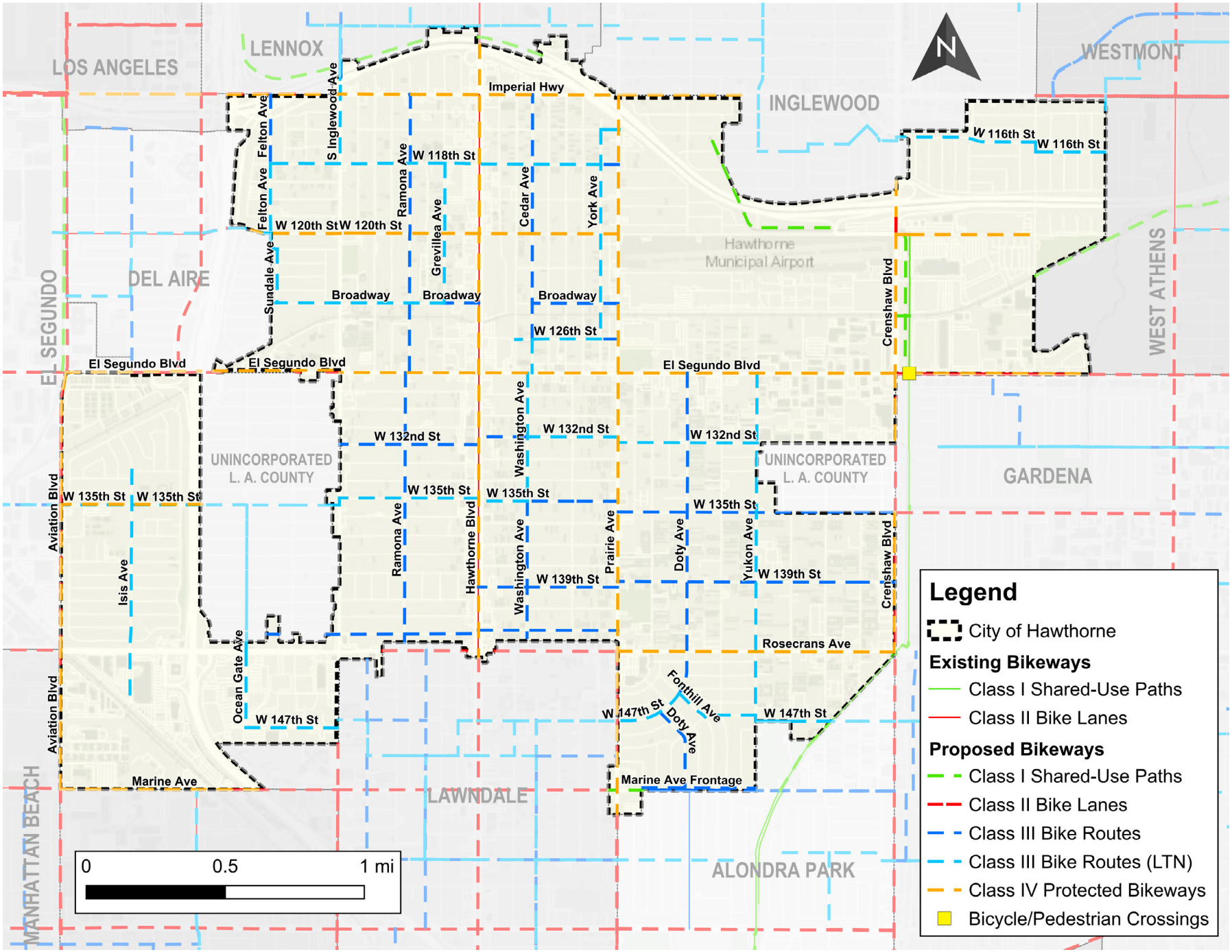


Exhibit 15. Map of recommendations, also showing existing and planned bicycle facilities outside the City of Hawthorne

3. Class I Shared Use Path Recommendations

3.1. Laguna Dominguez Trail

The following recommendations relate to the Laguna Dominguez Trail, a Class I shared-use path on the east side of the City of Hawthorne. The locations of the recommendations are illustrated in Exhibit 16.

3.1-1: Laguna Dominguez Trail from W 120th Street to El Segundo Boulevard

Recommendation: Resurface, repair, and upgrade the trail.

During site visits, the Laguna Dominguez Trail was observed to have a deteriorated surface, with numerous cracks in the asphalt. However, as of the time of writing, Los Angeles County has a project ongoing to resurface the trail. In addition, the recommended trail upgrades include the following associated items from the 2015 Crenshaw Station Active Transportation Plan:

4.1-1a: Provide new pathway railroad crossing signal at freight railroad crossing for the new West side pathway.
4.1-1b: Replace chain link gates with decorative entrances and signage.
4.1-1c: Replace chain link fencing along pathways with a mixture of landscaping, tube steel fencing, and amenities.
4.1-1d: Add light fixtures along both pathways.
4.1-1e: Add emergency kiosks at pathway entrances with sirens and flashers.
4.1-1f: Add striping, wayfinding signage, and informational signage along pathways.
4.1-1g: The 2015 Crenshaw Station Active Transportation Plan proposed naturalization of the Dominguez Channel, with enhanced greenery and an elevated trail. This could still be pursued should funding become available.

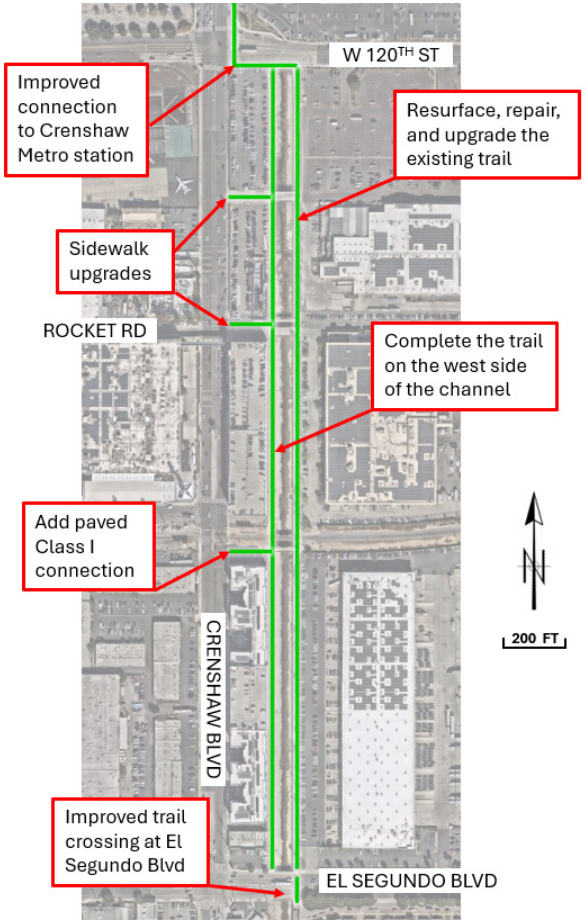


Exhibit 16. Recommended Laguna Dominguez Trail improvements

3.1-2: West Side of Dominguez Channel from W 120th Street to El Segundo Boulevard

Recommendation: Complete the trail on the west side of the channel.

As of early 2026, the City of Hawthorne has applied for Caltrans funding to complete this project.

3.1-3: East-West Connections Between Laguna Dominguez Trail and Crenshaw Boulevard

Recommendation: Improve east-west connectivity.

Between 120th Street and El Segundo Boulevard, there are three bridges across the Dominguez Channel (two vehicular bridges and one rail bridge) which connect to Crenshaw Boulevard. These crossings would benefit from upgrades to strengthen the connection between the Laguna Dominguez Trail and destinations on and near Crenshaw Boulevard. Possible upgrades include:

- Wider and more continuous sidewalks at the northernmost connection (between the two parking lots).
- A sidewalk along the north side of the middle connection, where there is currently a striped pedestrian lane (at Rocket Road); a wider and blockage-free sidewalk along the south side.
- A paved Class I path for the southernmost connection (at the railroad tracks where there is currently an unpaved area).

3.1-4: Laguna Dominguez Trail at El Segundo Boulevard

Recommendation: Install crossing for Class I shared-use path.

No crossing facilities currently exist for the Laguna Dominguez Trail at El Segundo Boulevard (partly within Hawthorne's jurisdiction). Trail users can cross at the signalized intersection of Crenshaw Boulevard and El Segundo Boulevard 200 feet to the west. However, the sidewalks on the bridge crossing the Dominguez Channel are narrow (5 feet) and do not meet shared-use path standards.

Per the California Manual on Uniform Traffic Control Devices (2026 edition, Section 4D.01), "Midblock crosswalks should not be signalized if they are located within 300 feet from the nearest traffic control signal, unless supported by an engineering study or engineering judgment that indicates safe and efficient operation of the closely-spaced traffic control signals can be achieved."

If supported by an engineering study, a Class I shared-use path crossing could be considered for this location. Exhibit 17 shows an example of an existing crossing in a location of similar character, at a location in the City of Santa Monica where the Expo Line Bike Path crosses Stewart Street less than 100 feet from the signalized intersection with Olympic Boulevard.

3.1-5: Drainage channel from W 120th St / I-105 interchange to W 116th St

This existing drainage channel leads from near the I-105 interchange at W 120th Street northeast to W 116th Street. It could potentially be explored for development into a Class I trail, similar to the Dominguez Channel Trail.

Exhibit 17. Example of an existing Class I shared-use path crossing (Santa Monica, CA)

4. Class I, II, and IV On-Street Bikeway Recommendations

This section contains recommendations for Class I, II, and IV bikeways. The recommendations are planning-level and the exact details of construction should be addressed in the design phase. In all instances, striping at intersections should account for truck and bus traffic.

4.1. Hawthorne Boulevard

Hawthorne Boulevard is the City's main commercial thoroughfare, running 2¼ miles from the northern City limits at W 111th Street to the southern City limits near Rosecrans Avenue. Bike lanes were first added in 2015-2016, between West 120th Street and Rosecrans Avenue. These were extended to the north, between Imperial Highway and West 120th Street, in 2019.

4.1-1: Hawthorne Boulevard from north City limits to Imperial Hwy

This section of Hawthorne Boulevard has three northbound through lanes and three southbound through lanes, plus pocket turn lanes at intersections separated by a landscaped median. This segment includes an interchange with I-105 on- and off-ramps. It also includes pedestrian and transit access to the Hawthorne/Lennox Metro Station.

The ADT on this section is 24,949 (10,339 northbound and 14,610 southbound), with AM peak hour volumes of 738 northbound and 1028 southbound, and PM peak hour volumes of 743 northbound and 1142 southbound.

From 2021 to 2025, there were four crashes involving pedestrians and four crashes involving bicyclists on this segment.

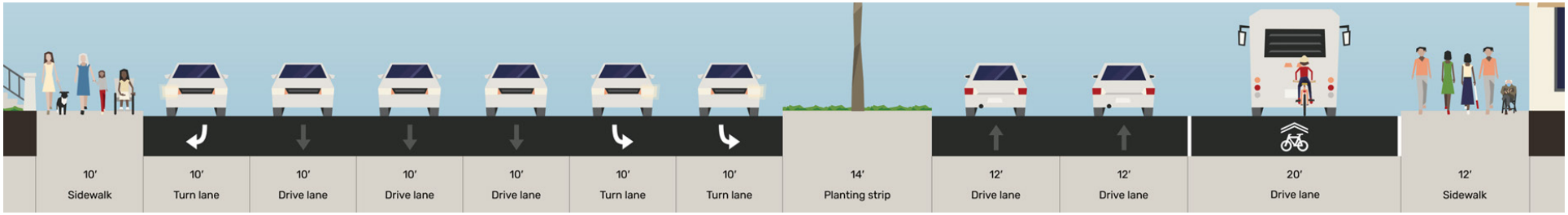


Exhibit 18. Existing cross-section: Hawthorne Boulevard from north City limits to Imperial Hwy

Recommendation: Add Class IV bike lanes.

Class IV bike lanes through this segment would close a 1,600-foot gap in the bikeway network, connecting downtown Hawthorne's existing bike lanes to those in Lennox to the north.

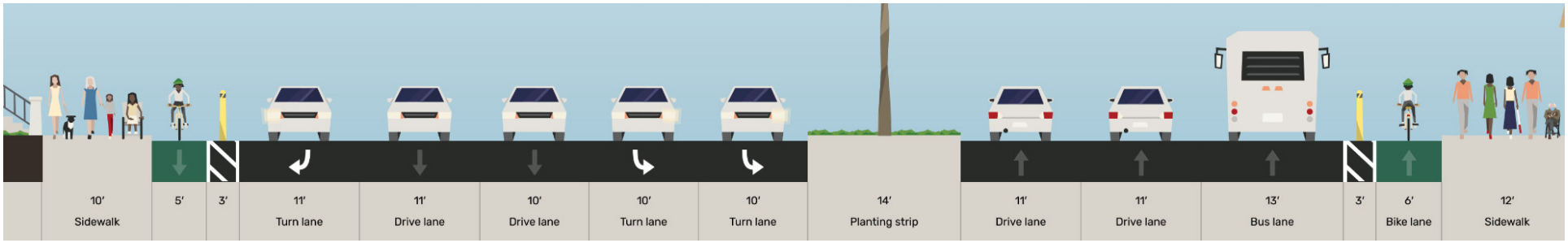


Exhibit 19. Proposed cross-section: Hawthorne Boulevard from north City limits to Imperial Hwy

On this segment, there are three bus stops on the northbound side and one on the southbound side, including heavily utilized stops that serve the Hawthorne/Lennox Metro Station. To provide passenger access across the bike lane between buses and sidewalks, a platform with a ramp is recommended at each bus stop. An existing example from Portland, Oregon is shown in Exhibit 20.

Exhibit 20. Bus ramp in Portland, OR. (source:bikeportland.com)

4.1-2: Hawthorne Boulevard from Imperial Highway to south City limits

This segment of Hawthorne Boulevard runs through the city's downtown business district. There are three southbound through lanes and four northbound through lanes for most of this segment, reduced to three northbound through lanes south of El Segundo Boulevard. In addition, there are pocket turn lanes at multiple intersections. Various blocks on each side have frontage roads which are separated by a landscaped buffer and provide space for on-street angled parking. There are existing Class II bike lanes—however, cyclists, e-bikes, and e-scooters were observed riding on the sidewalks during field visits.

The ADT on this section (measured between W 132nd Street and W 133rd Street) is 28,611 vehicles (14,032 northbound and 14,579 southbound), with AM peak hour volumes of 1,053 northbound and 1,040 southbound, and PM peak hour volumes of 1,074 northbound and 1,201 southbound. Given the existing volumes on Hawthorne Boulevard, one travel lane could be removed in either direction, if needed, to create additional space for active transportation users.

From 2021 to 2025, there were 31 crashes involving pedestrians and 20 crashes involving bicyclists on this segment.

Recommendation: Upgrade to Class IV bike lanes

Protected bike lanes could improve cyclists' level of comfort when riding on this segment. The characteristics of the road vary from block to block. In some locations, there is a buffer between the southbound bike lane and the landscaped buffer. This arrangement could be reversed by adding delineators to give cyclists protection from vehicular traffic. In locations where on-street parking (either angled or parallel) is present, Class IV bike lanes can be installed behind the parking spaces. This would require modifying the curbs but would have the benefit of improving cyclist access to businesses and other destinations along the street. This would also improve safety and comfort for cyclists. The details of Class IV bike lane implementation from block to block would need to be established in the design phase.

Traffic volume data support the possibility of converting one vehicular lane in each direction to provide more space for bicycle traffic. In some locations, existing excess lane width could be repurposed to provide buffer space for bicycle lanes. The exhibits below show representative cross-sections of multiple locations along Hawthorne Boulevard, with suggested bicycle lane improvements.

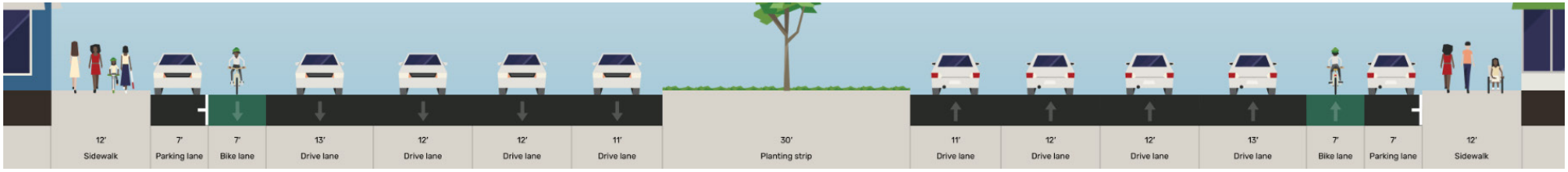


Exhibit 21. Existing cross section: Hawthorne Blvd from Imperial Hwy to W 120th St

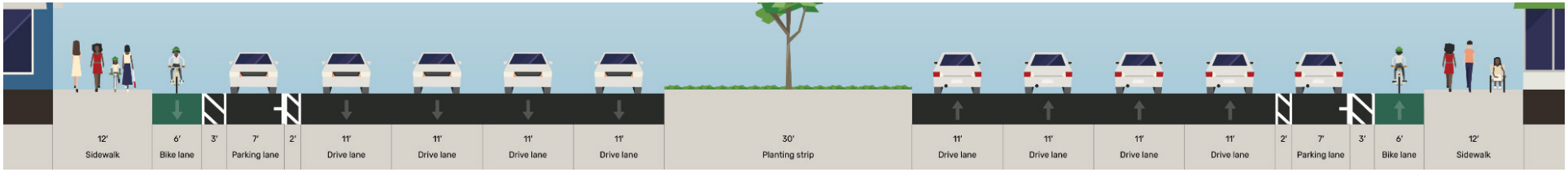


Exhibit 22. Proposed cross section: Hawthorne Blvd from Imperial Hwy to W 120th St

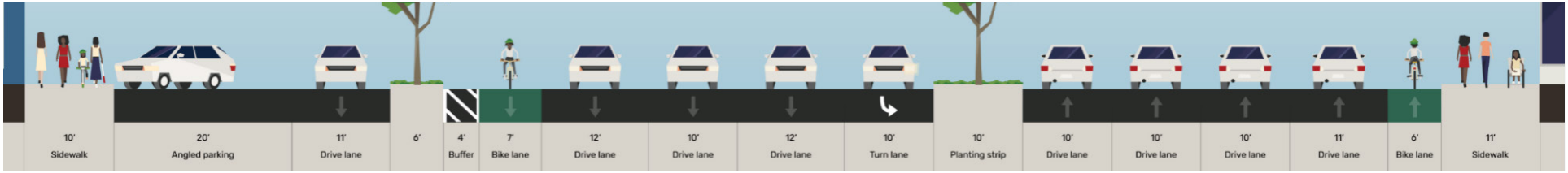


Exhibit 23. Existing cross-section: Hawthorne Blvd from W 120th St to W Broadway

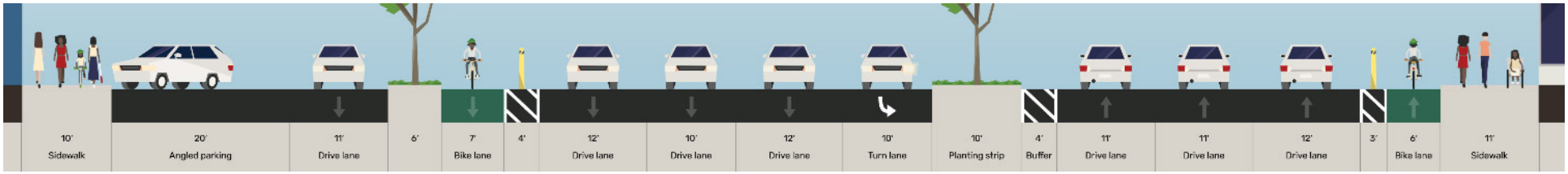


Exhibit 24. Proposed cross-section: Hawthorne Blvd from W 120th St to W Broadway

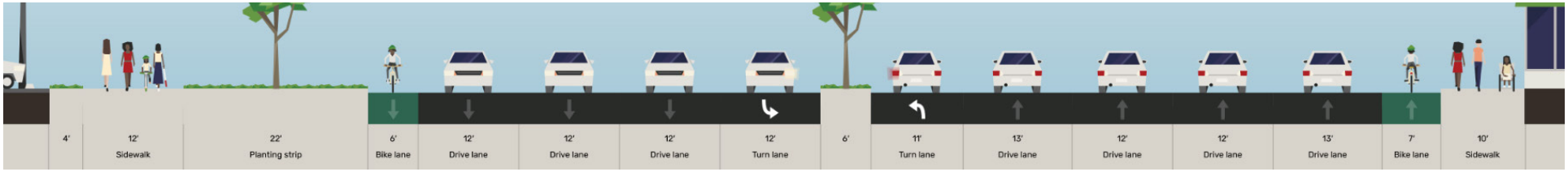


Exhibit 25. Existing cross-section: Hawthorne Blvd from W Broadway to El Segundo Blvd

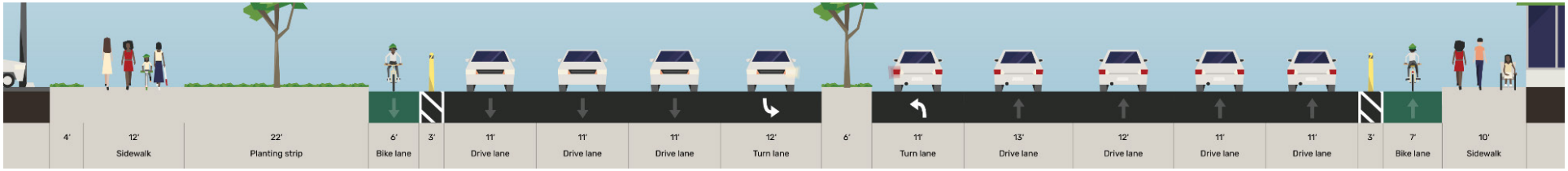


Exhibit 26. Proposed cross-section: Hawthorne Blvd from W Broadway to El Segundo Blvd

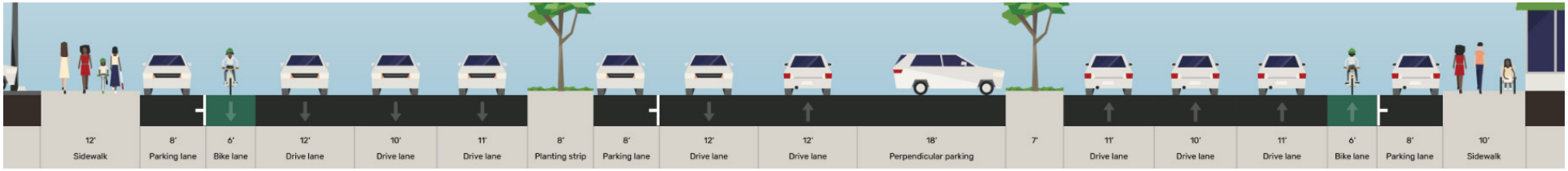


Exhibit 27. Existing cross-section: Hawthorne Blvd south of W 137th St

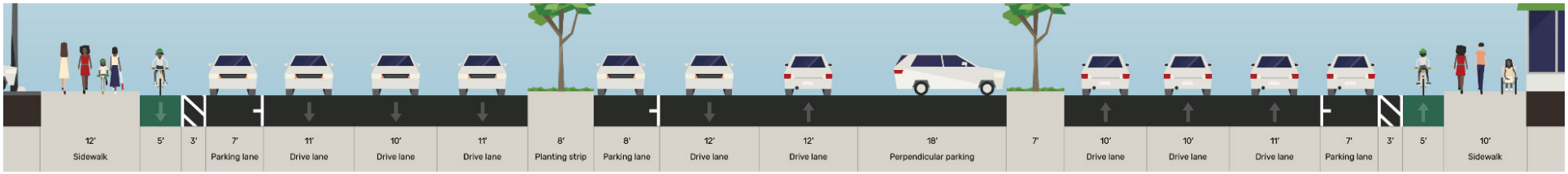


Exhibit 27. Proposed cross-section: Hawthorne Blvd south of W 137th St

4.2. El Segundo Boulevard

El Segundo Boulevard runs partly along the boundary of the City of Hawthorne. Jurisdiction is shared with the City of El Segundo from Aviation Boulevard to Isis Avenue; with unincorporated Los Angeles County from I-405 to Inglewood Avenue; and with the City of Gardena from Crenshaw Boulevard to near Cimarron Avenue. There are three eastbound through lanes and three westbound through lanes, plus pocket turn lanes at various intersections and intermittent two-way left turn lanes on some blocks. There is on-street parking on both sides, with parking restrictions creating an additional travel lane in each direction from 6:00 AM to 8:00 AM and 3:00 PM to 6:00 PM.

The ADT on El Segundo Boulevard (measured between Aviation Boulevard and Isis Avenue) is 43,835 vehicles (21,629 eastbound and 22,206 westbound), with AM peak hour volumes of 1,003 eastbound and 2,179 westbound, and PM peak hour volumes of 2,297 eastbound and 1,314 westbound. Between Inglewood Avenue and the eastern city boundary, the ADT on El Segundo Boulevard (maximum measured between Roselle Avenue and Cordary Avenue) is 32,293 vehicles (15,881 eastbound and 16,412 westbound), with AM peak hour volumes of 1,044 eastbound and 1,653 westbound, and PM peak hour volumes of 1,596 eastbound and 1,156 westbound.

From 2021 to 2025, there were 17 crashes involving pedestrians and 13 crashes involving bicyclists on El Segundo Boulevard.

Exhibit 28. Existing view of El Segundo Boulevard

4.2-1: El Segundo Boulevard from Aviation Boulevard to east City limits

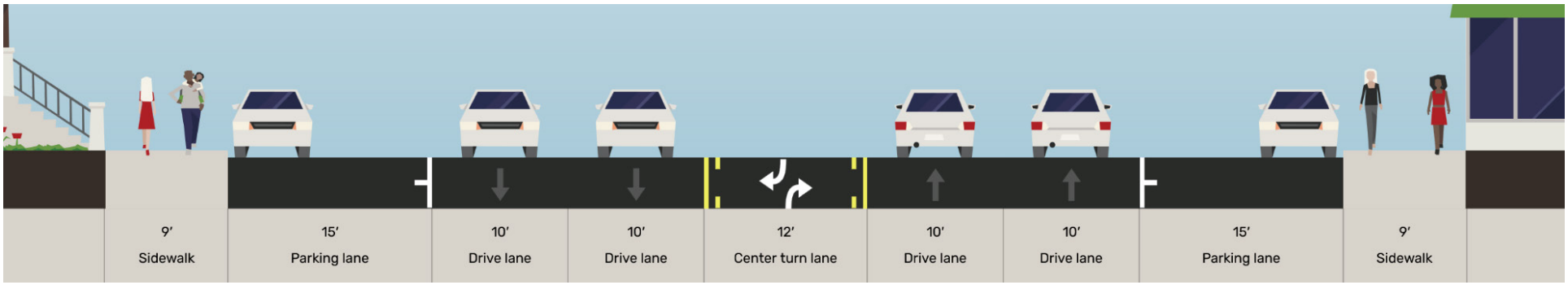


Exhibit 29. Existing cross-section: El Segundo Blvd from Aviation Boulevard to east City Limits

Recommendation: Add Class IV parking-protected bike lanes.

This solution does not reduce the number of vehicular through lanes or the on-street parking, but removes the center turn lane. Given the crash history on El Segundo Boulevard, with 75 of 189 fatal/injury crashes from 2019 to 2024 (40%) involving left turns or U-turns[3], elimination of the two-way left turn lane and introduction of turning movement restrictions may be needed to improve safety on this corridor.

Bike lanes for El Segundo Boulevard in the Downtown area were also recommended in the Downtown Hawthorne Specific Plan.

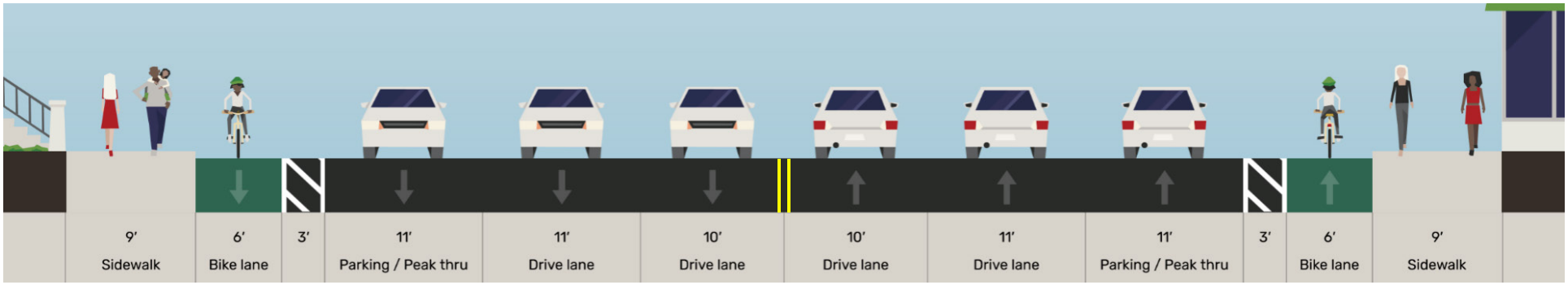


Exhibit 30. Proposed cross-section: El Segundo Blvd from Aviation Blvd to east city limits

[3] Transportation Injury Mapping System (TIMS) data.

4.3. W 120th Street

4.3-1: W 120th Street from west City limits to Inglewood Avenue

This section of W 120th Street runs from the west City limits (from westbound side of Tahoe Avenue and northbound Felton Avenue) to Inglewood Avenue. There are two eastbound through lanes and two westbound through lanes, plus pocket turn lanes at various intersections. There is on-street parking on both sides. There are Class II bike lanes on both sides outside of the City limits directly west of La Cienega Boulevard within Los Angeles.

The ADT on this section is 12,479 vehicles (8,019 eastbound and 4,460 westbound), with AM peak hour volumes of 316 eastbound and 616 westbound, and PM peak hour volumes of 1,067 eastbound and 236 westbound.

From 2021 to 2025, there was one crash involving a pedestrian and one crash involving a bicyclist on this segment.

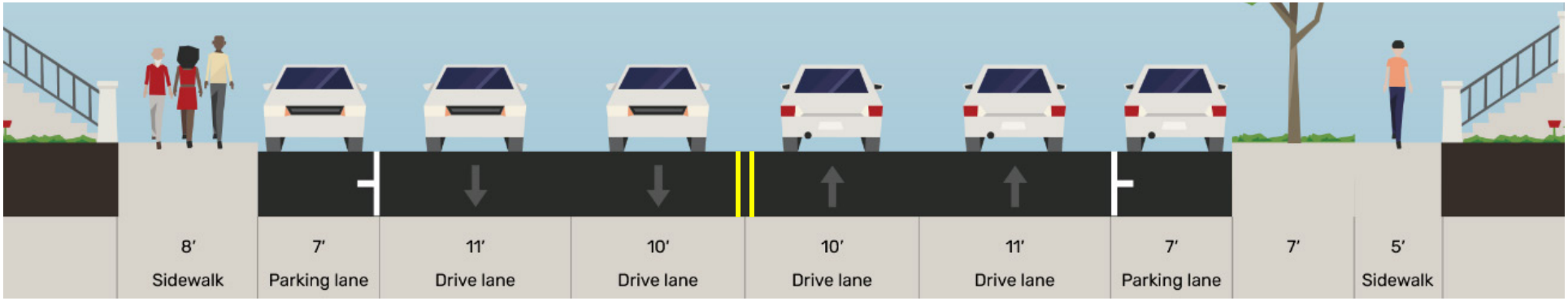


Exhibit 31. Existing cross-section: W 120th St from west City limits to Inglewood Ave

Recommendation: Add Class IV parking-protected bike lanes.

This solution involves the removal of one vehicular lane in each direction (supported by current volumes) and the addition of Class IV parking-protected bike lanes on each side.

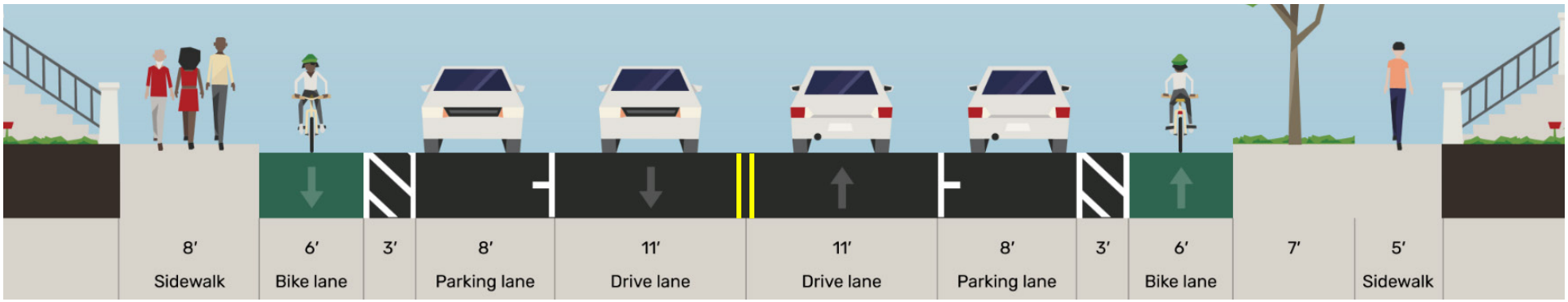


Exhibit 32. Proposed cross-section: W 120th St from west City limits to Inglewood Ave

4.3-2: W 120th Street from Inglewood Avenue to Prairie Avenue

This section of W 120th Street runs from Inglewood Avenue to Prairie Avenue. There are two eastbound through lanes and two westbound through lanes, plus pocket turn lanes at various intersections and intermittent two-way left turn lanes. There is on-street parking on both sides. There are Class II bike lanes on both sides outside of the City limits directly west of La Cienega Boulevard within Los Angeles.

The ADT on this section (maximum measured between Oxford Avenue and Menlo Avenue) is 15,469 vehicles (9,531 eastbound and 5,938 westbound), with AM peak hour volumes of 570 eastbound and 645 westbound, and PM peak hour volumes of 984 eastbound and 403 westbound.

From 2021 to 2025, there were seven crashes involving pedestrians and five crashes involving bicyclists on this segment.

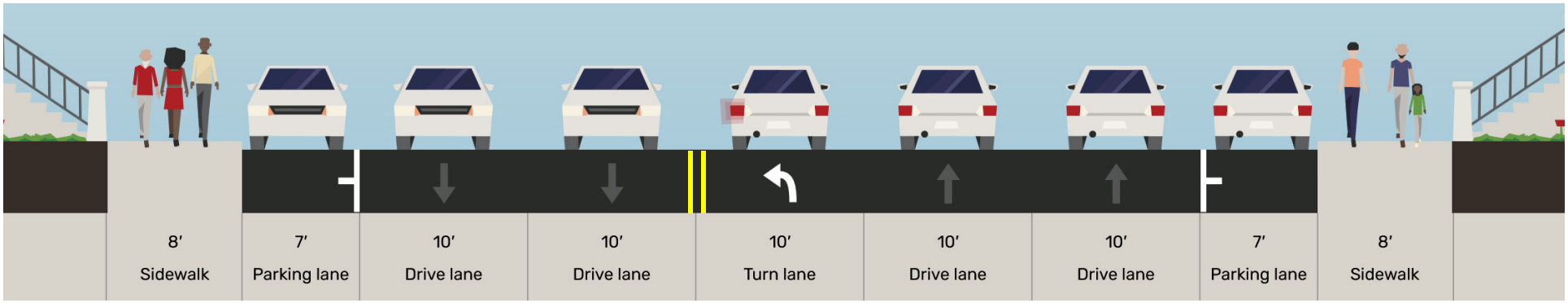


Exhibit 33. Existing cross-section: W 120th St from Inglewood Ave to Prairie Ave

Recommendation: Add Class IV parking-protected bike lanes.

This proposal involves removing a through lane in each direction on this segment of W 120th Street (supported by current volumes) without removing on-street parking, thereby allowing for parking-protected bike lanes on each side. Bike lanes for W 120th Street in the Downtown area were also recommended in the Downtown Hawthorne Specific Plan.

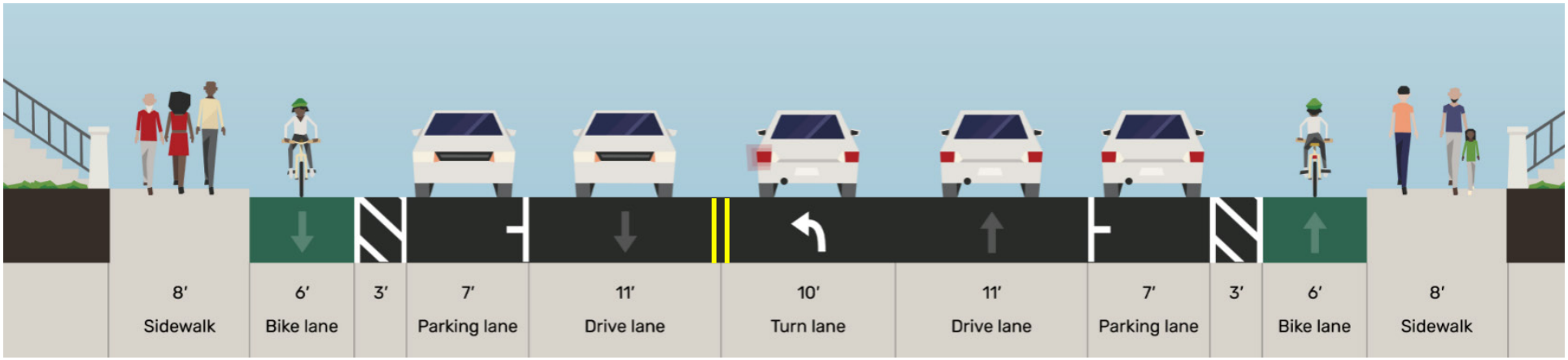


Exhibit 34. Proposed cross-section: W 120th St from Inglewood Ave to Prairie Ave

4.3-3: W 120th Street from Crenshaw Boulevard to Laguna Dominguez Trail

This short section of W 120th Street is part of the connection from the Laguna Dominguez Trail to the Crenshaw Metro Station for which improved bicycle connectivity is planned.

The ADT on this section is 29,720 (13,732 eastbound and 15,988 westbound), with AM peak hour volumes of 841 eastbound and 1,306 westbound, and PM peak hour volumes of 1,036 eastbound and 955 westbound.

From 2021 to 2025, there were four crashes involving pedestrians and two crashes involving bicyclists on this segment.

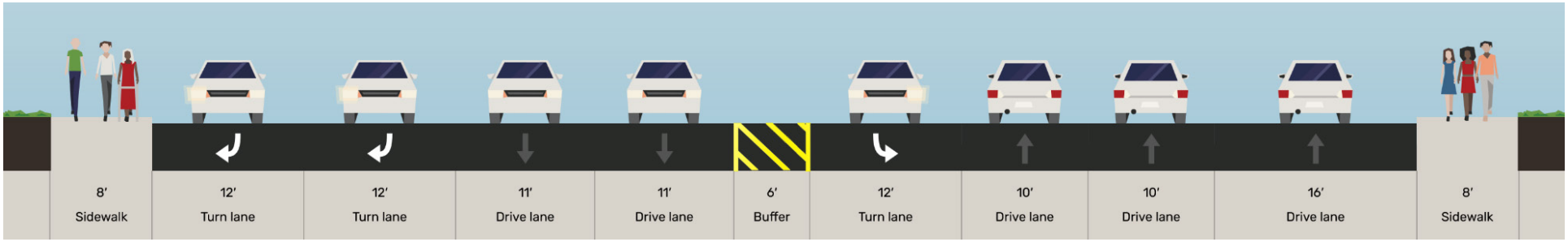


Exhibit 35. Existing cross-section: W 120th St from Crenshaw Blvd to the Laguna Dominguez Trail

Recommendation: Add a two-way Class IV cycle track.

The following cross-section is consistent with the concept design that has been prepared for the connection between the Laguna Dominguez Trail and the Crenshaw Metro Station.

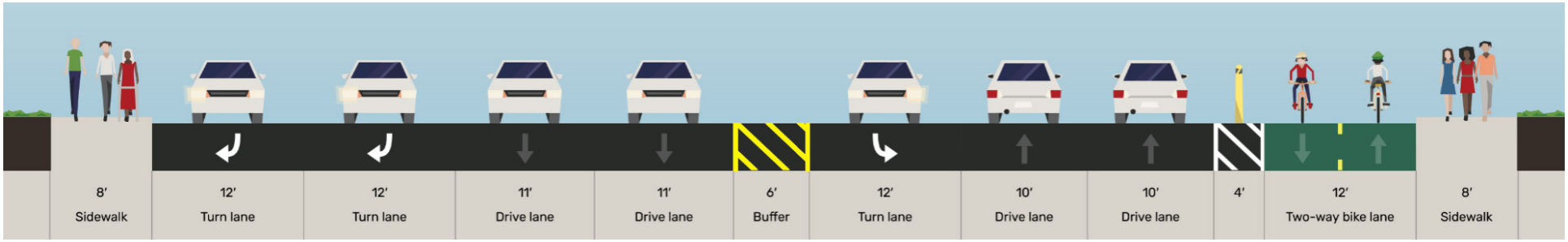


Exhibit 36. Proposed cross-section: W 120th St from Crenshaw Blvd to the Laguna Dominguez Trail

4.3-4: W 120th Street from Laguna Dominguez Trail to Van Ness Avenue

This segment of W 120th Street has three eastbound lanes, dropping down to two lanes near Van Ness Avenue, two westbound lanes, and a center turn lane with pocket lanes at intersections.

The ADT on this segment (maximum measured east of Crenshaw Boulevard) is 29,720 (13,732 eastbound and 15,988 westbound), with AM peak hour volumes of 879 eastbound and 1,306 westbound, and PM peak hour volumes of 1,036 eastbound and 975 westbound.

From 2021 to 2025, there were six crashes involving pedestrians and two crashes involving bicyclists on this segment.

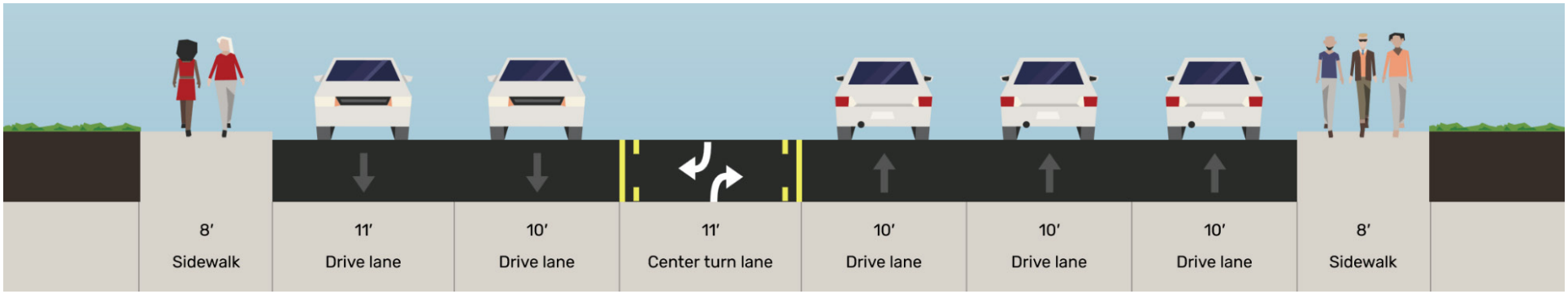


Exhibit 37. Existing cross-section: W 120th St from Crenshaw Blvd to the Laguna Dominguez Trail

Recommendation: Add Class IV bike lanes.

This solution removes the center turn lane and one eastbound lane (supported by current volumes). This would continue the planned Class IV facility between Crenshaw Boulevard and the Laguna Dominguez Trail.

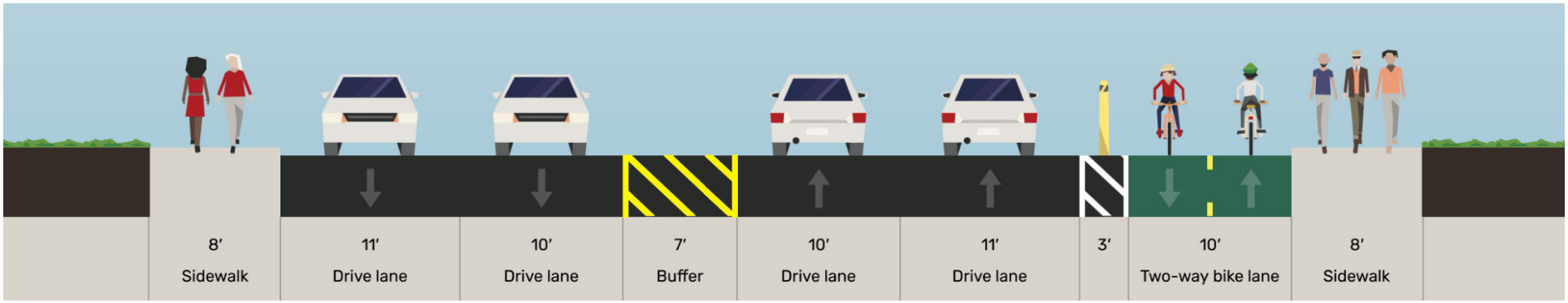


Exhibit 38. Proposed cross-section : W 120th St from Laguna Dominguez Trail to Van Ness Ave

4.4. Prairie Avenue

Prairie Avenue has two northbound through lanes and two southbound through lanes. There is on-street parking on both sides, with parking restrictions creating an additional travel lane in each direction from 6:00 AM to 8:00 AM and 4:00 PM to 6:00 PM.

Prairie Avenue runs partly along the boundary of the City of Hawthorne and is shared with the City of Lawndale for a 2,300-foot segment from north of Rosecrans Avenue to south of W 149th Street.

Prairie Avenue has intermittent landscaped median islands (a total of 17 islands in the City of Hawthorne). Any improvements that consist solely of restriping and signage, without altering curbs, will be constrained by these medians. The cross-sections below are representative, showing typical sections of Prairie Avenue where the median is approximately 14 feet wide. South of W 145th Street, there are no median islands, and the curb-to-curb width is slightly narrower. Between W 145th Street and W 149th Street, there is a frontage road on the east side of Prairie Avenue (the City of Hawthorne's side) providing access to homes and residential streets.

The ADT on Prairie Avenue (maximum measured between Broadway and W 122nd Street) is 36,542 (20,670 northbound and 15,872 southbound), with AM peak hour volumes of 1,547 northbound and 1,157 southbound, and PM peak hour volumes of 1,490 northbound and 1,387 southbound.
From 2021 to 2025, there were 25 crashes involving pedestrians and 16 crashes involving bicyclists on Prairie Avenue.

Prairie Avenue has been identified as one of the primary access routes for the LA28 Olympics due to its connection to facilities like SoFi Stadium and the Intuit Dome to the north of the city. Active transportation improvements will ensure better connectivity for alternative modes both during the Olympic Games and in the longer-term future.

4.4-1: Prairie Avenue from north City limits to south City limits

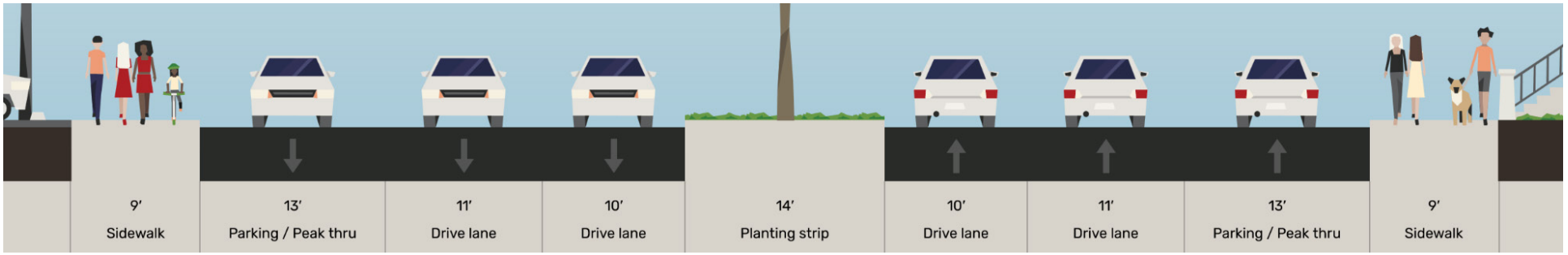


Exhibit 39 Existing cross-section: Prairie Ave from north City limits to south City limits

Recommendation: Add Class IV bike lanes.

This proposal adds Class IV protected bike lanes on each side of Prairie Avenue while preserving two through lanes and one parking / peak through lane on each side. To accomplish this, the median width will need to be reduced and some turn lanes will need to be removed, the details of which will be determined in the design stage.

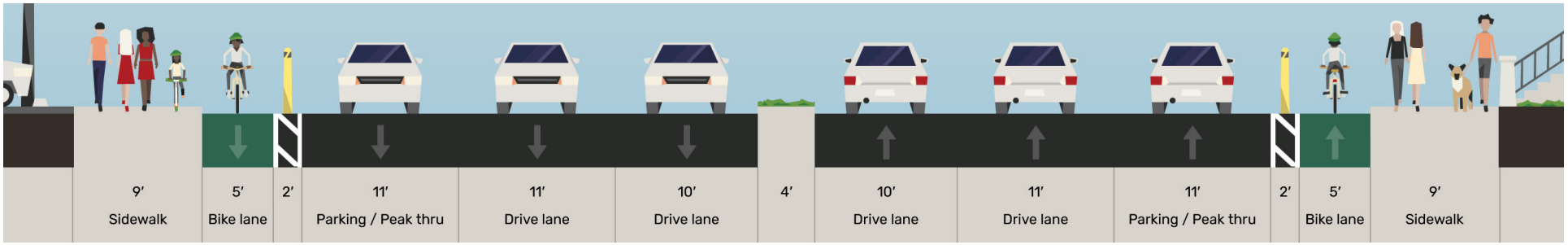


Exhibit 40. Proposed cross-section: Prairie Ave from north city limits to south city limits

As a potential alternative, the northbound parking / peak through lane could be replaced with a two-way Class IV cycle track without modifying the median.

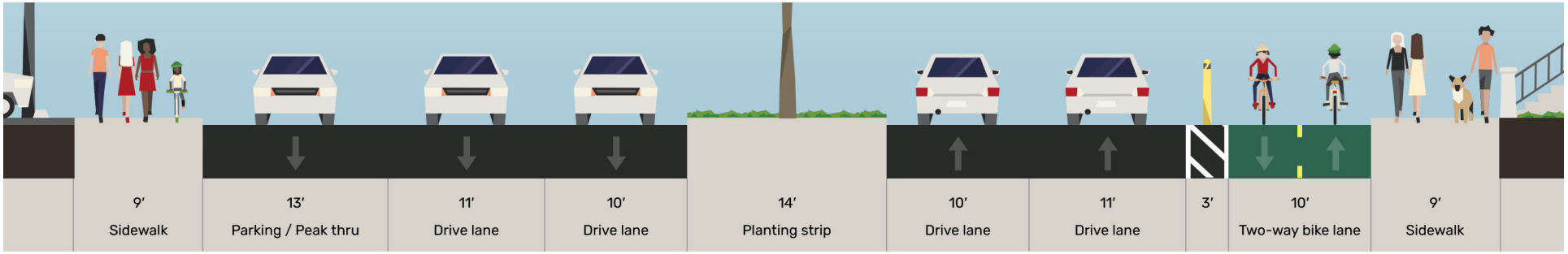


Exhibit 40a. Alternative proposal cross-section: Prairie Ave from north city limits to south city limits

4.5. Crenshaw Boulevard

Crenshaw Boulevard is one of the City of Hawthorne's main arterials, running north-south on the east side of the City.

4.5-1: Crenshaw Boulevard from W 118th Place to I-105 Eastbound On-Ramp

This short section of Crenshaw Boulevard is part of the connection from the Laguna Dominguez Trail to the Crenshaw Metro Station for which improved bicycle connectivity is planned. It includes the underpass where Crenshaw Boulevard runs under I-105 and the Metro Station is accessed. There are four northbound lanes and four southbound lanes. Some of the lanes transition into the I-105 on-ramps and off-ramps.

The ADT on this section is 59,617 (32,126 northbound and 27,491 southbound), with AM peak hour volumes of 2,302 northbound and 1,322 southbound, and PM peak hour volumes of 2,068 northbound and 1,808 southbound.

From 2021 to 2025, there was one crash involving pedestrians and zero crashes involving bicyclists on this segment.

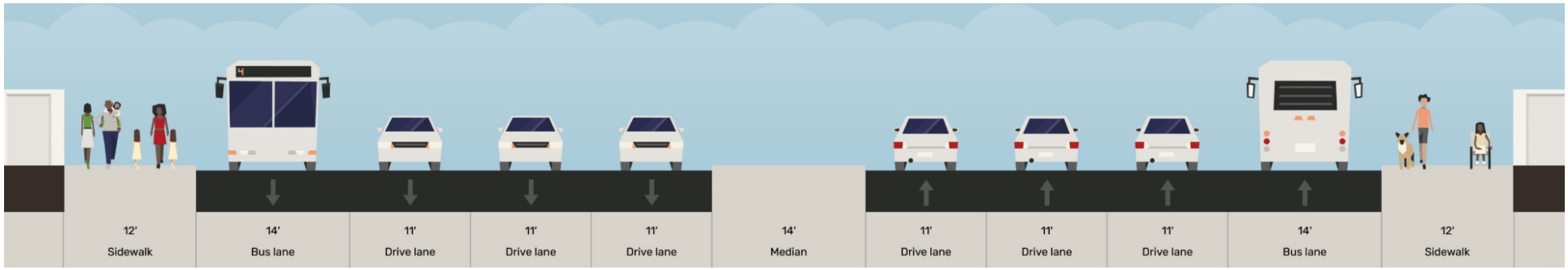


Exhibit 41. Existing cross-section: Crenshaw Blvd from W 118th Pl to I-105 eastbound on-ramp (at I-105 Underpass)

Recommendation: Add Class IV one-way bike paths on each side.

The following cross-section is consistent with the concept design that has been prepared for the connection between the Laguna Dominguez Trail and the Crenshaw Metro Station.

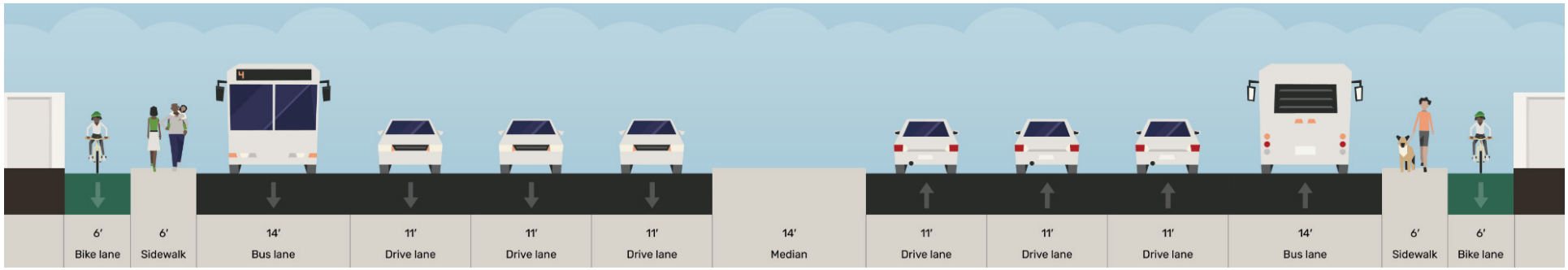


Exhibit 42. Proposed cross-section:: Crenshaw Blvd from W 118th Pl to I-105 eastbound on-ramp (at I-105 Underpass)

4.5-2: Crenshaw Boulevard from I-105 eastbound On-Ramp to W 120th Street

This short section of Crenshaw Boulevard is another part of the connection from the Laguna Dominguez Trail to the Crenshaw Metro Station for which improved bicycle connectivity is planned. There are three northbound through lanes and a northbound right turn lane leading onto I-105 eastbound, and three southbound through lanes plus southbound left and right turn lanes.

The ADT on this section is 59,617 (32,126 northbound and 27,491 southbound), with AM peak hour volumes of 2,302 northbound and 1,322 southbound, and PM peak hour volumes of 2,068 northbound and 1,808 southbound.

From 2021 to 2025, there were three crashes involving pedestrians and two crashes involving bicyclists on this segment.

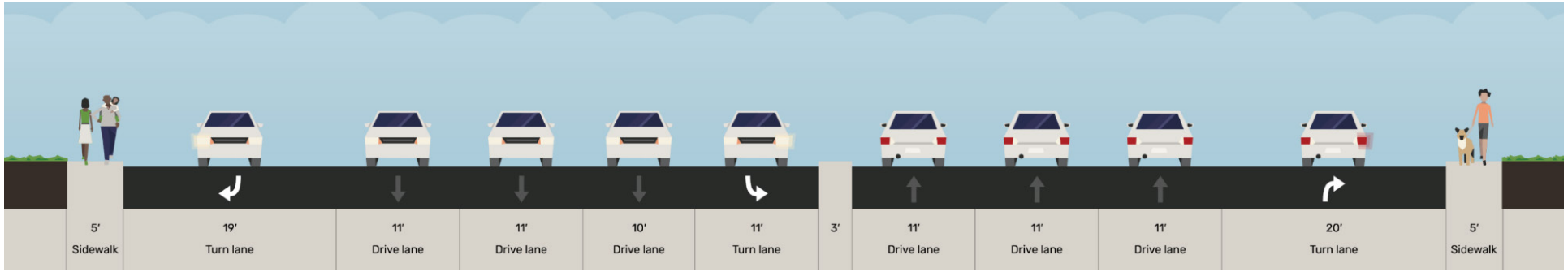


Exhibit 43. Existing cross-section: Crenshaw Blvd from I-105 eastbound on-ramp to W 120th St

Recommendation: Add Class II bike lanes.

The following cross-section is consistent with the concept design that has been prepared for the connection between the Laguna Dominguez Trail and the Crenshaw Metro Station.

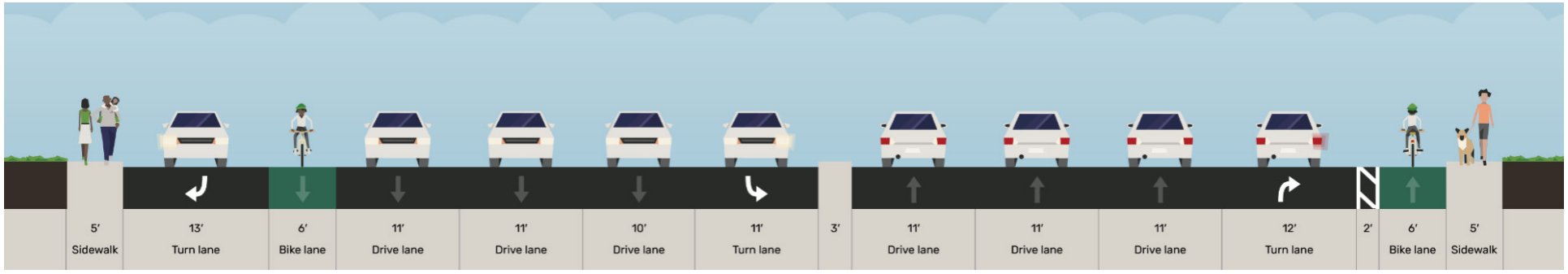


Exhibit 44. Proposed cross-section: Crenshaw Blvd from I-105 eastbound on-ramp to W 120th St

4.5-3: Crenshaw Boulevard from W 120th Street to El Segundo Boulevard

This section of Crenshaw Boulevard has three northbound through lanes and three southbound through lanes, plus a two-way center left turn lane and pocket turn lanes at various intersections.

The ADT on this section (maximum measured between W 120th Street and Jack Northrop Avenue) is 41,187 (21,071 northbound and 20,116 southbound), with AM peak hour volumes of 1,356 northbound and 1,263 southbound, and PM peak hour volumes of 1,441 northbound and 1,279 southbound.

From 2021 to 2025, there were five crashes involving pedestrians and three crashes involving bicyclists on this segment.

The Laguna Dominguez Trail runs parallel to Crenshaw Boulevard, about 200 feet to the east. Over the short term, cyclists can be encouraged to use this trail as a convenient alternate route, while bicycling improvements on Crenshaw Boulevard can be considered as a long-term solution.

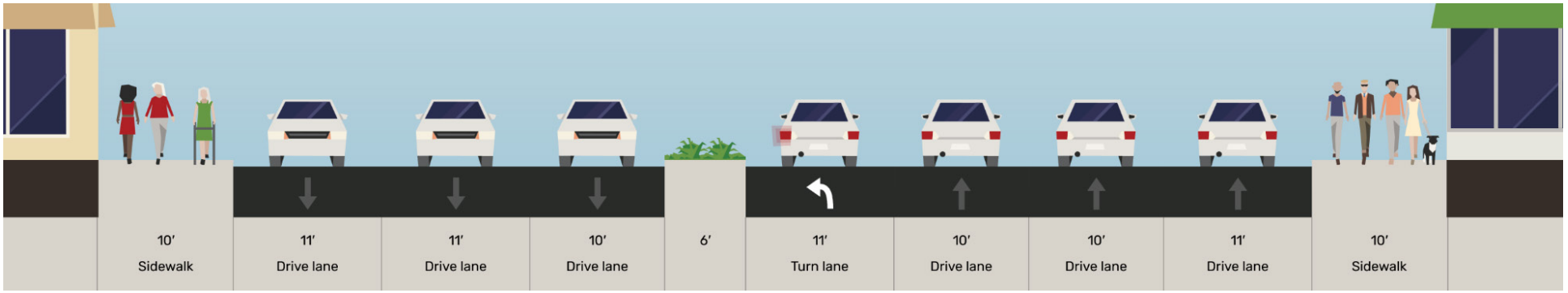


Exhibit 45. Existing cross-section: Crenshaw Blvd from W 120th St to El Segundo Blvd (measured south of Jack Northrop Ave)

Recommendation: Add a two-way Class IV cycle track.

This proposal is consistent with the draft Los Angeles County Bicycle Master Plan and the 2015 Crenshaw Station Active Transportation Plan. Existing volumes support the removal of one vehicular lane. However, this is a long-term solution considering the need to modify the existing median.

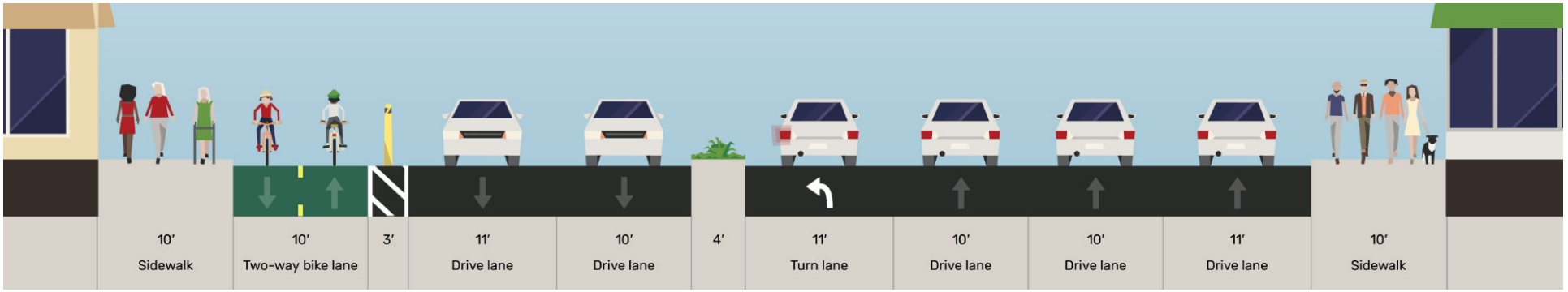


Exhibit 46. Proposed cross-section: Crenshaw Blvd from W 120th St to El Segundo Blvd

4.5-4: Crenshaw Boulevard from El Segundo Boulevard to Rosecrans Avenue

This segment of Crenshaw Boulevard has two northbound through lanes and two southbound through lanes, with on-street parking on both sides (prohibited at peak hours to add capacity). There is a green concrete median along the center of the street, with pocket lanes at various intersections.

This segment runs along with boundary between the City of Hawthorne and the City of Gardena, with jurisdiction shared between the two cities. The 1,300-foot segment of Crenshaw Boulevard from the W 131st Street and W 132nd Street midblock through W 135th Street is entirely out of the City of Hawthorne's jurisdiction and shared between the City of Gardena and unincorporated Los Angeles County.

Although this segment does not have recent ADT counts available, the volumes on Crenshaw Boulevard immediately south of El Segundo Boulevard are 1278 northbound and 741 southbound in the AM peak hour, and 968 northbound and 1188 southbound in the PM peak hour.

From 2021 to 2025, there were three crashes involving pedestrians and two crashes involving bicyclists on this segment.

The Laguna Dominguez Trail runs parallel to Crenshaw Boulevard, about 200 feet to the east. Over the short term, cyclists can be encouraged to use this trail as a convenient alternate route, while bicycling improvements on Crenshaw Boulevard can be considered as a long-term solution.

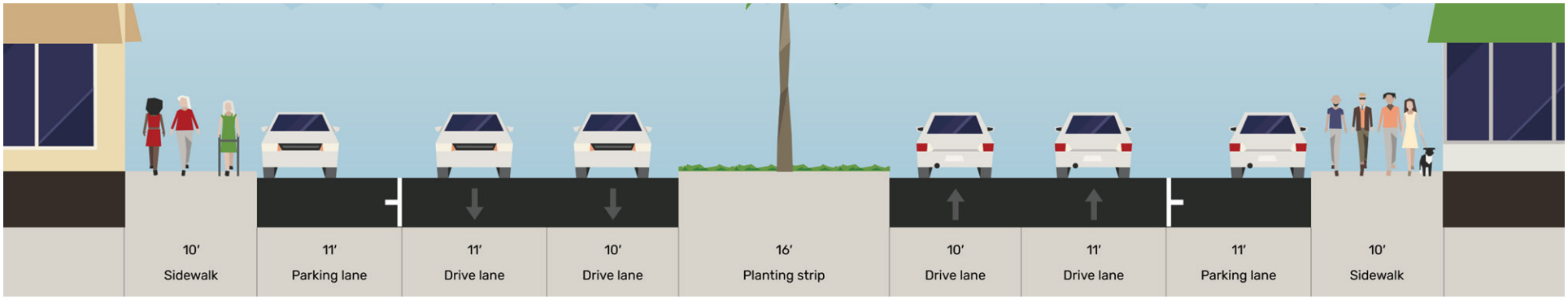


Exhibit 47. Existing cross-section: Crenshaw Blvd from El Segundo Blvd to Rosecrans Ave

Alternative 1: Add a two-way Class IV cycle track.

This proposal is consistent with the draft *Los Angeles County Bicycle Master Plan*, which shows a Class IV facility along this corridor. Current traffic volumes support a reduction in the number of travel lanes, and Class IV bike lanes could be accommodated as shown below while preserving-street parking. However, this would be a long-term solution because the available width is constrained by the existing median and curbs. To achieve this solution, curbs would have to be moved.

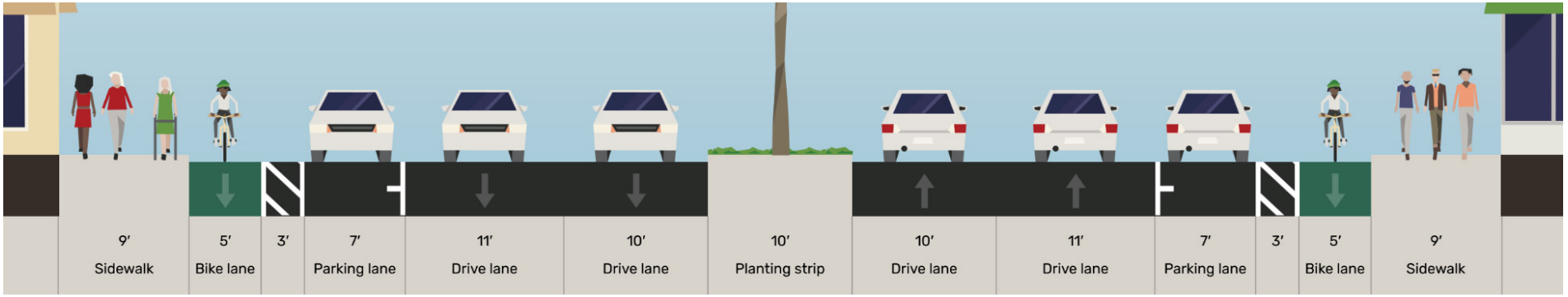


Exhibit 48. Proposed cross-section: Crenshaw Blvd from El Segundo Blvd to Rosecrans Ave

4.6. Imperial Highway

Imperial Highway has two eastbound through lanes and two westbound through lanes, on-street parking on both sides (prohibited during peak hours to add capacity), and a landscaped median island on each block, with pocket turn lanes. Any improvements that consist solely of restriping and signage, without altering curbs, will be constrained by these medians. There is on-street parking on both sides, with parking restrictions creating an additional travel lane in each direction from 6:00 AM to 9:00 AM and 3:00 PM to 7:00 PM.

Imperial Highway runs partly along the boundary of the City of Hawthorne and is shared with the City of Lennox for a 2,000-foot segment from I-405 to west of Inglewood Avenue; and with the City of Inglewood for a 2,300-foot segment from Prairie Avenue to east of Kornblum Avenue.

The ADT on Imperial Highway (maximum measured between Menlo Avenue and Oxford Avenue) is 26,671 vehicles (11,897 eastbound and 14,774 westbound), with AM peak hour volumes of 556 eastbound and 1,230 westbound, and PM peak hour volumes of 1,432 eastbound and 748 westbound.

From 2021 to 2025, there were eight crashes involving pedestrians and eight crashes involving bicyclists on this segment.

4.6-1: Imperial Highway from west City limits to east City limits

Exhibit 49. Existing cross-section: Imperial Hwy from west city limits to east city limits

Recommendation: Add Class IV bike lanes.

This proposal was also recommended in the Downtown Hawthorne Specific Plan. Current traffic volumes support a reduction in the number of travel lanes. Class IV bike lanes could be accommodated as shown below while preserving-street parking. However, this would be a long-term solution because the available width is constrained by the existing median and curbs. To achieve this solution, curbs would have to be moved.

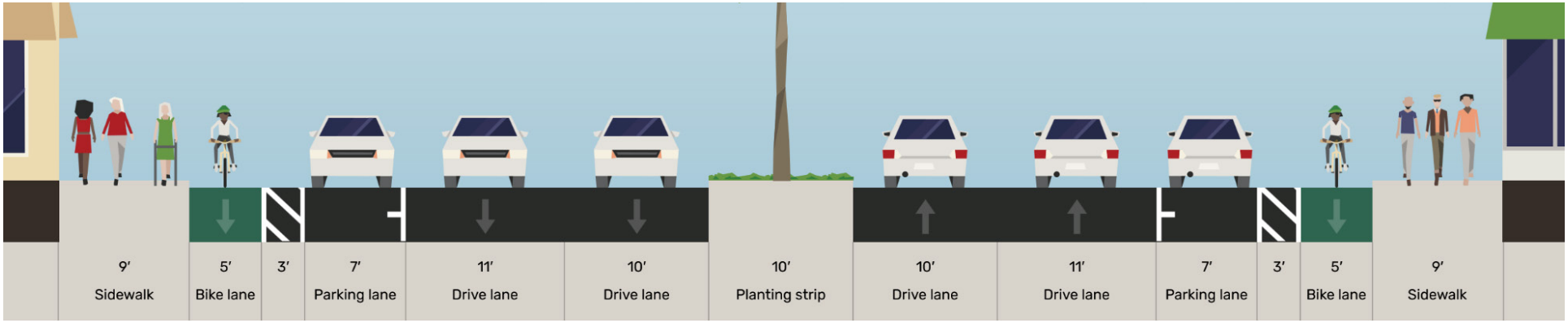


Exhibit 50. Proposed cross-section: Imperial Hwy from west city limits to east city limits

4.7. W 135th Street

4.7-1: W 135th Street from Aviation Boulevard to La Cienega Boulevard

This segment of W 135th Street has two eastbound through lanes and two westbound through lanes, with on-street parking on both sides. Hollyglen Elementary School and Wiseburn Middle School are accessed via this street.

The ADT on this segment is 8,070 vehicles (4,394 eastbound and 3,676 westbound), with AM peak hour volumes of 525 eastbound and 643 westbound, and PM peak hour volumes of 657 eastbound and 290 westbound.

From 2021 to 2025, there were zero crashes involving pedestrians and two crashes involving bicyclists on this segment.

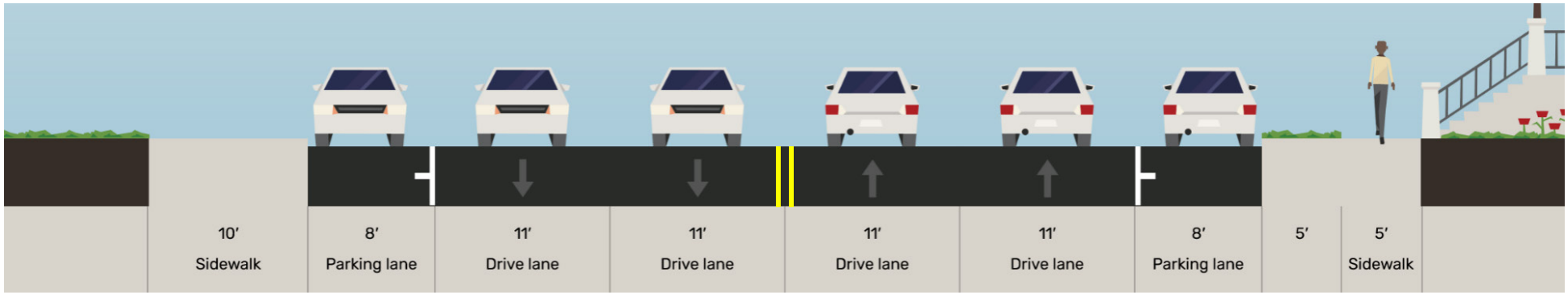


Exhibit 51. Existing cross-section: W 135th St from Aviation Blvd to La Cienega Blvd

Recommendation: Add Class IV parking-protected bike lanes.

Existing volumes support the removal of one vehicular lane in each direction with the addition of a center turn lane. This would provide space for Class IV bicycle facilities while retaining on-street parking.

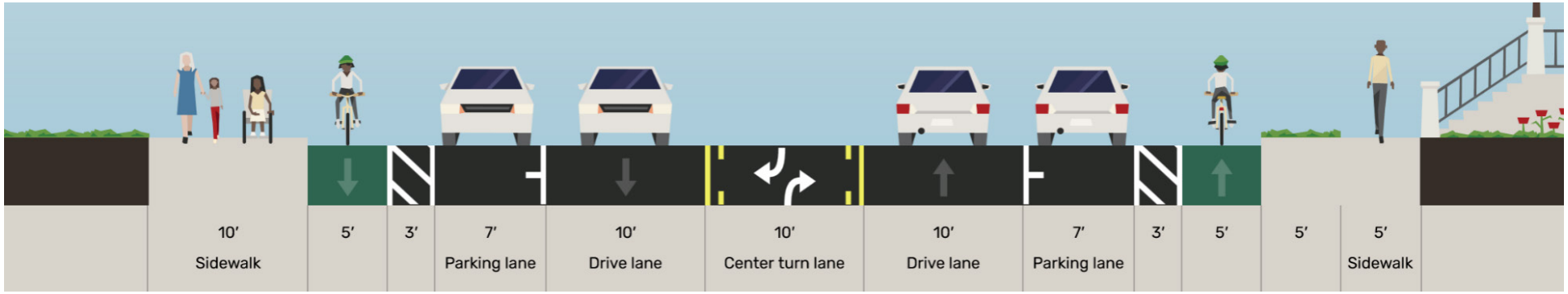


Exhibit 52. Proposed cross-section: W 135th St from Aviation Blvd to La Cienega Blvd

4.8. Aviation Boulevard

Aviation Boulevard runs north-south along the western boundary of the City of Hawthorne. Jurisdiction is shared with the Cities of El Segundo and Manhattan Beach. There are two northbound through lanes and two southbound through lanes, with pocket lanes at various intersections and striped buffer space along the center of the street in some locations.

4.8-1: Aviation Boulevard from El Segundo Boulevard to Rosecrans Avenue

From 2021 to 2025, there was one crash involving a pedestrian and one crash involving a bicyclist on this segment.

ADT is estimated at 23,159 vehicles. Peak hour traffic volumes at this location are 1,389 northbound and 653 southbound in the AM peak hour, 826 northbound and 1,637 southbound in the PM peak hour.[4]

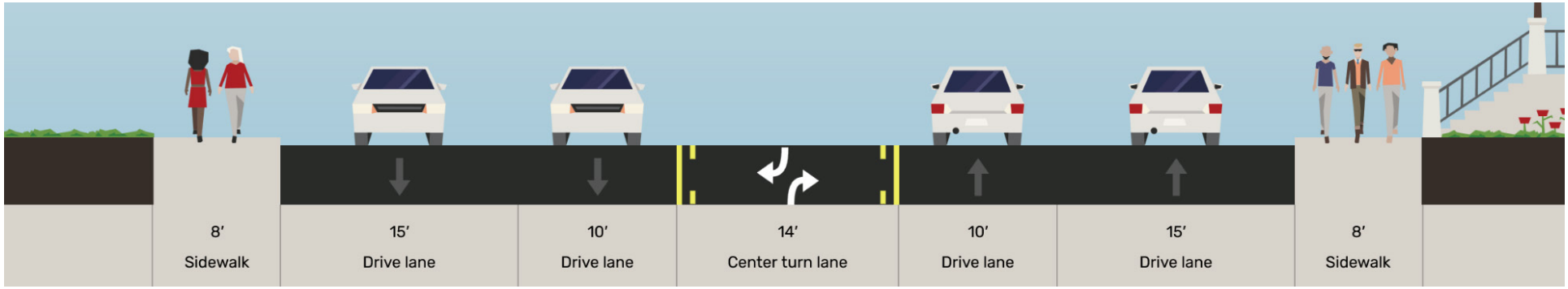


Exhibit 53. Existing cross-section: Aviation Blvd from El Segundo Blvd to Rosecrans Ave

Recommendation: Add Class IV bike lanes.

This solution would remove the center turn lane while also utilizing excess lane width to accommodate protected bicycle lanes on each side.

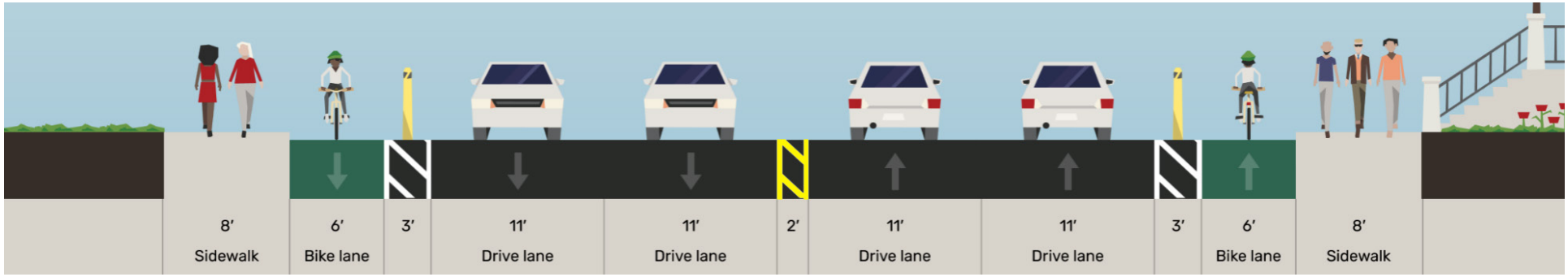


Exhibit 54. Proposed cross-section: Aviation Boulevard from El Segundo Blvd to Rosecrans Blvd

[4] Data obtained from StreetLight Insights.

4.8-2: Aviation Boulevard from Rosecrans Avenue to Marine Avenue

The ADT of this segment is estimated at 35,400 vehicles. Peak hour traffic volumes are 1,908 northbound and 971 southbound in the AM peak hour, 1,323 northbound and 1,683 southbound in the PM peak hour.[5]

From 2021 to 2025, there was one crash involving a pedestrian and two crashes involving bicyclists on this segment.

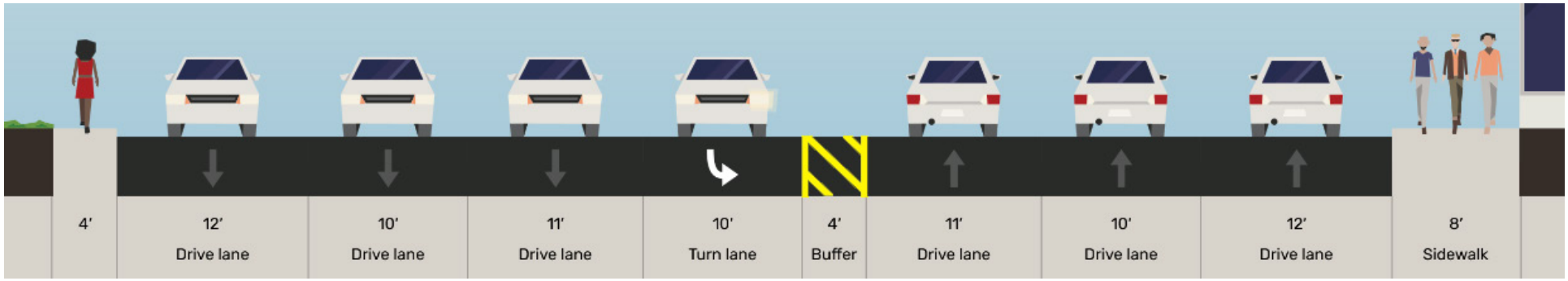


Exhibit 55. Existing cross-section: Aviation Blvd from Rosecrans Ave to Marine Ave

Recommendation: Add Class IV bike lanes.

Current volumes support the removal of one southbound vehicular lane, thereby allowing for protected bicycle lanes on each side.

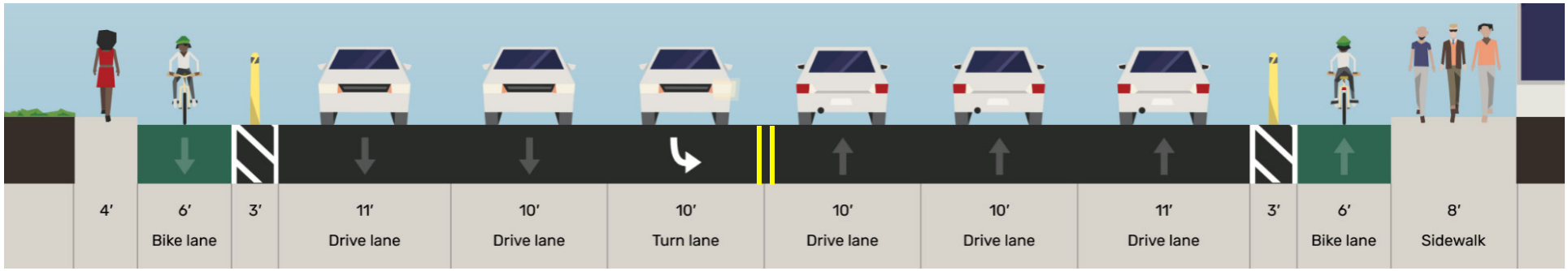


Exhibit 56. Proposed cross-section: Aviation Blvd from Rosecrans Ave to Marine Ave

[5] Data obtained from StreetLight Insights.

4.9. Rosecrans Avenue

4.9-1: Rosecrans Avenue from Aviation Boulevard to east of Condon Avenue

This segment of Rosecrans Avenue has four eastbound through lanes and three westbound through lanes, with turn lanes at various intersections. There are concrete and landscaped median islands in some areas. The recommendations for this segment also cover the area around the intersection with Hawthorne Boulevard, which is within a small "peninsula" in the City of Hawthorne, surrounded on three sides by the City of Lawndale.

The ADT on this section (maximum measured between I-405 southbound off-ramp and Hindry Avenue) is 58,016 vehicles (28,069 eastbound and 29,947 westbound), with AM peak hour volumes of 1,362 eastbound and 2,755 westbound, and PM peak hour volumes of 2,131 eastbound and 1,532 westbound.

From 2021 to 2025, there were nine crashes involving pedestrians and six crashes involving bicyclists on this segment.

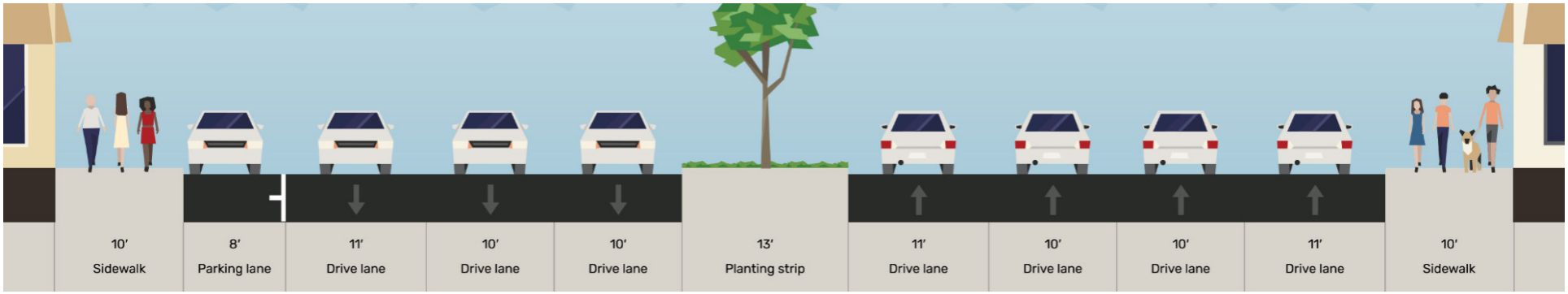


Exhibit 57. Existing cross-section: Rosecrans Ave from Aviation Blvd to east of Condon Ave

Given existing traffic volumes, the presence of the I-405 interchange, and the role of Rosecrans Avenue as a key east-west connector, there may not be space within the existing right-of-way to accommodate bicycle facilities. Instead, use of West 142nd Street as a parallel alternative route is recommended.

4.9-2: Rosecrans Avenue from Prairie Avenue to Crenshaw Boulevard

This segment of Rosecrans Avenue has two eastbound through lanes and two westbound through lanes, with a two-way center turn lane and pocket turn lanes at various intersections. There is on-street parking on both sides, prohibited during peak hours to create extra capacity.

The ADT on this section (maximum measured between Cordary Avenue and Doty Avenue) is 36,245 vehicles (18,004 eastbound and 18,241 westbound), with AM peak hour volumes of 1,018 eastbound and 1,702 westbound, and PM peak hour volumes of 1,617 eastbound and 1,191 westbound.

From 2021 to 2025, there were 14 crashes involving pedestrians and 11 crashes involving bicyclists on this segment.

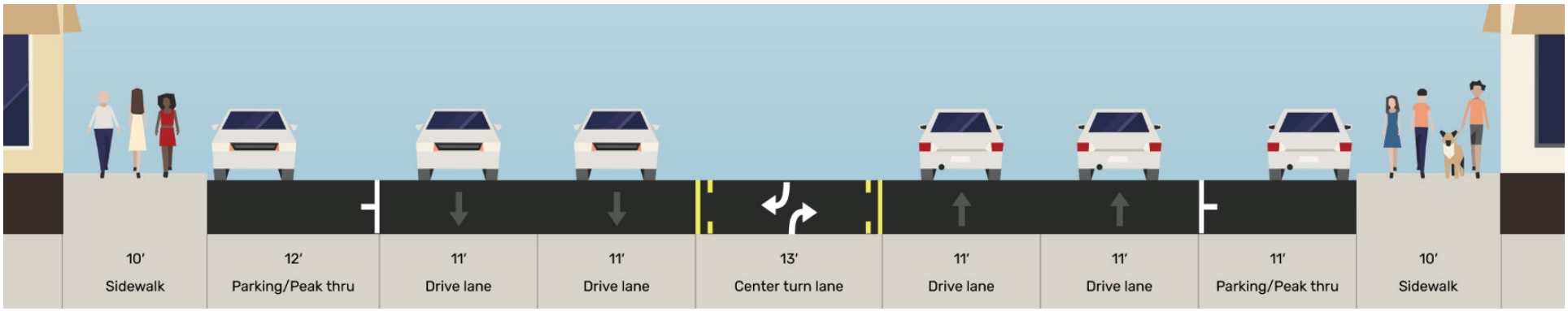


Exhibit 58. Existing cross-section: Rosecrans Ave from Prairie Ave to Crenshaw Blvd

Recommendation: Add Class IV parking-protected bike lanes.

This corridor was mentioned specifically in the City of Hawthorne Safety Action Plan as an area of focus for further analysis and/or improvements. Current volumes potentially support the removal of peak hour lanes. Given the crash history, issues identified in the Safety Action Plan, and the mixed-use/residential character of this corridor, the solution shown below could be considered.

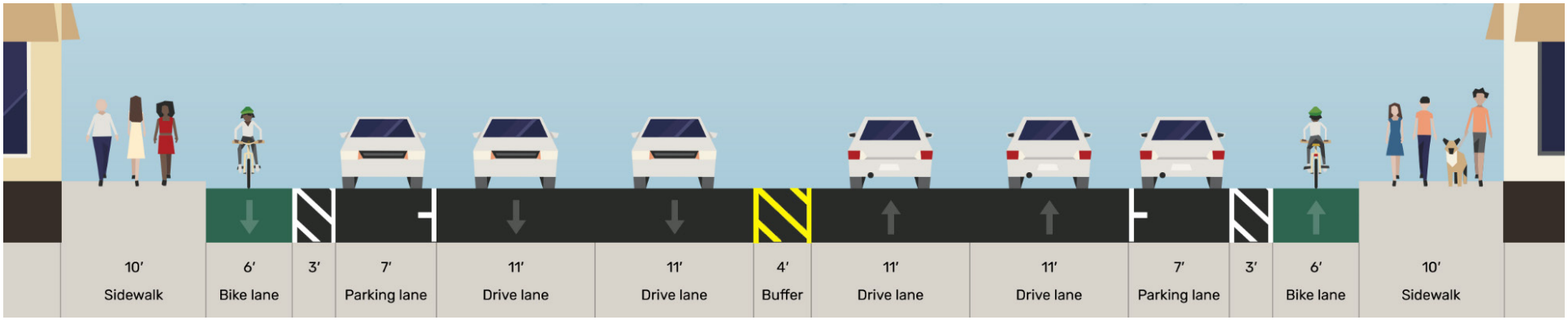


Exhibit 59. Proposed cross-section: Rosecrans Ave from Prairie Ave to Crenshaw Blvd

4.10. Marine Avenue

4.10-1: Marine Avenue from Aviation Boulevard to I-405

This segment of Marine Avenue runs along the southern boundary of the City of Hawthorne. Jurisdiction is shared with the City of Redondo Beach. There are two eastbound through lanes and two westbound through lanes, with pocket turn lanes at intersections. This section of Marine Avenue connects to the Redondo Beach Metro Station.

The ADT is estimated at 18,171, with AM peak hour volumes of 352 eastbound and 1,000 westbound, and PM peak hour volumes of 834 eastbound and 549 westbound.[6]

From 2021 to 2025, there was one crash involving a pedestrian and one crash involving a bicyclist on this segment.

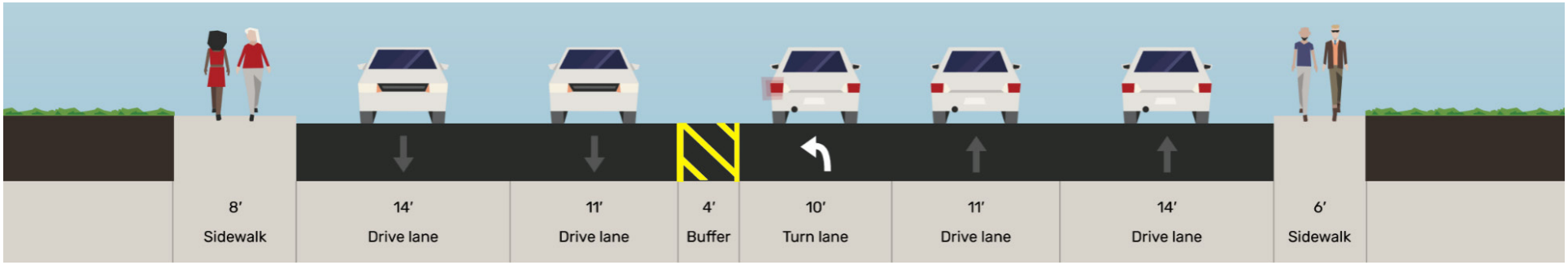


Exhibit 60. Existing cross-section: Marine Ave from Aviation Blvd to I-405

Recommendation: Add Class IV bike lanes.

Existing traffic volumes support a reduction in the number of vehicular lanes, allowing space for Class IV bicycle lanes.

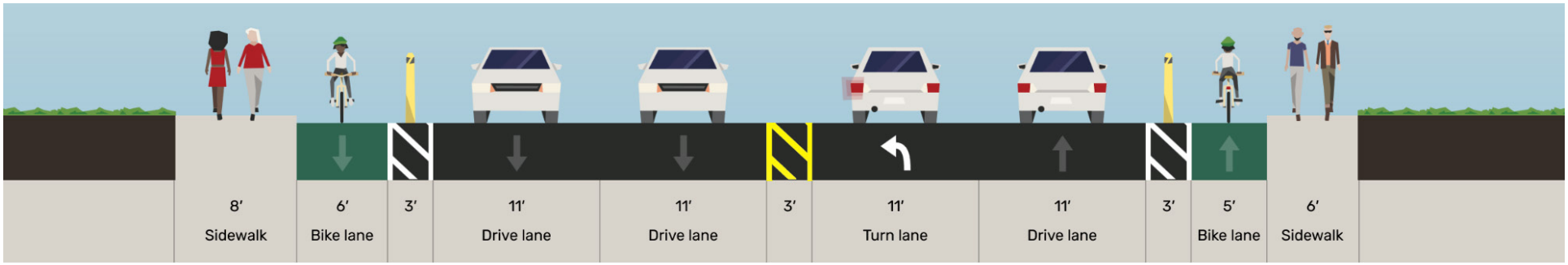


Exhibit 61. Proposedcross-section: Marine Ave from Aviation Blvd to I-405

[6] Data obtained from StreetLight Insights.

4.10-2: Marine Avenue from west of Prairie Avenue to west of Gerkin Avenue

This segment of Marine Avenue runs along the southern boundary of the City of Hawthorne. Jurisdiction is shared with unincorporated Los Angeles County except in the immediate vicinity of Prairie Avenue. There are two eastbound through lanes and two westbound through lanes, with a two-way center turn lane and pocket turn lanes at intersections. Starting east of Gerkin Avenue, there are frontage roads on each side of the street. The frontage road on the north side of the street, within the City of Hawthorne, is separated by a tree-lined buffer. Marine Avenue provides direct access to the Laguna Dominguez Trail just outside the city boundary.

The ADT on this section is 22,249 vehicles (11,007 eastbound and 11,242 westbound), with AM peak hour volumes of 697 eastbound and 1,142 westbound, and PM peak hour volumes of 1,125 eastbound and 771 westbound.

From 2021 to 2025, there was one crash involving a pedestrian and two crashes involving bicyclists on this segment.

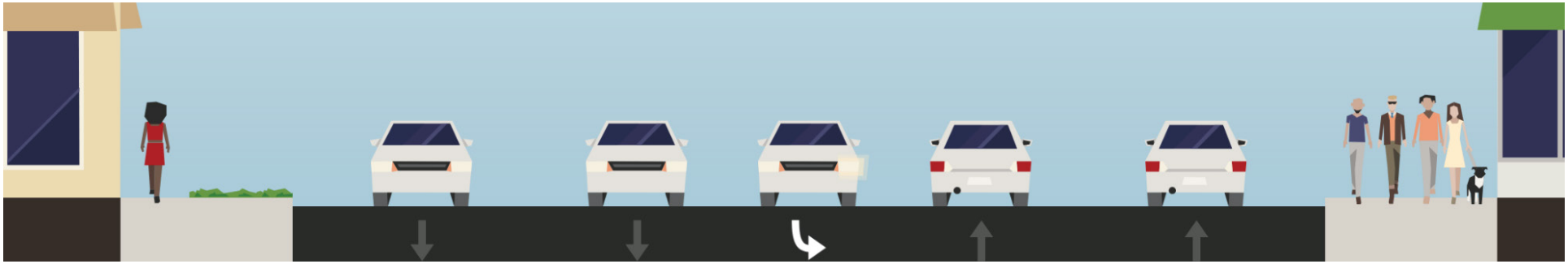


Exhibit 62. Existing cross-section: Marine Ave from west of Prairie Ave to west of Gerkin Ave

Recommendation: Upgrade the sidewalk to a Class I path.

Given the existing traffic volumes, a reduction in the number of travel lanes is not supported. The existing roadway width is not adequate to fit on-street bicycle facilities without reducing vehicular capacity. As a long-term solution, a bicycle connector at sidewalk level could be established for one block (between Prairie Avenue and Gerkin Avenue) to improve the connection between potential bicycle facilities on Prairie Avenue and the frontage roads along Marine Avenue, which connect to the Laguna Dominguez Trail just outside the city limits.

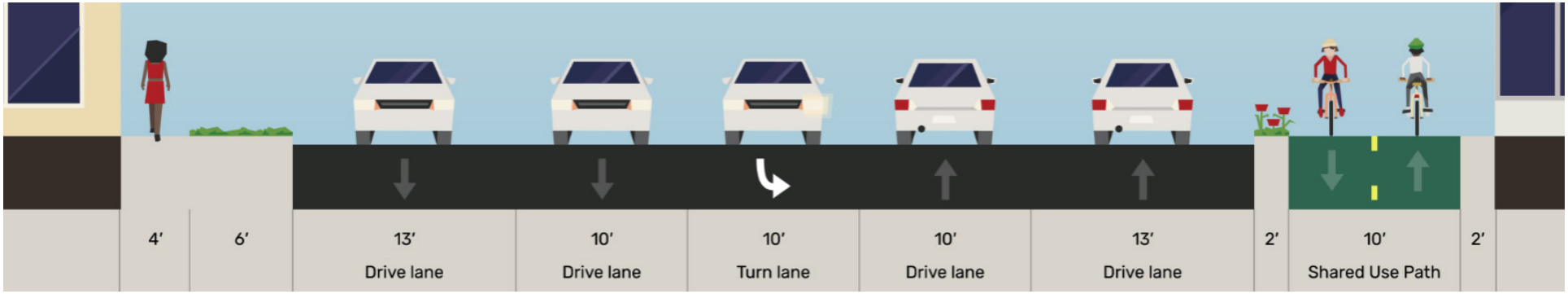


Exhibit 63. Proposed cross-section: Marine Ave from Prairie Ave to Gerkin Ave

5. Class III Bike Route Recommendations

5.1. South Bay Local Travel Network

The South Bay Local Travel Network (LTN) is a network of local streets throughout the South Bay region, established by the South Bay Cities Council of Governments (SBCCOG) to create safer routes for micromobility. The LTN is intended to accommodate the wide variety of slower-speed vehicles that have seen increasing popularity in recent years — from e-bikes and e-scooters to neighborhood electric vehicles (NEVs), Segways, OneWheels, quadricycles, and many others.[7]

The LTN is a region-wide network (see Exhibit 65) which includes approximately 10 miles of local streets within the City of Hawthorne. To build out the LTN, the SBCCOG recommends wayfinding signage with consistent branding to encourage slower travel modes (see Exhibit 64).

Exhibit 64. SBCCOG LTN sign

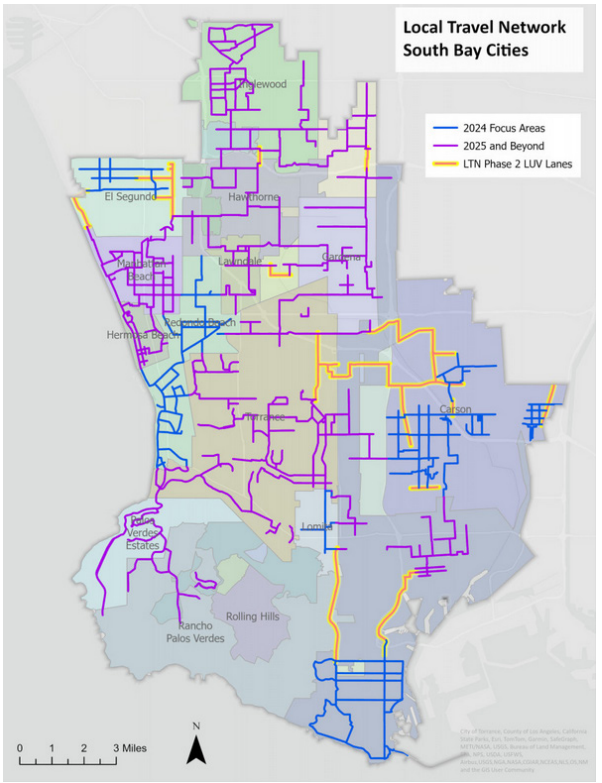


Exhibit 65. SBCCOG Local Travel Network

[7] https://storymaps.arcgis.com/stories/abba551598c748a3a7ff055a09446496

5.2. Recommended Class III Bicycle Routes

In addition to the LTN routes, this ATP recommends designating other local streets as Class III bicycle routes. These streets were selected based on their existing role as corridors for neighborhood-level active travel. These additional Class III routes will expand on the LTN routes, building a more robust active transportation network. The recommended Class III routes (LTN and non-LTN) are summarized in Exhibit 13.

Active Transportation Program guidelines for project eligibility restrict shared lane markings to streets with speed limits of 25 miles per hour or less. Therefore, streets with speed limits above 25 miles per hour should not be designated as Class III bicycle routes.

5.3. Class III Bicycle Boulevard Toolbox

In lieu of location-specific measures for the buildout of the City of Hawthorne's Class III bicycle route network, this section presents a toolbox of traffic calming measures that can be considered for implementation to achieve the intended outcome of Class III facilities.

Each of the following toolbox measures can be deployed as a quick-build, temporary solution at relatively low cost. This will enable the City to evaluate the effects of the roadway improvements before implementing the solutions more permanently.

However, care should be taken in selecting these tools and determining where to apply them, as every location has its own unique considerations. When planning for traffic calming measures, attention should be paid to the context of the street or intersection in question and its role in the surrounding transportation network. Before implementing any of the following measures, a traffic engineering study should be carried out, evaluating the suitability and predicted effects of the proposed traffic calming measures and identifying the performance measures that will be used to evaluate the project's success.

The main advantages and disadvantages for each traffic calming tool are discussed in the following pages, with approximate costs and example images provided.

Exhibit 66. Bike boulevard example (source: Reconnect Rochester)

5.3-1: Horizontal Deflection Devices

Horizontal deflection devices physically alter the path of vehicles in the roadway, forcing drivers to deviate from following a straight line and slow down in the process. They are often designed with landscaping features to enhance the aesthetics of the streetscape.

Median Islands

Median islands are raised or marked areas in the center of a street. They typically separate opposing directions of traffic and serve as a pedestrian refuge, allowing pedestrians to wait for one direction of traffic at a time.

Median islands can be installed as a temporary measure during a test phase using a combination of tactical tools such as bollards, striping, modular rubberized components, planter boxes, or related devices. Permanent installations typically include landscaping and often includes street trees, which contribute to the optical narrowing of the roadway.

Typical cost: Depending on scale and features, $2,000 - $10,000+ for temporary installation; $25,000 - $100,000+ for permanent installation of small islands. Costs can be far higher for medians along an entire corridor.

Positive aspects:

- Proven speed reduction.
- Provides pedestrian refuge areas for crossing.
- Can enhance street aesthetics.

Negative aspects:

- Long medians may interrupt emergency access and operations.
- May interrupt driveway access and result in U-turns.
- Landscaping, if present, must be maintained.

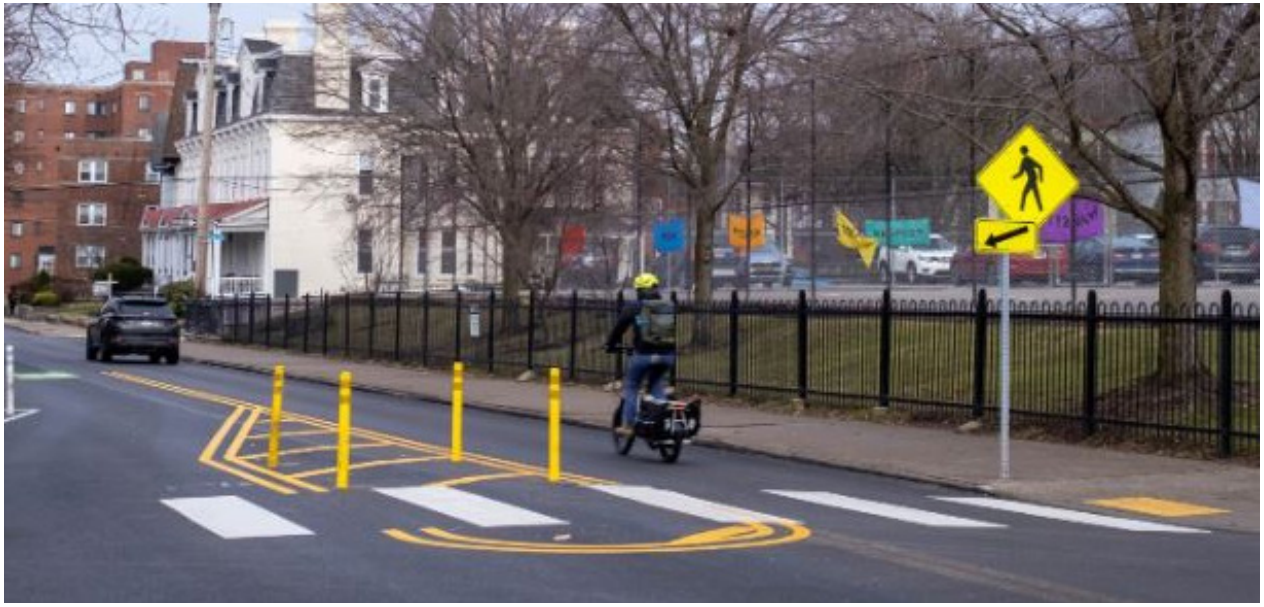


Exhibit 67. Temporary median islands (source: City of Pittsburgh)

Exhibit 68. Permanent median island (source: SF Better Streets)

Bulb-Outs (Curb Extensions)

Bulb-outs narrow the travel lanes at intersections. They reduce turning vehicle speeds by decreasing the curb radii, reduce through vehicle speeds by visually narrowing the roadway, and reduce crossing distances for pedestrians. The magnitude of reduction in speed is dependent on the spacing and curb radii.

Like other devices in this section, bulb-outs can be installed as a temporary measure during a test phase using a combination of tactical tools such as bollards, striping, modular rubberized components, planter boxes, or related devices. Permanent installations may include landscaping or may be designed with non-landscaped aesthetic enhancements such as decorative bricks.

Typical cost: $5,000 - $10,000 for temporary installation; $25,000 - $100,000+ for permanent installation.

Positive aspects:

- Proven speed reduction.
- Provides pedestrian refuge areas for crossing.
- Can enhance street aesthetics.

Negative aspects:

- Requires bicyclists to briefly merge with vehicular traffic at bulb-out location.
- Landscaping, if present, must be maintained.
- May require elimination of some on-street parking.
- Requires additional effort during street cleaning.

Exhibit 69. Temporary curb extension (source: Wikimedia)

Exhibit 70. Permanent curb extension (source: City of St. Johns)

Chokers (Mid-Block Curb Extensions)

Chokers narrow the street by extending the sidewalk or landscaped area. These devices are employed to make pedestrian crossings easier, to narrow the roadway, and/or to slow traffic. Like other devices in this section, they influence driver behavior by reducing the perceived width of the roadway and requiring drivers to deviate from a straight path, consequently slowing traffic down.

Like other devices in this section, chokers can be installed as a temporary measure during a test phase using a combination of tactical tools such as bollards, striping, modular rubberized components, planter boxes, or related devices. Permanent installations may include landscaping or may be designed with non-landscaped aesthetic enhancements such as decorative bricks.

Typical cost: $2,000 - $10,000 for temporary installation; $20,000 - $50,000+ for permanent installation.

Positive aspects:

- Proven speed reduction.
- Can enhance street aesthetics.

Negative aspects:

- Requires bicyclists to briefly merge with vehicular traffic at choker location.
- May require elimination of some on-street parking.
- Landscaping, if present, must be maintained.
- Requires additional effort during street cleaning.

Exhibit 71. Temporary choker with median (source: Dakota News Now)

Exhibit 72. Permanent choker (source: FHWA)

Chicanes (Offset Curb Extensions)

Chicanes are alternating curves or lane shifts that are positioned to guide motorists to deviate from a straight travel path. The curvilinear path is intended to reduce the speed at which a motorist is comfortable travelling through the feature.

Like other devices in this section, chicanes can be installed as a temporary measure during a test phase using a combination of tactical tools such as bollards, striping, modular rubberized components, planter boxes, or related devices. Permanent installations may include landscaping or may be designed with non-landscaped aesthetic enhancements such as decorative bricks.

Typical cost: $2,000 - $10,000 for temporary installation; $20,000 - $50,000+ for permanent installation.

Positive aspects:

- Proven speed reduction.
- Can enhance street aesthetics.

Negative aspects:

- Requires bicyclists to briefly merge with vehicular traffic at chicane location.
- May require elimination of some on-street parking.
- Landscaping, if present, must be maintained.
- Requires additional effort during street cleaning.

Exhibit 73. Temporary chicane (source: MLive)

Exhibit 74. Permanent chicane with median island (source: Los Angeles Department of Transportation)

Traffic Circles

Traffic circles are circular islands-the center of intersections, around which traffic circulates. Traffic circles can prevent drivers from speeding through intersections by preventing straight-through movement. Stop signs or yield signs can be used as traffic controls at the approaches.

Like other devices in this section, traffic circles can be installed as a temporary measure during a test phase using a combination of tactical tools such as bollards, striping, modular rubberized components, planter boxes, or related devices. Permanent installations typically include landscaping but may also be designed without landscaping, using features such as decorative bricks.

Typical cost: $10,000 - $20,000 for temporary installation; $75,000+ for permanent installation.

Positive aspects:

- Proven speed reduction.
- Can enhance street aesthetics and neighborhood identity.
- Potential for stormwater capture.

Negative aspects:

- Requires careful design to allow passage of emergency vehicles and prevent the circulating lane does from encroaching on crosswalks.
- May require elimination of some on-street parking.
- Landscaping must be maintained.

Exhibit 75. Temporary traffic circle in Rancho Palos Verdes, CA

Exhibit 76. Permanent traffic circle in Long Beach, CA (source: Google)

5.3-2: Vertical Deflection Devices

Speed Humps

Speed humps are parabolic features in the roadway that employ vertical deflection to slow motor vehicle traffic. The travel length of a speed hump is typically 12 to 14 feet.

Speed humps are distinct from speed bumps, which have a shorter travel length (1 to 3 feet) and are typically used on private roadways and parking lots; or with speed tables, which have a longer travel length (typically 22 feet).

Like other devices in this section, speed humps can be installed as a temporary measure during a test phase using modular rubberized components, of which there are several varieties on the market.

Typical cost: $5,000 - $10,000 for temporary installation; $20,000 - $30,000 for permanent installation.

Positive aspects:

- Proven speed reduction when properly designed and spaced.
- Low cost compared with other traffic calming measures.
- Lower long-term maintenance costs compared with traffic calming measures that include landscaping features.

Negative aspects:

- May slow down emergency vehicles.
- Can be ineffective if spaced too far apart; drivers may accelerate in between humps, resulting in increased noise from acceleration, braking, and tire and suspension movement.
- May be considered a nuisance for delivery trucks, school buses, and bicycles.

Exhibit 77. Temporary speed hump (source: Zanesville Times Recorder)

Exhibit 78. Permanent speed hump on W 135th St in Hawthorne

Speed Tables and Raised Crosswalks

Speed tables are raised sections of the roadway intended to reduce vehicle speeds. Compared to speed humps, speed tables have a greater travel length (typically 22 feet) and bring about a smaller reduction in speed. They are considered more appropriate than speed humps for collector streets, transit routes, and emergency response routes.

Speed tables are often combined with crosswalks, reducing drivers' speeds at points where pedestrians cross. Like other devices in this section, speed tables can be installed as a temporary measure during a test phase using modular rubberized components, of which there are several varieties on the market.

Typical cost: $8,000 - $10,000 for temporary installation; $20,000 - $50,000 for permanent installation.

Positive aspects:

- Proven speed reduction when properly designed.
- Lower long-term maintenance costs compared with traffic calming measures that include landscaping features.

Negative aspects:

- May slow down emergency vehicles (albeit less so than speed humps).
- May need to be combined with other traffic calming measures to be effective. Speed tables typically only reduce speeds in their immediate vicinity.

Exhibit 79. Temporary speed table (source: Spectrum News)

Exhibit 80. Permanent speed table with crosswalk (source: Caltrans)

5.3-3: Volume Control Devices

The devices in this section are intended to reduce traffic volumes on local streets while encouraging access by pedestrians and users of rolling modes such as bicycles, scooters, and other micromobility devices.

Modal Filters

Modal filters are road design elements that restrict the flow of certain modes of travel while allowing others to pass through. Most typically, they take the form of partial and full street closures that prevent automobiles from passing through while allowing passage by bicyclists and pedestrians.

Like other devices in this section, modal filters can be installed as a temporary measure during a test phase using a combination of tactical tools such as bollards, signs, planters, rubber curbs, or related devices. Permanent installations may include concrete curb installation, landscaping, or various other design elements. In many cases, cities preserve emergency vehicle access by using flexible posts for a portion of the filter.

Typical cost: $1,000 - $3,000 for temporary installation; $2,000 - $10,000 for permanent installation depending on the project type.

Positive aspects:

- Reduces automobile cut-through traffic (and associated high speeds) on local streets.

Negative aspects:

- May contribute to congestion in some areas, shifting traffic to arterial or collector streets.
- May impede emergency vehicle access.

Exhibit 81. Temporary modal filter with flex posts, preserving emergency access, in Santa Barbara, CA

Exhibit 82. Permanent modal filter with mountable curbs, preserving emergency access in San Luis Obispo, CA

Turning Movement Restrictions (Forced Turn Islands)

Turning movement restrictions can reduce traffic volumes by sending automobile drivers in a certain direction. While compliance levels can be low for turning movement restriction signs on local streets, several cities integrate turning movement restrictions into intersection design through the use of forced turn islands. Forced turn islands are raised islands constructed at intersection approaches to physically discourage certain turning movements.

When planning for turning movement restrictions, it is essential to consider the restriction's context within the surrounding transportation network. If the restricted turning movement is part of a route that a large number of drivers need to take, without a good alternative, then driver compliance may be low.

Like other devices in this section, forced turn islands can be installed as a temporary measure during a test phase using a combination of tactical tools such as bollards, striping, modular rubberized components, planter boxes, or related items. Permanent installations may or may not include landscaping.

Typical cost: $2,000 - $10,000 for temporary installation; $20,000 - $50,000+ for permanent installation.

Positive aspects:

- Reduces automobile through traffic on local streets.

Negative aspects:

- Driver non-compliance may be frequent depending on the context.
- May contribute to congestion in some areas, shifting traffic to arterial or collector streets.
- May impede emergency vehicle access.

Exhibit 83. Permanent forced turn island preventing left turns from a major road to a residential street in San Luis Obispo, CA

Contraflow Bike Lanes

Contraflow bike lanes are designed to allow bicyclists to travel against the flow of motor vehicle traffic on one-way streets.

Typical cost: Depends on the project length and whether it is included as part of a larger roadway restriping project.

Positive aspects:

- May improve connectivity for bicycle trips.
- May eliminate the problem of wrong-way bicyclists on one-way streets where this has previously been a concern.
- Resulting narrower vehicular lanes can reduce driving speeds.

Negative aspects:

- Drivers may not expect cyclists to be traveling in the opposing direction. Collision risk may be higher, depending on the context.

Exhibit 84. Contraflow bike lane (source: City of Chicago)

5.3-4: Optical Narrowing

Optical narrowing refers to the addition of design elements and visual cues that reduce the perceived width and openness of the street. On wide and unobstructed roadways, drivers are more likely to go faster. If features such as street trees and buildings are closer to the roadway, with a more pronounced vertical presence, drivers' natural inclination is to slow down. The same is true for narrower travel lanes, which have been shown to bring about a reduction in speed.

Right-sized Travel Lanes

Multiple studies have shown that narrower lanes result in lower traffic speeds without negatively impacting safety. It has become a best practice in roadway design to opt for 10- to 11-foot travel lanes over 12-foot (or wider) lanes on local streets due to the positive effect on speed and safety. In some cases, excess roadway width can be repurposed to make room for bicycle lanes and/or buffer space.

Typical cost: Depends on the scope of the restriping project.

Positive aspects:

- Promotes slower, more attentive driving.
- May create space for bike lanes, buffer zones, or wider sidewalks, encouraging active transportation.

Negative aspects:

- May impede access for large vehicles, including emergency vehicles. The context of the roadway should be considered.

Exhibit 85. Before (above) and after (below) views of a street where lane restriping created optical narrowing (source: Google Street View)

Vertical Features (trees, hedges, buildings)

Vertical features closer to the roadway, such as trees, hedges, or buildings, are associated with lower traffic speeds. These visual cues cause drivers to slow down. Trees are often planted along medians and in the buffer zones between the roadway and the sidewalk to improve neighborhood aesthetics.

In addition to vegetation, other features closer to the roadway, such as buildings and on-street parking, are associated with lower traffic speeds.

Typical cost: Depends on project scope and features.

Positive aspects:

- Promotes slower, more attentive driving.
- Street trees and shrubbery can improve street aesthetics.
- Associated with improved air quality, reduction of urban heat island effects, reduced stormwater runoff, and benefits to mental health and wellbeing.

Negative aspects:

- Landscaping and trees must be maintained.
- Overgrown vegetation can block sight lines for road users.
- Root upheaval can damage sidewalks.

Exhibit 86. Vertical features (trees) on a median in San Luis Obispo, CA

5.3-5: Traffic Control Devices

The following devices consist of signage and striping that can contribute to calming traffic on Class III bicycle facilities and help to create safer multimodal streets.

Speed Feedback Signs

Speed feedback signs use radar to detect a vehicle's speed and display it to the driver in real-time, encouraging them to slow down by raising awareness of their speed relative to the limit, often flashing or showing a "Slow Down" message when a driver is speeding.

Many cities deploy mobile speed feedback signs on trailers, moving them around to target different locations on a rotational basis. Speed feedback signs can also be installed permanently on standard sign posts.

Typical cost: $2,500 to $5,000 per sign.

Positive aspects:

- Does not physically slow emergency vehicles.
- May be installed permanently or on a rotational basis.
- Can record speed and volume data for use in studies.

Negative aspects:

- May require a power source (or in the case of solar powered signs, may not function well in shady areas).
- Each sign is only effective for one direction of travel.

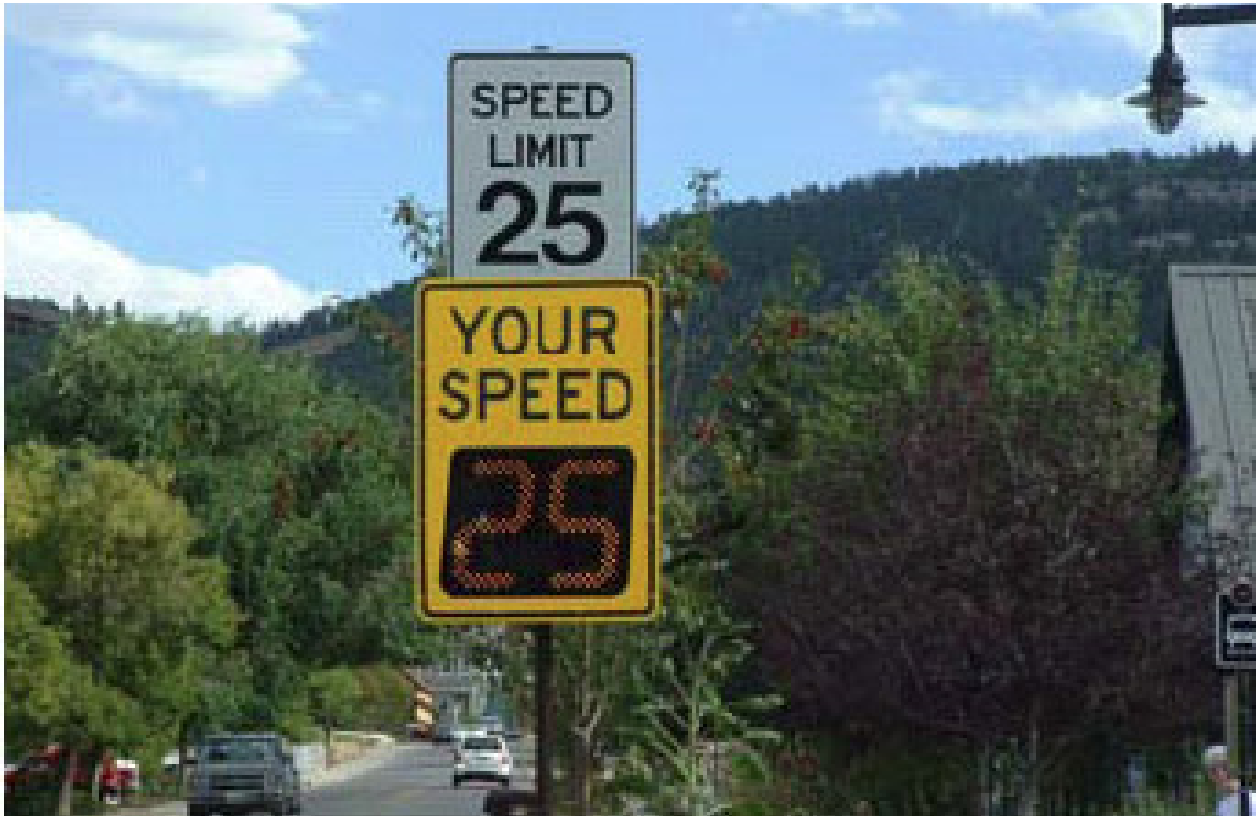


Exhibit 87. Speed feedback sign (source: Sacramento DOT)

Bicycle Boxes

Bicycle boxes are designated, typically green-painted areas at the head of a traffic lane (or multiple lanes) at a signalized intersection. They increase cyclist visibility, reduce the likelihood of "right-hook" collisions, and allow cyclists to clear intersections safely ahead of automobile traffic.

In addition to vegetation, other features closer to the roadway, such as buildings and on-street parking, are associated with lower traffic speeds.

Typical cost: $5,000, often installed as part of a larger restriping project.

Positive aspects:

- Enhances cyclist visibility.
- Reduces the likelihood of automobile-bicycle conflicts, especially for turning movements.
- May encourage bicycling and increase cyclist confidence, especially in high-traffic areas.
- May also improve conditions for pedestrians by reducing automobile encroachment into crosswalks.

Negative aspects:

- Drivers can be confused about who has the right-of-way, especially if right turns on red are allowed.
- May impact lines of sight if not designed correctly.
- Education and enforcement may be necessary to increase proper use.

Exhibit 88. Example of a bicycle box in San Luis Obispo, CA

Shared Lane Markings

Although bicycles are generally permitted on streets except where they are specifically prohibited (such as on freeways), shared lane markings emphasize the fact that the street is shared and help to establish a multimodal environment. Typical "sharrows" show the bicycle and chevron design illustrated on the left in Exhibit 89. Green-backed sharrows have become widespread in recent years. Some communities have used customized shared lane markings, such as in the example from San Luis Obispo, CA, shown in Exhibit 89, emphasizing a family-friendly bicycling environment.

New shared lane markings are prohibited by California law on roads with speed limits above 30 miles per hour. Active Transportation Program guidelines for project eligibility restrict shared lane markings to streets with speed limits of 25 miles per hour or less.

Typical cost: $100 to $300 per marking

Positive aspects:

- When placed in the appropriate context and combined with other traffic calming measures, sharrows can encourage bicycling and remind drivers that bikes belong on the streets.
- May contribute to the branding and identity of streets designated as "bike boulevards" or similar.

Negative aspects:

- On streets with higher speeds or higher traffic volumes, shared lane markings may create a false sense of security for bicyclists.
- Studies have not shown clear safety benefits.

Exhibit 89. Basic sharrow marking (left) and green-backed sharrow (right)

Exhibit 90. "Greenway" shared lane marking on a bike boulevard in San Luis Obispo, CA

Additional Traffic Calming Resources

FHWA Traffic Calming ePrimer: https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer

Caltrans Traffic Calming Guidance Resources: https://dot.ca.gov/programs/safety-programs/traffic-calming

6. Pedestrian Recommendations

This section contains recommendations for improving pedestrian infrastructure and connectivity in the City of Hawthorne.

6.1. Pedestrian Infrastructure Policies

The following city-wide policies relating to pedestrian infrastructure are recommended:

1. Sidewalk Repair: Sidewalks throughout the city need repairs due to tree root upheaval and normal wear and tear. These should be repaired and upgraded whenever feasible.

2. Upgrades of Substandard Sidewalks: Some sidewalks in the city have a clear width of less than 4 feet (considered an absolute minimum in constrained situations). In many cases, right-of-way and other constraints preclude sidewalk expansion. However, when and where it is feasible, these sidewalks should be widened. Sidewalk upgrades should be prioritized based on factors such as need (demonstrated by pedestrian traffic volumes and connecting destinations), available right-of-way, and cost.

3. Sidewalk Gap Closure: Sidewalk gaps should be closed, when and where feasible. Sidewalk gap closure should be prioritized based on factors such as need, available right-of-way, and cost.

4. Removal of Sidewalk Obstacles: Sidewalks throughout the city are partially blocked at various locations by infrastructure such as utility poles, signposts, fire hydrants, electrical boxes, and overgrown vegetation. The City should remove these obstacles whenever feasible, especially during roadway or sidewalk reconstruction projects, in order to maintain a minimum clear passage width of 4 feet (for constrained scenarios; a width of 5 feet is preferred). Sidewalk obstacle removal should be prioritized based on need, feasibility, and cost, recognizing that utility relocation can be complex.

5. Trash Collection: Trash collection practices should include expeditious removal of large trash items that block sidewalks (such as discarded furniture) and enforcement of the applicable regulations.

6. Leading Pedestrian Intervals: Signal timing should be modified to incorporate leading pedestrian intervals (LPIs) into the signal cycle where the need has been identified.

7. Pedestrian Countdown Signal Heads: Countdown heads should be installed at any intersections that are still lacking them.

8. Crosswalk Repainting: Faded crosswalks should be proactively restriped to maintain visibility.

9. Crosswalk Improvements: Crosswalk upgrades to Rectangular Rapid-Flashing Beacons (RRFBs) and Pedestrian Hybrid Beacons should be considered for locations on a case-by-case basis, consistent with best practices and prevailing guidance.

10. ADA Compliance: Upgrade curb ramps to full ADA compliance wherever they are deficient or lacking.

11. Curb extensions should be installed at intersections where feasible to reduce the pedestrian crossing distance. Intersections with long pedestrian crossing distances should be prioritized, especially on multi-lane arterials without a median pedestrian refuge.

6.2. Location-Specific Pedestrian Recommendations

1. Explore installation of a mid-block crossing or traffic signal on Prairie Avenue at the Costco Business Center. This location has been repeatedly indicated for pedestrian improvements in community input.

2. Remove the non-MUTCD-compliant signage at the crosswalks on Hawthorne Boulevard instructing pedestrians to avoid peak hours (as shown in Exhibit 91. These signs may be confusing to pedestrians.

3. Close the existing sidewalk gaps and address substandard sidewalks, as listed in Exhibit 92 and shown on the map in Exhibit 93.

Exhibit 91. Non-MUTCD-compliant crosswalk signage on Hawthorne Blvd

ID	Location	Notes	Length
Substandard Sidewalks			
S1	Cordary Ave south of El Segundo Blvd	Sidewalk is substandard, about 3 feet wide, with utility poles blocking the way.	400 ft
S2	W 139th St west of Crenshaw Blvd	Sidewalk is substandard, about 3 feet wide, with utility poles blocking the way.	65 ft (north side of street) 340 ft (south side of street)
Sidewalk Gaps			
G1	W 120th St from Prairie Ave to Doty Avenue	No existing sidewalk on the north side of the street.	1,240 ft
G2	Doty Ave from W 119th Pl to W 120th St	No existing sidewalk on the west side of the street.	130 ft
G3	El Segundo Blvd from Oakmont Ln to east city limits	No existing sidewalk on the north side of the street.	370 ft
G4	W 139th St west of Yukon Ave	No existing sidewalk on the south side of the street.	150 ft
G5	W 139th St east of Yukon Ave	No existing sidewalk on the south side of the street.	140 ft
G6	Chadron Ave north of West Rosecrans Ave	No existing sidewalk on the west side of the street.	120 ft
G7	Chadron Ave south of W 135th St	No existing sidewalk on either side of the street.	120 ft
G8	Lemoli Ave north of W 139th St	No existing sidewalk on the east side of the street.	130 ft
G9	13805 Lemoli Ave	No existing sidewalk on the west side of the street.	120 ft
G10	13823 Doty Ave	No existing sidewalk along property frontage (north side of W 139th St and west side of Doty Ave)	200 ft
G11	W 139th St west of Doty Ave	No existing sidewalk on the south side of the street.	110 ft
G12	W 139th St east of Prairie Ave	No existing sidewalk on the north side of the street.	85 ft

Exhibit 92. Location-specific pedestrian recommendations

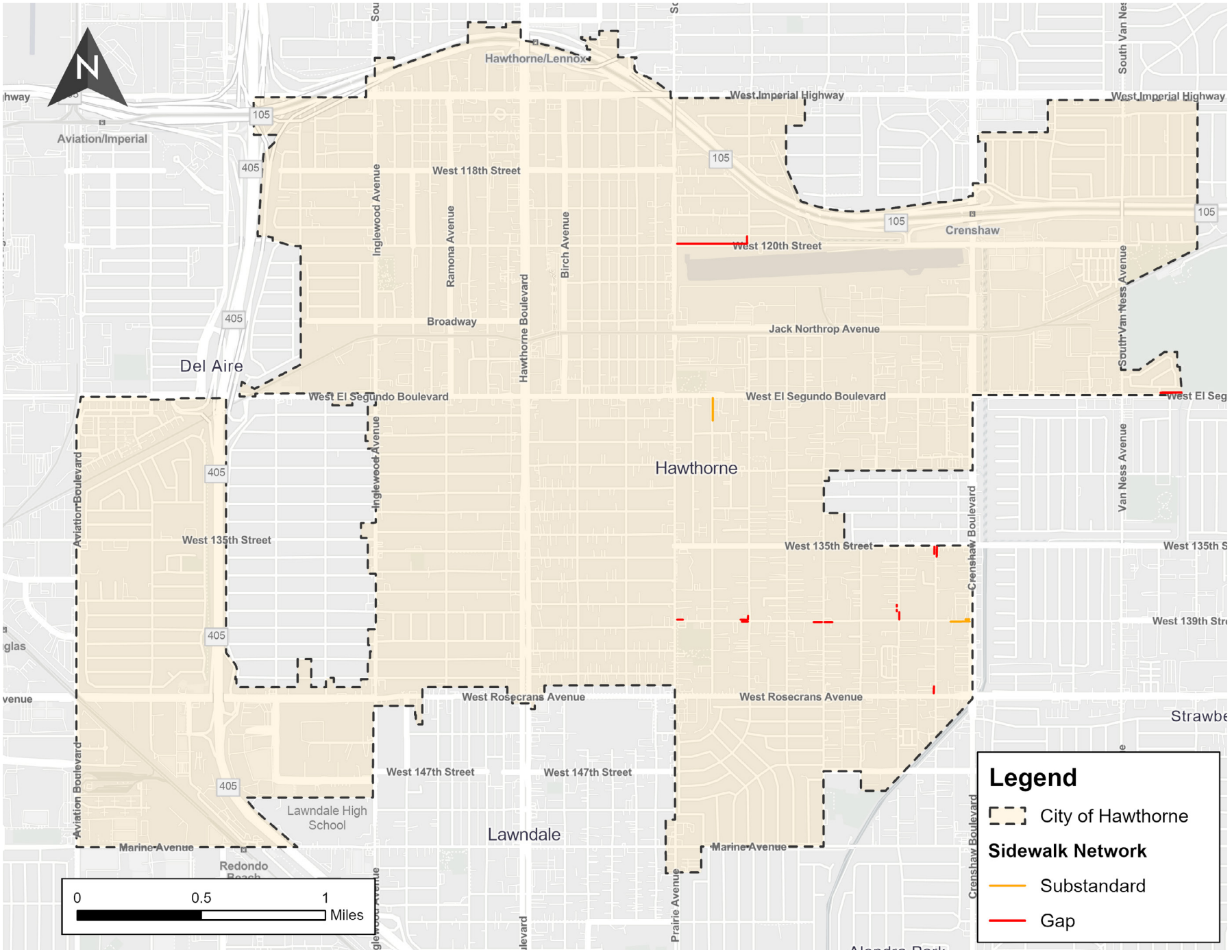


Exhibit 93. Map of existing substandard sidewalks and gaps

7. Non-Infrastructure Recommendations

While developing adequate physical infrastructure is essential in enabling and encouraging active transportation, non-infrastructure (systemic or programmatic) actions can further encourage an active transportation-friendly culture by providing additional resources to roadway users. These items can supplement physical infrastructure by placing a spotlight on and reminding community members about active transportation options within the city. The following non-infrastructure action items by the City of Hawthorne are recommended:

7.1. Participate in regional and statewide initiatives to encourage active transportation

The City of Hawthorne is within the scope of regional and statewide initiatives to encourage active transportation, including statewide advocacy efforts by CalBike and regional programs such as the South Bay Cities Council of Governments Local Travel Network and Sustainable Neighborhoods Strategy (both of which include infrastructure and non-infrastructure components), the Southern California Association of Governments Go Human and Sustainable Communities Program, and Metro's active transportation and first/last mile planning initiatives. The City may wish to collaborate with regional and state agencies to help design and adapt their initiatives to meet the specific needs of the community.

7.2. Adopt a Complete Streets Policy to support and guide the City's active transportation and safety goals

The City of Hawthorne is developing a Complete Streets Policy simultaneously with this Active Transportation Plan. The Complete Streets Policy will codify requirements and set guidelines for future development and policies that ensure proper consideration for all road users. The Complete Streets Policy will supplement this Active Transportation Plan and other plans, policies, and standards adopted by the City.

7.3. Explore development of a Safe Routes to School program

The Safe Routes to School program is a national initiative established by the nonprofit Safe Routes Partnership. The program is dedicated to promoting walking, biking, rolling, and taking transit as primary means for getting to school. Many California communities have successfully implemented Safe Routes to School programs. A Safe Routes to School Program offers many opportunities to further active transportation use, including:

- Teaching students the rules of the road, so they are more prepared to navigate their community using active transportation.
- Encouraging and educating students about active modes of getting to school.
- Offering opportunities for increased physical activity.
- Reducing traffic congestion around schools.
- Unlocking additional grant funding opportunities.

The Safe Routes Partnership and the California Active Transportation Resource Center have both published a wealth of resources to aid communities in developing and expanding their own Safe Routes to School programs. These include program and funding guidance for government agencies, parents and school administrators to start and strengthen Safe Routes to School programs in their communities.

7.4. Bicycle, Pedestrian, and Driver Safety and Campaigns

Safety campaigns help remind all road users of proper etiquette and to abide by local laws. Campaigns can either be catered to specific or multiple roadway users (such as reminding drivers to share the road with bicyclists or to yield to pedestrians in crosswalks). The City can engage key stakeholders to help design and advertise campaigns in ways that meet the specific needs of the community. Stakeholders play an essential role in spreading messaging and may include local advocates, law enforcement officers, business owners, civic leaders, school districts, and community volunteers.

Campaigns should also encourage community members to participate in the conversation. For example, local schools could hold a contest where students can design posters or flyers with different safety messages. These may include reminders to wear safety equipment, proper riding or pedestrian behavior, encouraging vehicles to drive slowly and watch for pedestrians, and more. These can be distributed at community events to inform roadway users about safe behaviors and remind drivers to share the road.

7.5. Bicycle Rodeos and Safety Education

Proper training and education for bicyclists plays an essential role in deterring collisions and encouraging safe riding behavior. Multiple options exist for community bicycle ridership and safety education. Popular options that have been implemented across the country range from "bicycle rodeos" and other bicycle safety programs in K-12 schools, to the Smart Cycling courses offered by the League of American Bicyclists.

Bike rodeos are events designed and dedicated to teaching people (usually children) important bicycle safety skills in a fun and engaging way. They are typically organized as collaborative efforts by cities, schools, community groups, and law enforcement agencies. Bike rodeos typically include a series of activities in which participants can learn and practice riding skills in a safe, controlled environment. These may include:

- Riding in a Straight Line – Learning how to control their bike and maintain a straight path.
- Turning and Cornering – Navigating turns or slalom courses to develop control while steering.
- Stopping and Braking – Practicing stopping their bike quickly and safely.
- Hand Signals – Demonstrating proper hand signals for turning and stopping.
- Traffic Rules and Awareness – Practice following traffic signs and roadway rules under simulated, controlled scenarios.

Bike rodeos may also offer services to participants such as bike safety checks and lessons on basic maintenance (including inspecting brakes and tires, ensuring helmets fit properly, checking for reflectors and/or lights, etc.) They can also be used as opportunities to distribute free safety gear such as bike lights, bike locks, helmets, and other visibility aids like reflective clothing for biking or walking at night.

Resources:

- League of American Bicyclists: Smart Cycling - https://bikeleague.org/ridesmart/
- League of American Bicyclists: How to Host an LCI Seminar - https://bikeleague.org/smart-cycling-recap-how-to-host-an-lci-seminar/
- Safe Routes Partnership: An Organizer's Guide to Bicycle Rodeos - https://www.saferoutespartnership.org/sites/default/files/pdf/Bike_Rodeo_CT.pdf
- Safe Routes Partnership: California Pedestrian and Bicycle Safety Curriculum for Grades 4 and 5 - https://www.saferoutespartnership.org/resources/toolkit/cpbsc
- What kind of awareness campaigns really help improve road users' behavior? - https://www.cyclinguk.org/article/what-kind-awareness-campaigns-really-help-improve-road-users-behaviour
- San Francisco Bicycle Coalition: Big Safety Impact: Latest Driver Education Successes - https://sfbike.org/news/big-safety-impact-latest-driver-education-successes/

7.6. Demonstration Events for Active Transportation Projects

Demonstration projects are an interactive way to allow community members to experience new active transportation infrastructure and roadway redesigns first-hand before final adoption and installation. These can be used for proposed installations such as road diets, traffic circles and traffic calming installations, or Class IV protected bicycle facilities. Demonstration events use temporary materials and quick builds. This helps the City to save money on installations and easily tweak designs, enables community members to give direct feedback, and can raise anticipation and support for new projects.

Demonstration events can be conducted using normal traffic controls or be paired with street closures such as during Open Streets events. In addition, they can be installed for varying lengths of time, at different locations and using multiple designs and materials. Demonstration events should be advertised and scheduled in advance to allow community members adequate time to give feedback.

7.7. Open Streets Events

Open Streets events, such as Los Angeles's CicLAvia program, temporary close roadways to vehicle traffic, allowing people to reclaim the streets for activities like walking, biking, rolling, and other activities and events. These events help promote active transportation, foster a stronger sense of community, and allow the City to engage with community members to find ways to make roadways better serve their needs beyond driving. As stated above, they can also be paired with demonstration events to showcase infrastructure proposals.

06
Implementation Plan

1. Methodology for Project Prioritization

The recommended projects in this plan are prioritized according to the methodology described in this section. Projects are assigned a priority score, as shown in Exhibit 1.

Criteria	Points
Project Benefit-Cost Ratio, calculated as follows: • The benefit is the comprehensive socioeconomic cost of crashes involving active transportation users that have occurred within the project area during the most recent five years for which data are available, multiplied by the Crash Reduction Factor (CRF) for the proposed road safety countermeasure(s). The cost of crashes was calculated using the FHWA's Crash Costs for Highway Safety Analysis. The CRF was determined from the Crash Modification Factors (CMFs) listed in Exhibit 2.	Between 0 and 4 points (4 points for top quartile, 1 point for bottom quartile, 0 points for projects with no measured crash reduction benefit)
Proximity to K-12 schools (within ¼ mile of project)	1 point
Proximity to public parks (within ¼ mile of project)	1 point
Proximity to major transit stops or high-quality transit corridors (within ½ mile of project) • "Major transit stop" means an existing rail or bus rapid transit station or the intersection of two or more bus routes with frequency of service of 20 minutes or less during the morning and afternoon peak commute periods.[1] • "High quality transit corridor" means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.	1 point
Public input: Was this project suggested by the community through any of the various channels of public input utilized for the City of Hawthorne Active Transportation Plan or Safety Action Plan, or did any public input mention a location-specific need that this project addresses?	1 point

Exhibit 1. Project scoring criteria and points assigned

[1] https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=21064.3.&lawCode=PRC

Crash modification factors were determined from a variety of sources since there is not a single source that provides CMFs for all types of bicycle facilities. The following CRFs were used:

Improvement	CMF	Source
Hawthorne Blvd., conversion of Class II lanes to Class IV lanes	0.5	FHWA. Developing Crash Modification Factors for Separated Bicycle Lanes (Publication no. FHWA-HRT-23-078, September 2023), p. 2
Class II bicycle lanes on 4-lane streets	0.514	FHWA. Developing Crash Modification Factors for Bicycle-Lane Additional While Reducing Lane and Shoulder Widths (Publication no. FHWA-HRT-21-012, 2012), p. 7
Class II bicycle lanes on 2-lane streets	0.734	
Class IV bicycle lanes on 4-lane streets	0.257	(In absence of established CMFs, the CMFs for Class II lanes with a no-bicycle-lane base condition were multiplied by the CMF for conversion of Class II to Class IV lanes.
Class IV bicycle lanes on 2-lane streets	0.367	
Class III bicycle routes	0.37	UC Berkeley Safe Transportation Research and Education Center. Development of Crash Reduction Factors for Bicycle-Related Safety Countermeasures (2019), p. 6
Class I bicycle routes	In absence of established CMFs, the same CMFs were used as for Class IV facilities, with the assumption that proposed Class I paths mostly run parallel to existing streets and function similarly to Class IV lanes	

Exhibit 2. Crash modification factors

2. Prioritized List of Projects

		Variables used to calculate the prioritization score											Prioritization Score Points					
ID	Project	Bicyclist-involved crashes: fatal	Bicyclist-involved crashes: serious injury	Bicyclist-involved crashes: minor (other visible) injury	Bicyclist-involved crashes: possible injury (complaint of pain)	Bicyclist-involved crashes: property damage only	Socioeconomic cost of crashes (FHWA)	Crash Modification Factor (CMF)	Estimated project benefit (= 1 - CMF * cost of crashes)	Length (miles)	Estimated cost per mile	Estimated project cost	Benefit-cost ratio (BCR)	BCR points (4 points for top quartile, 1 point for bottom quartile)	Within 1/4 mile of a K-12 school (1 point per school)	Within 1/4 mile of a public park (1 point per park	Within 1/2 mile of major transit stop or corridor (1 point)	Recommended or need identified in ATP/SS4A public input (1 point)	Total Prioritization Score (higher number = higher priority)
Class I Shared Use Paths																			
4.1-5	Drainage channel from W 120th St / I-105 interchange to W 116th St	0	0	0	0	0	$0	0.257	$0	0.64	5,000,000	$3,200,000	0.0	0	0	1	1		2
4.1-1	Laguna Dominguez Trail from W 120th St to El Segundo Blvd	0	0	0	0	0	$0	0	$0	0.50	1,000,000	$500,000	0.0	0	0	0	1	1	2
4.1-2	West side of Dominguez Channel from W 120th St to El Segundo Blvd	0	0	0	0	0	$0	0.257	$0	0.50	1,000,000	$500,000	0.0	0	0	0	1	1	2
4.1-4	Laguna Dominguez Trail at El Segundo Blvd	0	0	0	0	0	$0	0.257	$0	0.02	1,000,000	$15,152	0.0	0	0	0	1	1	2
5.10-2	Marine Ave from Prairie Ave to Gerkin Ave	0	0	1	1	0	$588,600	0.257	$437,330	0.13	1,000,000	$130,000	3.4	1	0	0	0		1
4.1-3	East-west connection (south) from Crenshaw Blvd to Laguna Dominguez Trail	0	0	0	0	0	$0	0.257	$0	0.05	1,000,000	$50,000	0.0	0	0	0	1		1
Class II Bike Lanes																			
5.5-2	Crenshaw Blvd from I-105 eastbound on-ramp to W 120th St	0	0	0	1	0	$204,600	0.514	$99,436	0.06	300,000	$17,045	5.8	2	0	0	1	1	4
Class IV Protected Bike Lanes																			
5.9-2	Rosecrans Ave from Prairie Ave to Crenshaw Blvd	1	1	3	3	0	$19,458,900	0.257	$14,457,963	1.00	300,000	$300,000	48.2	4	1	1	1	1	8
5.4-1	Prairie Ave from north city limits to south city limits	0	1	5	4	1	$4,461,600	0.257	$3,314,969	2.59	300,000	$777,000	4.3	2	1	1	1	1	6
5.3-2	W 120th St from Inglewood Ave to Prairie Ave	0	1	1	2	2	$2,534,500	0.367	$1,604,339	1.00	300,000	$300,000	5.3	2	1	1	1	1	6
5.2-1	El Segundo Blvd from Aviation Blvd to east city limits	0	0	8	6	2	$4,335,800	0.257	$3,221,499	3.65	300,000	$1,095,000	2.9	1	1	1	1	1	5
5.1-2	Hawthorne Blvd from Imperial Hwy to south city limits	0	2	9	1	4	$7,143,200	0.5	$3,571,600	2.25	300,000	$675,000	5.3	2	1	0	1	1	5
5.6-1	Imperial Hwy from west city limits to east city limits	0	1	5	0	1	$3,643,200	0.257	$2,706,898	1.85	300,000	$555,000	4.9	2	0	1	1	1	5
5.1-1	Hawthorne Blvd from north city limits to Imperial Hwy	0	1	2	0	1	$2,491,200	0.257	$1,850,962	0.15	300,000	$45,000	41.1	4	0	0	1		5
5.3-3	W 120th St from Crenshaw Blvd to Laguna Dominguez Trail	0	0	0	1	0	$204,600	0.367	$129,512	0.05	300,000	$14,886	8.7	2	0	0	1	1	4
5.5-4	Crenshaw Blvd from El Segundo Blvd to Rosecrans Ave	0	0	0	1	0	$204,600	0.257	$152,018	0.75	300,000	$225,000	0.7	1	0	0	1	1	3
5.5-3	Crenshaw Blvd from W 120th St to El Segundo Boulevard	0	0	0	2	0	$409,200	0.257	$304,036	0.50	300,000	$150,000	2.0	1	0	0	1	1	3
5.7-1	W 135th St from Aviation Blvd to La Cienega Blvd	0	0	0	0	2	$36,200	0.257	$26,897	0.50	300,000	$150,000	0.2	1	1	1	0		3
5.3-1	W 120th St from west city limits to Inglewood Ave	0	0	0	0	1	$18,100	0.367	$11,457	0.32	300,000	$96,000	0.1	1	1	1	0		3
5.8-1	Aviation Blvd from El Segundo Blvd to Rosecrans Ave	0	0	0	0	0	$0	0.257	$0	1.00	300,000	$300,000	0.0	0	1	0	0	1	2

		Variables used to calculate the prioritization score											Prioritization Score Points					
ID	Project	Bicyclist-involved crashes: fatal	Bicyclist-involved crashes: serious injury	Bicyclist-involved crashes: minor (other visible) injury	Bicyclist-involved crashes: possible injury (complaint of pain)	Bicyclist-involved crashes: property damage only	Socioeconomic cost of crashes (FHWA)	Crash Modification Factor (CMF)	Estimated project benefit (= 1 - CMF * cost of crashes)	Length (miles)	Estimated cost per mile	Estimated project cost	Benefit-cost ratio (BCR)	BCR points (4 points for top quartile, 1 point for bottom quartile)	Within 1/4 mile of a K-12 school (1 point per school)	Within 1/4 mile of a public park (1 point per park	Within 1/2 mile of major transit stop or corridor (1 point)	Recommended or need identified in ATP/SS4A public input (1 point)	Total Prioritization Score (higher number = higher priority)
5.10-1	Marine Ave from Aviation Blvd to I-405	0	0	0	0	0	$0	0.257	$0	0.75	300,000	$225,000	0.0	0	0	0	1	1	2
5.3-4	W 120th St from Laguna Dominguez Trail to Van Ness Ave	0	0	0	0	0	$0	0.257	$0	0.45	300,000	$135,000	0.0	0	0	1	1		2
5.5-1	Crenshaw Blvd from W 118th Pl to I-105 eastbound on-ramp	0	0	0	0	0	$0	0.257	$0	0.13	300,000	$39,000	0.0	0	0	0	1		1
5.3-4	Aviation Blvd from Rosecrans Ave to Marine Ave	0	0	0	0	0	$0	0.257	$0	0.50	300,000	$150,000	0.0	0	0	0	0		0
SBCCOG Local Travel Network Class III Bicycle Routes																			
LTN16	W 118th St from Felton Ave to York Ave	0	1	1	1	0	$2,293,700	0.37	$1,445,031	1.19	40,000	$47,534	30.4	4	1	1	1		7
LTN1	W Broadway from Felton Ave to Grevillea Ave	0	0	1	2	0	$793,200	0.37	$499,716	0.62	40,000	$24,972	20.0	3	1	1	1	1	7
LTN8	Ocean Gate Ave from W 142nd St to W 147th St	0	0	1	1	0	$588,600	0.37	$370,818	0.31	40,000	$12,327	30.1	4	0	1	1	1	7
LTN20	W 132nd St from Prairie Ave to Yukon Ave	0	0	1	0	0	$384,000	0.37	$241,920	0.50	40,000	$20,009	12.1	3	1	1	1		6
LTN30	Washington Ave from El Segundo Blvd to W 135th St	0	0	1	1	0	$588,600	0.37	$370,818	0.46	40,000	$18,470	20.1	3	1	0	1	1	6
LTN23	W 135th St from Hawthorne Blvd to Washington Ave	0	0	1	1	0	$588,600	0.37	$370,818	0.18	40,000	$7,012	52.9	4	0	0	1	1	6
LTN32	Yukon Ave from El Segundo Blvd to W 147th St	0	0	0	1	0	$204,600	0.37	$128,898	1.25	40,000	$50,064	2.6	1	1	1	1	1	5
LTN9	S Inglewood Ave from north city limits to W 118th St	0	0	2	0	0	$768,000	0.37	$483,840	0.37	40,000	$14,969	32.3	4	0	0	1		5
LTN29	W 147th St from Yukon Ave to east city limits	0	0	1	0	0	$384,000	0.37	$241,920	0.27	40,000	$10,801	22.4	3	1	0	1		5
LTN7	Isis Ave from W 134th St to southern terminus	0	0	0	0	1	$18,100	0.37	$11,403	0.82	40,000	$32,888	0.3	1	1	1	1		4
LTN31	York Ave from W 116th St to W 126th St	0	0	0	0	0	$0	0.37	$0	0.75	40,000	$30,124	0.0	0	1	1	1	1	4
LTN6	Grevillea Ave from W 118th St to W Broadway	0	0	0	1	0	$204,600	0.37	$128,898	0.50	40,000	$20,127	6.4	2	1	0	1		4
LTN24	W 135th St from Inglewood Ave to Hawthorne Blvd	0	0	0	0	0	$0	0.37	$0	0.50	40,000	$20,018	0.0	0	1	1	1	1	4
LTN27	W 147th St from Ocean Gate Ave to Inglewood Ave	0	0	0	1	0	$204,600	0.37	$128,898	0.33	40,000	$13,225	9.7	3	0	0	1		4
LTN19	W 126th St from Birch Ave to York Ave	0	0	0	0	0	$0	0.37	$0	0.31	40,000	$12,213	0.0	0	1	1	1	1	4
LTN25	W 135th St from west city limits to Inglewood Ave	0	0	0	0	0	$0	0.37	$0	0.04	40,000	$1,750	0.0	0	1	1	1	1	4
LTN10	S Inglewood Ave from W 135th St (north) to W 135th St (south)	0	0	0	0	0	$0	0.37	$0	0.03	40,000	$1,043	0.0	0	1	1	1	1	4
LTN21	W 132nd St from Washington Ave to Prairie Ave	0	0	0	0	0	$0	0.37	$0	0.32	40,000	$12,992	0.0	0	1	1	1		3
LTN15	W 116th St from York Ave to Prairie Ave	0	0	0	0	0	$0	0.37	$0	0.13	40,000	$5,094	0.0	0	1	1	1		3
LTN2	Cedar Ave from W 126th St to El Segundo Blvd	0	0	0	0	0	$0	0.37	$0	0.12	40,000	$4,904	0.0	0	1	0	1	1	3
LTN22	W 135th St from Aviation Blvd to La Cienega Blvd	0	0	0	0	0	$0	0.37	$0	0.50	40,000	$19,995	0.0	0	1	1	0		2
LTN13	W 116th St from Crenshaw Blvd to Van Ness Blvd	0	0	0	0	0	$0	0.37	$0	0.49	40,000	$19,622	0.0	0	1	0	1		2

		Variables used to calculate the prioritization score											Prioritization Score Points					
ID	Project	Bicyclist-involved crashes: fatal	Bicyclist-involved crashes: serious injury	Bicyclist-involved crashes: minor (other visible) injury	Bicyclist-involved crashes: possible injury (complaint of pain)	Bicyclist-involved crashes: property damage only	Socioeconomic cost of crashes (FHWA)	Crash Modification Factor (CMF)	Estimated project benefit (= 1 - CMF * cost of crashes)	Length (miles)	Estimated cost per mile	Estimated project cost	Benefit-cost ratio (BCR)	BCR points (4 points for top quartile, 1 point for bottom quartile)	Within 1/4 mile of a K-12 school (1 point per school)	Within 1/4 mile of a public park (1 point per park	Within 1/2 mile of major transit stop or corridor (1 point)	Recommended or need identified in ATP/SS4A public input (1 point)	Total Prioritization Score (higher number = higher priority)
LTN14	W 116th St from Van Ness Ave to Wilton Pl	0	0	0	0	0	$0	0.37	$0	0.25	40,000	$10,020	0.0	0	1	0	1		2
LTN12	Sundale Ave from W 121st St to W Broadway	0	0	0	0	0	$0	0.37	$0	0.19	40,000	$7,746	0.0	0	1	1	0		2
LTN11	S Van Ness Ave from W 116th St (north) to W 116th St (south)	0	0	0	0	0	$0	0.37	$0	0.04	40,000	$1,409	0.0	0	1	0	1		2
LTN4	Felton Ave from W 118th St to W 121st St	0	0	0	0	0	$0	0.37	$0	0.31	40,000	$12,298	0.0	0	0	0	1		1
LTN26	W 147th St from Fonthill Ave to Yukon Ave	0	0	0	0	0	$0	0.37	$0	0.18	40,000	$7,288	0.0	0	1	0	0		1
LTN5	Fonthill Ave from Doty Ave to W 147th St	0	0	0	0	0	$0	0.37	$0	0.13	40,000	$5,078	0.0	0	1	0	0		1
LTN18	W 121st St from Felton Ave to Sundale Ave	0	0	0	0	0	$0	0.37	$0	0.03	40,000	$1,003	0.0	0	0	1	0		1
LTN28	W 147th St from Prairie Ave to Doty Ave	0	0	0	0	0	$0	0.37	$0	0.16	40,000	$6,378	0.0	0	0	0	0		0
LTN3	Doty Ave from Fonthill Ave to W 147th St	0	0	0	0	0	$0	0.37	$0	0.10	40,000	$3,944	0.0	0	0	0	0		0
LTN17	W 120th St from west city limits to Felton Ave	0	0	0	0	0	$0	0.37	$0	0.10	40,000	$3,821	0.0	0	0	0	0		0
	Other Class III Bicycle Routes																	
BR17	W 139th St from Prairie Ave to Crenshaw Blvd	0	1	1	0	0	$2,089,100	0.37	$1,316,133	1.00	40,000	$39,858	33.0	4	1	1	1	1	8
BR4	Doty Ave from Fonthill Ave to El Segundo Blvd	0	0	4	1	1	$1,758,700	0.37	$1,107,981	1.16	40,000	$46,296	23.9	4	1	1	0	1	7
BR14	W 135th St from Prairie Ave to Crenshaw Blvd	0	0	2	2	0	$1,177,200	0.37	$741,636	1.00	40,000	$39,874	18.6	3	1	1	1	1	7
BR2	W Broadway from Grevillea Ave to Hawthorne Blvd	0	0	0	1	0	$204,600	0.37	$128,898	0.12	40,000	$4,942	26.1	4	1	0	1	1	7
BR8	Ramona Ave from El Segundo Blvd to Rosecrans Ave	0	0	1	1	0	$588,600	0.37	$370,818	0.97	40,000	$38,852	9.5	2	1	1	1	1	6
BR16	W 139th St from Hawthorne Blvd to Prairie Ave	0	0	1	0	0	$384,000	0.37	$241,920	0.50	40,000	$20,005	12.1	3	1	1	1		6
BR19	Washington Ave from W 135th St to Rosecrans Ave	0	0	1	1	0	$588,600	0.37	$370,818	0.49	40,000	$19,593	18.9	3	1	0	1	1	6
BR15	W 135th St from Washington Ave to Prairie Ave	0	0	2	2	0	$1,177,200	0.37	$741,636	0.32	40,000	$12,992	57.1	4	1	0	1		6
BR1	W Broadway from Cedar Ave to Prairie Ave	0	0	0	1	0	$204,600	0.37	$128,898	0.31	40,000	$12,334	10.5	3	0	1	1	1	6
BR18	W 142nd St from La Cienega Blvd to Prairie Ave	0	0	1	0	0	$384,000	0.37	$241,920	1.45	40,000	$58,000	4.2	1	1	1	1	1	5
BR3	BR3 Cedar Ave from Imperial Hwy to W 126th St	0	0	1	0	0	$384,000	0.37	$241,920	0.88	40,000	$35,134	6.9	2	1	0	1	1	5
BR9	Ramona Ave from Imperial Hwy to El Segundo Blvd	0	0	0	0	0	$0	0.37	$0	1.00	40,000	$40,069	0.0	0	1	1	1	1	4
BR12	W 132nd St from Hawthorne Blvd to Washington Ave	0	0	0	0	0	$0	0.37	$0	0.18	40,000	$7,006	0.0	0	1	0	1	1	3
BR10	W 118th St from York Ave to Prairie Ave	0	0	0	0	0	$0	0.37	$0	0.06	40,000	$2,533	0.0	0	1	1	1		3
BR11	W 126th St from York Ave to Prairie Ave	0	0	0	0	0	$0	0.37	$0	0.06	40,000	$2,521	0.0	0	0	1	1	1	3
BR13	W 132nd St from Inglewood Ave to Hawthorne Blvd	0	0	0	0	0	$0	0.37	$0	0.50	40,000	$20,010	0.0	0	1	0	1		2
BR7	Marine Ave frontage from Gerkin Ave to Yukon Ave	0	0	0	0	0	$0	0.37	$0	0.40	40,000	$16,135	0.0	0	1	0	0		1
BR6	Felton Ave from Imperial Hwy to W 118th St	0	0	0	0	0	$0	0.37	$0	0.25	40,000	$9,978	0.0	0	0	0	1		1
BR5	Doty Ave from W 147th St to south city limits	0	0	0	0	0	$0	0.37	$0	0.30	40,000	$12,175	0.0	0	0	0	0		0

3. Potential Funding Sources

There are a myriad of available funding and grant opportunities that provide additional options for the City to fund the development, planning, design, and construction of active transportation projects. The following non-exhaustive table in Exhibit 3, made by Caltrans, presents a summary of state- and federal-provided funding opportunities.

PROGRAM	AGENCY	PURPOSE/DESCRIPTION	ELIGIBLE PROJECTS	PROJECT EXAMPLES
Active Transportation Program	Caltrans Division of Transportation Planning	The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program with a focus to make California a national leader in active transportation. The ATP provides funding to communities throughout California to support infrastructure projects, non-infrastructure projects, and plans. The goals of the ATP are to: • Increase the proportion of trips accomplished by biking and walking. • increase the safety and mobility of nonmotorized users. • Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009). • Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding. • Ensure that disadvantaged communities fully share in the benefits of the program. • Provide a broad spectrum of projects to benefit many types of active transportation users.	Eligible Types: • Active Transportation Plan • Bike Plan • Pedestrian Plan • Safe Routes to School Plan	• Development of new bikeways and walkways, or improvements to existing bikeways and walkways, that improve mobility, access, or safety for nonmotorized users including shared micromobility and electric bikes. • Secure bicycle parking at employment centers, park-and-ride lots, rail and transit stations, and ferry docks and landings. • Bicycle-carrying facilities on public transit, including rail and ferries. • Installation of traffic control devices to improve the safety of pedestrians and bicyclists. • Elimination of hazardous conditions on existing bikeways, walkways and street intersections. • Maintenance upgrades of bikeways and walkways (routine maintenance and operations are not eligible, except trail maintenance and restoration). • Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to nonmotorized corridors, and conversion of abandoned railroad corridors to trails. • Safe Routes to School projects that improve the safety of children walking and bicycling to school, in accordance with Section 1404 of Public Law 109-59. • Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and school bus stops. • Complete Streets corridors and networks including traffic calming facilities. Projects with medians that extend beyond crosswalks should include justification showing the safety benefits
Sustainable Communities Planning Grants	Caltrans Division of Transportation Planning	The program includes $29.5 million to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission. Climate Adaptation Planning Grants ($31.9 million) support local and regional identification of transportation-related climate vulnerabilities through the development of climate adaptation plans, as well as project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure WStrategic Partnerships Grants ($4.5 million) to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies	Eligible Types: • Active Transportation Plan • Bike Plan • Pedestrian Plan • Safe Routes to School Plan	• Safe Routes to School Plan • Active Transportation Plan • Bike/ped Trail/Path Feasibility Study • Complete Streets Plan • Sustainable Communities Plan • Transit-Oriented Development Plan • First/Last Mile Connectivity Plan
Affordable Housing and Sustainable Communities Program (AHSC)	Strategic Growth Council and Department of Housing and Community Development	The Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. The Program included $550M in its latest round. (California Climate Investments)	Eligible Types: • Bike and pedestrian facilities • NI Programs - Eduction (Must connect with affordable housing component of the grant)	• Class I, II, III, & IV bike lanes • Active transportation projects to encourage connectivity to transit networks • Bikeways and sidewalks to affordable housing and transit center • Install dedicated bicycle facilities • Pedestrian facilities such as bulb-outs
Urban Greening	California Natural Resources Agency	The Program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Must include at least one of the following: • Sequester and store carbon by planting trees • Reduce building energy use by strategically planting trees to shade buildings • Reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. (California Climate Investments)	Eligible Types: • Bicycleand pedestrian facilities	• Non-motorized urban trails that provide safe routes for both recreation and travel between residences, workplaces, commercial centers, and schools • Projects that expand or improve the usability of existing active transportation routes (e.g., walking or bicycle paths) or create new active transportation routes that are publicly accessible by walking • Complete Green Streets

PROGRAM	AGENCY	PURPOSE/DESCRIPTION	ELIGIBLE PROJECTS	PROJECT EXAMPLES
Transformative Climate Communities (TCC)	Strategic Growth Council and Department of Conservation	The Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. (California Climate Investments)	Eligible Types: • Bicycleand pedestrian facilities • Bike share programs (However must be part of a larger place-based strategy)	• Bike share program • Creating and considering active transportation corridors for better non-motorized connections • Multi-use paths • Urban greening for pedestrian facilities
Office of Traffic Safety Grant Program	Office of Traffic Safety	The Program provides annual funds to prevent serious injury and death resulting from motor vehicle crashes so that all roadway users arrive at their destination safely. Funds can be used for bicycle and pedestrian safety.	Eligible Types: • NI Programs – education, campaigns	• Safety education and encouragement • Campaigns to promote safety • SRTS safety programs
Clean Mobility Options	Air Resources Board	The Program makes $20 million available for zero-emissions shared mobility projects (such as car sharing, bike sharing, and on-demand sharing) in disadvantaged and low-income communities, including some tribal and affordable housing communities (California Climate Investments)	Eligible Types: • Bike Share • Infrastructure improvement projects	• Bikeshare programs • "Quick build" right-of-way safety improvements for bicycles and scooters
Sustainable Transportation Equity Project (STEP)	Air Resources Board	The Program makes $2 million available for planning and capacity building grants. Funding is intended to help low-income and disadvantaged communities identify residents' transportation needs and prepare to implement clean transportation and land use projects. The Program makes $20 million available for one to three implementation block grants to fund clean transportation and land use projects in disadvantaged communities. Funded projects will work together to increase community residents' access to key destinations so they can get where they need to go without the use of a personal vehicle (California Climate Investments)	Eligible Types: • Bike or pedestrian facilities • Active Transportation Plan • Bike Plan • Pedestrian Plan • Safe Routes to School Plan • Capacity Building (NI Programs– education, engagement, demo projects, campaigns)	• New bike routes (Class I, Class II, or Class IV) and supporting infrastructure • Publicly-accessible bike parking, storage, and repair infrastructure (e.g., bike racks, bike lockers, bike repair kiosks) • New walkways that improve mobility/access/safety of pedestrians (non-motorized users) • Street crossing enhancements, including accessible pedestrian signals • Plans
Transit and Intercity Rail Capital Program (TIRCP)	Caista and Caltrans Division of Rail and Mass Transportation	The TIRCP provides grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.	Eligible Types: • First/Last Mile • NI Education and Outreach • Bicycleand pedestrian facilities at transit sites	• Pedestrian and bike trail • First/last mile connections via bike lanes and separated paths • Bike share programs • Bike parking facilities • Plans
Local Partnership Program (LPP)	California Transportation Commission	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes $200M/year to improve aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits.	Eligible Types: • Bicycle and pedestrian facilities	• Close sidewalk gap, install class II bike lanes and cycle track, curb extensions, pedestrian enhancements, improvements to lighting and signage • Construct 4 single-lane and 1 multi-lane roundabouts, and improvements to street, pedestrian and bicycle facilities • Expressway pedestrian overcrossing
Local Streets and Roads (LSR) Program	California Transportation Commission	The purpose of the program is to provide approximately $1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Eligible Types: • Complete Streets Components • Safety Projects • Bike Lanes	• Implement enhanced crosswalk signing and striping • Create safety separation between motorists, bicyclists and pedestrians • Design and construction of school access and safety improvements to six schools (SRTS)
Solutions for Congested Corridors (SCCP)	California Transportation Commission	The purpose of the program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes $250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.	Eligible Types: • Bike Lanes • Ped Improvements	• Construct Class I and Class II bikeways • Pedestrian improvements and plaza at a transit station • Intersection improvements
Highway Safety Improvement Program (HSIP)	Caltrans Local Assistance/ FHWA	The Program funds work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves the safety for its users. Project maximum funding- $10M. Solicitation varies from annually to semi-annually.	Eligible Types: • Safety projects on Bike facilities • Safety projects on Ped facilities	• Install hybrid pedestrian signals • Improve pedestrian and bicycle safety at locations with uncontrolled crossings • Plans

PROGRAM	AGENCY	PURPOSE/DESCRIPTION	ELIGIBLE PROJECTS	PROJECT EXAMPLES
State Highway Operations and Protection Program (SHOPP)	Caltrans Office of SHOPP Management	The Office of SHOPP Management is responsible for planning, developing, managing and reporting the four-year SHOPP portfolio of projects. The Program is the State Highway System's "fix it first" program that funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System.	Eligible Types: · Bike & Pedestrian elements (In the context of facility type, right of way, project scope, and quality of nearby alternative facilities)	· Upgrade sidewalks to ADA compliance · Reconstruct damaged pavement · Add bike lanes to updated corridors · Upgrade pedestrian push buttons, refresh striping, and improve pedestrian and bicycle access
State Transportation Improvement Program (STIP)	California Transportation Commission	The STIP is the biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Local agencies should work through their Regional Transportation Planning Agency (RTPA), County Transportation Commission, or Metropolitan Planning Organization (MPO), as appropriate, to nominate projects for inclusion in the STIP.	Eligible Types: · Bicycle & Pedestrian projects (Must be eligible for State Highway Account or Federal funds)	· Bike/ped Overcrossing and Access Improvements and bicycle and pedestrian bridge · Class I, II, III, & IV bike lanes · Multi-use paths · Complete Streets improvements
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	FHWA	The purpose of the CMAQ program is to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The program supports surface transportation projects and other related efforts that contribute air quality improvement and provide congestion relief.	Eligible Types: · Bicycle facilities	· Travel Demand Management to promote clean commutes · Public education and outreach · Bicycle amenities; Class I, II, III, & IV bike lanes

Exhibit 3. Table of state- and federal-provided funding sources (source: Caltrans)

4. Maintenance of Active Transportation Facilities

The annual maintenance costs of the projects recommended in this plan will vary depending on the type of infrastructure and typical lifespan. For planning purposes, the annual maintenance costs for the types of projects recommended in this plan are estimated as follows:

- 5–10% of the total installation cost for Class IV bike lanes and associated signing and striping elements that have a typical design life of 15 to 20 years.
- 1–4% of the total installation cost for asphalt shared-use paths and other facilities that have a useful life of roughly 25-30 years.
- 0.5–1% of the total installation cost for concrete sidewalks and curb ramps, grade-separated crossings, and other infrastructure types that have a useful life of 50 years or more.

Regular active transportation facility maintenance includes sweeping and trash collection, trimming encroaching vegetation, maintaining a smooth pavement and street surface, ensuring that the gutter-to-pavement transition remains relatively flush, and periodic restriping.

The experiences of other cities have shown that in some cases, a standard street sweeper cannot sweep certain bicycle facilities, especially Class IV protected bicycle lanes. According to NACTO standards[2], a minimum clear width of between 6.5 and 7.5 feet is necessary to accommodate typical equipment for street sweeping. In addition to overall width, the swept path of street sweeping equipment should be considered in the design phase since sharp curves can be difficult to maintain with machines and may require manual labor.

[2] *NACTO (2025). Urban Bikeway Design Guide: Clear Bikeways in All Weather Conditions.* https://nacto.org/latest/urban-bikeway-design-guide-clear-bikeways-in-all-weather-conditions/

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AGENDA ITEM NO. 7.

CITY OF HAWTHORNE
City Council
AGENDA BILL
For the meeting of 04/28/2026
Originating Department: Public Works

City Manager: Department Head:

SUBJECT:
RESOLUTION NO. 8599 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA ADOPTING THE CITY OF HAWTHORNE "COMPLETE STREETS POLICY."

RECOMMENDED MOTION:
Staff recommends that the City Council approve Resolution No. 8599.

DISCUSSION:
Complete Streets is a transportation approach that integrates safe and convenient travel for all users, regardless of age or ability. The policy aims to eliminate traffic fatalities and serious injuries, reduce collisions, improve pedestrian and bicycle connectivity, and promote equitable access to transit, schools, parks, and key destinations by creating a safe, equitable, and connected transportation network. It also supports safety, accessibility, and mobility goals while strengthening eligibility for state and federal transportation grant funding.

Adoption of the Complete Streets Policy will provide a framework for staff when developing and implementing transportation improvements, including roadway rehabilitation, capital improvement projects, and grant-funded infrastructure work. It establishes consistent project review, increase accountability and opens doors to more grant funding. The policy does not mandate specific roadway designs but ensures multimodal considerations are evaluated and incorporated where feasible and appropriate.

ECONOMIC DEVELOPMENT STRATEGIC PLAN:
The Economic Development Strategic Plan emphasizes infrastructure investment, quality of life, and business-friendly policies as drivers of sustainable economic growth. The Complete Streets Policy supports these objectives by enhancing accessibility, supporting business attraction and retention, encouraging sustainable development, and leveraging grant funding.

FISCAL IMPACT:
There is no immediate fiscal impact associated with adopting the policy. Future projects will be evaluated on a case-by-case basis and subject to approval.

NOTICING PROCEDURE:
72 Hours posted notice pursuant to the Ralph M. Brown Act.

ATTACHMENTS
Resolution 8599
Complete Streets Policy

RESOLUTION NO. 8599

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA ADOPTING THE CITY OF HAWTHORNE "COMPLETE STREETS POLICY"

WHEREAS, the City of Hawthorne is committed to providing a transportation system that is safe, accessible, equitable, and convenient for all users, including pedestrians, bicyclists, transit riders, motorists, freight operators, emergency responders, seniors, children, and persons with disabilities; and

WHEREAS, "Complete Streets" is an approach to planning, designing, constructing, operating, and maintaining streets that enables safe access for all users regardless of age, ability, or mode of transportation; and

WHEREAS, the City of Hawthorne has developed a Complete Streets Policy ("Policy") to establish a comprehensive framework for integrating multimodal transportation considerations into all phases of transportation projects; and

WHEREAS, the Policy draws on best practices from the National Complete Streets Coalition (NCSC), an initiative of Smart Growth America, as well as guidance from organizations such as NACTO, AASHTO, the U.S. Department of Transportation, the Federal Highway Administration, and Caltrans, and reflects relevant legislation, including California's Complete Streets Act (AB 1358); and

WHEREAS, the Policy builds upon and is consistent with the City's adopted plans and policies, including but not limited to, the Active Transportation Plan, Safety Action Plan, and General Plan Circulation Element; and

WHEREAS, the Policy supports Policy 1.26 of the City's General Plan Circulation Element, which encourages the City to design arterial streets as complete streets, balancing the needs, safety, and use of public right-of-way for all users of all abilities; and

WHEREAS, the Policy supports the City's commitment to improving roadway safety and achieving Vision Zero goals to eliminate traffic fatalities and serious injuries; and

WHEREAS, the Policy establishes procedures for implementation, including interdepartmental coordination, project evaluation criteria, performance measures, and documentation of any exceptions; and

WHEREAS, the Policy applies to all transportation projects undertaken by, or under the authority of, the City, including planning, design, construction, reconstruction, maintenance, and operations, to the extent feasible; and

WHEREAS, adoption of the Policy will improve mobility, safety, environmental sustainability, and public health, while enhancing the City's ability to compete for state, regional, and federal transportation funding.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF HAWTHORNE HEREBY FINDS, DETERMINES AND RESOLVES AS FOLLOWS:

SECTION 1. The City Council of the City of Hawthorne, California hereby incorporates by reference above recitals and finds that they are true and correct.

SECTION 2. The City Council hereby approves the City of Hawthorne Complete Streets Policy attached hereto as Exhibit A.

SECTION 3. This resolution shall be in full force and effect immediately upon its passage and adoption thereof.

PASSED, APPROVED AND ADOPTED this 28th day of April, 2026.

_____
ALEX VARGAS, Mayor
City of Hawthorne, California

ATTEST:

_____
DAYNA WILLIAMS-HUNTER, City Clerk
City of Hawthorne, California

APPROVED AS TO FORM:

_____
DAVID CACERES, City Attorney
City of Hawthorne, California

CITY OF HAWTHORNE

Complete Streets Policy

Draft April 2026

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Introduction

The concept of “Complete Streets” refers to an approach to roadway design that accommodates all users, regardless of age or ability. Rather than describing a single street type, it is a framework that integrates safe access for everyone into every stage of development—including planning, design, construction, operation, and maintenance. Depending on context, this may include features such as sidewalks, bike lanes, bus lanes, curb extensions, and pedestrian signals.

By adopting this Policy, the City of Hawthorne seeks to ensure that all roadway projects are designed to serve users across all modes of travel. This effort builds on existing initiatives, including the City’s Active Transportation Plan (ATP) and Safety Action Plan, to guide transportation network development and improve access to funding for planning and implementation.

The Policy draws on best practices from the National Complete Streets Coalition (NCSC), an initiative of Smart Growth America, as well as guidance from organizations such as NACTO, AASHTO, the U.S. Department of Transportation, the Federal Highway Administration, and Caltrans. It also reflects relevant legislation, including California’s Complete Streets Act (AB 1358).

Development of the Policy was a collaborative and iterative process involving extensive stakeholder and community input. A steering committee, whose members also oversaw the development of the ATP, helped ensure consistency between the two initiatives. Public engagement included pop-up tables at citywide events and updates through an interactive website, resulting in a Policy shaped by community feedback both in person and online.

The Complete Streets Policy was adopted on April 28, 2026 by Resolution 8599 of the Hawthorne City Council.

1. Intent and Vision

1.1 Complete Streets Policy Intent

As stated in the City of Hawthorne Safety Action Plan (adopted by Resolution No. 8521 on April 22, 2025), the City is committed to achieving zero traffic fatalities and serious injuries by 2050, aligning with the regional Vision Zero goals set by Caltrans and SCAG. By establishing clear goals and implementing targeted mitigation measures, the City aims to proactively enhance safety for all road users—including pedestrians, drivers, and cyclists—and reduce preventable crashes across the community.

The Complete Streets Policy both supports and goes beyond these safety goals by creating a complete, connected, multimodal network that enhances comfort and quality of life for all users. The Policy also fosters economic development, creates inviting public spaces, enhances resilience and sustainability, improves environmental quality, and contributes to the health and well-being of all residents.

Policy 1.1	**This Policy serves as a directive to the City's staff and decision-makers to accommodate all transportation system users, to the extent feasible, throughout the planning, design, operation, and maintenance phases of transportation projects.**

1.2 Complete Streets Vision Statement

Policy 1.2	**Hawthorne will strategically use its resources to plan, design, build, and maintain a well-connected, multimodal network of Complete Streets, enabling people of all ages, abilities, and backgrounds to safely, comfortably, and enjoyably travel by all modes. These include, but are not limited to, walking, bicycling, other active transportation, transit, and driving, allowing users to reach destinations throughout the city.**

1.3 Definitions

Complete Streets are as streets that accommodate all users of all ages and abilities.

Underserved communities are populations that tend to face systemic barriers to mobility. Geographically, these are defined as communities where the median household income is less than 80% of the statewide median, or communities among the most disadvantaged 25% in the state according to the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0), as per ATP program guidelines.[1]

Vulnerable road users are non-motorized or unprotected road users, such as pedestrians, cyclists, wheelchair users, motorcyclists, and others not protected by the body of a car or comparable outside shield.

[1] California Transportation Commission. *2025 Active Transportation Program Guidelines.* https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/2025-active-transportation-program-guidelines-final-adopted-a11y.pdf

2. Diverse Users and Equity

The City of Hawthorne is committed to designing, operating, and maintaining its transportation system in ways that promote safe, equitable, comfortable, and convenient travel for people of all ages, abilities, and socioeconomic backgrounds. This commitment places particular emphasis on vulnerable users and those in underinvested and underserved communities. To achieve this:

Policy 2.1	**The roadway network within the city, to the extent feasible, will provide safe access and mobility for all road users. These users include, but are not limited to, pedestrians, bicyclists, public transit riders, emergency responders, transporters of commercial goods, motorists, and freight providers.**

The City also recognizes that children, seniors, and persons with disabilities often require additional accommodations as opposed to other users. As such:

Policy 2.2	**Roadway facilities and street design shall be designed and constructed in a context-sensitive manner that considers the needs of all transportation users.**

The City of Hawthorne is committed to using the Complete Streets approach to advance transportation equity and investment in the most underserved communities. This City will also prioritize projects and roadway designs that serve the most vulnerable users of the transportation network. These populations include low-income individuals, people of color, those with limited English proficiency, older adults, children, youth, people with disabilities, neighborhoods with historic disinvestment, and people living in households without access to a private automobile.

3. Applicability

Policy 3.1	**This Complete Streets Policy applies to all transportation projects undertaken by, or under the authority or supervision of the City of Hawthorne, for the improvement of any street or public right-of-way (ROW). This includes new construction, reconstruction, rehabilitation, resurfacing, maintenance, and street projects related to land subdivision or redevelopment.**

Policy 3.2	**This Complete Streets Policy applies to all project phases, including planning, programming, design, engineering, acquisition of land, construction, reconstruction, rehabilitation, retrofitting, resurfacing, and operations.**

Policy 3.3	**Safety and mobility for vulnerable road users shall be prioritized in planning, project scoping, design, implementation, and maintenance. Accommodation for users of all modes of transportation shall be provided during construction or repair work to ensure safe use of the roadway.**

This Policy directs City of Hawthorne Public Works Department staff to evaluate and guide all private development and redevelopment projects, and to require connected pedestrian and bicycle access, as well as ADA-compliant facilities, within each development and its connections to and from the surrounding transportation system as conditions of project approval. The Policy also encourages interagency coordination between all departments to plan and implement Complete Streets elements.

Policy 3.4	**The City of Hawthorne requires all agencies over which it has permitting authority to comply with this Policy.**

At a minimum, agencies shall ensure that projects do not adversely affect existing multimodal travel conditions or future opportunities for multimodal facilities, as appropriate in context. These include, but are not limited to, power utilities, gas utilities, communications utilities, and service contractors.

4. Exceptions

The City of Hawthorne is committed to implementing this Policy in all projects and their development phases to the maximum extent feasible. However, it is essential to recognize the following:

Policy 4.1

Context-sensitive technical deviations, exceptions, or variations from this Complete Streets Policy may be requested and granted for a specific project under those conditions where it may be inappropriate or infeasible to provide facilities for non-automobile modes. Such situations include:

- **Limited-access roads:** This Policy does not apply to limited-access facilities where bicyclists and pedestrians are prohibited by law. In such cases, alternative accommodations shall be provided for bicyclists and pedestrians through parallel facilities and safe, comfortable crossings at interchanges, to maintain connectivity to surrounding neighborhoods and activity centers.
- **Ordinary maintenance:** This Policy does not apply to routine maintenance, such as mowing, cleaning, sweeping, pothole filling, slurry seal projects, or concrete joint repair.
- **Prohibitive benefit-cost ratios:** Exceptions can be made if the cost of accommodating the needs of a particular user group for the transportation project would be more than 10% of the total project cost.

Policy 4.2

Any exception from the requirements of this Complete Streets Policy for a specific roadway project must be approved by the Complete Streets Technical Review Team. Further appeals to exceptions shall be reviewed at the discretion of City Council.

Policy 4.3

Documentation of the reason for the exception, and supporting data and correspondence, shall be made publicly available.

5. Coordination

The City of Hawthorne recognizes that implementation of the Complete Streets Policy requires proper coordination with private developers and other jurisdictions and agencies whose projects will impact transportation in the public right-of-way within the city. To achieve this:

Policy 5.1	**The City will work with relevant agencies and municipalities to ensure compliance with this Policy for projects within the City's jurisdiction. This includes reviewing all relevant plans for inclusion of Complete Streets elements. The City will pursue planning and funding opportunities with surrounding jurisdictions to expand and connect its Complete Streets network.**
Policy 5.2	**For projects within the City of Hawthorne's jurisdiction that are led, funded, or controlled in whole or in part by another jurisdiction or agency, the City of Hawthorne shall coordinate with that agency, to the maximum extent possible, to promote a consistent Complete Streets approach and to maximize opportunities for network expansion and multimodal connectivity. Coordination between the City and associated agencies shall occur throughout the entirety of the project.**
Policy 5.3	**Private developers shall comply with this Complete Streets Policy and incorporate Complete Streets principles, best practices, and designs into projects, to the extent feasible and appropriate, that include the following (but are not limited to):** • Constructing, reconstructing, widening, reconfiguring, restriping, or otherwise modifying streets or facilities within the public right-of-way. • Frontage improvements within or adjacent to the public right-of-way. • The creation or modification of private streets or internal circulation routes intended to function as public-facing access.
Policy 5.4	**Permit applications for private development shall demonstrate compliance with this Policy by outlining design features and efforts to accommodate all transportation users to the extent feasible. The City shall require compliance with this Policy as a condition of approval for plans and permit applications, with documents to be reviewed by a City-designated compliance officer or review body.**

6. Design Guidance

Policy 6.1	**By adopting this Policy, the City of Hawthorne directs its staff to incorporate and follow current and evolving Complete Streets planning, design, and implementation best practices into the planning, engineering, construction, and operation of all applicable transportation projects (as defined in Section 3), as well as into ongoing evaluations of engineering design guidelines, land use policies, and code requirements.**

This utilization of the latest and best practices serves to firmly establish Complete Streets principles as an integral part of the City of Hawthorne's planning, design, and implementation processes.

Best practices may include, but are not limited to, the latest editions of the following:

- American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities
- The AASHTO Guide for Planning Design and Operation of Pedestrian Facilities
- California Department of Transportation (Caltrans) Highway Design Manual
- Caltrans Design Information Bulletin 94: Complete Streets: Contextual Design Guidance
- Federal Highway Administration (FHWA) Separated Bike Lane Planning and Design Guide
- FHWA Incorporating On-Road Bicycle Networks into Resurfacing Projects Report
- Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
- NACTO Designing Streets for Kids
- NACTO Transit Street Design Guide
- NACTO Urban Bikeway Design Guide
- NACTO Urban Street Design Guide
- USDOT Achieving Multimodal Networks: Applying Design Flexibility & Reducing Conflicts
- Other key planning documents relevant to the City of Hawthorne, including but not limited to the Active Transportation Plan, Road Safety Action Plan, and General Plan.

7. Land Use and Context-Sensitivity

The Complete Streets approach is not a “one-size-fits-all" solution. It does not mean that every street will require the same elements to accommodate all modes of transportation. Implementation of Complete Streets design elements must be done in a context-sensitive manner that considers the community, existing and future land uses, relevant trip origins and destinations, transportation needs, and the street’s function within the surrounding transportation network.

There is an inherent connection between land use and transportation. Transportation facilities and investments influence connectivity, development, and neighborhood character. In turn, land use and development patterns affect travel behavior and influence which transportation modes are appealing, accessible, and convenient. Therefore, at the municipal level, land use decisions and transportation decisions should be made in synergy with each other to achieve effective implementation of this Complete Streets Policy.

To support the intent of the Complete Streets Policy, the City shall take the following actions:

Policy 7.1 **Integrate land use and transportation planning**

- Ensure that transportation projects align with current and projected land uses, including residential, commercial, and mixed-use developments.
- Prioritize multimodal connections in areas identified for redevelopment, densification, or transit-oriented development, including urban nodes, regional centers, and corridors served by high-capacity or frequent transit.
- Promote walkable, bicycle-friendly, and transit-accessible environments in neighborhoods and commercial districts.

Policy 7.2 **Adopt context-sensitive right-of-way design**

- Develop or update street typologies that are appropriate to the surrounding land uses, density, and cultural and historical contexts.
- Apply design flexibility so that Complete Streets elements are adapted to existing urban environment constraints, including narrow rights-of-way, high-density development patterns, and limited expansion opportunities.
- Incorporate stormwater infrastructure and other sustainability measures appropriate to the local context, including integration with local hydrology and urban drainage systems.
- Incorporate utility infrastructure into right-of-way projects as appropriate to the local context.

Policy 7.4 **Update and revise City policies**

- When land use policies, plans, zoning ordinances and codes, design guidelines, and/or other relevant documents and procedures are created, updated, or revised, the City will incorporate Complete Streets principles to the extent practicable.

Policy 7.5 **Promote safety, accessibility, and connectivity**

- Ensure that transportation investments enhance safety and accessibility for all users, including people walking, using micromobility devices, taking transit, or driving.
- Prioritize connectivity between key destinations, such as schools, parks, mobility hubs, commercial centers, and community services.
- Evaluate projects with consideration for equity and environmental justice, ensuring that improvements benefit historically underserved and underinvested communities.

Policy 7.6 **Monitor implementation and adjust practices**

- Track how Complete Streets implementation interacts with land use changes, redevelopment projects, and densification.
- Adjust street typologies, design standards, and multimodal infrastructure priorities as the City evolves, ensuring continued progress towards meeting safety, accessibility, and sustainability goals.

By applying these principles, the City will ensure that Complete Streets projects respond to the urban context of Hawthorne, support redevelopment and upward growth, and provide safe, accessible, and multimodal transportation options for all residents, workers, and visitors.

8. Measurement of Progress

Policy 8.1 **Progress toward implementation of the Complete Streets Policy will be measured using the following goals:**

Goal	**Metric** (to be measured annually)
Improve active transportation connectivity and safety	• Number and length of gaps filled in the bicycle network and the pedestrian network • Reduction in crashes (overall and per capita) involving active transportation users, by crash severity (fatal, injury, property damage only) • Mode share (percent of trips by travel mode) per the latest and best data available
Expand the existing bicycle network	• Number of miles in the bicycle network (by facility type) • Number of network expansion projects completed • Number of bicycle parking facilities installed • Number of traffic calming facilities installed
Improve pedestrian circulation	• Linear feet of existing sidewalks rehabilitated • Number of pedestrian crossing improvement projects completed • Number of signals with pedestrian countdown heads • Number of signals with leading pedestrian intervals • Number of ADA accommodations installed • Number and length of gaps filled in the pedestrian network • Linear feet of new sidewalks built
Reduce vehicle trips	• Reduction in estimated vehicle trips and/or vehicle miles traveled in the city per capita
Create complete streets	• Number of projects and right-of-way miles to which the Complete Streets Policy was applied
Improve access and connectivity between active transportation and transit	• Number of projects completed to improve active transportation access to transit • Bicycle parking occupancy rates at transit stations

9. Project Selection Criteria

Policy 9.1 **The following project scoring methodology shall be used to rank and prioritize Complete Streets projects for funding and implementation:**

Criteria	Points
High-Injury Network: Does the project overlap with the City of Hawthorne's High-Injury Network (HIN), as identified in the most recent update of the jurisdiction-wide Safety Action Plan?	1 point if project is in HIN
Vulnerable Road User (VRU) Crashes: Have crashes involving pedestrians, bicyclists, or other vulnerable road users (micromobility, scooters, etc.) occurred at the project location?	1 point per VRU crash
Project Benefit-Cost Ratio, calculated as follows: The benefit is the comprehensive socioeconomic cost of crashes that have occurred within the project area during the most recent five years for which data are available, multiplied by the Crash Reduction Factor (CRF) for the proposed road safety countermeasure(s). The cost of crashes shall be calculated using the FHWA's *Crash Costs for Highway Safety Analysis*, most recent edition, or a comparable resource. The CRF shall be based on the latest and best available research into the crash reduction potential of the proposed countermeasure(s), drawing on sources such as the *Crash Modification Factors Clearinghouse* and the Caltrans *Local Roadway Safety Manual* (current edition).	Between 1 and 4 points; levels pending determination based on quartiles of ATP projects.
Proximity to K-12 schools (within ¼ mile of project)	1 point per school
Proximity to public parks (within ¼ mile of project)	1 point per park
Proximity to major transit stops (within ½ mile of project) "Major transit stop" means an existing rail or bus rapid transit station or the intersection of two or more bus routes with frequency of service of 20 minutes or less during the morning and afternoon peak commute periods.[2]	1 point per major transit stop
Public input: Was this project suggested by the community through any of the various channels of public input utilized for the City of Hawthorne Active Transportation Plan or Safety Action Plan, or did any public input mention a location-specific need that this project addresses?	1 point if mentioned/ suggested

[2] https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=21064.3.&lawCode=PRC

10. Plan for Implementation

With the implementation of this Complete Streets Policy, the City of Hawthorne shall treat every transportation project as an opportunity to improve mobility for all people while promoting walking, biking, the use of other mobility devices, and transit as attractive alternatives to single-occupancy vehicle travel.

This section provides an implementation framework that establishes leadership, coordination, accountability, and near-term actions to integrate Complete Streets principles into routine City practices.

10.1. Leadership and Administration

Lead Department

Policy 10.1 **The Public Works Department shall take the lead in implementing this Policy.**

The Director of Public Works (or designee) shall be responsible for:

- Overseeing implementation of Complete Streets requirements
- Ensuring interdepartmental coordination
- Approving documented exceptions
- Certifying compliance with this Policy prior to final design approval
- Regularly submitting progress reports

10.2. Complete Streets Technical Review Team

Policy 10.2 **The City shall establish a Complete Streets Technical Review Team as outlined below.**

A. Purpose

The Complete Streets Technical Review Team shall oversee:

- Integration of Complete Streets principles into City operations
- Review of capital projects for compliance with this Policy
- Coordination across departments
- Monitoring of short-term implementation benchmarks

B. Technical Review Team Membership

The Complete Streets Technical Review Team shall include representatives from the following departments, at a minimum:

- Public Works
- Planning
- City Manager's Office

C. External Coordination (As Needed)

The Complete Streets Technical Review Team may coordinate with:

- Transit providers
- Utility providers
- Adjacent jurisdictions
- Regional agencies (e.g., Los Angeles County Metropolitan Transportation Authority and South Bay Cities Council of Governments)

The Complete Streets Technical Review Team shall meet at the request of the Director of Public Works (or designee) as needed to perform its duties.

10.3. Oversight and Accountability

Policy 10.3

City staff will oversee the implementation of the Complete Streets Policy and shall:

- Receive regular progress updates
- Review implementation benchmarks
- Provide direction on funding priorities

10.4. Implementation Action Plan

Policy 10.4

The City shall initiate the following near-term actions to implementing this Complete Streets Policy:

A. Staffing and Capacity

- Designate a Complete Streets Coordinator (existing staff position)
- Develop a Complete Streets compliance checklist for Capital Improvement Program (CIP) projects
- Integrate Complete Streets compliance review into standard project scoping procedures

B. Education and Training

- Provide regular training opportunities on Complete Streets design and implementation through Public Works or other designated City staff
- Encourage staff participation in regional or state mobility and safety workshops

C. Review and Update of Existing Policies

- Review current design standards, engineering practices, and development review procedures for consistency with Complete Streets principles

D. Project Delivery and Pilot Implementation

- Where appropriate, use temporary materials for quick-build or tactical deployments of Complete Streets solutions to evaluate treatments prior to permanent installation.
- Conduct before-and-after traffic studies to gauge the effectiveness of temporary Complete Streets deployments.
- Where temporary deployments are considered successful, follow up with permanent installations as appropriate.

AGENDA ITEM NO. 8.

CITY OF HAWTHORNE
City Council
AGENDA BILL
For the meeting of 04/28/2026
Originating Department: Human Resources

City Manager: Department Head:

SUBJECT:
RESOLUTION NO. 8600 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA, AMENDING ARTICLE 8.2 (MERIT PAY) OF THE HAWTHORNE MUNICIPAL EMPLOYEE'S ASSOCIATION MEMORANDUM OF UNDERSTANDING.

RECOMMENDED MOTION:
Staff recommends that the City Council adopt this Resolution No. 8600.

DISCUSSION:
The California Public Employees' Retirement System ("CalPERS") conducted a final compensation review of a recent retiree, formerly part of the Hawthorne Police Civilian Association. In this audit process, CalPERS found to be deficient the Merit Pay provision (Article 8.2 Merit Pay) in the Memorandum of Understanding between the City of Hawthorne and the Hawthorne Police Civilian Association. The Merit Pay provision is identical to the Merit Pay provision (Article 8.2 Merit Pay) in the Memorandum of Understanding between the City of Hawthorne and the Hawthorn Municipal Employee's Association. CalPERS identified that the Merit Pay provision did not adequately set forth the specific conditions of payment (a defined calculation method, terms for disbursement, etc.). (See Gov. Code, § 20636, Cal. Code Regs., tit. 2, § 571.) In informal discussions, CalPERS indicated that a side letter, retroactive at least three years from the retirement date, could correct the deficiency for this retiree and potentially other similarly situated retirees. The proposed resolution would clarify, but not alter, how the Merit Pay provision operates, helping to ensure the City of Hawthorne is compliant in its reporting of final compensation to CalPERS.

ECONOMIC DEVELOPMENT STRATEGIC PLAN:
NONE.

FISCAL IMPACT:
NONE.

NOTICING PROCEDURE:
72 Hours posted notice pursuant to the Ralph M. Brown Act.

ATTACHMENTS
Reso 8600

RESOLUTION NO. 8600

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA, AMENDING ARTICLE 8.2 (MERIT PAY) OF THE HAWTHORNE MUNICIPAL EMPLOYEES' ASSOCIATION MEMORANDUM OF UNDERSTANDING

WHEREAS, as a result of a recent CalPERS audit, it was determined that the City was found deficient in its reporting of special compensation related to Merit Pay;

WHEREAS, the City Council of the City of Hawthorne wishes to amend the "Merit Pay" policy in Article 8.2 Merit Pay to clarify the conditions for payment by employees within the Hawthorne Municipal Employees' Association to receive Merit Pay.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA, hereby resolves as follows:

Section 1. The City Council of the City of Hawthorne hereby approves amending Article 8.2 (Merit Pay) of the Hawthorne Municipal Employees' Association Memorandum of Understanding, as contained in Exhibit A, attached and incorporated herein by this reference.

Section 2. This amendment clarifies but does not change how the Merit Pay provision of the Hawthorne Municipal Employees' Association Memorandum of Understanding has been applied, and it shall apply retroactively to January 1, 2022.

Section 3. This Resolution is effective immediately and supersedes any conflicting provisions in Resolution No. 7846.

PASSED, APPROVED AND ADOPTED this 28th day of April, 2026.

_____
ALEX VARGAS, Mayor
City of Hawthorne, California

ATTEST:

_____
DAYNA WILLIAMS-HUNTER, City Clerk
City of Hawthorne, California

APPROVED AS TO FORM:

_____
DAVID CACERES, City Attorney
City of Hawthorne, California

Exhibit A

(replacing existing Section 8.2 - Merit Pay with the following)

Section 8.2 - Merit Pay

A. Eligibility

To be eligible for Merit Pay, an employee represented by this MOU must receive six (6) or more out of nine (9) mark ratings of "Exceeds Expectations" on two out of their last three annual performance evaluations. The overall rating category must also be "Exceeds Expectations" to be determined eligible. Additionally, the City must have a surplus of two hundred thousand dollars ($200,000) at the beginning of the Fiscal Year (July 1). If an employee does not have an employee evaluation on file, the Department Head must submit a Memo of Approval to the Director of Human Resources for action.

An employee may have the Merit Pay removed if they obtain an overall rating category of "Unsatisfactory" in any future annual evaluation or are disciplined for behavior unbecoming of an employee of the City of Hawthorne.

Should there be a change to the rating categories as a result of revisions to the City's Employee Evaluation format, the City agrees to a limited reopener to discuss needed adjustments. Employee evaluations will be due by July 1 of every year. If an employee's annual evaluation is ninety (90) days overdue and they are eligible for Merit Pay, a rating of "Meets and/or Exceeds Expectations" will be required on only two (2) out of the employee's last four (4) annual evaluations.

B. Amount of Merit Pay

Once deemed eligible for Merit Pay, the employee will receive Merit Pay equal to four percent (4%) of their base pay per pay period. For purposes of this Section, the employee’s base pay refers to the number of hours in paid status on each paycheck multiplied by the hourly rate of the employee. The hourly rate is derived by multiplying the employee’s monthly salary at their applicable step (see the City’s Monthly Salary schedules attached to this MOU) by 12, then dividing by 2,080. If the employee’s base pay changes, their Merit Pay will adjust accordingly.

The Merit Pay award shall first be disbursed in the pay period after the City receives a personnel action form indicating Merit Pay eligibility (no retroactive payment will be issued).

The Merit Pay will continue to be disbursed in this manner for each subsequent pay period until the sooner of (A) revocation of Merit Pay in compliance with this Policy, or
(B) discontinuation of employment with the City.

The provisions contained in this Section shall not be cumulative. For example, an employee who receives six (6) or more "Exceeds Expectations" mark ratings on their last six (6) annual performance evaluations will NOT be eligible for any increase in the amount of Merit Pay already being disbursed.

Example:

Effective date of Merit Pay Eligibility = 06/30/2025
Finance receives Personnel Action Form = 07/01/2025
Merit Pay will be applied to the following pay period: 07/12/2025 – 07/25/2025

AGENDA ITEM NO. 9.

CITY OF HAWTHORNE
City Council
AGENDA BILL
For the meeting of 04/28/2026
Originating Department: Human Resources

City Manager: Department Head:

SUBJECT:
RESOLUTION NO. 8601 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA, AMENDING ARTICLE 8.2 (MERIT PAY) OF THE HAWTHORNE POLICE CIVILIAN ASSOCIATION MEMORANDUM OF UNDERSTANDING.

RECOMMENDED MOTION:
Staff recommends that the City Council adopt this Resolution No. 8601.

DISCUSSION:
The California Public Employees' Retirement System ("CalPERS") conducted a final compensation review of a recent retiree, formerly part of the Hawthorne Police Civilian Association. In this audit process, CalPERS found to be deficient the Merit Pay provision (Article 8.2 Merit Pay) in the Memorandum of Understanding between the City of Hawthorne and the Hawthorne Police Civilian Association. CalPERS identified that the Merit Pay provision did not adequately set forth the specific conditions of payment (a defined calculation method, terms for disbursement, etc.). (See Gov. Code, § 20636, Cal. Code Regs., tit. 2, § 571.) In informal discussions, CalPERS indicated that a side letter, retroactive at least three years from the retirement date, could correct the deficiency for this retiree and potentially other similarly situated retirees. The proposed resolution would clarify, but not alter, how the Merit Pay provision operates, helping to ensure the City of Hawthorne is compliant in its reporting of final compensation to CalPERS.

ECONOMIC DEVELOPMENT STRATEGIC PLAN:
None.

FISCAL IMPACT:
None.

NOTICING PROCEDURE:
72 Hours posted notice pursuant to the Ralph M. Brown Act.

ATTACHMENTS
Reso 8601

RESOLUTION NO. 8601

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA, AMENDING ARTICLE 8.2 (MERIT PAY) OF THE HAWTHORNE POLICE CIVILIAN ASSOCIATION MEMORANDUM OF UNDERSTANDING

WHEREAS, as a result of a recent CalPERS audit, it was determined that the City was found deficient in its reporting of special compensation related to Merit Pay;

WHEREAS, the City Council of the City of Hawthorne wishes to amend the "Merit Pay" policy in Article 8.2 Merit Pay to clarify the conditions for payment by which employees within the Hawthorne Police Civilian Association receive Merit Pay.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA, hereby resolves as follows:

Section 1. The City Council of the City of Hawthorne hereby approves amending Article 8.2 (Merit Pay) of the Hawthorne Police Civilian Association Memorandum of Understanding, as contained in Exhibit A, attached and incorporated herein by this reference.

Section 2. This amendment clarifies but does not change how the Merit Pay provision of the Hawthorne Police Civilian Association Memorandum of Understanding has been applied, and it shall apply retroactively to January 1, 2022.

Section 3. This Resolution is effective immediately and supersedes any conflicting provisions in Resolution No. 7846.

PASSED, APPROVED, AND ADOPTED this 28th day of April, 2026.

_____

ALEX VARGAS, Mayor
City of Hawthorne, California

ATTEST:

_____

DAYNA WILLIAMS-HUNTER, City Clerk
City of Hawthorne, California

APPROVED AS TO FORM:

_____

DAVID CACERES, City Attorney
City of Hawthorne, California

Exhibit A

(replacing existing Section 8.2 - Merit Pay with the following)

Section 8.2 - Merit Pay

A. Eligibility

To be eligible for Merit Pay, an employee represented by this MOU must receive six (6) or more out of nine (9) mark ratings of "Exceeds Expectations" on two out of their last three annual performance evaluations. The overall rating category must also be "Exceeds Expectations" to be determined eligible. Additionally, the City must have a surplus of two hundred thousand dollars ($200,000) at the beginning of the Fiscal Year (July 1). If an employee does not have an employee evaluation on file, the Department Head must submit a Memo of Approval to the Director of Human Resources for action.

An employee may have the Merit Pay removed if they obtain an overall rating category of "Unsatisfactory" in any future annual evaluation or are disciplined for behavior unbecoming of an employee of the City of Hawthorne.

Should there be a change to the rating categories as a result of revisions to the City's Employee Evaluation format, the City agrees to a limited reopener to discuss needed adjustments. Employee evaluations will be due by July 1 of every year. If an employee's annual evaluation is ninety (90) days overdue and they are eligible for Merit Pay, a rating of "Meets and/or Exceeds Expectations" will be required on only two (2) out of the employee's last four (4) annual evaluations.

B. Amount of Merit Pay

Once deemed eligible for Merit Pay, the employee will receive Merit Pay equal to four percent (4%) of their base pay per pay period. For purposes of this Section, the employee’s base pay refers to the number of hours in paid status on each paycheck multiplied by the hourly rate of the employee. The hourly rate is derived by multiplying the employee’s monthly salary at their applicable step (see the City’s Monthly Salary schedules attached to this MOU) by 12, then dividing by 2,080. If the employee’s base pay changes, their Merit Pay will adjust accordingly.

The Merit Pay award shall first be disbursed in the pay period after the City receives a personnel action form indicating Merit Pay eligibility (no retroactive payment will be issued).

The Merit Pay will continue to be disbursed in this manner for each subsequent pay period until the sooner of (A) revocation of Merit Pay in compliance with this Policy, or
(B) discontinuation of employment with the City.

The provisions contained in this Section shall not be cumulative. For example, an employee who receives six (6) or more "Exceeds Expectations" mark ratings on their last six (6) annual performance evaluations will NOT be eligible for any increase in the amount of Merit Pay already being disbursed.

Example:

Effective date of Merit Pay Eligibility = 06/30/2025
Finance receives Personnel Action Form = 07/01/2025
Merit Pay will be applied to the following pay period: 07/12/2025 – 07/25/2025

AGENDA ITEM NO. 10.

CITY OF HAWTHORNE
City Council
AGENDA BILL
For the meeting of 04/28/2026
Originating Department: Housing

City Manager: Department Head:

SUBJECT:
Public Hearing to Consider Adoption of the Draft 2026-2027 Annual Action Plan and Substantial Amendment to the 2025-2029 Consolidated Plan for the Community Development Block Grant (CDBG) and Home Investment Partnerships (HOME) Programs.

RECOMMENDED MOTION:
The staff advises that the City Council:
1. Conduct a public hearing to receive comments regarding the draft 2026-2027 Annual Action Plan and Substantial Amendment to the 2025-2029 Consolidated Plan.

2. Consider and adopt the 2026-2027 Annual Action Plan and Substantial Amendment to the 2025-2029 Consolidated Plan and authorize the City Manager, or designee, to submit the adopted plans to the U.S. Department of Housing and Urban Development (HUD).

3. Authorize the City Manager, or designee, to execute all necessary grant agreements, certifications, and related documents required by HUD for the administration of the CDBG and HOME programs for the 2026-2027 program year.

4. Authorize the City Manager, or designee, to execute contracts with sub-recipients, contractors, and professional service providers necessary to implement the CDBG and HOME-funded activities identified in the 2026-2027 Annual Action Plan.

5. Authorize the appropriation of the 2026-2027 CDBG and HOME program funds, consistent with the approved Annual Action Plan.

DISCUSSION:
As an “Entitlement Grantee,” the City of Hawthorne (City) receives an annual allocation of federal funds from the U.S. Department of Housing and Urban Development (HUD) through its Community Development Block Grant (CDBG) and HOME Investment Partnership (HOME) Programs. These programs are designed to principally benefit low- and moderate-income residents by supporting activities that provide decent housing, create suitable living environments, and expand economic opportunities. To continue receiving these funds, HUD requires the City to prepare a series of planning documents, including a Five-Year Consolidated Plan and an Annual Action Plan. Collectively, these documents establish the City’s priorities for the use of CDBG and HOME funds and guide the implementation of eligible activities.

2025-2029 Consolidated Plan

The Consolidated Plan presents a comprehensive analysis of the City's housing and community development needs and establishes a framework for the use of CDBG and HOME funds over a five-year period from July 1, 2025, through June 30, 2030. Based on community engagement, data analysis, and consultation with stakeholders, the Consolidated Plan identifies seven high-priority needs, which will be addressed through seven strategic goals. These goals are accompanied by quantifiable outcome targets for the five-year period, as shown in the table below.

Goal Name	Need(s) Addressed	Five Year Goal Outcome Indicator
Public Services	Expand public services for LMI residents	Public service activities other than Low/Mod Income Housing Benefit: 1,525 Persons Assisted
Public Facilities & Infrastructure Improvements	Improve public facilities and infrastructure Address material barriers to accessibility	Public facility or infrastructure activities other than Low/Mod Income Housing Benefit: 125,000 Persons Assisted Other: 5
Affordable Housing Preservation	Preserve the supply of affordable housing	Homeowner housing rehabilitated: 50 Households / Housing Units
Affordable Housing Development	Increase the supply of affordable housing	Homeowner housing added: 2 Households / Housing Units Rental housing rehabilitated: 2 Households / Housing Units
Fair Housing Services	Ensure equal access to housing opportunities	Public service activities other than Low/Mod Income Housing Benefit: 1,250 Persons Assisted
Economic Development Opportunities	Promote economic opportunities	Businesses assisted: 4 businesses
Planning & Administration	All	Other: 5

Amendment to Consolidated Plan

The City intends to utilize a portion of its CDBG allocation during the 2026-2027 program year to fund a Commercial Façade Improvement program in an effort to revitalize the City's business community. As such, this amendment proposes to add an Economic Development Opportunities goal to the 2025-2029 Consolidated Plan to address this high priority need and facilitate said program.

2026-2027 Annual Action Plan

The Action Plan identifies the specific projects and activities that will be implemented during the upcoming program year with CDBG and HOME funds to address the priority needs and goals established in the Consolidated Plan. For the 2026-2027 program year, the City anticipates receiving approximately $1,167,217 in CDBG funds and $492,431.60 in HOME funds. When combined with program income and available prior year resources, the 2026-2027 Action Plan will allocate a total of $1,712,392 in CDBG funds and $1,835,463.99 in HOME funds to support the following eligible activities to be implemented from July 1, 2026 through June 30, 2027.

2026-2027 CDBG Activities

Public Service Activities	
Catholic Charities of Los Angeles: St. Margaret's Emergency Assistance	$21,000.00
Family Promise of the South Bay: Shelter and Supportive Services	$21,000.00
New Star Family Center: Domestic Violence Services	$21,000.00
South Bay Workforce Investment Board: Teen Center	$91,082.00
The Richstone Family Center: Behavioral Health Services	$21,000.00
Sub-Total:	***$175,082.00***
Economic Development Activities	
City of Hawthorne: Commercial Rehabilitation Program	$501,692.00
Sub-Total:	***$501,692.00***
Capital Improvement Activities	
City of Hawthorne: Alley Reconstruction	$247,175.00
City of Hawthorne: Section 108 Loan Repayment	$555,000.00
Sub-Total:	***$802,175.00***
Program Administration Activities	
City of Hawthorne: CDBG Administration	$203,443.00
Fair Housing Foundation: Fair Housing Services	$30,000.00
Sub-Total:	***$233,443.00***
CDBG TOTAL:	**$1,712,392.00**

2026-2027 HOME Activities

Housing Activities	
City of Hawthorne: Housing Rehabilitation Program	$1,000,000.00
City of Hawthorne: Affordable Housing Development	$638,516.99
Sub-Total:	***$1,638,516.99***
Community Housing Development Organization (CHDO) Activities	
TBD: CHDO Set-Aside *(includes PY25-26 and 26-27)*	$147,704.00
Sub-Total:	***$147,704.00***
Program Administration Activities	
City of Hawthorne: HOME Administration	$49,243.00
Sub-Total:	***$49,243.00***
HOME TOTAL:	**$1,835,463.99**

Approval of these plans does not trigger environmental clearance under the National Environmental Policy Act (NEPA) or the California Environmental Quality Act (CEQA). However, prior to the

commitment or release of funds for each of the proposed projects, the City will complete any required environmental reviews in accordance with applicable regulations.

ECONOMIC DEVELOPMENT STRATEGIC PLAN:

None.

FISCAL IMPACT:

There is no impact to the City's General Fund, as all administrative costs associated with the preparation, oversight, and implementation of CDBG and HOME-funded activities will be covered through the respective administrative allocations. Approval of the 2026-2027 Annual Action Plan authorizes the appropriation of $1,167,217 in CDBG and $492,431.60 in HOME funds. When combined with program income and available prior year resources, the 2026-2027 Action Plan will allocate a total of $1,712,392 in CDBG funds and $1,835,463.99 in HOME funds.

NOTICING PROCEDURE:

In compliance with Federal Regulations, a Notice of Public Hearing was published in the Hawthorne Press-Tribune on March 26, 2026, announcing the availability of the draft 2026-2027 Annual Action Plan and Substantial Amendment to the 2025-2029 Consolidated Plan. These documents have been available for public review at City Hall, the Hawthorne Public Library, and on the City's website from March 27, 2026, through and including April 28, 2026.

ATTACHMENTS

Draft Substantial Amendment to 2025-2029 Consolidated Plan
Draft 2026-2027 Annual Action Plan

DRAFT AMENDMENT

2025-2029
Consolidated Plan

2025-2026
Annual Action Plan

For Public Review & Comment

March 27 - April 28, 2026

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Executive Summary

ES-05 Executive Summary

Introduction

The City of Hawthorne has developed the 2025-2029 Consolidated Plan to guide the strategic investment of federal Community Development Block Grant (CDBG) and HOME Investment Partnerships (HOME) funds. As required by the U.S. Department of Housing and Urban Development (HUD), the Consolidated Plan provides a comprehensive assessment of local housing and community development needs and establishes priorities, objectives, and strategies for addressing these needs over a five-year period from July 1, 2025 to June 30, 2030.

Each year, the City receives CDBG and HOME funds through a formula-based allocation from HUD. These funds are awarded to non-profit organizations, for-profit entities, and public agencies to support a variety of activities that align with the City's Consolidated Plan goals and address the high priority needs of low- and moderate-income residents.

Community Development Block Grant (CDBG)

The CDBG program, established under the Housing and Community Development Act of 1974, is a flexible federal funding source designed to address a wide range of housing and community development needs. HUD evaluates the City's Consolidated Plan and program performance based on three primary objectives: providing decent housing, creating suitable living environments, and expanding economic opportunities for low- and moderate-income households. To qualify for CDBG funding, each activity must meet one of the following national objectives:

- Benefit low- and moderate-income persons
- Prevent or eliminate slums and blight
- Address an urgent community development need (usually the result of a natural disaster or public health emergency)

HOME Investment Partnerships (HOME)

The HOME program, established under the Cranston-Gonzalez National Affordable Housing Act of 1990, is the largest federal program dedicated to affordable housing development. Designed to increase the supply of safe and affordable housing for low- and moderate-income households, the HOME program is often implemented in collaboration with non-profit housing developers, public agencies, and private entities. Eligible activities supported by HOME funds include new construction, acquisition, and rehabilitation of affordable housing, homebuyer assistance programs, and tenant-based rental assistance.

2025-2026 Program Year

For the 2025-2026 program year, the City anticipates receiving approximately $1,149,498 in CDBG funds and $492,254.25 in HOME funds. When combined with program income and available prior year resources, the 2025-2026 Action Plan will allocate a total of $1,349,498 in CDBG funds and $2,360,062.64 in HOME funds to support the following eligible activities to be implemented from July 1, 2025 through June 30, 2026.

2025-2026 CDBG Activities

Public Service Activities		
Catholic Charities of Los Angeles: St. Margaret's Emergency Assistance		$20,346.00
Family Promise of the South Bay: Shelter and Supportive Services		$20,346.00
New Star Family Center: Domestic Violence Services		$20,346.00
South Bay Workforce Investment Board: Teen Center		$91,040.00
The Richstone Family Center: Behavioral Health Services		$20,346.00
	Sub-Total:	***$172,424.00***
Capital Improvement Activities		
City of Hawthorne: Alley Reconstruction		$402,000.00
City of Hawthorne: Section 108 Loan Repayment		$545,175.00
	Sub-Total:	***$947,175.00***
Program Administration Activities		
City of Hawthorne: CDBG Administration		$199,899.00
Fair Housing Foundation: Fair Housing Services		$30,000.00
	Sub-Total:	***$229,899.00***
	CDBG TOTAL:	**$1,349,498.00**

2025-2026 HOME Activities

Housing Activities		
City of Hawthorne: Housing Rehabilitation Program		$1,000,000.00
City of Hawthorne: Affordable Housing Development		$873,004.64
	Sub-Total:	***$1,873,004.64***
Community Housing Development Organization (CHDO) Activities		
TBD: CHDO Set-Aside *(includes PY21, 22, 23, 24, & 25)*		$437,833.00
	Sub-Total:	***$437,833.00***
Program Administration Activities		
City of Hawthorne: HOME Administration		$49,225.00
	Sub-Total:	***$49,225.00***
	HOME TOTAL:	**$2,360,062.64**

Summary of the objectives and outcomes identified in the Plan needs assessment Overview

The 2025-2029 Consolidated Plan is grounded in a comprehensive, data-driven needs assessment and market analysis, combined with insights gathered from residents,

community organizations, and other local stakeholders. This approach ensures that CDBG and HOME funds are directed toward high priority needs that align with the City's goals.

Based on this, the City has identified six high priority needs, which will be addressed through six goals over the five-year period. These goals establish a clear framework for the allocation of CDBG and HOME funds which ensures that federal investments produce measurable and sustainable outcomes. Each goal is tied to specific outcome indicators which allow the City to track progress, assess performance, and evaluate the impact of HUD-funded activities. The following table summarizes the goals, priority needs, and expected five-year outcomes.

Goal Name	Category	Need(s) Addressed	Five Year Goal Outcome Indicator
Public Services	Non-Housing Community Development	Expand public services for LMI residents	Public service activities other than Low/Mod Income Housing Benefit: 1,525 Persons Assisted
Public Facilities & Infrastructure Improvements	Non-Housing Community Development	Improve public facilities and infrastructure Address material barriers to accessibility	Public facility or infrastructure activities other than Low/Mod Income Housing Benefit: 125,000 Persons Assisted Other: 5
Affordable Housing Preservation	Affordable Housing	Preserve the supply of affordable housing	Homeowner housing rehabilitated: 50 Households / Housing Units
Affordable Housing Development	Affordable Housing	Increase the supply of affordable housing	Homeowner housing added: 2 Households / Housing Units Rental housing rehabilitated: 2 Households / Housing Units
Fair Housing Services	Non-Housing Community Development	Ensure equal access to housing opportunities	Public service activities other than Low/Mod Income Housing Benefit: 1,250 Persons Assisted
Planning & Administration	All	All	Other: 5
Economic Development Opportunities	Economic Development	Promote Economic Opportunities	Businesses assisted: 4

Table 1 - Strategic Plan Summary

April 2026 Amendment

The City of Hawthorne intends to utilize a portion of its CDBG allocation during the 2026-2027 program year to fund a Commercial Façade Improvement program in an effort to revitalize the City's business community. As such, this amendment proposes to add an Economic Development Opportunities goal to the 2025-2029 Consolidated Plan to address this high priority need and facilitate said program.

Commercial façade improvements were identified as a high priority based on feedback from the local business community and the City's interest in strengthening neighborhood commercial districts beyond the downtown core. By addressing conditions that contribute to blight and enhancing the physical environment of commercial corridors, the City can leverage CDBG resources to support local economic development, improve access to goods and services, and create a more vibrant commercial environment that benefits low- and moderate-income residents.

Evaluation of past performance

Over the 2020-2024 program years, the City successfully utilized CDBG and HOME funds to implement impactful housing and community development programs. All projects and activities included in the 2024-2025 Action Plan are underway and the final accomplishments will be reported as part of the City's Consolidated Annual Performance and Evaluation Report (CAPER). From 2020-2023, the investment of HUD funds, in combination with state and local resources, enabled the City and its partners to achieve the following:

- **Public Services:** Various non-profit organizations provided a range of services which assisted 1,245 Hawthorne residents.
- **Public Facilities & Infrastructure Improvements:** The City completed its alley reconstruction project which benefited 14,960 residents by providing them access to suitable alleyways that are used to access their properties and critical services such as the DMV.
- **Affordable Housing Preservation:** The City of Hawthorne's Housing Rehabilitation Program completed 17 projects to address deficient housing conditions and preserve the existing housing stock that is affordable to low- and moderate-income homeowners. In addition, the City renovated 18 rental units that are affordable to and occupied by low-income tenants.
- **Fair Housing:** The Fair Housing Foundation provided 810 residents with fair housing and landlord-tenant mediation services.
- **COVID-19 Response:** The City utilized CDBG-CV funds to address housing and economic development needs of Hawthorne residents. The housing component of these activities included short-term rental and utility assistance to 123 income eligible households. The economic development component included financial assistance in the form of grants to 2 small businesses and 6 microenterprises. Lastly, the City included a homelessness component to provide transitional housing for 12 homeless residents.

These efforts resulted in meaningful impacts for Hawthorne residents, particularly low- and moderate-income households. The successes and lessons learned from these programs serve as the foundation for the strategies outlined in the 2025-2029 Consolidated Plan.

Summary of citizen participation process and consultation process

The Consolidated Plan regulations at 24 CFR Part 91 provide the citizen participation and consultation requirements for the development of the Consolidated Plan. Chief among those requirements is the need to consult with the Continuum of Care (CoC) to address homelessness, Public Housing Authorities (PHA), businesses, civic leaders, and public or private agencies that address housing, health, social service, victim services, employment, or education needs of low-income individuals and families, homeless individuals and

families, youth and/or other persons with special needs. Information supplied by these community stakeholders, together with the data supplied by HUD resulted in a well-informed planning document that reflects the housing, community, and economic development needs and priorities for the City of Hawthorne over the next five years.

In accordance with the City's Citizen Participation Plan (CPP), residents and stakeholders were able to participate in the development of the 2025-2029 Consolidated Plan through surveys, community meetings, and public hearings. Efforts were made to encourage participation by low- and moderate-income persons, particularly those living in areas where HUD funds are proposed to be used, and by residents of predominantly low- and moderate-income neighborhoods. Efforts were made to encourage the participation of minorities and non-English speaking persons, as well as persons with disabilities. The consultation process included representatives of the CoC, PHA, and other specified groups who completed surveys, provided local data, and assisted the City to ensure practical coordination of strategies to maximize impact and to avoid duplication of effort.

Summary of public comments

As required by HUD regulations, all public comments received during the development of the 2025-2029 Consolidated Plan and 2025-2026 Action Plan are summarized in section PR-15 of this Plan as well as Appendix A.

Summary of comments or views not accepted and the reasons for not accepting them

The City considered and incorporated all feedback received throughout the planning process. No public comments were disregarded.

Summary

The 2025-2029 Consolidated Plan establishes a clear framework for the strategic use of CDBG and HOME funds to address high-priority community needs. All applications for funding through the City's Notice of Funding Availability (NOFA) process must align with at least one of the six Strategic Plan goals and their corresponding measurable objectives.

For the 2025-2026 program year, the City will allocate $1,349,498 in CDBG and $2,360,062.64 in HOME toward eligible activities designed to provide suitable affordable housing and improve the quality of life of its low- and moderate-income residents.

The Process

PR-05 Lead & Responsible Agencies

Describe agency/entity responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source.

Agency Role	Name	Department/Agency
CDBG Administrator	City of Hawthorne	Department of Housing
HOME Administrator	City of Hawthorne	Department of Housing

Table 2 – Responsible Agencies

Narrative

The City of Hawthorne Department of Housing serves as the lead agency responsible for the administration and oversight of the CDBG and HOME programs.

The Department of Housing ensures that CDBG and HOME investments align with community priorities, comply with HUD regulations, and are effectively managed to maximize impact. This includes planning, implementation, financial oversight, performance monitoring, and reporting. The department works closely with non-profit organizations, for-profit entities, and public agencies to administer funds in accordance with the City's Consolidated Plan and Annual Action Plans.

To ensure strong governance and transparency, the City actively monitors funded activities, provides technical assistance to subrecipients, and conducts community engagement efforts to inform future funding priorities. This ongoing oversight ensures that CDBG and HOME funds are used to achieve measurable improvements in housing, infrastructure, and public services throughout Hawthorne.

Consolidated Plan Public Contact Information

City of Hawthorne
Department of Housing
Kimberly Mack, Director of Housing
4455 W. 126th Street
Hawthorne, CA 90250
(310) 349-1603

PR-10 Consultation

Introduction

The City of Hawthorne conducted a comprehensive consultation process to ensure that the 2025-2029 Consolidated Plan reflects the needs and priorities of residents, service providers, and community stakeholders. In compliance with 24 CFR Part 91, the City engaged a wide range of public and private agencies, regional planning entities, and service providers that support low- and moderate-income residents, special needs populations, and individuals experiencing homelessness. The goal of this process was to enhance coordination among local government agencies, non-profits, housing developers, businesses, and service organizations to create a cohesive strategy for improving housing affordability, public services, public facilities, and infrastructure. To facilitate the consultation process, the City solicited feedback through the following methods:

- Community Survey (web-based and paper)
- Community meetings
- Stakeholder consultations
- Public hearings
- Receipt of written and oral comments

To gather the greatest breadth and depth of information, the City consulted with a wide variety of agencies, groups, and organizations concerning the housing, community, and economic development needs of the community.

Each of the agencies, groups, or organizations invited to consult and participate in the planning process is represented in Table 3. The input received from these consultations helped establish and inform the objectives and goals described in the Strategic Plan.

Provide a concise summary of the jurisdiction's activities to enhance coordination between public and assisted housing providers and private and governmental health, mental health and service agencies (91.215(I)).

The City recognizes the importance of careful coordination and alignment among various service providers to maximize the effectiveness of the CDBG and HOME programs. As a result, during the development of the Consolidated Plan, the City consulted with organizations that provide assisted housing, health services and other community-focused programs. Outreach efforts included surveys, invitations to community meetings, and follow-up interviews where appropriate.

The City further recognizes the importance of continued coordination and alignment during the upcoming five-year planning period with these organizations and agencies. The City will reinforce these partnerships through the implementation of the Notice of Funding Availability (NOFA) process for CDBG and HOME funds each year and through technical assistance provided to subrecipients.

Describe coordination with the Continuum of Care and efforts to address the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans, and unaccompanied youth) and persons at risk of homelessness

The Los Angeles County Continuum of Care (CoC) is comprised of a network of public, private, faith-based, for-profit, and non-profit service providers who utilize several federal, state and local resources to provide services for homeless people. The region's municipalities, including the City of Hawthorne, also provide resources for services that assist the homeless and those at risk of becoming homeless. The non-profit and faith-based community plays a key role in the current CoC system. Hundreds of agencies throughout the County provide programs ranging from feeding the homeless on the street to creating permanent supportive housing opportunities. These services are available to homeless families with children, and single men and women. The non-profit and faith-based community also serves special needs populations, such as victims of domestic violence, veterans, the disabled and youth.

The CoC guides the development of homeless strategies and the implementation of programs to end homelessness throughout the region. The City regularly consults with the CoC to identify needs in the jurisdiction and its objectives to address the needs of different homeless populations, including chronically homeless families and individuals, families with children, veterans, unaccompanied youth, and persons at risk of homelessness. The City continues to coordinate with the CoC to clarify existing needs and objectives and identify opportunities for collaboration during the five-year planning process.

Describe consultation with the Continuum(s) of Care that serves the jurisdiction's area in determining how to allocate ESG funds, develop performance standards and evaluate outcomes, and develop funding, policies and procedures for the administration of HMIS

Although not a direct Emergency Solutions Grant (ESG) entitlement community, the City consulted with a number of housing, social services, governmental, and other entities involved in housing and community development in the City. Through these consultations, the City identified the holistic needs of the community, including those for extremely low-income households and homeless persons and how the City can continue to effectively coordinate with regional homeless service providers to best meet the needs of these populations. The CoC was consulted to discuss performance standards, outcome evaluation methodologies, and policies and procedures for the use of HMIS.

Describe Agencies, groups, organizations and others who participated in the process and describe the jurisdictions consultations with housing, social service agencies and other entities

1	**Agency/Group/Organization**	**Los Angeles Homeless Services Authority (LAHSA)**
	Agency/Group/Organization Type	Continuum of Care; Services – Homeless; Regional Organization
	What section of the Plan was addressed by Consultation?	Homelessness Strategy Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth Anti-poverty
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
2	**Agency/Group/Organization**	**Los Angeles County Department of Child Protective Services**
	Agency/Group/Organization Type	Child Welfare Agency; Services – Children; Services – Victims of Domestic Violence
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs; Non-Housing Community Development Strategy
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
3	**Agency/Group/Organization**	**Los Angeles County Development Authority (LACDA)**
	Agency/Group/Organization Type	PHA; Public Land Agency; Assisted Housing
	What section of the Plan was addressed by Consultation?	Housing Needs Assessment

	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
4	**Agency/Group/Organization**	**Children's Dental Health Clinic**
	Agency/Group/Organization Type	Services – Children; Services – Health
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs; Non-Housing Community Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
5	**Agency/Group/Organization**	**The Children's Clinic**
	Agency/Group/Organization Type	Services – Children; Services – Health
	What section of the Plan was addressed by Consultation?	Non-Housing Community Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
6	**Agency/Group/Organization**	**Hawthorne Veteran Affairs Commission**
	Agency/Group/Organization Type	Services – Homeless Veterans
	What section of the Plan was addressed by Consultation?	Homelessness Strategy; Homelessness Strategy- Veterans; Non-Homeless Special Needs; Anti-Poverty
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
7	**Agency/Group/Organization**	**Steelworkers Oldtimers Foundation**
	Agency/Group/Organization Type	Services-Elderly Persons Services-Persons with Disabilities

	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
8	**Agency/Group/Organization**	**Harbor Regional Center**
	Agency/Group/Organization Type	Services – Persons with Disabilities
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
9	**Agency/Group/Organization**	**Watts Health Center**
	Agency/Group/Organization Type	Services – Persons with HIV/AIDS; Services – Health
	What section of the Plan was addressed by Consultation?	Non-Housing Community Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
10	**Agency/Group/Organization**	**County Public Health Department**
	Agency/Group/Organization Type	Health Agency; Publicly Funded Institution; Services – Health; Lead-Based Paint
	What section of the Plan was addressed by Consultation?	Non-Housing Community Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
11	**Agency/Group/Organization**	**Volunteers of America**
	Agency/Group/Organization Type	Services – Homeless

	What section of the Plan was addressed by Consultation?	Homelessness Strategy; Anti-Poverty
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
12	**Agency/Group/Organization**	**South Bay Workforce Investment Board**
	Agency/Group/Organization Type	Services – Employment; Regional Organization; Planning Organization; Services – Children
	What section of the Plan was addressed by Consultation?	Economic Development; Non-Housing Community Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
13	**Agency/Group/Organization**	**C-H #4 Residential Facility**
	Agency/Group/Organization Type	Services – Elderly Persons; Services – Persons with Disability; Assisted Housing
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs; Non-Housing Community Development; Housing Need Assessment
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
14	**Agency/Group/Organization**	**Champions of Caring**
	Agency/Group/Organization Type	Services – Education; Services – Children
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs; Homelessness Strategy; Anti-Poverty;
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.

15	**Agency/Group/Organization**	**El Nido Family Centers**
	Agency/Group/Organization Type	Services – Employment
	What section of the Plan was addressed by Consultation?	Economic Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
16	**Agency/Group/Organization**	**Advantage**
	Agency/Group/Organization Type	Services – Elderly Persons
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
17	**Agency/Group/Organization**	**Ashley's Place Adult Residential II**
	Agency/Group/Organization Type	Services – Elderly Persons; Assisted Housing
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs; Housing Needs Assessment
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
18	**Agency/Group/Organization**	**EPI Center**
	Agency/Group/Organization Type	Services – Elderly Persons
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.

19	**Agency/Group/Organization**	**Piety and Emenogu-Work Skill Center**
	Agency/Group/Organization Type	Services – Elderly Persons
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
20	**Agency/Group/Organization**	**Rosecrans Villa Residential Care**
	Agency/Group/Organization Type	Services – Elderly Persons; Assisted Housing
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs; Housing Needs Assessment
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
21	**Agency/Group/Organization**	**Moneta Gardens Improvements**
	Agency/Group/Organization Type	Services – Education; Services – Children
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs; Homelessness Strategy; Anti-Poverty
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
22	**Agency/Group/Organization**	**Woodyear Home**
	Agency/Group/Organization Type	Services – Elderly Persons; Services – Persons with Disability
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.

23	**Agency/Group/Organization**	**Los Angeles County Fire Department**
	Agency/Group/Organization Type	County Government; Emergency Management Agency
	What section of the Plan was addressed by Consultation?	Non-Housing Community Development; Hazard Mitigation Plan
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
24	**Agency/Group/Organization**	**New Star Family Center**
	Agency/Group/Organization Type	Services – Survivors of Domestic Violence
	What section of the Plan was addressed by Consultation?	Homeless Strategy; Non-Homeless Special Needs; Non-Housing Community Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
25	**Agency/Group/Organization**	**Family Promise of the South Bay**
	Agency/Group/Organization Type	Services – Housing; Services – Homeless
	What section of the Plan was addressed by Consultation?	Housing Needs Assessment; Homelessness Strategy; Non-Homeless Special Needs;
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
26	**Agency/Group/Organization**	**Catholic Charities of Los Angeles**
	Agency/Group/Organization Type	Services – Housing; Services – Homeless
	What section of the Plan was addressed by Consultation?	Homelessness Strategy; Homelessness Strategy-Unaccompanied Youth; Anti-Poverty

	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
27	**Agency/Group/Organization**	**The Richstone Family Center**
	Agency/Group/Organization Type	Services – Survivors of Domestic Violence; Services - Health
	What section of the Plan was addressed by Consultation?	Non-Housing Community Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
28	**Agency/Group/Organization**	**WeeCare**
	Agency/Group/Organization Type	Services – Education
	What section of the Plan was addressed by Consultation?	Economic Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
29	**Agency/Group/Organization**	**Fair Housing Foundation**
	Agency/Group/Organization Type	Services – Fair Housing; Civic Leader
	What section of the Plan was addressed by Consultation?	Housing Needs Assessment; Market Analysis; Fair Housing Strategy
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
30	**Agency/Group/Organization**	**Federal Emergency Management Agency (FEMA)**
	Agency/Group/Organization Type	Agency – Managing Flood Prone Areas Agency – Emergency Management

	What section of the Plan was addressed by Consultation?	Hazard Mitigation
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
31	**Agency/Group/Organization**	**FCC**
	Agency/Group/Organization Type	Agency – Narrowing the Digital Divide
	What section of the Plan was addressed by Consultation?	Broadband
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
32	**Agency/Group/Organization**	**Hawthorne School District**
	Agency/Group/Organization Type	Publicly Funded Institution; Services – Education; Services – Children
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs; Homelessness Strategy; Anti-Poverty;
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
33	**Agency/Group/Organization**	**Habitat for Humanity**
	Agency/Group/Organization Type	Services – Housing
	What section of the Plan was addressed by Consultation?	Housing Needs assessment
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
34	**Agency/Group/Organization**	**Home Ownership for Personal Empowerment, Inc.**

	Agency/Group/Organization Type	Assisted Housing; Services – Housing; Services – Persons with Disabilities
	What section of the Plan was addressed by Consultation?	Housing Needs assessment
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
35	**Agency/Group/Organization**	**County of Los Angeles Commission on HIV**
	Agency/Group/Organization Type	Health Agency; Local Government; Services – Persons with HIV/AIDS
	What section of the Plan was addressed by Consultation?	Housing Needs Assessment; Non-Homeless Special Needs
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
36	**Agency/Group/Organization**	**Los Angeles County Regional Broadband Consortium**
	Agency/Group/Organization Type	Narrowing the Digital Divide
	What section of the Plan was addressed by Consultation?	Broadband
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
37	**Agency/Group/Organization**	**CA Department of Housing and Urban Development**
	Agency/Group/Organization Type	State Government; Planning Organization; Regional Organization
	What section of the Plan was addressed by Consultation?	Housing Need Assessment; Homelessness Strategy; Non-Housing Community Development Needs

	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
38	**Agency/Group/Organization**	**Hawthorne Office of Emergency Management**
	Agency/Group/Organization Type	Emergency Management; Floodplain Management; Local Government
	What section of the Plan was addressed by Consultation?	Housing Need Assessment; Homelessness Strategy; Non-Housing Community Development Needs
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
39	**Agency/Group/Organization**	**Hawthorne Chamber of Commerce**
	Agency/Group/Organization Type	Business Leader
	What section of the Plan was addressed by Consultation?	Economic Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.

Table 3 - Agencies, groups, and organizations who participated

Identify any Agency Types not consulted and provide rationale for not consulting

The City maintains a list of agencies, organizations and other stakeholders that have expressed an interest in the City's CDBG and HOME programs and invited representatives from each entity to participate at multiple points in the planning process. All agencies were strongly encouraged to attend community meetings and participate in surveys.

Any agency or organization that was not consulted and would like to be included in the City's list of stakeholders, the agency or organization may contact the Department of Housing at (310) 349-1603.

Other local/regional/state/federal planning efforts considered when preparing the Plan

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
Continuum of Care	Los Angeles Homeless Services Authority (LAHSA)	Consultation with the CoC indicates that the City's Consolidated Plan goals are consistent with the CoC's strategies.
City of Hawthorne 2021-2029 Housing Element	City of Hawthorne	The goals included in the Consolidated Plan are consistent with the Housing Element policies and objectives.

Table 4 - Other local / regional / federal planning efforts

Describe cooperation and coordination with other public entities, including the State and any adjacent units of general local government, in the implementation of the Consolidated Plan (91.215(l))

To enhance coordination among the CoC, public, and assisted housing providers and private and governmental health, mental health and service agencies, the City invited each of these entities to provide input on the needs of the community in the development of this Consolidated Plan.

The Housing Department works with subrecipients of CDBG and HOME funds to ensure a coordinated effort among service agencies in the region to address the needs of Hawthorne residents, including but not limited to chronically homeless individuals and families, families with children, veterans and their families, unaccompanied youth, and persons who were recently homeless but now live in permanent housing. To promote economic opportunities for low-income residents, the City coordinates with subrecipients, social service agencies, businesses, and housing developers to ensure that where there are job opportunities for low-income individuals in connection with HUD-assisted projects, information is disseminated through appropriate channels consistent with the objectives of Section 3 of the Housing and Community Development Act of 1968.

PR-15 Citizen Participation

Summary of citizen participation process/Efforts made to broaden citizen participation

Summarize citizen participation process and how it impacted goal setting

The City of Hawthorne conducted a comprehensive citizen participation process to ensure that the 2025-2029 Consolidated Plan accurately reflects community needs and priorities. The public engagement process was designed in accordance with the City's Citizen Participation Plan (CPP) and HUD regulations (24 CFR 91.105), ensuring that residents, local organizations, and community stakeholders had meaningful opportunities to participate in shaping the City's housing and community development strategies.

The Department of Housing led outreach efforts, emphasizing broad public engagement, particularly among low- and moderate-income residents, individuals with disabilities, racial and ethnic minorities, non-English-speaking populations, and public housing residents. The City also actively consulted with local and regional institutions, businesses, developers, non-profit and faith-based organizations, the Continuum of Care (CoC), and philanthropic entities to ensure a coordinated and holistic approach to addressing housing and community development needs.

To identify and prioritize community needs, the City developed and distributed a survey to gather input on housing, community, and economic development needs. The survey was available in English and Spanish, accessible online and in paper format, and posted at various public facilities to maximize accessibility.

The City hosted three community meetings on September 26, 2024, September 27, 2024, and November 19, 2024 where residents and stakeholders participated in interactive discussions and provided feedback on local housing and community development needs.

In compliance with 24 CFR 91.105(e)(1)(ii), the City conducted three public hearings at different stages of the planning process. The first public hearing was convened on September 10, 2024 and focused on reviewing program performance. A draft of the 2023-2024 Consolidated Annual Performance and Evaluation Report (CAPER) was made available for public review from August 26, 2024 to September 10, 2024, but no public comments were received. The second public hearing on October 22, 2024 allowed residents to voice their priorities for funding allocation and the strategies the City should pursue in the 2025-2029 Consolidated Plan. No public comments were received.

Subsequently, the City made the draft 2025-2029 Consolidated Plan and 2025-2026 Action Plan available for public review and comment from March 21, 2025, to April 22, 2025. Residents were invited to review the draft documents and to attend the Public Hearing on April 22, 2025, or submit written comments concerning the housing and community development needs, proposed projects and activities, as well as proposed strategies and actions for affirmatively furthering fair housing.

Citizen Participation

	Mode of Outreach	Target of Outreach	Summary of Response/attendance	Summary of Comments received	Summary of comments not accepted and reasons	URL (If applicable)
1	Internet Outreach	Non-targeted/broad community	The Community Survey was available online and in paper format at various City facilities from September 16, 2024, to January 15, 2025. The City advised residents and stakeholders of the availability of the survey via email, posting on social media channels, and announcements at City Council meetings.	The purpose of the survey was to allow all residents and stakeholders the opportunity to provide their assessment of the level of need in Hawthorne for a variety of housing, community and economic development activities. In total, 43 residents and 29 stakeholders completed the survey.	All survey responses were accepted and incorporated into the survey results.	N/A
2	Public Meeting	Minorities Persons with disabilities Non-targeted/broad community	Community Meeting on September 26, 2024, at 6:00 pm via Microsoft Teams.	Stakeholders and residents in attendance participated in interactive discussions on priority housing and community development needs.	All comments were accepted.	N/A

	Mode of Outreach	Target of Outreach	Summary of Response/attendance	Summary of Comments received	Summary of comments not accepted and reasons	URL (If applicable)
3	Public Meeting	Minorities Persons with disabilities Non-targeted/broad community	Community Meeting on September 27, 2024, at 10:00 am at City Hall.	Stakeholders and residents in attendance participated in interactive discussions on priority housing and community development needs.	All comments were accepted.	N/A
4	Newspaper Ad	Non-targeted/broad community	Notice of the 15-day public review and comment period for the draft 2023-2024 Consolidated Annual Performance and Evaluation Report (CAPER). The Public Notice was published on August 22, 2024, and invited interested parties to review the draft document. Residents and stakeholders were also invited to a public hearing to provide oral comments.	No comments were received.	No comments were received.	N/A

	Mode of Outreach	Target of Outreach	Summary of Response/attendance	Summary of Comments received	Summary of comments not accepted and reasons	URL (If applicable)
5	Public Hearing	Minorities Persons with disabilities Non-targeted/broad community Residents of Public and Assisted Housing	Public hearing on September 10, 2024, to receive comments on the draft 2023-2024 Consolidated Annual Performance and Evaluation Report (CAPER) prior to adoption and submission to HUD.	No comments were received.	No comments were received.	N/A
6	Newspaper Ad	Non-targeted/broad community	Notice inviting residents and stakeholders to a public hearing to provide comments concerning priority housing and community development needs and strategies.	No comments were received.	No comments were received.	N/A
7	Public Hearing	Minorities Persons with disabilities Non-targeted/broad community Residents of Public and Assisted Housing	Public hearing on October 22, 2024, at 6:00 p.m. to receive comments concerning priority housing and community development needs, review of program performance, and strategies for affirmatively furthering fair housing.	No comments were received.	No comments were received.	N/A

	Mode of Outreach	Target of Outreach	Summary of Response/attendance	Summary of Comments received	Summary of comments not accepted and reasons	URL (If applicable)
8	Newspaper Ad	Non-targeted/broad community	Notice of the 30-day public review and comment period for the draft 2025-2029 Consolidated Plan and 2025-2026 Annual Action Plan. The Public Notice was published on March 20, 2025, and invited interested parties to review the draft documents. Residents and stakeholders were also invited to a public hearing to provide oral comments.	No comments were received.	No comments were received.	N/A
9	Public Hearing	Minorities Persons with disabilities Non-targeted/broad community Residents of Public and Assisted Housing	Public hearing on April 22, 2025, at 6:00 p.m. to receive comments on the draft 2025-2029 Consolidated Plan and 2025-2026 Annual Action Plan prior to adoption and submission to HUD.	No comments were received.	No comments were received.	N/A

	Mode of Outreach	Target of Outreach	Summary of Response/attendance	Summary of Comments received	Summary of comments not accepted and reasons	URL (If applicable)
10	Newspaper Ad	Non-targeted/broad community	Notice of the 30-day public review and comment period for the draft Substantial Amendment to the 2025-2029 Consolidated Plan. The Public Notice was published on March 26, 2026, and invited interested parties to review the draft documents. Residents and stakeholders were also invited to a public hearing to provide oral comments.	TBD	TBD	N/A
11	Public Hearing	Minorities Persons with disabilities Non-targeted/broad community Residents of Public and Assisted Housing	Public hearing on April 28, 2026, at 6:00 p.m. to receive comments on the draft Substantial Amendment to the 2025-2029 Consolidated Plan prior to adoption and submission to HUD.	TBD	TBD	N/A

Table 5 - Citizen Participation Outreach

Needs Assessment

NA-05 Overview

Needs Assessment Overview

The Needs Assessment section of the Consolidated Plan examines the housing, homelessness, non-homeless special needs, and non-housing community development needs of the City of Hawthorne. This analysis serves as the foundation for understanding the City's most pressing challenges and prioritizing the allocation of resources to address these needs over the next five years.

The **housing needs assessment** evaluates the prevalence of housing problems experienced by households across different income levels, tenures, and household types. It also identifies disproportionate housing needs among racial and ethnic groups and highlights the specific needs of public housing residents.

The **homeless needs assessment** describes the nature and extent of sheltered and unsheltered homelessness to inform the City's strategy to address homelessness.

The **non-homeless special needs assessment** focuses on residents who require supportive housing and services due to factors such as age, disability, and other vulnerabilities. These populations include elderly residents, individuals with disabilities, those recovering from substance use disorders, persons living with HIV/AIDS, and survivors of domestic violence.

The **non-housing community development needs assessment** evaluates the demand for public facilities, infrastructure improvements, and public services that primarily benefit low- and moderate-income residents.

Methodology

To assess community needs, the City of Hawthorne utilized a combination of quantitative data and qualitative input obtained through robust community engagement efforts. The key sources of data include:

- American Community Survey (ACS), 2016-2020 5-year estimates
- Comprehensive Housing Affordability Strategy (CHAS), 2016-2020 5-year estimates
- 2024 Point-In-Time (PIT) Homeless Count
- State of California Department of Justice (2022)
- National Crime Victimization Survey (2022)
- Consultations with local stakeholders, service providers, and housing authorities
- Feedback from residents through public meetings and surveys

This report utilizes the 2016-2020 ACS and CHAS 5-year estimates as they are the most current data sets supplied through HUD's eCon Planning Suite.

Consolidated Plan Survey for Residents and Stakeholders

The City of Hawthorne conducted a needs assessment survey to complement quantitative data with community input. The survey, available online in English and Spanish, was distributed through email and social media channels. A total of 43 residents and 29 organizations participated, providing valuable insights into priority needs across public facilities, infrastructure improvements, housing, public services, and economic development. These results are integrated throughout the Needs Assessment and Market Analysis of Consolidated Plan to ensure alignment with community priorities.

NA-10 Housing Needs Assessment

Summary of Housing Needs

When evaluating the housing needs of residents in the City of Hawthorne, the Consolidated Plan describes housing needs according to income level, tenure, and household types. This analysis is based on ACS and CHAS data, summarized in Tables 6-13 below.

An overview of the number of households by income level and household type is provided in Table 7. Household types include small families (2-4 related members), large families (5 or more related members), elderly households (at least one person aged 62 and older), and households with young children (at least one person aged 6 and under). Income levels correspond with HUD Adjusted Median Family Income (HAMFI), or Area Median Income (AMI), defined as follows:

- **Extremely low-income (0-30 percent of AMI):** 6,680 households
- **Low-income (31-50 percent of AMI):** 5,050 households
- **Moderate-income (51-80 percent of AMI):** 6,900 households
- **Middle-income (81-100 percent of AMI):** 3,060 households
- **Above Middle (>100 percent of AMI):** 6,370 households

Tables 8-13 detail the housing problems faced by households, categorized by tenure (renter or owner), income level, and household type. Housing problems are assessed based on cost burdens, overcrowding, and substandard housing conditions, as defined by HUD:

- **Cost Burden:** Households spending more than 30 percent of their gross income on housing costs (rent plus utilities for renters, and mortgage payments, taxes, insurance, and utilities for owners). Severe cost burdens occur when households spend more than 50 percent of their gross income on housing costs.
- **Overcrowding:** Households with more than 1 person per room, excluding bathrooms, porches, foyers, halls, or half-rooms. Severe overcrowding occurs when households have more than 1.5 persons per room.
- **Substandard Housing Conditions:** Households lacking complete kitchen and/or plumbing facilities.

Between 2010 to 2020, the City's population fell by 1 percent, from 86,565 to 85,410, while the number of households decreased by 4 percent, from 29,160 to 28,055. During this same period, the median income rose by 30 percent, from $44,504 to $57,849. Despite these economic gains, housing costs have risen more rapidly than income, making it increasingly difficult for many residents to secure adequate and affordable housing.

Of the 18,630 low- and moderate-income households (≤ 80 percent of AMI) in the City of Hawthorne, 14,350 households (77 percent) experience at least one housing problem, and 10,435 households (56 percent) are affected by one or more severe housing problems.

Housing cost burdens are the most prevalent housing problem, particularly among extremely low-income renters (≤ 30 percent of AMI). Of the 6,680 extremely low-income households, 5,975 are cost burdened, with 1,435 of these facing severe cost burdens.

Renters are disproportionately impacted, with 61 percent (880 households) experiencing severe cost burdens, compared to 39 percent of homeowners (555 households). Single-person households and elderly households represent the largest share of renters facing severe cost burdens.

Overcrowding is another significant housing problem, particularly for renters and large families. Among the 4,029 low- and moderate-income households (≤ 80 percent of AMI) that are overcrowded, 96 percent are renters (3,870 households). Large family households that rent are the most affected, accounting for 76 percent (3,065 households) of overcrowded low- and moderate-income households.

Although less common, substandard housing conditions remain a concern, affecting 1,020 renters. Addressing these challenges will require a coordinated and comprehensive approach to expand affordable housing options, preserve existing housing stock, and support vulnerable populations in the City of Hawthorne.

Demographics	Base Year: 2010	Most Recent Year: 2020	% Change
Population	86,565	85,410	-1%
Households	29,160	28,055	-4%
Median Income	$44,504.00	$57,849.00	30%

Table 6 – Housing Needs Assessment Demographics

Data Source: 2006-2010 ACS (Base Year), 2016-2020 ACS (Most Recent Year)

	0-30% AMI	30-50% AMI	50-80% AMI	80-100% AMI	>100% AMI
Total Households	6,680	5,050	6,900	3,060	6,370
Small Family Households	2,600	2,440	3,130	1,610	3,360
Large Family Households	705	785	1,025	390	720
Household contains at least one person 62-74 years of age	1,250	785	1,100	570	1,245
Household contains at least one-person age 75 or older	610	370	290	195	495
Households with one or more children 6 years old or younger	1,675	1,325	1,650	334	679

Table 7 – Total Households

Data Source: 2016-2020 CHAS

	Renter					Owner				
	0-30% AMI	30-50% AMI	50-80% AMI	80-100% AMI	Total	0-30% AMI	30-50% AMI	50-80% AMI	80-100% AMI	Total
NUMBER OF HOUSEHOLDS										
Substandard Housing - Lacking complete plumbing or kitchen facilities	320	340	320	40	1,020	0	0	0	0	0
Severely Overcrowded - With >1.51 people per room (and complete kitchen and plumbing)	670	500	515	125	1,810	0	0	10	40	50
Overcrowded - With 1.01-1.5 people per room (and none of the above problems)	450	730	750	145	2,075	35	20	95	125	275
Housing cost burden greater than 50% of income (and none of the above problems)	3,595	930	55	0	4,580	525	355	230	110	1,220
Housing cost burden greater than 30% of income (and none of the above problems)	395	1,415	1,585	125	3,520	60	120	330	320	830
Zero/negative Income (and none of the above problems)	280	0	0	0	280	75	0	0	0	75

Table 8 – Housing Problems 1

Data Source: 2016-2020 CHAS

	Renter					Owner				
	0-30% AMI	30-50% AMI	50-80% AMI	80-100% AMI	Total	0-30% AMI	30-50% AMI	50-80% AMI	80-100% AMI	Total
NUMBER OF HOUSEHOLDS										
Having 1 or more of four housing problems	5,035	2,500	1,635	310	9,480	555	375	335	275	1,540
Having none of four housing problems	800	1,730	3,920	1,555	8,005	290	445	1,005	920	2,660
Household has negative income, but none of the other housing problems	0	0	0	0	0	0	0	0	0	0

Table 9 – Housing Problems 2

Data Source: 2016-2020 CHAS

	Renter				Owner			
	0-30% AMI	30-50% AMI	50-80% AMI	Total	0-30% AMI	30-50% AMI	50-80% AMI	Total
NUMBER OF HOUSEHOLDS								
Small Related	2,335	1,675	910	4,920	165	215	340	720
Large Related	540	455	200	1,195	135	70	80	285
Elderly	1,050	480	90	1,620	260	185	79	524
Other	1,435	855	765	3,055	55	10	75	140
Total need by income	5,360	3,465	1,965	10,790	615	480	574	1,669

Table 10 – Cost Burden > 30%

Data Source: 2016-2020 CHAS

	Renter				Owner			
	0-30% AMI	30-50% AMI	50-80% AMI	Total	0-30% AMI	30-50% AMI	50-80% AMI	Total
NUMBER OF HOUSEHOLDS								
Small Related	0	0	365	365	150	200	0	350
Large Related	0	0	75	75	135	30	10	175
Elderly	880	235	0	1,115	230	120	34	384
Other	0	1,340	440	1,780	40	0	0	40
Total need by income	880	1,575	880	3,335	555	350	44	949

Table 11 – Cost Burden > 50%

Data Source: 2016-2020 CHAS

	Renter					Owner				
	0-30% AMI	30-50% AMI	50-80% AMI	80-100% AMI	Total	0-30% AMI	30-50% AMI	50-80% AMI	80-100% AMI	Total
NUMBER OF HOUSEHOLDS										
Single family households	1,040	1,125	900	165	3,230	35	4	10	100	149
Multiple, unrelated family households	60	205	410	49	724	0	15	95	69	179
Other, non-family households	90	30	10	60	190	0	0	0	0	0
Total need by income	1,190	1,360	1,320	274	4,144	35	19	105	169	328

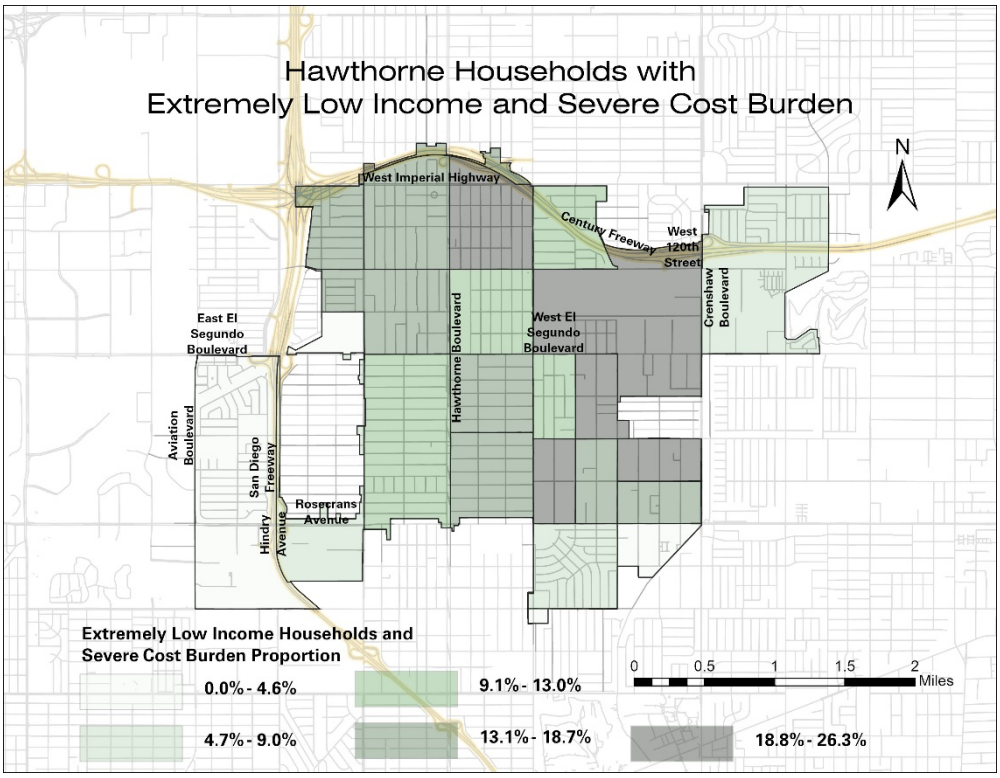
Table 12 – Crowding Information – 1/2

Data Source: 2016-2020 CHAS

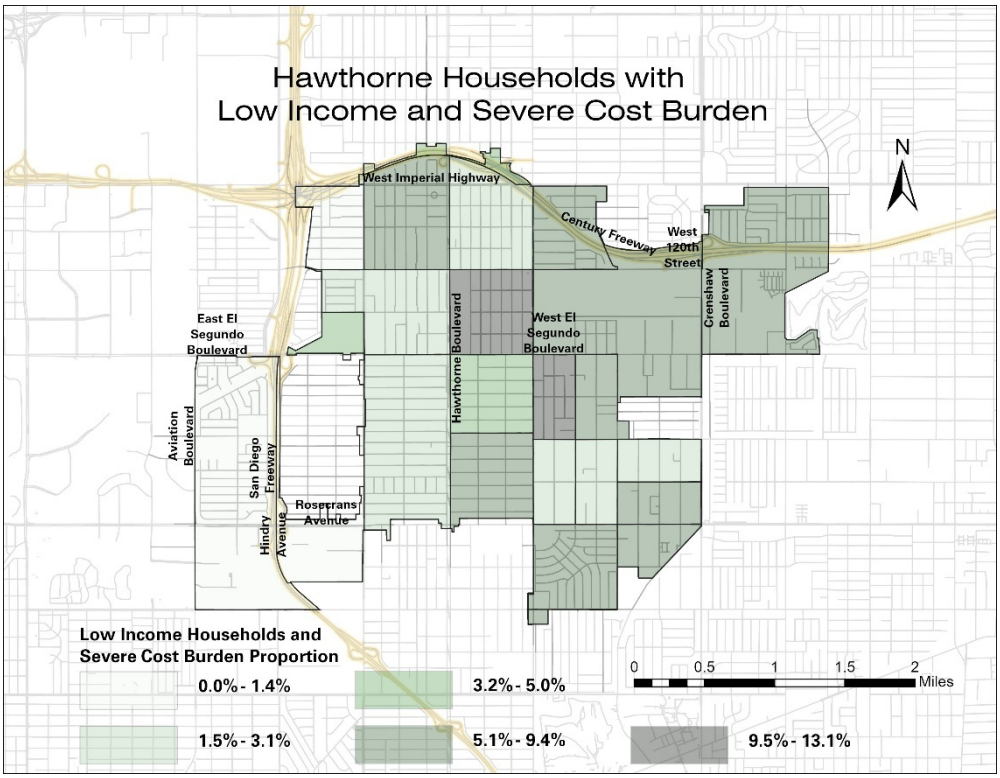
	Renter				Owner			
	0-30% AMI	30-50% AMI	50-80% AMI	Total	0-30% AMI	30-50% AMI	50-80% AMI	Total
Households with children 6 years of age or younger present	1,550	1,235	1,355	4,140	125	90	140	355

Table 13 - Households with children under the age of 6

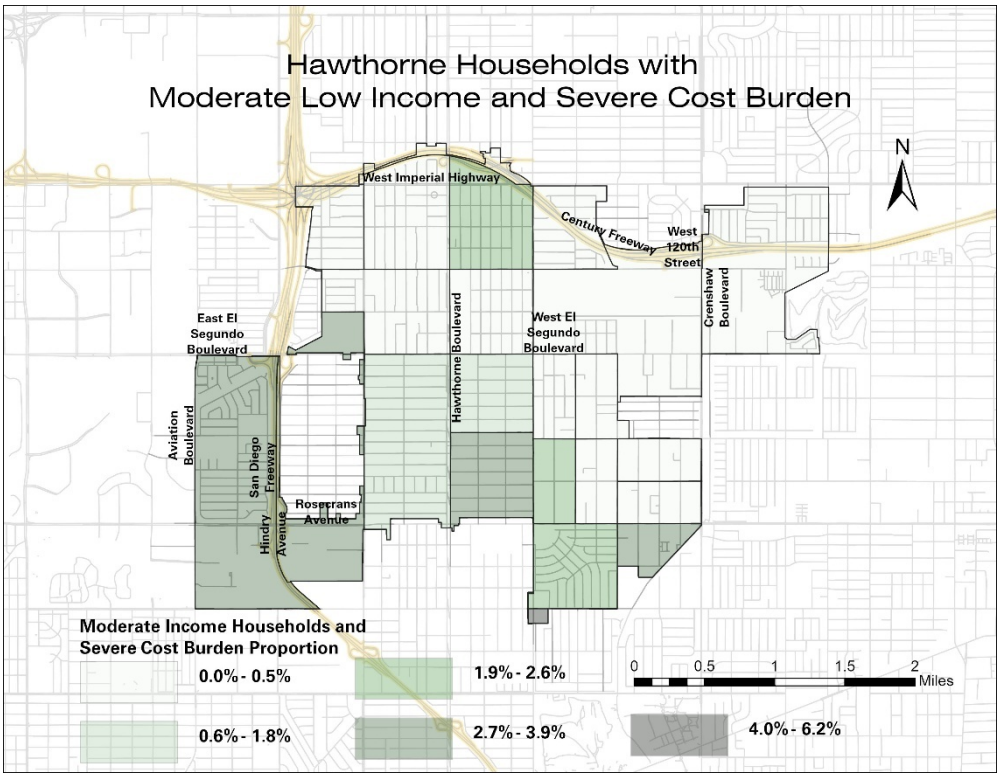
Data Source: 2016-2020 CHAS



Map 1 – Households with Extremely Low Income and Severe Cost Burden



Map 2 – Households with Low Income and Severe Cost Burden



Map 3 – Households with Moderate Income and Severe Cost Burden

Describe the number and type of single person households in need of housing assistance.

Based on 2016-2020 ACS data (S2501), the City of Hawthorne has 7,553 single-person households, accounting for approximately 27 percent of all households. Among them, 20 percent are homeowners (1,509 households), while 80 percent are renters (6,044 households). Single-person households face distinct housing challenges, largely stemming from limited earning potential and a shortage of smaller, affordable housing options such as studios and one-bedroom apartments. Rising housing costs relative to their income exacerbates these issues, often leading to housing cost burdens.

Housing cost burdens represent the most pressing issue for single-person households. Table 10 reveals that 3,195 single-person households (categorized as "other") experience cost burdens, with renters comprising 96 percent (3,055 households) and homeowners making up the remaining 4 percent (140 households). Severe cost burdens, as shown in Table 11, affect 1,820 single-person households, with renters again representing the majority at 98 percent (1,780 households) and homeowners 2 percent (40 households).

Extremely low- and low-income single-person renters (≤ 50 percent of AMI) are particularly vulnerable to housing instability due to their limited capacity to absorb rising rental costs, unexpected financial emergencies, or other economic pressures. Although single-person homeowners may also experience financial strain, their housing costs tend to be more stable and predictable, making them less susceptible to immediate displacement.

While single-person households, by definition, do not experience overcrowding, substandard housing conditions remain a concern. Table 8 shows that 1,020 renters lack complete plumbing or kitchen facilities. Although not explicitly broken down by household size, it is reasonable to infer that a portion of single-person households reside in substandard housing conditions.

Estimate the number and type of families in need of housing assistance who are disabled or victims of domestic violence, dating violence, sexual assault, and stalking.

Families with Disabled Members

According to the 2016-2020 ACS data (S1810), approximately 7,914 individuals in the City of Hawthorne have a disability, representing about 9 percent of the total population. Nearly one third (32 percent or 2,517 residents) of City's disabled population are 65 and older, demonstrating a strong correlation between age and disability, and highlighting the heightened vulnerability faced by elderly residents with disabilities.

Adults with disabilities encounter unique obstacles to independent living, including limited employment opportunities, high healthcare costs, and the need for housing with accessibility modifications. These factors leave families with disabled members particularly susceptible to housing cost burdens, especially those on fixed incomes or with limited earning potential. Additionally, these households often reside in housing units that lack adequate accessibility features such as ramps, widened doorways, and sensory adaptations, further compounding their housing challenges. Consequently, families with disabled members are more likely to experience at least one housing problem, including cost burdens, overcrowding, or substandard housing.

Survivors of Domestic Violence, Dating Violence, Sexual Assault, and Stalking

Survivors of domestic violence and related crimes often face immediate and life-threatening risks to housing stability. In 2022, the Hawthorne Police Department responded to 419 domestic violence related calls, signaling that housing assistance may be necessary for these households (State of California Department of Justice). However, this figure likely underrepresents the true scale of need, as the 2022 National Crime Victimization Survey indicates that only 53 percent of domestic violence incidents and 21 percent of sexual assaults are reported. Based on these trends, the actual need for housing assistance among survivors is likely much higher.

Survivors fleeing abusive relationships and violent homes face challenges such as loss of economic support, limited access to affordable housing, and the need for safe and stable living arrangements. These factors increase the likelihood of experiencing housing cost burdens and resorting to overcrowded or unsafe housing situations. As a result, this places survivors at elevated risk of homelessness and highlights the need for immediate access to emergency shelters, transitional housing, and permanent supportive housing solutions.

What are the most common housing problems?

The most prevalent housing problem in the City of Hawthorne is housing cost burden, which occurs when households spend more than 30 percent of their gross income on housing expenses. This issue is largely driven by a combination of rising housing costs and slower income growth for many residents. Table 10 reveals that 12,459 low- and moderate-income households (≤ 80 percent of AMI) experience cost burdens. Renters are disproportionately affected, representing 87 percent (10,790 households) of this group, while homeowners make up the remaining 13 percent (1,669 households). Among renters, individuals living alone (3,055 households) and small families (4,920 households) are most significantly impacted. Extremely low-income households (≤ 30 percent of AMI) face the highest prevalence of housing cost burdens, reflecting persistent affordability challenges.

Severe cost burdens, where households spend more than 50 percent of their gross income on housing, impact 4,284 low- and moderate-income households (≤ 80 percent of AMI). Table 11 shows that 2,455 extremely low- and low-income renters (≤ 50 percent of AMI) are most affected, with single-person households (1,340) and elderly households (1,115) disproportionately impacted. Among homeowners, elderly households face the highest incidence of severe cost burdens, with 384 households impacted. These financial challenges are particularly acute for seniors on fixed incomes, who often struggle to maintain or adapt their homes to meet their evolving needs.

Overcrowding, defined as a household with more than one person per room, is the second most common housing problem in the City. Table 12 indicates that 4,029 low- and moderate-income households (≤ 80 percent of AMI) experience overcrowding, with renters accounting for the majority (96 percent or 3,870 households). Single family renters (3,065 households) are particularly affected. Moreover, it is important to note that overcrowding exclusively impacts other, non-family renters, demonstrating that single-person renters are often compelled to share housing with unrelated individuals to reduce costs. This illustrates how the ongoing shortage of adequately sized housing options that are affordable forces families and individuals to reside in units that fail to meet their spatial needs.

Severe overcrowding, defined as more than 1.5 persons per room, impacts 1,695 low- and moderate-income households (≤ 80 percent of AMI). Table 8 shows this issue is especially pronounced among renters (1,685 households), who are often compelled to share housing with unrelated individuals to reduce housing costs. Overcrowded non-family households (190) being unique to renters only further illustrates the extent of this issue and highlights the challenges caused by the lack of affordable, adequately sized rental housing options.

Substandard housing, characterized by the lack of complete kitchen or plumbing facilities, is less common but remains a concern. Table 8 indicates that 1,020 households citywide are affected, with renters disproportionately impacted as they comprise 100 percent of these cases. Extremely low- and low-income households are particularly at risk, as they are less likely to have the financial means to afford necessary repairs or move to better housing.

Are any populations/household types more affected than others by these problems?

Of the 18,630 low- and moderate-income households (≤ 80 percent of AMI) in the City of Hawthorne, 14,350 households (77 percent) experience at least one housing problem. Extremely low- and low-income households (≤ 50 percent of AMI) are the most affected, accounting for 73 percent (10,460 households) of all low- and moderate-income households with housing problems.

Extremely low- and low-income renters (≤ 50 percent of AMI) are particularly impacted by severe housing problems compared to homeowners. Of the 11,730 extremely low- and low-income households with at least one severe housing problem, 86 percent are renters (10,065 households), while 14 percent are homeowners (1,665 households).

Insights from Table 11 reveal that low- and moderate-income (≤ 80 percent of AMI) renters are over three times as likely to experience severe cost burdens. Of the 4,284 low- and moderate-income households facing severe cost burdens, 78 percent are renters (3,335 households), while 22 percent are homeowners (949 households). Among renters, non-related individuals (1,780 households) represent the largest share. For these households, limited financial resources and high housing costs relative to their income result in severe cost burdens. To reduce expenses, unrelated individuals often share undersized units, leading to overcrowded living arrangements.

Overcrowding is another major issue that primarily affects renters. Table 12 indicates that of the 4,029 low- and moderate-income households (≤ 80 percent of AMI) experiencing overcrowding, 96 percent are renters (3,870 households). Single family renters (3,065 households) are particularly at risk, often living in units that are too small to meet their needs or sharing housing to offset high rental costs. These families face additional challenges due to the lack of affordable multi-bedroom housing units, which leads to higher rates of overcrowding as they struggle to find appropriately sized housing within their financial means.

Elderly households and households with disabled members also face distinct challenges related to affordability and accessibility. Many in these groups rely on limited or fixed incomes, such as Social Security Income (SSI) or Social Security Disability Insurance (SSDI), which do not keep pace with the rising cost of living in Hawthorne. For example, in 2024 the maximum SSI payment for an individual was $943 per month, while the average rent for a one-bedroom unit is approximately $1,711. This means that SSI only covers about half of the cost of rent, which increases their likelihood of experiencing cost burdens. Table 7 indicates there are 4,405 low- and moderate-income elderly households, highlighting those that are most vulnerable to severe cost burdens. These financial constraints leave many elderly and disabled homeowners struggling to maintain or adapt their homes to meet their evolving needs, while renters in these groups face added difficulties finding accessible housing units that are also affordable.

Describe the characteristics and needs of Low-income individuals and families with children (especially extremely low-income) who are currently housed but are at imminent risk of either residing in shelters or becoming unsheltered 91.205(c)/91.305(c)). Also discuss the needs of formerly homeless families and individuals who are receiving rapid re-housing assistance and are nearing the termination of that assistance

Low-income individuals and families with children in Hawthorne face significant challenges in maintaining stable housing. The leading indicators of risk for homelessness include income constraints, severe cost burdens, and household type. Households at imminent risk of homelessness are often extremely low-income, relying on fixed incomes or inconsistent wages from part-time or low-wage jobs. Due to these financial constraints, these households frequently experience severe cost burdens, leaving little room for essential expenses like food, transportation, and healthcare. Single-person and single-parent households are particularly vulnerable, as they often lack financial reserves or shared income resources to cover unexpected costs such as medical bills or car repairs, which increase their likelihood of displacement.

According to Table 11, there are 3,360 extremely low- and low-income households ($\leq$ 50 percent of AMI) in the City that experience severe cost burdens, with 73 percent being renters (2,455 households) and 27 percent homeowners (905 households). These renters are especially susceptible to rising rental costs, stagnating wages, and a limited supply of affordable housing. These pressures place many of these households at imminent risk of being evicted. While homeowners also face financial strain, their predictable housing costs make them slightly less vulnerable to immediate displacement.

Families with children, particularly single-parent households, face heightened risks due to limited earning potential and higher overall expenses, including childcare and education-related costs. As shown in Table 13, there are 3,000 extremely low- and low-income households with at least one child under six years old, with 93 percent being renters (2,785 households) and 7 percent homeowners (215 households). For these families, even minor financial setbacks, such as reduced work hours or unexpected medical expenses, can lead to eviction and increase their likelihood of entering emergency shelters or becoming unsheltered.

Formerly homeless individuals and families receiving rapid re-housing assistance face ongoing risks of returning to homelessness, especially as their assistance nears termination. While these programs play a vital role in providing short-term relief, they may not fully address the underlying factors that lead to homelessness. Many participants remain financially vulnerable, as they are employed in low-wage or part-time jobs. These households often transition into housing that is affordable only with assistance, leaving them unable to sustain their housing once subsidies end. Barriers such as poor credit, histories of evictions, and a lack of savings further exacerbate their risk of falling back into homelessness without continued support.

If a jurisdiction provides estimates of the at-risk population(s), it should also include a description of the operational definition of the at-risk group and the methodology used to generate the estimates:

The City of Hawthorne utilized HUD-defined thresholds for income levels, household types, and housing problems to identify populations at risk of homelessness (as defined at 24 CFR 91.5). Estimates of households meeting these criteria were derived by using the ACS and CHAS data, supplemented by locally available information, to ensure a comprehensive and accurate assessment.

In Hawthorne, extremely low-income renters (≤ 30 percent of AMI) who are severely cost burdened are identified as the population most at-risk of homelessness. These households are particularly vulnerable due to their limited financial resources, which leaves them unable to absorb rising rental costs or handle unexpected financial setbacks. Furthermore, extremely low-income single-parent households and elderly individuals living alone face heightened risks, as these groups often have higher expenses and lack shared income resources to manage emergencies.

This methodology ensures that the operational definition of at-risk populations aligns with HUD guidelines and reflects local housing needs. By adopting a data-driven and localized approach, the City can prioritize resources effectively and develop targeted strategies to mitigate risks for its most vulnerable residents.

Specify particular housing characteristics that have been linked with instability and an increased risk of homelessness

Several housing characteristics are strongly associated with housing instability and an elevated risk of homelessness. These factors include:

1. Income Constraints: Household income is a foundational determinant of housing stability. Extremely low-income households (≤ 30 percent of AMI) face inherent instability due to limited financial resources, often struggling to afford even the least expensive housing in the City's high-cost market. The shortage of affordable housing exacerbates this issue, compelling many of these households to live in overcrowded or substandard conditions, or pay rents they cannot sustainably afford. These households also frequently lack financial reserves to weather unexpected hardships such as job loss or medical expenses, which leaves them particularly vulnerable to eviction, displacement, and homelessness.
2. Housing Tenure: Renters experience significantly higher rates of housing problems compared to homeowners. The City's competitive rental market worsens these challenges by exposing renters to rising rents, stringent screening criteria, and limited availability of units. Renters with poor credit histories or prior evictions are disproportionately impacted, leaving them more susceptible to housing instability and homelessness. In contrast, homeowners typically benefit from more predictable housing costs, which reduce their risk of immediate displacement.
3. Household Type: Certain household types encounter unique challenges that elevate their risk of instability. Single-person households, often without financial safety nets or shared income resources, are particularly vulnerable to sudden income shocks or

rising housing costs. This issue is magnified for single-parent households who also face higher childcare costs, which makes maintaining stable housing especially difficult. Elderly residents and individuals with disabilities, especially those on fixed incomes, are also at risk when affordable housing options fail to meet their accessibility needs.

4. **Housing Cost Burden:** Severely cost burdened households spending more than 50% of their gross monthly income on housing are at heightened risk of instability. These households often struggle to cover basic needs like food, transportation, and healthcare and are particularly vulnerable to eviction or foreclosure when faced with unexpected expenses or income disruptions.
5. **Overcrowding:** Overcrowded housing conditions are common among low-income households, particularly renters and large families. Economic necessity often forces multiple families or unrelated individuals to share living spaces to offset high housing costs. Overcrowding can strain household dynamics, lower quality of life, and increase the likelihood of displacement due to conflicts or landlord actions.
6. **Substandard Housing Conditions:** Housing units lacking complete plumbing or kitchen facilities, or those with significant structural issues, contribute to housing instability. Homeowners with limited financial resources may struggle to afford necessary repairs, increasing their risk of displacement if the property becomes uninhabitable. Renters are especially vulnerable, as landlords may fail to address deficiencies, forcing tenants to relocate and destabilizing their housing situation.

Based on these characteristics, extremely low-income renters (≤ 30 percent of AMI) who are severely cost burdened are most at-risk of becoming homeless.

Discussion

Based on this analysis, the most significant housing needs exist for an estimated 4,284 low- and moderate-income households (≤ 80 percent of AMI) who are severely cost burdened, particularly 3,335 renters. Among these households, the 2,455 extremely low- and low-income renters (≤ 50 percent of AMI) who are severely cost burdened face the greatest risk of housing instability and becoming homeless. These findings emphasize the need to prioritize housing assistance for the most vulnerable populations in Hawthorne, particularly extremely low- and low-income renters that are severely cost burdened.

NA-15 Disproportionately Greater Need: Housing Problems

Introduction

This section evaluates whether specific racial and ethnic groups in the City of Hawthorne experience a disproportionately greater need for housing assistance by analyzing the prevalence of housing problems across various income levels. The analysis compares the rate of housing problems faced by racial and ethnic groups to determine if any group experiences these issues at significantly higher rates than the overall population within the same income category.

According to HUD, a disproportionately greater need exists when a racial or ethnic group experiences housing problems at a rate 10 percentage points or more above the average for all households at the same income level. For example, if 60 percent of all low-income households experience a housing problem, but 70 percent of low-income Hispanic households face the same issue, then low-income Hispanic households would be considered to have a disproportionately greater need.

Tables 14-17 provide information on the number of households experiencing housing problems by race, ethnicity, and income level. The housing problems analyzed in this section are defined by HUD as follows:

- **Cost Burden:** Households spending more than 30 percent of their gross income on housing costs. For renters, this includes rent plus utilities. For homeowners, it includes mortgage payments, taxes, insurance, and utilities.
- **Overcrowding:** Households with more than 1 person per room, excluding bathrooms, porches, foyers, halls, or half-rooms.
- **Substandard Housing Conditions:** Households lacking complete kitchen and/or plumbing facilities.
    - Lacking complete kitchen facilities: Missing a sink with a faucet, a refrigerator, or a stove/range.
    - Lacking complete plumbing facilities: Missing hot and cold running water, a flush toilet, or a bathtub/shower.

Figures 1-4 illustrate the prevalence of housing problems among racial and ethnic groups at various income levels, highlighting disparities where they exist.

By understanding disparities in housing problems, the City can better allocate resources and tailor programs to address the needs of disproportionately impacted populations.

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	6,045	635	0
White	560	115	0
Black / African American	2,005	150	0
Asian	405	120	0
American Indian, Alaska Native	0	0	0
Pacific Islander	20	0	0
Hispanic	2,870	245	0

Table 14 – Disproportionally Greater Need 0 - 30% AMI

Data Source: 2016-2020 CHAS

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	4,410	640	0
White	310	80	0
Black / African American	1,575	105	0
Asian	150	55	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	2,355	390	0

Table 15 – Disproportionally Greater Need 30 - 50% AMI

Data Source: 2016-2020 CHAS

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	3,880	3,020	0
White	265	415	0
Black / African American	1,360	1,315	0
Asian	175	125	0
American Indian, Alaska Native	0	15	0
Pacific Islander	0	0	0
Hispanic	1,790	1,015	0

Table 16 – Disproportionally Greater Need 50 - 80% AMI

Data Source: 2016-2020 CHAS

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	1,030	2,030	0
White	180	275	0
Black / African American	370	785	0
Asian	60	75	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	380	800	0

Table 17 – Disproportionally Greater Need 80 - 100% AMI

Data Source: 2016-2020 CHAS

Discussion

The methodology for calculating disproportionately greater need provides a valuable framework for comparing the incidence of housing problems across racial and ethnic groups of varying sizes.

Extremely Low-Income (0-30% of AMI)

At the extremely low-income level, 91 percent of all households experience at least one housing problem. No racial or ethnic group within this income level surpasses HUD's 10-percentage point threshold for disproportionately greater need.

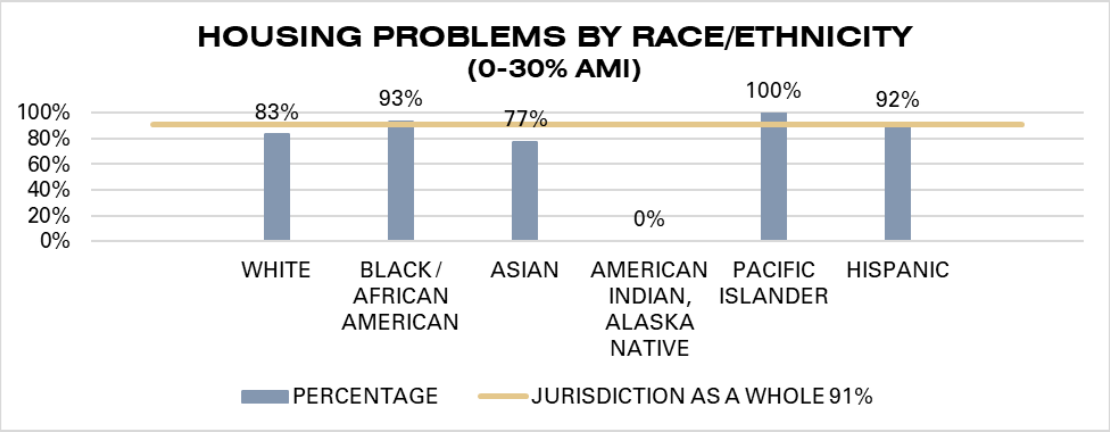


Figure 1 – Housing Problems by Race/Ethnicity (0-30% AMI)
Data Source: 2016-2020 CHAS

Low-Income (30-50% of AMI)

At the low-income level, 87 percent of all households face one or more housing problems. No racial or ethnic group exhibits disproportionately greater need within this income level.

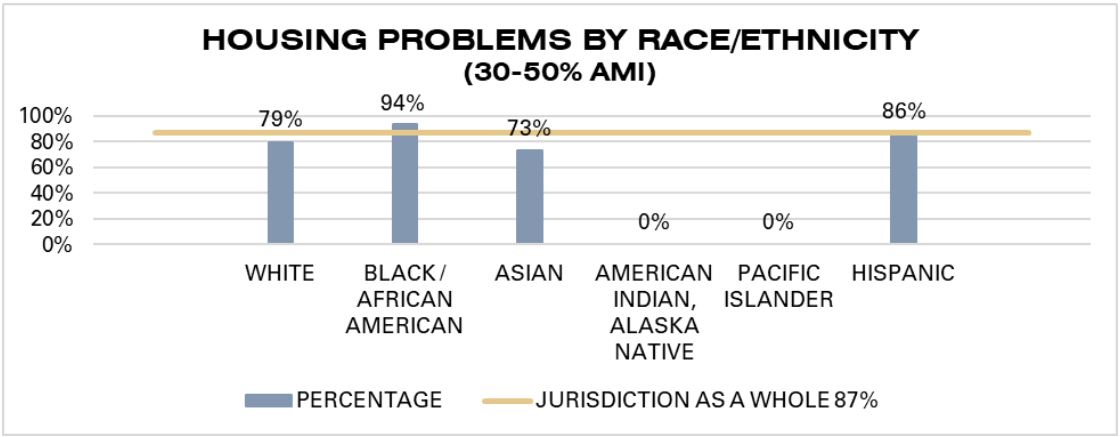


Figure 2 – Housing Problems by Race/Ethnicity (30-50% AMI)
Data Source: 2016-2020 CHAS

Moderate-Income (50-80% of AMI)

At the moderate-income level, 56 percent of all households experience housing problems. No racial or ethnic group meets HUD's definition for disproportionately greater need within this income level.

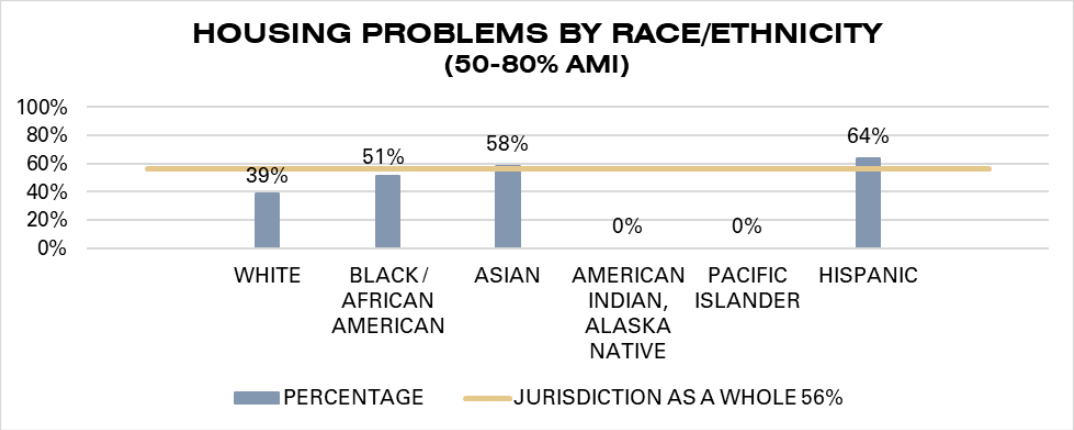


Figure 3 – Housing Problems by Race/Ethnicity (50-80% AMI)
Data Source: 2016-2020 CHAS

Middle-Income (80-100% of AMI)

At the middle-income level, 34 percent of all households experience at least one housing problem.

- 44 percent of Asian households at this income level face housing problems, meeting HUD's definition of disproportionately greater need.

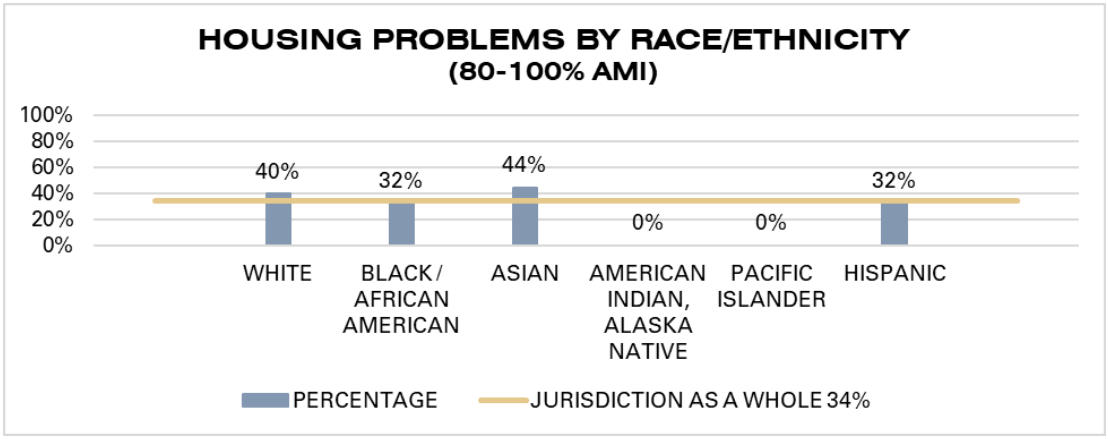


Figure 4 – Housing Problems by Race/Ethnicity (80-100% AMI)
Data Source: 2016-2020 CHAS

NA-20 Disproportionately Greater Need: Severe Housing Problems

Introduction

This section analyzes whether specific racial or ethnic groups in the City of Hawthorne experience a disproportionately greater number of severe housing problems than the general population within the same income category. As in the previous section, a disproportionately greater need exists when the rate of severe housing problems among a racial or ethnic group exceeds the average rate for all households at the same income level by 10 percentage points or more.

Tables 18-21 present detailed data on the number of households experiencing severe housing problems by race, ethnicity, and income level. The severe housing problems analyzed in this section are defined by HUD as follows:

- **Severe Cost Burden:** Households spending more than 50 percent of their gross income on housing costs. For renters, this includes rent plus utilities. For homeowners, it includes mortgage payments, taxes, insurance, and utilities.
- **Severe Overcrowding:** Households with more than 1.5 persons per room, excluding bathrooms, porches, foyers, halls, or half-rooms.
- **Substandard Housing Conditions:** Households lacking complete kitchen and/or plumbing facilities.
    - Lacking complete kitchen facilities: Missing a sink with a faucet, a refrigerator, or a stove/range.
    - Lacking complete plumbing facilities: Missing hot and cold running water, a flush toilet, or a bathtub/shower.

Figures 5-8 illustrate the prevalence of severe housing problems among racial and ethnic groups at various income levels, highlighting disparities where they exist.

By identifying disparities in severe housing problems, the City can allocate resources more effectively and tailor programs to address the needs of disproportionately impacted populations.

Severe Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	5,590	1,090	0
White	510	165	0
Black / African American	1,885	270	0
Asian	405	120	0
American Indian, Alaska Native	0	0	0
Pacific Islander	20	0	0
Hispanic	2,585	530	0

Table 18 – Severe Housing Problems 0 - 30% AMI

Data Source: 2016-2020 CHAS

Severe Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	2,875	2,175	0
White	215	175	0
Black / African American	970	710	0
Asian	110	95	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	1,565	1,175	0

Table 19 – Severe Housing Problems 30 - 50% AMI

Data Source: 2016-2020 CHAS

Severe Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	1,970	4,925	0
White	95	590	0
Black / African American	380	2,290	0
Asian	139	155	0
American Indian, Alaska Native	0	15	0
Pacific Islander	0	0	0
Hispanic	1,105	1,700	0

Table 20 – Severe Housing Problems 50 - 80% AMI

Data Source: 2016-2020 CHAS

Severe Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	585	2,475	0
White	65	390	0
Black / African American	260	895	0
Asian	35	95	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	205	975	0

Table 21 – Severe Housing Problems 80 - 100% AMI

Data Source: 2016-2020 CHAS

Discussion

Extremely Low-Income (0-30% of AMI)

At the extremely low-income level, 84 percent of all households experience at least one severe housing problem.

- 100 percent of Pacific Islander households within this income category experience severe housing problems, which is significantly higher than the overall average and reflects a disproportionately greater need.

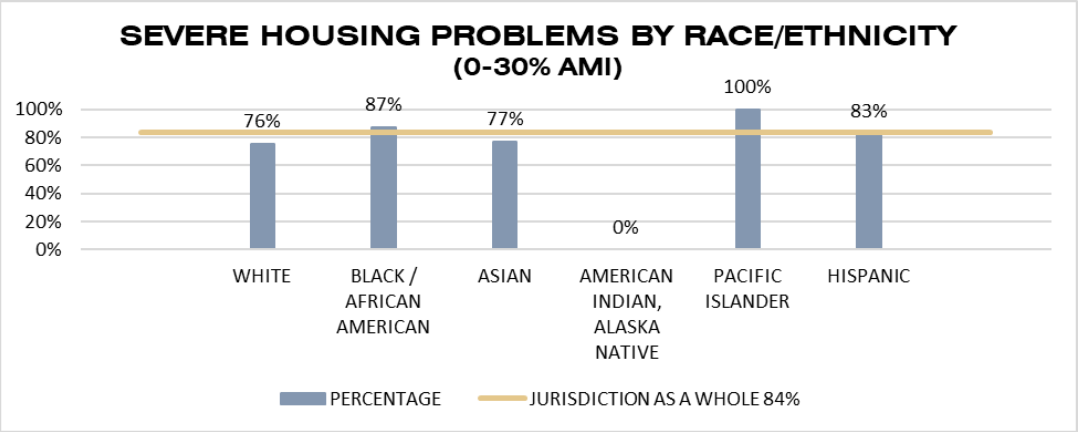


Figure 5 – Severe Housing Problems by Race/Ethnicity (0-30% AMI)
Data Source: 2016-2020 CHAS

Low-Income (30-50% of AMI)

At the low-income level, 57 percent of all households experience one or more severe housing problems. No racial or ethnic group within this income level surpasses HUD's 10-percentage point threshold for disproportionately greater need.

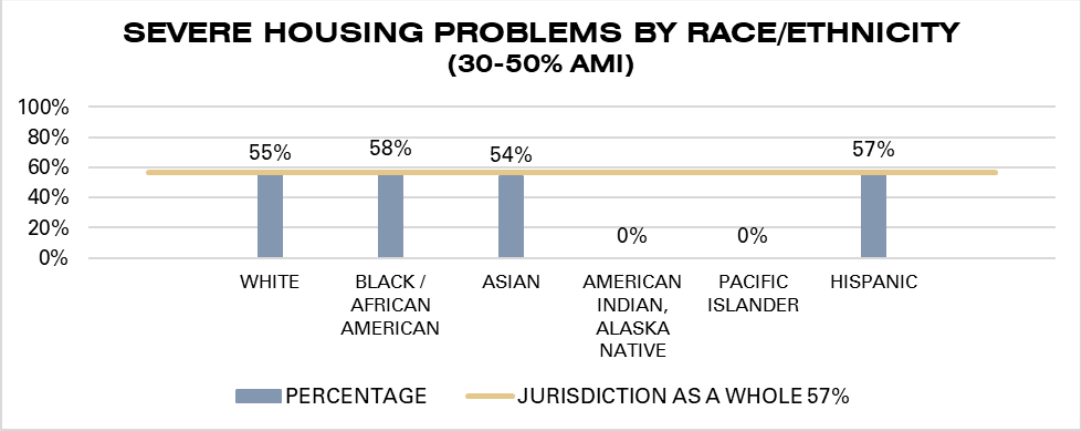


Figure 6 – Severe Housing Problems by Race/Ethnicity (30-50% AMI)
Data Source: 2016-2020 CHAS

Moderate-Income (50-80% of AMI)

At the moderate-income level, 29 percent of all households experience severe housing problems.

- 47 percent of Asian households within this income category experience severe housing problems, exceeding the threshold for disproportionately greater need.
- 39 percent of Hispanic households at this income level experience severe housing problems, meeting HUD's definition of disproportionately greater need.

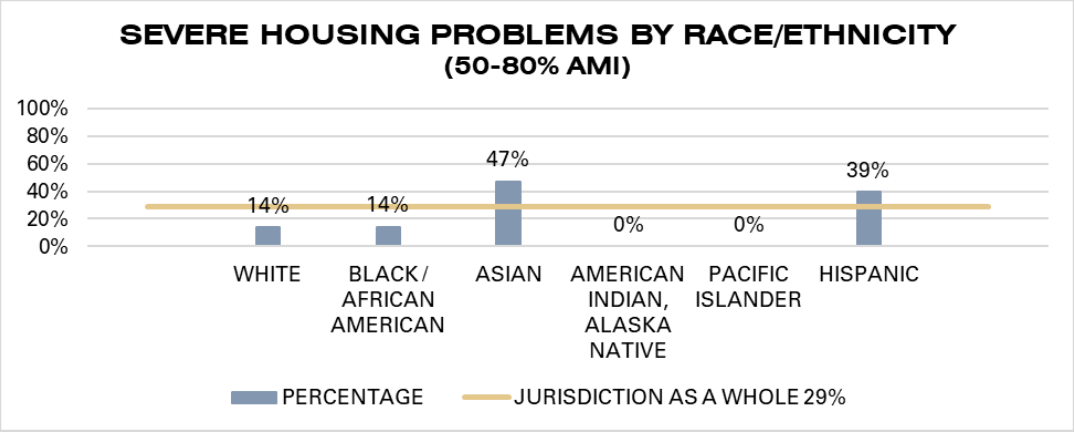


Figure 7 – Severe Housing Problems by Race/Ethnicity (50-80% AMI)
Data Source: 2016-2020 CHAS

Middle-Income (80-100% of AMI)

At the middle-income level, 19 percent of all households experience at least one severe housing problem. No racial or ethnic group meets HUD's definition of disproportionately greater need within this income level.

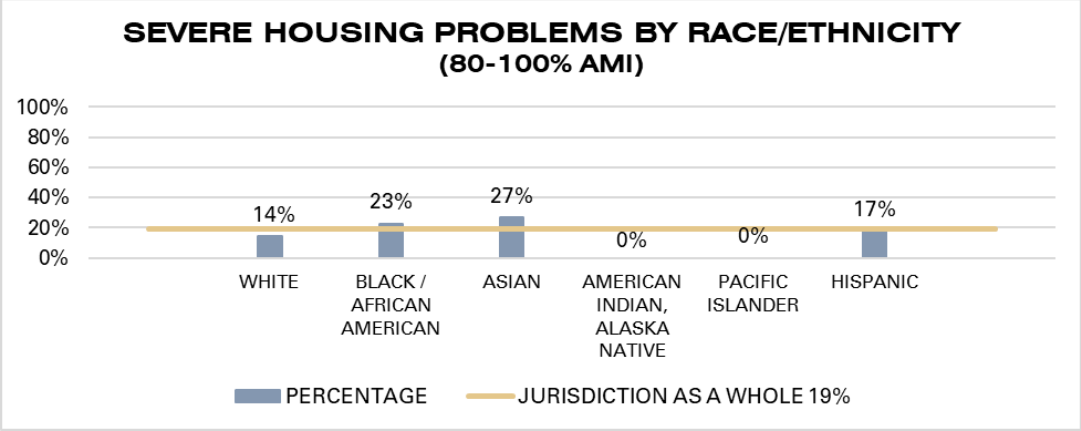


Figure 8 – Severe Housing Problems by Race/Ethnicity (80-100% AMI)
Data Source: 2016-2020 CHAS

NA-25 Disproportionately Greater Need: Housing Cost Burdens

Introduction

This section evaluates whether specific racial and ethnic groups in the City of Hawthorne experience housing cost burdens at disproportionately greater rates compared to the overall population. Consistent with previous sections, a disproportionately greater need exists when a racial or ethnic group experiences housing cost burdens at a rate 10 percentage points or more above the Citywide average.

Table 22 provides data on the proportion of household income spent on housing by race and ethnicity, categorized according to HUD-defined housing cost burden levels:

- **No cost burden:** Housing costs do not exceed 30 percent of gross household income.
- **Cost burdened:** Housing costs range between 30-50% of gross household income.
- **Severely cost burdened:** Housing costs exceed 50% of gross household income.

Figures 9 and 10 illustrate the proportion of cost burdened households by race and ethnicity, highlighting disparities where they exist.

Understanding disparities in housing cost burdens enables the City to develop resource allocation strategies that address the needs of disproportionately impacted populations.

Housing Cost Burden	<30%	30-50%	>50%	No / negative income (not computed)
Jurisdiction as a whole	14,175	6,420	7,094	370
White	2,470	655	675	44
Black / African American	4,180	2,270	2,645	110
Asian	1,120	250	505	125
American Indian, Alaska Native	15	0	0	0
Pacific Islander	50	20	10	0
Hispanic	5,885	2,935	3,040	90

Table 22 – Greater Need: Housing Cost Burdens AMI

Data Source: 2016-2020 CHAS

Discussion

The analysis indicates that housing cost burdens are broadly distributed across the City's population, with no racial or ethnic group disproportionately impacted.

Cost Burdened Households

In Hawthorne, 23 percent of all households are cost burdened, meaning they spend between 30 to 50 percent of their gross income on housing expenses. No racial or ethnic group meets HUD's criteria for disproportionately greater need.

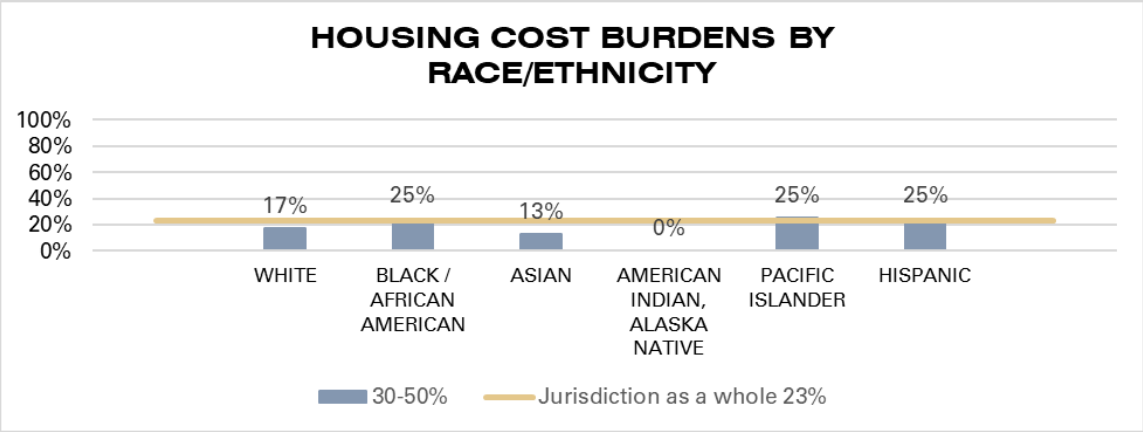


Figure 9 – Housing Cost Burdens by Race/Ethnicity
Data Source: 2016-2020 CHAS

Severely Cost Burdened Households

Citywide, 25 percent of all households are severely cost burdened, spending over 50 percent of their gross income on housing costs. Similar to cost burdens, no racial or ethnic group exhibits a disproportionately greater need.

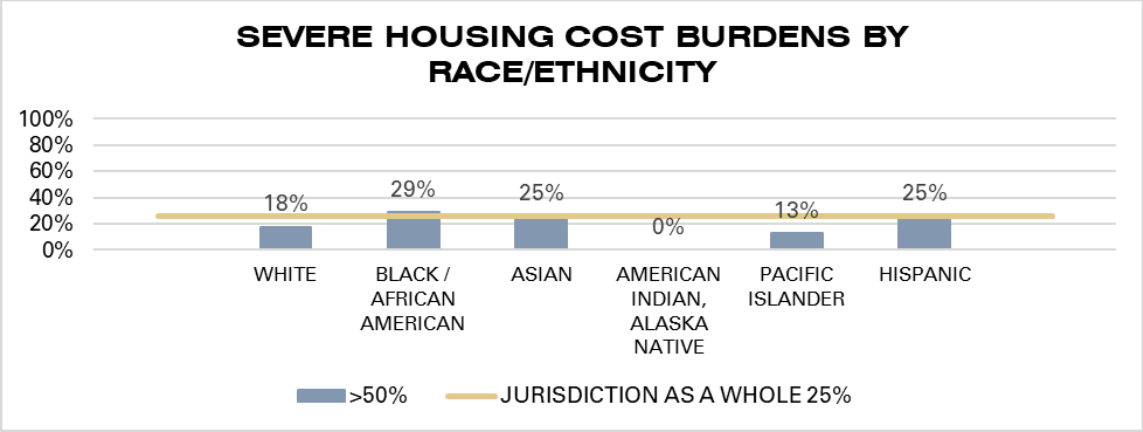


Figure 10 – Severe Housing Cost Burdens by Race/Ethnicity
Data Source: 2016-2020 CHAS

Are there any income categories in which a racial or ethnic group has disproportionately greater need than the needs of that income category as a whole?

The analysis reveals that certain racial and ethnic groups in Hawthorne face disproportionately greater housing needs across various income levels. These groups experience housing problems and severe housing problems at rates that significantly exceed the citywide average for their respective income categories.

Housing Problems

- Middle-Income Households
    - Asian households (44 percent) experience housing problems at notably higher rates compared to the citywide average of 34 percent for all middle-income households.

Severe Housing Problems

- Extremely Low-Income Households
    - Pacific Islander (100 percent) households face severe housing problems at rates that significantly exceed the citywide average of 84 percent for extremely low-income households.
- Moderate-Income Households
    - Asian (47 percent) and Hispanic households (39 percent) experience severe housing problems at considerably higher rates than the citywide average of 29 percent for moderate-income households.

Data for racial and ethnic groups that represent a small share of the overall population, such as Pacific Islander households, should be interpreted cautiously due to large margins of error in available datasets. While these groups are included in the analysis, their need should be evaluated with an understanding of these limitations.

If they have needs not identified above, what are those needs?

No additional housing needs specific to these racial or ethnic groups were identified during the citizen participation process or through consultations with stakeholders.

The assessment of fair housing in the City's 2021-2029 Housing Element found that there is one racially or ethnically concentrated area of poverty (R/ECAP)[1] and one racially concentrated area of affluence (RCAA)[2] in Hawthorne.

[1] HUD defines R/ECAPs as census tracts with a majority non-White population (greater than 50 percent) and with a poverty rate that exceeds 40 percent or is three times the average tract poverty rate for the area, whichever is lower.

[2] HUD defines RCAAs) as affluent, White communities where 80% or more of the population is White and the median household income is $125,000 or greater (slightly more than double the national median household income in 2016).

- Regarding the R/ECAP, there is a small part of Hawthorne extending north of the 105 Freeway into what is primarily the unincorporated community of Lennox, and which is part of a R/ECAP. However, only a small portion of this census tract (Tract 6017) is located in Hawthorne, with only a few residential units (28) falling under the City's jurisdiction. Additionally, the poverty status for the census block group covering this area indicates the percent of population whose income is below the poverty level is only 17.5%, suggesting that the broader census tract is what is influencing the R/ECAP status for the Hawthorne households within the census tract. This indicates that the conditions creating the R/ECAP are outside of the City's jurisdiction.
- Regarding the RCAA, there is a predominantly White neighborhood on the southwest side of the City. Moreover, there are two block groups within this same area that have median incomes exceeding $125,000, and therefore are considered RCAAs (Block Group 2 and Block Group 3 of Census Tract 6023.02). This includes the Hollyglen neighborhood and the newer Three Sixty at South Bay gated community. However, local knowledge does not support the conclusion that this area is an RCAA as the area does not have a concentration of particularly high incomes, and is relatively diverse racially, ethnically, and economically.

The Housing Element also presents findings from the Opportunity Maps created by the California Fair Housing Task Force (Task Force), which was convened by the Department of Housing and Community Development (HCD) and the California Tax Credit Allocation Committee (TCAC). Opportunity maps are intended to display which areas offer low-income children and adults the best chance at economic advancement, high educational attainment, and good physical and mental health. These opportunity maps are made from composite scores for three different domains, each of which is made up of a set of indicators. The Housing Element presents the following findings from an analysis of the opportunity maps:

Economic:

The Fair Housing Task Force calculates economic scores based on poverty, adult education, employment, job proximity, and median home values. According to the 2021 Task Force map, the City is mainly divided between tracts with a low economic score and tracts with a moderate economic score. The low resource areas also have concentrations of racial/ethnic minorities and lower income households. The tract at the southwest corner of the City (Tract 6023.02) received the highest score, which placed it in the category of "More Positive Economic Outcome". This is the same tract that qualifies as an RCAA, as described above.

Education:

Education scores are based on math and reading proficiency, high school graduation rates, and student poverty rates. Education scores noticeably improve from east to west. While large areas of the City have lower education scores, areas on the west side of the City tend to have higher education scores.

Environmental:

Environmental health scores are based on environmental factors including pollutant exposure, groundwater threats, toxic sites, and hazardous materials exposure; sensitive receptors including seniors, children, persons with asthma, and low birth weight infants; and socioeconomic factors including educational attainment, linguistic isolation, poverty, and unemployment. The areas with the worst environmental health scores are in the north central and northeast areas of the City, near the 105 Freeway and the Hawthorne Municipal Airport. Scores generally improve in the southern part of the City.

Transportation:

Access to transportation, and in turn employment opportunities, improves from east to west in Hawthorne. HUD's Jobs Proximity Index can be used to show transportation needs geographically. Block groups with lower jobs proximity indices are located further from employment opportunities and have a higher need for transportation to access employment. Access to employment opportunities improves from east to west. Employment opportunities are less accessible to residents east of Hawthorne Boulevard.

Additionally, the Southern California Association of Governments (SCAG) developed a mapping tool for High Quality Transit Areas (HQTA) as part of the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG defines HQTAs as areas within one-half mile from a major transit stop and a high-quality transit corridor. Hawthorne has high-quality transit running north-south with the Metro Green Line, Hawthorne Boulevard, and Crenshaw Boulevard all categorized as HQTAs; however, there is no HQTA running east-west that provides efficient and affordable access to the job opportunities in the areas west of the City.

Are any of those racial or ethnic groups located in specific areas or neighborhoods in your community?

As described in the City's 2021-2029 Housing Element, approximately 63.8% of the Hawthorne population belongs to a racial or ethnic minority group.

A commonly used measure of segregation is the dissimilarity index which represents the extent to which the distribution of any two groups differs across census tracts or block groups. The values of the dissimilarity index range from 0 to 100, with a value of zero representing perfect integration between the racial groups in question, and a value of 100 representing perfect segregation between the racial groups. In Hawthorne, dissimilarity between Black/White, Hispanic/White, and Asian or Pacific Islander/White communities increased between 1990 and 2020. Based on HUD's definition of the various levels of the index, segregation between non-White and White Hawthorne residents is now moderate. Compared to the County as a whole, segregation is low in Hawthorne.

As mentioned above, there is one R/ECAP and one RCAA in Hawthorne. The R/ECAP covers a small part of Hawthorne extending north of the 105 Freeway into what is primarily the unincorporated community of Lennox. The RCAA is located on the southwest side of the City, in Census tract 6023.02.

NA-35 Public Housing

Introduction

The Hawthorne Housing Authority (HA) is responsible for the administration and oversight of the City's public and assisted housing programs. The HA plays a vital role in helping low-income families access safe and affordable housing through the Housing Choice Voucher (HCV) program. As of the 2024 Public Housing Agency (PHA) Plan, the City's official allocation from HUD, known as its Annual Contributions Contract (ACC) inventory, includes 726 vouchers. Through portability provisions, which allow voucher holders to use their assistance in different jurisdictions, the City also serves residents with vouchers issued by the Los Angeles County Development Authority (LACDA) and the Housing Authority of the City of Los Angeles (HACLA). As a result, a total of 1,160 HCV participants live in Hawthorne, benefitting from rental support while expanding their housing choices.

Currently, the HA does not own or manage any HUD public housing developments. However, the City is within the service area of LACDA which currently manages a portfolio of nearly 3,000 public housing units and more than 21,000 vouchers. This structure highlights the collaborative nature of public and assisted housing. The HA and LACDA's primary goal is to provide safe, decent, and sanitary housing.

	Vouchers					
				Special Purpose Voucher		
	Total	Project-based	Tenant-based	Veterans Affairs Supportive Housing	Family Unification Program	Disabled*
Unit vouchers in use	1,074	0	1,060	14	0	0

Table 23 – Public Housing by Program Type

Data Source: PIC (PIH Information Center)

**includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition*

	Vouchers					
	Total	Project-based	Tenant-based	Special Purpose Voucher		
				Veterans Affairs Supportive Housing	Family Unification Program	Disabled
Average Annual Income	14,929	0	14,855	20,507	0	0
Average length of stay	7	0	8	0	0	0
Average Household size	2	0	2	1	0	0
Homeless at admission	5	0	0	5	0	0
Elderly Program Participants (>62)	226	0	226	0	0	0
Disabled Families	249	0	245	4	0	0
Families requesting accessibility features	1,074	0	1,060	14	0	0
HIV/AIDS program participants	0	0	0	0	0	0
DV victims	0	0	0	0	0	0

Table 24 – Characteristics of Public Housing Residents by Program Type

Data Source: PIC (PIH Information Center)

	Vouchers					
	Total	Project-based	Tenant-based	Special Purpose Voucher		
				Veterans Affairs Supportive Housing	Family Unification Program	Disabled*
White	214	0	213	1	0	0
Black/ African American	827	0	814	13	0	0
Asian	28	0	28	0	0	0
American Indian/ Alaska Native	3	0	3	0	0	0
Pacific Islander	2	0	2	0	0	0
Other	0	0	0	0	0	0

Table 25 – Race of Public Housing Residents by Program Type

Data Source: PIC (PIH Information Center)

**includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition*

	Vouchers					
	Total	Project-based	Tenant-based	Special Purpose Voucher		
				Veterans Affairs Supportive Housing	Family Unification Program	Disabled*
Hispanic	171	0	170	1	0	0
Not Hispanic	903	0	890	13	0	0

Table 26 – Ethnicity of Public Housing Residents by Program Type

Data Source: PIC (PIH Information Center)

Section 504 Needs Assessment: Describe the needs of public housing tenants and applicants on the waiting list for accessible units.

Section 504 of the Rehabilitation Act of 1973 requires that recipients of federal financial assistance, such as public housing authorities, conduct self-evaluations to ensure their programs and activities are accessible to individuals with disabilities. This self-evaluation includes assessing policies, practices, and facilities to identify and rectify any barriers to accessibility. The HA ensures compliance with Section 504 by fulfilling reasonable accommodation requests and ensuring equal access to all housing programs and services.

Currently, there are 249 families with disabled members and 226 elderly residents assisted through the HCV program. Despite these efforts, the HA indicated that there are 90 disabled applicants on the waitlist. This illustrates a significant gap between the availability and demand for accessible housing units that are affordable.

To meet the needs of disabled residents, the HHA implements several proactive measures:

- Affirmatively markets units and partners with local agencies that assist families with disabilities.
- Provides a regularly maintained list of accessible units to program participants.
- Conducts ongoing training to ensure staff are knowledgeable about requirements and accessibility standards under Section 504, the Fair Housing Act, and the Americans with Disabilities Act (ADA).
- Collaborates with the Fair Housing Foundation (FHF) to host clinics and landlord-tenant sessions.

These practices demonstrate the HA's commitment to addressing barriers and ensuring equal access for persons with disabilities.

What are the number and type of families on the waiting list for public housing and section 8 tenant-based rental assistance? Based on the information above, and any other information available to the jurisdiction, what are the most immediate needs of residents of Public Housing and Housing Choice voucher holders?

Based on consultations with the HA, 314 applicants are on the waiting list for housing assistance, reflecting a significant demand for affordable housing. Among these applicants,

196 are extremely low-income, 28 are elderly, and 90 have disabilities. Currently, the average wait time is seven years.

Based on Table 24, the average annual income of program participants is $14,929, indicating that most voucher holders are extremely low-income. These income constraints exacerbate housing instability, leaving these households struggling to afford even the least expensive housing in the City without assistance. This demonstrates the continued need for partnerships with workforce development agencies to provide job training, adult learning, and access to higher-paying employment opportunities.

Moreover, the 226 elderly and 249 disabled program participants face additional barriers, including high healthcare costs and limited availability of affordable housing with accessibility features near supportive services. This highlights the pressing need for affordable units equipped with accessibility features that are located close to healthcare and supportive services.

How do these needs compare to the housing needs of the population at large?

While voucher holders share many of the same challenges as other extremely low- and low-income households in the City, their reliance on housing assistance makes their needs more acute. This is especially true for those participants residing in units that are only affordable with voucher assistance. Without ongoing support, many voucher holders are at risk of eviction and displacement.

Discussion

This analysis highlights the pressing need for additional affordable housing options that are accessible and located near supportive services. The extensive waiting list demonstrates the high demand for affordable units, particularly those equipped with accessibility features. Moreover, voucher holder require wraparound services, including:

- Job training and workforce development to address income disparities
- Affordable childcare and youth programs to alleviate financial pressures on families
- Healthcare and supportive services for elderly and disabled households

Continued collaboration between the City and local organizations is essential to ensure long-term housing stability and improved living conditions for Hawthorne residents.

NA-40 Homeless Needs Assessment

Introduction

Homelessness in the City of Hawthorne remains a pressing challenge, with a growing number of individuals and families affected by housing instability. There are four federally defined categories under which individuals and families may quality as homeless: (1) literally homeless; (2) imminent risk of homelessness; (3) homeless under other federal statutes; and (4) fleeing/attempting to flee domestic violence.

The Los Angeles Homeless Services Authority (LAHSA) serves as the lead agency for the Los Angeles Continuum of Care (CoC) and coordinates federal, state, and local funding for homeless services across eight Service Planning Areas (SPAs). The City of Hawthorne falls within SPA 8, covering the South Bay region.

To better understand the nature and extent of homelessness, LAHSA conducts an annual Point-in-Time (PIT) Count. The 2024 PIT Count revealed a 16 percent decrease in the total homeless population within SPA 8 compared to 2023. While this reduction suggests progress, thousands of individuals continue to experience homelessness, highlighting gaps in shelter capacity, housing affordability, and supportive services.

This section provides an in-depth analysis of the sheltered and unsheltered populations by household composition, chronic homelessness, and veteran status. Additionally, it explores racial and ethnic disparities and provides estimates of housing assistance needs for families with children and veterans.

	Sheltered	Unsheltered	Total	% of Households	% of People
HOUSEHOLD COMPOSITION					
Single Person Households	1016	3688	4704	95%	
Adults (18+)	*1013*	*3686*	*4699*		*87%*
Minors (under 18)	*3*	*2*	*5*		*0%*
Family Households	133	93	226	5%	
Adults (18+)	*151*	*145*	*296*		*5%*
Minors (under 18)	*269*	*159*	*428*		*8%*
All Households	1149	3781	4930	100%	
All People	*1436*	*3992*	*5428*		*100%*
VETERANS					
Single Person Households	183	178	361		7%
Family Households	0	0	0		0%
CHRONIC HOMELESSNESS					
Single Person Households	243	1956	2199		41%
Family Households	34	81	115		2%

Table 27 – Homeless Needs Assessment

Data Source: 2024 Los Angeles CoC PIT Count – Service Planning Area 8

Race	Sheltered	Unsheltered
White	603	952
Black/African American	628	1276
Asian	17	133
American Indian/Alaskan Native	38	71
Native Hawaiian/Other Pacific Islander	16	5
Other	1	8
Ethnicity	**Sheltered**	**Unsheltered**
Hispanic/Latino	476	1791

Table 28 – Nature and Extent of Homelessness

Data Source: 2024 Los Angeles CoC PIT Count – Service Planning Area 8

If data is not available for the categories "number of persons becoming and exiting homelessness each year" and "number of days that persons experience homelessness", then describe these categories for each homeless population type (including chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth).

The 2024 PIT Count identified 5,428 individuals experiencing homelessness in SPA 8, with 1,436 people (26 percent) residing in emergency shelters or transitional housing and 3,992 individuals (74 percent) living unsheltered. The overwhelming number of unsheltered individuals emphasizes the inadequacy of emergency shelter and transitional housing options in the region.

Chronically Homeless Individuals and Families

Single-person households make up the majority of the homeless population in SPA 8, accounting for 87 percent of all homeless individuals. Within this group, 4,699 are adults over the age of 18, while only five are unaccompanied minors under the age of 18.

Chronic homelessness remains a persistent issue, with 2,314 individuals in SPA 8 (43 percent) meeting the criteria for chronic homelessness. These individuals experience prolonged periods of homelessness with a disabling condition or have had four episodes of homelessness within the past three years. The CoC has adopted a Housing First approach that prioritizes permanent supportive housing paired with wraparound services. Yet, gaps remain in behavioral health services and addiction treatment programs which are critical for long-term stability.

Veterans

The veteran population remains a key subgroup within the overall homeless population. The 2024 PIT Count identified 361 homeless veterans in SPA 8, of whom 183 were sheltered (51 percent) and 178 were unsheltered (49 percent). Among these veterans, 102 individuals met the definition of chronic homelessness, with 91 living unsheltered. Many homeless veterans struggle with mental health disorders, difficulty navigating Veterans Affairs (VA) benefits, and a lack of access to affordable housing. Expanding access to permanent supportive housing and mental health services will be critical in reducing veteran homelessness in the City.

Families with Children

Family households experiencing homelessness represent a smaller portion of the overall homeless population. The 2024 PIT Count reported 226 homeless family households, totaling 724 individuals, including 428 minors. A significant portion of these families (58 percent) are in shelters, while 42 percent remain unsheltered, highlighting the need for family-oriented shelter services and permanent housing solutions.

These families face unique challenges, including limited access to affordable multi-bedroom units, childcare services, educational support, and job training programs. Addressing these barriers requires a combination of affordable housing development, rental assistance, and expanded supportive services tailored to the needs of these families.

Unaccompanied Youth

Unaccompanied youth represent a particularly vulnerable subset of the homeless population. The 2024 PIT Count identified five unaccompanied minors, with three in shelters and two living unsheltered. These young individuals often lack familial support, face disruptions in their education, and struggle to secure stable employment. LAHSA's Coordinated Community Plan to Address Youth Homelessness focuses on expanding transitional housing options, family reunification programs, and employment services. However, further investment is needed to strengthen partnerships with organizations specializing in youth homelessness prevention and intervention.

Estimate the number and type of families in need of housing assistance for families with children and the families of veterans.

The need for additional housing assistance remains significant. For homeless families with children, 226 affordable multi-bedroom housing units are needed to provide stable housing options. The veteran homeless population requires approximately 361 affordable studio or one-bedroom units, coupled with supportive services to facilitate long-term stability. Given the high percentage of chronically homeless individuals, an estimated 2,314 permanent supportive housing placements are necessary to address the needs of this population. Additionally, expanding transitional housing options for youth is essential to reduce their risk of long-term homelessness.

Describe the Nature and Extent of Homelessness by Racial and Ethnic Group.

The 2024 PIT Count revealed that Hispanic/Latino individuals make up 42 percent of the homeless population, followed by Black/African American individuals at 35 percent, and White individuals at 29 percent. Despite making up only 26 percent of the City's total population, Black/African Americans account for 35 percent of those experiencing homelessness, indicating a stark racial disparity.

These disparities highlight the need for targeted outreach programs, culturally responsive case management services, and resource allocation. Addressing the root causes of racial disparities in homelessness will require expanding economic opportunities, workforce

development programs, and access to affordable housing for historically marginalized groups.

Describe the Nature and Extent of Unsheltered and Sheltered Homelessness.

A majority of the homeless population in SPA 8 is unsheltered (74 percent), residing in vehicles, encampments, or other places not meant for habitation. Among the 3,992 unsheltered individuals, 65 percent live on the streets, while 35 percent rely on vehicles as shelter. The number of people living in vehicles reveals a growing reliance on cars as a form of housing due to rising rental costs and limited affordable housing options.

Emergency shelters and transitional housing programs serve 1,436 individuals in SPA 8, representing a 30 percent increase from the prior year (1,106 in 2023). While this trend is reflective of the increasing capacity of emergency shelters and transitional housing, the demand for shelter beds and transitional housing still far exceeds supply.

Among the unsheltered population, 51 percent meet the definition of chronic homelessness, while only 19 percent of sheltered individuals are chronically homeless. This highlights the critical role emergency shelters and transitional housing play in stabilizing individuals and preventing recurring homelessness.

Discussion

The City of Hawthorne, in collaboration with LAHSA and local service providers, must prioritize expanding emergency shelter capacity, increasing permanent supportive housing, and strengthening mental health and substance use treatment programs. The city should leverage federal, state, and local resources to enhance homeless prevention programs, rental assistance, and workforce development initiatives. By implementing comprehensive, data-driven strategies, Hawthorne can create a more effective homeless response system, ensuring greater housing stability, and improved quality of life for its most vulnerable residents.

Introduction

Hawthorne is home to several special needs populations who face significant barriers to stable housing and supportive services due to unique vulnerabilities. These populations include the elderly and frail elderly, individuals with disabilities, persons with alcohol or drug addictions, individuals living with HIV/AIDS, and survivors of domestic violence. Unlike the general population, these groups often require tailored housing solutions and specialized services to address barriers such as limited income, accessibility needs, health conditions, and social stigma.

This section provides an overview of the characteristics of each group, their specific housing and supportive service needs, and strategies to address these challenges. By understanding the unique obstacles faced by these groups, the City can design and implement programs that foster stability, independence, and improved quality of life for its most vulnerable residents.

Describe the characteristics of special needs populations in your community.

Elderly and Frail Elderly

The elderly population, defined by HUD as individuals aged 62 or older, is a growing demographic in the City of Hawthorne, accounting for approximately 23 percent of the total population (ACS S0101). A particularly vulnerable subset of this group is the frail elderly, who require assistance with three or more daily living activities.

The City is home to 6,910 elderly households, constituting 25 percent of all households (Table 7). Among these, 4,405 elderly households are low- and moderate-income ($\leq$ 80 percent of AMI). Financial challenges remain pronounced among these elderly households, with 49 percent experiencing cost burdens (2,144 households) and 34 percent facing severe cost burdens (1,499 households).

Elderly households' reliance on fixed or limited incomes leaves them particularly vulnerable to rising costs, financial instability, and diminished quality of life. As the City's population continues to age, the demand for housing and supportive services tailored to the needs of elderly and frail elderly residents will grow.

Persons with Disabilities

According to the 2016-2020 ACS data (S1810), approximately 7,914 individuals in the City of Hawthorne have a disability, representing about 9 percent of the total population. The correlation between age and disability is significant, with nearly one third (32 percent or 2,517 residents) of disabled residents being over the age of 65.

Persons with disabilities, defined by HUD as individuals with physical, mental, developmental, or emotional impairments that substantially limit major life activities, represent 9 percent of the City's population (7,914 residents) (ACS S1810). Disabilities are strongly correlated with age, with 2,517 elderly residents having one or more disabilities,

representing 32 percent of the City's disabled population. The most common disabilities include ambulatory difficulty (49 percent), independent living challenges (39 percent), and cognitive impairments (35 percent).

Persons with disabilities frequently encounter unique barriers to independent living, including limited employment opportunities, high healthcare costs, and discrimination in securing housing. The scarcity of units that are both affordable and accessible further exacerbates these challenges, highlighting the importance of tailored housing solutions that promote independence and stability.

Persons with Alcohol and Other Drug Addictions

Substance use disorders, including alcohol and drug addictions, continue to pose a significant challenge in Hawthorne. While obtaining accurate data on addiction is difficult due to the stigma surrounding substance use and fear of criminal repercussions, available statistics reveal concerning trends that indicate a pressing need for intervention.

In Los Angeles County, alcohol and other drug related hospitalizations increased by 38 percent from 2012 to 2022 (LA County Public Health). The opioid crisis, in particular, continues to have a profound impact on the community. In 2023, the County reported 2,085 opioid-related deaths, which is a dramatic increase from the 494 deaths in 2014 (LA County Public Health). Alarmingly, 94 percent of these fatalities were linked to fentanyl, highlighting the growing presence of this highly potent synthetic opioid and its devastating consequences.

Substance use often exacerbates barriers to stable housing, employment, and healthcare. These challenges are further complicated by the stigma surrounding addiction, which frequently discourages individuals from seeking treatment.

Victims of Domestic Violence

In 2022, the Hawthorne Police Department responded to 419 domestic violence related calls. Many survivors require immediate relocation to long-term housing to escape dangerous environments. Survivors face numerous challenges, including financial instability, the need for legal advocacy, and rebuilding their lives after leaving abusive situations.

What are the housing and supportive service needs of these populations and how are these needs determined?

The housing and supportive service needs of these populations were identified through resident surveys, consultations with stakeholders and service providers, and analyses of local and national data sources and reports. These efforts provided a comprehensive understanding of the unique challenges and service gaps faced by these populations.

Elderly and Frail Elderly

The housing and supportive service needs of the elderly and frail elderly residents are centered on maintaining independence, ensuring accessibility, and promoting social

connection. Key housing needs include affordable units equipped with aging-in-place features, such as grab bars, ramps, no-step entries, and single-story layouts. Accessible transportation options, proximity to healthcare services, and community-based programs are essential to enhancing quality of life.

Supportive services must address the unique challenges faced by elderly residents, including fixed incomes, mobility limitations, and social isolation. Services such as in-home care, meal delivery, and social engagement programs are critical to mitigate the risks associated with aging and fostering independence.

Persons with Disabilities

Housing needs for persons with disabilities include affordable and accessible units that accommodate a variety of impairments, such as mobility challenges, sensory disabilities, and cognitive conditions. Features such as widened doorways, no step thresholds, lowered countertops, roll-in showers, and auditory or visual aids are critical to ensuring independence. Proximity to healthcare providers and accessible public transportation further enhances the ability of persons with disabilities to live independently.

Supportive services should include case management, vocational training, and access to specialized healthcare. These services help disabled individuals overcome the unique challenges they face by ensuring they have opportunities for independent living.

Persons with Alcohol and Other Drug Addictions

Stable housing paired with integrated supportive services is vital for individuals recovering from substance use disorders. Transitional housing, sober living environments, and long-term supportive housing provide safe and structured settings conducive to recovery and reintegration into the community.

Supportive services must include detoxification programs, outpatient and inpatient treatment options, counseling, and peer support networks. Prevention and education initiatives targeting youth and at-risk populations are key to altering perception of substance use and mitigating its impact on the community.

Victims of Domestic Violence

Victims of domestic violence, and other members of their households such as children, often require immediate access to emergency shelters or transitional housing to escape unsafe environments. Long-term supportive housing is also needed to ensure survivors can achieve stability and rebuild their lives.

Supportive services must include counseling, legal advocacy, financial assistance, and workforce development programs to address the comprehensive needs of survivors and promote self-sufficiency.

Discuss the size and characteristics of the population with HIV/AIDS and their families within the Eligible Metropolitan Statistical Area.

Human Immunodeficiency Virus (HIV) compromises the immune system, which can progress to Acquired Immunodeficiency Syndrome (AIDS) if not treated. According to the Center for Disease Control's (CDC) Atlas Plus Program, 50,466 residents were living with HIV in Los Angeles County in 2021, including 1,486 newly diagnosed cases that year. Among those living with HIV, 71 percent received HIV medical care, and 64 percent achieved viral suppression. These outcomes highlight the importance of access to affordable healthcare to manage their condition effectively.

Individuals living with HIV/AIDS are more likely to experience housing instability, discrimination, and limited access to healthcare. Stable and affordable housing is a key determinant of health for this population, as it supports adherence to treatment plans, reduces the risk of health complications, and minimizes hospitalization rates. As such, the availability of affordable housing near specialized HIV/AIDS healthcare providers is particularly vital to improving health outcomes and quality of life for this population.

Families of individuals with HIV/AIDS face additional burdens, including navigating the social stigma associated with the condition, managing financial pressures from medical expenses, and navigating the complexities of accessing appropriate service providers. These challenges often result in heightened stress and economic strain, creating a cycle of instability that hinders effective treatment and overall well-being.

Addressing gaps in supportive services is also critical to improving the quality of life for individuals with HIV/AIDS and their families. Initiatives should prioritize addressing both physical and mental health needs through case management, counseling, and nutritional assistance. These services are essential for improving health outcomes and ensuring individuals living with HIV/AIDS and their families can lead healthy, stable, and dignified lives.

Discussion

This section highlights the various challenges faced by special needs populations in the City of Hawthorne. Each group experiences distinct barriers to stable housing and supportive services, ranging from affordability and accessibility to social stigma and access to specialized services.

Addressing these needs requires a comprehensive approach that expands affordable housing options with integrated supportive services that are tailored to the unique needs of these residents.

NA-50 Non-Housing Community Development Needs

Describe the jurisdiction's need for Public Facilities.

Hawthorne has identified a significant need for enhanced public facilities to promote community well-being and support vulnerable populations. These facilities play a vital role in addressing the needs of low- and moderate-income residents, fostering social connections, and improving overall quality of life. The City's Strategic Plan prioritizes improving public facilities that predominantly serve low- and moderate-income residents. These projects aim to address key service gaps through the construction, expansion, or rehabilitation of facilities such as:

- **Parks and recreational facilities:** Parks and recreational spaces are crucial for improving physical and mental health, encouraging social interaction, and enhancing the quality of life for residents. In low-income neighborhoods, where access to outdoor spaces is often limited, the expansion and improvement of parks is particularly vital.
- **Youth centers:** Safe and accessible youth centers are needed in underserved neighborhoods to provide after-school programs, mentorship, and recreational activities. These spaces foster positive development and offer alternatives to at-risk behaviors.
- **Childcare centers:** A significant shortage of affordable childcare facilities, especially near housing and workplaces, limits opportunities for working families and reduces workforce participation across the City. Expanding access to affordable childcare options is essential to supporting economic stability, particularly for low-income families.
- **Homeless facilities:** Facilities that provide essential services to individuals experiencing homelessness, such as emergency shelters, transitional housing, and resource centers remain a significant need. These spaces offer critical amenities such as food, clothing, showers, laundry services, and access to case management, all of which are critical in helping individuals transition to stable housing.
- **Senior centers and facilities for persons with disabilities:** With an aging population, additional facilities are needed to support aging in place, reduce social isolation, and provide accessible environments tailored to elderly and disabled residents. These centers enrich the lives of elderly and disabled residents by offering social, educational, and wellness programs.
- **Neighborhood facilities such as community centers:** Community centers serve as vital hubs for residents by providing access to resources, educational opportunities, and gathering spaces. Enhancing these facilities strengthens community cohesion, increases engagement, and fosters access to community resources.

The City's goal to improve public facilities reflects its broader commitment to meet the needs of underserved populations by fostering vibrant, inclusive, and healthy communities.

How were these needs determined?

The City's public facility needs were identified through a comprehensive process that included multiple sources of input and analysis. Key methods included:

- **Resident Surveys:** Feedback from residents provided valuable insights into community priorities and highlighted specific needs for public facilities, such as youth centers, childcare centers, and parks or recreational facilities.
- **Stakeholder and Service Provider Consultations:** Input from local stakeholders and service providers shed light on existing service gaps and emphasized the importance of public facilities in meeting community needs.
- **Community Meetings:** Interactive exercises and discussions provided a platform for residents to share their perspectives and prioritize needs, ensuring a localized approach to planning.
- **Data and Reports:** Analyses of demographic trends, service gaps, and infrastructure needs from reports such as the City's Capital Improvement Plan (CIP) provided a data-driven framework for identifying both immediate and long-term needs.

This multi-faceted approach ensures investments in public facility improvements are aligned with the City's CIP, address community-identified needs, and prioritize access for low- and moderate-income residents.

Describe the jurisdiction's need for Public Improvements.

Public improvements are essential for creating safe, accessible, and suitable living environments, particularly in underserved neighborhoods. For this reason, the City's Strategic Plan prioritizes infrastructure improvements in CDBG designated low- and moderate-income areas. Key priorities include:

- **Accessibility Improvements:** Projects that remove architectural barriers and provide ADA-compliant upgrades to public infrastructure are essential to ensuring that individuals with disabilities can safely navigate public spaces and fully participate in community activities. These efforts align with the City's commitment to addressing the needs of residents with disabilities.
- **Infrastructure Improvements in CDBG Low- and Moderate-Income Areas:** The sidewalks, curbs, gutters, driveway approaches, alleys, pedestrian crossings, and streetlights in these areas often require significant rehabilitation. These improvements enhance pedestrian and motorist safety, improve traffic circulation, preserve neighborhood aesthetics, and advance environmental sustainability.

By prioritizing these types of infrastructure improvements, the City aims to enhance the quality of life and address the needs of residents in low- and moderate-income areas.

How were these needs determined?

The City's public infrastructure needs were identified through a combination of resident surveys, consultations with stakeholders and service providers, and public input gathered during community meetings. These efforts provided valuable insights into infrastructure

priorities such as accessibility improvements. In addition, analyses of service gaps and infrastructure conditions outlined in the City's CIP helped inform the short- and long-term planning efforts.

Describe the jurisdiction's need for Public Services.

Public services are consistently identified as a high priority by residents and stakeholders in Hawthorne. In accordance with CDBG regulations, the City may allocate up to 15% of its annual grant allocation (plus 15% of prior year program income) to support eligible public service activities. The City's Strategic Plan prioritizes investments that address critical gaps in service capacity and directly benefit low- and moderate-income residents. Public service activities prioritized for funding include, but are not limited to:

- **Youth services:** After-school programs, mentorship opportunities, and recreational activities designed to support positive youth development. These programs address disparities by providing safe and engaging spaces for at-risk youth, encouraging personal growth, and reducing involvement in risky behaviors.
- **Programs for individuals experiencing or at-risk of homelessness:** Services such as street outreach, emergency shelters, rapid re-housing, and case management are essential to addressing the complex challenges of homelessness. These programs provide immediate relief by offering access to critical resources such as temporary housing and supportive services, while also creating pathways to permanent housing.
- **Services for survivors of domestic violence and abused children:** The City faces a shortage of services to address the comprehensive needs of survivors of domestic violence and abused children. Programs that expand access to counseling, legal advocacy, financial assistance, and childcare provide critical support while ensuring children's well-being and development.
- **Senior services:** Programs tailored to the needs of elderly residents include transportation assistance, meal delivery, wellness checks, and social engagement activities. These services are crucial for promoting aging in place, reducing social isolation, and improving the overall well-being of seniors.
- **Services for persons with disabilities:** Programs that provide case management, assistive technology training, vocational rehabilitation, and access to specialized healthcare are necessary to support individuals with disabilities. These services enable residents with disabilities to live independently, access employment and housing opportunities, and participate fully in community life.

While crime prevention programs also emerged as high priorities during consultations with residents and stakeholders, these needs are largely addressed through other funding sources. For instance, the Hawthorne Police Department operates various crime prevention programs that are adapted to particular community needs, one of which provides guidance and healthy outlets for at-risk youth (Hawthorne Force). Since these services are funded through other sources, the City does not anticipate utilizing CDBG funds for these programs to avoid duplication of resources.

How were these needs determined?

The City's public service needs were identified through a comprehensive and collaborative process designed to capture community priorities and address service gaps effectively. The key methods employed included:

- **Resident Surveys:** Responses from residents provided valuable insights into the community's priorities and highlighted critical service gaps and unmet needs.
- **Stakeholder and Service Provider Consultations:** Engagement with stakeholders and service providers offered an in-depth understanding of existing challenges and opportunities to enhance service delivery.
- **Community Meetings:** Public input gathered during community meetings, which included interactive exercises and discussions, ensured that regional perspectives and localized priorities were incorporated in the City's public service strategy.

Housing Market Analysis

MA-05 Overview

Housing Market Analysis Overview

The Market Analysis section provides a clear picture of the environment in which the City of Hawthorne must administer its programs over the course of the Consolidated Plan. In conjunction with the Needs Assessment, this analysis serves as the basis for identifying the City's housing assets and needs, understanding the private market dynamics, and determining where to focus public investment over the next five years.

The **housing market analysis** evaluates Hawthorne's housing market in terms of supply, demand, cost, and condition of housing. It also identifies the existing public housing stock, whether any units are at risk of being lost from the affordable housing inventory, and the condition of said units to inform the City's strategy for improving the living environment of households residing in public and assisted housing.

The **homeless and special needs analysis** describes the current inventory and capacity of facilities, housing, and services to meet the needs of homeless persons and special needs populations that require supportive housing services due to factors such as age, disability, and other vulnerabilities.

The **barriers to affordable housing analysis** evaluates whether there are any regulatory barriers to affordable housing, including public policies that affect the cost of housing and the incentives to develop, maintain, or improve affordable housing in Hawthorne. These include tax policies, land use controls, zoning ordinances, building codes, and policies that negatively impact the return on residential investment.

The **broadband and hazard mitigation analysis** focuses on the needs of low- and moderate-income communities, particularly as it relates to their gaps in access to high-speed internet and their vulnerability to natural hazards.

MA-10 Number of Housing Units

Introduction

The availability, composition, and affordability of housing in Hawthorne significantly impacts residents' ability to secure stable and suitable housing. This section analyzes the City's housing stock, including property types, tenure distribution, and unit sizes, to evaluate whether the supply meets the needs of the population. The total number of residential structures by property type is provided in Table 29. Property types include single-family (1-4 units), multi-family (5 or more units), and mobile homes. Table 30 details the number of residential structures by unit size (number of bedrooms) and tenure.

Hawthorne's housing market is characterized by limited inventory, rising demand, and increasing construction costs, all of which contribute to affordability challenges. As of 2020, the City had 29,280 housing units, of which 26 percent were owner-occupied (7,725 units), 69 percent were renter-occupied (20,330 units), and 4 percent were vacant (1,225 units). The housing stock predominantly consists of multi-family units (52 percent), followed by single-family homes (48 percent) and a small percentage of mobile homes (0.5 percent). The City's development patterns have led to a relative shortage of diverse housing types that could better serve the needs of different household sizes and income levels.

There is a clear imbalance between housing unit sizes and tenure types, which affects accessibility and affordability. Owner-occupied units tend to be larger, with 77 percent offering four or more bedrooms, compared to just 12 percent of rental units. Conversely, rental properties are far more likely to be smaller units, with 51 percent of all rental units consisting of studios or one-bedroom apartments, whereas only 5 percent of owner-occupied units fall into this category. This disparity disproportionately impacts larger households, forcing many into overcrowded conditions or cost burdens due to limited options. These mismatches in unit availability and affordability exacerbate housing instability, particularly for low- and moderate-income residents.

Property Type	Number	%
1-unit detached structure	8,270	28%
1-unit, attached structure	2,050	7%
2-4 units	3,615	12%
5-19 units	6,260	21%
20 or more units	8,950	31%
Mobile Home, boat, RV, van, etc.	135	0.5%
Total	29,280	100%

Table 29 – Residential Properties by Unit Number

Data Source: 2016-2020 ACS

	Owners		Renters	
	Number	%	Number	%
No bedroom	140	2%	2,710	13%
1 bedroom	215	3%	7,575	37%
2 or 3 bedrooms	1,425	18%	7,540	37%
4 or more bedrooms	5,945	77%	2,505	12%
Total	7,725	100%	20,330	100%

Table 30 – Unit Size by Tenure

Data Source: 2016-2020 ACS

Property	Assisted Units	Total Units	Funding	At-Risk Status
TELACU Senior Housing	75	75	HUD Section 202	Annual renewal
TELACU Terrace	74	74	HUD Section 202	5 Year renewal
3621-3653 120th Street	25	25	Various nonprofit	Perpetuity
3921 W. 119th Place	2	2	Various nonprofit	Perpetuity
3733 W. 120th Street	2	2	Various nonprofit	Perpetuity
11975 Acacia Avenue	4	4	Various nonprofit	Perpetuity
11983 Acacia Avenue	4	4	Various nonprofit	Perpetuity
Hawthorne Gardens	100	100	Various nonprofit	Expires 2059
12726 Grevillea Ave	8	8	Housing Authority	Expires 2064
11605 Gale Avenue	10	10	Housing Authority	Expires 2064
11529 Gale Avenue	12	12	Housing Authority	Expires 2064
11537 Gale Avenue	5	5	Housing Authority	Expires 2064
12529 Truro Avenue	3	3	Housing Authority	Expires 2064
12501 Kornblum Ave	3	7	Housing Authority	Expires 2027
14004 Doty Ave	6	22	Various nonprofit	Expires 2043
14105 Chadron Ave	28	109	Various nonprofit	Expires 2043
14134 Yukon Ave	127	127	Various nonprofit	Expires 2069
Icon at Rosecrans	126	127	LIHTC	Expires 2071

Table 31 – Affordable Housing Covenants

Data Source: HUD Multifamily Assistance and Section 8 Database; 2021-2029 Housing Element

Describe the number and targeting (income level/type of family served) of units assisted with federal, state, and local programs.

The City of Hawthorne leverages a variety of federal, state, and local programs to support the development and preservation of affordable housing. The Housing Choice Vouchers (HCV) program, administered by the City's Housing Authority, provides rental assistance to approximately 1,160 low-income households, enabling them to secure housing in the private market. However, due to limited availability of rental units that meet program standards, many voucher recipients struggle to find housing.

As shown in Table 31, there are 18 residential properties with a total of 614 affordable units. These properties serve low-income families, elderly residents, and individuals with disabilities. Some properties such as TELACU Senior Housing and TELACU Terrace provide units specifically for seniors, while others such as Hawthorne Gardens provide affordable housing for low-income families. Many of these units are subject to affordability covenants that ensure they remain affordable for extended periods, with expiration dates ranging from 2027 to 2071.

Provide an assessment of units expected to be lost from the affordable housing inventory for any reason, such as expiration of Section 8 contracts.

Reductions in the publicly subsidized housing stock contribute to the shortage of affordable housing. Without proactive intervention, these units are at risk of converting to market rate housing, potentially displacing low- and moderate-income households. For this reason, HUD requires the City to analyze the scope of potential losses to better safeguard the community's affordable housing inventory.

The preservation of existing affordable housing is a critical concern, as many units are at risk of converting to market-rate housing when affordability restrictions expire. Currently, two project-based Section 8 contracts, covering 149 affordable units, are renewed either annually or every five years, making them vulnerable to market-rate conversion upon contract expiration. The loss of these units would significantly impact the current tenants and reduce the availability of affordable housing in the community.

Does the availability of housing units meet the needs of the population?

Hawthorne's total housing stock of 29,280 units does not adequately meet the needs of its residents, particularly in terms of affordability and unit size distribution. Rising housing costs, coupled with low vacancy rates, create intense competition for available units, driving up rents and limiting options for low- and moderate-income households. The lack of diverse housing types exacerbates these challenges.

Describe the need for specific types of housing.

Hawthorne's housing market exhibits critical gaps across various housing types, resulting in a mismatch between the available supply and demand.

Smaller Housing Alternatives

Hawthorne faces a shortage of affordable studios and one-bedroom units that are suitable for single-person households, small families, and seniors seeking to downsize. Currently, households with two people or fewer make up 52 percent of all households, including 3,628 homeowners and 10,902 renters. Despite this demand, the housing stock only offers 355 owner-occupied units and 10,285 renter-occupied units with one bedroom or less.

This limited inventory creates intense competition, driving up rental and purchase prices for smaller units. As a result, many individuals are forced to pay more than they can sustainably afford, live in units that do not fit their needs, or leave the community entirely. Seniors often struggle to find affordable, appropriately sized homes preventing them from downsizing. This, in turn, limits housing mobility as larger homes that could accommodate growing families remain occupied by older adults who have few alternative options. Expanding the supply of smaller affordable units is critical to alleviating these pressures and providing greater housing choice for residents in different stages of life.

Family-Sized Rentals

The scarcity of larger rental units with four or more bedrooms poses significant challenges for larger families in Hawthorne. As shown in the Needs Assessment, 4,029 low- and moderate-income households experience overcrowding, with renters making up 96 percent (3,870 households) of this total. According to 2016-2020 ACS data (S2501), there are 2,520 homeowners and 6,201 renters with four or more people in their household. However, the existing housing stock only includes 5,945 homeowner homes and 5,054 rental units with four or more bedrooms, which is insufficient to meet demand.

This shortage forces many families to live in overcrowded conditions or pay unsustainably high rents to secure adequate spaces. The lack of family-sized rental units disproportionately affects low- and moderate-income households, placing them under severe financial strain and increasing their risk of housing instability or displacement. Without access to appropriately sized homes, families must often double up with relatives, rent smaller units, or relocate outside of the City. Addressing this issue will require the development of larger rental units that are affordable across various income levels to ensure families can secure stable and adequate housing without excessive cost burdens.

Accessible Housing

Another critical gap in Hawthorne's housing market is the lack of accessible housing for individuals with disabilities. Many residents require specific features such as grab bars, ramps, widened doorways, no step thresholds, and auditory or visual aids to maintain their independence and quality of life. However, the existing housing stock lacks sufficient units equipped with these features, leaving many individuals without viable housing options.

The lack of accessible units not only limits opportunities for individuals with disabilities to live independently but also creates additional barriers for caregivers and family members. Moreover, the absence of accessible housing exacerbates imbalances in housing choice and quality for residents with disabilities, who may already face other economic or social challenges. To address these needs, it is imperative for the City to prioritize the development of accessible units in both new construction and rehabilitation projects.

Discussion

Hawthorne's housing market faces significant supply gaps that hinder affordability and accessibility for various population groups. The shortage of small, affordable units makes it difficult for single-person households, small families, and seniors to find suitable housing. At the same time, large families struggle with overcrowding due to a lack of spacious rental options, and individuals with disabilities face barriers to securing accessible homes.

Addressing these challenges requires a comprehensive approach that includes expanding the diversity of housing types, increasing the supply of affordable units, and ensuring that new developments meet the needs of a broad range of residents. By aligning policy efforts and resources with identified housing needs, the City can create a more sustainable housing market that meets the needs of all residents.

MA-15 Housing Market Analysis: Cost of Housing

Introduction

The cost of housing is a key determinant of accessibility and stability within a community. In Hawthorne, rising housing costs continue to place significant financial strain on residents, particularly low- and moderate-income households. The gap between housing costs and income levels has widened dramatically, making homeownership unattainable for most and rental housing increasingly unaffordable. When housing costs rise faster than wages, affordability gaps emerge, leading to increased cost burdens, overcrowding, and displacement, and homelessness.

Recent trends highlight significant increases in home values and rents, driven by limited housing supply, strong demand, and rising construction costs. Between 2010 and 2020, the median home value in the City increased by 49 percent, rising from $404,900 to $602,100. Over the same period, median contract rents increased by 29 percent, from $988 to $1,274. These increases accelerated between 2020 and 2024, with home values surging another 47 percent to $885,650, and median contract rents rising 41 percent to $1,795.

These rapid cost increases highlight the growing affordability crisis for Hawthorne residents. Fair Market Rents (FMR) and HOME Rents remain lower than the area's median rents, indicating the importance of rental assistance programs in bridging affordability gaps. Despite this, the availability of affordable units remains insufficient to meet demand.

Cost of Housing	2010	2020	% Change
Median Home Value	$404,900	$602,100	49%
Median Contract Rent	$988	$1,274	29%

Table 32 – Cost of Housing

Data Source: 2006-2010 ACS (Base Year), 2016-2020 ACS (Most Recent Year)

Rent Paid	Number	Percentage
Less than $500	805	4.0%
$500-999	3,080	15.2%
$1,000-1,499	11,110	54.6%
$1,500-1,999	3,790	18.6%
$2,000 or more	1,550	7.6%
Total	20,335	100.0%

Table 33 – Rent Paid

Data Source: 2016-2020 ACS

Units affordable to Households Earning	Renter	Owner
30% HAMFI	5,859	835
50% HAMFI	4,390	818
80% HAMFI	5,819	1,339
100% HAMFI	1,969	1,199
Total	18,037	4,191

Table 34 — Housing Affordability

Data Source: 2016-2020 CHAS

Monthly Rent ($)	Efficiency	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Fair Market Rent	$1,384	$1,604	$2,044	$2,693	$2,933
High HOME Rent	$1,335	$1,432	$1,721	$1,979	$2,396
Low HOME Rent	$1,042	$1,116	$1,340	$1,548	$1,727

Table 35 – Monthly Rent

Data Source: 2022 HUD FMR and HOME Rents

Rental Housing Cost by Bedroom	2022	2023	2024	% Change
1-bedroom	$1,698	$1,712	$1,711	0.8%
2-bedroom	$2,241	$2,296	$2,341	4.5%
3-bedroom	$3,031	$3,191	$3,415	12.7%

Table 36 – Rental Housing Costs

Data Source: Zumper Research

Is there sufficient housing for households at all income levels?

The City of Hawthorne's housing market does not adequately serve households across all income levels. On paper, 19,060 housing units are considered affordable to the City's 18,630 low- and moderate-income households (≤ 80 percent of AMI). While this may suggest there is only a shortage of 430 units, this figure is misleading because it does not account for critical issues such as the suitability of housing for specific household needs, whether units are actually available for occupancy, or whether affordable units are occupied by households they are intended to serve. These challenges highlight the complexities of the housing market and the barriers faced by many residents in securing appropriate and affordable housing.

A notable issue is the mismatch between affordable housing units and their occupants. While data suggests there are sufficient units affordable to low- and moderate-income households, there is no assurance that these units are occupied by the intended income

groups. Higher-income households often occupy lower-cost housing, which reduces the availability of these units for low- and moderate-income residents who need them most. This misallocation exacerbates the housing crisis and highlights a key inefficiency in the market.

Additionally, the Needs Assessment revealed widespread housing cost burdens among low- and moderate-income households, with the greatest challenges faced by extremely low-income households (≤ 30 percent of AMI). There are 6,680 extremely low-income households in Hawthorne competing for just 6,694 affordable units. While this may appear to indicate a slight surplus, the reality is that high competition, low vacancy rates, and the lack of alternative options make these units effectively inaccessible for many residents. Low- and moderate-income households face similar pressures, as housing demand continues to exceed the production of affordable units.

How is affordability of housing likely to change considering changes to home values and/or rents?

Housing affordability challenges are projected to persist as home values and rents continue to rise faster than income levels. With the median home value reaching $885,650 in 2024, homeownership remains unattainable for most residents. To afford a home at this price point, a household would need an annual income of approximately $190,000, assuming a 20 percent down payment of $177,130. This income threshold far exceeds what most Hawthorne residents earn, effectively locking them out of homeownership and increasing long-term reliance on rental housing. As home prices continue to rise, the opportunity to build generational wealth through homeownership diminishes, particularly for low- and moderate-income households.

The rental market presents similarly concerning trends. The current market rent for a two-bedroom unit at $2,341 and a three-bedroom unit at $3,415 places these housing options well beyond the financial reach of many low- and moderate-income residents. At these prices, a household would need an annual income of $93,640 to afford a two-bedroom unit and $136,600 for a three-bedroom unit without experiencing cost burdens. This highlights the severe affordability gap in the rental market. As rental costs continue to climb, low- and moderate-income households face even greater barriers to securing stable housing, pushing many into cost burdened, overcrowded, or substandard housing conditions.

How do HOME rents / Fair Market Rent compare to Area Median Rent? How might this impact your strategy to produce or preserve affordable housing?

Fair Market Rents (FMR) and HOME Rents are essential tools for addressing the housing affordability gap in Hawthorne, particularly for low-income households. These programs provide crucial benchmarks for affordable rental pricing that align with the financial capacity of households earning at or below specific income thresholds.

For instance, the 2022 FMR for a two-bedroom unit is $2,044 which is 10 percent lower than the area median rent of $2,241 for the same type of unit. Low HOME Rents provide an even deeper level of affordability, with two-bedroom units priced at $1,340, making them accessible to low-income households. These rent levels provide a much-needed safety net,

yet the availability of units at these price points is extremely limited due to financial disincentives for landlords and developers.

The significant gap between market-rate rents and affordable rent thresholds highlights the inability of the private market to produce and maintain low-cost housing without significant subsidies. For a developer, renting a two-bedroom unit at Low HOME Rent levels would result in $216,240 of foregone income over a 20-year affordability period compared to market-rate rents. Even renting at FMR levels would result in $47,280 in lost income over the same period. These figures reveal the financial disincentives inherent in producing affordable housing, emphasizing the critical role of public assistance to encourage private sector participation in affordable housing development.

Discussion

Hawthorne's housing affordability crisis is driven by rising home values, escalating rents, and the inability of the private market to produce affordable units without significant public assistance. Homeownership remains out of reach for most residents, and rental costs continue to climb, disproportionately affecting low- and moderate-income households.

To address these challenges, the City must adopt a comprehensive approach that integrates the production of new affordable units, the preservation of existing affordable housing, and the expansion of rental assistance programs. Public investment is critical to offset the financial losses incurred by developers to ensure that Hawthorne's housing stock meets the needs of all residents, not just those who can afford market -rate housing.

MA-20 Housing Market Analysis: Condition of Housing – 91.210(a)

Introduction

Assessing the condition and age of the City of Hawthorne's housing stock provides essential insights into the challenges of maintaining safe, habitable, and affordable housing. The condition of housing not only affects its livability but also impacts affordability. This evaluation is critical for developing strategies to address housing deficiencies, mitigate health risks, and preserve the long-term viability of the City's existing housing inventory.

As of 2020, approximately 36 percent of owner-occupied units and 52 percent of renter-occupied units in the City exhibit at least one substandard condition such as lacking complete kitchen or plumbing facilities, overcrowding, or cost burden. These conditions are most prevalent among low- and moderate-income households, who often lack the financial resources to address them. Compounding these challenges, over 71 percent of the housing stock was built before 1980, increasing the likelihood of structural deficiencies, outdated electrical and plumbing systems, and lead-based paint hazards. The condition and aging nature of the housing stock emphasizes the critical need for rehabilitation programs that support both homeowners and landlords in addressing deficiencies.

Definitions

The City of Hawthorne defines housing conditions based on the California Health and Safety Code (HSC). A housing unit is classified as "substandard" if it poses a risk to the health, safety, or welfare of its occupants or the public. Conditions that contribute to substandard housing include:

- Inadequate sanitation (e.g., lacking complete kitchen or plumbing facilities)
- Structural hazards (e.g., compromised foundations, walls, or other vertical supports)
- Hazardous electrical, plumbing, or mechanical systems that are unsafe or not functioning properly
- Faulty weather protection (e.g., leaky roofs or insufficient insulation)
- Fire, health, or safety hazards (as determined by appropriate fire or health official)
- Use of unapproved or unsafe construction materials, or non-compliant additions
- Inadequate structural resistance to horizontal forces.

For the purposes of the CDBG and HOME programs, housing units in substandard condition are considered suitable for rehabilitation if the deficiencies can be corrected in a cost-effective manner without requiring complete demolition.

Housing units are classified as being in "standard" condition if they comply with all applicable state and local requirements and meet HUD's Housing Quality Standards (HQS). The City anticipates replacing HQS with HUD's National Standards for the Physical Inspection of Real Estate (NSPIRE) beginning in October 2025, which will introduce updated criteria for housing inspections.

Condition of Units	Owner-Occupied		Renter-Occupied	
	Number	Percent	Number	Percent
With one selected Condition	2,810	36%	10,550	52%
With two selected Conditions	85	1%	2,715	13%
With three selected Conditions	0	0%	135	1%
With four selected Conditions	0	0%	80	0%
No selected Conditions	4,830	63%	6,850	34%
Total	7,725	100%	20,330	100%

Table 37 – Condition of Units

Data Source: 2016-2020 ACS

Year Unit Built	Owner-Occupied		Renter-Occupied	
	Number	Percent	Number	Percent
2000 or later	765	10%	875	4%
1980-1999	930	12%	5,650	28%
1960-1979	1,180	15%	7,950	39%
Before 1960	4,850	63%	5,855	29%
Total	7,725	100%	20,330	100%

Table 38 – Year Unit Built

Data Source: 2016-2020 CHAS

Risk of Lead-Based Paint Hazard	Owner-Occupied		Renter-Occupied	
	Number	Percent	Number	Percent
Units Built Before 1980	6,030		13,805	
with children under 6	594	10%	3,205	23%
Units Built Before 1980 with households <80% AMI	2,435	40%	10,740	78%
with children under 6	270	5%	2,910	21%

Table 39 – Risk of Lead-Based Paint

Data Source: 2016-2020 ACS (Total Units) 2016-2020 CHAS (Units with Children present)

	Suitable for Rehabilitation	Not Suitable for Rehabilitation	Total
Vacant Units	0	0	0
Abandoned Vacant Units	0	0	0
REO Properties	0	0	0
Abandoned REO Properties	0	0	0

Table 40 – Vacant Units

Data Source: No Data Available

Need for Owner and Rental Rehabilitation

Hawthorne's housing stock shows widespread signs of deterioration, particularly among rental units which constitute the majority of the City's housing inventory. As Table 37 indicates, approximately 52 percent of renter-occupied and 36 percent of owner-occupied units exhibit at least one substandard condition. Among rental units, 13 percent have two or more conditions, with some showing multiple deficiencies that compound housing instability.

The age of a housing unit is a key predictor of its likelihood to require rehabilitation. In Hawthorne, over 71 percent of all housing units were built before 1980, with a significant portion dating back more than 45 years. Older housing is more likely to have structural deficiencies, outdated systems, and environmental hazards such as lead-based paint (LBP). Older homes not only require maintenance but also contribute to higher utility costs due to outdated insulation, inefficient appliances, and poor ventilation. Without rehabilitation, these issues can worsen over time, leading to unsafe and uninhabitable conditions for many residents.

Given that over half of all renter-occupied units and more than a third of owner-occupied units require repairs, housing rehabilitation programs must be prioritized. Low- and moderate-income homeowners often lack the financial means to make essential repairs, leading to progressive deterioration of their properties. Programs that provide grants or low-interest loans for rehabilitation are essential to supporting these households and preserving the quality and affordability of the City's housing stock.

Rental housing, which accounts for two-thirds of Hawthorne's housing units, require additional attention. Many landlords lack incentives or the financial capacity to make necessary repairs, leaving renters vulnerable to unsafe and unhealthy living environments. Expanding landlord incentive programs, coupled with stronger code enforcement, is critical to ensuring rental units remain habitable.

Estimated Number of Housing Units Occupied by Low- or Moderate-Income Families with LBP Hazards

One of the most pressing risks associated with aging housing stock is the presence of lead-based paint (LBP) in homes constructed before 1978, when lead paint was banned. Among Hawthorne's 19,835 pre-1980 housing units, an estimated 13,175 are occupied by low- and moderate-income households. Within this group, 3,180 units house children under six years old, representing a high-risk population for lead poisoning.

Exposure to lead can cause severe health effects, especially for children, including developmental delays, behavioral issues, and neurological damage. Addressing LBP hazards through testing and abatement programs, tenant education, and landlord compliance measures is essential to protecting public health and ensuring safe housing.

Discussion

The aging condition of Hawthorne's housing stock presents both a challenge and an opportunity. Rehabilitation of existing housing is a cost-effective solution that not only extends the lifespan of aging properties but also prevents the loss of affordable housing units, reduces health hazards, and improves residents' quality of life.

Preservation efforts are particularly vital for low- and moderate-income households, who are disproportionately impacted by substandard conditions and face the greatest obstacles to maintaining their homes. By implementing comprehensive housing rehabilitation programs, the City can ensure its housing inventory remains safe, habitable, and accessible.

MA-25 Public and Assisted Housing

Introduction

As indicated in the Needs Assessment, the City of Hawthorne Housing Authority (HA) does not operate traditional public housing developments. Instead, the HA administers the Housing Choice Voucher (HCV) program to provide housing assistance to low- and moderate-income households. This decentralized approach leverages partnerships with private landlords and housing providers to meet the City's affordable housing needs.

	Vouchers					
				Special Purpose Voucher		
	Total	Project-based	Tenant-based	Veterans Affairs Supportive Housing	Family Unification Program	Disabled*
Unit vouchers in use	711	0	0	0	0	0

Table 41 – Total Number of Units by Program Type

Data Source: PIC (PIH Information Center)
*Data was not available on vouchers by project-based and tenant-based designation

Describe the supply of public housing developments.

There are no public housing developments in the City of Hawthorne. Housing choice and project-based vouchers serve as the primary tool for addressing housing affordability challenges. These vouchers provide crucial assistance to low-income families, elderly individuals, and people with disabilities, enabling them to secure housing in the private market. However, the current supply is insufficient to meet the City's growing demand for affordable housing.

Describe the number and physical condition of public housing units in the jurisdiction, including those that are participating in an approved Public Housing Agency Plan

Hawthorne does not have any traditional public housing developments. All housing assistance is provided through the HCV program. The HA monitors the condition of all voucher-assisted units to ensure they meet HUD's Housing Quality Standards (HQS).

Public Housing Development	Average Inspection Score
Not applicable	Not applicable

Table 42 - Public Housing Condition

Describe the restoration and revitalization needs of public housing units in the jurisdiction.

While there are no public housing units in the City, the HA ensures that all voucher-assisted units comply with HUD standards. The HQS inspection criteria evaluates the physical condition of units, focusing on health, safety, and habitability. These inspections play a critical role in preserving the quality of the existing assisted housing stock and addressing the unique needs of voucher holders.

Describe the public housing agency's strategy for improving the living environment of low- and moderate-income families residing in public housing.

The HA's employs a comprehensive strategy to improve the living environment of low- and moderate-income families residing in assisted housing. These efforts aim to enhance housing quality, promote economic mobility, and address the holistic needs of vulnerable populations. Key components of the HA's stratgy include:

- **Counseling:** The HA counsels HCV holders to assist them with locating units in areas with lower concentrations of poverty or minority populations. This initiative supports deconcentration efforts and expands access to higher opportunity neighborhoods which improve outcomes for families.
- **Resource Leveraging:** The agency actively seeks additional funding and resources to maintain and expand the supply of safe, decent, and sanitary housing units.
- **Supportive Service Partnerships:** The HA partners with community organizations to provide on-site services desined to address the unique needs of program participants, including:
    - Workforce Development: Job training, adult education, and workforce development programs to address income disparities and promote self-sufficiency.
    - Childcare and Youth Programs: Affordable childcare and after school programs to alleviate financial pressures on families.
    - Healthcare Services: Primary care, mental health support and substance use services for residents.
    - Financial Literacy: Credit counseling, budgeting workshops, and homeownership counseling to empower families to achieve financial stability.
    - Food Assistance: Partnerships with food banks and meal programs to address food insecurity among households.

MA-30 Homeless Facilities and Services

Introduction

This section provides a summary of the facilities, housing, and services that meet the needs of homeless people throughout the City of Hawthorne. HUD uses the following definitions for these three facility types:

- **Emergency Shelter (ES)** is any facility with the primary purpose of providing a temporary shelter for the homeless in general or for specific homeless populations which does not require occupants to sign leases or occupancy agreements.
- **Transitional Housing (TH)** is designed to provide homeless individuals and families with interim stability and support to successfully move to and maintain permanent housing. Transitional housing may be used to cover the costs of up to 24 months of housing with accompanying supportive services. Program participants must have a lease (or sublease) or occupancy agreement when residing in transitional housing.
- **Permanent Supportive Housing (PSH)** is defined as community-based housing paired with supportive services to serve households in which at least one member has a disability. Housing does not have a designated length of stay in which formerly homeless individuals and families live as independently as possible. Under PSH, a program participant must be the tenant on a lease (or sublease) for an initial term of at least one year that is renewable and is terminable only for cause.

The most recent inventory of resources available within Los Angeles County for emergency shelters, transitional housing, and permanent supportive housing units comes from the 2024 Housing Inventory reported to HUD by the Los Angeles CoC as reflected below.

Facilities and Housing Targeted to Homeless Households	Emergency Shelter Beds		Transitional Housing Beds	Permanent Supportive Housing Beds	
	Year-Round Beds (Current & New)	Voucher / Seasonal / Overflow Beds	Current & New	Current & New	Under Development
Households with Adult(s) and Child(ren)	8,402	388	938	5,890	N/A
Households with Only Adults	14,801		2,049	20,531	
Chronically Homeless Households	N/A		N/A	4,138	
Veterans	256		653	6,242	
Unaccompanied Youth	114		1	12	

Table 43 – Facilities and Housing Targeted to Homeless Households

Data Source: 2024 Housing Inventory Count

Describe mainstream services, such as health, mental health, and employment services to the extent those services are used to complement services targeted to homeless persons

In California, the primary programs for assisting families in poverty are CalWORKS, CalFresh, and Medi-Cal. These programs provide clients with employment assistance, discounted food, medical care, childcare, and cash payments to meet basic needs such as housing and transportation.

The California Work Opportunities for Kids (CalWORKs) program provides financial assistance and Welfare-to-Work services to California families with little to no cash. Through this program these families may be eligible to receive immediate short-term help with housing, food, utilities, clothing, or medical care. Childcare is also available through this program.

CalFresh, formerly the Food Stamp Program, is a nutritional assistance program that provides Electronic Benefit Transfer Cards to people receiving public assistance to purchase food and other essential items.

The Medi-Cal program provides health coverage for people with low income and limited ability to pay for health coverage, including seniors, those with disabilities, young adults and children, pregnant women, persons in a skilled nursing or intermediate care home, and persons in the Breast and Cervical Cancer Treatment Program (BCCTP). People receiving federally funded cash assistance programs, such as CalWORKs (a state implementation of the federal Temporary Assistance for Needy Families (TANF) program), the State Supplementation Program (SSP) (a state supplement to the federal Supplemental Security Income (SSI) program), foster care, adoption assistance, certain refugee assistance programs, or In-Home Supportive Services (IHSS), are also eligible.

CDBG and HOME Funded Activities

Congress designed the CDBG and HOME programs to serve low-income people, some of whom may meet the federal poverty definition. At least 70 percent of all CDBG funds must be used for activities that are considered under program rules to benefit low- and moderate-income persons. Additionally, every CDBG activity must meet one of three national objectives: benefit low- and moderate-income persons (at least 51 percent of the beneficiaries must be low- and moderate-income), address slums or blight, or meet a particularly urgent community need.

Under the HOME program, households must earn no more than 80 percent of the AMI, adjusted for household size, to be eligible for assistance. Furthermore, 90 percent of the HOME allocation that is invested in affordable rental housing must be directed to assist households earning no more than 60 percent AMI.

List and describe services and facilities that meet the needs of homeless persons, particularly chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth. If the services and facilities are listed on screen SP-40 Institutional Delivery Structure or screen MA-35 Special Needs Facilities and Services, describe how these facilities and services specifically address the needs of these populations.

The City of Hawthorne falls within Service Planning Area (SPA) 8, covering the South Bay region, of the Los Angeles CoC. Harbor Interfaith Services is the Lead Agency within SPA 8 and operates two emergency shelters in the South Bay for individuals and a separate family shelter. Additionally, St. Margaret's Center provides emergency and supportive services including hot lunches, case management, and hygiene supplies for homeless and low-income families.

Provider	Location	Description
City of Hawthorne	Hawthorne	Provides case management, emergency shelter coordination services, and homeless prevention assistance.
Catholic Charities	Inglewood	Provides case management and assistance to homeless residents
Family Promise of the South Bay	Torrance	Provides case management, emergency shelter, and transitional housing
New Star Family Center	Hawthorne	Provides supportive services to survivors of domestic violence
South Bay Workforce Investment Board	Hawthorne	Provides workforce training and placement services
LA CADA	Hawthorne	Provides emergency shelter and substance use disorder services
Venice Family Clinic	Hawthorne	Operates full-scope mobile medical services
TeleHealth Van	Hawthorne	Provides mobile counseling and therapy services
Sanctuary of Hope	Hawthorne	Provides rapid re-housing assistance for young adults
Joshua House for the Homeless	Los Angeles	Operates emergency shelter and transitional housing for individuals
House of Yahweh	Lawndale	Provides food, clothing, and social services for homeless residents
Harbor Interfaith Services	San Pedro	Provides emergency shelter and case management for homeless persons
Beacon Light Mission	Wilmington	Provides emergency shelter and food for homeless men

Table 44 – Homeless Service Providers for Hawthorne

MA-35 Special Needs Facilities and Services

Introduction

Hawthorne is home to several special needs populations who face significant barriers to stable housing and supportive services due to unique vulnerabilities. These populations include the elderly and frail elderly, individuals with disabilities, persons with alcohol or drug addictions, individuals living with HIV/AIDS, and survivors of domestic violence. Unlike the general population, these groups often require tailored housing solutions and specialized services to address barriers such as limited income, accessibility needs, health conditions, and social stigma.

Elderly and Frail Elderly

The elderly population, defined by HUD as individuals aged 62 or older, is a growing demographic in the City of Hawthorne, accounting for approximately 23 percent of the total population (ACS S0101). A particularly vulnerable subset of this group is the frail elderly, who require assistance with three or more daily living activities.

The City is home to 6,910 elderly households, constituting 25 percent of all households (Table 7). Among these, 4,405 elderly households are low- and moderate-income ($\leq$ 80 percent of AMI). Financial challenges remain pronounced among these elderly households, with 49 percent experiencing cost burdens (2,144 households) and 34 percent facing severe cost burdens (1,499 households).

Elderly households' reliance on fixed or limited incomes leaves them particularly vulnerable to rising costs, financial instability, and diminished quality of life. As the City's population continues to age, the demand for housing and supportive services tailored to the needs of elderly and frail elderly residents will grow.

Persons with Disabilities

According to the 2016-2020 ACS data (S1810), approximately 7,914 individuals in the City of Hawthorne have a disability, representing about 9 percent of the total population. The correlation between age and disability is significant, with nearly one third (32 percent or 2,517 residents) of disabled residents being over the age of 65.

Persons with disabilities, defined by HUD as individuals with physical, mental, developmental, or emotional impairments that substantially limit major life activities, represent 9 percent of the City's population (7,914 residents) (ACS S1810). Disabilities are strongly correlated with age, with 2,517 elderly residents having one or more disabilities, representing 32 percent of the City's disabled population. The most common disabilities include ambulatory difficulty (49 percent), independent living challenges (39 percent), and cognitive impairments (35 percent).

Persons with disabilities frequently encounter unique barriers to independent living, including limited employment opportunities, high healthcare costs, and discrimination in securing housing. The scarcity of units that are both affordable and accessible further

exacerbates these challenges, highlighting the importance of tailored housing solutions that promote independence and stability.

Persons with Alcohol and Other Drug Addictions

Substance use disorders, including alcohol and drug addictions, continue to pose a significant challenge in Hawthorne. While obtaining accurate data on addiction is difficult due to the stigma surrounding substance use and fear of criminal repercussions, available statistics reveal concerning trends that indicate a pressing need for intervention.

In Los Angeles County, alcohol and other drug related hospitalizations increased by 38 percent from 2012 to 2022 (LA County Public Health). The opioid crisis, in particular, continues to have a profound impact on the community. In 2023, the County reported 2,085 opioid-related deaths, which is a dramatic increase from the 494 deaths in 2014 (LA County Public Health). Alarmingly, 94 percent of these fatalities were linked to fentanyl, highlighting the growing presence of this highly potent synthetic opioid and its devastating consequences.

Substance use often exacerbates barriers to stable housing, employment, and healthcare. These challenges are further complicated by the stigma surrounding addiction, which frequently discourages individuals from seeking treatment.

Victims of Domestic Violence

In 2022, the Hawthorne Police Department responded to 419 domestic violence related calls. Many survivors require immediate relocation to long-term housing to escape dangerous environments. Survivors face numerous challenges, including financial instability, the need for legal advocacy, and rebuilding their lives after leaving abusive situations.

Including the elderly, frail elderly, persons with disabilities (mental, physical, developmental), persons with alcohol or other drug addictions, persons with HIV/AIDS and their families, public housing residents and any other categories the jurisdiction may specify, and describe their supportive housing needs.

The housing and supportive service needs of these populations were identified through resident surveys, consultations with stakeholders and service providers, and analyses of local and national data sources and reports. These efforts provided a comprehensive understanding of the unique challenges and service gaps faced by these populations.

Elderly and Frail Elderly

The housing and supportive service needs of the elderly and frail elderly residents are centered on maintaining independence, ensuring accessibility, and promoting social connection. Key housing needs include affordable units equipped with aging-in-place features, such as grab bars, ramps, no-step entries, and single-story layouts. Accessible transportation options, proximity to healthcare services, and community-based programs are essential to enhancing quality of life.

Supportive services must address the unique challenges faced by elderly residents, including fixed incomes, mobility limitations, and social isolation. Services such as in-home care, meal delivery, and social engagement programs are critical to mitigate the risks associated with aging and fostering independence.

Persons with Disabilities

Housing needs for persons with disabilities include affordable and accessible units that accommodate a variety of impairments, such as mobility challenges, sensory disabilities, and cognitive conditions. Features such as widened doorways, no step thresholds, lowered countertops, roll-in showers, and auditory or visual aids are critical to ensuring independence. Proximity to healthcare providers and accessible public transportation further enhances the ability of persons with disabilities to live independently.

Supportive services should include case management, vocational training, and access to specialized healthcare. These services help disabled individuals overcome the unique challenges they face by ensuring they have opportunities for independent living.

Persons with Alcohol and Other Drug Addictions

Stable housing paired with integrated supportive services is vital for individuals recovering from substance use disorders. Transitional housing, sober living environments, and long-term supportive housing provide safe and structured settings conducive to recovery and reintegration into the community.

Supportive services must include detoxification programs, outpatient and inpatient treatment options, counseling, and peer support networks. Prevention and education initiatives targeting youth and at-risk populations are key to altering perception of substance use and mitigating its impact on the community.

Victims of Domestic Violence

Victims of domestic violence often require immediate access to emergency shelters or transitional housing to escape unsafe environments. Long-term supportive housing is also needed to ensure survivors can achieve stability and rebuild their lives.

Supportive services must include counseling, legal advocacy, financial assistance, and workforce development programs to address the comprehensive needs of survivors and promote self-sufficiency.

Describe programs for ensuring that persons returning from mental and physical health institutions receive appropriate supportive housing

Inadequate discharge planning and coordination contributes to homelessness in situations where people are released from public institutions or systems of care without having an appropriate mainstream or supportive housing option available upon discharge from an institutional setting.

Coordinated discharge planning for those exiting foster care, health and mental health care, and corrections facilities is recognized as a best practice by the Los Angeles County Board of Supervisor's Homeless Initiative. One of the goals included in the County's Plan to Address Homelessness is to build and strengthen regional support systems to help residents obtain and maintain housing. This collective approach emphasizes methods to increase communication, coordination, and data sharing among institutions and service providers which helps ensure that hospitals, jails, and foster care programs can more effectively assist people being discharged by providing appropriate referrals in order to facilitate smoother transition to supportive or mainstream housing. Moreover, the County Board of Supervisors adopted a "zero tolerance" policy for discharging individuals from any County institution, facility, any County sponsored program to homelessness.

For entitlement/consortia grantees: Specify the activities that the jurisdiction plans to undertake during the next year to address the housing and supportive services needs identified in accordance with 91.215(e) with respect to persons who are not homeless but have other special needs. Link to one-year goals.

During the 2025-2029 Consolidated Plan period, the Strategic Plan calls for the City to use CDBG and HOME funds to support activities that benefit people with special needs. In the 2025-2026 Action Plan, the City will provide CDBG funds to the following:

- Fair Housing Foundation: Fair Housing Services (250 persons)
- New Star Family Center: Domestic Violence Services (25 persons)
- The Richstone Family Center: Behavioral Health Services (25 persons)
- City of Hawthorne: Housing Rehabilitation Program (10 households)
- City of Hawthorne: Senior Center (6,336 persons)

MA-40 Barriers to Affordable Housing

Negative Effects of Public Policies on Affordable Housing and Residential Investment

The City of Hawthorne's regulations are designed to manage growth and maintain community standards. However, certain policies inadvertently hinder the development and preservation of affordable housing. Restrictive zoning, stringent development standards, complex permitting processes, and substantial development fees, all contribute to the ongoing shortage of affordable housing. While these regulations are lawful constraints on housing production, they create barriers that disproportionately impact low- and moderate-income households.

One of the primary barriers to affordable housing development in Hawthorne is the City's zoning ordinances and land use designations, which restrict higher-density development to specific areas. Only a small portion of land is zoned for densities of 20 or more units per acre, the minimum typically needed for affordable housing projects to be financially viable. Multi-family housing is restricted to R-3, R-4, and Mixed-Use (MU) overlay zones, but even in these areas, developers face additional constraints such as parking requirements, open space mandates, and design guidelines, which limit the number of units that can be built and drive-up costs.

The MU overlay zones present another challenge by requiring residential development to be combined with commercial uses. While mixed-use projects can promote walkability and economic activity, they are often costlier and more complex to finance than standalone residential developments. Consequently, these requirements limit opportunities for dedicated affordable housing projects and discourage developers from pursuing such projects in high-opportunity neighborhoods where land values are highest and demand for affordable housing is greatest.

Stringent development standards further complicate affordable housing production. Minimum lot sizes, height restrictions, open space requirements, and density limitations make it difficult to achieve the economies of scale needed for affordable housing projects. For example, in R-3 zones, density is capped at 17.4 units per acre, falling short of the levels typically needed to make affordable housing cost-effective.

The Conditional Use Permit (CUP) requirement for multi-family developments in R-3 zones adds yet another layer of complexity. The CUP process introduces uncertainty, extends approval timelines, and increases carrying costs, which disproportionately impacts affordable housing developers who often operate on tighter budgets

Excessive parking requirements also present a significant barrier. Many affordable housing projects serve low-income households, seniors, or individuals who rely on public transportation and own fewer vehicles. Yet, developers are forced to dedicate valuable land to parking rather than housing. These requirements reduce the total number of housing units that can be built on a given site, increase construction costs, and ultimately raise housing prices.

The cost of permits, impact assessments, and utility connections places a heavy financial burden on affordable housing developers. According to the City's 2021-2029 Housing Element, the estimated fees associated with constructing a 15-unit multi-family project amount to approximately $108,000. When combined with rising land costs and construction expenses, these fees can render affordable housing projects financially infeasible, pushing developers toward market-rate developments with higher returns.

The cumulative effect of these policies has exacerbated the housing crisis, leading to higher costs, reduced affordability, and limited access to housing in high-opportunity neighborhoods. Addressing these barriers requires bold reforms, targeted incentives, and strategic partnerships. By prioritizing these efforts, Hawthorne can create a more inclusive housing market, expand affordable housing opportunities, and ensure that all residents, regardless of income, have access to safe, high-quality housing.

MA-45 Non-Housing Community Development Assets

Introduction

The economic health of the City of Hawthorne is closely tied to the strength of its workforce, the competitiveness of its businesses, and the adequacy of its infrastructure. As a key hub within the South Bay region, Hawthorne benefits from a diverse economy, strategic location near Los Angeles International Airport (LAX), the Port of Los Angeles, and proximity to major transportation corridors. However, challenges such as mismatches between workforce skills and employer needs, infrastructure limitations, and housing affordability constraints must be addressed to sustain long-term economic growth.

This section evaluates the City's major employment sectors, workforce characteristics, and infrastructure needs while exploring strategies to expand economic opportunities for low- and moderate-income residents. By aligning investments with local needs, the City can fully unlock its potential and create a more competitive and resilient local economy.

Business Activity by Sector	Number of Workers	Number of Jobs	Share of Workers	Share of Jobs	Jobs less Workers
Agriculture, Mining, Oil & Gas	87	1	0.2%	0.0%	-0.2%
Arts, Entertainment, Accommodations	5,589	1,762	13.3%	6.8%	-6.6%
Construction	2,000	943	4.8%	3.6%	-1.2%
Education and Health Care Services	8,511	5,391	20.3%	20.7%	0.4%
Finance, Insurance, and Real Estate	1,984	623	4.7%	2.4%	-2.3%
Information	1,108	163	2.6%	0.6%	-2.0%
Manufacturing	3,203	6,545	7.6%	25.1%	17.4%
Other Services	2,326	1,671	5.5%	6.4%	0.9%
Professional, Scientific, Management	5,570	614	13.3%	2.4%	-10.9%
Public Administration	1,463	1,675	3.5%	6.4%	2.9%
Retail Trade	4,222	3,863	10.1%	14.8%	4.7%
Transportation and Warehousing	4,803	1,946	11.4%	7.5%	-4.0%
Wholesale Trade	1,092	905	2.6%	3.5%	0.9%
Total	41,958	26,102	100%	100%	0%

Table 45 – Business Activity

Data Source: 2016-2020 ACS (Workers), 2020 Longitudinal Employer-Household Dynamics (Jobs)

Labor Force Statistics	Number
Total Population in the Civilian Labor Force	45,050
Civilian Employed Population 16 years and over	41,958
Unemployment Rate	6.9%
Unemployment Rate for Ages 16-24	17.1%
Unemployment Rate for Ages 25-65	5.8%

Table 46 – Labor Force

Data Source: 2016-2020 ACS

Occupations by Sector	Number
Management, business and financial	11,717
Farming, fisheries, and forestry occupations	48
Service	9,915
Sales and office	9,919
Construction, extraction, maintenance, and repair	3,148
Production, transportation, and material moving	7,211

Table 47 – Occupations by Sector

Data Source: 2016-2020 ACS

Travel Time to Work	Number	Percent
< 30 Minutes	21,380	55%
30-59 Minutes	12,250	31%
60 or More Minutes	5,423	14%
Total	39,053	100%

Table 48 – Travel Time

Data Source: 2016-2020 ACS

Educational Attainment	In Labor Force		Not in Labor Force
	Civilian Employed	Unemployed	
Less than high school graduate	6,412	695	2,986
High school graduate (includes equivalency)	8,555	521	2,306
Some college or Associate's degree	11,310	609	2,574
Bachelor's degree or higher	9,785	444	1,378

Table 49 – Educational Attainment by Employment Status

Data Source: 2016-2020 ACS

Educational Attainment by Age	Age in years				
	18–24	25–34	35–44	45–65	65+
Less than 9th grade	63	438	1,174	3,207	1,581
9th to 12th grade, no diploma	1,062	1,624	1,198	2,452	583
High school graduate, GED, or alternative	2,310	3,899	2,816	4,667	1,919
Some college, no degree	3,318	3,578	2,774	4,773	1,403
Associate's degree	335	1,240	781	1,347	533
Bachelor's degree	730	3,433	2,036	2,666	817
Graduate or professional degree	34	1295	1014	1,207	462

Table 50 – Educational Attainment by Age

Data Source: 2016-2020 ACS

Educational Attainment	Median Earnings in the Past 12 Months
Population 25 and over with earnings	$34,620
Less than high school graduate	$23,699
High school graduate (includes equivalency)	$30,450
Some college or Associate's degree	$37,684
Bachelor's degree	$52,404
Graduate or professional degree	$60,194

Table 51 – Median Earnings in the Past 12 Months by Educational Attainment

Data Source: 2016-2020 ACS

Based on the Business Activity table above, what are the major employment sectors within your jurisdiction?

Hawthorne's economy is anchored by several prominent employment sectors, each with unique contributions and challenges. According to Table 45, the City's workforce and business activity are concentrated in the following key sectors:

- **Education and Health Care Services:** This represents the largest sector by employment, accounting for 20 percent of workers and 21 percent of jobs. This sector's dominance reflects the City's focus on wellness and the growing needs of an aging population. Workforce training in nursing, medical technology and allied health fields will be essential to meet industry needs and provide residents with pathways into stable high-paying careers.
- **Manufacturing:** Comprising 8 percent of the workforce but 25 percent of all jobs, this industry is one of the City's major economic drivers. The large surplus of jobs compared to workers (17 percent) suggests this sector heavily relies on labor from outside of the City. Addressing this gap will require vocational training, investment in advanced manufacturing programs, and apprenticeship opportunities.
- **Retail Trade:** This sector employs 10 percent of Hawthorne's workforce and makes up 15 percent of local jobs, indicating a stable retail environment. As consumer spending patterns shift toward e-commerce, businesses will need to modernize operations and integrate digital sales channels. Investments in small business support services and workforce training for customer service, logistics, and digital marketing will help sustain the industry's growth.
- **Arts, Entertainment, and Accommodations:** Employing 13 percent of workers but only 7 percent of available jobs, many residents must seek employment outside of the City. Hawthorne's proximity to the LAX and major tourism hubs presents an opportunity to expand local hospitality, entertainment, and dining options to capture more tourism-driven economic benefits.
- **Professional, Scientific, and Management Services:** Although 13 percent of residents work in these fields, these jobs only account for 2 percent of local employment opportunities, highlighting a significant talent outflow to other cities. Expanding business incubators, technology hubs, and co-working spaces will be critical to retaining talent locally and grow the City's knowledge-based economy.
- **Transportation and Warehousing:** Accounting for 11 percent of workers and 8 percent of jobs, this sector remains integral to the regional economy. With rising demand for e-commerce logistics, this industry is expected to see continued growth. Investments in logistics training programs, infrastructure, and warehouse technology advancements will ensure that local workers can access these jobs.

Disparities between the number of workers and available jobs in these sectors reflect underlying challenges. Sectors with more jobs than workers, such as manufacturing, rely heavily on non-resident labor, while sectors with more workers than jobs push residents to commute to neighboring regions for employment. Aligning workforce skills with local job opportunities will help reduce these imbalances and foster a more robust local economy.

Describe the workforce and infrastructure needs of the business community

The economic vitality of Hawthorne hinges on the alignment of workforce capabilities with the demands of local industries. While the City has a relatively well-distributed labor force, there are notable gaps between the skills possessed by workers and the needs of employers. Industries such as advanced manufacturing, logistics, and healthcare require specialized skills that are currently in short supply. Expanding access to vocational training, adult education, and technical certification programs will ensure residents can compete for higher-wage jobs in emerging industries. Additionally, targeted efforts to improve bilingual education and English language proficiency will enable non-native English speakers to participate fully in the workforce, particularly in customer service and professional fields.

Youth employment opportunities also represent a critical need, as the unemployment rate for residents aged 16-24 stands at 17 percent, which is significantly higher than the citywide unemployment rate of 7 percent (Table 46). Programs aimed at expanding youth apprenticeship programs, career mentoring, and job readiness initiatives will be crucial to connect young workers to long-term career pathways.

Infrastructure improvements are equally critical to supporting economic growth. Table 48 reveals that nearly half (45 percent) of residents commute more than 30 minutes to work, with 14 percent of these workers commuting over an hour. These lengthy commutes, often driven by a jobs-to-housing imbalance, strain the transportation network and impose significant financial burdens on workers. This highlights the need for investment in reliable public transit, efficient road networks, and broadband infrastructure to improve job accessibility. Expanding broadband access will also facilitate remote work, online education, and small business growth.

As revealed during the public meetings, the lack of affordable housing near employment centers is a barrier to economic mobility. Many low- and moderate-income workers are forced to live outside the City, contributing to long commute times. Investing in affordable housing near transit corridors and job centers will improve economic access, reduce transportation burdens, and enhance workforce stability.

Describe any major changes that may have an economic impact, such as planned local or regional public or private sector investments or initiatives that have affected or may affect job and business growth opportunities during the planning period. Describe any needs for workforce development, business support or infrastructure these changes may create.

Hawthorne is poised to experience several economic shifts during the planning period. The City is home to SpaceX and other cutting-edge aerospace firms, presenting opportunities for high-wage job creation in engineering, advanced manufacturing, and logistics. Strengthening Science, Technology, Engineering, and Mathematics (STEM) education and technical training programs will be crucial to developing local talent pipelines for these industries and ensuring residents can access these high-paying jobs.

As online shopping continues to expand, the demand for warehouse and last-mile delivery jobs will increase. To capitalize on these opportunities the City will need to invest in

workforce training, transportation infrastructure, and modernized industrial spaces to accommodate this sector's growth.

The planned Civic Center Revitalization project aims to transform Hawthorne's downtown core into a mixed-use economic hub. This initiative will drive commercial investment, housing development, and public space enhancements, making the area more attractive for businesses, residents, and visitors.

How do the skills and education of the current workforce correspond to employment opportunities in the jurisdiction?

Hawthorne's labor force consists of 45,050 residents, with 41,958 individuals employed and an unemployment rate of 6.9 percent. The workforce is heavily concentrated in service occupations, sales and office roles, and production-related industries. While these sectors provide significant employment opportunities, the concentration in traditional and service-based industries highlights the need to diversify the local economy by developing high-wage industries such as advanced manufacturing, professional management, and healthcare.

Educational attainment remains a critical factor influencing workforce participation and earnings. Approximately 18 percent of the workforce lacks a high school diploma, limiting access to higher-paying jobs and contributing to economic disparities. In contrast, residents with a bachelor's degree or higher earn significantly more, with median annual earnings of $52,404, compared to $23,699 for those without a high school diploma. Expanding access to education, technical certifications, and vocational training programs will be vital to bridge this gap and equipping residents with the skills needed to participate in emerging industries that offer greater earning potential and opportunities for upward mobility.

Describe any current workforce training initiatives, including those supported by Workforce Investment Boards, community colleges and other organizations. Describe how these efforts will support the jurisdiction's Consolidated Plan.

The City of Hawthorne is home to a variety of workforce training initiatives that are instrumental in preparing residents for high-demand careers. El Camino Community College's IT-Flex and Health-Flex programs equip students with essential skills for tech and healthcare careers.

The South Bay Workforce Investment Board (SBWIB) implements several programs including career counseling, job placement, and apprenticeships in industries such as healthcare, advanced manufacturing, and logistics. Expanding these initiatives will be essential in ensuring residents can access jobs in emerging industries.

These initiatives align with the City's Consolidated Plan by enhancing employment opportunities for low- and moderate-income residents. Strengthening partnerships between local businesses, workforce agencies, and educational institutions will be essential in ensuring that training programs meet the evolving needs of employers.

Does your jurisdiction participate in a Comprehensive Economic Development Strategy (CEDS)?

The City does not currently participate in a Comprehensive Economic Development Strategy (CEDS) at the regional level.

If so, what economic development initiatives are you undertaking that may be coordinated with the Consolidated Plan? If not, describe other local/regional plans or initiatives that impact economic growth.

Hawthorne adopted a four-year Economic Development Strategic Plan on April 25, 2023. This plan focuses on revenue generating programs, community service enhancements, and modernization of city operations. These strategies closely align with the objectives of the Consolidated Plan, particularly in expanding economic opportunities in underserved neighborhoods and for low- and moderate-income households.

Discussion

Hawthorne's location at the hub of the South Bay, adjacent to LAX and near the San Pedro Harbor makes it a highly desirable location for small and large companies to call home. By leveraging strategic investments and partnerships, the City aims to address skill mismatches, improve job accessibility, and provide all industry clusters with the opportunity to grow and improve the region's competitiveness. HUD funds will play a critical role in supporting these objectives, particularly in enhancing public infrastructure and expanding affordable housing opportunities for low- and moderate-income residents.

MA-50 Needs and Market Analysis Discussion

Are there areas where households with multiple housing problems are concentrated? (include a definition of "concentration")

The City of Hawthorne faces significant housing challenges including cost burdens, overcrowding, and substandard housing conditions. To effectively identify areas of greatest need, a "concentration" of housing problems is defined as any census tract where the percentage of households experiencing housing problems exceeds the Citywide average by at least 10 percentage points. This methodology allows for consistent evaluation of disparities and ensures resources are directed to neighborhoods with disproportionate housing needs

Citywide, 58.4 percent of households experience housing problems. Using the 10 percentage point threshold, census tracts with over 68.4 percent of households experiencing these issues are considered high-need areas. Based on this, the following census tracts reflect the highest rates of housing problems:

- 602003: 71.54 percent
- 602510: 74.3 percent
- 601600: 70.52 percent
- 602103: 68.71 percent
- 602511: 71.13 percent
- 601700: 77.7 percent
- 602505: 71.95 percent
- 603706: 83.72 percent

These neighborhoods exhibit the most acute housing challenges and will require targeted intervention through housing development, rehabilitation, and rental assistance programs.

Are there any areas in the jurisdiction where racial or ethnic minorities or low-income families are concentrated? (include a definition of "concentration")

HUD defines Racially or Ethnically Concentrated Areas of Poverty (R/ECAP) as census tracts with a majority non-White population (greater than 50 percent) and a poverty rate exceeding 40 percent or three times the regional average, whichever is lower. This definition helps pinpoint neighborhoods where racial or ethnic minorities face systemic economic disadvantages.

Based on this, a small portion of Hawthorne north of the 105 Freeway is classified as a R/ECAP. However, this tract primarily covers the unincorporated community of Lennox, with only 28 residential units falling under the City's jurisdiction. Within this census tract (Tract 6017) the percentage of individuals living below the poverty level is 17.5 percent, suggesting that the broader census tract influences the R/ECAP designation rather than the conditions within the City's boundaries. Therefore, the factors contributing to this

designation may be more reflective of surrounding jurisdictions rather than an internal issue for Hawthorne.

Although Hawthorne does not have significant R/ECAPs, several census tracts exhibit high concentrations of low-income households and racial and ethnic groups. These neighborhoods often face overlapping challenges related to housing affordability, access to quality education, and economic mobility.

What are the characteristics of the market in these areas/neighborhoods?

Neighborhoods with concentrated housing problems, racial or ethnic minorities, and low-income households often share a range of socioeconomic and structural challenges. These areas are frequently characterized by older, substandard housing stock, overcrowding, and high rates of housing cost burdens. The convergence of these issues directly impacts residents' health, safety, and quality of life.

Economic opportunities in these areas also tend to be limited. Many residents work in lower-wage industries such as hospitality, retail, or service, where opportunities for upward mobility are constrained. Additionally, residents in these neighborhoods often face barriers to accessing jobs in higher-paying sectors due to educational attainment gaps, language barriers, and inadequate transportation infrastructure.

Schools in these areas are frequently underfunded, contributing to lower educational outcomes and perpetuating cycles of poverty. Access to essential services such as healthcare, childcare, grocery stores, and recreational facilities is often insufficient, further straining residents' financial and emotional well-being.

Are there any community assets in these areas/neighborhoods?

Despite these challenges, neighborhoods with concentrated housing problems and racial or ethnic minorities possess valuable community assets that can serve as building blocks for revitalization. The City of Hawthorne has unique features that can be leveraged to improve quality of life and economic opportunities for residents.

For example, Hawthorne's manufacturing base provides opportunities for workforce development programs tailored to high-demand skills in advanced manufacturing, technology, and logistics. Similarly, City's proximity to LAX, the Port of Los Angeles, SpaceX, and other aerospace companies presents opportunities to establish workforce training programs that prepare residents for high-paying in-demand jobs in emerging sectors.

More specifically, access to opportunities improves from east to west in Hawthorne with areas on the west side of the City having better economic, education, and job proximity scores than areas on the east side. Relative to the region, Hawthorne is in an area of

transition with neighboring cities on the east having less access to opportunities and neighboring cities on the west having greater access.

Economic Opportunity

There is a correlation between economic opportunity and residential density in Hawthorne whereby the census tracts dominated by single-family residential neighborhoods show the highest economic scores and as density increases, economic scores appear to decrease. Single-family neighborhoods tend to have a higher incidence of homeownership, which of course is a wealth generator.

Education

Educational opportunity noticeably improves from east to west in Hawthorne, which is correlated with overall opportunity scores. The pattern is also a function of the types of development currently existing in the City, with residential development more dominant on the west side of Hawthorne and commercial/industrial more dominant on the east side. This of course has affected the distribution of the population over time, i.e. fewer people, and therefore a smaller cross-section, live in the commercial/industrial dominated census tracts on the east.

Transportation and Employment

Access to transportation, and in turn employment opportunities, improves from east to west in Hawthorne. In part, this is a function of proximity to the employment centers west of the City (e.g., El Segundo, Manhattan Beach).

Are there other strategic opportunities in any of these areas?

Addressing the overlapping challenges faced by these communities requires a comprehensive approach that combines investments in housing, infrastructure, and public services. By aligning HUD funding with targeted revitalization efforts, the City can improve housing stability, enhance economic mobility, and foster long-term neighborhood sustainability.

MA-60 Broadband Needs

Describe the need for broadband wiring and connections for households, including low- and moderate-income households and neighborhoods.

Access to reliable high-speed internet is a critical component of modern life, enabling residents to pursue education, secure employment, access telehealth services, and engage in civic life. In the City of Hawthorne, while most residents have access to broadband through fixed and mobile technologies, significant disparities persist, particularly for low- and moderate-income households and neighborhoods.

According to the Federal Communications Commission (FCC) National Broadband Map, the City is classified as having universal coverage, with speeds meeting or exceeding the FCC's benchmark of 25 megabits per second (Mbps) download and 3 Mbps upload speeds, or 25/3 Mbps. However, this measure does not capture the variability in service reliability and performance across different neighborhoods. In many low- and moderate-income areas, outdated infrastructure delivers lower speeds and higher latency compared to fiber optic or cable broadband options available in higher-income neighborhoods.

Affordability remains a critical barrier. From 2021 through February of 2024, the FCC's Affordable Connectivity Program (ACP) provided low-income households with up to $50 per month to offset internet costs. As of December 2023, over 19,727 households in Hawthorne participated in the program, demonstrating significant demand for affordable internet options. The program's discontinuation leaves a significant gap, emphasizing the need for financial assistance programs to maintain connectivity for vulnerable populations.

The City complies with HUD's "Narrowing the Digital Divide" rule (81 FR 92626), which requires that broadband infrastructure be incorporated into all new construction and substantial rehabilitation of HUD-financed multi-family housing. This policy ensures that residents of HUD-assisted properties have access to adequate broadband services at the minimum threshold of 25/3 Mbps.

Describe the need for increased competition by having more than one broadband Internet service provider serve the jurisdiction.

The City is serviced by at multiple Internet Service Providers (ISP), including Earthlink Fiber, Viasat, HughesNet, XNET WiFi, and Starlink for fixed broadband, and AT&T, T-Mobile, and Verizon for mobile broadband services.

In areas with few ISPs, residents often face higher prices, slower speeds, and inconsistent service quality. This particularly impacts low-income neighborhoods, where providers are less likely to invest in high quality infrastructure due to perceived lower profitability. Encouraging entry of additional ISPs and increasing competition is vital to fostering a more comprehensive broadband market, as it drives improvements in service quality and affordability.

MA-65 Hazard Mitigation

Describe the jurisdiction's increased natural hazard risks associated with climate change.

The City of Hawthorne is increasingly vulnerable to a range of natural hazards intensified by climate change. The 2019 Local Hazard Mitigation Plan (LHMP) identifies wildfires, droughts and water shortages, earthquakes, and extreme weather events such as heatwaves and flooding as the most significant threats to public safety, infrastructure, and housing stability. These hazards are not only becoming more frequent but are also increasing in severity, emphasizing the need for proactive mitigation strategies.

While Hawthorne is an urbanized community, it remains vulnerable to wildfires, particularly due to its proximity to wildfire-prone areas and the risk of urban fire spread. Climate change is increasing the frequency and intensity of wildfires across California, fueled by rising temperatures, prolonged droughts, and changes in vegetation patterns. Fire risk is further exacerbated by aging electrical infrastructure which has been linked to wildfire ignition across the State. For low- and moderate-income households, the recovery process is especially challenging as many lack insurance coverage or the financial resources necessary to rebuild or repair their homes.

Erratic precipitation patterns and reduced snowpack levels in the Sierra Nevada have led to persistent drought conditions, jeopardizing water availability across the City. Reservoir levels are projected to decline further, threatening residential water access and municipal supply systems. The impacts of drought disproportionately affect low-income communities and rural areas, where higher water bills and restricted access to clean water exacerbate existing economic vulnerabilities. Without proactive measures, the risk of desertification and water insecurity will continue to grow.

The frequency and intensity of heatwaves are projected to increase due to climate change. The City's urban landscape and high levels of impervious surfaces contribute to the urban heat island effect, where temperatures in developed areas are significantly higher. Vulnerable populations such as seniors, individuals with disabilities, and low-income households face increased risks of heat-related illnesses due to limited access to air conditioning, inadequate colling infrastructure, and higher energy costs.

Describe the vulnerability of housing occupied by low- and moderate-income households to these risks.

Low- and moderate-income households are disproportionately affected by these hazards due to their limited financial capacity. Many of these households reside in poorly maintained homes that lack essential features such as modern insulation, fire-resistant materials, seismic retrofitting, or flood-proof construction. Moreover, these residents often live in multi-family rental housing which is more likely to be affected by heat stress, water shortages, and seismic risks.

Strategic Plan

SP-05 Overview

Overview

The Strategic Plan is a guide for the City of Hawthorne to establish its housing and community development priorities, strategies, and objectives for the investment of CDBG and HOME funds over the next five years, beginning July 1, 2025 and ending June 30, 2030.

The priority needs and goals established in this Strategic Plan (Plan) are informed by community input, including the Resident Survey, and an analysis of housing and community development data elements required by HUD in the online Consolidated Plan system (the eCon Planning Suite). Based on this assessment, the City has identified the following seven priority needs:

- Expand public services for low- and moderate-income residents
- Improve public facilities and infrastructure
- Address material barriers to accessibility
- Preserve the supply of affordable housing
- Increase the supply of affordable housing
- Ensure equal access to housing opportunities
- Promote economic opportunities

Consistent with HUD's national goals for the CDBG and HOME programs to provide decent housing opportunities, maintain a suitable living environment, and expand economic opportunities for low- and moderate-income residents, the priority needs listed above will be addressed over the next five years through the implementation of CDBG and HOME funded activities aligned with the following six measurable Strategic Plan goals:

- Public Services
- Public Facilities and Infrastructure Improvements
- Affordable Housing Preservation
- Affordable Housing Development
- Fair Housing Services
- Economic Development Opportunities
- Planning and Administration

SP-10 Geographic Priorities

Geographic Area

	Target Area
1	Citywide

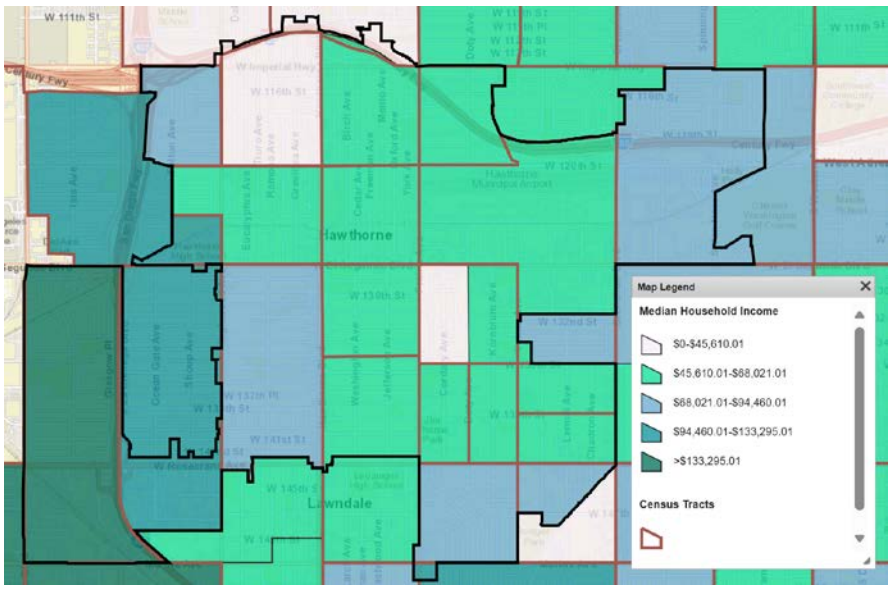
Table 52 - Geographic Priority Areas

General Allocation Priorities

Hawthorne has a diverse population and evolving community needs. As outlined in the Needs Assessment, the median household income in Hawthorne is $57,849. However, HUD's Community Planning and Development (CPD) mapping system reveals that two Census Tracts within the City have a median household income of $45,610 or less. These lower-income Census Tracts are in the northwestern and east central part of the City. Given these findings, the City has developed an allocation strategy that balances citywide investments with targeted neighborhood restoration initiatives.

During the Consolidated Plan cycle, CDBG and HOME funding will be principally directed toward activities that serve low- and moderate-income residents citywide. While Hawthorne remains committed to ensuring all qualifying residents have access to these resources, it will also consider funding neighborhood-specific projects in areas where at least 51 percent of residents are low- and moderate-income.

Hawthorne's funding strategy is designed to be both flexible and intentional. While the City recognizes the broad, citywide need for CDBG and HOME investments, it also acknowledges that certain neighborhoods face more severe housing and community development challenges than others. The City's approach balances citywide resource allocation with targeted revitalization efforts to achieve the greatest possible impact.



Map 4 - Median Household Income

SP-25 Priority Needs

Priority Needs Summary

1	**Priority Need Name**	**Expand public services for low- and moderate-income residents**
	Priority Level	High
	Population	**Income Level:** Extremely Low, Low, and Moderate **Family Types:** Families with Children, Elderly, and Public Housing Residents **Non-Homeless Special Needs:** Elderly, Frail Elderly, Persons with Disabilities, and Survivors of Domestic Violence **Homeless:** Chronic Homelessness, Individuals, Families with Children, Mentally Ill, Chronic Substance Abuse, Veterans, Persons with HIV/AIDS, Survivors of Domestic Violence, and Unaccompanied Youth
	Geographic Areas Affected	Citywide / CDBG Eligible Areas
	Associated Goals	Public Services
	Description	Hawthorne is home to 18,630 low- and moderate-income households, representing 66 percent of all households in the City. Additionally, 16 percent of the City's population (13,464 residents) live below the federal poverty level, emphasizing the need for high quality public services that enhance quality of life and economic stability. Many vulnerable residents, including seniors, individuals with disabilities, survivors of domestic violence, and those experiencing homelessness, lack the resources and support necessary to maintain stable housing and achieve financial independence.
	Basis for Relative Priority	Feedback from resident surveys and stakeholder consultations consistently identified expanding public services as a top priority. Addressing these service gaps will provide critical support for low- and moderate-income households, residents living in poverty, and individuals experiencing homelessness.
2	**Priority Need Name**	**Improve public facilities and infrastructure**
	Priority Level	High
	Population	Non-Housing Community Development
	Geographic Areas Affected	CDBG Eligible Areas
	Associated Goals	Public Facilities and Infrastructure Improvements
	Description	The City's Capital Improvement Plan (CIP) highlights the need for improved public facilities and infrastructure. Many low-income neighborhoods have deteriorated roads, outdated utilities, and inadequate public spaces. Investments in community centers, parks, and senior facilities alongside improvements to sidewalks, streets, draining, and utility systems will enhance

		walkability, accessibility, and resilience to environmental hazards in underserved areas. Priority will be given to projects that primarily benefit low- and moderate-income residents, address the needs of homeless and special needs populations, or require critical renovations to continue servicing the community effectively.
	Basis for Relative Priority	The need for public facility and infrastructure improvements is informed by the results of the resident survey, input received during the community meetings, and the City's ongoing assessment of critical community facilities.
3	**Priority Need Name**	**Address material barriers to accessibility**
	Priority Level	High
	Population	**Non-Homeless Special Needs:** Elderly, Frail Elderly, and Persons with Disabilities
	Geographic Areas Affected	Citywide
	Associated Goals	Public Facilities and Infrastructure Improvements
	Description	Many public buildings, sidewalks, and parks lack necessary accessibility features, making it difficult for seniors and people with disabilities to navigate the community. The Needs Assessment highlights that 7,914 individuals in Hawthorne have a disability, and 2,517 elderly households face accessibility challenges. Installing accessibility features such as ramps, widened doorways, and sensory aids will help residents live independently and participate fully in civic life.
	Basis for Relative Priority	Addressing barriers to accessibility is rated as a high priority need for the City to ensure residents can age in place and access essential services.
4	**Priority Need Name**	**Preserve the supply of affordable housing**
	Priority Level	High
	Population	**Income Level:** Extremely Low, Low, and Moderate
	Geographic Areas Affected	Citywide
	Associated Goals	Affordable Housing Preservation
	Description	The age and condition of the City's housing stock is an important indicator of potential rehabilitation needs. As of 2020, approximately 36 percent of owner-occupied units exhibit at least one housing condition that requires attention, such as lacking complete kitchen or plumbing facilities, overcrowding, or cost burden. Compounding these challenges, over three quarters (78 percent) of the homeowner housing stock was built before 1980, increasing the likelihood of

		structural deficiencies, outdated electrical and plumbing systems, and lead-based paint hazards. Moreover, the Needs Assessment revealed widespread housing cost burdens affecting 12,459 low- and moderate-income households, with the greatest challenge faced by 4,284 households that are severely cost burdened. Many low- and moderate-income households often lack the financial resources to address these deficiencies, leading to declining property conditions and potential displacement. The condition and aging nature of the housing stock emphasizes the critical need for rehabilitation programs that support homeowners in addressing deficiencies.
	Basis for Relative Priority	The aging condition of Hawthorne's housing stock presents both a challenge and an opportunity. Rehabilitation of existing housing is a cost-effective way to extend the lifespan of properties that are already affordable to low- and moderate-income homeowners, reduce health hazards, and improve residents' quality of life. Housing preservation is rated as a high priority based on the demand for service reported by the City's Housing Department.
5	**Priority Need Name**	**Increase the supply of affordable housing**
	Priority Level	High
	Population	**Income Level:** Extremely Low, Low, and Moderate **Family Types:** Large families, Families with Children, Elderly, and Public Housing Residents **Non-Homeless Special Needs:** Elderly and Persons with Disabilities
	Geographic Areas Affected	Citywide
	Associated Goals	Affordable Housing Development
	Description	Hawthorne's housing market is characterized by limited inventory, rising demand, and increasing construction costs, all of which contribute to affordability challenges. From 2010 to 2020, median home values increased by 49 percent, from $404,900 to $602,100. To afford a home at this price point without experiencing cost burdens, a household would need an annual income of at least $165,000, assuming a 20 percent down payment of $120,420. This income threshold far exceeds what most Hawthorne residents earn, effectively locking them out of homeownership and increasing long-term reliance on rental housing. As home prices continue to rise, the opportunity to build generational wealth through homeownership diminishes, particularly for low- and moderate-income households, young families, and first-time homebuyers. Additionally, the shortage of small, affordable units makes it difficult for single-person households, small families, and seniors to find suitable homes. At the same time, large families struggle with overcrowding due to a lack of spacious

		housing options, and individuals with disabilities face barriers to securing homes with accessibility features. Addressing these challenges requires a comprehensive approach that includes expanding the diversity of housing types, increasing the supply of affordable units, and ensuring that new developments meet the needs of a broad range of residents.
	Basis for Relative Priority	Feedback from residents and stakeholders consistently identifies the need for more affordable housing options. Developing affordable housing is a high priority to meet the growing demand.
6	**Priority Need Name**	**Ensure equal access to housing opportunities**
	Priority Level	High
	Population	**Income Level:** Extremely Low, Low, and Moderate **Family Types:** Large families, Families with Children, Elderly, and Public Housing Residents **Homeless:** Rural, Chronic Homelessness, Individuals, Families with Children, Mentally Ill, Chronic Substance Abuse, Veterans, Persons with HIV/AIDS, Survivors of Domestic Violence, and Unaccompanied Youth **Non-Homeless Special Needs:** Elderly, Frail Elderly, Persons with Disabilities, Persons with Substance Use Disorders, and Survivors of Domestic Violence
	Geographic Areas Affected	Citywide
	Associated Goals	Fair Housing Services
	Description	The City of Hawthorne is committed to affirmatively furthering fair housing by ensuring equal access to housing opportunities. This includes providing counseling on fair housing rights, monitoring for discriminatory practices, and advocating on behalf of residents seeking reasonable accommodations.
	Basis for Relative Priority	Ensuring equal access to housing is a federal requirement and a high priority for Hawthorne. The City will certify compliance with HUD's fair housing requirements in each Annual Action Plan.
7	**Priority Need Name**	**Promote economic opportunities**
	Priority Level	High
	Population	**Income Level:** Extremely Low, Low, and Moderate
	Geographic Areas Affected	Citywide; Slum and Blight Target Areas
	Associated Goals	Economic Development Opportunities
	Description	Hawthorne's commercial corridors include a significant number of aging storefronts and commercial properties that exhibit signs of deterioration, outdated building facades, and deferred maintenance. These conditions can

		negatively affect the visual quality and economic vitality of the City's business districts, discouraging investment and reducing the ability of small businesses to attract customers. At the same time, many of Hawthorne's commercial corridors serve neighborhoods with a high concentration of low- and moderate-income residents who rely on these businesses for employment opportunities, goods, and services. To address these challenges, the City intends to utilize CDBG funds to implement programs that support façade and exterior improvements to commercial properties, particularly within areas where conditions of deterioration or blight have been identified. Improvements may include rehabilitation of storefront facades, exterior repairs, accessibility upgrades, and other enhancements that improve the appearance, safety, and functionality of commercial buildings. These investments are intended to eliminate visible signs of blight, improve the overall attractiveness of commercial corridors, and encourage private reinvestment. By strengthening the physical condition and marketability of existing businesses, the City seeks to support economic activity, enhance neighborhood-serving retail areas, and create an environment that attracts customers and promotes long-term economic opportunities for residents.
	Basis for Relative Priority	Commercial façade improvements were identified as a high priority based on feedback from the local business community and the City's interest in strengthening neighborhood commercial districts beyond the downtown core. By addressing conditions that contribute to blight and enhancing the physical environment of commercial corridors, the City can leverage CDBG resources to support local economic development, improve access to goods and services, and create a more vibrant commercial environment that benefits low- and moderate-income residents.

Table 53 – Priority Needs Summary

SP-30 Influence of Market Conditions

Influence of Market Conditions

Affordable Housing Type	Market Characteristics that will Influence the Use of Funds Available for Housing Type
Tenant-Based Rental Assistance (TBRA)	The City of Hawthorne will use its HOME funds to focus on housing preservation activities as well as increasing the supply of affordable housing units with long-term affordability covenants. Given the limited funding available, the City does not plan to utilize HOME funds for TBRA. However, homeless prevention rental assistance and emergency subsistence payments shall be provided with CDBG funds.
TBRA for Non-Homeless Special Needs	Hawthorne will use its HOME funds to focus on increasing the supply of affordable housing units with long-term affordability covenants, as well as for housing preservation activities. To address special needs populations such as seniors, disabled residents, persons with substance use disorders, and survivors of domestic violence, the City will encourage affordable housing developers to examine the feasibility of setting aside units or partnering with service providers to address non-homeless special needs as a component of affordable housing.
New Unit Production	As home values continue to rise faster than income levels, housing affordability challenges are projected to persist. Due to the high cost of housing, the City plans to invest HOME funds to support the production of new affordable housing to address the increasing shortage of units for low- and moderate-income households. The Needs Assessment and Market Analysis confirm that housing production in Hawthorne has failed to keep pace, creating affordability challenges and driving up prices. To address these concerns, investments will focus on a blend of infill development and new construction aimed at expanding the diversity of housing types, increasing the overall supply of affordable units, and ensuring new developments align with the evolving housing needs of residents.
Rehabilitation	Hawthorne will use HOME funds to rehabilitate existing affordable housing to ensure that aging properties occupied by low- and moderate-income households remain safe and habitable. These needs are particularly acute for low- and moderate-income households who often lack the financial means to repair and improve their homes. Preservation of the physical and functional integrity of existing housing stock provides a cost-effective way to retain housing units that are already affordable to low- and moderate-income households. Through housing rehabilitation programs, the City can prevent further deterioration, extend the lifespan of properties, and enhance the quality of life for residents.

Acquisition, including Preservation	The City will support Community Based Development Organizations (CBDOs) and Community Housing Development Organizations (CHDOs) in acquiring and rehabilitating existing properties to preserve its affordable housing stock. Rising property values and increased investor interest have heightened the risk of affordable units converting to market-rate housing, reducing options for low- and moderate-income residents. By leveraging CDBG and HOME funds for strategic acquisitions and preservation, the City aims to retain long-term affordability, stabilize vulnerable neighborhoods, prevent displacement of existing residents, and ensure that affordable housing stock remains accessible to lower-income households.

Table 54 – Influence of Market Conditions

SP-35 Anticipated Resources

Introduction

During the five-year period of the Consolidated Plan, the City of Hawthorne anticipates investing approximately $10.5 million of CDBG and HOME funds to achieve the goals outlined in this Strategic Plan. It is important to note that the City's annual allocation of CDBG and HOME funds are subject to change based on federal budget appropriations and shifts in demographic data used in HUD's funding formulas.

For the 2025-2026 program year, the City anticipates receiving approximately $1,149,498 in CDBG funds and $492,254.25 in HOME funds. When combined with program income and available prior year resources, the 2025-2026 Action Plan will allocate a total of $1,349,498 in CDBG funds and $2,360,062.64 in HOME funds to support the following eligible activities to be implemented from July 1, 2025 through June 30, 2026.

Anticipated Resources

Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of Con Plan: $	Narrative Description
		Annual Allocation: $	Program Income: $	Prior Year Resources: $	Total: $		
CDBG	Admin and Planning Economic Development Housing Public Improvements Public Services	$1,149,498.00	$0.00	$200,000.00	$1,349,498.00	$4,597,992.00	The expected amount available for the remainder of the Consolidated Plan period assumes level funding in future years.
HOME	Acquisition Homeowner Rehab Multifamily Rental Rehab New Construction for Ownership	$492,254.25	$0.00	$1,867,808.39	$2,360,062.64	$1,969,017.00	The expected amount available for the remainder of the Consolidated Plan period assumes level funding in future years.
Section 108	Public Improvements	$5,889,000.00	$0.00	$0.00	$5,889,000.00	$0.00	The expected amount available for the remainder of the Consolidated Plan assumes one-time use and availability.

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied.

As a City with substantial housing and community development needs, Hawthorne understands that it may be advantageous for the City to use CDBG and HOME funds to leverage appropriate federal, state, local, and private resources, including but not limited to those listed below:

Federal Resources

- Continuum of Care (CoC) Program
- HUD Veterans Affairs Supportive Housing (HUD-VASH)
- Supportive Housing for the Elderly (Section 202)
- Supportive Housing for Persons with Disabilities (Section 811)
- Housing Opportunities for Persons with AIDS (HOPWA)
- YouthBuild
- Federal Low-Income Housing Tax Credit (LIHTC) Program
- HUD Community Project Funding (CPF)
- HUD Section 108 Loan Guarantee

State Resources

- State Low-Income Housing Tax Credit Program
- Building Equity and Growth in Neighborhoods Program (BEGIN)
- Permanent Local Housing Allocation (PLHA)
- CalHome Program
- Multifamily Housing Program (MHP)
- CalHFA Single and Multi-Family Program
- Mental Health Service Act (MHSA) Funding
- Justice Assistance Grant (JAG) Program
- Homeless Emergency Aid Program (HEAP)
- Project Roomkey

Local Resources

- Los Angeles County Development Agency (LACDA)
- Los Angeles Homeless Services Authority (LAHSA)
- Southern California Home Financing Authority (SCHFA)
- General fund

Private Resources

- Federal Home Loan Bank Affordable Housing Program (AHP)
- Community Reinvestment Act Programs
- United Way
- Private Contributions

HOME Match Requirements

Under federal HOME regulations, the City of Hawthorne must contribute a 25 percent local match to HOME-funded projects. However, HUD allows match reductions for local jurisdictions that meet one of the distress criteria.

For Fiscal Year 2023, Hawthorne was identified as fiscally distressed and received a 50 percent reduction in match requirements, thereby lowering the required match to 12.5 percent of HOME funds expended. While match reductions are recalculated annually, the City anticipates this match reduction status will continue through the Consolidated Plan period. The City will meet its HOME match requirement with other non-federal resources.

If appropriate, describe publicly owned land or property located within the jurisdiction that may be used to address the needs identified in the plan.

As of the preparation of this Consolidated Plan, there is currently no publicly owned land or property that may be used to address the needs identified in this plan. Since Hawthorne is predominantly built out, there is nominal vacant land remaining to accommodate new development. As such, the City will explore opportunities to acquire nonvacant sites with CDBG, HOME, and other funding sources that are suitable for redevelopment that can be appropriately scaled to meet the needs identified.

Discussion

Hawthorne anticipates investing approximately $10.5 million in CDBG and HOME funds during the Consolidated Plan period to enhance public services, expand and preserve the supply of affordable housing, and improve public facilities and infrastructure. These funds will be strategically leveraged with federal, state, local, and private resources to maximize the impact of these initiatives.

SP-40 Institutional Delivery Structure

Explain the institutional structure through which the jurisdiction will carry out its consolidated plan including private industry, non-profit organizations, and public institutions.

The City of Hawthorne will carry out its Consolidated Plan through a well-coordinated institutional delivery system that includes public institutions, nonprofit organizations, and private entities. This system is structured to ensure the effective use of HUD funds to address the high priority needs of low- and moderate-income residents.

Responsible Entity	Responsible Entity Type	Role	Geographic Area Served
City of Hawthorne	Government	Affordable housing Homelessness Non-homeless special needs Community development Planning	Jurisdiction
Los Angeles County Development Authority (LACDA)	PHA	Public housing Affordable housing	Region
Los Angeles Homeless Services Authority (LAHSA)	CoC	Homelessness	Region
Fair Housing Foundation	Non-profit organization	Affordable housing	Jurisdiction
Catholic Charities of Los Angeles	Non-profit organization	Public services	Jurisdiction
Family Promise of the South Bay	Non-profit organization	Homelessness	Jurisdiction
New Star Family Center	Non-profit organization	Non-homeless special needs	Jurisdiction
South Bay Workforce Investment Board	Non-profit organization	Public services	Jurisdiction
The Richstone Family Center	Non-profit organization	Non-homeless special needs	Jurisdiction

Table 55 – Institutional Delivery Structure

Assess of Strengths and Gaps in the Institutional Delivery System

Hawthorne's institutional delivery system is highly collaborative, well-structured, and equipped with experienced public and private sector partners. One of the key strengths of the system is the diverse network of service providers capable of leveraging CDBG and HOME funds to address affordable housing, public service, and community development needs. The Los Angeles County Development Authority (LACDA) and nonprofit partners ensure that residents have access to rental assistance, homeownership opportunities, and supportive housing programs. The Housing Department coordinates resources to assist

homeless individuals and families, while various City departments work together to implement public facility and infrastructure improvement projects.

Despite these strengths, gaps remain in the delivery system. The most significant challenge is the limited availability of financial resources. Federal funding allocations for CDBG and HOME are insufficient to fully address local housing and community development needs.

Availability of services targeted to homeless persons and persons with HIV and mainstream services.

Homelessness Prevention Services	Available in the Community	Targeted to Homeless	Targeted to People with HIV
Homelessness Prevention Services			
Counseling/Advocacy	X	X	
Legal Assistance	X	X	
Mortgage Assistance	X		
Rental Assistance	X	X	
Utilities Assistance	X	X	
Street Outreach Services			
Law Enforcement	X		
Mobile Clinics	X	X	
Other Street Outreach Services	X	X	
Supportive Services			
Alcohol & Drug Abuse	X	X	
Child Care	X		
Education	X		
Employment and Employment Training	X	X	
Healthcare	X	X	
HIV/AIDS			
Life Skills	X		
Mental Health Counseling	X	X	
Transportation	X		

Table 56 – Homeless Prevention Services Summary

Describe how the service delivery system including, but not limited to, the services listed above meet the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth)

The City of Hawthorne works closely with local nonprofits and regional service providers to ensure that homeless individuals, families, and persons with HIV/AIDS have access to housing assistance, supportive services, and case management. Homelessness prevention services such as rental assistance are available and target both homeless individuals and those at risk of homelessness.

However, there are gaps in services, particularly in street outreach and emergency housing. While nonprofits conduct outreach to connect unsheltered individuals with available resources, there is a lack of healthcare services targeted to individuals with HIV/AIDS, and few on-demand emergency shelter options for families and unaccompanied youth.

To improve service delivery, the City will continue working with its partners to expand housing-first programs, increase emergency shelter capacity, and strengthen outreach initiatives to connect individuals with available support services.

Describe the strengths and gaps of the service delivery system for special needs population and persons experiencing homelessness

Hawthorne's institutional delivery system effectively supports homeless individuals, special needs populations, and low-income residents through a network of service providers offering case management, housing assistance, and supportive services. The City prioritizes programs that address the needs of chronically homeless individuals, families with children, veterans, and unaccompanied youth.

Service providers conduct direct outreach to homeless populations to ensure they are connected to housing programs and mainstream benefits. In partnership with the County, the City funds rental assistance programs for those most at risk of homelessness.

One of the most pressing challenges is the lack of emergency and transitional housing options. The existing shelter system does not have enough capacity to serve all individuals in need, particularly families with children and unaccompanied youth. Limited funding for public services also restricts the City's ability to expand supportive housing programs and case management services. To address these gaps, the City is seeking additional funding sources, strengthening partnerships, and exploring innovative housing solutions.

Provide a summary of the strategy for overcoming gaps in the institutional structure and service delivery system for carrying out a strategy to address priority needs

To enhance the effectiveness of the institutional delivery system and address service gaps, the City will pursue strategies to better meet the needs of residents. Through leveraged investments and strategic partnerships, the City aims to enhance housing stability, service accessibility, and overall quality of life for its most vulnerable residents. By continuously evaluating and adapting its strategies, Hawthorne will work toward building a more effective and well-funded system.

SP-45 Goals Summary

Goals Summary Information

	Goal Name	Start Year	End Year	Category	Needs Addressed	Funding	Goal Outcome Indicator
1	Public Services	2025	2030	Non-Housing Community Development	Expand public services for LMI residents	CDBG: $862,120.00	Public service activities other than Low/Mod Income Housing Benefit: 1,525 Persons Assisted
2	Public Facilities & Infrastructure Improvements	2025	2030	Non-Housing Community Development	Improve public facilities and infrastructure Address material barriers to accessibility	CDBG: $3,000,000 S 108: $5,889,000.00	Public facility or infrastructure activities other than Low/Mod Income Housing Benefit: 125,000 Persons Assisted Repayment of Section 108 Loan - Other: 5
3	Affordable Housing Preservation	2025	2030	Affordable Housing	Preserve the supply of affordable housing	HOME: $1,800,000.00	Homeowner housing rehabilitated: 50 Households / Housing Units
4	Affordable Housing Development	2025	2030	Affordable Housing	Increase the supply of affordable housing	HOME: $2,282,954.64	Construction or Acquisition/Rehabilitation of New Owner-Occupied Units: 2 Households / Housing Units Construction or Rehabilitation of Rental Units: 2 Households / Housing Units
5	Fair Housing Services	2025	2030	Affordable Housing	Ensure equal access to housing opportunities	CDBG: $150,000.00	Other: 1,250 Persons Assisted
6	Planning & Administration	2025	2030	All	All	CDBG: $999,495.00	Other: 5

						HOME: $246,125.00	Other: 5
7	Economic Development Opportunities	2025	2030	Economic Development	Promote economic opportunities	CDBG: $935,875.00	Businesses Assisted: 4

Goal Descriptions

1	Goal Name	Public services
	Goal Description	Provide low- and moderate- income residents with a range of public services necessary to prevent homelessness and ameliorate the effects of poverty.
2	Goal Name	Public facilities and infrastructure improvements
	Goal Description	Improve public facilities and infrastructure to benefit residents of predominantly low- and moderate-income areas or those presumed under HUD regulations to be low- and moderate-income such as elderly and disabled adults. Where it is possible, improvements will remove material and architectural barriers to accessibility. This also includes repayment of Section 108 Loan.
3	Goal Name	Affordable housing preservation
	Goal Description	Preserve the quality of existing owner-occupied housing units through rehabilitation including lead-based paint education, inspection, testing and abatement. Where appropriate, energy efficiency improvements and conservation measures will be implemented to increase sustainability and reduce monthly household utility costs to promote long-term affordability.
4	Goal Name	Affordable housing development
	Goal Description	Increase the supply of affordable housing and promote homeownership opportunities for low- and moderate-income individuals, families, residents with special needs, and persons experiencing homelessness.
5	Goal Name	Fair housing services
	Goal Description	Affirmatively further fair housing choice through the provision of fair housing education, counseling, anti-discrimination and landlord-tenant mediation services.
6	Goal Name	Planning and Administration
	Goal Description	Provide for the timely and compliant administration of the CDBG and HOME programs in accordance with HUD policy and federal regulations.
7	Goal Name	Economic Development Opportunities
	Goal Description	Improve the condition of Hawthorne's commercial corridors by addressing deteriorating storefronts and other visible signs of blight. Through targeted façade improvements and exterior rehabilitation activities, the City will support neighborhood-serving businesses, encourage reinvestment, and enhance economic opportunities for low- and moderate-income residents.

Estimate the number of extremely low-income, low-income, and moderate-income families to whom the jurisdiction will provide affordable housing as defined by HOME 91.315(b)(2)

Hawthorne anticipates providing affordable housing to 54 low- and moderate-income households through the following activities:

- Homeowner Housing Rehabilitation Program - $1,800,000.00 in HOME funds (50 households / housing units)
- Affordable Housing Development - $2,282,954.64 in HOME funds (4 households / housing units)

SP-50 Public Housing Accessibility and Involvement

Need to Increase the Number of Accessible Units (if Required by a Section 504 Voluntary Compliance Agreement)

Not applicable.

Activities to Increase Resident Involvements

The Hawthorne Housing Authority (HA) encourages residents involvement and actively seeks input from residents on the management and implementation of HA policies and procedures. Additionally, LACDA supports resident councils to participate in the decision making process via surveys and other forms of engagement.

LACDA currently administers the Family Self-Sufficiency (FSS) program for public housing residents and Housing Choice Voucher (HCV) program participants. The FSS program provides critical tools and supportive services to foster a resident's transition from financial and housing assistance to economic and housing self-sufficiency, most importantly homeownership. To support this effort, HHA and LACDA utilize marketing materials to outreach and further promote the program's requirements and benefits to all public housing residents. For families that are eligible to participate, a Contract of Participation (COP) is prepared to govern the terms and conditions of their participation and an Individual Training Service Plan (ITSP) is created that outlines the following: supportive services to be provided, activities to be completed by the participant, and agreed upon completion dates for the services and activities. The COP is valid for five years and may be extended to allow the family to meet their ITSP goals.

Once the COP is established and the family experiences an increase in tenant rent as a result of earned income, an escrow account in their name is established and increased earned income is deposited into this account. Escrow accounts are disbursed to the family once the family has graduated successfully from the program. Families are encouraged to utilize these funds towards educational and homeownership endeavors.

Is the public housing agency designated as troubled under 24 CFR part 902?

No.

Plan to remove the 'troubled' designation

Not applicable.

SP-55 Barriers to Affordable Housing

Barriers to Affordable Housing

A barrier to affordable housing is a public policy or regulation that constrains the development and preservation of affordable housing such as tax policy, land use controls, zoning ordinances, building codes, growth limits, environmental protection, and fees. Barriers to affordable housing are distinguished from impediments to fair housing choice in the sense that barriers are lawful and impediments to fair housing choice are usually unlawful.

Based on resident feedback, the primary barriers to affordable housing in Hawthorne are housing affordability and the lack of monetary resources necessary to develop and sustain affordable housing. The two barriers are related in the sense that demand for affordable housing exceeds the supply, and insufficient resources are available to increase the supply of affordable housing to meet demand.

For low- and moderate-income households, finding and maintaining decent affordable housing is difficult due to the high cost of housing. Based on the Needs Assessment and Market Analysis, there is a high need for housing units affordable for low- and moderate-income households. Approximately 67 percent of the City's low- and moderate-income households experience a cost burden, meaning that they pay more than 30 percent of their income for housing. Consistent with available data, responses to the Resident Survey indicate a high need for additional affordable housing in Hawthorne.

Beyond affordability, the 2021-2029 Housing Element's Assessment of Fair Housing identifies the following challenges that impact access to affordable housing in Hawthorne:

- **Land use and zoning laws:** Through its approach to accommodating the RHNA, which includes increasing density in the Mixed-Use district of the Downtown Hawthorne Specific Plan, introducing a Housing Overlay, and rezoning an area from M-1 Limited Industrial to R-3 High Density Residential, the City of Hawthorne will also address changes to zoning laws that will affirmatively further fair housing. The changes will allow for new mixed-use development at densities not previously permitted in the Specific Plan area (making affordable housing development more feasible) and allow for residential development where residential development was not previously permitted. These efforts will accommodate new growth at key locations near transportation corridors and activity centers where jobs and housing can be located close together.
- **Displacement of residents due to economic pressures:** Displacement of residents due to economic pressures is a significant contributing factor to fair housing issues in Los Angeles County, particularly in areas that have historically had concentrations of low-income Hispanic residents. While gentrification has not historically been a problem in Hawthorne, the areas perhaps most vulnerable to gentrification and

displacement in the City are disadvantaged areas located near major transit assets and activity centers.

- **Lack of access to opportunity due to high housing costs:** Lack of access to opportunity due to high housing costs is a significant contributing factor to fair housing issues in Los Angeles County and in Hawthorne. The City has High Resource areas that are densely developed with single-family dwellings and properties with two detached dwellings, which often makes redevelopment of higher density housing in these areas economically infeasible since land would need to be assembled, existing housing demolished, and residents relocated. In addition, Hawthorne's non-White residents are particularly impacted by limited access to opportunity. The City plans to accommodate new residential development throughout the community, including in mixed-use areas where jobs, housing, and goods and services can be located close together. Increasing housing affordability will make it easier for low-income households to access the types of services and amenities that further social mobility.

Strategy to Remove or Ameliorate the Barriers to Affordable Housing

To address housing affordability and the lack of monetary resources for affordable housing, this Strategic Plan calls for the investment of a significant portion of CDBG and HOME funds to preserve 50 existing housing units and develop 2 new affordable housing units affordable to low- and moderate-income households over the next five years.

Hawthorne is also committed to increasing the supply of affordable housing via other means. In recent years, the City approved a density bonus for the Rosecrans/Kornblum development which is anticipated to result in a total of 100 rental units, eight of which will be restricted for very low-income households, and 15 to be made affordable for moderate-income households. Additionally, the City has entered into a Development and Disposition Agreement (DDA) with Century Housing Corporation for the Cordary project to develop 18 Permanent Supportive Housing (PSH) units to address the needs of veterans.

Strengthening Fair Housing Protections

To address fair housing concerns, particularly regarding discrimination against individuals with disabilities, the City will:

- Increase public awareness of fair housing laws through outreach efforts, including multilingual educational materials, targeted informational campaigns, and updates to the City's website and community centers.
- Strengthen enforcement efforts by coordinating with the Fair Housing Foundation (FHF) to monitor fair housing violations, particularly in high-risk areas.
- Provide resources for landlords to ensure compliance with reasonable accommodation requirements and disability access laws.

- Additionally, the City will integrate affirmative marketing strategies to promote Housing Choice Vouchers in high-opportunity areas and encourage visit ability in new ADU construction to ensure greater accessibility.

Improving Access to Economic Opportunities

To address disparities in access to economic and educational opportunities, the City will:

- Strengthen regional collaboration for transit-oriented development, improving access to jobs and services near major transit hubs.
- Increase investment in disadvantaged communities, targeting infrastructure, public services, and recreational amenities to improve quality of life in historically underserved areas.
- Encourage workforce development through partnerships with South Bay Workforce Investment Board, local businesses, and economic development organizations to expand job training programs and employment opportunities.

Enhancing Mobility and Housing Choice

To ensure low-income residents have access to a diverse range of housing options, Hawthorne will:

- Promote Housing Choice Vouchers by providing outreach to property owners in moderate- and high-opportunity areas, encouraging them to participate in the program.
- Streamline development approvals for affordable housing projects to expedite construction and reduce regulatory barriers.
- Ensure zoning and land use policies facilitate diverse housing options across the city.

SP-60 Homeless Strategy

Introduction

Preventing and reducing homelessness is a HUD priority addressed regionally through the coordination of strategies carried out locally by government agencies, community-based organizations, and faith-based groups.

Consistent with this approach, the City continues to support the efforts of the CoC and its member organizations that address homelessness throughout the region. The City will use CDBG, HOME, and other resources to support service providers that conduct street outreach, provide rapid re-housing assistance, prevent homelessness through rental assistance, and to preserve and expand the supply of affordable housing throughout the jurisdiction.

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

Street outreach activities implemented by local service providers is a means to identify and bring forward individuals that are generally the least likely to seek out services. Street outreach plays a critical role throughout the City by connecting homeless residents with housing and support services. To more rapidly identify and assess people experiencing homelessness, the CoC adopted the national best-practice coordinated intake and assessment model to more effectively connect individuals and families experiencing homelessness or at-risk of homelessness to appropriate services and housing interventions. Through dynamic prioritization, collaborative coordination, intentional resource utilization, and regional service planning area prioritization, the Coordinated Entry System (CES) facilitates the referral process to ensure residents are directed to the appropriate CoC service provider.

Addressing the emergency and transitional housing needs of homeless persons

The CES uses a standardized assessment process to assist in determining homelessness, vulnerability, strengths, barriers, and other criteria related to eligibility for housing programs. The standardized CES assessment process is consistent across all access points including street outreach teams. Through this process, individuals and families are assessed and referred to the most appropriate resource based on the outcome of their assessment. During this Consolidated Plan cycle, the City will explore opportunities to increase capacity at emergency shelters and transitional housing programs to address these needs.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again.

In support of CoC efforts, this Strategic Plan provides for the use of CDBG funds to support activities implemented by local nonprofit organizations that provide services to help prevent and reduce homelessness, including families at risk of homelessness, veterans, survivors of domestic violence, and emancipated foster youth. The City will also leverage HOME funds to expand the supply of affordable housing, including permanent supportive housing units for chronically homeless individuals and families.

Implementation of CES over the past five years has shortened the period that individuals and families experience homelessness. The City of Hawthorne's strategic approach is to support regional efforts to prevent and reduce homelessness by focusing on affordable housing development and supporting service providers that fill vital gaps in the continuum of services necessary to keep people stably housed.

Help low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families who are likely to become homeless after being discharged from a publicly funded institution or system of care, or who are receiving assistance from public and private agencies that address housing, health, social services, employment, education or youth needs.

The strategies discussed above will help low-income individuals and families avoid becoming homeless. The CDBG program will fund public service programs aimed at preventing and reducing homelessness.

SP-65 Lead-based Paint Hazards

Actions to address LBP hazards and increase access to housing without LBP hazards

The Residential Lead Based Paint Hazard Reduction Act of 1992 (Title X) emphasizes prevention of childhood lead poisoning through housing-based approaches. This strategy requires the City to implement programs that protect children living in older housing from lead hazards.

Over two thirds of the City's housing stock (71 percent) was built before 1980, when the use of lead-based paint was outlaws, meaning that residents of these homes are at risk of lead-based paint hazards. In these units, the best way to have reasonable assurance that lead-based paint hazards are not present is to have the painted surfaces tested.

According to the City's Housing Rehabilitation Program, a typical lead-based paint screening survey costs approximately $650. To reduce lead-based paint hazards, the City takes the following actions:

- Include lead testing and abatement procedures if necessary in all residential rehabilitation activities for units built prior to January 1, 1978.
- Educate residents on the health hazards of lead-based paint through the use of brochures and encourage screening children for elevated blood-lead levels.
- Disseminate brochures about lead hazards through the City's residential rehabilitation activities.

How are the actions listed above related to the extent of lead poisoning and hazards?

Over time through testing and abatement, monitoring of public health data, and through public education, the public will have greater awareness of the hazards of lead-based paint to children. This will prompt homeowners, landlords, and parents of young children to proactively address unsafe housing conditions in pre-1978 units where children may potentially be exposed to lead-based paint hazards.

How are the actions listed above integrated into housing policies and procedures?

The City's Housing Rehabilitation Program Guidelines require the dissemination of brochures provided by the U.S. Environmental Protection Agency to all applicants as part of the transmittal of the program application. Any unit receiving assistance through the program that was built prior to January 1, 1978 is tested for lead-based paint. If lead-based paint is present, appropriate abatement procedures are implemented as part of the rehabilitation contract consistent with the requirements of 24 CFR Part 35.

SP-70 Anti-Poverty Strategy

Jurisdiction Goals, Programs and Policies for reducing the number of Poverty-Level Families

To meaningfully address this challenge, each of the goals included in the Strategic Plan is aligned to support activities that promote the availability of affordable housing and provide essential services that directly benefit low- and moderate-income residents. In the implementation of the Strategic Plan, the City will prioritize funding for activities that most effectively address these goals over the next five years. This strategy will emphasize using CDBG and HOME funds to help individuals and families rise out of poverty to long-term self-sufficiency.

The implementation of CDBG and HOME activities meeting the goals established in this Strategic Plan will help to reduce the number of poverty-level families by:

- Providing public services designed to address the needs of low- and moderate-income residents to ameliorate the effects of poverty
- Improving public facilities and infrastructure to benefit low- and moderate-income residents or those presumed under HUD regulations to be low- and moderate-income such as the elderly and disabled adults
- Supporting activities that preserve the existing housing stock and expand the supply of housing that is affordable to low- and moderate-income households

How are the Jurisdiction poverty reducing goals, programs, and policies coordinated with this affordable housing plan?

The goals of this Strategic Plan are aligned to benefit low- and moderate-income residents and to reduce the number of poverty-level families. For example, the affordable housing development goal will include activities that provide additional housing options for extremely low- and low-income households. The affordable housing preservation goal will include activities targeted at families who own their residence but lack the resources to address emergency repairs or maintain the property in compliance with City codes and standards. Addressing substandard or emergency housing conditions allows low- and moderate-income families to maintain housing stability while also guaranteeing that all economic segments of the community live in decent housing. The public services goal will include funding for activities targeted at families in poverty and other low- and moderate-income households with specific service needs. Providing this range of targeted services ensures children, families, seniors, and residents with special needs have the appropriate support and resources to thrive in Hawthorne.

SP-80 Monitoring

Describe the standards and procedures that the jurisdiction will use to monitor activities carried out in furtherance of the plan and will use to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements

To ensure that CDBG and HOME funds are used efficiently and in compliance with applicable regulations, the City provides technical assistance to all subrecipients at the beginning of each program year and monitors subrecipients throughout the program year.

Technical Assistance

To enhance compliance with federal program regulations, the City provides an annual Notice of Funding Availability (NOFA) workshop to review the Plan goals, program requirements and available resources with potential applicants. Subsequent to the approval of the Annual Action Plan, a mandatory subrecipient workshop is held to review program regulations in detail, to provide useful forms and resources for documenting compliance and to review the City's compliance procedures and requirements. Additionally, individualized technical assistance is provided on an as-needed basis throughout a program year.

Activity Monitoring

All activities are monitored, beginning with a detailed review upon receipt of an application to determine eligibility, conformance with a National Objective and conformance with a Plan goal. This review also examines the proposed use of funds, eligibility of the service area, eligibility of the intended beneficiaries and likelihood of compliance with other federal requirements such as the National Environmental Policy Act, the System for Award Management (SAM) debarment list, prevailing wage, Minority and Women Business Enterprise, Section 3 and federal acquisition and relocation regulations, as applicable.

Subrecipients are required to submit an audit and other documentation to establish their capacity, and any findings noted in the audit are reviewed with the applicant. Eligible applications are then considered for funding. Once funded, desk monitoring includes ongoing review of required quarterly performance reports. For CDBG public service activities, an on-site monitoring is conducted once every two (2) years, or more frequently as needed to ensure compliance. These reviews include both a fiscal and programmatic review of the subrecipient's activities. The reviews determine if the subrecipient is complying with the program regulations and City contract. Areas routinely reviewed include overall administration, financial systems, appropriateness of program expenditures, program delivery, client eligibility determination and documentation, reporting systems, and achievement toward achieving contractual goals. Following the monitoring visit, a written report is provided delineating the results of the review and any findings of non-compliance and the required corrective action. Subrecipients normally

have 30 days to provide the City with corrective actions taken to address any noted findings. Individualized technical assistance is provided, as noted above, as soon as compliance concerns are identified. For CDBG capital projects, monitoring also includes compliance with regulatory agreement requirements. For HOME funded activities, annual monitoring is undertaken to ensure that for renter occupied units, household income, rents and utility allowances are in compliance with applicable limits pursuant to the affordability covenant. For ownership units, annual monitoring of occupancy is conducted throughout the affordability period.

Action Plan

AP-15 Expected Resources

Introduction

The projects and activities included in the 2025-2026 Action Plan are based on resources that are reasonably anticipated to be available to the City from July 1, 2025, through June 30, 2026. The actual resources available to support activities during the implementation of the remainder of the 2025-2029 Consolidated Plan may vary significantly due to factors outside of the City's control. For example, HUD formula grant allocations are subject to change each year based on several factors such as the amount of the national appropriation, changes in ACS population data applied to the CPD grant formulas, statutory changes to the grant programs, the addition or removal of entitlements receiving a particular grant, and the availability of reallocated funds.

For the 2025-2026 program year, the City anticipates receiving approximately $1,149,498 in CDBG funds and $492,254.25 in HOME funds. When combined with program income and available prior year resources, the 2025-2026 Action Plan will allocate a total of $1,349,498 in CDBG funds and $2,360,062.64 in HOME funds to support the following eligible activities to be implemented from July 1, 2025 through June 30, 2026.

Anticipated Resources

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan: $	Narrative Description
			Annual Allocation: $	Program Income: $	Prior Year Resources: $	Total: $		
CDBG	Public – federal	Admin and Planning Housing Public Improvements Public Services	$1,149,498.00	$0.00	$200,000.00	$1,349,498.00	$4,597,992.00	The expected amount available for the remainder of the Consolidated Plan period assumes level funding in future years.
HOME	Public – federal	Acquisition Homeowner Rehab New Construction for Ownership	$492,254.25	$0.00	$1,867,808.39	$2,360,062.64	$1,969,017.00	The expected amount available for the remainder of the Consolidated Plan period assumes level funding in future years.
Section 108	Public – federal	Public Improvements	$5,889,000.00	$0.00	$0.00	$5,889,000.00	$0.00	The expected amount available for the remainder of the Consolidated Plan assumes one-time use and availability.

Table 57 - Expected Resources – Priority Table

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

As a jurisdiction with substantial housing and community development needs, Hawthorne needs to leverage its CDBG and HOME entitlement grants with a variety of funding resources in order to maximize the effectiveness of available funds.

Federal Resources

- Continuum of Care (CoC) Program
- HUD Veterans Affairs Supportive Housing (HUD-VASH)
- Supportive Housing for the Elderly (Section 202)
- Supportive Housing for Persons with Disabilities (Section 811)
- Housing Opportunities for Persons with AIDS (HOPWA)
- YouthBuild
- Federal Low-Income Housing Tax Credit (LIHTC) Program
- HUD Community Project Funding (CPF) Program
- HUD Section 108 Loan Guarantee

State Resources

- State Low-Income Housing Tax Credit Program
- Building Equity and Growth in Neighborhoods Program (BEGIN)
- Permanent Local Housing Allocation (PLHA)
- CalHome Program
- Multifamily Housing Program (MHP)
- CalHFA Single and Multi-Family Program
- Mental Health Service Act (MHSA) Funding
- Justice Assistance Grant (JAG) Program
- Homeless Emergency Aid Program (HEAP)
- Project Roomkey

Local Resources

- Los Angeles County Development Agency (LACDA)
- Los Angeles Homeless Services Authority (LAHSA)
- Southern California Home Financing Authority (SCHFA)
- General fund

Private Resources

- Federal Home Loan Bank Affordable Housing Program (AHP)
- Community Reinvestment Act Programs
- United Way
- Private Contributions

HOME Match Requirements

Under federal HOME regulations, the City of Hawthorne must contribute a 25 percent local match to HOME-funded projects. However, HUD allows match reductions for local jurisdictions that meet one of the distress criteria.

For Fiscal Year 2023, Hawthorne was identified as fiscally distressed and received a 50 percent reduction in match requirements, thereby lowering the required match to 12.5 percent of HOME funds expended. While match reductions are recalculated annually, the City anticipates this match reduction status will continue through the Consolidated Plan period. The City will meet its HOME match requirement with other non-federal resources.

If appropriate, describe publicly owned land or property located within the jurisdiction that may be used to address the needs identified in the plan

As of the preparation of this Consolidated Plan, there is currently no publicly owned land or property that may be used to address the needs identified in this plan. Since Hawthorne is predominantly built out, there is nominal vacant land remaining to accommodate new development. As such, the City will explore opportunities to acquire nonvacant sites with CDBG, HOME, and other funding sources that are suitable for redevelopment that can be appropriately scaled to meet the needs identified.

Discussion

During the 2025-2026 Program Year, the City anticipates that these funds will be leveraged with other public and private funding. Along with leveraged dollars, the City expects to invest approximately $1,349,498 of CDBG and $2,360,062.64 of HOME funds during the program year on public services, housing preservation and development, as well as public facility and infrastructure improvement activities that promote suitable living environments and decent housing.

AP-20 Annual Goals and Objectives

Goals Summary Information

	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Public Services	2025	2026	Non-Housing Community Development	Citywide & CDBG Eligible Areas	Expand public services for LMI residents	CDBG: $172,424.00	Public service activities other than Low/Mod Income Housing Benefit: 305 Persons Assisted
2	Public Facilities & Infrastructure Improvements	2025	2026	Non-Housing Community Development	Citywide & CDBG Eligible Areas	Improve public facilities and infrastructure Address material barriers to accessibility	CDBG: $947,175.00	Public facility or infrastructure activities other than Low/Mod Income Housing Benefit: 9,930 Persons Assisted
								Repayment of Section 108 Loan Guarantee: 1
							S108: $5,889,000.00	Public facility or infrastructure activities other than Low/Mod Income Housing Benefit: 80,685 Persons Assisted
3	Affordable Housing Preservation	2025	2026	Affordable Housing	Citywide	Preserve the supply of affordable housing	HOME: $1,000,000.00	Homeowner housing rehabilitated: 10 Households / Housing Units
4	Affordable Housing Development	2025	2026	Affordable Housing	Citywide	Increase the supply of affordable housing	HOME: $1,310,837.64	Rental housing rehabilitated: 1 Households / Housing Units
								Homeowner housing added: 1 Households / Housing Units
5	Fair Housing Services	2025	2026	Affordable Housing	Citywide	Ensure equal access to housing opportunities	CDBG: $30,000.00	Other: 250 Persons Assisted
6	Program Administration	2025	2026	All	Citywide	All	CDBG: $199,899.00	Other: 1
							HOME: $49,225.00	Other: 1

Table 58 – Goals Summary

Goal Descriptions

1	Goal Name	Public Services
	Goal Description	Provide low- and moderate- income residents with a range of public services necessary to prevent homelessness and ameliorate the effects of poverty.
2	Goal Name	Public Facilities and Infrastructure Improvements
	Goal Description	Improve public facilities and infrastructure to benefit residents of predominantly low- and moderate-income areas or those presumed under HUD regulations to be low- and moderate-income such as elderly and disabled adults. Where it is possible, improvements will remove material and architectural barriers to accessibility. This also includes repayment of Section 108 Loan.
3	Goal Name	Affordable Housing Preservation
	Goal Description	Preserve the quality of existing owner-occupied housing units through rehabilitation including lead-based paint education, inspection, testing and abatement. Where appropriate, energy efficiency improvements and conservation measures will be implemented to increase sustainability and reduce monthly household utility costs to promote long-term affordability.
4	Goal Name	Affordable Housing Development
	Goal Description	Increase the supply of affordable housing and promote homeownership opportunities for low-income individuals, families, residents with special needs, and persons experiencing homelessness.
5	Goal Name	Fair Housing Services
	Goal Description	Affirmatively further fair housing choice through the provision of fair housing education, counseling, anti-discrimination and landlord-tenant mediation services.
6	Goal Name	Planning and Administration
	Goal Description	Provide for the timely and compliant administration of the CDBG and HOME programs in accordance with HUD policy and federal regulations.

Estimate the number of extremely low-income, low-income, and moderate-income families to whom the jurisdiction will provide affordable housing as defined by HOME 91.215(b).

The City of Hawthorne anticipates providing affordable housing to low- and moderate-income households through the following activities:

- Homeowner Housing Rehabilitation Program - $1,000,000 in HOME funds (10 households / housing units)
- Affordable Housing Development - $1,310,837.64 in HOME funds (2 households / housing units)

AP-35 Projects

Introduction

To address the high priority needs identified in the Strategic Plan to the 2025-2029 Consolidated Plan, the City of Hawthorne will invest CDBG and HOME funds in projects that provide public services to low- and moderate-income residents, preserve and develop affordable housing, and improve the City's public facilities and infrastructure. Together, these projects will address the housing, community and economic development needs of Hawthorne residents.

Projects

#	Project Name
1	Public Services
2	Public Facilities and Infrastructure Improvements
3	Affordable Housing Preservation
4	Affordable Housing Development
5	Fair Housing Services
6	Program Administration

Table 59 – Project Information

Describe the reasons for allocation priorities and any obstacles to addressing underserved needs

Based on the Strategic Plan, the City is allocating 100 percent of its CDBG and HOME funds (excluding program administration) for program year 2025-2026 toward projects and activities that benefit low- and moderate-income people. Due to the nature of certain activities to be undertaken, investments in public service activities as well as public facilities and infrastructure improvements may be limited to the CDBG designated low- and moderate-income areas while other activities benefit low- and moderate-income clientele and are available citywide.

The primary obstacles to meeting the underserved needs of low- and moderate-income residents include lack of funding from federal, state and other local sources, the high cost of housing that is not affordable to low-income households, and the lack of availability of home improvement financing in the private lending industry. To address these obstacles, the City is investing CDBG and HOME funds through the 2025-2026 Action Plan in projects that develop and preserve affordable housing, provide public services to low- and moderate-income residents, and improve public facilities and infrastructure.

AP-38 Project Summary

Project Summary Information

1	**Project Name**	**Public Services**
	Target Area	Citywide / CDBG Eligible Areas
	Goals Supported	Public Services
	Needs Addressed	Expand public services for low- and moderate-income residents
	Funding	CDBG: $172,424
	Description	Provide low- and moderate- income residents with a range of public services necessary to prevent homelessness and ameliorate the effects of poverty.
	Target Date	6/30/26
	Estimate the number and type of families that will benefit from the proposed activities	305 persons assisted
	Location Description	Citywide / CDBG Eligible Areas
	Planned Activities	CCLA: St. Margaret's Emergency Assistance (140 Persons) – $20,346 FPOSB: Shelter and Supportive Services (25 Persons) – $20, 346 NSFC: Domestic Violence Services (25 Persons) – $20, 346 SBWIB: Teen Center (90 Persons) – $91,040 TRFC: Behavioral Health Services (25 Persons) – $20, 346
2	**Project Name**	**Public Facilities and Infrastructure Improvements**
	Target Area	CDBG Eligible Areas
	Goals Supported	Public Facilities and Infrastructure Improvements
	Needs Addressed	Improve public facilities and infrastructure & Address material barriers to accessibility
	Funding	CDBG: $947,175 Section 108 Loan: $5,889,000
	Description	Improve public facilities and infrastructure to benefit low- and moderate-income residents or those presumed under HUD regulations to be low- and moderate-income such as elderly and disabled adults. Includes Section 108 Loan Repayment.
	Target Date	6/30/26
	Estimate the number and type of families that will benefit from the proposed activities	90,615 persons assisted
	Location Description	CDBG Eligible Areas
	Planned Activities	COH: Alley Reconstruction (9,930 Persons) – $402,000 COH: Section 108 Loan Repayment (1 Other) – $545,175

		COH: Senior Center Improvements (6,335 persons) – $3,449,000 COH: Ramona Park Improvements (16,920 persons) – $700,000 COH: Jim Thorpe Park Improvements (33,320 persons) – $500,000 COH: Eucalyptus Park Improvements (24,110 persons) – $1,240,000
3	**Project Name**	**Affordable Housing Preservation**
	Target Area	Citywide
	Goals Supported	Affordable Housing Preservation
	Needs Addressed	Preserve the supply of affordable housing
	Funding	HOME: $1,000,000
	Description	Hawthorne has an existing Housing Rehabilitation Program geared towards the preservation of the quality of existing affordable housing stock occupied by low- and moderate-income homeowners.
	Target Date	6/30/26
	Estimate the number and type of families that will benefit from the proposed activities	10 Homeowner Households / Housing Units Rehabilitated
	Location Description	Citywide
	Planned Activities	COH: Housing Rehabilitation Program (10 Households / Housing Units) – $1,000,000
4	**Project Name**	**Affordable Housing Development**
	Target Area	Citywide
	Goals Supported	Affordable Housing Development
	Needs Addressed	Increase the supply of affordable housing
	Funding	HOME: $1,310,837.64
	Description	Increase the supply of affordable housing through acquisition, rehabilitation, and resale, or new construction of affordable owner-occupied or rental housing units to be made available to low-income individuals, families, residents with special needs, and persons experiencing homelessness.
	Target Date	6/30/26
	Estimate the number and type of families that will benefit from the proposed activities	1 Homeowner Households / Housing Units Added 1 Rental Households / Housing Units Rehabilitated
	Location Description	Citywide
	Planned Activities	CHDO: TBD – $437,833 COH: Affordable Housing Development (1 Households / Housing Units) – $873,004.64

5	**Project Name**	**Fair Housing Services**
	Target Area	Citywide
	Goals Supported	Fair Housing Services
	Needs Addressed	Ensure equal access to housing opportunities
	Funding	CDBG: $30,000
	Description	Affirmatively further fair housing choice through the provision of fair housing education, counseling, anti-discrimination and landlord-tenant mediation services.
	Target Date	6/30/26
	Estimate the number and type of families that will benefit from the proposed activities	250 persons assisted
	Location Description	Citywide
	Planned Activities	FHF: Fair Housing Services (250 Persons) – $30,000
6	**Project Name**	**Program Administration**
	Target Area	Citywide
	Goals Supported	All
	Needs Addressed	All
	Funding	CDBG: $199,899 HOME: $49,225
	Description	Overall administration of the CDBG and HOME program which includes preparation and submission of the Annual Action Plan and CAPER, IDIS data input, provision of technical assistance, monitoring of all projects, and fiscal management.
	Target Date	6/30/26
	Estimate the number and type of families that will benefit from the proposed activities	N/A
	Location Description	Citywide
	Planned Activities	COH: CDBG Administration – $199,899 COH: HOME Administration – $49,225

AP-50 Geographic Distribution

Description of the geographic areas of the entitlement (including areas of low-income and minority concentration) where assistance will be directed

Assistance will be primarily directed to activities that serve low- and moderate-income residents citywide. During the 2025-2026 program year, one infrastructure improvement project and one public service activity rely on the established low- and moderate-income area. Those are the CDBG-eligible portions of the alley reconstruction project and Hawthorne Teen Center.

The low- and moderate-income census tract/block groups are shown on the map included in Appendix B of this Consolidated Plan.

Geographic Distribution

Target Area	Percentage of Funds
Citywide	87%
CDBG Eligible LMA	13%

Table 60 - Geographic Distribution

Rationale for the priorities for allocating investments geographically

For the 2025-2026 program year, the City will invest $1,349,498 of CDBG and $2,360,062.64 of HOME funds that will benefit low- and moderate-income residents throughout the City. Of this amount, $493,040 or 13 percent, of all resources will be invested in capital improvement projects and public service activities that exclusively benefit neighborhoods where at least 51 percent of residents are low- and moderate-income. Due to the nature of the activities to be undertaken, investments in activities such as the alley reconstruction project and the Hawthorne Teen Center are limited to eligible areas, while other activities serve low- and moderate-income clientele are available citywide.

Additionally, the City applied for a Section 108 Loan that will result in an investment of $5,889,000 towards four public facility and infrastructure improvement projects. Of this amount, $2,440,000, or 41 percent, of all Section 108 resources will be invested in three public facility projects that exclusively benefit residents within predominantly low- and moderate-income census tract block groups. Due to the nature of these projects, investments in activities such as the Ramona Park, Jim Thorpe Park, and Eucalyptus Park are generally limited to the eligible low- and moderate-income areas, while other projects such as the Senior Center are available to elderly residents citywide.

Discussion

Hawthorne is allocating 100 percent of its non-administrative CDBG and HOME funds for program year 2025-2026 to activities that benefit low- and moderate-income residents.

AP-55 Affordable Housing

Introduction

Two high priority affordable housing needs are identified in the 2025-2029 Consolidated Plan and two Strategic Plan goals are established to provide the framework necessary to invest CDBG and HOME funds to address the affordable housing needs of the City. During the 2025-2026 program year, the City will implement the following affordable housing activities:

- CCLA: St. Margaret's Emergency Assistance – $20,346 in CDBG funds (140 persons)
- FPOSB: Shelter and Supportive Services – $20,346 in CDBG funds (25 persons)
- Homeowner Housing Rehabilitation Program – $1,000,000 in HOME funds (10 households / housing units)
- Affordable Housing Development – $1,310,837.64 in HOME funds (2 households / housing units)

One Year Goals for the Number of Households to be Supported	
Homeless	25
Non-Homeless	152
Special Needs	0
Total	177

Table 61 - One Year Goals for Affordable Housing by Support Requirement

One Year Goals for the Number of Households Supported Through	
Rental Assistance	165
The Production of New Units	1
Rehab of Existing Units	11
Acquisition of Existing Units	0
Total	177

Table 62 - One Year Goals for Affordable Housing by Support Type

Discussion

During the 2025-2026 program year, the City will allocate $1,000,000 of HOME funds to provide financial assistance to low- and moderate-income homeowners to help preserve their homes in need of critical home improvements. As it relates to expanding the supply of affordable housing, Hawthorne intends to partner with a Community Development Housing Organization (CHDO), or private developer, and invest $1,310,837.64 in HOME funds toward developing affordable housing. Lastly, the City also plans to allocate $40,692 of CDBG funds to provide emergency assistance to income-eligible households.

AP-60 Public Housing

Introduction

The Hawthorne Housing Authority (HA) is responsible for the administration and oversight of the City's public and assisted housing programs. The HA plays a vital role in helping low-income families access safe and affordable housing through the Housing Choice Voucher (HCV) program.

Currently, the HA does not own or manage any HUD public housing developments. However, the City is within the service area of LACDA. LACDA currently manages a portfolio of nearly 3,000 public housing units and more than 21,000 vouchers. This structure highlights the collaborative nature of public and assisted housing. The HA and LACDA's primary goal is to provide safe, decent, and sanitary housing.

Actions planned during the next year to address the needs of public housing residents

During the 2025-2026 program year, HA intends to partner with a qualified Community Housing Development Organization (CHDO) to identify additional opportunities to address the needs of extremely low- and low-income households.

Actions to encourage public housing residents to become more involved in management and participate in homeownership

The Hawthorne Housing Authority (HA) encourages residents involvement and actively seeks input from residents on the management and implementation of HA policies and procedures. Additionally, LACDA supports resident councils to participate in the decision making process via surveys and other forms of engagement.

LACDA currently administers the Family Self-Sufficiency (FSS) program for public housing residents and Housing Choice Voucher (HCV) program participants. The FSS program provides critical tools and supportive services to foster a resident's transition from financial and housing assistance to economic and housing self-sufficiency, most importantly homeownership. To support this effort, HHA and LACDA utilize marketing materials to outreach and further promote the program's requirements and benefits to all public housing residents. For families that are eligible to participate, a Contract of Participation (COP) is prepared to govern the terms and conditions of their participation and an Individual Training Service Plan (ITSP) is created that outlines the following: supportive services to be provided, activities to be completed by the participant, and agreed upon completion dates for the services and activities. The COP is valid for five years and may be extended to allow the family to meet their ITSP goals.

Once the COP is established and the family experiences an increase in tenant rent as a result of earned income, an escrow account in their name is established and increased earned income is deposited into this account. Escrow accounts are disbursed to the family once the family has graduated successfully from the program. Families are encouraged to utilize these funds towards educational and homeownership endeavors.

If the PHA is designated as troubled, describe the manner in which financial assistance will be provided or other assistance

Not applicable, HA is designated as a High Performing PHA.

Discussion

The City of Hathorne continues to support LACDA in effective administration of its limited affordable housing resources. The City also continues to work with the agency to include the residents with Housing Choice Vouchers in the federally funded programs administered by LACDA. Moving forward, prioritizing resident-focused improvements and securing additional resources will ensure that public housing continues to be a cornerstone of the City's affordable housing strategy.

AP-65 Homeless and Other Special Needs Activities

Introduction

Preventing and reducing homelessness is a top priority for HUD that is addressed nationally through coordination of regional strategies carried out locally by government agencies and a wide variety of community-based organizations and faith-based groups. Consistent with this approach, the City continues to support the efforts of the CoC and its member organizations that address homelessness throughout the region. The City will use CDBG, HOME, and other resources to support service providers to prevent homelessness through rental assistance and expand the supply of affordable housing throughout the jurisdiction.

Describe the jurisdictions one-year goals and actions for reducing and ending homelessness including reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

The City of Hawthorne works closely with local nonprofits and regional service providers to ensure that homeless individuals have access to housing assistance, supportive services, and case management. The City will continue working with its partners to expand housing-first programs, increase emergency shelter capacity, and strengthen outreach initiatives to connect individuals with available support services.

During the 2025-2026 program year, the City will invest $81,384 of CDBG funds to the following activities that prevent and reduce homelessness:

- CCLA: St. Margaret's Emergency Assistance (140 persons assisted) – $20,346
- FPOSB: Shelter and Supportive Services (25 persons assisted) – $20,346
- NSFC: Domestic Violence Services (25 persons assisted) – $20,346
- TRFC: Behavioral Health Services (25 persons assisted) – $20,346

Addressing the emergency shelter and transitional housing needs of homeless persons

The ultimate solution to ending homelessness is transitional to permanent housing closely aligned with supportive services that ensure housing stability can be maintained. However, one of the most pressing challenges is the lack of emergency and transitional housing options. The existing shelter system does not have enough capacity to serve all individuals in need, particularly families with children and unaccompanied youth. Limited funding for public services also restricts the City's ability to expand supportive housing programs and case management services. To address these gaps, the City is seeking additional funding sources, strengthening partnerships with the private sector, and exploring innovative housing solutions.

Additionally, to address the needs of homeless persons in the near-term, the City support Family Promise of the South Bay which provides transitional shelter and case management services with the goal of helping 25 people to enter their own permanent housing.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again

To address the needs of homeless families, families with children, veterans and their families, the City will continue to support Family Promise of the South Bay which provides transitional housing and case management services with the goal of helping families enter their own permanent housing. Furthermore, the City intends to continue its support of Catholic Charities of Los Angeles' emergency assistance program that helps families that are at-risk of homelessness achieve stability by connecting them to the appropriate housing and utility resources based on their needs.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); or, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs

To help low-income individuals and families avoid becoming homeless, the City will continue its partnership with Catholic Charities of Los Angeles to connect residents at risk of becoming homeless to existing short-term housing and utility assistance programs based on their eligibility and need. In addition, the City intends to support New Star Family Center and the Richstone Family Center which provide a range of services to survivors of domestic violence who are at-risk of homelessness.

The City coordinated with the CoC and other subrecipients receiving CDBG funds to ensure that its HUD-funded programs are targeted, to the greatest extent feasible, to address the discharge of persons from publicly funded institutions or systems of care so that these individuals and families have access to public services and affordable housing opportunities necessary to prevent homelessness.

Discussion

The City will use CDBG, HOME, and other funds to support local service providers as well as City run programs to prevent homelessness and to expand the supply of affordable housing in Hawthorne for extremely low- and low-income residents.

AP-75 Barriers to affordable housing

Introduction:

A barrier to affordable housing is a public policy or regulation that constrains the development and preservation of affordable housing such as tax policy, land use controls, zoning ordinances, building codes, growth limits, environmental protection, and fees. Barriers to affordable housing are distinguished from impediments to fair housing choice in the sense that barriers are lawful and impediments to fair housing choice are usually unlawful.

Based on information gathered and resident feedback, the primary barriers to affordable housing in Hawthorne are housing affordability and the lack of monetary resources necessary to develop and sustain affordable housing. The two barriers are related in the sense that demand for affordable housing exceeds the supply, and insufficient resources are available to increase the supply of affordable housing to meet demand.

For low- and moderate-income households, finding and maintaining decent affordable housing is difficult due to the high cost of housing. Based on the Needs Assessment and Market Analysis, there is a high need for housing units affordable for low- and moderate-income households. Approximately 67 percent of the City's low- and moderate-income households experience a cost burden, meaning that they pay more than 30 percent of their income for housing. Consistent with available data, responses to the Resident Survey indicate a high need for additional affordable housing in Hawthorne.

Beyond affordability, the 2021-2029 Housing Element's Assessment of Fair Housing identifies the following challenges that impact access to affordable housing in Hawthorne:

- **Land use and zoning laws:** Through its approach to accommodating the RHNA, which includes increasing density in the Mixed-Use district of the Downtown Hawthorne Specific Plan, introducing a Housing Overlay, and rezoning an area from M-1 Limited Industrial to R-3 High Density Residential, the City of Hawthorne will also address changes to zoning laws that will affirmatively further fair housing. The changes will allow for new mixed-use development at densities not previously permitted in the Specific Plan area (making affordable housing development more feasible) and allow for residential development where residential development was not previously permitted. These efforts will accommodate new growth at key locations near transportation corridors and activity centers where jobs and housing can be located close together.
- **Displacement of residents due to economic pressures:** Displacement of residents due to economic pressures is a significant contributing factor to fair housing issues in Los Angeles County, particularly in areas that have historically had concentrations of low-income Hispanic residents. While gentrification has not historically been a problem in Hawthorne, the areas perhaps most vulnerable to gentrification and

displacement in the City are disadvantaged areas located near major transit assets and activity centers.

- **Lack of access to opportunity due to high housing costs:** Lack of access to opportunity due to high housing costs is a significant contributing factor to fair housing issues in Los Angeles County and in Hawthorne. The City has High Resource areas that are densely developed with single-family dwellings and properties with two detached dwellings, which often makes redevelopment of higher density housing in these areas economically infeasible since land would need to be assembled, existing housing demolished, and residents relocated. In addition, Hawthorne's non-White residents are particularly impacted by limited access to opportunity. The City plans to accommodate new residential development throughout the community, including in mixed-use areas where jobs, housing, and goods and services can be located close together. Increasing housing affordability will make it easier for low-income households to access the types of services and amenities that further social mobility.

Actions it planned to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment

To address housing affordability and the lack of monetary resources for affordable housing, the 2025-2026 Action Plan calls for the investment of a significant portion of CDBG and HOME funds to preserve 10 existing housing units and develop one new affordable housing unit affordable to low- and moderate-income households.

Hawthorne is also committed to increasing the supply of affordable housing via other means. In recent years, the City approved a density bonus for the Rosecrans/Kornblum development which is anticipated to result in a total of 100 rental units, eight of which will be restricted for very low-income households, and 15 to be made affordable for moderate-income households. Additionally, the City has entered into a Development and Disposition Agreement (DDA) with Century Housing Corporation for the Cordary project to develop 18 Permanent Supportive Housing (PSH) units to address the needs of veterans and their families. Lastly, the City has continually updated its Zoning Code to align with state law and better facilitate the production of Accessory Dwelling Units (ADUs), which has resulted in 563 ADUs since 2020.

Strengthening Fair Housing Protections

To address fair housing concerns, particularly regarding discrimination against individuals with disabilities, the City will:

- Increase public awareness of fair housing laws through outreach efforts, including multilingual educational materials, targeted informational campaigns, and updates to the City's website and community centers.

- Strengthen enforcement efforts by coordinating with the Fair Housing Foundation (FHF) to monitor fair housing violations, particularly in high-risk areas.
- Provide resources for landlords to ensure compliance with reasonable accommodation requirements and disability access laws.
- Additionally, the City will integrate affirmative marketing strategies to promote Housing Choice Vouchers in high-opportunity areas and encourage visit ability in new ADU construction to ensure greater accessibility.

Improving Access to Economic Opportunities

To address disparities in access to economic and educational opportunities, the City will:

- Strengthen regional collaboration for transit-oriented development, improving access to jobs and services near major transit hubs.
- Increase investment in disadvantaged communities, targeting infrastructure, public services, and recreational amenities to improve quality of life in historically underserved areas.
- Encourage workforce development through partnerships with South Bay Workforce Investment Board, local businesses, and economic development organizations to expand job training programs and employment opportunities.

Enhancing Mobility and Housing Choice

To ensure low-income residents have access to a diverse range of housing options, Hawthorne will:

- Promote Housing Choice Vouchers by providing outreach to property owners in moderate- and high-opportunity areas, encouraging them to participate in the program.
- Streamline development approvals for affordable housing projects to expedite construction and reduce regulatory barriers.
- Ensure zoning and land use policies facilitate diverse housing options across the city.

Discussion:

To address housing affordability and the lack of monetary resources for affordable housing, the City will continue to leverage its CDBG and HOME funds to attract private and other available resources to incentivize the development of new affordable housing units and the preservation of existing affordable housing.

AP-85 Other Actions

Introduction

In the implementation of the 2025-2026 Annual Action Plan, the City will invest CDBG and HOME resources to address obstacles to meeting underserved needs, foster and maintain affordable housing, reduce lead-based paint hazards, reduce the number of poverty-level families, develop institutional structure, and enhance coordination between public and private housing and social service agencies.

Actions planned to address obstacles to meeting underserved needs

The primary obstacles to meeting the underserved needs of low- and moderate-income people include lack of funding from federal, state and other local sources, the high cost of housing that is not affordable to low-income households, and the lack of home improvement financing in the private lending industry. To address these obstacles, the City is investing CDBG and HOME funds through the 2025-2026 Action Plan in activities that provide public services to low- and moderate-income residents and those that are homeless. Additionally, the City will support a variety of financial assistance programs that will enable eligible homeowners to preserve their residence as well as support tenants receive rental support. Lastly, the City will finance the development of new housing units that are affordable to low- and moderate-income residents.

Actions planned to foster and maintain affordable housing

During the 2025-2026 program year, the City will invest HOME funds to preserve and maintain affordable housing through the City's Housing Rehabilitation Program that will provide financial assistance to low- and moderate-income homeowners. In addition, Hawthorne will allocate HOME funds to develop housing units that are affordable to low- and moderate-income households.

Actions planned to reduce lead-based paint hazards

The Residential Lead Based Paint Hazard Reduction Act of 1992 (Title X) emphasizes prevention of childhood lead poisoning through housing-based approaches. To reduce lead-based paint hazards, the City will conduct lead-based paint testing and risk assessments for each property assisted under that was built prior to January 1, 1978 and will incorporate safe work practices or abatement into the scope of work as required to reduce lead-based paint hazards in accordance with 24 CFR Part 35.

Actions planned to reduce the number of poverty-level families

The implementation of CDBG and HOME activities meeting the goals established in this Consolidated Plan will help to reduce the number of poverty-level families by:

- Providing public services designed to address the needs of low- and moderate-income residents to ameliorate the effects of poverty

- Improving public facilities and infrastructure to benefit low- and moderate-income residents or those presumed under HUD regulations to be low- and moderate-income such as the elderly and disabled adults
- Supporting activities that preserve the existing housing stock and expand the supply of housing that is affordable to low- and moderate-income households

In addition to these local efforts, mainstream state and federal resources also contribute to reducing the number of individuals and families in poverty. Federal programs such as the Earned Income Tax Credit and Head Start provide pathways out of poverty for families who are ready to pursue employment and educational opportunities. Additionally, in California, the primary programs that assist families in poverty are CalWORKs, CalFresh (formerly food stamps) and Medi-Cal. Together, these programs provide individuals and families with employment assistance, subsidies for food, medical care, childcare and cash payments to meet basic needs such as housing, nutrition and transportation.

Actions planned to develop institutional structure

Hawthorne's institutional delivery system is highly collaborative, well-structured, and equipped with experienced public and private sector partners. One of the key strengths of the system is the diverse network of service providers capable of leveraging CDBG and HOME funds to address affordable housing, public services, and community development needs. To enhance the effectiveness of the institutional delivery system and address service gaps, the City will collaborate with affordable housing developers and nonprofit agencies receiving CDBG and HOME funds through the 2025-2026 Action Plan to ensure that the needs of low- and moderate-income residents are met as envisioned within the 2025-2029 Consolidated Plan.

Actions planned to enhance coordination between public and private housing and social service agencies

To enhance coordination between public and private housing and social service agencies, the City will continue consulting with and inviting the participation of a wide variety of agencies and organizations involved in the delivery of housing and supportive services to low- and moderate-income residents in Hawthorne. With improvements in technology, the City will expand its outreach efforts to enhance coordination with public and private housing and social service agencies through social media platforms such Facebook, Twitter, Instagram, NextDoor, etc.

Discussion:

In the implementation of the 2025-2026 Annual Action Plan, the City will invest CDBG and HOME resources to address obstacles to meeting underserved needs, foster and maintain affordable housing, reduce lead-based paint hazards, reduce the number of poverty-level

families, develop institutional structure, and enhance coordination between public and private housing and social service agencies.

AP-90 Program Specific Requirements

Introduction:

Throughout the implementation of activities under the 2025-2026 Annual Action Plan, the City of Hawthorne will follow all HUD regulations concerning the use of program income, forms of investment, overall low- and moderate-income benefit for the CDBG program, and recapture requirements for the HOME program.

The City of Hawthorne agrees that its compliance in all respects with applicable Federal anti-discrimination laws is material to the U.S. Government's payment decisions for purposes of section 3729(b)(4) of title 31, United States Code.

The City of Hawthorne will not operate any programs that violate any applicable Federal anti-discrimination laws, including Title VI of the Civil Rights Act of 1964.

Community Development Block Grant Program (CDBG)

Reference 24 CFR 91.220(l)(1)

Projects planned with all CDBG funds expected to be available during the year are identified in the Projects Table. The following identifies program income that is available for use that is included in projects to be carried out.

1. The total amount of program income that will have been received before the start of the next program year and that has not yet been reprogrammed	$0
2. The amount of proceeds from section 108 loan guarantees that will be used during the year to address the priority needs and specific objectives identified in the grantee's strategic plan.	$0
3. The amount of surplus funds from urban renewal settlements	$0
4. The amount of any grant funds returned to the line of credit for which the planned use has not been included in a prior statement or plan	$0
5. The amount of income from float-funded activities	$0
Total Program Income:	**$0**

Other CDBG Requirements

1. The amount of urgent need activities	0

2. The estimated percentage of CDBG funds that will be used for activities that benefit persons of low and moderate income. Overall Benefit - A consecutive period of one, two or three years may be used to determine that a minimum overall benefit of 70% of CDBG funds is used to benefit persons of low and moderate income. Specify the years covered that include this Annual Action Plan. The City will meet this requirement over the 2024-2025, 2025-2026, and 2026-2027 program years.	100.00%

HOME Investment Partnership Program (HOME)

Reference 24 CFR 91.220(l)(2)

1. **A description of other forms of investment being used beyond those identified in Section 92.205 is as follows:**

   The City will not use any other forms of investment beyond those identified in Section 92.205.

2. **A description of the guidelines that will be used for resale or recapture of HOME funds when used for homebuyer activities as required in 92.254, is as follows:**

   During the 2025-2026 program year, the City of Hawthorne may implement HOME-assisted homebuyer activities. If the City were to implement its homeowner development activity, it will incorporate recapture provisions into written agreements and long-term affordability covenants as required by 24 CFR 92.254.

   The recapture provision ensures that all or a portion of the City's HOME assistance to homebuyers or homeowners is recaptured if the housing does not continue to be the principal residence of the family for the duration of the applicable period of affordability. In establishing this provision, the City is subject to the limitation that when the recapture requirement is triggered by a sale (voluntary or involuntary) of the housing unit, and there are no net proceeds or the net proceeds are insufficient to repay the HOME investments due, the City can only recapture a portion of the net proceeds, if any. The net proceeds are the sales price minus superior loan repayment (other than HOME funds), capital improvements, and any closing costs.

   In the event of a mortgage default, the City has the right of first refusal before foreclosure and may use additional HOME funds to acquire the housing in order to preserve the housing's affordability. However, notwithstanding a foreclosure situation, the City intends to recapture all or some of its HOME funds invested during or at the end of the established affordability period, if practicable. Recaptured HOME funds consist of loan payments (including interest) and/or a loan payoff, upon sale, if the assisted owner is no longer residing in the assisted residence, or for any other breaches of the agreement with the City. Recaptured funds may be used for any HOME eligible activity.

   These recaptured funds are identified in the City's accounting system by a unique recaptured revenue object number. Any recaptured funds will be used by the City before any additional HOME funds.

3. **A description of the guidelines for resale or recapture that ensures the affordability of units acquired with HOME funds? See 24 CFR 92.254(a)(4) are as follows:**

   Periods of affordability. The HOME-assisted housing must meet the affordability requirements for not less than the applicable period specified in the following table, beginning after project completion. The per unit amount of HOME funds and the affordability period that they trigger are described in the table below:

Amount of HOME Assistance	Minimum Period of Affordability
Under $15,000	5 years
$15,000 to $40,000	10 years
Over $40,000	15 years

Recapture

During the affordability period, if there is a property sale, transfer, or program default of the conditions of the promissory note or the Affordable Housing Restriction, the City will provide for the recapture of HOME funds in accordance with the following:

A. Upon the occurrence of a sale, transfer, or program default of the conditions of the promissory note or the Affordable Housing Restriction, the entire amount of the HOME Assistance provided by the City will be due to the City.

B. Notwithstanding the preceding, in the event that the Net Proceeds resulting from a sale are not sufficient to provide for the full return of the borrower's investment inclusive of the original down payment and capital improvements performed on the acquired property (subject to City verification and approval), then the borrower shall be entitled to recover their original down payment amount and City-approved capital improvement amounts before the City recapture of the HOME investment amount (the City HOME Assistance). For the purposes of this calculation, net proceeds shall mean the sales price minus the repayment of the Primary Loan undertaken to acquire the Property (other than HOME funds) and any closing costs. Capital improvements means those improvements legally made by Homeowner to the Property after the closing of Homeowner's purchase of the Property, with a minimum cost of Two Thousand Five Hundred Dollars ($2,500) per item, and a useful remaining economic life of not less than five (5) years, as approved by the City and documented by invoices and receipts which the Homeowner certifies to be true and correct. In the event the net proceeds are not sufficient to repay the full amount of the HOME assistance plus enable the Qualified Homebuyer to recover their initial investment in the home and documented costs of any Capital Improvements, the Qualified Homebuyer shall share the Net Proceeds with the City. For the purpose of this provision, the "initial investment in the home" shall mean the Qualified Homebuyer's down payment. Share of Net Proceeds shall be calculated as set forth in the following mathematical formulas: 24 CFR 92.254(a)(5)(ii)(A)(3)

$$\frac{\text{HOME investment}}{\text{HOME investment} + \text{homeowner investment}} \times \text{Net proceeds} = \text{HOME amount to be recaptured}$$

$$\frac{\text{homeowner investment}}{\text{HOME investment} + \text{homeowner investment}} \times \text{Net proceeds} = \text{amount to homeowner}$$

The affordability period will be evidenced by a promissory note, secured by a deed of trust or mortgage, which provides the affordability period and details the formula under which the HOME funds will be recaptured by the City.

The affordability period and recapture requirements will be evidenced by a deed restriction or covenant indicating the affordability period and restricting future sales.

4. **Plans for using HOME funds to refinance existing debt secured by multifamily housing that is rehabilitated with HOME funds along with a description of the refinancing guidelines required that will be used under 24 CFR 92.206(b), are as follows:**

The City does not intend to use HOME funds under the 2025-2026 Annual Action Plan to refinance existing debt secured by multifamily housing that is rehabilitated with HOME funds.

APPENDIX A

Citizen Participation

APPENDIX B

Grantee Unique Appendices

APPENDIX C

SF-424, SF-424B, & Certifications

2026-2027
Annual Action Plan

Adopted by City Council

April 28, 2026

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Executive Summary

AP-05 Executive Summary

Introduction

On April 22, 2025, the City of Hawthorne adopted the 2025-2029 Consolidated Plan which established the framework for investing Community Development Block Grant (CDBG) and HOME Investment Partnerships (HOME) funds received from the U.S. Department of Housing and Urban Development (HUD). The 2026-2027 Action Plan represents the second of five annual plans and outlines the specific projects, activities, funding allocations, and performance goals for the program year spanning July 1, 2026 to June 30, 2027.

Each year, the City receives CDBG and HOME funds through a formula-based allocation from HUD. These funds are awarded to non-profit organizations, for-profit entities, and public agencies to support a variety of activities that align with the City's Consolidated Plan goals and address the high priority needs of low- and moderate-income residents.

Community Development Block Grant (CDBG)

The CDBG program, established under the Housing and Community Development Act of 1974, is a flexible federal funding source designed to address a wide range of housing and community development needs. HUD evaluates the City's Consolidated Plan and program performance based on three primary objectives: providing decent housing, creating suitable living environments, and expanding economic opportunities for low- and moderate-income households. To qualify for CDBG funding, each activity must meet one of the following national objectives:

- Benefit low- and moderate-income persons
- Prevent or eliminate slums and blight
- Address an urgent community development need (usually the result of a natural disaster or public health emergency)

HOME Investment Partnerships (HOME)

The HOME program, established under the Cranston-Gonzalez National Affordable Housing Act of 1990, is the largest federal program dedicated to affordable housing development. Designed to increase the supply of safe and affordable housing for low- and moderate-income households, the HOME program is often implemented in collaboration with non-profit housing developers, public agencies, and private entities. Eligible activities supported by HOME funds include new construction, acquisition, and rehabilitation of affordable housing, homebuyer assistance programs, and tenant-based rental assistance.

2026-2027 Program Year

For the 2026-2027 program year, the City anticipates receiving approximately $~~1,149,498~~1,167,217 in CDBG funds and $~~492,254.25~~492,431.60 in HOME funds. When combined with program income and available prior year resources, the 2026-2027 Action Plan will allocate a total of $~~1,794,673~~1,712,392 in CDBG funds and $~~1,835,286.64~~1,835,463.99 in HOME funds to support the following eligible activities to be implemented from July 1, 2026 through June 30, 2027.

2026-2027 CDBG Activities

Public Service Activities

Catholic Charities of Los Angeles: St. Margaret's Emergency Assistance		$~~20,346~~21,000.00
Family Promise of the South Bay: Shelter and Supportive Services		$~~20,346~~21,000.00
New Star Family Center: Domestic Violence Services		$~~20,346~~21,000.00
South Bay Workforce Investment Board: Teen Center		$~~91,040~~91,082.00
The Richstone Family Center: Behavioral Health Services		$~~20,346~~21,000.00
	Sub-Total:	***$~~172,424~~175,082.00***

Economic Development Activities

City of Hawthorne: Commercial Rehabilitation Program		$~~590,175~~501,692.00
	Sub-Total:	***$~~590,175~~501,692.00***

Capital Improvement Activities

City of Hawthorne: Alley Reconstruction		$247,175.00
City of Hawthorne: Section 108 Loan Repayment		$555,000.00
	Sub-Total:	***$802,175.00***

Program Administration Activities

City of Hawthorne: CDBG Administration		$~~199,899~~203,443.00
Fair Housing Foundation: Fair Housing Services		$30,000.00
	Sub-Total:	***$~~229,899~~233,443.00***
	CDBG TOTAL:	**$~~1,794,673~~1,712,392.00**

2026-2027 HOME Activities

Housing Activities

City of Hawthorne: Housing Rehabilitation Program		$1,000,000.00
City of Hawthorne: Affordable Housing Development		$~~638,383.64~~638,516.99
	Sub-Total:	***$1,~~638,383.64~~638,516.99***

Community Housing Development Organization (CHDO) Activities

TBD: CHDO Set-Aside *(includes PY25-26 and 26-27)*		$~~147,678~~147,704.00
	Sub-Total:	***$~~147,678~~147,704.00***

Program Administration Activities

City of Hawthorne: HOME Administration		$~~49,225~~49,243.00
	Sub-Total:	***$~~49,225~~49,243.00***
	HOME TOTAL:	**$~~1,835,286.64~~1,835,463.99**

As of the date of the preparation of this draft document, HUD has not yet released the 2026-2027 Annual Allocations. For this reason, HUD has advised the City to prepare this draft document utilizing the current year annual allocation and include "contingency provision" language detailing how the City will adjust its proposed Plan once the actual allocation amounts become known. As such, the following methodology shall be employed if the City's 2026-2027 annual allocation changes.

Should the CDBG allocation be greater than $1,149,498:

- The CDBG Administration budget will be increased to fully utilize the 20% cap for administrative activities.
- All public service activities will receive an equitable increase to fully utilize the 15% cap for public service activities.
- Balance of funds will be added to the City's Alley Reconstruction project.

Should the CDBG allocation be less than $1,149,498:

- The CDBG Administration budget will be reduced to be compliant with the 20% cap for administrative activities.
- All public service activities will receive an equitable reduction to remain compliant with the 15% cap for public service activities.
- Balance of funds will be deducted from the City's Commercial Rehabilitation Program.

Should the HOME allocation be greater than $492,254.25:

- The HOME Administration budget will be increased to fully utilize the 10% cap for administrative activities.
- The CHDO activity budget will be increased to be compliant with the 15% set-aside requirement.
- Balance of funds will be added to the City's Housing Rehabilitation Program.

Should the HOME allocation be less than $492,254.25:

- The HOME Administration budget will be reduced to be compliant with the 10% cap for administrative activities.
- The CHDO activity budget will be increased to be compliant with the 15% set-aside requirement.
- Balance of funds will be deducted from the City's Affordable Housing Development project.

Summary of the objectives and outcomes identified in the Plan needs assessment Overview

The 2025-2029 Consolidated Plan is grounded in a comprehensive, data-driven needs assessment and market analysis, combined with insights gathered from residents, community organizations, and other local stakeholders. This approach ensures that CDBG and HOME funds are directed toward high priority needs that align with the City's goals.

Based on this, the City has identified six high priority needs, which will be addressed through six goals over the five-year period. These goals establish a clear framework for the allocation of CDBG and HOME funds which ensures that federal investments produce measurable and sustainable outcomes. Each goal is tied to specific outcome indicators which allow the City to track progress, assess performance, and evaluate the impact of HUD-funded activities. The following table summarizes the goals, priority needs, and expected five-year outcomes.

Table 1 - Strategic Plan Summary

Goal Name	Need(s) Addressed	Goal Outcome Indicator
Public Services	Expand public services for LMI residents	Public service activities other than Low/Mod Income Housing Benefit: 1,525 Persons Assisted
Public Facilities & Infrastructure Improvements	Improve public facilities and infrastructure Address material barriers to accessibility	Public facility or infrastructure activities other than Low/Mod Income Housing Benefit: 125,000 Persons Assisted Other: 5
Affordable Housing Preservation	Preserve the supply of affordable housing	Homeowner housing rehabilitated: 50 Households / Housing Units
Affordable Housing Development	Increase the supply of affordable housing	Homeowner housing added: 2 Households / Housing Units Rental housing rehabilitated: 2 Households / Housing Units
Fair Housing Services	Ensure equal access to housing opportunities	Public service activities other than Low/Mod Income Housing Benefit: 1,250 Persons Assisted
Economic Development Opportunities	Promote economic opportunities	Businesses assisted: 4 Businesses
Planning & Administration	All	Other: 5

Evaluation of past performance

Over the 2020-2024 program years, the City successfully utilized CDBG and HOME funds to implement impactful housing and community development programs. All projects and activities included in the 2025-2026 Action Plan are underway and the final accomplishments will be reported as part of the City's Consolidated Annual Performance and Evaluation Report (CAPER). From 2020-2024, the investment of HUD funds, in combination with state and local resources, enabled the City and its partners to achieve the following:

- **Public Services:** Various non-profit organizations provided a range of services which assisted 1,585 Hawthorne residents.
- **Public Facilities & Infrastructure Improvements:** The City completed its alley reconstruction project which benefited 14,960 residents by providing them access to suitable alleyways that are used to access their properties and critical services such as the DMV.
- **Affordable Housing Preservation:** The City of Hawthorne's Housing Rehabilitation Program completed 20 projects to address deficient housing conditions and preserve the existing housing stock that is affordable to low- and moderate-income homeowners. In addition, the City renovated 23 rental units that are affordable to and occupied by low-income tenants.
- **Fair Housing:** The Fair Housing Foundation provided 1,029 residents with fair housing and landlord-tenant mediation services.

These efforts resulted in meaningful impacts for Hawthorne residents, particularly low- and moderate-income households. The successes and lessons learned from these programs serve as the foundation for the strategies outlined in the 2025-2029 Consolidated Plan.

Summary of citizen participation process and consultation process

The Consolidated Plan regulations at 24 CFR Part 91 provide the citizen participation and consultation requirements for the development of the Consolidated Plan. Chief among those requirements is the need to consult with the Continuum of Care (CoC) to address homelessness, Public Housing Authorities (PHA), businesses, civic leaders, and public or private agencies that address housing, health, social service, victim services, employment, or education needs of low-income individuals and families, homeless individuals and families, youth and/or other persons with special needs. Information supplied by these community stakeholders, together with the data supplied by HUD resulted in a well-informed planning document that reflects the housing, community, and economic development needs and priorities for the City of Hawthorne over the next five years.

In accordance with the City's Citizen Participation Plan (CPP), residents and stakeholders were able to participate in the development of the 2025-2029 Consolidated Plan through surveys, community meetings, and public hearings. Efforts were made to encourage

participation by low- and moderate-income persons, particularly those living in areas where HUD funds are proposed to be used, and by residents of predominantly low- and moderate-income neighborhoods. Efforts were made to encourage the participation of minorities and non-English speaking persons, as well as persons with disabilities. The consultation process included representatives of the CoC, PHA, and other specified groups who completed surveys, provided local data, and assisted the City to ensure practical coordination of strategies to maximize impact and to avoid duplication of effort.

Summary of public comments

As required by HUD regulations, all public comments received during the development of the 2026-2027 Action Plan are summarized in section PR-15 and Appendix A of this Plan.

Summary of comments or views not accepted and the reasons for not accepting them

The City considered and incorporated all feedback received throughout the planning process. No public comments were disregarded.

Summary

2025-2029 Consolidated Plan establishes a clear framework for the strategic use of CDBG and HOME funds to address high-priority community needs. All applications for funding through the City's Notice of Funding Availability (NOFA) process must align with at least one of the six Strategic Plan goals and their corresponding measurable objectives.

The 2026-2027 Action Plan advances the Strategic Plan Goals by allocating a total of $~~1,794,673~~1,712,392 in CDBG and $~~1,835,286.64~~1,835,463.99 in HOME toward eligible activities designed to provide suitable affordable housing and improve the quality of life of its low- and moderate-income residents.

The Process

PR-05 Lead & Responsible Agencies

Describe agency/entity responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source.

Table 2 – Responsible Agencies

Agency Role	Name	Department/Agency
CDBG Administrator	City of Hawthorne	Department of Housing
HOME Administrator	City of Hawthorne	Department of Housing

Narrative

The City of Hawthorne Department of Housing serves as the lead agency responsible for the administration and oversight of the CDBG and HOME programs.

The Department of Housing ensures that CDBG and HOME investments align with community priorities, comply with HUD regulations, and are effectively managed to maximize impact. This includes planning, implementation, financial oversight, performance monitoring, and reporting. The department works closely with non-profit organizations, for-profit entities, and public agencies to administer funds in accordance with the City's Consolidated Plan and Annual Action Plans.

To ensure strong governance and transparency, the City actively monitors funded activities, provides technical assistance to subrecipients, and conducts community engagement efforts to inform future funding priorities. This ongoing oversight ensures that CDBG and HOME funds are used to achieve measurable improvements in housing, infrastructure, and public services throughout Hawthorne.

Consolidated Plan Public Contact Information

City of Hawthorne
Department of Housing
Kimberly Mack, Director of Housing
4455 W. 126th Street
Hawthorne, CA 90250
(310) 349-1603

AP-10 Consultation

Introduction

The City of Hawthorne conducted a comprehensive consultation process to ensure that the 2025-2029 Consolidated Plan reflects the needs and priorities of residents, service providers, and community stakeholders. In compliance with 24 CFR Part 91, the City engaged a wide range of public and private agencies, regional planning entities, and service providers that support low- and moderate-income residents, special needs populations, and individuals experiencing homelessness. The goal of this process was to enhance coordination among local government agencies, non-profits, housing developers, businesses, and service organizations to create a cohesive strategy for improving housing affordability, public services, public facilities, and infrastructure. To facilitate the consultation process, the City solicited feedback through the following methods:

- Community Survey (web-based and paper)
- Community meetings
- Stakeholder consultations
- Public hearings
- Receipt of written and oral comments

To gather the greatest breadth and depth of information, the City consulted with a wide variety of agencies, groups, and organizations concerning the housing, community, and economic development needs of the community.

Each of the agencies, groups, or organizations invited to consult and participate in the planning process is represented in Table 3. The input received from these consultations helped establish and inform the objectives and goals described in the Strategic Plan.

Provide a concise summary of the jurisdiction's activities to enhance coordination between public and assisted housing providers and private and governmental health, mental health and service agencies (91.215(I)).

The City recognizes the importance of careful coordination and alignment among various service providers to maximize the effectiveness of the CDBG and HOME programs. As a result, during the development of the Consolidated Plan, the City consulted with organizations that provide assisted housing, health services and other community-focused programs. Outreach efforts included surveys, invitations to community meetings, and follow-up interviews where appropriate.

The City further recognizes the importance of continued coordination and alignment during the upcoming five-year planning period with these organizations and agencies. The City will reinforce these partnerships through the implementation of the Notice of Funding Availability (NOFA) process for CDBG and HOME funds each year and through technical assistance provided to subrecipients.

Describe coordination with the Continuum of Care and efforts to address the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans, and unaccompanied youth) and persons at risk of homelessness

The Los Angeles County Continuum of Care (CoC) is comprised of a network of public, private, faith-based, for-profit, and non-profit service providers who utilize several federal, state and local resources to provide services for homeless people. The region's municipalities, including the City of Hawthorne, also provide resources for services that assist the homeless and those at risk of becoming homeless. The non-profit and faith-based community plays a key role in the current CoC system. Hundreds of agencies throughout the County provide programs ranging from feeding the homeless on the street to creating permanent supportive housing opportunities. These services are available to homeless families with children, and single men and women. The non-profit and faith-based community also serves special needs populations, such as victims of domestic violence, veterans, the disabled and youth.

The CoC guides the development of homeless strategies and the implementation of programs to end homelessness throughout the region. The City regularly consults with the CoC to identify needs in the jurisdiction and its objectives to address the needs of different homeless populations, including chronically homeless families and individuals, families with children, veterans, unaccompanied youth, and persons at risk of homelessness. The City continues to coordinate with the CoC to clarify existing needs and objectives and identify opportunities for collaboration during the five-year planning process.

Describe consultation with the Continuum(s) of Care that serves the jurisdiction's area in determining how to allocate ESG funds, develop performance standards and evaluate outcomes, and develop funding, policies and procedures for the administration of HMIS

Although not a direct Emergency Solutions Grant (ESG) entitlement community, the City consulted with a number of housing, social services, governmental, and other entities involved in housing and community development in the City. Through these consultations, the City identified the holistic needs of the community, including those for extremely low-income households and homeless persons and how the City can continue to effectively coordinate with regional homeless service providers to best meet the needs of these populations. The CoC was consulted to discuss performance standards, outcome evaluation methodologies, and policies and procedures for the use of HMIS.

Describe Agencies, groups, organizations and others who participated in the process and describe the jurisdictions consultations with housing, social service agencies and other entities

1	**Agency/Group/Organization**	**Los Angeles Homeless Services Authority (LAHSA)**
	Agency/Group/Organization Type	Continuum of Care; Services – Homeless; Regional Organization
	What section of the Plan was addressed by Consultation?	Homelessness Strategy Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth Anti-poverty
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
2	**Agency/Group/Organization**	**Los Angeles County Department of Child Protective Services**
	Agency/Group/Organization Type	Child Welfare Agency; Services – Children; Services – Victims of Domestic Violence
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs; Non-Housing Community Development Strategy
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
3	**Agency/Group/Organization**	**Los Angeles County Development Authority (LACDA)**
	Agency/Group/Organization Type	PHA; Public Land Agency; Assisted Housing
	What section of the Plan was addressed by Consultation?	Housing Needs Assessment

	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
4	**Agency/Group/Organization**	**Children's Dental Health Clinic**
	Agency/Group/Organization Type	Services – Children; Services – Health
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs; Non-Housing Community Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
5	**Agency/Group/Organization**	**The Children's Clinic**
	Agency/Group/Organization Type	Services – Children; Services – Health
	What section of the Plan was addressed by Consultation?	Non-Housing Community Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
6	**Agency/Group/Organization**	**Hawthorne Veteran Affairs Commission**
	Agency/Group/Organization Type	Services – Homeless Veterans
	What section of the Plan was addressed by Consultation?	Homelessness Strategy; Homelessness Strategy- Veterans; Non-Homeless Special Needs; Anti-Poverty
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
7	**Agency/Group/Organization**	**Steelworkers Oldtimers Foundation**
	Agency/Group/Organization Type	Services-Elderly Persons Services-Persons with Disabilities

	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
8	**Agency/Group/Organization**	**Harbor Regional Center**
	Agency/Group/Organization Type	Services – Persons with Disabilities
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
9	**Agency/Group/Organization**	**Watts Health Center**
	Agency/Group/Organization Type	Services – Persons with HIV/AIDS; Services – Health
	What section of the Plan was addressed by Consultation?	Non-Housing Community Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
10	**Agency/Group/Organization**	**County Public Health Department**
	Agency/Group/Organization Type	Health Agency; Publicly Funded Institution; Services – Health; Lead-Based Paint
	What section of the Plan was addressed by Consultation?	Non-Housing Community Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
11	**Agency/Group/Organization**	**Volunteers of America**
	Agency/Group/Organization Type	Services – Homeless

	What section of the Plan was addressed by Consultation?	Homelessness Strategy; Anti-Poverty
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
12	**Agency/Group/Organization**	**South Bay Workforce Investment Board**
	Agency/Group/Organization Type	Services – Employment; Regional Organization; Planning Organization; Services – Children
	What section of the Plan was addressed by Consultation?	Economic Development; Non-Housing Community Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
13	**Agency/Group/Organization**	**C-H #4 Residential Facility**
	Agency/Group/Organization Type	Services – Elderly Persons; Services – Persons with Disability; Assisted Housing
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs; Non-Housing Community Development; Housing Need Assessment
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
14	**Agency/Group/Organization**	**Champions of Caring**
	Agency/Group/Organization Type	Services – Education; Services – Children
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs; Homelessness Strategy; Anti-Poverty;
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.

15	**Agency/Group/Organization**	**El Nido Family Centers**
	Agency/Group/Organization Type	Services – Employment
	What section of the Plan was addressed by Consultation?	Economic Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
16	**Agency/Group/Organization**	**Advantage**
	Agency/Group/Organization Type	Services – Elderly Persons
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
17	**Agency/Group/Organization**	**Ashley's Place Adult Residential II**
	Agency/Group/Organization Type	Services – Elderly Persons; Assisted Housing
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs; Housing Needs Assessment
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
18	**Agency/Group/Organization**	**EPI Center**
	Agency/Group/Organization Type	Services – Elderly Persons
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.

19	**Agency/Group/Organization**	**Piety and Emenogu-Work Skill Center**
	Agency/Group/Organization Type	Services – Elderly Persons
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
20	**Agency/Group/Organization**	**Rosecrans Villa Residential Care**
	Agency/Group/Organization Type	Services – Elderly Persons; Assisted Housing
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs; Housing Needs Assessment
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
21	**Agency/Group/Organization**	**Moneta Gardens Improvements**
	Agency/Group/Organization Type	Services – Education; Services – Children
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs; Homelessness Strategy; Anti-Poverty
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
22	**Agency/Group/Organization**	**Woodyear Home**
	Agency/Group/Organization Type	Services – Elderly Persons; Services – Persons with Disability
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.

23	**Agency/Group/Organization**	**Los Angeles County Fire Department**
	Agency/Group/Organization Type	County Government; Emergency Management Agency
	What section of the Plan was addressed by Consultation?	Non-Housing Community Development; Hazard Mitigation Plan
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
24	**Agency/Group/Organization**	**New Star Family Center**
	Agency/Group/Organization Type	Services – Survivors of Domestic Violence
	What section of the Plan was addressed by Consultation?	Homeless Strategy; Non-Homeless Special Needs; Non-Housing Community Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
25	**Agency/Group/Organization**	**Family Promise of the South Bay**
	Agency/Group/Organization Type	Services – Housing; Services – Homeless
	What section of the Plan was addressed by Consultation?	Housing Needs Assessment; Homelessness Strategy; Non-Homeless Special Needs;
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
26	**Agency/Group/Organization**	**Catholic Charities of Los Angeles**
	Agency/Group/Organization Type	Services – Housing; Services – Homeless
	What section of the Plan was addressed by Consultation?	Homelessness Strategy; Homelessness Strategy-Unaccompanied Youth; Anti-Poverty

	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
27	**Agency/Group/Organization**	**The Richstone Family Center**
	Agency/Group/Organization Type	Services – Survivors of Domestic Violence; Services - Health
	What section of the Plan was addressed by Consultation?	Non-Housing Community Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
28	**Agency/Group/Organization**	**WeeCare**
	Agency/Group/Organization Type	Services – Education
	What section of the Plan was addressed by Consultation?	Economic Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
29	**Agency/Group/Organization**	**Fair Housing Foundation**
	Agency/Group/Organization Type	Services – Fair Housing; Civic Leader
	What section of the Plan was addressed by Consultation?	Housing Needs Assessment; Market Analysis; Fair Housing Strategy
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
30	**Agency/Group/Organization**	**Federal Emergency Management Agency (FEMA)**
	Agency/Group/Organization Type	Agency – Managing Flood Prone Areas Agency – Emergency Management

	What section of the Plan was addressed by Consultation?	Hazard Mitigation
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
31	**Agency/Group/Organization**	**FCC**
	Agency/Group/Organization Type	Agency – Narrowing the Digital Divide
	What section of the Plan was addressed by Consultation?	Broadband
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
32	**Agency/Group/Organization**	**Hawthorne School District**
	Agency/Group/Organization Type	Publicly Funded Institution; Services – Education; Services – Children
	What section of the Plan was addressed by Consultation?	Non-Homeless Special Needs; Homelessness Strategy; Anti-Poverty;
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
33	**Agency/Group/Organization**	**Habitat for Humanity**
	Agency/Group/Organization Type	Services – Housing
	What section of the Plan was addressed by Consultation?	Housing Needs assessment
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
34	**Agency/Group/Organization**	**Home Ownership for Personal Empowerment, Inc.**

	Agency/Group/Organization Type	Assisted Housing; Services – Housing; Services – Persons with Disabilities
	What section of the Plan was addressed by Consultation?	Housing Needs assessment
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
35	**Agency/Group/Organization**	**County of Los Angeles Commission on HIV**
	Agency/Group/Organization Type	Health Agency; Local Government; Services – Persons with HIV/AIDS
	What section of the Plan was addressed by Consultation?	Housing Needs Assessment; Non-Homeless Special Needs
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
36	**Agency/Group/Organization**	**Los Angeles County Regional Broadband Consortium**
	Agency/Group/Organization Type	Narrowing the Digital Divide
	What section of the Plan was addressed by Consultation?	Broadband
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
37	**Agency/Group/Organization**	**CA Department of Housing and Urban Development**
	Agency/Group/Organization Type	State Government; Planning Organization; Regional Organization
	What section of the Plan was addressed by Consultation?	Housing Need Assessment; Homelessness Strategy; Non-Housing Community Development Needs

	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
38	**Agency/Group/Organization**	**Hawthorne Office of Emergency Management**
	Agency/Group/Organization Type	Emergency Management; Floodplain Management; Local Government
	What section of the Plan was addressed by Consultation?	Housing Need Assessment; Homelessness Strategy; Non-Housing Community Development Needs
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.
39	**Agency/Group/Organization**	**Hawthorne Chamber of Commerce**
	Agency/Group/Organization Type	Business Leader
	What section of the Plan was addressed by Consultation?	Economic Development
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	To obtain a comprehensive assessment of the needs and priorities within the community, the Consolidated Plan process included consultation and engagement with City residents, service providers, and other stakeholders through surveys, meetings, and email.

Table 3 - Agencies, groups, and organizations who participated

Identify any Agency Types not consulted and provide rationale for not consulting

The City maintains a list of agencies, organizations and other stakeholders that have expressed an interest in the City's CDBG and HOME programs and invited representatives from each entity to participate at multiple points in the planning process. All agencies were strongly encouraged to attend community meetings and participate in surveys.

Any agency or organization that was not consulted and would like to be included in the City's list of stakeholders, the agency or organization may contact the Department of Housing at (310) 349-1603.

Other local/regional/state/federal planning efforts considered when preparing the Plan

Table 4 - Other local / regional / federal planning efforts

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
Continuum of Care	Los Angeles Homeless Services Authority (LAHSA)	Consultation with the CoC indicates that the City's Consolidated Plan goals are consistent with the CoC's strategies.
City of Hawthorne 2021-2029 Housing Element	City of Hawthorne	The goals included in the Consolidated Plan are consistent with the Housing Element policies and objectives.

Describe cooperation and coordination with other public entities, including the State and any adjacent units of general local government, in the implementation of the Consolidated Plan (91.215(l))

To enhance coordination among the CoC, public, and assisted housing providers and private and governmental health, mental health and service agencies, the City invited each of these entities to provide input on the needs of the community in the development of this Consolidated Plan.

The Housing Department works with subrecipients of CDBG and HOME funds to ensure a coordinated effort among service agencies in the region to address the needs of Hawthorne residents, including but not limited to chronically homeless individuals and families, families with children, veterans and their families, unaccompanied youth, and persons who were recently homeless but now live in permanent housing. To promote economic opportunities for low-income residents, the City coordinates with subrecipients, social service agencies, businesses, and housing developers to ensure that where there are job opportunities for low-income individuals in connection with HUD-assisted projects, information is disseminated through appropriate channels consistent with the objectives of Section 3 of the Housing and Community Development Act of 1968.

AP-12 Citizen Participation

Summary of citizen participation process/Efforts made to broaden citizen participation

Summarize citizen participation process and how it impacted goal setting

The City of Hawthorne conducted a comprehensive citizen participation process to ensure that the 2025-2029 Consolidated Plan accurately reflects community needs and priorities. The public engagement process was designed in accordance with the City's Citizen Participation Plan (CPP) and HUD regulations (24 CFR 91.105), ensuring that residents, local organizations, and community stakeholders had meaningful opportunities to participate in shaping the City's housing and community development strategies.

The Department of Housing led outreach efforts, emphasizing broad public engagement, particularly among low- and moderate-income residents, individuals with disabilities, racial and ethnic minorities, non-English-speaking populations, and public housing residents. The City also actively consulted with local and regional institutions, businesses, developers, non-profit and faith-based organizations, the Continuum of Care (CoC), and philanthropic entities to ensure a coordinated and holistic approach to addressing housing and community development needs.

To identify and prioritize community needs, the City developed and distributed a survey to gather input on housing, community, and economic development needs. The survey was available in English and Spanish, accessible online and in paper format, and posted at various public facilities to maximize accessibility.

The City hosted three community meetings on September 26, 2024, September 27, 2024, and November 19, 2024 where residents and stakeholders participated in interactive discussions and provided feedback on local housing and community development needs.

In compliance with 24 CFR 91.105(e)(1)(ii), the City conducted two public hearings at different stages of the planning process. The first public hearing was convened on September 23, 2025 and focused on reviewing program performance. A draft of the 2024-2025 Consolidated Annual Performance and Evaluation Report (CAPER) was made available for public review from September 8, 2025 to September 23, 2025, but no public comments were received.

Subsequently, the City made the draft 2026-2027 Action Plan available for public review and comment from March 27, 2026, to April 28, 2026. Residents were invited to review the draft documents and to attend the Public Hearing on April 28, 2026, or submit written comments concerning the housing and community development needs, proposed projects and activities, as well as proposed strategies and actions for affirmatively furthering fair housing.

Citizen Participation

Table 5 - Citizen Participation Outreach

	Mode of Outreach	Target of Outreach	Summary of Response/attendance	Summary of Comments received	Summary of comments not accepted and reasons	URL (If applicable)
1	Internet Outreach	Non-targeted/broad community	The Community Survey was available online and in paper format at various City facilities from September 16, 2024, to January 15, 2025. The City advised residents and stakeholders of the availability of the survey via email, posting on social media channels, and announcements at City Council meetings.	The purpose of the survey was to allow all residents and stakeholders the opportunity to provide their assessment of the level of need in Hawthorne for a variety of housing, community and economic development activities. In total, 43 residents and 29 stakeholders completed the survey.	All survey responses were accepted and incorporated into the survey results.	N/A
2	Public Meeting	Minorities Persons with disabilities Non-targeted/broad community	Community Meeting on September 26, 2024, at 6:00 pm via Microsoft Teams.	Stakeholders and residents in attendance participated in interactive discussions on priority housing and community development needs.	All comments were accepted.	N/A
3	Public Meeting	Minorities Persons with disabilities Non-targeted/broad community	Community Meeting on September 27, 2024, at 10:00 am at City Hall.	Stakeholders and residents in attendance participated in interactive discussions on priority housing and community development needs.	All comments were accepted.	N/A

4	Newspaper Ad	Non-targeted/broad community	Notice of the 15-day public review and comment period for the draft 2024-2025 Consolidated Annual Performance and Evaluation Report (CAPER). The Public Notice was published on September 4, 2025, and invited interested parties to review the draft document. Residents and stakeholders were also invited to a public hearing to provide oral comments.	No comments were received.	No comments were received.	N/A
5	Public Hearing	Minorities Persons with disabilities Non-targeted/broad community Residents of Public and Assisted Housing	Public hearing on September 23, 2025, to receive comments on the draft 2024-2025 Consolidated Annual Performance and Evaluation Report (CAPER) prior to adoption and submission to HUD.	No comments were received.	No comments were received.	N/A
6	Newspaper Ad	Non-targeted/broad community	Notice of the 30-day public review and comment period for the draft 2026-2027 Action Plan. The Public Notice was published on March 26, 2026, and invited interested parties to review the draft document.	No comments were received.~~TBD~~	No comments were received.~~TBD~~	N/A

			Residents and stakeholders were also invited to a public hearing to provide oral comments.			
7	Public Hearing	Minorities Persons with disabilities Non-targeted/broad community Residents of Public and Assisted Housing	Public hearing on April 28, 2026, to receive comments on the draft 2026-2027 Action Plan prior to adoption and submission to HUD.	No comments were received.~~TBD~~	No comments were received.~~TBD~~	N/A

Action Plan

AP-15 Expected Resources

Introduction

The projects and activities included in the 2026-2027 Action Plan are based on resources that are reasonably anticipated to be available to the City from July 1, 2026, through June 30, 2027. The actual resources available to support activities during the implementation of the remainder of the 2025-2029 Consolidated Plan may vary significantly due to factors outside of the City's control. For example, HUD formula grant allocations are subject to change each year based on several factors such as the amount of the national appropriation, changes in ACS population data applied to the CPD grant formulas, statutory changes to the grant programs, the addition or removal of entitlements receiving a particular grant, and the availability of reallocated funds.

For the 2026-2027 program year, the City anticipates receiving approximately $~~1,149,498~~1,167,217 in CDBG funds and $~~492,254.25~~492,431.60 in HOME funds. When combined with program income and available prior year resources, the 2026-2027 Action Plan will allocate a total of $~~1,794,673~~1,712,392 in CDBG funds and $~~1,835,286.64~~1,835,463.99 in HOME funds to support the following eligible activities to be implemented from July 1, 2026 through June 30, 2027.

Anticipated Resources

Table 6 - Expected Resources – Priority Table

Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of Con Plan: $	Narrative Description
		Annual Allocation: $	Program Income: $	Prior Year Resources: $	Total: $		
CDBG	Admin and Planning Economic Development Housing Public Improvements Public Services	$~~1,149,498~~1,167,217.00	$0.00	$~~645,175~~545,175.00	$~~1,794,673~~1,712,392.00	$~~3,448,494~~3,501,651.00	The expected amount available for the remainder of the Consolidated Plan period assumes level funding in future years.
HOME	Acquisition Homeowner Rehab New Construction for Ownership	$~~492,254.25~~492,431.60	$32,194.75	$1,310,837.64	$~~1,835,286.64~~1,835,463.99	$~~1,476,762.75~~1,477,294.80	The expected amount available for the remainder of the Consolidated Plan period assumes level funding

							in future years.

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

As a jurisdiction with substantial housing and community development needs, Hawthorne needs to leverage its CDBG and HOME entitlement grants with a variety of funding resources in order to maximize the effectiveness of available funds.

Federal Resources

- Continuum of Care (CoC) Program
- HUD Veterans Affairs Supportive Housing (HUD-VASH)
- Supportive Housing for the Elderly (Section 202)
- Supportive Housing for Persons with Disabilities (Section 811)
- Housing Opportunities for Persons with AIDS (HOPWA)
- YouthBuild
- Federal Low-Income Housing Tax Credit (LIHTC) Program
- HUD Community Project Funding (CPF) Program
- HUD Section 108 Loan Guarantee

State Resources

- State Low-Income Housing Tax Credit Program
- Building Equity and Growth in Neighborhoods Program (BEGIN)
- Permanent Local Housing Allocation (PLHA)
- CalHome Program
- Multifamily Housing Program (MHP)
- CalHFA Single and Multi-Family Program
- Mental Health Service Act (MHSA) Funding
- Justice Assistance Grant (JAG) Program
- Homeless Emergency Aid Program (HEAP)
- Project Roomkey

Local Resources

- Los Angeles County Development Agency (LACDA)
- Los Angeles Homeless Services Authority (LAHSA)
- Southern California Home Financing Authority (SCHFA)
- General fund

Private Resources

- Federal Home Loan Bank Affordable Housing Program (AHP)
- Community Reinvestment Act Programs
- United Way
- Private Contributions

HOME Match Requirements

Under federal HOME regulations, the City of Hawthorne must contribute a 25 percent local match to HOME-funded projects. However, HUD allows match reductions for local jurisdictions that meet one of the distress criteria.

Since Fiscal Year 2023, Hawthorne was identified as fiscally distressed and received a 50 percent reduction in match requirements, thereby lowering the required match to 12.5 percent of HOME funds expended. While match reductions are recalculated annually, the City anticipates this match reduction status will continue through the Consolidated Plan period. The City will meet its HOME match requirement with other non-federal resources.

If appropriate, describe publicly owned land or property located within the jurisdiction that may be used to address the needs identified in the plan

As of the preparation of this Consolidated Plan, there is currently no publicly owned land or property that may be used to address the needs identified in this plan. Since Hawthorne is predominantly built out, there is nominal vacant land remaining to accommodate new development. As such, the City will explore opportunities to acquire nonvacant sites with CDBG, HOME, and other funding sources that are suitable for redevelopment that can be appropriately scaled to meet the needs identified.

Discussion

During the 2026-2027 Program Year, the City anticipates that these funds will be leveraged with other public and private funding. Along with leveraged dollars, the City expects to invest approximately $~~1,794,673~~1,712,392 of CDBG and $~~1,835,286.64~~1,835,463.99 of HOME funds during the program year on public services, housing preservation and development, as well as public facility and infrastructure improvement activities that promote suitable living environments and decent housing.

AP-20 Annual Goals and Objectives

Goals Summary Information

Table 7 – Goals Summary

	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Public Services	2026	2027	Non-Housing Community Development	Citywide	Expand public services for LMI residents	CDBG: $~~172,424~~175,082.00	Public service activities other than Low/Mod Income Housing Benefit: 376 Persons Assisted
2	Public Facilities & Infrastructure Improvements	2026	2027	Non-Housing Community Development	Citywide	Improve public facilities and infrastructure Address material barriers to accessibility	CDBG: $802,175.00	Public facility or infrastructure activities other than Low/Mod Income Housing Benefit: 4,550 Persons Assisted Repayment of Section 108 Loan Guarantee: 1
3	Affordable Housing Preservation	2026	2027	Affordable Housing	Citywide	Preserve the supply of affordable housing	HOME: $1,000,000.00	Homeowner housing rehabilitated: 10 Households / Housing Units
4	Affordable Housing Development	2026	2027	Affordable Housing	Citywide	Increase the supply of affordable housing	HOME: $~~786,061.64~~786,220.99	Rental units rehabilitated: 1 Household / Housing Units
5	Economic Development			Economic Development	S/B Target Areas	Promote economic opportunities	CDBG: $~~590,175~~501,692.00	Businesses assisted: 2 businesses assisted
6	Fair Housing Services	2026	2027	Affordable Housing	Citywide	Ensure equal access to housing opportunities	CDBG: $30,000.00	Public service activities other than Low/Mod Income Housing Benefit: 240 Persons Assisted
7	Program Administration	2026	2027	All	Citywide	All	CDBG: $~~199,899~~203,443.00 HOME: $~~49,225~~49,243.00	Other: 1 Other: 1

Goal Descriptions

1	Goal Name	Public Services
	Goal Description	Provide low- and moderate- income residents with a range of public services necessary to prevent homelessness and ameliorate the effects of poverty.
2	Goal Name	Public Facilities and Infrastructure Improvements
	Goal Description	Improve public facilities and infrastructure to benefit residents of predominantly low- and moderate-income areas or those presumed under HUD regulations to be low- and moderate-income such as elderly and disabled adults. Where it is possible, improvements will remove material and architectural barriers to accessibility. This also includes repayment of Section 108 Loan.
3	Goal Name	Affordable Housing Preservation
	Goal Description	Preserve the quality of existing owner-occupied housing units through rehabilitation including lead-based paint education, inspection, testing and abatement. Where appropriate, energy efficiency improvements and conservation measures will be implemented to increase sustainability and reduce monthly household utility costs to promote long-term affordability.
4	Goal Name	Affordable Housing Development
	Goal Description	Increase the supply of affordable housing and promote homeownership opportunities for low-income individuals, families, residents with special needs, and persons experiencing homelessness.
5	Goal Name	Economic Development
	Goal Description	Improve and revitalize commercial corridors through rehabilitation and façade improvements to existing businesses, particularly in designated slum and blight areas.
6	Goal Name	Fair Housing Services
	Goal Description	Affirmatively further fair housing choice through the provision of fair housing education, counseling, anti-discrimination and landlord-tenant mediation services.
7	Goal Name	Planning and Administration
	Goal Description	Provide for the timely and compliant administration of the CDBG and HOME programs in accordance with HUD policy and federal regulations. Activities include overall program oversight, planning, performance evaluation, reporting, and coordination to ensure resources are aligned with community needs and priorities.

Estimate the number of extremely low-income, low-income, and moderate-income families to whom the jurisdiction will provide affordable housing as defined by HOME 91.215(b).

The City of Hawthorne anticipates providing affordable housing to low- and moderate-income households through the following activities:

- Homeowner Housing Rehabilitation Program - $1,000,000 in HOME funds (10 households / housing units)
- Affordable Housing Development - $1,310,837.64 in HOME funds (2 households / housing units)

AP-35 Projects

Introduction

To address the high priority needs identified in the Strategic Plan to the 2025-2029 Consolidated Plan, the City of Hawthorne will invest CDBG and HOME funds in projects that provide public services to low- and moderate-income residents, preserve and develop affordable housing, support economic development, and improve the City's public facilities and infrastructure. Together, these projects will address the housing, community and economic development needs of Hawthorne residents.

Projects

Table 8 – Project Information

	Project Name
1	Public Services
2	Public Facilities and Infrastructure Improvements
3	Affordable Housing Preservation
4	Affordable Housing Development
5	Economic Development
6	Fair Housing Services
7	Program Administration

Describe the reasons for allocation priorities and any obstacles to addressing underserved needs

Based on the Strategic Plan, the City is allocating 100 percent of its CDBG and HOME funds (excluding program administration) for program year 2026-2027 toward projects and activities that benefit low- and moderate-income people. Due to the nature of certain activities to be undertaken, investments in public service activities as well as public facilities and infrastructure improvements may be limited to the CDBG designated low- and moderate-income areas while other activities benefit low- and moderate-income clientele and are available citywide.

In addition, the City will allocate $~~590,175~~501,692 of its CDBG funds to support a Commercial Rehabilitation Program (CRP). This program will provide façade and exterior improvements to commercial properties located in designated slum and blight areas, with the goal of addressing deteriorating conditions, improving the appearance and functionality of commercial corridors, and supporting local economic activity that benefits the community.

The primary obstacles to meeting the underserved needs of low- and moderate-income residents include lack of funding from federal, state and other local sources, the high cost of housing that is not affordable to low-income households, and the lack of availability of home improvement financing in the private lending industry. To address these obstacles, the City is investing CDBG and HOME funds through the 2026-2027 Action Plan in projects that develop and preserve affordable housing, provide public services to low- and moderate-income residents, and improve public facilities and infrastructure.

AP-38 Project Summary

Project Summary Information

1	**Project Name**	**Public Services**
	Target Area	Citywide / CDBG Eligible Areas
	Goals Supported	Public Services
	Needs Addressed	Expand public services for low- and moderate-income residents
	Funding	CDBG: $~~172,424~~175,082
	Description	Provide low- and moderate- income residents with a range of public services necessary to prevent homelessness and ameliorate the effects of poverty.
	Target Date	6/30/27
	Estimate the number and type of families that will benefit from the proposed activities	376 persons assisted
	Location Description	Citywide / CDBG Eligible Areas
	Planned Activities	CCLA: St. Margaret's Emergency Assistance (190 Persons) – $~~20,346~~21,000 FPOLA: Shelter and Supportive Services (30 Persons) – $~~20,346~~21,000 NSFC: Domestic Violence Services (35 Persons) – $~~20,346~~21,000 SBWIB: Teen Center (81 Persons) – $~~91,040~~91,082 TRFC: Behavioral Health Services (40 Persons) – $~~20,346~~21,000
2	**Project Name**	**Public Facilities and Infrastructure Improvements**
	Target Area	Citywide / CDBG Eligible Areas
	Goals Supported	Public Facilities and Infrastructure Improvements
	Needs Addressed	Improve public facilities and infrastructure & Address material barriers to accessibility
	Funding	CDBG: $802,175
	Description	Improve public facilities and infrastructure to benefit low- and moderate-income residents or those presumed under HUD regulations to be low- and moderate-income such as elderly and disabled adults. Includes Section 108 Loan Repayment.
	Target Date	6/30/27
	Estimate the number and type of families that will benefit from the proposed activities	4,550 persons assisted 1 other (section 108 loan repayment)
	Location Description	Citywide / CDBG Eligible Areas
	Planned Activities	COH: Alley Reconstruction (4,550 Persons) – $247,175 COH: Section 108 Loan Repayment (1 Other) – $555,000
3	**Project Name**	**Affordable Housing Preservation**
	Target Area	Citywide
	Goals Supported	Affordable Housing Preservation
	Needs Addressed	Preserve the supply of affordable housing

	Funding	HOME: $1,000,000
	Description	Hawthorne has an existing Housing Rehabilitation Program geared towards the preservation of the quality of existing affordable housing stock occupied by low- and moderate-income homeowners.
	Target Date	6/30/27
	Estimate the number and type of families that will benefit from the proposed activities	10 Homeowner Households / Housing Units Rehabilitated
	Location Description	Citywide
	Planned Activities	COH: Housing Rehabilitation Program (10 Households / Housing Units) – $1,000,000
4	**Project Name**	**Affordable Housing Development**
	Target Area	Citywide
	Goals Supported	Affordable Housing Development
	Needs Addressed	Increase the supply of affordable housing
	Funding	HOME: $~~786,061.64~~786,220.99
	Description	Increase the supply of affordable housing through acquisition, rehabilitation, and resale, or new construction of affordable owner-occupied or rental housing units to be made available to low-income individuals, families, residents with special needs, and persons experiencing homelessness.
	Target Date	6/30/27
	Estimate the number and type of families that will benefit from the proposed activities	1 Rental Households / Housing Units Rehabilitated
	Location Description	Citywide
	Planned Activities	CHDO: TBD – $~~147,678~~147,704 COH: Affordable Housing Development (1 Households / Housing Units) – $~~638,383.64~~638,516.99
5	**Project Name**	**Economic Development**
	Target Area	Slum and Blight Target Area
	Goals Supported	Economic Development
	Needs Addressed	Promote economic opportunities
	Funding	CDBG: $~~590,175~~501,692
	Description	Improve and revitalize commercial corridors through rehabilitation and façade improvements to existing businesses, particularly in areas serving low- and moderate-income residents or designated slum and blight areas. These investments will address deteriorating conditions, enhance the appearance and functionality of commercial properties, and support local economic activity by creating more attractive and viable spaces for businesses and customers.
	Target Date	6/30/27

	Estimate the number and type of families that will benefit from the proposed activities	2 businesses assisted
	Location Description	Slum and Blight Target Area
	Planned Activities	COH: Commercial Rehabilitation Program (2 businesses) - $~~590,175~~501,692
6	**Project Name**	**Fair Housing Services**
	Target Area	Citywide
	Goals Supported	Fair Housing Services
	Needs Addressed	Ensure equal access to housing opportunities
	Funding	CDBG: $30,000
	Description	Affirmatively further fair housing choice through the provision of fair housing education, counseling, anti-discrimination and landlord-tenant mediation services.
	Target Date	6/30/27
	Estimate the number and type of families that will benefit from the proposed activities	240 persons assisted
	Location Description	Citywide
	Planned Activities	FHF: Fair Housing Services (240 Persons) – $30,000
7	**Project Name**	**Program Administration**
	Target Area	Citywide
	Goals Supported	All
	Needs Addressed	All
	Funding	CDBG: $~~199,899~~203,443 HOME: $~~49,225~~49,243
	Description	Overall administration of the CDBG and HOME program which includes preparation and submission of the Annual Action Plan and CAPER, IDIS data input, provision of technical assistance, monitoring of all projects, and fiscal management.
	Target Date	6/30/27
	Estimate the number and type of families that will benefit from the proposed activities	N/A
	Location Description	Citywide
	Planned Activities	COH: CDBG Administration – $~~199,899~~203,443 COH: HOME Administration – $~~49,225~~49,243

AP-50 Geographic Distribution

Description of the geographic areas of the entitlement (including areas of low-income and minority concentration) where assistance will be directed

Assistance will be primarily directed to activities that serve low- and moderate-income residents citywide. During the 2026-2027 program year, one infrastructure improvement project and one public service activity rely on the established low- and moderate-income area benefit criteria. Those are the CDBG-eligible portions of the alley reconstruction project and Hawthorne Teen Center.

In addition, the City will invest CDBG funds through a Commercial Rehabilitation Program that will target businesses located within designated slum and blight areas. These investments will address deteriorating conditions along commercial corridors and support broader neighborhood revitalization efforts.

The low- and moderate-income census tract/block groups and slum and blight target areas are shown on the maps included in Appendix B of this Plan.

Geographic Distribution

Table 9 - Geographic Distribution

	Target Area	Percentage of CDBG Funds	Percentage of HOME Funds
1	Citywide	~~67~~71%	100%
2	Slum & Blight	~~33~~29%	0%

Rationale for the priorities for allocating investments geographically

For the 2026-2027 program year, the City will invest $~~1,794,673~~1,712,392 in CDBG and $~~1,835,286.64~~1,835,463.99 in HOME funds to benefit low- and moderate-income residents throughout the City. Of this amount, $~~590,175~~501,692, or ~~33~~ 29 percent, of all resources will be invested in a Commercial Rehabilitation Program targeted to businesses located within designated slum and blight areas. These investments are intended to address deteriorating commercial conditions, improve the appearance and functionality of commercial corridors, and support economic vitality in areas that serve surrounding residential neighborhoods.

Discussion

Hawthorne is allocating its CDBG and HOME funds for program year 2026-2027 to activities that support a combination of public services, infrastructure improvements, housing activities, and economic development initiatives that benefit low- and moderate-income residents. These activities are either available to eligible residents citywide or targeted to designated areas.

AP-55 Affordable Housing

Introduction

Two high priority affordable housing needs are identified in the 2025-2029 Consolidated Plan and two Strategic Plan goals are established to provide the framework necessary to invest CDBG and HOME funds to address the affordable housing needs of the City. During the 2026-2027 program year, the City will implement the following:

- CCLA: St. Margaret's Emergency Assistance – $~~20,346~~21,000 in CDBG funds (190 persons)
- Homeowner Housing Rehabilitation Program – $1,000,000 in HOME funds (10 households / housing units)
- Affordable Housing Development – $~~786,061.64~~786,220.99 in HOME funds (2 households / housing units)

Table 10 - One Year Goals for Affordable Housing by Support Requirement

One Year Goals for the Number of Households to be Supported	
Homeless	0
Non-Homeless	202
Special Needs	0
Total	***202***

Table 11 - One Year Goals for Affordable Housing by Support Type

One Year Goals for the Number of Households to be Supported	
Rental Assistance	190
The Production of New Units	2
Rehab of Existing Units	10
Acquisition of Existing Units	0
Total	***202***

Discussion

During the 2026-2027 program year, the City will allocate $1,000,000 of HOME funds to provide financial assistance to low- and moderate-income homeowners to help preserve their homes in need of critical home improvements. The City also plans to allocate

$~~20,346~~21,000 of CDBG funds to provide emergency assistance to income-eligible households.

AP-60 Public Housing

Introduction

The Hawthorne Housing Authority (HA) is responsible for the administration and oversight of the City's public and assisted housing programs. The HA plays a vital role in helping low-income families access safe and affordable housing through the Housing Choice Voucher (HCV) program.

Currently, the HA does not own or manage any HUD public housing developments. However, the City is within the service area of LACDA. LACDA currently manages a portfolio of nearly 3,000 public housing units and more than 21,000 vouchers. This structure highlights the collaborative nature of public and assisted housing. The HA and LACDA's primary goal is to provide safe, decent, and sanitary housing.

Actions planned during the next year to address the needs of public housing residents

During the 2026-2027 program year, HA intends to partner with a qualified Community Housing Development Organization (CHDO) to identify additional opportunities to address the needs of extremely low- and low-income households.

Actions to encourage public housing residents to become more involved in management and participate in homeownership

The Hawthorne Housing Authority (HA) encourages residents involvement and actively seeks input from residents on the management and implementation of HA policies and procedures. Additionally, LACDA supports resident councils to participate in the decision making process via surveys and other forms of engagement.

LACDA currently administers the Family Self-Sufficiency (FSS) program for public housing residents and Housing Choice Voucher (HCV) program participants. The FSS program provides critical tools and supportive services to foster a resident's transition from financial and housing assistance to economic and housing self-sufficiency, most importantly homeownership. To support this effort, HHA and LACDA utilize marketing materials to outreach and further promote the program's requirements and benefits to all public housing residents. For families that are eligible to participate, a Contract of Participation (COP) is prepared to govern the terms and conditions of their participation and an Individual Training Service Plan (ITSP) is created that outlines the following: supportive services to be provided, activities to be completed by the participant, and agreed upon completion dates for the services and activities. The COP is valid for five years and may be extended to allow the family to meet their ITSP goals.

Once the COP is established and the family experiences an increase in tenant rent as a result of earned income, an escrow account in their name is established and increased earned income is deposited into this account. Escrow accounts are disbursed to the family once the family has graduated successfully from the program. Families are encouraged to utilize these funds towards educational and homeownership endeavors.

If the PHA is designated as troubled, describe the manner in which financial assistance will be provided or other assistance

Not applicable, HA is designated as a High Performing PHA.

Discussion

The City of Hathorne continues to support LACDA in effective administration of its limited affordable housing resources. The City also continues to work with the agency to include the residents with Housing Choice Vouchers in the federally funded programs administered by LACDA. Moving forward, prioritizing resident-focused improvements and securing additional resources will ensure that public housing continues to be a cornerstone of the City's affordable housing strategy.

AP-65 Homeless and Other Special Needs Activities

Introduction

Preventing and reducing homelessness is a top priority for HUD that is addressed nationally through coordination of regional strategies carried out locally by government agencies and a wide variety of community-based organizations and faith-based groups. Consistent with this approach, the City continues to support the efforts of the CoC and its member organizations that address homelessness throughout the region. The City will use CDBG, HOME, and other resources to support service providers to prevent homelessness through rental assistance and expand the supply of affordable housing throughout the jurisdiction.

Describe the jurisdictions one-year goals and actions for reducing and ending homelessness including reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

The City of Hawthorne works closely with local nonprofits and regional service providers to ensure that homeless individuals have access to housing assistance, supportive services, and case management. The City will continue working with its partners to expand housing-first programs, increase emergency shelter capacity, and strengthen outreach initiatives to connect individuals with available support services.

During the 2026-2027 program year, the City will invest $81,384 of CDBG funds to the following activities that prevent and reduce homelessness:

- CCLA: St. Margaret's Emergency Assistance (190 persons assisted) – $~~20,346~~21,000
- FPOLA: Shelter and Supportive Services (30 persons assisted) – $~~20,346~~21,000
- NSFC: Domestic Violence Services (35 persons assisted) – $~~20,346~~21,000
- TRFC: Behavioral Health Services (40 persons assisted) – $~~20,346~~21,000

Addressing the emergency shelter and transitional housing needs of homeless persons

The ultimate solution to ending homelessness is transitional to permanent housing closely aligned with supportive services that ensure housing stability can be maintained. However, one of the most pressing challenges is the lack of emergency and transitional housing options. The existing shelter system does not have enough capacity to serve all individuals in need, particularly families with children and unaccompanied youth. Limited funding for public services also restricts the City's ability to expand supportive housing programs and case management services. To address these gaps, the City is seeking additional funding sources, strengthening partnerships with the private sector, and exploring innovative housing solutions.

Additionally, to address the needs of homeless persons in the near-term, the City support Family Promise of Los Angeles which provides transitional shelter and case management services with the goal of helping 30 people to enter their own permanent housing.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again

To address the needs of homeless families, families with children, veterans and their families, the City will continue to support Family Promise of Los Angeles which provides transitional housing and case management services with the goal of helping families enter their own permanent housing. Furthermore, the City intends to continue its support of Catholic Charities of Los Angeles' emergency assistance program that helps families that are at-risk of homelessness achieve stability by connecting them to the appropriate housing and utility resources based on their needs.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); or, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs

To help low-income individuals and families avoid becoming homeless, the City will continue its partnership with Catholic Charities of Los Angeles to connect residents at risk of becoming homeless to existing short-term housing and utility assistance programs based on their eligibility and need. In addition, the City intends to support New Star Family Center and the Richstone Family Center which provide a range of services to survivors of domestic violence who are at-risk of homelessness.

The City coordinated with the CoC and other subrecipients receiving CDBG funds to ensure that its HUD-funded programs are targeted, to the greatest extent feasible, to address the discharge of persons from publicly funded institutions or systems of care so that these individuals and families have access to public services and affordable housing opportunities necessary to prevent homelessness.

Discussion

The City will use CDBG, HOME, and other funds to support local service providers as well as City run programs to prevent homelessness and to expand the supply of affordable housing in Hawthorne for extremely low- and low-income residents.

AP-75 Barriers to affordable housing

Introduction:

A barrier to affordable housing is a public policy or regulation that constrains the development and preservation of affordable housing such as tax policy, land use controls, zoning ordinances, building codes, growth limits, environmental protection, and fees. Barriers to affordable housing are distinguished from impediments to fair housing choice in the sense that barriers are lawful and impediments to fair housing choice are usually unlawful.

Based on information gathered and resident feedback, the primary barriers to affordable housing in Hawthorne are housing affordability and the lack of monetary resources necessary to develop and sustain affordable housing. The two barriers are related in the sense that demand for affordable housing exceeds the supply, and insufficient resources are available to increase the supply of affordable housing to meet demand.

For low- and moderate-income households, finding and maintaining decent affordable housing is difficult due to the high cost of housing. Based on the Needs Assessment and Market Analysis, there is a high need for housing units affordable for low- and moderate-income households. Approximately 67 percent of the City's low- and moderate-income households experience a cost burden, meaning that they pay more than 30 percent of their income for housing. Consistent with available data, responses to the Resident Survey indicate a high need for additional affordable housing in Hawthorne.

Beyond affordability, the 2021-2029 Housing Element's Assessment of Fair Housing identifies the following challenges that impact access to affordable housing in Hawthorne:

- **Land use and zoning laws:** Through its approach to accommodating the RHNA, which includes increasing density in the Mixed-Use district of the Downtown Hawthorne Specific Plan, introducing a Housing Overlay, and rezoning an area from M-1 Limited Industrial to R-3 High Density Residential, the City of Hawthorne will also address changes to zoning laws that will affirmatively further fair housing. The changes will allow for new mixed-use development at densities not previously permitted in the Specific Plan area (making affordable housing development more feasible) and allow for residential development where residential development was not previously permitted. These efforts will accommodate new growth at key locations near transportation corridors and activity centers where jobs and housing can be located close together.
- **Displacement of residents due to economic pressures:** Displacement of residents due to economic pressures is a significant contributing factor to fair housing issues in Los Angeles County, particularly in areas that have historically had concentrations of low-income Hispanic residents. While gentrification has not historically been a problem in Hawthorne, the areas perhaps most vulnerable to gentrification and

displacement in the City are disadvantaged areas located near major transit assets and activity centers.

- **Lack of access to opportunity due to high housing costs:** Lack of access to opportunity due to high housing costs is a significant contributing factor to fair housing issues in Los Angeles County and in Hawthorne. The City has High Resource areas that are densely developed with single-family dwellings and properties with two detached dwellings, which often makes redevelopment of higher density housing in these areas economically infeasible since land would need to be assembled, existing housing demolished, and residents relocated. In addition, Hawthorne's non-White residents are particularly impacted by limited access to opportunity. The City plans to accommodate new residential development throughout the community, including in mixed-use areas where jobs, housing, and goods and services can be located close together. Increasing housing affordability will make it easier for low-income households to access the types of services and amenities that further social mobility.

Actions it planned to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment

To address housing affordability and the lack of monetary resources for affordable housing, the 2026-2027 Action Plan calls for the investment of a significant portion of CDBG and HOME funds to preserve 10 existing housing units and develop one new affordable housing unit affordable to low- and moderate-income households.

Hawthorne is also committed to increasing the supply of affordable housing via other means. In recent years, the City approved a density bonus for the Rosecrans/Kornblum development which is anticipated to result in a total of 100 rental units, eight of which will be restricted for very low-income households, and 15 to be made affordable for moderate-income households. Additionally, the City has entered into a Development and Disposition Agreement (DDA) with Century Housing Corporation for the Cordary project to develop 18 Permanent Supportive Housing (PSH) units to address the needs of veterans and their families. Lastly, the City has continually updated its Zoning Code to align with state law and better facilitate the production of Accessory Dwelling Units (ADUs), which has resulted in 563 ADUs since 2020.

Strengthening Fair Housing Protections

To address fair housing concerns, particularly regarding discrimination against individuals with disabilities, the City will:

- Increase public awareness of fair housing laws through outreach efforts, including multilingual educational materials, targeted informational campaigns, and updates to the City's website and community centers.

- Strengthen enforcement efforts by coordinating with the Fair Housing Foundation (FHF) to monitor fair housing violations, particularly in high-risk areas.
- Provide resources for landlords to ensure compliance with reasonable accommodation requirements and disability access laws.
- Additionally, the City will integrate affirmative marketing strategies to promote Housing Choice Vouchers in high-opportunity areas and encourage visit ability in new ADU construction to ensure greater accessibility.

Improving Access to Economic Opportunities

To address disparities in access to economic and educational opportunities, the City will:

- Strengthen regional collaboration for transit-oriented development, improving access to jobs and services near major transit hubs.
- Increase investment in disadvantaged communities, targeting infrastructure, public services, and recreational amenities to improve quality of life in historically underserved areas.
- Encourage workforce development through partnerships with South Bay Workforce Investment Board, local businesses, and economic development organizations to expand job training programs and employment opportunities.

Enhancing Mobility and Housing Choice

To ensure low-income residents have access to a diverse range of housing options, Hawthorne will:

- Promote Housing Choice Vouchers by providing outreach to property owners in moderate- and high-opportunity areas, encouraging them to participate in the program.
- Streamline development approvals for affordable housing projects to expedite construction and reduce regulatory barriers.
- Ensure zoning and land use policies facilitate diverse housing options across the city.

Discussion:

To address housing affordability and the lack of monetary resources for affordable housing, the City will continue to leverage its CDBG and HOME funds to attract private and other available resources to incentivize the development of new affordable housing units and the preservation of existing affordable housing.

AP-85 Other Actions

Introduction

In the implementation of the 2026-2027 Annual Action Plan, the City will invest CDBG and HOME resources to address obstacles to meeting underserved needs, foster and maintain affordable housing, reduce lead-based paint hazards, reduce the number of poverty-level families, develop institutional structure, and enhance coordination between public and private housing and social service agencies.

Actions planned to address obstacles to meeting underserved needs

The primary obstacles to meeting the underserved needs of low- and moderate-income people include lack of funding from federal, state and other local sources, the high cost of housing that is not affordable to low-income households, and the lack of home improvement financing in the private lending industry. To address these obstacles, the City is investing CDBG and HOME funds through the 2026-2027 Action Plan in activities that provide public services to low- and moderate-income residents and those that are homeless. Additionally, the City will support a variety of financial assistance programs that will enable eligible homeowners to preserve their residence as well as support tenants receive rental support. Lastly, the City will finance the development of new housing units that are affordable to low- and moderate-income residents.

Actions planned to foster and maintain affordable housing

During the 2026-2027 program year, the City will invest HOME funds to preserve and maintain affordable housing through the City's Housing Rehabilitation Program that will provide financial assistance to low- and moderate-income homeowners. In addition, Hawthorne will allocate HOME funds to develop housing units that are affordable to low- and moderate-income households.

Actions planned to reduce lead-based paint hazards

The Residential Lead Based Paint Hazard Reduction Act of 1992 (Title X) emphasizes prevention of childhood lead poisoning through housing-based approaches. To reduce lead-based paint hazards, the City will conduct lead-based paint testing and risk assessments for each property assisted under that was built prior to January 1, 1978 and will incorporate safe work practices or abatement into the scope of work as required to reduce lead-based paint hazards in accordance with 24 CFR Part 35.

Actions planned to reduce the number of poverty-level families

The implementation of CDBG and HOME activities meeting the goals established in this Consolidated Plan will help to reduce the number of poverty-level families by:

- Providing public services designed to address the needs of low- and moderate-income residents to ameliorate the effects of poverty

- Improving public facilities and infrastructure to benefit low- and moderate-income residents or those presumed under HUD regulations to be low- and moderate-income such as the elderly and disabled adults
- Supporting activities that preserve the existing housing stock and expand the supply of housing that is affordable to low- and moderate-income households

In addition to these local efforts, mainstream state and federal resources also contribute to reducing the number of individuals and families in poverty. Federal programs such as the Earned Income Tax Credit and Head Start provide pathways out of poverty for families who are ready to pursue employment and educational opportunities. Additionally, in California, the primary programs that assist families in poverty are CalWORKs, CalFresh (formerly food stamps) and Medi-Cal. Together, these programs provide individuals and families with employment assistance, subsidies for food, medical care, childcare and cash payments to meet basic needs such as housing, nutrition and transportation.

Actions planned to develop institutional structure

Hawthorne's institutional delivery system is highly collaborative, well-structured, and equipped with experienced public and private sector partners. One of the key strengths of the system is the diverse network of service providers capable of leveraging CDBG and HOME funds to address affordable housing, public services, and community development needs. To enhance the effectiveness of the institutional delivery system and address service gaps, the City will collaborate with affordable housing developers and nonprofit agencies receiving CDBG and HOME funds through the 2026-2027 Action Plan to ensure that the needs of low- and moderate-income residents are met as envisioned within the 2025-2029 Consolidated Plan.

Actions planned to enhance coordination between public and private housing and social service agencies

To enhance coordination between public and private housing and social service agencies, the City will continue consulting with and inviting the participation of a wide variety of agencies and organizations involved in the delivery of housing and supportive services to low- and moderate-income residents in Hawthorne. With improvements in technology, the City will expand its outreach efforts to enhance coordination with public and private housing and social service agencies through social media platforms such Facebook, Twitter, Instagram, NextDoor, etc.

Discussion:

In the implementation of the 2026-2027 Annual Action Plan, the City will invest CDBG and HOME resources to address obstacles to meeting underserved needs, foster and maintain affordable housing, reduce lead-based paint hazards, reduce the number of poverty-level

families, develop institutional structure, and enhance coordination between public and private housing and social service agencies.

AP-90 Program Specific Requirements

Introduction:

Throughout the implementation of activities under the 2026-2027 Annual Action Plan, the City of Hawthorne will follow all HUD regulations concerning the use of program income, forms of investment, overall low- and moderate-income benefit for the CDBG program, and recapture requirements for the HOME program.

The City of Hawthorne agrees that its compliance in all respects with applicable Federal anti-discrimination laws is material to the U.S. Government's payment decisions for purposes of section 3729(b)(4) of title 31, United States Code.

The City of Hawthorne will not operate any programs that violate any applicable Federal anti-discrimination laws, including Title VI of the Civil Rights Act of 1964.

Community Development Block Grant Program (CDBG)

Reference 24 CFR 91.220(l)(1)

Projects planned with all CDBG funds expected to be available during the year are identified in the Projects Table. The following identifies program income that is available for use that is included in projects to be carried out.

1. The total amount of program income that will have been received before the start of the next program year and that has not yet been reprogrammed	$0
2. The amount of proceeds from section 108 loan guarantees that will be used during the year to address the priority needs and specific objectives identified in the grantee's strategic plan.	$0
3. The amount of surplus funds from urban renewal settlements	$0
4. The amount of any grant funds returned to the line of credit for which the planned use has not been included in a prior statement or plan	$0
5. The amount of income from float-funded activities	$0
Total Program Income:	**$0**

Other CDBG Requirements

1. The amount of urgent need activities	0
2. The estimated percentage of CDBG funds that will be used for activities that benefit persons of low and moderate income. Overall Benefit - A consecutive period of one, two or three years may be used to determine that a minimum overall benefit of 70% of CDBG funds is used to benefit persons of low and moderate income. Specify the years covered that include this Annual Action Plan. The City will meet this requirement over the 2024-2025, 2025-2026, and 2026-2027 program years.	100.00%

HOME Investment Partnership Program (HOME)

Reference 24 CFR 91.220(l)(2)

1. **A description of other forms of investment being used beyond those identified in Section 92.205 is as follows:**

   The City will not use any other forms of investment beyond those identified in Section 92.205.

2. **A description of the guidelines that will be used for resale or recapture of HOME funds when used for homebuyer activities as required in 92.254, is as follows:**

   During the 2026-2027 program year, the City of Hawthorne will not implement HOME-assisted homebuyer activities. However, if the City were to implement ahomebuyer activity, it will incorporate recapture provisions into written agreements and long-term affordability covenants as required by 24 CFR 92.254.

   The recapture provision ensures that all or a portion of the City's HOME assistance to homebuyers or homeowners is recaptured if the housing does not continue to be the principal residence of the family for the duration of the applicable period of affordability. In establishing this provision, the City is subject to the limitation that when the recapture requirement is triggered by a sale (voluntary or involuntary) of the housing unit, and there are no net proceeds or the net proceeds are insufficient to repay the HOME investments due, the City can only recapture a portion of the net proceeds, if any. The net proceeds are the sales price minus superior loan repayment (other than HOME funds), capital improvements, and any closing costs.

   In the event of a mortgage default, the City has the right of first refusal before foreclosure and may use additional HOME funds to acquire the housing in order to preserve the housing's affordability. However, notwithstanding a foreclosure situation, the City intends to recapture all or some of its HOME funds invested during or at the end of the established affordability period, if practicable. Recaptured HOME funds consist of loan payments (including interest) and/or a loan payoff, upon sale, if the assisted owner is no longer residing in the assisted residence, or for any other breaches of the agreement with the City. Recaptured funds may be used for any HOME eligible activity.

   These recaptured funds are identified in the City's accounting system by a unique recaptured revenue object number. Any recaptured funds will be used by the City before any additional HOME funds.

3. **A description of the guidelines for resale or recapture that ensures the affordability of units acquired with HOME funds? See 24 CFR 92.254(a)(4) are as follows:**

   Periods of affordability. The HOME-assisted housing must meet the affordability requirements for not less than the applicable period specified in the following table, beginning after project completion. The per unit amount of HOME funds and the affordability period that they trigger are described in the table below:

Amount of HOME Assistance	Minimum Period of Affordability
Under $15,000	5 years
$15,000 to $40,000	10 years
Over $40,000	15 years

Recapture

During the affordability period, if there is a property sale, transfer, or program default of the conditions of the promissory note or the Affordable Housing Restriction, the City will provide for the recapture of HOME funds in accordance with the following:

A. Upon the occurrence of a sale, transfer, or program default of the conditions of the promissory note or the Affordable Housing Restriction, the entire amount of the HOME Assistance provided by the City will be due to the City.

B. Notwithstanding the preceding, in the event that the Net Proceeds resulting from a sale are not sufficient to provide for the full return of the borrower's investment inclusive of the original down payment and capital improvements performed on the acquired property (subject to City verification and approval), then the borrower shall be entitled to recover their original down payment amount and City-approved capital improvement amounts before the City recapture of the HOME investment amount (the City HOME Assistance). For the purposes of this calculation, net proceeds shall mean the sales price minus the repayment of the Primary Loan undertaken to acquire the Property (other than HOME funds) and any closing costs. Capital improvements means those improvements legally made by Homeowner to the Property after the closing of Homeowner's purchase of the Property, with a minimum cost of Two Thousand Five Hundred Dollars ($2,500) per item, and a useful remaining economic life of not less than five (5) years, as approved by the City and documented by invoices and receipts which the Homeowner certifies to be true and correct. In the event the net proceeds are not sufficient to repay the full amount of the HOME assistance plus enable the Qualified Homebuyer to recover their initial investment in the home and documented costs of any Capital Improvements, the Qualified Homebuyer shall share the Net Proceeds with the City. For the purpose of this provision, the "initial investment in the home" shall mean the Qualified Homebuyer's down payment. Share of Net Proceeds shall be calculated as set forth in the following mathematical formulas: 24 CFR 92.254(a)(5)(ii)(A)(3)

$$\frac{\text{HOME investment}}{\text{HOME investment} + \text{homeowner investment}} \times \text{Net proceeds} = \text{HOME amount to be recaptured}$$

$$\frac{\text{homeowner investment}}{\text{HOME investment} + \text{homeowner investment}} \times \text{Net proceeds} = \text{amount to homeowner}$$

The affordability period will be evidenced by a promissory note, secured by a deed of trust or mortgage, which provides the affordability period and details the formula under which the HOME funds will be recaptured by the City.

The affordability period and recapture requirements will be evidenced by a deed restriction or covenant indicating the affordability period and restricting future sales.

4. **Plans for using HOME funds to refinance existing debt secured by multifamily housing that is rehabilitated with HOME funds along with a description of the refinancing guidelines required that will be used under 24 CFR 92.206(b), are as follows:**

The City does not intend to use HOME funds under the 2026-2027 Annual Action Plan to refinance existing debt secured by multifamily housing that is rehabilitated with HOME funds.

APPENDIX A

Citizen Participation

APPENDIX B

Grantee Unique Appendices

APPENDIX C

SF-424, SF-424B, & Certifications

AGENDA ITEM NO. 11.

CITY OF HAWTHORNE
City Council
AGENDA BILL
For the meeting of 04/28/2026
Originating Department: Planning

City Manager: Department Head:

SUBJECT:
Amendment to Professional Services Agreement with Kosmont Companies.

RECOMMENDED MOTION:
Approve First Amendment to the Agreement.

DISCUSSION:
In May 2025, the City entered into an agreement with Kosmont Companies to provide economic development consulting services for $35,000, and that agreement is still in effect. In November 2025, the City asked Kosmont to prepare a proposal to analyze the highest and best uses for a City property on Rosecrans Avenue. The study was proposed to not exceed $50,000. A third proposal from Kosmont was requested in March 2026, to assist the City in setting up an Enhanced Infrastructure Financing District (EIFD), This will provide the City an opportunity to collect a higher portion of property tax revenues when properties within the district are reassessed. This proposal came in two phases; the first is to study the feasibility for $30,500, and the second was to prepare the fiscal analysis and then manage the actual implementation of the district for $62,500 to 76,500.

The fiscal analysis is not started yet, but the potential for the City to see property tax increment far exceeds the cost establishing the EIFD.

ECONOMIC DEVELOPMENT STRATEGIC PLAN:
Goal 5: Develop a strategy for major developments. (second proposal)
Objective 1.8: Explore and evaluate the creation of an Enhaced Infrastructure Financing District (EIFD). (third proposal)

FISCAL IMPACT:
Not to exceed $192,000.00.

NOTICING PROCEDURE:
72 Hours posted notice pursuant to the Ralph M. Brown Act.

ATTACHMENTS
First Amendment
May 2025 Professional Service Agreement
First Proposal
Second Proposal
Third Proposal

FIRST AMENDMENT TO
PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF HAWTHORNE AND KOSMONT & ASSOCIATES, INC. (dba KOSMONT COMPANIES)

This FIRST AMENDMENT TO THE AGREEMENT, for professional services ("First Amendment") is made and entered into this 28th day of April, 2026, by and between the City of Hawthorne, a California municipal corporation and general law city ("CITY") and Kosmont & Associates, Inc. (dba Kosmont Companies), a California Corporation ("CONSULTANT").

RECITALS

A. Reference is hereby made to the Contract dated March 3, 2025, ("Agreement") whereby Consultant agreed to provide the City with services listed in Exhibit "A" of the Agreement entitles "Scope of Services".

B. The Agreement provided for Consultant's services as stated in Exhibit "A" for a fee not to exceed $35,000.

C. Since the approval of the Agreement, the City wishes the Consultant to provide professional consulting services as described in two separate proposed attached hereto as Exhibits "B" and "C".

D. This First Amendment amends Section 3(a) of the Agreement pertaining to "Compensation" to increase the maximum fee for the contract by $157,000.00 to a total of $192,000.00

E. Except as otherwise specifically amended herein in the First Amendment, all other terms and conditions contained in the original Agreement shall remain in full force and effect.

F. A copy of the Agreement is attached hereto and incorporated as Exhibit "A".

NOW, THEREFORE, in consideration of the foregoing Recitals, the agreement of the parties as set forth herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

Subsection (a) of Section 3 "COMPENSATION, METHOD OF PAYMENT, AND ADDITIONAL SERVICES" in the Agreement and amended in the First Amendment is hereby deleted and replaced by new subsection (a) of Section 3 which shall read as follows:

3. COMPENSATION, METHOD OF PAYMENT, AND ADDITIONAL SERVICES

(a) CITY shall pay CONSULTANT no more than ($192,00.00).

IN WITNESS WHEREOF, this Professional Services Agreement has been executed by their duly authorized representatives.

CITY OF HAWTHORNE

By:_____
Vontray Norris
City Manager

KOSMONT COMPANIES

By:_____
Ken K Hira
President

APPROVED AS TO FORM:

By:_____
David Caceres
City Attorney

ATTEST:

By:_____
Dayna Williams-Hunter
City Clerk

EXHIBIT A
Professional Services Agreement of March 3, 2025

PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF HAWTHORNE AND KOSMONT & ASSOCIATES, INC. (dba KOSMONT COMPANIES)

This PROFESSIONAL SERVICES AGREEMENT ("AGREEMENT") is made and entered into this ____ day of _____, 2024, by and between the City of Hawthorne, a California municipal corporation and general law city ("CITY") and Kosmont & Associates, Inc. (dba Kosmont Companies), a California Corporation ("CONSULTANT"). This agreement is made with reference to the following:

RECITALS

A. CITY requested a proposal for assistance in evaluating commercial market demands and identifying ways to address tenant vacancies in key commercial corridors in the city, as well as economic development incentives to promote business attraction/retention, redevelopment, and sustainable growth.

B. CONSULTANT submitted a proposal for the performance of such services, a true and correct copy of which is attached hereto as Exhibit "A" and by this reference made a part hereof.

C. CITY desires for CONSULTANT to provide professional services as described in Exhibit "A".

D. CONSULTANT represents and warrants that it has the qualifications, experience and facilities necessary to properly perform the services required under this AGREEMENT in a thorough, competent and professional manner. CONSULTANT shall at all times faithfully, competently, and to the best of its ability, experience and talent, perform all services described herein. In meeting its obligations under this AGREEMENT, CONSULTANT shall employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing services similar to those required of CONSULTANT under this AGREEMENT.

NOW, THEREFORE, in consideration of the foregoing Recitals, the agreement of the parties as set forth herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. DEFINITIONS

The following definitions shall apply to the following terms, except where the context of this AGREEMENT otherwise requires:

(a) Project: Development of strategies and policies related to economic development of the CITY.

(b) Services: CONSULTANT shall provide professional services for the project as described in Exhibit "A" attached herein

(c) Duration: Said AGREEMENT shall be effective from the date of execution of this AGREEMENT until acceptance and approval of all final documents and studies.

(d) Completion of Project: CONSULTANT shall complete all tasks as noted in Exhibit "A" for a period as noted in the agreement, not to exceed 12 months.

(e) Consultant: Kosmont Companies 2301 Rosecrans Ave., Ste 4140; El Segundo, CA 90245

(f) City: 4455 w 126th St., Hawthorne, CA 90250

2. SCOPE OF SERVICES

(a) CONSULTANT shall forthwith undertake and complete the project in accordance with Exhibit "A" hereto and all in accordance with Federal, State and City statues, regulations, ordinances and guidelines, all to the reasonable satisfaction of CITY.

(b) CONSULTANT shall, at CONSULTANT'S sole cost and expense, secure and hire such other persons as may, in the opinion of CONSULTANT, be necessary to comply with the terms of this Agreement. In the event any such other persons are retained by CONSULTANT, CONSULTANT hereby warrants that such persons shall be fully qualified to perform services required hereunder. CONSULTANT further agrees that no subcontractor shall be retained by CONSULTANT except upon the prior written approval of CITY.

3. COMPENSATION, METHOD OF PAYMENT, AND ADDITIONAL SERVICES

(a) CITY shall pay CONSULTANT no more than the total project cost ($35,00.00) as set forth in the proposal, Exhibit "A."

(b) Payments to CONSULTANT shall be made by CITY in accordance with the invoices submitted by CONSULTANT, and such invoices shall be paid within thirty (30) days after said invoices are received by CITY. Each invoice shall detail work performed and charges. All charges shall be in accordance with CONSULTANT's proposal with respect to hourly rates and project costs as set forth in Exhibit "A".

(c) Payment to CONSULTANT for work performed pursuant to this AGREEMENT shall not be deemed to waive any defects in work performed by CONSULTANT.

4. CITY ASSISTANCE AND AVAILABILITY OF CITY RECORDS

(a) The CITY shall provide the following assistance to CONSULTANT as needed so CONSULTANT can perform the services described above:

(i.) Information and assistance as set forth in Exhibit "A".

(ii.) Photographically reproducible copies of forms, documents, codes and other information, if available, which CONSULTANT considers necessary in order to complete the project.

(iii.) Such information as is generally available from CITY files applicable to the project.

(iv.) Assistance, if necessary, in obtaining information from other governmental agencies and/or private parties. However, it shall be CONSULTANT's responsibility to make all initial contact with respect to the gathering of such information.

5. CONSULTANT'S BOOK OF RECORDS

(a) CONSULTANT shall maintain any and all documents and records demonstrating or relating to CONSULTANT's performance of services pursuant to this AGREEMENT. CONSULTANT shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, or other documents or records evidencing or relating to work, services, expenditures and disbursements charged to CITY pursuant to this AGREEMENT. Any and all such documents or records shall be maintained in accordance with generally accepted accounting principles and shall be sufficiently complete and detailed so as to permit an accurate evaluation of the services provided by CONSULTANT pursuant to this AGREEMENT. Any and all such documents or records shall be maintained for four (4) years from the date of execution of this AGREEMENT and to the extent required by laws relating to audits of public agencies and their expenditures.

(b) Any and all records or documents required to be maintained pursuant to this section shall be made available for inspection, audit and copying at any time during regular business hours, upon written request by the CITY or CITY's designated representative. Copies of such documents or records shall be provided directly to the requesting party for inspection, audit and copying when it is practical to do so; otherwise, unless an alternative is mutually agreed upon. Such documents and records shall be made available at CONSULTANT's address indicated for receipt of notices in this AGREEMENT.

(c) Where CITY or CONSULTANT has reason to believe that any of the documents or records required to be maintained pursuant to this section may be lost or discarded due to dissolution or termination of CONSULTANT's business, the CITY may, by written request, require that custody of such documents or records be given to the requesting party and that such documents and records be maintained by the requesting party. Access to such documents and records shall be granted to all parties to this AGREEMENT, as well as to their successors-in-interest and authorized representatives.

6. TERMINATION OF AGREEMENT

This AGREEMENT may be terminated without cause by CITY upon the giving of a written "Notice of Termination" to CONSULTANT upon thirty (30) days prior written notice or

the CONSULTANT may terminate this contract upon thirty (30) days prior written notice. In the event this Agreement is so terminated, CONSULTANT shall be compensated at CONSULTANT's applicable hourly rates as set forth in Exhibit "A", on a pro-rata basis with respect to the percentage of the project completed as of the date of termination. In no event, however, shall CONSULTANT receive more than the maximum specified in paragraph 3(a), above. CONSULTANT shall provide to CITY any and all documents, data, studies, surveys, drawings, maps, models, photographs and reports, whether in draft or final form, prepared by CONSULTANT as of the date of termination. CONSULTANT may not terminate this Agreement except for cause.

7. NOTICES AND DESIGNATED REPRESENTATIVES

(a) Any and all notices, demands, invoices and written communications between the parties hereto shall be addressed as set forth in this paragraph. The below named individuals, furthermore, shall be those persons primarily responsible for the performance by the parties under this AGREEMENT:

To CITY
4455 West 126th Street,
Hawthorne, CA 90250
Attn: Director of Planning

To CONSULTANT
Kosmont Companies
1601 N. Sepulveda Blvd., #382
Manhattan Beach, CA 90266
Attn: Ken K Hira

(b) Any such notices, demands, invoices and written communications, by mail, shall be deemed to have been received by the addressee forty-eight (48) hours after deposit thereof in the United States mail, postage prepaid and properly addressed as set forth above.

8. CONTINUITY OF PERSONNEL

CONSULTANT shall make every reasonable effort to maintain the stability and continuity of CONSULTANT's staff assigned to perform the services required under this AGREEMENT, CONSULTANT shall notify CITY of any changes in CONSULTANT's staff assigned to perform the services required under this AGREEMENT, prior to any such performance. CITY shall not be responsible for time and costs associated with CONSULTANT's turnover or reassignment of staff.

9. STATUS OF CONSULTANT

(a) The parties hereto agree that CONSULTANT and its employers, officers and agents are independent contractors under this Agreement and shall not be construed for any purpose to be employees of CITY.

CONSULTANT shall have no authority to bind CITY in any manner, nor to incur any obligation, debt or liability of any kind on behalf of or against CITY, whether by contract or

otherwise. Unless such authority is expressly conferred under this AGREEMENT or is otherwise expressly conferred in writing by CITY.

(b) The personnel performing the services under this AGREEMENT on behalf of CONSULTANT shall at all times be under CONSULTANT's exclusive direction and control. Neither CITY, nor any elected or appointed boards, officers, officials, employees or agents of CITY shall have control over the conduct of CONSULTANT or any of CONSULTANT's officers, employees or agents, except as set forth in this AGREEMENT. CONSULTANT shall not at any time or in any manner represent that CONSULTANT or any of CONSULTANT's officers, employees or agents are in any manner officials, officers, employees or agents of CITY.

(c) The CONSULTANT or any of CONSULTANT's officers, employees or agents, shall not obtain any rights to retirement, health care or any other benefits that may otherwise accrue to CITY employees. CONSULTANT expressly waives any claim CONSULTANT may have to any such rights.

10. LEGAL RESPONSIBILITIES

The CONSULTANT shall keep itself informed of applicable State and Federal laws and regulations, which in any manner affect those employed by it or in any way affect the performance of its service pursuant to this AGREEMENT. The CONSULTANT shall at all times observe and comply with all such laws and regulations pursuant to sound professional practices including, but not limited to, possessing and maintaining all necessary licensing. CITY, and its officers and employees, shall not be liable at law or in equity occasioned by negligent failure of the CONSULTANT to comply with this Section.

11. NON-DISCRIMINATION

CONSULTANT shall not discriminate, harass, or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (cancer), sexual orientation, marital status, and denial of family care leave. CONSULTANT shall ensure that the evaluation and treatment of their employees and applicants for employment are free from discrimination and harassment. CONSULTANT shall comply with the provisions of the California Fair Employment and Housing Act (Government Code, Section 12900 et seq.), and the regulations promulgated thereunder (California Administrative Code, Title 2, Section 7285 et seq.). If applicable, CONSULTANT shall give written notice of their obligation under this clause to labor organizations with which they have a collective bargaining AGREEMENT or other AGREEMENT.

12. INDEMNIFICATION

To the fullest extent provided by law, CONSULTANT shall indemnify, hold harmless, and defend CITY, its officers, employees, elected and appointed officials, and volunteers from and against any and all claims and losses, costs or expenses for any damage resulting in death or injury to any person and/or injury or damage to any property resulting from any negligent act or omission

of CONSULTANT or any of its officers, employees, agents, or subcontractors in the performance of this AGREEMENT. Such cost and expense shall include reasonable attorney fees.

13. CONFLICT OF INTEREST

(a) No CITY employee whose position with CITY enables such employee to influence the award of this AGREEMENT or any competing AGREEMENT, and no spouse or economic dependent of such employee, shall be employed in any capacity by the CONSULTANT or have any other direct or indirect financial interest in this AGREEMENT. No officer or employee of this CONSULTANT who may financially benefit from the performance of work hereunder shall in any way participate in the CITY's approval, or ongoing evaluation of such work, or in any way attempt to unlawfully influence CITY's approval or ongoing evaluation of such work.

(b) The CONSULTANT shall comply with all conflict-of-interest laws, ordinances, and regulations now in effect or hereafter to be enacted during the term of this AGREEMENT. The CONSULTANT warrants that it is not now aware of any facts that create a conflict of interest. If the CONSULTANT hereafter becomes aware of any facts that might reasonably be expected to create a conflict of interest, it shall immediately make full written disclosure of such facts to the CITY. Full written disclosure shall include, but is not limited to, identification of all persons implicated and a complete description of all relevant circumstances. Failure to comply with the provisions of this section shall be a material breach of this contract.

14. CONFIDENTIAL INFORMATION

All information gained or work product produced by CONSULTANT in performance of this AGREEMENT shall be considered confidential, unless information is in the public domain or already known to CONSULTANT. CONSULTANT shall not release or disclose any such information or work product to persons or entities other than CITY without prior written authorization from the CITY, except as may be required by law.

15. INSURANCE

CONSULTANT shall obtain and maintain at its expense, until completion of performance and acceptance by the CITY, the following insurance placed with an insurer admitted to write insurance in California or a nonadmitted insurer on California's List of eligible Surplus Lines Insurers (LESLI) and having a rating of or equivalent to A: VIII by A.M. Best Company.

(a) Commercial General Liability (equivalent in coverage scope to Insurance Services office, Inc. (ISO) form CG 00 01 11 85 or 11 88) an amount not less than $2,000,000 per occurrence and $4,000,000 general aggregate. Such insurance shall include products and completed operations liability, broad from contractual liability, and cross liability protection. The "City of Hawthorne, its officials, employees, and agents" must be separately endorsed to the policy as additional insureds on an endorsement equivalent to the ISO forms CG20 10 11 85 of CG 20 26 1185.

(b) Automobile Liability (equivalent in coverage scope to ISO form CA 00 01 06 92) in an amount not less than $1,000,000 combined single limit per accident for bodily injury and property damage covering Hired and Non-Owned.

(c) Workers' Compensation as required by the California Labor Code and Employer's Liability in an amount not less than $1,000,000 per accident.

16. AUTHORITY TO EXECUTE

The person or persons executing this AGREEMENT on behalf of CONSULTANT represents and warrants that he/she/they has/have the authority to so execute this AGREEMENT and to bind CONSULTANT to the performance of its obligations hereunder.

17. MODIFICATION OF AGREEMENT

No amendment to or modification of this AGREEMENT shall be valid unless made in writing and approved by the CONSULTANT and by the CITY. The parties agree that this requirement for written modifications cannot be waived and that any attempted waiver shall be void.

18. WAIVER

Waiver by any party to this AGREEMENT of any term, condition, or covenant of this AGREEMENT shall not constitute a waiver of any other term, condition, or covenant. Waiver by any party of any breach of the provisions of this AGREEMENT shall not constitute a waiver of any other provision, nor a waiver of any subsequent breach or violation of any provision of this AGREEMENT. Acceptance by CITY of any work or services by CONSULTANT shall not constitute a waiver of any of the provisions of this AGREEMENT.

19. LAW TO GOVERN; VENUE

This AGREEMENT shall be interpreted, construed and governed according to the laws of the State of California. In the event of litigation between the parties, venue in state trial courts shall lie exclusively in the County of Los Angeles.

20. ATTORNEY'S FEES, COSTS, AND EXPENSES

In the event litigation or other proceeding is required to enforce or interpret any provision of this AGREEMENT, the prevailing party in such litigation or other proceeding shall be entitled to an award of reasonable attorney's fees, costs and expenses, in addition to any other relief to which it may be entitled.

21. ENTIRE AGREEMENT

This AGREEMENT, including the attached Exhibit "A", is the entire, complete, final and exclusive expression of the parties with respect to the matters addressed therein and supersedes all

other agreements or understandings, whether oral or written, or entered into between CONSULTANT and CITY prior to the execution of this AGREEMENT. No statements, representations or other agreements, whether oral or written, made by any party that are not embodied herein shall be valid and binding. No amendment to this AGREEMENT shall be valid and binding unless in writing duly executed by the parties or their authorized representatives.

22. SEVERABILITY

If a term, condition or covenant of this AGREEMENT is declared or determined by any court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions of this AGREEMENT shall not be affected thereby, and the AGREEMENT shall be read and construed without the invalid, void or unenforceable provision(s).

IN WITNESS WHEREOF, this Professional Services Agreement has been executed by their duly authorized representatives.

CITY OF HAWTHORNE

By:_____ 6/2/25
Vontray Norris
City Manager

KOSMONT COMPANIES

By:_____
[Name] Ken K Hira
[Title] President

APPROVED AS TO FORM:

By:_____
Robert M. Kim
City Attorney

ATTEST:

By:_____
Dayna Williams-Hunter
City Clerk

EXHIBIT A
Proposal for Economic Development Advisory Services

kosmont companies
since 1986

March 3, 2025

Mr. Vontray (Von) Norris
City Manager
City of Hawthorne
4455 W. 126th Street
Hawthorne, CA 90250

Re: Proposal for Economic Development Advisory Services

Dear Mr. Norris:

Kosmont & Associates, Inc. doing business as Kosmont Companies ("Consultant" or "Kosmont") is pleased to present this proposal to the City of Hawthorne ("Client" or "City") for economic development advisory services.

This proposal serves as an Agreement when executed and returned by Client to Kosmont.

I. BACKGROUND AND OBJECTIVE

The City is seeking Kosmont's expertise with evaluating commercial market demand and identifying ways to address tenant vacancies in key commercial corridors in the City, as well as economic development incentives to promote business attraction/retention, redevelopment, and sustainable growth. Kosmont proposes to assist the City in analyzing these opportunities, offering strategic approaches, and identify actionable solutions to ensure the City can position itself with desirable use(s) and projects for public benefit(s).

II. SCOPE OF SERVICES

Approach to Scope of Services: The prospective assignment and consulting services that Kosmont will provide will be of a relatively limited scope and duration, and advisory in nature. Kosmont will be making recommendations only, which advise the Client and jurisdictions, including their elected officials, appointed officials, and staff, which they can accept or reject. None of Kosmont's staff will act as an elected official, appointed official, or as staff, nor as serving in a "designated" position.

Task 1: Kickoff Meeting and Existing Conditions
Kosmont will participate in a virtual kick-off meeting with City to establish objectives and obtain information on existing challenges with commercial properties in the City and explore potential site opportunities for future redevelopment. Kosmont will also work with the City to determine appropriate economic development initiatives/incentives that could support the City's goals for revitalization and growth of commercial corridors. Kosmont will tour the trade area and relevant sites in the City pertinent to this scope of work.

Task 2: Analysis and Strategies

- High-level real estate market demand assessments of retail, hotel, residential or other commercial uses, as appropriate;
- Demographic analysis illustrating social and economic characteristics including but not limited to population, household incomes, race/ethnicity, housing preferences, educational attainment, resident/employee concentrations, and tourist population;
- Potential tenanting strategies for vacant properties and opportunity sites based on market and demographic research;
- Assess the development/redevelopment potential of up to three (3) opportunity sites within the City;
- Evaluation of economic development tools and/or incentive programs to be considered (e.g., value capture zoning strategies, hotel incentive programs, special purpose financing districts, site-specific tax revenue pledges, as well as state and federal grants);
- Tenant and business attraction strategies for existing vacancies; and
- Other economic development advisory services, as needed.

Task 3: Initial Implementation

- Kosmont can prepare a high-level illustrative pro forma to demonstrate the supportable investment value for a potential redevelopment project(s); and
- Kosmont can perform recruitment and targeted business/developer attraction activities including attendance at ICSC conferences (i.e., preparation of marketing flyers, meeting coordination).

Task 4: Council Presentation

In collaboration with City staff, Kosmont can present findings and progress from Tasks 1 through Task 3 to City Council to gain feedback and further direction.

III. SCHEDULE AND REQUIRED DATA

Kosmont is prepared to commence work upon receipt of executed Agreement. Client will provide Consultant with relevant and available sales tax data, market data, and/or other relevant data deemed appropriate by Kosmont.

IV. COMPENSATION

Total budget for Task 1 through Task 4 is estimated at $35,000 for professional services (hourly) fees at Consultant's billing rates as shown on Attachment A.

Any future increases in budget will require approval by Client in advance. Budget may be increased by Client at any time. Consultant anticipates one (1) consolidated round of Client comments and revisions on draft work product before Kosmont provides a final version of work product. If necessary, additional rounds of comments and revisions can be accommodated on an hourly fee basis.

Consultant's attendance or participation at any ***publicly noticed*** meeting other than as provided for in Task 1, whether such participation is in person, digital, video and/or telephonic *(e.g., City Council, Planning Commission, Public Agency Board, other),* as requested by Client is in addition to compensation for Task 1 through Task 4 and will be billed on a T&M basis at the professional services (hourly) fees as shown on Attachment A.

Services will be invoiced monthly at Consultant's standard billing rates, as shown on Attachment A. In addition to professional services (hourly) fees, invoices will include reimbursement for out-of-pocket expenses such as travel and mileage (provided that there shall be no overnight travel without the Client's prior approval and that mileage shall be reimbursed at the current IRS mileage reimbursement rate), professional printing, conference calls, and delivery charges for messenger and overnight packages at actual cost. Unless otherwise agreed to in advance, out-of-area travel, if any, requires advance funding of flights and hotel accommodation.

Consultant will also include in each invoice an administrative services fee to cover in-house copy, fax, telephone, and postage costs equal to four percent (4.0%) of Consultant's monthly professional service fees incurred. Any unpaid invoices after 30 days shall accrue interest at the rate of 10% per annum.

For the convenience of Kosmont's clients, we offer a secure credit card payment service. The credit card payment link is: https://kosmont.paidyet.com and there are two ways to make a secure credit card payment:

1. Fill in the "***Make a Payment***" form when you go to the link (https://kosmont.paidyet.com), or
2. Call Kosmont Companies' accounting desk at (424) 297-1072) to make a credit card payment.

Consultant is prepared to commence work upon receipt of executed Agreement.

DISCLOSURE: Compensation for possible transaction-based services

The following is being provided solely as an advance disclosure of possible real estate brokerage and finance services and potential compensation for such services. This disclosure is not intended to commit the Client.

When assignments involve real estate/property brokerage services, such transaction-based services are typically provided by Kosmont Real Estate Services, Inc. dba Kosmont Realty ("KR") is licensed by the State of California Department of Real Estate (License# 02058445).

Compensation to KR is typically paid through commissions for property sale transactions, lease transactions and success/broker fees. KR also provides Broker Opinions of Value ("BOV") services on a fixed fee basis.

When assignments involve public finance services on behalf of a public agency, such municipal advisory services are provided by Kosmont Financial Services (KFS). KFS is an independent Registered Municipal Advisor with the Securities and Exchange Commission and the Municipal Securities Rulemaking Board.

SEC registration does not constitute an endorsement of the firm by the Commission or state securities regulators.

V. OTHER PROVISIONS

A. Termination. Client or Consultant shall have the right to terminate this Agreement at any time upon written notification to the other party. Payment for fees accrued through the date of termination shall be remitted in full.

B. Arbitration. Any controversy or claim arising out of or in relation to this Agreement, or the making, performance, interpretation or breach thereof, shall be settled by arbitration at JAMS in Los Angeles, California. Each of the parties to such arbitration proceeding, shall be entitled to take up to five depositions with document requests. The provisions of Section 1283.05 (except subdivision (e) thereof) of the California Code of Civil Procedure are incorporated by reference herein, except to the extent they conflict with this Agreement, in which case this Agreement is controlling. If the matter is heard by only one arbitrator, such arbitrator shall be a member of the State Bar of California or a retired judge. If the matter is heard by an arbitration panel, at least one member of such panel shall be a member of the State Bar of California or a retired judge. The arbitrator or arbitrators shall decide all questions of law, and all mixed questions of law and fact, in accordance with the substantive law of the State of California to the end that all rights and defenses which either party may have asserted in a court of competent jurisdiction shall be fully available to such party in the arbitration proceeding contemplated hereby. The arbitrator and arbitrators shall set forth and deliver their findings of fact and conclusions of law with the delivery of the arbitration award. Judgment upon the award rendered shall be final and non-appealable and may be entered in any court having jurisdiction.

C. Attorneys' Fees. In the event of any legal action, arbitration, or proceeding arising out of an alleged breach of this Agreement, the party prevailing in such legal action, arbitration, or proceeding shall be entitled to recover reasonable attorneys' fees, expenses and costs, as well as all actual attorneys' fees, expenses and cost incurred in enforcing any judgment entered.

D. Authority. Each of the parties executing this Agreement warrants that persons duly authorized to bind each such party to its terms execute this Agreement.

E. Further Actions. The parties agree to execute such additional documents and take such further actions as may be necessary to carry out the provisions and intent of this Agreement.

F. Assignment. Neither this Agreement nor any of the rights or obligations hereunder may be assigned by either party without the prior written consent of the other party.

G. Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns.

H. Entire Agreement; Amendments and Waivers. This Agreement contains the entire agreement between the parties relating to the transactions contemplated hereby and any and all prior discussions, negotiations, commitments and understanding, whether written or oral, related hereto, are superseded hereby. No addition or modification of any term or provision of this Agreement shall be effective unless set forth in writing signed by both parties. No waiver of any of the provisions of this Agreement shall be deemed to constitute a waiver of any other provision hereof (whether or not similar), nor shall such waiver constitute a continuing waiver of such provisions unless otherwise expressly provided. Each party to this Agreement has participated in its drafting and, therefore, ambiguities in this Agreement will not be construed against any party to this Agreement.

I. Severability. If any term or provision of this Agreement shall be deemed invalid or unenforceable, the remainder of this Agreement shall not be affected thereby, and each remaining term and provision of this Agreement shall be valid and in force to the fullest extent permitted by law.

J. Notices. All notices, requests, demands and other communications which may be required under this Agreement shall be in writing and shall be deemed to have been received when transmitted; if personally delivered, if transmitted by telecopier, electronic or digital transmission method, upon transmission; if sent by next day delivery to a domestic address by a recognized overnight delivery service (e.g., Federal Express), the day after it is sent; and if sent by certified or registered mail, return receipt requested, upon receipt. In each case, notice shall be sent to the principal place of business of the respective party. Either party may change its address by giving written notice thereof to the other, in accordance with the provisions of this paragraph.

K. Titles and Captions. Titles and captions contained in this Agreement are inserted only as a matter of convenience and for reference and in no way define, limit, extend or describe the scope of this Agreement or the intent of any provision herein.

L. Governing Law. The statutory, administrative and judicial law of the State of California (without reference to choice of law provisions of California law) shall govern the execution and performance of this Agreement.

M. Confidentiality. Each of the parties agrees not to disclose this Agreement or any information concerning this Agreement to any persons or entities, other than to their attorneys and accountants, or as otherwise may be required by law.

N. Counterparts. This Agreement may be executed in one or more counterparts, each of which constitutes an original, and all of which together constitute one and the same instrument. The signature of any person on a telecopy of this Agreement, or any notice, action or consent taken pursuant to this Agreement shall have the same full force and effect as such person's original signature.

O. Disclaimer. Consultant's financial analysis activities and work product, which may include but is not limited to pro forma analysis and tax projections, are projections only. Actual results may differ materially from those expressed in the analysis performed by Consultant due to the integrity of data received, market conditions, economic events and conditions, and a variety of factors that could materially affect the data and conclusions. Client's reliance on Consultant's analysis must consider the foregoing.

Consultant services outlined and described herein are advisory services only. Any decisions or actions taken or not taken by Client and affiliates, are deemed to be based on Client's understanding and by execution of this Agreement, acknowledgement that Consultant's services are advisory only and as such, cannot be relied on as to the results, performance and conclusions of any investment or project that Client may or may not undertake as related to the services provided including any verbal or written communications between the Client and Consultant.

Client acknowledges that Consultant's use of work product is limited to the purposes contemplated within this Agreement. Consultant makes no representation of the work product's application to, or suitability for use in, circumstances not contemplated by the scope of work under this Agreement.

P. Limitation of Damages. In the event Consultant is found liable for any violation of duty, whether in tort or in contract, damages shall be limited to the amount Consultant has received from Client.

Q. Force Majeure. Consultant shall not be liable for failure or delay in performance of its obligations under this Agreement arising out of or caused, directly or indirectly, by significant circumstances beyond its reasonable control, including, without limitation: epidemic; acts of God; earthquakes; fires; floods; wars; civil or military disturbances; acts of terrorism; sabotage; strikes; riots; wide-spread power failures and wide-spread internet failure. Contractual performance and deadline(s) shall be extended for a period equal to the time lost by reason of the delay.

R. Expiration of Proposal for Services. If this Agreement is not fully executed by the parties within thirty (30) days from the date of this letter, this proposal shall expire.

S. Not an agreement for Legal Services or Legal Advice. This Agreement does not constitute an agreement for the performance of legal services or the provision of legal advice, or legal opinion. Client should seek independent legal counsel on matters for which Client is seeking legal advice.

VI. ACCEPTANCE AND AUTHORIZATION

If this Agreement is acceptable to Client, please execute two copies of the Agreement and return both originals to Kosmont Companies. Upon receipt of both signed contracts, we will return one fully executed original for your files. Kosmont will commence work upon receipt of executed Agreement.

Read, understood, and agreed to this ____ Day of _____ 2025

City of Hawthorne	**Kosmont & Associates, Inc.** doing business as "Kosmont Companies"
By: _____ (Signature)	By: _____ (Signature)
Name: _____ (Print Name)	Name: Ken K. Hira
Its: (Title)	Its: President

ATTACHMENT A

Kosmont Companies
2025 Public Agency Fee Schedule

Professional Services

Chairman & CEO	$525.00/hour
President	$425.00/hour
Sr. Vice President/Sr. Advisor/Sr. Managing Director	$395.00/hour
Vice President/Project Advisor	$295.00/hour
Senior Project Analyst	$205.00/hour
Project Analyst/Project Research	$195.00/hour
Assistant Project Analyst/Assistant Project Manager	$165.00/hour
Project Promotion/Graphics/GIS Mapping Services	$ 95.00/hour
Clerical Support	$ 80.00/hour

Additional Expenses

In addition to professional services (labor fees):

1) An administrative fee for in-house copy, fax, phone, postage costs, digital/technological support and related administrative expenses will be charged, which will be computed at four percent (4.0 %) of monthly Kosmont Companies professional service fees incurred; plus
2) Out-of-pocket expenditures, such as travel and mileage, professional printing, and delivery charges for messenger and overnight packages will be charged at cost.
3) Project/Market data sources for support of evaluation and analysis e.g., ESRI, Placer.ai, CoStar/STR, IMPLAN, ParcelQuest and other based on quoted project cost.
4) If Kosmont retains Third Party Vendor(s) for Client (with Client's advance approval), fees and cost will be billed to Client at 1.1X (times) fees and costs.
5) Consultant's attendance or participation at any public meeting, whether such participation is in person, digital, video and/or telephonic *(e.g., City Council, Planning Commission, Public Agency Board, other)* requested by Client and are beyond those specifically identified in the Scope of Work will be billed at the professional services (hourly) fees as shown on this Attachment A.

- **Charges for Court/Deposition/Expert Witness-Related Appearances**

  Court-related (non-preparation) activities, such as court appearances, depositions, mediation, arbitration, dispute resolution and other expert witness activities, will be charged at a court rate of 1.5 times scheduled rates, with a 4-hour minimum.

Rates shall remain in effect until December 31, 2025.

EXHIBIT B
Second Proposal of November 24, 2025

November 24, 2025

Mr. Gregg McClain
Planning Director
City of Hawthorne
4455 W 126th Street
Hawthorne, CA 90250

Re: Work Plan for Ongoing Economic Development Advisory Services - Highest and Best Use Analysis and Business Outreach Support

Dear Mr. McClain:

Kosmont & Associates, Inc. doing business as Kosmont Companies ("Consultant" or "Kosmont") is pleased to present this proposal for a highest and best use analysis and business outreach support, as part of ongoing economic development advisory services to the City of Hawthorne ("Client" or "City").

This Work Plan serves as an Amendment to the original Professional Services Agreement approved by City Council on May 13, 2025 and fully executed by Client and Consultant.

I. BACKGROUND AND OBJECTIVE

Kosmont was retained to assist the City for economic development advisory services and recently completed a Market and Economic Development Analysis. The City is seeking assistance with ongoing economic development advisory services and strategies, including a highest-and-best use analysis ("Analysis") for recently purchased properties ("Properties") by the City near Rosecrans Avenue and Chadron Avenue ("Focus Area"). Properties APNs are 4071-013-025 and 4071-102-(001-005). City envisions a mixed-use project that includes some number of affordable for-lease and for-sale units, commercial / multi-purpose uses and possibly park space. Based on City ownership, Properties may be subject to Surplus Land Act (SLA). SLA compliance would require preparation of the Surplus Land declaration and/or exemption by the City, followed by issuance of a Notice of Availability ("NOA") as appropriate and potential good faith negotiations with affordable housing developer(s). If desired, an affiliate of Kosmont Companies, Kosmont Real Estate Services dba Kosmont Realty (KR) can assist the Client through the SLA compliance process via a separate proposal.

II. SCOPE OF SERVICES

Approach to Tasks: The prospective assignment and consulting services that Kosmont will provide will be of a relatively limited scope and duration, and advisory in nature. Kosmont will be making recommendations only, which advise the Client and jurisdictions, including their elected officials, appointed officials, and staff, which they can accept or reject. None of Kosmont's staff will act in a capacity as an elected official, nor appointed official, nor as staff, nor as serving in a "designated" position.

Task 1: Project Kickoff & Meeting Coordination

Kosmont will participate in a virtual kick-off meeting with City staff to establish goals for the Analysis and request relevant materials/documents related to the Properties. Additionally, Kosmont will conduct an in-person site tour of the Properties to better understand existing conditions.

Task 2: High-Level Market Snapshot

Using Kosmont's prior market analysis as a framework, Kosmont will review property-specific market data/trends affecting the portion of the City where the Properties are located, including reviewing recent sales comparable data, nearby redevelopment projects, proposed projects in planning/under construction, and general market conditions within the Focus Area. This data will help understand what specific uses could be supported within the limitations of the City, as well as initially assess potential demand drivers for different types of housing, retail/commercial, open space, community space, and other potential uses, subject to SLA.

Task 3: Highest-and-Best Use Analysis

To assess Analysis of development opportunities within the Focus Area, Kosmont will analyze the development potential of Properties, which may take into account zoning/land use, parcel conditions/constraints, and/or preliminary financial feasibility. Kosmont will also perform a high-level land use evaluation, which is intended to provide an understanding of potential uses that align with market conditions, the neighborhood context and historical trends in and around the Properties and City vision for a mixed-use project.

Kosmont's assessment of land use characteristics will include an understanding of the Focus Area site(s) visibility, size, shape, adjacencies, traffic patterns, and existing zoning constraints and opportunities. Kosmont's analysis will provide an understanding of potential new zoning

opportunities that may closely align with current zoning preferences and overall market conditions, existing property ownership, and other relevant factors.

Task 4: Analysis Summary

Kosmont will provide City an Analysis Summary in PowerPoint format of the Properties in the Focus Area.

Task 5: Business Outreach

Kosmont will perform Business Expansion, Attraction, & Retention ("BEAR") outreach focused on properties and businesses located along Hawthorne Blvd. between Rosecrans Avenue and El Segundo Blvd. The outreach effort will be used to garner insight from business owners and property owners to identify their challenges including vacancies on Hawthorne Blvd. within the City and determine what opportunities for growth or redevelopment may exist in accordance with the City's General Plan initiatives. The outreach effort will be summarized in PowerPoint format highlighting preliminary strategies for business expansion/growth, attraction, and retention.

Task 6: As-needed Advisory Services

Additionally, subject to availability of budget (and potential future allocation of additional budget) and mutual agreement between Kosmont and Client, Kosmont can provide as needed advisory services including but not limited to evaluation of potential infrastructure funding and financing tools, with emphasis on Tax Increment Financing ("TIF") alternatives, such as an Enhanced Infrastructure Financing District ("EIFD") or a Climate Resilience District ("CRD"), as appropriate.

III. SCHEDULE AND REQUIRED DATA

Consultant is prepared to commence work upon receipt of executed Amendment. Client will provide Consultant with relevant existing project data including studies or data related to Properties. Consultant will provide draft Analysis Summary to Client in 6-8 weeks and then finalize with comments from Client.

IV. COMPENSATION

Compensation for Tasks 1 through 6 is estimated at $50,000 for professional services (hourly) fees at Consultant's billing rates as shown on Attachment A of the Agreement. Future increases in budget will require approval by Client in advance. Budget may be increased by Client at any time.

[SIGNATURE ON FOLLOWING PAGE]

V. ACCEPTANCE AND AUTHORIZATION

Read, understood, and agreed to this

____ Day of _____ 2025

City of Hawthorne

By: _____
(Signature)

Name:_____
(Print Name)

Its: _____
(Title)

ATTACHMENT A

Kosmont Companies
2025 Public Agency Fee Schedule

Professional Services

President	$425.00/hour
Sr. Vice President/Sr. Advisor/Sr. Managing Director	$395.00/hour
Vice President/Project Advisor	$295.00/hour
Senior Project Analyst	$205.00/hour
Project Analyst/Project Research	$195.00/hour
Assistant Project Analyst/Assistant Project Manager	$165.00/hour
Project Promotion/Graphics/GIS Mapping Services	$ 95.00/hour
Clerical Support	$ 80.00/hour

Additional Expenses

In addition to professional services (labor fees):

1) An administrative fee for in-house copy, fax, phone, postage costs, digital/technological support and related administrative expenses will be charged, which will be computed at four percent (4.0 %) of monthly Kosmont Companies professional service fees incurred; plus
2) Out-of-pocket expenditures, such as travel and mileage, professional printing, and delivery charges for messenger and overnight packages will be charged at cost.
3) Project/Market data sources for support of evaluation and analysis e.g., ESRI, Placer.ai, CoStar/STR, IMPLAN, ParcelQuest and other based on quoted project cost.
4) If Kosmont retains Third Party Vendor(s) for Client (with Client's advance approval), fees and cost will be billed to Client at 1.1X (times) fees and costs.
5) Consultant's attendance or participation at any public meeting, whether such participation is in person, digital, video and/or telephonic *(e.g., City Council, Planning Commission, Public Agency Board, other)* requested by Client and are beyond those specifically identified in the Scope of Work will be billed at the professional services (hourly) fees as shown on this Attachment A.

- **Charges for Court/Deposition/Expert Witness-Related Appearances**

Court-related (non-preparation) activities, such as court appearances, depositions, mediation, arbitration, dispute resolution and other expert witness activities, will be charged at a court rate of 1.5 times scheduled rates, with a 4-hour minimum.

Rates Effective until December 31, 2025. For and during the term of the subject Agreement, the above referenced rates in each category will be increased, effective January 1, 2026, and annually thereafter, to reflect the adjustment in the CPI (U.S. Dept. of Labor, Bureau of Labor Statistics) All Cities Average Consumer Price Index for the prior year. As an example, the US City Average Consumer Price Index (CPI-U) for January 2025 was 317.671, representing a change of **3.0 percent** over the index for January 2024.

EXHIBIT C
Third Proposal of March 19, 2026

March 19, 2026

Vontray Norris
City Manager
City of Hawthorne
4455 W. 126th Street
Hawthorne, CA 90250

Re: Proposal for Financing District Advisory Services

Dear Mr. Norris:

Kosmont & Associates, Inc. doing business as Kosmont Companies ("Consultant" or "Kosmont") is pleased to present this proposal to the City of Hawthorne ("City" or "Client") for financing district advisory services. This proposal serves as an Agreement when executed and returned by Client to Kosmont.

I. BACKGROUND AND OBJECTIVE

Kosmont understands that the City is considering potential implementation of a special purpose Tax Increment Financing ("TIF") district, such as an Enhanced Infrastructure Financing District ("EIFD"), to help fund critical public infrastructure, while also facilitating economic development.

Kosmont has facilitated 22 of the approximately 37 EIFDs formed so far in California. Our team is currently assisting over 50 other cities and counties with evaluation or in-progress formation activities, and affiliate Kosmont Financial Services has successfully structured TIF-related debt issuances, with more issuance activity underway.

Kosmont proposes the following Scope of Services to assist the City in a phase manner, where work would not continue into a subsequent phase without City approval in advance.

II. SCOPE OF SERVICES

Approach to Tasks: The prospective assignment and consulting services that Kosmont will provide will be of a relatively limited scope and duration, and advisory in nature. Kosmont will be making recommendations only, which advise the Client and jurisdictions, including their elected officials, appointed officials, and staff, which they can accept or reject. None of Kosmont's staff will act in a capacity as an elected official, nor appointed official, nor as staff, nor as serving in a "designated" position.

PHASE ONE: FEASIBILITY ANALYSIS

Task 1: Kickoff and Evaluation of Boundary Alternatives
Kosmont will convene an introductory briefing with City staff to discuss and confirm City objectives. Kosmont will be prepared to discuss requirements and guidelines for the EIFD statute, including precedent in other jurisdictions. Kosmont will identify and evaluate potential boundary alternatives for one or more TIF districts, such as an EIFD, within the City. Kosmont will analyze key strategic implementation considerations, including:

a) Property ownership
b) Planned / proposed future development
c) Infrastructure needs and estimated costs
d) Potential public and private sector partners (e.g., County of Los Angeles, other affected taxing entities, developers / property owners)
e) Overlap with former Redevelopment Agency Project Area boundaries and status of redevelopment dissolution.

Task 2: Revenue and Bonding Capacity Analysis
Kosmont will prepare a tax increment revenue analysis, reflecting potential future development and potential public and private sector partners. The analysis will identify:

a) Potential assessed value increase from future development in the district
b) Property tax increment funding capacity at select annual benchmarks and cumulatively over the estimated district lifetime(s)
c) Different levels of tax increment revenue allocation by taxing entity (e.g., 25%, 50%)
d) Initial estimates of potential bonding capacity (to be prepared by Kosmont Financial Services, registered Municipal Advisor
e) Complementary economic development tools and funding resources (e.g., community facilities district [CFD] financing, grants, leverage of City-owned real estate assets, outstanding debt refinancing strategies, zoning incentive programs)
f) As related to potential overlap of proposed district boundaries with former redevelopment agency project areas, analysis of corresponding relevant outstanding enforceable obligations and implications on available revenues.

Task 3: Governance and Implementation Roadmap
Based on the preferred financing district tool(s) identified by the City based on previous Task findings, Kosmont will evaluate and summarize feasible governance and implementation alternatives, including district governing board composition, voting / approval procedures, district formation milestones, debt issuance procedures, and estimated timing, in order to provide potential public and private sector stakeholders with an illustrative “roadmap” for implementation.

Task 4: City Meeting / Workshop
Kosmont will coordinate a virtual meeting with City staff, City Council, and/or other key community stakeholders, such as residents, property owners, and/or local developers. Kosmont will prepare and present a summary of feasibility analysis findings. The purpose of the workshop will be to facilitate education of key stakeholders, to vet and confirm potential priority projects to be funded by preferred tool(s), to confirm the objectives related to potential implementation, and to confirm whether to proceed into an implementation phase, or not.

Kosmont will not proceed to Phase Two work until Client provides such direction.

FUTURE PHASE TWO: FISCAL IMPACT ANALYSIS & POTENTIAL TAXING ENTITY PARTNERSHIP

Task 5: Fiscal Impact and Economic Benefit Analysis
As a means of demonstrating benefits to relevant public agencies (e.g., City, County, special districts) for potential participation in a financing district, Kosmont will estimate the primary fiscal revenues (e.g., property tax, direct and indirect sales tax, hotel transient occupancy tax), primary fiscal expenditures (e.g., public safety service costs, community services), and resulting net fiscal impact (fiscal revenues net of fiscal expenditures) to be generated for participating taxing entities from district implementation.

Consultant will additionally apply an IMPLAN-based analysis to estimate the employment (job creation), labor income (wages), and economic output (value of goods and services produced) benefits to be derived from both construction and ongoing operation within the financing district. Direct, indirect, and indirect (multiplier) impacts will be reflected.

Task 6: Stakeholder Outreach and Direction on Partnership
Kosmont will assist the Client with outreach to potential public and private sector entity stakeholders, including but not limited to special district staff and elected officials, and/or major private sector landowners and/or developers. Kosmont will accordingly assist with preparation and presentation of financing district analysis materials as appropriate for such outreach. Based on continued stakeholder feedback, Kosmont will refine previous tax increment projections and related analysis.

The goal of this Task is to receive direction/confirmation on whether the City should proceed with financing district formation initially with or without partnership from other taxing entities (recognizing that other taxing entities may join in a subsequent year).

Kosmont will not proceed to Phase Three work until Client provides such direction.

FUTURE PHASE THREE: IMPLEMENTATION

Task 7: Resolution of Intention and Establishment of the Public Financing Authority (PFA) Board
Kosmont will assist City staff and City Attorney's office with the preparation of requisite documentation for the Resolution of Intention ("ROI") to form the financing district, including appropriate designation of the governing Public Financing Authority ("PFA") board members. Kosmont will assist with coordination and presentation at the required meeting(s) of the City Council (and potentially County Board of Supervisors) to adopt the ROI and will assist with required noticing of the ROI following the legislative body action(s).

Task 8: Infrastructure Financing Plan Preparation
Kosmont will collaborate with City staff and appropriate third-party consultants (e.g., special counsel, engineering / surveying consultants) on the preparation of the required Infrastructure Financing Plan ("IFP") and related appendices. The IFP must include a legal description of district boundaries, public improvements to be implemented, location, timing, and costs of development and financial assistance, finalized tax increment projections, intention to incur debt (e.g., bonds), district termination date, taxing entity fiscal impact analysis, and replacement housing obligations. Kosmont will assist City staff (e.g., Clerk's office) in the required distribution of the IFP to property owners within the financing district and to affected taxing entities.

Task 9: IFP Approval and Financing District Formation Hearings
Kosmont will assist in coordination, preparation, and presentation of required materials at the required City Council (and potentially County Board of Supervisors) meeting(s) and PFA meetings and hearings to approve the IFP and form the financing district. While Kosmont is not an attorney, we will provide draft content for required resolutions for review by City Attorney and/or special counsel. Kosmont will additionally assist in drafting and coordinating the required noticing (e.g., website, mailing, newspaper notices) of the PFA meeting and hearings.

Kosmont anticipates up to two PFA public meetings, two PFA public hearings, and two City Council meetings as part of this task (in-person or virtual as deemed mutually appropriate by the City and Kosmont).

Once the financing district is successfully formed, Kosmont will assist City staff in completing the required filings for Change of Jurisdictional Boundaries with the State Board of Equalization.

Potential Future Services (Not a Part of Current Scope of Work)
- Annual report preparation, related presentation(s) at PFA public hearing(s) in future years
- Continuing Disclosure as related to EIFD debt transactions.

TIF-Related Municipal Advisory Services
City and Kosmont agree that evaluation or implementation of any EIFD-related public financings (e.g., tax increment allocation bonds, and/or City lease revenue financing to be repaid or guaranteed/committed in whole or in part with EIFD tax increment and other revenues, and/or financing utilizing engagement of the PFA) will involve Kosmont Financial Services as the City's Municipal Advisor or co-Municipal Advisor on a to-be-determined compensated basis.

III. SCHEDULE AND REQUIRED DATA

Consultant is prepared to commence work upon receipt of executed Agreement and project data outlined below. A summary PowerPoint presentation is anticipated to be delivered within three (3) months from assignment authorization.

Client will provide Consultant with existing project data, including relevant planning documentation (e.g., specific plans, General Plan), current project proposals and/or site plans, and information on potential infrastructure projects with estimated range of costs, as available.

IV. COMPENSATION

The compensation for Tasks 1 through 4 is outlined below for professional services (hourly) fees at Consultant's billing rates as reflected in Attachment A.

PHASE ONE TASKS	ESTIMATED BUDGET
1) Kickoff and Evaluation of Boundary Alternatives	$9,500
2) Revenue and Bonding Capacity Analysis	$12,500
3) Governance and Implementation Roadmap	$4,000
4) City Meeting / Workshop	$4,500
Estimated Total Professional Services (Hourly) Fees – Phase 1	**$30,500**

For budget planning purposes, typical compensation for potential follow-on Phase Two and Phase Three is shown below.

POTENTIAL FUTURE PHASE TWO AND THREE TASKS	ESTIMATED BUDGET
Phase Two – Fiscal Impact Analysis and Taxing Entity Partnership	$22,500 to $29,500
Phase Three – Implementation	$40,000 to $47,000
Estimated Total Professional Services (Hourly) Fees – Phase 2/3	**$62,500 to $76,500**

Budget may be increased by Client request at any point in time. Task budgets may be allocated between Tasks as deemed appropriate by Consultant to provide adequate services to the Client.

Consultant anticipates a single consolidated round of Client comments and revisions on draft work product before Kosmont provides a final version of work product. If necessary, additional rounds of comments and revisions can be accommodated on an hourly basis.

Consultant's attendance or participation at any ***publicly noticed*** meeting outside of those identified within the Scope of Services, whether such participation is in person, digital, video and/or telephonic *(e.g., City Council, Planning Commission, Public Agency Board, other),* as requested by Client is in addition to compensation outlined above and will be billed at the professional services (hourly) fees as shown on Attachment A.

Services will be invoiced monthly at Consultant's standard billing rates, as shown on Attachment A. In addition to professional services (hourly) fees, invoices will include reimbursement for out-of-pocket expenses such as travel and mileage (provided that there shall be no overnight travel without the Client's prior approval and that mileage shall be reimbursed at the current IRS mileage reimbursement rate), professional printing, conference calls, and delivery charges for messenger and overnight packages at actual cost. Unless otherwise agreed to in advance, out-of-area travel, if any, requires advance funding of flights and hotel accommodations.

Consultant will also include in each invoice an administrative services fee to cover in-house copy, fax, telephone and postage costs equal to four percent (4.0%) of Consultant's monthly professional service fees incurred. Any unpaid invoices after 30 days shall accrue interest at the rate of 10% per annum.

For the convenience of Kosmont's clients, we offer a secure credit card payment service. The credit card payment link is: https://kosmont.paidyet.com and there are two ways to make a secure credit card payment:

1. Fill in the "***Make a Payment***" form when you go to the link (https://kosmont.paidyet.com), or
2. Call Kosmont Companies' accounting desk (424) 297-1072 to make a credit card payment

Consultant is prepared to commence work upon receipt of executed Agreement.

DISCLOSURE: Compensation for possible future transaction-based services or brokerage services.

The following is being provided solely as an advance disclosure of possible real estate brokerage and finance services and potential compensation for such services. This disclosure is not intended to commit the Client.

When assignments involve real estate/property brokerage services, such transaction-based services are typically provided by Kosmont Real Estate Services, Inc. dba Kosmont Realty ("KR") is licensed by the State of California Department of Real Estate (License# 02058445). Compensation to KR is typically paid through commissions for property sale transactions, lease transactions and success/broker fees. KR also provides Broker Opinions of Value ("BOV") services on a fixed fee basis.

When assignments involve public finance services on behalf of a public agency, such municipal advisory services are provided by Kosmont Financial Services (KFS). KFS is an independent Registered Municipal Advisor with the Securities and Exchange Commission and the Municipal Securities Rulemaking Board.

SEC registration does not constitute an endorsement of the firm by the Commission or state securities regulators.

V. OTHER PROVISIONS

A. Termination. Client or Consultant shall have the right to terminate this Agreement at any time upon written notification to the other party. Payment for fees accrued through the date of termination shall be remitted in full.

B. Arbitration. Any controversy or claim arising out of or in relation to this Agreement, or the making, performance, interpretation or breach thereof, shall be settled by arbitration at JAMS in Los Angeles, California. Each of the parties to such arbitration proceeding shall be entitled to take up to five depositions with document requests. The provisions of Section 1283.05 (except

subdivision (e) thereof) of the California Code of Civil Procedure are incorporated by reference herein, except to the extent they conflict with this Agreement, in which case this Agreement is controlling. If the matter is heard by only one arbitrator, such arbitrator shall be a member of the State Bar of California or a retired judge. If the matter is heard by an arbitration panel, at least one member of such panel shall be a member of the State Bar of California or a retired judge. The arbitrator or arbitrators shall decide all questions of law, and all mixed questions of law and fact, in accordance with the substantive law of the State of California to the end that all rights and defenses which either party may have asserted in a court of competent jurisdiction shall be fully available to such party in the arbitration proceeding contemplated hereby. The arbitrator and arbitrators shall set forth and deliver their findings of fact and conclusions of law with the delivery of the arbitration award. Judgment upon the award rendered shall be final and non-appealable and may be entered in any court having jurisdiction.

C. Attorneys' Fees. In the event of any legal action, arbitration, or proceeding arising out of an alleged breach of this Agreement, the party prevailing in such legal action, arbitration, or proceeding shall be entitled to recover reasonable attorneys' fees, expenses and costs, as well as all actual attorneys' fees, expenses and cost incurred in enforcing any judgment entered.

D. Authority. Each of the parties executing this Agreement warrants that persons duly authorized to bind each such party to its terms execute this Agreement.

E. Further Actions. The parties agree to execute such additional documents and take such further actions as may be necessary to carry out the provisions and intent of this Agreement.

F. Assignment. Neither this Agreement nor any of the rights or obligations hereunder may be assigned by either party without the prior written consent of the other party.

G. Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns.

H. Entire Agreement; Amendments and Waivers. This Agreement contains the final, complete and exclusive agreement between the parties relating to the transactions contemplated hereby and any and all prior discussions, negotiations, commitments and understanding, whether written or oral, related hereto are superseded hereby. No addition or modification of any term or provision of this Agreement shall be effective unless set forth in writing signed by both parties. No waiver of any of the provisions of this Agreement shall be deemed to constitute a waiver of any other provision hereof (whether or not similar), nor shall such waiver constitute a continuing waiver of such provisions unless otherwise expressly provided. Each party to this Agreement has participated in its drafting and, therefore, ambiguities in this Agreement will not be construed against any party to this Agreement.

I. Severability. If any term or provision of this Agreement shall be deemed invalid or unenforceable, the remainder of this Agreement shall not be affected thereby, and each remaining term and provision of this Agreement shall be valid and in force to the fullest extent permitted by law.

J. Notices. All notices, requests, demands and other communications which may be required under this Agreement shall be in writing and shall be deemed to have been received when transmitted; if personally delivered, if transmitted by telecopier, electronic or digital transmission method, upon transmission; if sent by next day delivery to a domestic address by a recognized overnight delivery service (e.g., Federal Express), the day after it is sent; and if sent by certified or registered mail, return receipt requested, upon receipt. In each case, notice shall be sent to the principal place of business of the respective party. Either party may change its address by giving written notice thereof to the other in accordance with the provisions of this paragraph.

K. Titles and Captions. Titles and captions contained in this Agreement are inserted only as a matter of convenience and for reference and in no way define, limit, extend or describe the scope of this Agreement or the intent of any provision herein**.**

L. Governing Law. The statutory, administrative and judicial law of the State of California (without reference to choice of law provisions of California law) shall govern the execution and performance of this Agreement.

M. Confidentiality. Each of the parties agrees not to disclose this Agreement or any information concerning this Agreement to any persons or entities, other than to their attorneys and accountants, or as otherwise may be required by law.

N. Counterparts. This Agreement may be executed in one or more counterparts, each of which constitutes an original, and all of which together constitute one and the same instrument. The signature of any person on a telecopy of this Agreement, or any notice, action or consent taken pursuant to this Agreement shall have the same full force and effect as such person's original signature.

O. Disclaimer. Consultant's financial analysis activities and work product, which may include but is not limited to pro forma analysis and tax projections, are projections only. Actual results may differ materially from those expressed in the analysis performed by Consultant due to the integrity of data received, market conditions, economic events and conditions, and a variety of factors that could materially affect the data and conclusions. Client's reliance on Consultant's analysis must consider the foregoing.

Consultant services outlined and described herein are advisory services only. Any decisions or actions taken or not taken by Client and affiliates, are deemed to be based on Client's understanding and by execution of this Agreement, acknowledgement that Consultant's services are advisory only and as such, cannot be relied on as to the results, performance and conclusions of any investment or project that Client may or may not undertake as related to the services provided including any verbal or written communications by and between the Client and Consultant.

Client acknowledges that Consultant's use of work product is limited to the purposes contemplated within this Agreement. Consultant makes no representation of the work product's application to, or suitability for use in, circumstances not contemplated by the scope of work under this Agreement.

P. Limitation of Damages. In the event Consultant is found liable for any violation of duty, whether in tort or in contract, damages shall be limited to the amount Consultant has received from Client.

Q. Force Majeure. Consultant shall not be liable for failure or delay in performance of its obligations under this Agreement arising out of or caused, directly or indirectly, by significant circumstances beyond its reasonable control, including, without limitation: epidemic; acts of God; earthquakes; fires; floods; wars; civil or military disturbances; acts of terrorism; sabotage; strikes; riots; wide-spread power failures and wide-spread internet failure. Contractual performance and deadline(s) shall be extended for a period equal to the time lost by reason of the delay.

R. Expiration of Proposal for Services. If this Agreement is not fully executed by the parties within thirty (30) days from the date of this letter, this proposal shall expire.

S. Not an agreement for Legal Services or Legal Advice. This Agreement does not constitute an agreement for the performance of legal services or the provision of legal advice, or legal opinion. Client should seek independent legal counsel on matters for which Client is seeking legal advice.

VI. ACCEPTANCE AND AUTHORIZATION

If this Agreement is acceptable to Client, please execute two copies of the Agreement and return both originals to Kosmont Companies. Upon receipt of both signed contracts, we will return one fully executed original for your files. Kosmont will commence work upon receipt of executed Agreement.

Read, understood, and agreed to this

____ Day of _____ 2026

City of Hawthorne	**Kosmont & Associates, Inc.** doing business as "Kosmont Companies"
By: _____ (Signature)	By: _____ (Signature)
Name:_____ (Print Name)	Name: Ken K. Hira
Its: _____ (Title)	Its: President

ATTACHMENT A

Kosmont Companies
2026 Public Agency Fee Schedule

Professional Services

Chairman & CEO	$540.00/hour
President	$435.00/hour
Sr. Vice President/Sr. Advisor/Sr. Managing Director	$405.00/hour
Vice President/Project Advisor	$295.00/hour
Senior Project Analyst	$210.00/hour
Project Analyst/Project Research	$195.00/hour
Assistant Project Analyst/Assistant Project Manager	$170.00/hour
Project Promotion/Graphics/GIS Mapping Services	$ 95.00/hour
Administrative Support	$ 90.00/hour

Additional Expenses

In addition to professional services (labor fees):

1) An administrative fee for in-house copy, fax, phone, postage costs, digital/technological support and related administrative expenses will be charged, which will be computed at four percent (4.0 %) of monthly Kosmont Companies professional service fees incurred; plus
2) Out-of-pocket expenditures, such as travel and mileage, professional printing, and delivery charges for messenger and overnight packages will be charged at cost.
3) Project/Market data sources for support of evaluation and analysis e.g., ESRI, Placer.ai, CoStar/STR, IMPLAN, ParcelQuest and other based on quoted project cost.
4) If Kosmont retains Third Party Vendor(s) for Client (with Client's advance approval), fees and cost will be billed to Client at 1.1X (times) fees and costs.
5) Consultant's attendance or participation at any public meeting, whether such participation is in person, digital, video and/or telephonic *(e.g., City Council, Planning Commission, Public Agency Board, other)* requested by Client and are beyond those specifically identified in the Scope of Work will be billed at the professional services (hourly) fees as shown on this Attachment A.

- **Charges for Court/Deposition/Expert Witness-Related Appearances**

Court-related (non-preparation) activities, such as court appearances, depositions, mediation, arbitration, dispute resolution and other expert witness activities, will be charged at a court rate of 1.5 times scheduled rates, with a 4-hour minimum.

Rates Effective until December 31, 2026. For and during the term of the subject Agreement, the above referenced rates in each category will be increased, effective January 1, 2027, and annually thereafter, to reflect the adjustment in the CPI (U.S. Dept. of Labor, Bureau of Labor Statistics) All Cities Average Consumer Price Index for the prior year. As an example, the US City Average Consumer Price Index (CPI-U) for December 2025 was 0.3, representing a change of 2.7 **percent** over the index of the previous 12 months.

PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF HAWTHORNE AND KOSMONT & ASSOCIATES, INC. (dba KOSMONT COMPANIES)

This PROFESSIONAL SERVICES AGREEMENT ("AGREEMENT") is made and entered into this 13th day of May, 2025, by and between the City of Hawthorne, a California municipal corporation and general law city ("CITY") and Kosmont & Associates, Inc. (dba Kosmont Companies), a California Corporation ("CONSULTANT"). This agreement is made with reference to the following:

RECITALS

A. CITY requested a proposal for assistance in evaluating commercial market demands and identifying ways to address tenant vacancies in key commercial corridors in the city, as well as economic development incentives to promote business attraction/retention, redevelopment, and sustainable growth.

B. CONSULTANT submitted a proposal for the performance of such services, a true and correct copy of which is attached hereto as Exhibit "A" and by this reference made a part hereof.

C. CITY desires for CONSULTANT to provide professional services as described in Exhibit "A".

D. CONSULTANT represents and warrants that it has the qualifications, experience and facilities necessary to properly perform the services required under this AGREEMENT in a thorough, competent and professional manner. CONSULTANT shall at all times faithfully, competently, and to the best of its ability, experience and talent, perform all services described herein. In meeting its obligations under this AGREEMENT, CONSULTANT shall employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing services similar to those required of CONSULTANT under this AGREEMENT.

NOW, THEREFORE, in consideration of the foregoing Recitals, the agreement of the parties as set forth herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. DEFINITIONS

The following definitions shall apply to the following terms, except where the context of this AGREEMENT otherwise requires:

(a) Project: Development of strategies and policies related to economic development of the CITY.

(b) Services: CONSULTANT shall provide professional services for the project as described in Exhibit "A" attached herein

(c) Duration: Said AGREEMENT shall be effective from the date of execution of this AGREEMENT until acceptance and approval of all final documents and studies.

(d) Completion of Project: CONSULTANT shall complete all tasks as noted in Exhibit "A" for a period as noted in the agreement, not to exceed 12 months.

(e) Consultant: Kosmont Companies 2301 Rosecrans Ave., Ste 4140; El Segundo, CA 90245

(f) City: 4455 w 126th St., Hawthorne, CA 90250

2. SCOPE OF SERVICES

(a) CONSULTANT shall forthwith undertake and complete the project in accordance with Exhibit "A" hereto and all in accordance with Federal, State and City statues, regulations, ordinances and guidelines, all to the reasonable satisfaction of CITY.

(b) CONSULTANT shall, at CONSULTANT'S sole cost and expense, secure and hire such other persons as may, in the opinion of CONSULTANT, be necessary to comply with the terms of this Agreement. In the event any such other persons are retained by CONSULTANT, CONSULTANT hereby warrants that such persons shall be fully qualified to perform services required hereunder. CONSULTANT further agrees that no subcontractor shall be retained by CONSULTANT except upon the prior written approval of CITY.

3. COMPENSATION, METHOD OF PAYMENT, AND ADDITIONAL SERVICES

(a) CITY shall pay CONSULTANT no more than the total project cost ($35,00.00) as set forth in the proposal, Exhibit "A."

(b) Payments to CONSULTANT shall be made by CITY in accordance with the invoices submitted by CONSULTANT, and such invoices shall be paid within thirty (30) days after said invoices are received by CITY. Each invoice shall detail work performed and charges. All charges shall be in accordance with CONSULTANT's proposal with respect to hourly rates and project costs as set forth in Exhibit "A".

(c) Payment to CONSULTANT for work performed pursuant to this AGREEMENT shall not be deemed to waive any defects in work performed by CONSULTANT.

4. CITY ASSISTANCE AND AVAILABILITY OF CITY RECORDS

(a) The CITY shall provide the following assistance to CONSULTANT as needed so CONSULTANT can perform the services described above:

(i.) Information and assistance as set forth in Exhibit "A".

(ii.) Photographically reproducible copies of forms, documents, codes and other information, if available, which CONSULTANT considers necessary in order to complete the project.

(iii.) Such information as is generally available from CITY files applicable to the project.

(iv.) Assistance, if necessary, in obtaining information from other governmental agencies and/or private parties. However, it shall be CONSULTANT's responsibility to make all initial contact with respect to the gathering of such information.

5. CONSULTANT'S BOOK OF RECORDS

(a) CONSULTANT shall maintain any and all documents and records demonstrating or relating to CONSULTANT's performance of services pursuant to this AGREEMENT. CONSULTANT shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, or other documents or records evidencing or relating to work, services, expenditures and disbursements charged to CITY pursuant to this AGREEMENT. Any and all such documents or records shall be maintained in accordance with generally accepted accounting principles and shall be sufficiently complete and detailed so as to permit an accurate evaluation of the services provided by CONSULTANT pursuant to this AGREEMENT. Any and all such documents or records shall be maintained for four (4) years from the date of execution of this AGREEMENT and to the extent required by laws relating to audits of public agencies and their expenditures.

(b) Any and all records or documents required to be maintained pursuant to this section shall be made available for inspection, audit and copying at any time during regular business hours, upon written request by the CITY or CITY's designated representative. Copies of such documents or records shall be provided directly to the requesting party for inspection, audit and copying when it is practical to do so; otherwise, unless an alternative is mutually agreed upon. Such documents and records shall be made available at CONSULTANT's address indicated for receipt of notices in this AGREEMENT.

(c) Where CITY or CONSULTANT has reason to believe that any of the documents or records required to be maintained pursuant to this section may be lost or discarded due to dissolution or termination of CONSULTANT's business, the CITY may, by written request, require that custody of such documents or records be given to the requesting party and that such documents and records be maintained by the requesting party. Access to such documents and records shall be granted to all parties to this AGREEMENT, as well as to their successors-in-interest and authorized representatives.

6. TERMINATION OF AGREEMENT

This AGREEMENT may be terminated without cause by CITY upon the giving of a written "Notice of Termination" to CONSULTANT upon thirty (30) days prior written notice or

the CONSULTANT may terminate this contract upon thirty (30) days prior written notice. In the event this Agreement is so terminated, CONSULTANT shall be compensated at CONSULTANT's applicable hourly rates as set forth in Exhibit "A", on a pro-rata basis with respect to the percentage of the project completed as of the date of termination. In no event, however, shall CONSULTANT receive more than the maximum specified in paragraph 3(a), above. CONSULTANT shall provide to CITY any and all documents, data, studies, surveys, drawings, maps, models, photographs and reports, whether in draft or final form, prepared by CONSULTANT as of the date of termination. CONSULTANT may not terminate this Agreement except for cause.

7. NOTICES AND DESIGNATED REPRESENTATIVES

(a) Any and all notices, demands, invoices and written communications between the parties hereto shall be addressed as set forth in this paragraph. The below named individuals, furthermore, shall be those persons primarily responsible for the performance by the parties under this AGREEMENT:

To CITY
4455 West 126th Street,
Hawthorne, CA 90250
Attn: Director of Planning

To CONSULTANT
Kosmont Companies
1601 N. Sepulveda Blvd., #382
Manhattan Beach, CA 90266
Attn: Ken K Hira

(b) Any such notices, demands, invoices and written communications, by mail, shall be deemed to have been received by the addressee forty-eight (48) hours after deposit thereof in the United States mail, postage prepaid and properly addressed as set forth above.

8. CONTINUITY OF PERSONNEL

CONSULTANT shall make every reasonable effort to maintain the stability and continuity of CONSULTANT's staff assigned to perform the services required under this AGREEMENT, CONSULTANT shall notify CITY of any changes in CONSULTANT's staff assigned to perform the services required under this AGREEMENT, prior to any such performance. CITY shall not be responsible for time and costs associated with CONSULTANT's turnover or reassignment of staff.

9. STATUS OF CONSULTANT

(a) The parties hereto agree that CONSULTANT and its employers, officers and agents are independent contractors under this Agreement and shall not be construed for any purpose to be employees of CITY.

CONSULTANT shall have no authority to bind CITY in any manner, nor to incur any obligation, debt or liability of any kind on behalf of or against CITY, whether by contract or

otherwise. Unless such authority is expressly conferred under this AGREEMENT or is otherwise expressly conferred in writing by CITY.

(b) The personnel performing the services under this AGREEMENT on behalf of CONSULTANT shall at all times be under CONSULTANT's exclusive direction and control. Neither CITY, nor any elected or appointed boards, officers, officials, employees or agents of CITY shall have control over the conduct of CONSULTANT or any of CONSULTANT's officers, employees or agents, except as set forth in this AGREEMENT. CONSULTANT shall not at any time or in any manner represent that CONSULTANT or any of CONSULTANT's officers, employees or agents are in any manner officials, officers, employees or agents of CITY.

(c) The CONSULTANT or any of CONSULTANT's officers, employees or agents, shall not obtain any rights to retirement, health care or any other benefits that may otherwise accrue to CITY employees. CONSULTANT expressly waives any claim CONSULTANT may have to any such rights.

10. LEGAL RESPONSIBILITIES

The CONSULTANT shall keep itself informed of applicable State and Federal laws and regulations, which in any manner affect those employed by it or in any way affect the performance of its service pursuant to this AGREEMENT. The CONSULTANT shall at all times observe and comply with all such laws and regulations pursuant to sound professional practices including, but not limited to, possessing and maintaining all necessary licensing. CITY, and its officers and employees, shall not be liable at law or in equity occasioned by negligent failure of the CONSULTANT to comply with this Section.

11. NON-DISCRIMINATION

CONSULTANT shall not discriminate, harass, or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (cancer), sexual orientation, marital status, and denial of family care leave. CONSULTANT shall ensure that the evaluation and treatment of their employees and applicants for employment are free from discrimination and harassment. CONSULTANT shall comply with the provisions of the California Fair Employment and Housing Act (Government Code, Section 12900 et seq.), and the regulations promulgated thereunder (California Administrative Code, Title 2, Section 7285 et seq.). If applicable, CONSULTANT shall give written notice of their obligation under this clause to labor organizations with which they have a collective bargaining AGREEMENT or other AGREEMENT.

12. INDEMNIFICATION

To the fullest extent provided by law, CONSULTANT shall indemnify, hold harmless, and defend CITY, its officers, employees, elected and appointed officials, and volunteers from and against any and all claims and losses, costs or expenses for any damage resulting in death or injury to any person and/or injury or damage to any property resulting from any negligent act or omission

of CONSULTANT or any of its officers, employees, agents, or subcontractors in the performance of this AGREEMENT. Such cost and expense shall include reasonable attorney fees.

13. CONFLICT OF INTEREST

(a) No CITY employee whose position with CITY enables such employee to influence the award of this AGREEMENT or any competing AGREEMENT, and no spouse or economic dependent of such employee, shall be employed in any capacity by the CONSULTANT or have any other direct or indirect financial interest in this AGREEMENT. No officer or employee of this CONSULTANT who may financially benefit from the performance of work hereunder shall in any way participate in the CITY's approval, or ongoing evaluation of such work, or in any way attempt to unlawfully influence CITY's approval or ongoing evaluation of such work.

(b) The CONSULTANT shall comply with all conflict-of-interest laws, ordinances, and regulations now in effect or hereafter to be enacted during the term of this AGREEMENT. The CONSULTANT warrants that it is not now aware of any facts that create a conflict of interest. If the CONSULTANT hereafter becomes aware of any facts that might reasonably be expected to create a conflict of interest, it shall immediately make full written disclosure of such facts to the CITY. Full written disclosure shall include, but is not limited to, identification of all persons implicated and a complete description of all relevant circumstances. Failure to comply with the provisions of this section shall be a material breach of this contract.

14. CONFIDENTIAL INFORMATION

All information gained or work product produced by CONSULTANT in performance of this AGREEMENT shall be considered confidential, unless information is in the public domain or already known to CONSULTANT. CONSULTANT shall not release or disclose any such information or work product to persons or entities other than CITY without prior written authorization from the CITY, except as may be required by law.

15. INSURANCE

CONSULTANT shall obtain and maintain at its expense, until completion of performance and acceptance by the CITY, the following insurance placed with an insurer admitted to write insurance in California or a nonadmitted insurer on California's List of eligible Surplus Lines Insurers (LESLI) and having a rating of or equivalent to A: VIII by A.M. Best Company.

(a) Commercial General Liability (equivalent in coverage scope to Insurance Services office, Inc. (ISO) form CG 00 01 11 85 or 11 88) an amount not less than $2,000,000 per occurrence and $4,000,000 general aggregate. Such insurance shall include products and completed operations liability, broad from contractual liability, and cross liability protection. The "City of Hawthorne, its officials, employees, and agents" must be separately endorsed to the policy as additional insureds on an endorsement equivalent to the ISO forms CG20 10 11 85 of CG 20 26 1185.

(b) Automobile Liability (equivalent in coverage scope to ISO form CA 00 01 06 92) in an amount not less than $1,000,000 combined single limit per accident for bodily injury and property damage covering Hired and Non-Owned.

(c) Workers' Compensation as required by the California Labor Code and Employer's Liability in an amount not less than $1,000,000 per accident.

16. AUTHORITY TO EXECUTE

The person or persons executing this AGREEMENT on behalf of CONSULTANT represents and warrants that he/she/they has/have the authority to so execute this AGREEMENT and to bind CONSULTANT to the performance of its obligations hereunder.

17. MODIFICATION OF AGREEMENT

No amendment to or modification of this AGREEMENT shall be valid unless made in writing and approved by the CONSULTANT and by the CITY. The parties agree that this requirement for written modifications cannot be waived and that any attempted waiver shall be void.

18. WAIVER

Waiver by any party to this AGREEMENT of any term, condition, or covenant of this AGREEMENT shall not constitute a waiver of any other term, condition, or covenant. Waiver by any party of any breach of the provisions of this AGREEMENT shall not constitute a waiver of any other provision, nor a waiver of any subsequent breach or violation of any provision of this AGREEMENT. Acceptance by CITY of any work or services by CONSULTANT shall not constitute a waiver of any of the provisions of this AGREEMENT.

19. LAW TO GOVERN; VENUE

This AGREEMENT shall be interpreted, construed and governed according to the laws of the State of California. In the event of litigation between the parties, venue in state trial courts shall lie exclusively in the County of Los Angeles.

20. ATTORNEY'S FEES, COSTS, AND EXPENSES

In the event litigation or other proceeding is required to enforce or interpret any provision of this AGREEMENT, the prevailing party in such litigation or other proceeding shall be entitled to an award of reasonable attorney's fees, costs and expenses, in addition to any other relief to which it may be entitled.

21. ENTIRE AGREEMENT

This AGREEMENT, including the attached Exhibit "A", is the entire, complete, final and exclusive expression of the parties with respect to the matters addressed therein and supersedes all

other agreements or understandings, whether oral or written, or entered into between CONSULTANT and CITY prior to the execution of this AGREEMENT. No statements, representations or other agreements, whether oral or written, made by any party that are not embodied herein shall be valid and binding. No amendment to this AGREEMENT shall be valid and binding unless in writing duly executed by the parties or their authorized representatives.

22. SEVERABILITY

If a term, condition or covenant of this AGREEMENT is declared or determined by any court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions of this AGREEMENT shall not be affected thereby, and the AGREEMENT shall be read and construed without the invalid, void or unenforceable provision(s).

IN WITNESS WHEREOF, this Professional Services Agreement has been executed by their duly authorized representatives.

CITY OF HAWTHORNE

By:_____ 6/2/25
Vontray Norris
City Manager

KOSMONT COMPANIES

By:_____
[Name] Ken K Hira
[Title] President

APPROVED AS TO FORM:

By:_____
Robert M. Kim
City Attorney

ATTEST:

By:_____
Dayna Williams-Hunter
City Clerk

EXHIBIT A
Proposal for Economic Development Advisory Services

kosmont companies
since 1986

March 3, 2025

Mr. Vontray (Von) Norris
City Manager
City of Hawthorne
4455 W. 126th Street
Hawthorne, CA 90250

Re: Proposal for Economic Development Advisory Services

Dear Mr. Norris:

Kosmont & Associates, Inc. doing business as Kosmont Companies ("Consultant" or "Kosmont") is pleased to present this proposal to the City of Hawthorne ("Client" or "City") for economic development advisory services.

This proposal serves as an Agreement when executed and returned by Client to Kosmont.

I. BACKGROUND AND OBJECTIVE

The City is seeking Kosmont's expertise with evaluating commercial market demand and identifying ways to address tenant vacancies in key commercial corridors in the City, as well as economic development incentives to promote business attraction/retention, redevelopment, and sustainable growth. Kosmont proposes to assist the City in analyzing these opportunities, offering strategic approaches, and identify actionable solutions to ensure the City can position itself with desirable use(s) and projects for public benefit(s).

II. SCOPE OF SERVICES

Approach to Scope of Services: The prospective assignment and consulting services that Kosmont will provide will be of a relatively limited scope and duration, and advisory in nature. Kosmont will be making recommendations only, which advise the Client and jurisdictions, including their elected officials, appointed officials, and staff, which they can accept or reject. None of Kosmont's staff will act as an elected official, appointed official, or as staff, nor as serving in a "designated" position.

Task 1: Kickoff Meeting and Existing Conditions
Kosmont will participate in a virtual kick-off meeting with City to establish objectives and obtain information on existing challenges with commercial properties in the City and explore potential site opportunities for future redevelopment. Kosmont will also work with the City to determine appropriate economic development initiatives/incentives that could support the City's goals for revitalization and growth of commercial corridors. Kosmont will tour the trade area and relevant sites in the City pertinent to this scope of work.

Task 2: Analysis and Strategies

- High-level real estate market demand assessments of retail, hotel, residential or other commercial uses, as appropriate;
- Demographic analysis illustrating social and economic characteristics including but not limited to population, household incomes, race/ethnicity, housing preferences, educational attainment, resident/employee concentrations, and tourist population;
- Potential tenanting strategies for vacant properties and opportunity sites based on market and demographic research;
- Assess the development/redevelopment potential of up to three (3) opportunity sites within the City;
- Evaluation of economic development tools and/or incentive programs to be considered (e.g., value capture zoning strategies, hotel incentive programs, special purpose financing districts, site-specific tax revenue pledges, as well as state and federal grants);
- Tenant and business attraction strategies for existing vacancies; and
- Other economic development advisory services, as needed.

Task 3: Initial Implementation

- Kosmont can prepare a high-level illustrative pro forma to demonstrate the supportable investment value for a potential redevelopment project(s); and
- Kosmont can perform recruitment and targeted business/developer attraction activities including attendance at ICSC conferences (i.e., preparation of marketing flyers, meeting coordination).

Task 4: Council Presentation

In collaboration with City staff, Kosmont can present findings and progress from Tasks 1 through Task 3 to City Council to gain feedback and further direction.

III. SCHEDULE AND REQUIRED DATA

Kosmont is prepared to commence work upon receipt of executed Agreement. Client will provide Consultant with relevant and available sales tax data, market data, and/or other relevant data deemed appropriate by Kosmont.

IV. COMPENSATION

Total budget for Task 1 through Task 4 is estimated at $35,000 for professional services (hourly) fees at Consultant's billing rates as shown on Attachment A.

Any future increases in budget will require approval by Client in advance. Budget may be increased by Client at any time. Consultant anticipates one (1) consolidated round of Client comments and revisions on draft work product before Kosmont provides a final version of work product. If necessary, additional rounds of comments and revisions can be accommodated on an hourly fee basis.

Consultant's attendance or participation at any ***publicly noticed*** meeting other than as provided for in Task 1, whether such participation is in person, digital, video and/or telephonic *(e.g., City Council, Planning Commission, Public Agency Board, other),* as requested by Client is in addition to compensation for Task 1 through Task 4 and will be billed on a T&M basis at the professional services (hourly) fees as shown on Attachment A.

Services will be invoiced monthly at Consultant's standard billing rates, as shown on Attachment A. In addition to professional services (hourly) fees, invoices will include reimbursement for out-of-pocket expenses such as travel and mileage (provided that there shall be no overnight travel without the Client's prior approval and that mileage shall be reimbursed at the current IRS mileage reimbursement rate), professional printing, conference calls, and delivery charges for messenger and overnight packages at actual cost. Unless otherwise agreed to in advance, out-of-area travel, if any, requires advance funding of flights and hotel accommodation.

Consultant will also include in each invoice an administrative services fee to cover in-house copy, fax, telephone, and postage costs equal to four percent (4.0%) of Consultant's monthly professional service fees incurred. Any unpaid invoices after 30 days shall accrue interest at the rate of 10% per annum.

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1. Fill in the "***Make a Payment***" form when you go to the link (https://kosmont.paidyet.com), or
2. Call Kosmont Companies' accounting desk at (424) 297-1072) to make a credit card payment.

Consultant is prepared to commence work upon receipt of executed Agreement.

DISCLOSURE: Compensation for possible transaction-based services

The following is being provided solely as an advance disclosure of possible real estate brokerage and finance services and potential compensation for such services. This disclosure is not intended to commit the Client.

When assignments involve real estate/property brokerage services, such transaction-based services are typically provided by Kosmont Real Estate Services, Inc. dba Kosmont Realty ("KR") is licensed by the State of California Department of Real Estate (License# 02058445).

Compensation to KR is typically paid through commissions for property sale transactions, lease transactions and success/broker fees. KR also provides Broker Opinions of Value ("BOV") services on a fixed fee basis.

When assignments involve public finance services on behalf of a public agency, such municipal advisory services are provided by Kosmont Financial Services (KFS). KFS is an independent Registered Municipal Advisor with the Securities and Exchange Commission and the Municipal Securities Rulemaking Board.

SEC registration does not constitute an endorsement of the firm by the Commission or state securities regulators.

V. OTHER PROVISIONS

A. Termination. Client or Consultant shall have the right to terminate this Agreement at any time upon written notification to the other party. Payment for fees accrued through the date of termination shall be remitted in full.

B. Arbitration. Any controversy or claim arising out of or in relation to this Agreement, or the making, performance, interpretation or breach thereof, shall be settled by arbitration at JAMS in Los Angeles, California. Each of the parties to such arbitration proceeding, shall be entitled to take up to five depositions with document requests. The provisions of Section 1283.05 (except subdivision (e) thereof) of the California Code of Civil Procedure are incorporated by reference herein, except to the extent they conflict with this Agreement, in which case this Agreement is controlling. If the matter is heard by only one arbitrator, such arbitrator shall be a member of the State Bar of California or a retired judge. If the matter is heard by an arbitration panel, at least one member of such panel shall be a member of the State Bar of California or a retired judge. The arbitrator or arbitrators shall decide all questions of law, and all mixed questions of law and fact, in accordance with the substantive law of the State of California to the end that all rights and defenses which either party may have asserted in a court of competent jurisdiction shall be fully available to such party in the arbitration proceeding contemplated hereby. The arbitrator and arbitrators shall set forth and deliver their findings of fact and conclusions of law with the delivery of the arbitration award. Judgment upon the award rendered shall be final and non-appealable and may be entered in any court having jurisdiction.

C. Attorneys' Fees. In the event of any legal action, arbitration, or proceeding arising out of an alleged breach of this Agreement, the party prevailing in such legal action, arbitration, or proceeding shall be entitled to recover reasonable attorneys' fees, expenses and costs, as well as all actual attorneys' fees, expenses and cost incurred in enforcing any judgment entered.

D. Authority. Each of the parties executing this Agreement warrants that persons duly authorized to bind each such party to its terms execute this Agreement.

E. Further Actions. The parties agree to execute such additional documents and take such further actions as may be necessary to carry out the provisions and intent of this Agreement.

F. Assignment. Neither this Agreement nor any of the rights or obligations hereunder may be assigned by either party without the prior written consent of the other party.

G. Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns.

H. Entire Agreement; Amendments and Waivers. This Agreement contains the entire agreement between the parties relating to the transactions contemplated hereby and any and all prior discussions, negotiations, commitments and understanding, whether written or oral, related hereto, are superseded hereby. No addition or modification of any term or provision of this Agreement shall be effective unless set forth in writing signed by both parties. No waiver of any of the provisions of this Agreement shall be deemed to constitute a waiver of any other provision hereof (whether or not similar), nor shall such waiver constitute a continuing waiver of such provisions unless otherwise expressly provided. Each party to this Agreement has participated in its drafting and, therefore, ambiguities in this Agreement will not be construed against any party to this Agreement.

I. Severability. If any term or provision of this Agreement shall be deemed invalid or unenforceable, the remainder of this Agreement shall not be affected thereby, and each remaining term and provision of this Agreement shall be valid and in force to the fullest extent permitted by law.

J. Notices. All notices, requests, demands and other communications which may be required under this Agreement shall be in writing and shall be deemed to have been received when transmitted; if personally delivered, if transmitted by telecopier, electronic or digital transmission method, upon transmission; if sent by next day delivery to a domestic address by a recognized overnight delivery service (e.g., Federal Express), the day after it is sent; and if sent by certified or registered mail, return receipt requested, upon receipt. In each case, notice shall be sent to the principal place of business of the respective party. Either party may change its address by giving written notice thereof to the other, in accordance with the provisions of this paragraph.

K. Titles and Captions. Titles and captions contained in this Agreement are inserted only as a matter of convenience and for reference and in no way define, limit, extend or describe the scope of this Agreement or the intent of any provision herein.

L. Governing Law. The statutory, administrative and judicial law of the State of California (without reference to choice of law provisions of California law) shall govern the execution and performance of this Agreement.

M. Confidentiality. Each of the parties agrees not to disclose this Agreement or any information concerning this Agreement to any persons or entities, other than to their attorneys and accountants, or as otherwise may be required by law.

N. Counterparts. This Agreement may be executed in one or more counterparts, each of which constitutes an original, and all of which together constitute one and the same instrument. The signature of any person on a telecopy of this Agreement, or any notice, action or consent taken pursuant to this Agreement shall have the same full force and effect as such person's original signature.

O. Disclaimer. Consultant's financial analysis activities and work product, which may include but is not limited to pro forma analysis and tax projections, are projections only. Actual results may differ materially from those expressed in the analysis performed by Consultant due to the integrity of data received, market conditions, economic events and conditions, and a variety of factors that could materially affect the data and conclusions. Client's reliance on Consultant's analysis must consider the foregoing.

Consultant services outlined and described herein are advisory services only. Any decisions or actions taken or not taken by Client and affiliates, are deemed to be based on Client's understanding and by execution of this Agreement, acknowledgement that Consultant's services are advisory only and as such, cannot be relied on as to the results, performance and conclusions of any investment or project that Client may or may not undertake as related to the services provided including any verbal or written communications between the Client and Consultant.

Client acknowledges that Consultant's use of work product is limited to the purposes contemplated within this Agreement. Consultant makes no representation of the work product's application to, or suitability for use in, circumstances not contemplated by the scope of work under this Agreement.

P. Limitation of Damages. In the event Consultant is found liable for any violation of duty, whether in tort or in contract, damages shall be limited to the amount Consultant has received from Client.

Q. Force Majeure. Consultant shall not be liable for failure or delay in performance of its obligations under this Agreement arising out of or caused, directly or indirectly, by significant circumstances beyond its reasonable control, including, without limitation: epidemic; acts of God; earthquakes; fires; floods; wars; civil or military disturbances; acts of terrorism; sabotage; strikes; riots; wide-spread power failures and wide-spread internet failure. Contractual performance and deadline(s) shall be extended for a period equal to the time lost by reason of the delay.

R. Expiration of Proposal for Services. If this Agreement is not fully executed by the parties within thirty (30) days from the date of this letter, this proposal shall expire.

S. Not an agreement for Legal Services or Legal Advice. This Agreement does not constitute an agreement for the performance of legal services or the provision of legal advice, or legal opinion. Client should seek independent legal counsel on matters for which Client is seeking legal advice.

VI. ACCEPTANCE AND AUTHORIZATION

If this Agreement is acceptable to Client, please execute two copies of the Agreement and return both originals to Kosmont Companies. Upon receipt of both signed contracts, we will return one fully executed original for your files. Kosmont will commence work upon receipt of executed Agreement.

Read, understood, and agreed to this ____ Day of _____ 2025

ATTACHMENT A

Kosmont Companies
2025 Public Agency Fee Schedule

Professional Services

Chairman & CEO	$525.00/hour
President	$425.00/hour
Sr. Vice President/Sr. Advisor/Sr. Managing Director	$395.00/hour
Vice President/Project Advisor	$295.00/hour
Senior Project Analyst	$205.00/hour
Project Analyst/Project Research	$195.00/hour
Assistant Project Analyst/Assistant Project Manager	$165.00/hour
Project Promotion/Graphics/GIS Mapping Services	$ 95.00/hour
Clerical Support	$ 80.00/hour

Additional Expenses

In addition to professional services (labor fees):

1) An administrative fee for in-house copy, fax, phone, postage costs, digital/technological support and related administrative expenses will be charged, which will be computed at four percent (4.0 %) of monthly Kosmont Companies professional service fees incurred; plus
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- **Charges for Court/Deposition/Expert Witness-Related Appearances**

  Court-related (non-preparation) activities, such as court appearances, depositions, mediation, arbitration, dispute resolution and other expert witness activities, will be charged at a court rate of 1.5 times scheduled rates, with a 4-hour minimum.

Rates shall remain in effect until December 31, 2025.

March 3, 2025

Mr. Vontray (Von) Norris
City Manager
City of Hawthorne
4455 W. 126th Street
Hawthorne, CA 90250

Re: Proposal for Economic Development Advisory Services

Dear Mr. Norris:

Kosmont & Associates, Inc. doing business as Kosmont Companies ("Consultant" or "Kosmont") is pleased to present this proposal to the City of Hawthorne ("Client" or "City") for economic development advisory services.

This proposal serves as an Agreement when executed and returned by Client to Kosmont.

I. BACKGROUND AND OBJECTIVE

The City is seeking Kosmont's expertise with evaluating commercial market demand and identifying ways to address tenant vacancies in key commercial corridors in the City, as well as economic development incentives to promote business attraction/retention, redevelopment, and sustainable growth. Kosmont proposes to assist the City in analyzing these opportunities, offering strategic approaches, and identify actionable solutions to ensure the City can position itself with desirable use(s) and projects for public benefit(s).

II. SCOPE OF SERVICES

Approach to Scope of Services: The prospective assignment and consulting services that Kosmont will provide will be of a relatively limited scope and duration, and advisory in nature. Kosmont will be making recommendations only, which advise the Client and jurisdictions, including their elected officials, appointed officials, and staff, which they can accept or reject. None of Kosmont's staff will act as an elected official, appointed official, or as staff, nor as serving in a "designated" position.

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C. Attorneys' Fees. In the event of any legal action, arbitration, or proceeding arising out of an alleged breach of this Agreement, the party prevailing in such legal action, arbitration, or proceeding shall be entitled to recover reasonable attorneys' fees, expenses and costs, as well as all actual attorneys' fees, expenses and cost incurred in enforcing any judgment entered.

D. Authority. Each of the parties executing this Agreement warrants that persons duly authorized to bind each such party to its terms execute this Agreement.

E. Further Actions. The parties agree to execute such additional documents and take such further actions as may be necessary to carry out the provisions and intent of this Agreement.

F. Assignment. Neither this Agreement nor any of the rights or obligations hereunder may be assigned by either party without the prior written consent of the other party.

G. Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns.

H. Entire Agreement; Amendments and Waivers. This Agreement contains the entire agreement between the parties relating to the transactions contemplated hereby and any and all prior discussions, negotiations, commitments and understanding, whether written or oral, related hereto, are superseded hereby. No addition or modification of any term or provision of this Agreement shall be effective unless set forth in writing signed by both parties. No waiver of any of the provisions of this Agreement shall be deemed to constitute a waiver of any other provision hereof (whether or not similar), nor shall such waiver constitute a continuing waiver of such provisions unless otherwise expressly provided. Each party to this Agreement has participated in its drafting and, therefore, ambiguities in this Agreement will not be construed against any party to this Agreement.

I. Severability. If any term or provision of this Agreement shall be deemed invalid or unenforceable, the remainder of this Agreement shall not be affected thereby, and each remaining term and provision of this Agreement shall be valid and in force to the fullest extent permitted by law.

J. Notices. All notices, requests, demands and other communications which may be required under this Agreement shall be in writing and shall be deemed to have been received when transmitted; if personally delivered, if transmitted by telecopier, electronic or digital transmission method, upon transmission; if sent by next day delivery to a domestic address by a recognized overnight delivery service (e.g., Federal Express), the day after it is sent; and if sent by certified or registered mail, return receipt requested, upon receipt. In each case, notice shall be sent to the principal place of business of the respective party. Either party may change its address by giving written notice thereof to the other, in accordance with the provisions of this paragraph.

K. Titles and Captions. Titles and captions contained in this Agreement are inserted only as a matter of convenience and for reference and in no way define, limit, extend or describe the scope of this Agreement or the intent of any provision herein**.**

L. Governing Law. The statutory, administrative and judicial law of the State of California (without reference to choice of law provisions of California law) shall govern the execution and performance of this Agreement.

M. Confidentiality. Each of the parties agrees not to disclose this Agreement or any information concerning this Agreement to any persons or entities, other than to their attorneys and accountants, or as otherwise may be required by law.

N. Counterparts. This Agreement may be executed in one or more counterparts, each of which constitutes an original, and all of which together constitute one and the same instrument. The signature of any person on a telecopy of this Agreement, or any notice, action or consent taken pursuant to this Agreement shall have the same full force and effect as such person's original signature.

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Q. Force Majeure. Consultant shall not be liable for failure or delay in performance of its obligations under this Agreement arising out of or caused, directly or indirectly, by significant circumstances beyond its reasonable control, including, without limitation: epidemic; acts of God; earthquakes; fires; floods; wars; civil or military disturbances; acts of terrorism; sabotage; strikes; riots; wide-spread power failures and wide-spread internet failure. Contractual performance and deadline(s) shall be extended for a period equal to the time lost by reason of the delay.

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If this Agreement is acceptable to Client, please execute two copies of the Agreement and return both originals to Kosmont Companies. Upon receipt of both signed contracts, we will return one fully executed original for your files. Kosmont will commence work upon receipt of executed Agreement.

Read, understood, and agreed to this ____ Day of _____ 2025

City of Hawthorne	**Kosmont & Associates, Inc.** doing business as "Kosmont Companies"
By: _____ (Signature)	By: _____ (Signature)
Name: _____ (Print Name)	Name: Ken K. Hira
Its: (Title)	Its: President

ATTACHMENT A

Kosmont Companies
2025 Public Agency Fee Schedule

Professional Services

Chairman & CEO	$525.00/hour
President	$425.00/hour
Sr. Vice President/Sr. Advisor/Sr. Managing Director	$395.00/hour
Vice President/Project Advisor	$295.00/hour
Senior Project Analyst	$205.00/hour
Project Analyst/Project Research	$195.00/hour
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5) Consultant's attendance or participation at any public meeting, whether such participation is in person, digital, video and/or telephonic *(e.g., City Council, Planning Commission, Public Agency Board, other)* requested by Client and are beyond those specifically identified in the Scope of Work will be billed at the professional services (hourly) fees as shown on this Attachment A.

- **Charges for Court/Deposition/Expert Witness-Related Appearances**

  Court-related (non-preparation) activities, such as court appearances, depositions, mediation, arbitration, dispute resolution and other expert witness activities, will be charged at a court rate of 1.5 times scheduled rates, with a 4-hour minimum.

Rates shall remain in effect until December 31, 2025.

November 24, 2025

Mr. Gregg McClain
Planning Director
City of Hawthorne
4455 W 126th Street
Hawthorne, CA 90250

Re: Work Plan for Ongoing Economic Development Advisory Services - Highest and Best Use Analysis and Business Outreach Support

Dear Mr. McClain:

Kosmont & Associates, Inc. doing business as Kosmont Companies ("Consultant" or "Kosmont") is pleased to present this proposal for a highest and best use analysis and business outreach support, as part of ongoing economic development advisory services to the City of Hawthorne ("Client" or "City").

This Work Plan serves as an Amendment to the original Professional Services Agreement approved by City Council on May 13, 2025 and fully executed by Client and Consultant.

I. BACKGROUND AND OBJECTIVE

Kosmont was retained to assist the City for economic development advisory services and recently completed a Market and Economic Development Analysis. The City is seeking assistance with ongoing economic development advisory services and strategies, including a highest-and-best use analysis ("Analysis") for recently purchased properties ("Properties") by the City near Rosecrans Avenue and Chadron Avenue ("Focus Area"). Properties APNs are 4071-013-025 and 4071-102-(001-005). City envisions a mixed-use project that includes some number of affordable for-lease and for-sale units, commercial / multi-purpose uses and possibly park space. Based on City ownership, Properties may be subject to Surplus Land Act (SLA). SLA compliance would require preparation of the Surplus Land declaration and/or exemption by the City, followed by issuance of a Notice of Availability ("NOA") as appropriate and potential good faith negotiations with affordable housing developer(s). If desired, an affiliate of Kosmont Companies, Kosmont Real Estate Services dba Kosmont Realty (KR) can assist the Client through the SLA compliance process via a separate proposal.

II. SCOPE OF SERVICES

Approach to Tasks: The prospective assignment and consulting services that Kosmont will provide will be of a relatively limited scope and duration, and advisory in nature. Kosmont will be making recommendations only, which advise the Client and jurisdictions, including their elected officials, appointed officials, and staff, which they can accept or reject. None of Kosmont's staff will act in a capacity as an elected official, nor appointed official, nor as staff, nor as serving in a "designated" position.

Task 1: Project Kickoff & Meeting Coordination

Kosmont will participate in a virtual kick-off meeting with City staff to establish goals for the Analysis and request relevant materials/documents related to the Properties. Additionally, Kosmont will conduct an in-person site tour of the Properties to better understand existing conditions.

Task 2: High-Level Market Snapshot

Using Kosmont's prior market analysis as a framework, Kosmont will review property-specific market data/trends affecting the portion of the City where the Properties are located, including reviewing recent sales comparable data, nearby redevelopment projects, proposed projects in planning/under construction, and general market conditions within the Focus Area. This data will help understand what specific uses could be supported within the limitations of the City, as well as initially assess potential demand drivers for different types of housing, retail/commercial, open space, community space, and other potential uses, subject to SLA.

Task 3: Highest-and-Best Use Analysis

To assess Analysis of development opportunities within the Focus Area, Kosmont will analyze the development potential of Properties, which may take into account zoning/land use, parcel conditions/constraints, and/or preliminary financial feasibility. Kosmont will also perform a high-level land use evaluation, which is intended to provide an understanding of potential uses that align with market conditions, the neighborhood context and historical trends in and around the Properties and City vision for a mixed-use project.

Kosmont's assessment of land use characteristics will include an understanding of the Focus Area site(s) visibility, size, shape, adjacencies, traffic patterns, and existing zoning constraints and opportunities. Kosmont's analysis will provide an understanding of potential new zoning

opportunities that may closely align with current zoning preferences and overall market conditions, existing property ownership, and other relevant factors.

Task 4: Analysis Summary

Kosmont will provide City an Analysis Summary in PowerPoint format of the Properties in the Focus Area.

Task 5: Business Outreach

Kosmont will perform Business Expansion, Attraction, & Retention ("BEAR") outreach focused on properties and businesses located along Hawthorne Blvd. between Rosecrans Avenue and El Segundo Blvd. The outreach effort will be used to garner insight from business owners and property owners to identify their challenges including vacancies on Hawthorne Blvd. within the City and determine what opportunities for growth or redevelopment may exist in accordance with the City's General Plan initiatives. The outreach effort will be summarized in PowerPoint format highlighting preliminary strategies for business expansion/growth, attraction, and retention.

Task 6: As-needed Advisory Services

Additionally, subject to availability of budget (and potential future allocation of additional budget) and mutual agreement between Kosmont and Client, Kosmont can provide as needed advisory services including but not limited to evaluation of potential infrastructure funding and financing tools, with emphasis on Tax Increment Financing ("TIF") alternatives, such as an Enhanced Infrastructure Financing District ("EIFD") or a Climate Resilience District ("CRD"), as appropriate.

III. SCHEDULE AND REQUIRED DATA

Consultant is prepared to commence work upon receipt of executed Amendment. Client will provide Consultant with relevant existing project data including studies or data related to Properties. Consultant will provide draft Analysis Summary to Client in 6-8 weeks and then finalize with comments from Client.

IV. COMPENSATION

Compensation for Tasks 1 through 6 is estimated at $50,000 for professional services (hourly) fees at Consultant's billing rates as shown on Attachment A of the Agreement. Future increases in budget will require approval by Client in advance. Budget may be increased by Client at any time.

[SIGNATURE ON FOLLOWING PAGE]

V. ACCEPTANCE AND AUTHORIZATION

Read, understood, and agreed to this

____ Day of _____ 2025

City of Hawthorne

By: _____
(Signature)

Name:_____
(Print Name)

Its: _____
(Title)

ATTACHMENT A

Kosmont Companies
2025 Public Agency Fee Schedule

Professional Services

President	$425.00/hour
Sr. Vice President/Sr. Advisor/Sr. Managing Director	$395.00/hour
Vice President/Project Advisor	$295.00/hour
Senior Project Analyst	$205.00/hour
Project Analyst/Project Research	$195.00/hour
Assistant Project Analyst/Assistant Project Manager	$165.00/hour
Project Promotion/Graphics/GIS Mapping Services	$ 95.00/hour
Clerical Support	$ 80.00/hour

Additional Expenses

In addition to professional services (labor fees):

1) An administrative fee for in-house copy, fax, phone, postage costs, digital/technological support and related administrative expenses will be charged, which will be computed at four percent (4.0 %) of monthly Kosmont Companies professional service fees incurred; plus
2) Out-of-pocket expenditures, such as travel and mileage, professional printing, and delivery charges for messenger and overnight packages will be charged at cost.
3) Project/Market data sources for support of evaluation and analysis e.g., ESRI, Placer.ai, CoStar/STR, IMPLAN, ParcelQuest and other based on quoted project cost.
4) If Kosmont retains Third Party Vendor(s) for Client (with Client's advance approval), fees and cost will be billed to Client at 1.1X (times) fees and costs.
5) Consultant's attendance or participation at any public meeting, whether such participation is in person, digital, video and/or telephonic *(e.g., City Council, Planning Commission, Public Agency Board, other)* requested by Client and are beyond those specifically identified in the Scope of Work will be billed at the professional services (hourly) fees as shown on this Attachment A.

- **Charges for Court/Deposition/Expert Witness-Related Appearances**

Court-related (non-preparation) activities, such as court appearances, depositions, mediation, arbitration, dispute resolution and other expert witness activities, will be charged at a court rate of 1.5 times scheduled rates, with a 4-hour minimum.

Rates Effective until December 31, 2025. For and during the term of the subject Agreement, the above referenced rates in each category will be increased, effective January 1, 2026, and annually thereafter, to reflect the adjustment in the CPI (U.S. Dept. of Labor, Bureau of Labor Statistics) All Cities Average Consumer Price Index for the prior year. As an example, the US City Average Consumer Price Index (CPI-U) for January 2025 was 317.671, representing a change of **3.0 percent** over the index for January 2024.

March 19, 2026

Vontray Norris
City Manager
City of Hawthorne
4455 W. 126th Street
Hawthorne, CA 90250

Re: Proposal for Financing District Advisory Services

Dear Mr. Norris:

Kosmont & Associates, Inc. doing business as Kosmont Companies ("Consultant" or "Kosmont") is pleased to present this proposal to the City of Hawthorne ("City" or "Client") for financing district advisory services. This proposal serves as an Agreement when executed and returned by Client to Kosmont.

I. BACKGROUND AND OBJECTIVE

Kosmont understands that the City is considering potential implementation of a special purpose Tax Increment Financing ("TIF") district, such as an Enhanced Infrastructure Financing District ("EIFD"), to help fund critical public infrastructure, while also facilitating economic development.

Kosmont has facilitated 22 of the approximately 37 EIFDs formed so far in California. Our team is currently assisting over 50 other cities and counties with evaluation or in-progress formation activities, and affiliate Kosmont Financial Services has successfully structured TIF-related debt issuances, with more issuance activity underway.

Kosmont proposes the following Scope of Services to assist the City in a phase manner, where work would not continue into a subsequent phase without City approval in advance.

II. SCOPE OF SERVICES

Approach to Tasks: The prospective assignment and consulting services that Kosmont will provide will be of a relatively limited scope and duration, and advisory in nature. Kosmont will be making recommendations only, which advise the Client and jurisdictions, including their elected officials, appointed officials, and staff, which they can accept or reject. None of Kosmont's staff will act in a capacity as an elected official, nor appointed official, nor as staff, nor as serving in a "designated" position.

PHASE ONE: FEASIBILITY ANALYSIS

Task 1: Kickoff and Evaluation of Boundary Alternatives
Kosmont will convene an introductory briefing with City staff to discuss and confirm City objectives. Kosmont will be prepared to discuss requirements and guidelines for the EIFD statute, including precedent in other jurisdictions. Kosmont will identify and evaluate potential boundary alternatives for one or more TIF districts, such as an EIFD, within the City. Kosmont will analyze key strategic implementation considerations, including:

a) Property ownership
b) Planned / proposed future development
c) Infrastructure needs and estimated costs
d) Potential public and private sector partners (e.g., County of Los Angeles, other affected taxing entities, developers / property owners)
e) Overlap with former Redevelopment Agency Project Area boundaries and status of redevelopment dissolution.

Task 2: Revenue and Bonding Capacity Analysis
Kosmont will prepare a tax increment revenue analysis, reflecting potential future development and potential public and private sector partners. The analysis will identify:

a) Potential assessed value increase from future development in the district
b) Property tax increment funding capacity at select annual benchmarks and cumulatively over the estimated district lifetime(s)
c) Different levels of tax increment revenue allocation by taxing entity (e.g., 25%, 50%)
d) Initial estimates of potential bonding capacity (to be prepared by Kosmont Financial Services, registered Municipal Advisor
e) Complementary economic development tools and funding resources (e.g., community facilities district [CFD] financing, grants, leverage of City-owned real estate assets, outstanding debt refinancing strategies, zoning incentive programs)
f) As related to potential overlap of proposed district boundaries with former redevelopment agency project areas, analysis of corresponding relevant outstanding enforceable obligations and implications on available revenues.

Task 3: Governance and Implementation Roadmap
Based on the preferred financing district tool(s) identified by the City based on previous Task findings, Kosmont will evaluate and summarize feasible governance and implementation alternatives, including district governing board composition, voting / approval procedures, district formation milestones, debt issuance procedures, and estimated timing, in order to provide potential public and private sector stakeholders with an illustrative “roadmap” for implementation.

Task 4: City Meeting / Workshop
Kosmont will coordinate a virtual meeting with City staff, City Council, and/or other key community stakeholders, such as residents, property owners, and/or local developers. Kosmont will prepare and present a summary of feasibility analysis findings. The purpose of the workshop will be to facilitate education of key stakeholders, to vet and confirm potential priority projects to be funded by preferred tool(s), to confirm the objectives related to potential implementation, and to confirm whether to proceed into an implementation phase, or not.

Kosmont will not proceed to Phase Two work until Client provides such direction.

FUTURE PHASE TWO: FISCAL IMPACT ANALYSIS & POTENTIAL TAXING ENTITY PARTNERSHIP

Task 5: Fiscal Impact and Economic Benefit Analysis
As a means of demonstrating benefits to relevant public agencies (e.g., City, County, special districts) for potential participation in a financing district, Kosmont will estimate the primary fiscal revenues (e.g., property tax, direct and indirect sales tax, hotel transient occupancy tax), primary fiscal expenditures (e.g., public safety service costs, community services), and resulting net fiscal impact (fiscal revenues net of fiscal expenditures) to be generated for participating taxing entities from district implementation.

Consultant will additionally apply an IMPLAN-based analysis to estimate the employment (job creation), labor income (wages), and economic output (value of goods and services produced) benefits to be derived from both construction and ongoing operation within the financing district. Direct, indirect, and indirect (multiplier) impacts will be reflected.

Task 6: Stakeholder Outreach and Direction on Partnership
Kosmont will assist the Client with outreach to potential public and private sector entity stakeholders, including but not limited to special district staff and elected officials, and/or major private sector landowners and/or developers. Kosmont will accordingly assist with preparation and presentation of financing district analysis materials as appropriate for such outreach. Based on continued stakeholder feedback, Kosmont will refine previous tax increment projections and related analysis.

The goal of this Task is to receive direction/confirmation on whether the City should proceed with financing district formation initially with or without partnership from other taxing entities (recognizing that other taxing entities may join in a subsequent year).

Kosmont will not proceed to Phase Three work until Client provides such direction.

FUTURE PHASE THREE: IMPLEMENTATION

Task 7: Resolution of Intention and Establishment of the Public Financing Authority (PFA) Board
Kosmont will assist City staff and City Attorney's office with the preparation of requisite documentation for the Resolution of Intention ("ROI") to form the financing district, including appropriate designation of the governing Public Financing Authority ("PFA") board members. Kosmont will assist with coordination and presentation at the required meeting(s) of the City Council (and potentially County Board of Supervisors) to adopt the ROI and will assist with required noticing of the ROI following the legislative body action(s).

Task 8: Infrastructure Financing Plan Preparation
Kosmont will collaborate with City staff and appropriate third-party consultants (e.g., special counsel, engineering / surveying consultants) on the preparation of the required Infrastructure Financing Plan ("IFP") and related appendices. The IFP must include a legal description of district boundaries, public improvements to be implemented, location, timing, and costs of development and financial assistance, finalized tax increment projections, intention to incur debt (e.g., bonds), district termination date, taxing entity fiscal impact analysis, and replacement housing obligations. Kosmont will assist City staff (e.g., Clerk's office) in the required distribution of the IFP to property owners within the financing district and to affected taxing entities.

Task 9: IFP Approval and Financing District Formation Hearings
Kosmont will assist in coordination, preparation, and presentation of required materials at the required City Council (and potentially County Board of Supervisors) meeting(s) and PFA meetings and hearings to approve the IFP and form the financing district. While Kosmont is not an attorney, we will provide draft content for required resolutions for review by City Attorney and/or special counsel. Kosmont will additionally assist in drafting and coordinating the required noticing (e.g., website, mailing, newspaper notices) of the PFA meeting and hearings.

Kosmont anticipates up to two PFA public meetings, two PFA public hearings, and two City Council meetings as part of this task (in-person or virtual as deemed mutually appropriate by the City and Kosmont).

Once the financing district is successfully formed, Kosmont will assist City staff in completing the required filings for Change of Jurisdictional Boundaries with the State Board of Equalization.

Potential Future Services (Not a Part of Current Scope of Work)
- Annual report preparation, related presentation(s) at PFA public hearing(s) in future years
- Continuing Disclosure as related to EIFD debt transactions.

TIF-Related Municipal Advisory Services
City and Kosmont agree that evaluation or implementation of any EIFD-related public financings (e.g., tax increment allocation bonds, and/or City lease revenue financing to be repaid or guaranteed/committed in whole or in part with EIFD tax increment and other revenues, and/or financing utilizing engagement of the PFA) will involve Kosmont Financial Services as the City's Municipal Advisor or co-Municipal Advisor on a to-be-determined compensated basis.

III. SCHEDULE AND REQUIRED DATA

Consultant is prepared to commence work upon receipt of executed Agreement and project data outlined below. A summary PowerPoint presentation is anticipated to be delivered within three (3) months from assignment authorization.

Client will provide Consultant with existing project data, including relevant planning documentation (e.g., specific plans, General Plan), current project proposals and/or site plans, and information on potential infrastructure projects with estimated range of costs, as available.

IV. COMPENSATION

The compensation for Tasks 1 through 4 is outlined below for professional services (hourly) fees at Consultant's billing rates as reflected in Attachment A.

PHASE ONE TASKS	ESTIMATED BUDGET
1) Kickoff and Evaluation of Boundary Alternatives	$9,500
2) Revenue and Bonding Capacity Analysis	$12,500
3) Governance and Implementation Roadmap	$4,000
4) City Meeting / Workshop	$4,500
Estimated Total Professional Services (Hourly) Fees – Phase 1	**$30,500**

For budget planning purposes, typical compensation for potential follow-on Phase Two and Phase Three is shown below.

POTENTIAL FUTURE PHASE TWO AND THREE TASKS	ESTIMATED BUDGET
Phase Two – Fiscal Impact Analysis and Taxing Entity Partnership	$22,500 to $29,500
Phase Three – Implementation	$40,000 to $47,000
Estimated Total Professional Services (Hourly) Fees – Phase 2/3	**$62,500 to $76,500**

Budget may be increased by Client request at any point in time. Task budgets may be allocated between Tasks as deemed appropriate by Consultant to provide adequate services to the Client.

Consultant anticipates a single consolidated round of Client comments and revisions on draft work product before Kosmont provides a final version of work product. If necessary, additional rounds of comments and revisions can be accommodated on an hourly basis.

Consultant's attendance or participation at any ***publicly noticed*** meeting outside of those identified within the Scope of Services, whether such participation is in person, digital, video and/or telephonic *(e.g., City Council, Planning Commission, Public Agency Board, other),* as requested by Client is in addition to compensation outlined above and will be billed at the professional services (hourly) fees as shown on Attachment A.

Services will be invoiced monthly at Consultant's standard billing rates, as shown on Attachment A. In addition to professional services (hourly) fees, invoices will include reimbursement for out-of-pocket expenses such as travel and mileage (provided that there shall be no overnight travel without the Client's prior approval and that mileage shall be reimbursed at the current IRS mileage reimbursement rate), professional printing, conference calls, and delivery charges for messenger and overnight packages at actual cost. Unless otherwise agreed to in advance, out-of-area travel, if any, requires advance funding of flights and hotel accommodations.

Consultant will also include in each invoice an administrative services fee to cover in-house copy, fax, telephone and postage costs equal to four percent (4.0%) of Consultant's monthly professional service fees incurred. Any unpaid invoices after 30 days shall accrue interest at the rate of 10% per annum.

For the convenience of Kosmont's clients, we offer a secure credit card payment service. The credit card payment link is: https://kosmont.paidyet.com and there are two ways to make a secure credit card payment:

1. Fill in the "***Make a Payment***" form when you go to the link (https://kosmont.paidyet.com), or
2. Call Kosmont Companies' accounting desk (424) 297-1072 to make a credit card payment

Consultant is prepared to commence work upon receipt of executed Agreement.

DISCLOSURE: Compensation for possible future transaction-based services or brokerage services.

The following is being provided solely as an advance disclosure of possible real estate brokerage and finance services and potential compensation for such services. This disclosure is not intended to commit the Client.

When assignments involve real estate/property brokerage services, such transaction-based services are typically provided by Kosmont Real Estate Services, Inc. dba Kosmont Realty ("KR") is licensed by the State of California Department of Real Estate (License# 02058445). Compensation to KR is typically paid through commissions for property sale transactions, lease transactions and success/broker fees. KR also provides Broker Opinions of Value ("BOV") services on a fixed fee basis.

When assignments involve public finance services on behalf of a public agency, such municipal advisory services are provided by Kosmont Financial Services (KFS). KFS is an independent Registered Municipal Advisor with the Securities and Exchange Commission and the Municipal Securities Rulemaking Board.

SEC registration does not constitute an endorsement of the firm by the Commission or state securities regulators.

V. OTHER PROVISIONS

A. Termination. Client or Consultant shall have the right to terminate this Agreement at any time upon written notification to the other party. Payment for fees accrued through the date of termination shall be remitted in full.

B. Arbitration. Any controversy or claim arising out of or in relation to this Agreement, or the making, performance, interpretation or breach thereof, shall be settled by arbitration at JAMS in Los Angeles, California. Each of the parties to such arbitration proceeding shall be entitled to take up to five depositions with document requests. The provisions of Section 1283.05 (except

subdivision (e) thereof) of the California Code of Civil Procedure are incorporated by reference herein, except to the extent they conflict with this Agreement, in which case this Agreement is controlling. If the matter is heard by only one arbitrator, such arbitrator shall be a member of the State Bar of California or a retired judge. If the matter is heard by an arbitration panel, at least one member of such panel shall be a member of the State Bar of California or a retired judge. The arbitrator or arbitrators shall decide all questions of law, and all mixed questions of law and fact, in accordance with the substantive law of the State of California to the end that all rights and defenses which either party may have asserted in a court of competent jurisdiction shall be fully available to such party in the arbitration proceeding contemplated hereby. The arbitrator and arbitrators shall set forth and deliver their findings of fact and conclusions of law with the delivery of the arbitration award. Judgment upon the award rendered shall be final and non-appealable and may be entered in any court having jurisdiction.

C. Attorneys' Fees. In the event of any legal action, arbitration, or proceeding arising out of an alleged breach of this Agreement, the party prevailing in such legal action, arbitration, or proceeding shall be entitled to recover reasonable attorneys' fees, expenses and costs, as well as all actual attorneys' fees, expenses and cost incurred in enforcing any judgment entered.

D. Authority. Each of the parties executing this Agreement warrants that persons duly authorized to bind each such party to its terms execute this Agreement.

E. Further Actions. The parties agree to execute such additional documents and take such further actions as may be necessary to carry out the provisions and intent of this Agreement.

F. Assignment. Neither this Agreement nor any of the rights or obligations hereunder may be assigned by either party without the prior written consent of the other party.

G. Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns.

H. Entire Agreement; Amendments and Waivers. This Agreement contains the final, complete and exclusive agreement between the parties relating to the transactions contemplated hereby and any and all prior discussions, negotiations, commitments and understanding, whether written or oral, related hereto are superseded hereby. No addition or modification of any term or provision of this Agreement shall be effective unless set forth in writing signed by both parties. No waiver of any of the provisions of this Agreement shall be deemed to constitute a waiver of any other provision hereof (whether or not similar), nor shall such waiver constitute a continuing waiver of such provisions unless otherwise expressly provided. Each party to this Agreement has participated in its drafting and, therefore, ambiguities in this Agreement will not be construed against any party to this Agreement.

I. Severability. If any term or provision of this Agreement shall be deemed invalid or unenforceable, the remainder of this Agreement shall not be affected thereby, and each remaining term and provision of this Agreement shall be valid and in force to the fullest extent permitted by law.

J. Notices. All notices, requests, demands and other communications which may be required under this Agreement shall be in writing and shall be deemed to have been received when transmitted; if personally delivered, if transmitted by telecopier, electronic or digital transmission method, upon transmission; if sent by next day delivery to a domestic address by a recognized overnight delivery service (e.g., Federal Express), the day after it is sent; and if sent by certified or registered mail, return receipt requested, upon receipt. In each case, notice shall be sent to the principal place of business of the respective party. Either party may change its address by giving written notice thereof to the other in accordance with the provisions of this paragraph.

K. Titles and Captions. Titles and captions contained in this Agreement are inserted only as a matter of convenience and for reference and in no way define, limit, extend or describe the scope of this Agreement or the intent of any provision herein**.**

L. Governing Law. The statutory, administrative and judicial law of the State of California (without reference to choice of law provisions of California law) shall govern the execution and performance of this Agreement.

M. Confidentiality. Each of the parties agrees not to disclose this Agreement or any information concerning this Agreement to any persons or entities, other than to their attorneys and accountants, or as otherwise may be required by law.

N. Counterparts. This Agreement may be executed in one or more counterparts, each of which constitutes an original, and all of which together constitute one and the same instrument. The signature of any person on a telecopy of this Agreement, or any notice, action or consent taken pursuant to this Agreement shall have the same full force and effect as such person's original signature.

O. Disclaimer. Consultant's financial analysis activities and work product, which may include but is not limited to pro forma analysis and tax projections, are projections only. Actual results may differ materially from those expressed in the analysis performed by Consultant due to the integrity of data received, market conditions, economic events and conditions, and a variety of factors that could materially affect the data and conclusions. Client's reliance on Consultant's analysis must consider the foregoing.

Consultant services outlined and described herein are advisory services only. Any decisions or actions taken or not taken by Client and affiliates, are deemed to be based on Client's understanding and by execution of this Agreement, acknowledgement that Consultant's services are advisory only and as such, cannot be relied on as to the results, performance and conclusions of any investment or project that Client may or may not undertake as related to the services provided including any verbal or written communications by and between the Client and Consultant.

Client acknowledges that Consultant's use of work product is limited to the purposes contemplated within this Agreement. Consultant makes no representation of the work product's application to, or suitability for use in, circumstances not contemplated by the scope of work under this Agreement.

P. Limitation of Damages. In the event Consultant is found liable for any violation of duty, whether in tort or in contract, damages shall be limited to the amount Consultant has received from Client.

Q. Force Majeure. Consultant shall not be liable for failure or delay in performance of its obligations under this Agreement arising out of or caused, directly or indirectly, by significant circumstances beyond its reasonable control, including, without limitation: epidemic; acts of God; earthquakes; fires; floods; wars; civil or military disturbances; acts of terrorism; sabotage; strikes; riots; wide-spread power failures and wide-spread internet failure. Contractual performance and deadline(s) shall be extended for a period equal to the time lost by reason of the delay.

R. Expiration of Proposal for Services. If this Agreement is not fully executed by the parties within thirty (30) days from the date of this letter, this proposal shall expire.

S. Not an agreement for Legal Services or Legal Advice. This Agreement does not constitute an agreement for the performance of legal services or the provision of legal advice, or legal opinion. Client should seek independent legal counsel on matters for which Client is seeking legal advice.

VI. ACCEPTANCE AND AUTHORIZATION

If this Agreement is acceptable to Client, please execute two copies of the Agreement and return both originals to Kosmont Companies. Upon receipt of both signed contracts, we will return one fully executed original for your files. Kosmont will commence work upon receipt of executed Agreement.

Read, understood, and agreed to this

____ Day of _____ 2026

City of Hawthorne	**Kosmont & Associates, Inc.** doing business as "Kosmont Companies"
By: _____ (Signature)	By: _____ (Signature)
Name:_____ (Print Name)	Name: Ken K. Hira
Its: _____ (Title)	Its: President

ATTACHMENT A

Kosmont Companies
2026 Public Agency Fee Schedule

Professional Services

Chairman & CEO	$540.00/hour
President	$435.00/hour
Sr. Vice President/Sr. Advisor/Sr. Managing Director	$405.00/hour
Vice President/Project Advisor	$295.00/hour
Senior Project Analyst	$210.00/hour
Project Analyst/Project Research	$195.00/hour
Assistant Project Analyst/Assistant Project Manager	$170.00/hour
Project Promotion/Graphics/GIS Mapping Services	$ 95.00/hour
Administrative Support	$ 90.00/hour

Additional Expenses

In addition to professional services (labor fees):

1) An administrative fee for in-house copy, fax, phone, postage costs, digital/technological support and related administrative expenses will be charged, which will be computed at four percent (4.0 %) of monthly Kosmont Companies professional service fees incurred; plus
2) Out-of-pocket expenditures, such as travel and mileage, professional printing, and delivery charges for messenger and overnight packages will be charged at cost.
3) Project/Market data sources for support of evaluation and analysis e.g., ESRI, Placer.ai, CoStar/STR, IMPLAN, ParcelQuest and other based on quoted project cost.
4) If Kosmont retains Third Party Vendor(s) for Client (with Client's advance approval), fees and cost will be billed to Client at 1.1X (times) fees and costs.
5) Consultant's attendance or participation at any public meeting, whether such participation is in person, digital, video and/or telephonic *(e.g., City Council, Planning Commission, Public Agency Board, other)* requested by Client and are beyond those specifically identified in the Scope of Work will be billed at the professional services (hourly) fees as shown on this Attachment A.

- **Charges for Court/Deposition/Expert Witness-Related Appearances**

Court-related (non-preparation) activities, such as court appearances, depositions, mediation, arbitration, dispute resolution and other expert witness activities, will be charged at a court rate of 1.5 times scheduled rates, with a 4-hour minimum.

Rates Effective until December 31, 2026. For and during the term of the subject Agreement, the above referenced rates in each category will be increased, effective January 1, 2027, and annually thereafter, to reflect the adjustment in the CPI (U.S. Dept. of Labor, Bureau of Labor Statistics) All Cities Average Consumer Price Index for the prior year. As an example, the US City Average Consumer Price Index (CPI-U) for December 2025 was 0.3, representing a change of 2.7 **percent** over the index of the previous 12 months.

AGENDA ITEM NO. 12.

CITY OF HAWTHORNE
City Council
AGENDA BILL
For the meeting of 04/28/2026
Originating Department: Finance

City Manager: Department Head:

SUBJECT:
Agreement between the City of Hawthorne and Government Consulting Partners, Inc. to provide comprehensive SB 90 claim services.

RECOMMENDED MOTION:
Staff recommends that the City Council approve the agreement between the City of Hawthorne and Government Consulting Partners, Inc. to provide comprehensive SB 90 claim services for five fiscal years beginning July 1, 2026.

DISCUSSION:
The California constitution requires the State to reimburse local agencies for the cost of mandated programs. These programs currently cover Police related activity reporting. In the past, this has also included Public Records Request tracking. SB 90 is a tool for local governments to request that the State appropriate funds for legislation that contains mandated costs. If the State Legislature imposes a mandate containing an appropriation, the State Controller is required to process and pay local agencies' reimbursement claims. In the event a mandate is passed with no appropriation, local agencies may pursue their reimbursement rights through the Commission on State Mandates. GCP will prepare and file all applicable annual claims and will include any new or first time claims for State Controller claiming instructions that are issued during the contract period. They will complete all aspects of the annual claims, and new or initial claims released by the State Controller for 5 Fiscal Years for a total not to exceed $38,575.

In 24-25 the City received $228,478, and in 23-24 revenue was over $316,000. The reimbursements received represent unrestricted General Fund revenue.

GCP's experience also extends well beyond routine annual claims. The firm supports agencies during desk reviews and field audits, advises on incorrect reduction claims and test claims when needed, and actively monitors Commission on State Mandates activity so clients can begin tracking eligible costs before formal claiming instructions are released.

ECONOMIC DEVELOPMENT STRATEGIC PLAN:
Establish partnerships with entities that can work toward City goals and objectives.

FISCAL IMPACT:
The amount of $7,200 for SB90 claim services to be performed has been appropriated in the FY 2026-27 annual budget in the General Fund.

NOTICING PROCEDURE:
72 Hours posted notice pursuant to the Ralph M. Brown Act.

ATTACHMENTS
Agreement between City & GCP for SB90 Claim Services
Proposal

AGREEMENT BETWEEN THE CITY OF HAWTHORNE AND GOVERNMENT CONSULTING PARTNERS FOR STATE MANDATED COST CLAIMING SERVICES.

THIS AGREEMENT is made and effective as of July 1, 2026, between the City of Hawthorne ("City") and Government Consulting Partners (GCP) (“Consultant”) In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. TERM

This Agreement shall commence on July 1, 2026, for various State Mandated Claiming Services. This agreement shall remain and continue in effect until tasks described herein are completed, but in no event later than June 30, 2031, unless sooner terminated pursuant to the provisions of this Agreement.

2. SERVICES

Consultant shall perform the tasks described and set forth in Exhibit A, attached hereto and incorporated herein as though set forth in full.

3. PERFORMANCE

Consultant shall at all times faithfully, competently and to the best of its ability, experience, and talent, perform all tasks described herein. Consultant shall employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing similar services as are required of Consultant hereunder in meeting its obligations under this Agreement.

4. CITY MANAGEMENT

The City Manager or the Finance Director shall represent CITY in all matters pertaining to the administration of this Agreement, review and approval of all products submitted by Consultant, but not including the authority to enlarge the Tasks to Be Performed or change the compensation due to Consultant. The City Manager shall be authorized to act on City's behalf and to execute all necessary documents, which enlarge the Tasks to Be Performed or change Consultant's compensation.

5. COMPENSATION

(a) The City agrees to pay Consultant in accordance with the payment rates and terms and the schedule of payment as set forth in Exhibit A, attached hereto and incorporated herein by this reference as though set forth in full, based upon a time and materials. This amount shall not exceed $38,575 for the contract period.

(b) Consultant shall not be compensated for any services rendered in connection with its performance of this Agreement, which are in addition to those set forth herein, unless such additional services are authorized in advance and in writing, by the City Manager. Consultant shall be compensated for any additional services in the amounts and in the manner as agreed to by City Manager and Consultant at the time City's written authorization is given to Consultant for the performance of said services.

(c) Consultant will submit invoices for actual services performed. Payment shall be made within forty-five (45) days of receipt of each invoice as to all non-disputed fees. If the City disputes any of

Consultant's fees it shall give written notice to Consultant within thirty (30) days of receipt of an invoice of any disputed fees set forth on the invoice.

6. SUSPENSION OR TERMINATION OF AGREEMENT WITHOUT CAUSE

(a) The City may at any time, for any reason, with or without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon the consultant at least ten (10) days prior written notice. Upon receipt of said notice, the Consultant shall immediately cease all work under this Agreement, unless the notice provides otherwise. If the City suspends or terminatesa portion of this Agreement, such suspension or termination shall not make void or invalidate the remainder of this Agreement.

(b) In the event this Agreement is terminated pursuant to this Section, the City shall pay to Consultant the actual value of the work performed up to the time of termination, provided that the work performed is of value to the City. Upon termination of the Agreement pursuant to this Section, the Consultant will submit an invoice to the City.

(c) Consultant may terminate this Agreement for cause if the City fails to cure a material default in performance within a period of 30 days, or such longer period as Consultant may allow, after receipt from Consultant of a written termination notice specifying the default in performance. In the event of termination for cause by Consultant, the City will pay Consultant for all services performed up to and including the effective date of termination.

7. DEFAULT OF CONSULTANT

(a) The Consultant's failure to comply with the provisions of this Agreement shall constitute a default. In the event that Consultant is in default for cause under the terms of this Agreement, City shall have no obligation or duty to continue compensating Consultant for any work performed after the date of default and can terminate this Agreement immediately by written notice to the Consultant. If such failure by the Consultant to make progress in the performance of work hereunder arises out of causes beyond the Consultant's reasonable control, and without fault or negligence of the Consultant, it shall not be considered a default.

(b) If the City Manager or his/her delegate determines that the Consultant is in default in the performance of any of the terms or conditions of this Agreement, he/she shall cause to be served upon the Consultant a written notice of the default. The Consultant shall have ten (10) days after service upon it of said notice in which to cure the default by rendering a satisfactory performance. In the event that the Consultant fails to cure its default within such period of time, the City shall have the right, notwithstanding any other provision of this Agreement, to terminate this Agreement without further notice and without prejudice to any other remedy to which it may be entitled at law, in equity or under this Agreement.

8. OWNERSHIP OF DOCUMENTS

(a) Consultant shall maintain complete and accurate records with respect to sales, costs, expenses, receipts, and other such information required by City that relate to the performance of services under this Agreement. Consultant shall maintain adequate records of services provided in sufficient detail to permit an evaluation of services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. Consultant shall provide free access to the representatives ofCity or its designees at reasonable times to such books and records; shall give City the right toexamine and audit said books and records; shall permit City to make transcripts therefrom as necessary; and shall allow inspection of all work, data, documents, proceedings, and activities related to this Agreement. Such records, together with supporting documents, shall be maintained for a period of three (3) years after receipt of final payment.

(b) Upon completion of, or in the event of termination or suspension of this Agreement, and provided that consultant has been paid in full for services rendered hereunder, all original documents,

designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this Agreement shall become the sole property of the City and may be used, reused, or otherwise disposed of by the City without the permission of the Consultant. Any reuse without written verification or adaptation by Consultant for the specific purpose intended will be at City's sole risk and without liability or legal exposure to Consultant.

9. INDEMNIFICATION

When the law establishes a professional standard of care for Consultant's Services, to the fullest extent permitted by law, Consultant shall indemnify, and hold harmless City and any and all of its officials, employees ("Indemnified Parties") from and against any and all losses, liabilities, damages, costs and expenses, including reasonable attorney's fees and costs to the extent same are caused by any negligent act, error or omission of Consultant, its officers, agents, employees or sub-consultants (or any entity or individual that Consultant shall bear the legal liability thereof) in the performance of professional services under this Agreement. With respect to the design of public improvements, the Consultant shall not be liable for any injuries or property damage resulting from the reuse of the design at a location other than that specified in Exhibit A without the written consent of the Consultant.

To the extent that the Consultant's services are subject to California Civil Code 2782.8, the above indemnity, including the cost to defense, shall be limited to the extent required by Civil Code Section 2782.8.

10. INSURANCE

(a) Consultant shall maintain in-force: Commercial General Liability and Professional Liability Insurance. During the term of this Agreement, Consultant shall maintain in full force and effect a policy of public liability insurance with minimum coverage of $2,000,000 in accordance with the requirements provided by City to Consultant. Consultant shall also maintain in-force; Professional Liability Insurance (and/or Errors & Omissions Insurance) with minimum limits of liability of $2,000,000 per claim against an injury, death, loss or damages because of wrongful or negligent acts or omissions by the named insured.

(b) Contractor shall maintain in-force Workers' Compensation and Employer's Liability Insurance as required by the California Labor Code. Evidence of coverage shall take the form of a Certificate of Insurance or a California Certificate to Self-Insure. Acceptable minimum limits for this coverage are: Workers' Compensation; Statutory in California; Employer's Liability: $1,000,000.

(c) Certificates of Insurance. Contractor shall furnish to City evidence of any insurance required by this Agreement. A Certificate of Insurance from an insurer admitted or authorized to do business in the State of California will be provided, indicating that the respective policy(s)meets the following requirements: (1) The City, its officers, employees, and agents shall be named as additional insured on the General Liability Insurance; (2) Insurance shall not be canceled or terminated without 30 days written notice to City or 10 day notice for non-payment of the premium; (3) General Liability shall be primary and any insurance held by City for its own protection shall be excess and shall be effective only upon exhaustion of Contractor's insurance; (4) Insurance shall be maintained for the duration of the Agreement, including any period extended beyond the expiration date of this Agreement required to complete performance as stipulated in this Agreement and all amendments thereto.

(d) To the extent permitted by law, Consultant's total aggregate liability arising out of or relating to this Agreement shall not exceed $2,000,000 or the total compensation received by Consultant under this Agreement, whichever is greater.

11. INDEPENDENT CONSULTANT

(a) Consultant is and shall at all times remain as to the City a wholly independent Consultant. The personnel performing the services under this Agreement on behalf of Consultant shall at all times be under Consultant's exclusive direction and control. Neither City nor any of its officers, employees, or agents shall have control over the conduct of Consultant or any of Consultant's officers, employees, or agents, except as set forth in this Agreement. Consultant shall not at any time or in any manner represent that it or any of its officers, employees, or agents are in any manner officers, employees, or agents of the City. Consultant shall not incur or have the power to incur any debt, obligation, or liability whatever against City, or bind City inany manner.

(b) No employee benefits shall be available to Consultant in connection with the performance of this Agreement. Except for the fees paid to Consultant as provided in the Agreement, City shall not pay salaries, wages, or other compensation to Consultant for performing services hereunder for City. City shall not be liable for compensation or indemnification to Consultant for injury or sickness arising out of performing services hereunder.

12. LEGAL RESPONSIBILITIES

The Consultant shall keep itself informed of applicable State and Federal laws and regulations, which in any manner affect those employed by it or in any way affect the performance of its service pursuant to this Agreement. The Consultant shall at all times observe and comply with all such laws and regulations pursuant to sound professional practices. The City, and its officers and employees, shall not be liable at law or in equity occasioned by negligent failure ofthe Consultant to comply with this Section.

13. UNDUE INFLUENCE

Consultant declares that no undue influence or pressure is used against or in concert with any officer or employee of the City in connection with the award, terms or implementation of this Agreement, including any method of coercion, confidential financial arrangement, or financial inducement. No officer or employee of the City of Hawthorne will receive compensation, directly or indirectly, from Consultant, or from any officer, employee or agent of Consultant, in connection with the award of this Agreement or any work to be conducted as a result of this Agreement. Violation of this Section shall be a material breach of this Agreement entitling the City to any and all remedies at law or in equity.

14. NO BENEFIT TO ARISE TO LOCAL EMPLOYEES

No member, officer, or employee of City, or their designees or agents, and no public official who exercises authority over or responsibilities with respect to the Project during his/her tenureor for one year thereafter, shall have any interest, direct or indirect, in any agreement or sub- agreement, or the proceeds thereof, for work to be performed in connection with the Project performed under this Agreement.

15. RELEASE OF INFORMATION/CONFLICTS OF INTEREST

(a) All information gained by Consultant in performance of this Agreement shall be considered confidential and shall not be released by Consultant without City's prior written authorization. Consultant, its officers, employees, agents, or sub-consultants, shall not without written authorization from the City Manager or unless requested by the City Attorney, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories, or other information concerning the work performed under this Agreement or relating to any project or property located within the City. Response to a subpoena or court order shall not be considered "voluntary" provided Consultant gives City notice of such court order or subpoena.

(b) Consultant shall promptly notify City should Consultant, its officers, employees, agents, or sub-consultants be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions, or other discovery request, court order, or subpoena from any person or party regarding this Agreement and the work performed thereunder or with respect to any project or property located within the City. City retains the right, but has no obligation, to represent Consultant and/or be present at any deposition, hearing, or similar proceeding. Consultant agrees to cooperate fully with City and to provide the opportunity to review any response to discovery requests provided by Consultant. However, City's right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response.

16. NOTICES

The Parties shall submit in writing all notices and correspondence that this Agreement requiresor permits, and shall deliver the notices and correspondence to the places set forth below. The parties may give notice by: (a) personal delivery; (b) U.S. mail, first class postage prepaid; (c) "Certified" U.S. mail, postage prepaid, return receipt requested; (d) facsimile or (e) email.

CITY: Vontray Norris, City Manager
City of Hawthorne
4455 West 126th Street
Hawthorne, CA 90250

CONSULTANT: Government Consulting Partners, Inc.
Brad Burgess, Vice President
5016 Brower Court
Granite Bay, CA 95746

17. ASSIGNMENT

The Consultant shall not assign the performance of this Agreement, nor any part thereof, norany monies due hereunder, without prior written consent of the City. Because of the personal nature of the services to be rendered pursuant to this Agreement, only Consultant staff shall perform the services described in this Agreement.

18. LICENSES

At all times during the term of this Agreement, Consultant shall have in full force and effect, all licenses required of it by law for the performance of the services described in this Agreement.

19. GOVERNING LAW

The City and Consultant understand and agree that the laws of the State of California shall govern the rights, obligations, duties, and liabilities of the parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the municipal, superior, or federal district court with jurisdiction over the City of Hawthorne.

20. ENTIRE AGREEMENT

This Agreement contains the entire understanding between the parties relating to the obligations of the parties described in this Agreement. All prior or contemporaneous agreements, understandings, representations, and statements, oral or written, are merged into this Agreement and shall be of no further force or effect. Each party is entering into this Agreement based solely upon the representations set forth herein and upon each party's own

independent investigation of any and all facts such party deems material.

21. AUTHORITY TO EXECUTE THIS AGREEMENT

The person or persons executing this Agreement on behalf of Consultant warrants and represents that he/she has the authority to execute this Agreement on behalf of the Consultant and has the authority to bind Consultant to the performance of its obligations hereunder.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed the day and year first above written.

CITY OF HAWTHORNE	**CONSULTANT**
Vontray Norris, City Manager City of Hawthorne	Brad Burgess, Vice President Government Consulting Partners, Inc.

EXHIBIT A

VENDOR Proposal

April 7, 2026

Government Consulting Partners, Inc.

Municipal Financial & Public Policy Consulting • Granite Bay, California

PROFESSIONAL SERVICES PROPOSAL

City of Hawthorne

State-Mandated SB 90 Claiming Services

Five-Year Agreement · April 2026

SUBMITTED TO

Felice Lopez, Director of Finance
City of Hawthorne — Finance Department
4455 West 126th Street, Hawthorne, CA 90250

PREPARED BY

J. Bradley Burgess, Vice President
Government Consulting Partners, Inc.
Granite Bay, CA
April 7, 2026

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April 7, 2026

Felice Lopez
Director of Finance
City of Hawthorne — Finance Department
4455 West 126th Street
Hawthorne, CA 90250

Subject: Proposal for State-Mandated SB 90 Claiming Services

Dear Felice,

Thank you for the opportunity to submit this SB 90 proposal and to continue building on our decade-long partnership with the City of Hawthorne. The agreement project manager, Ruben Rivas, has personally prepared and filed the City's SB 90 claims for close to ten years, providing a level of continuity that is both rare and valuable. This experience means we understand how the City's claims have historically been structured, how departments track eligible activities, and where reimbursement opportunities are typically maximized.

Government Consulting Partners (GCP) is pleased to present this proposal to provide comprehensive SB 90 claiming services for a five-year term.

Our approach is guided by a simple objective: identify every eligible dollar, document it thoroughly, and defend it when necessary. We do not treat SB 90 as a once-a-year filing exercise. Instead, we approach it as an ongoing reimbursement program that performs best when documentation, staff training, and strategic oversight are maintained throughout the year. This proactive model not only strengthens claims but also positions the City for more consistent and defensible recoveries over time.

We value our long-standing relationship with the City of Hawthorne and would welcome the opportunity to continue supporting your team.

Sincerely,

J. Bradley Burgess
Vice President
Government Consulting Partners, Inc.
bradburgess@gcp-inc.net | 916.595.2646

0.0 Executive Summary

GCP Advantages to Hawthorne

Government Consulting Partners (GCP) provides a comprehensive SB 90 program designed to maximize reimbursement while minimizing audit exposure. Our approach combines technical accuracy, strategic decision-making, and year-round engagement to ensure the City captures all eligible costs and withstands State Controller scrutiny.

Key Outcomes

GCP's work for Hawthorne will center on four outcomes: complete annual and new-claim preparation, maximizing indirect cost recovery through smart ICRP decision-making, strong audit defense, and early capture of emerging mandate opportunities before deadlines create pressure on City staff.

Value to Hawthorne

The value to Hawthorne is straightforward: predictable five-year fixed fees, a low-burden claiming process for departments, proactive support during audits and desk reviews, and a consultant who already understands the City's history. This combination of continuity, strategy, and technical depth is what turns SB 90 from a filing obligation into a durable reimbursement program.

What Hawthorne Gains
✓ Maximized, defensible recovery
✓ Audit protection and support
✓ Low-burden process for staff
✓ Predictable all-in pricing

Why This Timing Matters
✓ AB 1638 tracking should start now
✓ New Elections claim expected in 2026
✓ Two recently approved test claims pending

Continuity
✓ Ruben has filed the City's claims for a decade
✓ Immediate value — no learning curve

1.0 Company Information

Legal Name	Government Consulting Partners, Inc. (GCP)
Address	5016 Brower Court, Granite Bay, CA 95746
Phone	(916) 990-1256
Website	www.governmentconsultingpartners.com
Organization Type	S Corporation
FEIN	99-1737026
Authorized Contact	J. Bradley Burgess, Vice President
Primary Email	bradburgess@gcp-inc.net
Proposed Term	Three-year agreement (FY 2026–27 through FY 2028–29)

2.0 Company History, Experience, & Qualifications

Government Consulting Partners (GCP) is a specialized municipal finance consulting firm focused on cost recovery, reimbursement claiming, cost allocation, and related financial strategy for California public agencies. The firm was founded on a core premise: local governments are better served when senior professionals remain directly involved in the work rather than delegating core technical tasks to layers of junior staff or sending client data offshore for processing.

GCP's principals average more than 30 years of professional experience. The firm's leadership has worked with all 58 California counties and hundreds of cities, preparing claims, developing indirect cost methodologies, defending audits, and advising agencies on emerging reimbursement opportunities. SB 90 is not a side service for GCP — it is one of the firm's core practices.

For Hawthorne, GCP's qualifications are strengthened by direct historical experience. Ruben Rivas previously filed the City's SB 90 claims. This means GCP is not approaching the City as a first-time consultant. We understand the program's history, the basic claiming rhythm, and the need to keep the process practical for City departments.

GCP's experience also extends well beyond routine annual claims. The firm supports agencies during desk reviews and field audits, advises on incorrect reduction claims and test claims when needed, and actively monitors Commission on State Mandates activity so clients can begin tracking eligible costs before formal claiming instructions are released. This broader perspective allows GCP to protect current reimbursement while positioning agencies for new recovery opportunities.

Key Staff

Name / Role	Background and Role in This Engagement
Ruben Rivas Director Project Manager	Mr. Rivas will serve as Project Manager and the City's primary point of contact, bringing more than 13 years of experience in government consulting across California, including a decade supporting the City of Hawthorne. He has extensive expertise in all aspects of SB 90, including the preparation of annual claims, test claims, statewide cost estimates, and incorrect reduction claims. Having previously prepared the City's SB 90 claims, he offers direct knowledge of its historical practices, documentation methods, and key reimbursement opportunities, allowing him to minimize ramp-up time and maximize recovery from the outset.
J. Bradley Burgess Vice President Project Executive	Mr. Burgess provides executive oversight, quality control, and continuity of service. He has more than 36 years of government consulting experience in California and is widely recognized as one of the state's leading SB 90 practitioners. His role is to support strategy, provide senior review, and ensure the City receives consistent service and timely responses to technical questions. Most importantly, he brings direct historical knowledge of the City's SB 90 program, having previously prepared its claims and worked on similar engagements across the state.

3.0 Scope of Work and Approach

Hawthorne's SB 90 program requires more than annual claim preparation — it requires a structured, year-round system that captures eligible costs, maintains defensible documentation, and adapts to evolving mandates. GCP's approach reflects how successful reimbursement programs operate in practice. We work alongside City staff throughout the year to identify eligible activities early, improve documentation processes, and ensure each claim reflects the full cost of compliance with State mandates.

The result is a program that is easier for departments to manage, more defensible under audit, and better positioned to capture both recurring and emerging reimbursement opportunities.

Workplan and Schedule

Each year begins with the development of a tailored SB 90 workplan specific to Hawthorne. That workplan establishes the calendar for department outreach, data collection, draft review, and final submission. This workplan gives the City a practical roadmap so departments know what will be requested, when it will be requested, and how much lead time they will have.

As part of this initial planning phase, GCP reviews prior-year claims to identify missed costs, unusual variances, and any opportunities for late or amended claims. We also revisit the City's current documentation approach to confirm that time tracking, supporting schedules, and related records remain aligned with current claiming expectations. This front-end work materially reduces the pressure on deadlines later in the process.

Compiling Claiming Data

GCP works directly with affected departments to compile the three core components of every SB 90 claim: direct costs, indirect costs, and supporting documentation. We conduct structured interviews, review available departmental records, validate cost inputs, and reconcile claiming assumptions so the final claim is both complete and defensible.

Our process is designed to be practical for City staff. We do not simply send a list of broad requests and expect departments to sort them out. We guide departments through what is needed, explain the reason for the request, and help distinguish between general background information and the records that support reimbursement. This keeps the workload manageable and improves the quality of the final claim package.

Indirect Cost Rate Proposals (ICRPs)

One of the most important strategic decisions each year is whether to use the 15% default de minimis rate or prepare a full Indirect Cost Rate Proposal (ICRP). GCP evaluates both options annually and recommends the approach that produces the highest defensible recovery based on the City's facts.

When an ICRP is advantageous, GCP prepares it using 2 CFR Part 200 methodologies and the supporting information available from the City. When the 15% de minimis rate is the better practical choice, we will say so. The goal is not complexity for its own sake — the goal is the best defensible recovery for Hawthorne.

Preparation and Filing of Claims

GCP establishes a structured process to complete all annual claims and any eligible new claims by the applicable filing deadlines. This includes department interviews, cost compilation, claim form preparation, internal quality review, City review and approval, and final electronic submission to the State Controller's Office.

Our internal goal is to have claims completed before the final day so that City staff are not forced to review them at the last minute. This gives the City time to ask questions, resolve any lingering items, and sign with confidence — and provides a modest buffer should technical issues arise with the SCO portal on a deadline day.

Staff Training and Legislative Updates

GCP provides ongoing support throughout the year, not just at filing time. This includes staff training on eligible activities and documentation requirements, assistance with improving tracking practices, and updates on legislative or regulatory developments that may affect reimbursement.

That year-round support is especially important in a program like SB 90, where new claims, revised claiming instructions, and evolving audit expectations can quickly change the practical claiming landscape. By staying in contact with the City's coordinator and affected departments, GCP helps ensure that Hawthorne is prepared rather than surprised.

New Claims and Emerging Opportunities

New mandates often represent the largest reimbursement opportunity because local agencies have not yet had time to build standard tracking practices around them. GCP actively monitors the Commission on State Mandates and prepares Hawthorne in advance by identifying affected departments, suggesting tracking approaches, and explaining the documentation likely to matter once claiming instructions are released.

For this engagement, the most important near-term opportunities include the AB 1638 test claim, a new Elections-related claim expected in 2026, and two additional test claims that have recently been approved but may move on uncertain timelines. GCP's role is to help Hawthorne begin tracking early enough so that the City does not lose reimbursable costs simply because the opportunity was recognized too late.

Included in the Appendix starting on Page 14 of this proposal is a current list of pending and approved SB 90 test claims applicable to cities and counties.

Quality Assurance and Audit Defense

Four-Step QA Process

1. Measurement / Data Collection

2. Oversight / Eligibility Review

3. Verification / Accuracy & Documentation

4. Client Acceptance

All claims prepared by GCP undergo a four-step quality assurance review before submission. That review is intended to do more than catch math errors. It is designed to test whether the claim tells a coherent story, whether the documentation supports the claimed costs, whether the assumptions are reasonable, and whether the overall package is prepared in a way that will hold up under scrutiny.

GCP also assists Hawthorne with SCO desk reviews and field audits. That support includes helping organize requested materials, clarifying prior-claiming assumptions, participating in discussions as needed, and advising the City on how to respond to questions clearly and well-supported. The objective is simple: maximize reimbursement while minimizing disallowances and staff disruption.

Our audit posture is practical rather than reactive. We do not assume every claim will be audited, but we prepare claims as if they may be reviewed later. That discipline improves both the quality of reimbursement and the City's comfort level when filing claims.

4.0 The SB 90 Claiming Lifecycle

The following graphic summarizes GCP's end-to-end approach to developing, filing, and defending SB 90 claims. It reflects how Hawthorne's annual process, new-claim preparation, indirect-cost strategy, and ongoing support fit together as one integrated reimbursement program rather than as a series of disconnected tasks.

GCP's approach is designed to move from early planning and data development through claim filing, audit defense, and ongoing support without creating unnecessary burden for City staff. Each phase of the lifecycle reinforces the next. We have found that structured documentation during planning becomes the foundation for defensible claims at filing, which in turn forms the basis for confident audit responses if the State Controller reviews the work.

5.0 Pricing and Terms

GCP proposes a fixed-fee, all-inclusive structure for the five-year term. The proposed fees include annual claims, any new claims due during the contract period, routine staff support, and reasonable ongoing consultation related to the City's SB 90 program. There are no separate travel charges or expense reimbursements. The fee modestly increases by an assumed 3.5 % CPI in each year.

A fixed-fee structure is particularly useful for SB 90 services because it provides the City with cost certainty while also encouraging regular communication throughout the year. City staff can ask questions, discuss new developments, and coordinate on documentation needs without concern that each contact will generate a separate billing event.

Filing Year	Services Covered	Proposed Fee	Payment Terms
FY 2026–27	Annual claims for FY 2025–26 costs New or first-time claims issued this year	**$7,200**	Quarterly Payments: September, December, March, June
FY 2027–28	Annual claims for FY 2026–27 costs New or first-time claims issued this year	**$7,450**	Quarterly Payments: September, December, March, June
FY 2028–29	Annual claims for FY 2027–28 costs New or first-time claims issued this year	**$7,700**	Quarterly Payments: September, December, March, June
FY 2029-30	Annual claims for FY 2028–29 costs New or first-time claims issued this year	**$7,975**	Quarterly Payments: September, December, March, June
FY 2030-31	Annual claims for FY 2029–30 costs New or first-time claims issued this year	**$8,250**	Quarterly Payments: September, December, March, June

6.0 References

GCP's long-term relationships with California public agencies demonstrate sustained performance and client trust. The references below represent a cross-section of current SB 90, CAP, ISF, and user-fee clients in California. Contact information is available upon request.

Agency	Services Provided	Duration
City of Sacramento	SB 90 Reimbursement Claiming, Field Audit Defense, IT ISF study	Multi-year
City of Inglewood	SB 90 Reimbursement Claiming, Cost Allocation Plan, User Fees	Multi-year
City of Mission Viejo	SB 90 Reimbursement Claiming	Multi-year
City of Bakersfield	SB 90 Reimbursement Claiming	Multi-year
City of Fresno	Fire User Fee Study	Multi-year
City of Camarillo	Internal Service Funds (ISFs), Cost Allocation Plan	2025-2026
Napa County	SB 90 Reimbursement Claiming	Multi-year
Riverside County	SB 90 Reimbursement Claiming, Incorrect Reduction Claiming (IRC)	Multi-year
Sonoma County	SB 90 Reimbursement Claiming, Test Claim Preparation	Multi-year
Santa Barbara County	SB 90 Reimbursement Claiming, User Fee Study, Management Consulting Partnership	Multi-year
Marin County	Cost Allocation Plan Diagnostics, Internal Service Funds (ISFs)	Multi-year
Yuba County	Internal Service Funds (ISF)	2025-2026

7.0 Conclusion & Next Steps

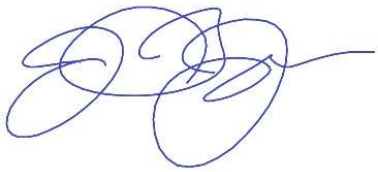
We deeply value our relationship with you, Felice, and the City of Hawthorne. Government Consulting Partners would like to resume supporting the City of Hawthorne with its SB 90 program. We bring direct historical experience with the City, statewide leadership in mandate claiming, and a practical methodology that maximizes reimbursement while protecting against audit risk.

We are confident that GCP will help Hawthorne maintain a low-burden annual process, prepare effectively for new claiming opportunities, and strengthen the overall defensibility of its reimbursement program. The combination of continuity, senior-level involvement, and year-round engagement is what distinguishes a strong SB 90 program from a routine filing service.

Next Steps

- Execute a five-year Professional Services Agreement with a July 1, 2026, start date.
- Schedule a kickoff meeting early in FY 2026-27 to confirm the workplan, identify near-term department coordination needs, and review prior-year claims.

We look forward to working with you again.



J. Bradley Burgess
Vice President
Government Consulting Partners, Inc.
bradburgess@gcp-inc.net | 916.595.2646

Appendix: Commission on State Mandates (CSM)

Test Claims Reference – Pending and Recently Approved

Current as of April 2026 | Source: CSM Pending Caseload and Commission Decisions | Prepared by Government Consulting Partners, Inc.

A **test claim** is the first claim filed with the CSM alleging that a statute or executive order imposes costs mandated by the State under Article XIII B, §6 of the California Constitution. Approved claims trigger the reimbursement process; pending claims are awaiting the Commission's decision. This reference covers active test claims most relevant to California cities and counties.

A. PENDING TEST CLAIMS

Claim No.	Program Name	Status	Description
24-TC-02	**Criminal Procedure: Discrimination (Racial Justice Act)**	**Pending**	Requires local agencies to compile, analyze, and produce statistical evidence on charging decisions by race/ethnicity in criminal proceedings under the Racial Justice Act (AB 256, Penal Code §745). Hearing held September 26, 2025; decision pending.
24-TC-03	**Stops: Notification by Peace Officers**	**Pending**	Requires peace officers to verbally state the reason for a traffic or pedestrian stop before questioning, and to document that reason on any resulting citation or police report (Vehicle Code §2806.5, eff. January 1, 2024). The commission approved the claim in October 2025; the parameters and Guidelines are pending.
24-TC-05	**Child Physical Abuse and Neglect Exams**	**Pending**	Requires local agencies to provide or arrange forensic medical examinations for children who are victims of suspected physical abuse or neglect, as mandated by statute. Parameters and Guidelines are currently pending following approval of the underlying test claim.
24-TC-06	**Emergency Shelters: Persons with Pets**	**Pending**	Requires cities and counties that designate emergency cooling or warming centers to designate at least one shelter that can accommodate persons with pets, to the extent practicable (Government Code §8593.10). Filed 2024; hearing and decision pending.
24-TC-07	**Race-Blind Charging**	**Pending**	Requires local prosecuting agencies to remove and redact race- and ethnicity-identifying information from law enforcement reports before making initial charging decisions (Penal Code §741, AB 2778). Filed June 2025; decision pending.
25-TC-01	**Local Public Employees: Vacant Positions**	**Pending**	Requires local public agencies to hold a public hearing and report on vacancy status and recruitment/retention efforts at least once per fiscal year, with additional reporting and planning obligations when vacancies in a bargaining unit reach 20% of authorized positions (AB 2561, Gov. Code §3502.3, ch. 2024). Recently filed; no hearing scheduled.
Various (17-TC-07 through 17-TC-28)	**MS4 Trash Orders – Santa Ana Region (Multiple Cities/County)**	**Pending**	A series of individual test claims filed by Southern California municipalities and the County of Orange challenging the Regional Water Quality Control Board Phase I MS4 Trash Orders (effective June 2, 2017) as state-mandated programs requiring reimbursement. Cases have been pending since 2017; no hearing dates are set.
14-TC-03 / 15-TC-02 / 16-TC-05 / 17-TC-05	**MS4 Stormwater Orders – San Diego Region (Multiple Orders)**	**Pending**	Test claims challenging successive San Diego Regional Water Quality Control Board municipal stormwater permit orders (R9 series) as imposing reimbursable mandates on San Diego-area municipalities and counties. Long-standing cases with no decision dates set.
22-TC-01	**MS4 Order – Los Angeles Region (R4-2021-0105)**	**Pending**	Test claim challenging the Los Angeles Regional Water Quality Control Board's 2021 municipal stormwater permit order as imposing a new or higher level of service requiring state reimbursement. Pending.
22-TC-07	**MS4 Order – San Francisco Bay Region (R2-2022-0018)**	**Pending**	Test claim challenging the San Francisco Bay Regional Water Quality Control Board's 2022 municipal stormwater permit order as a reimbursable state mandate. Pending.

B. RECENTLY APPROVED TEST CLAIMS

Claim No.	Program Name	Status	Description
24-TC-01	**Elections: Ballot Label**	**Approved**	Requires local elections officials to print supporter and opponent lists in the ballot label for statewide ballot measures (Elections Code amendment). Commission approved December 5, 2025, with a reimbursement period beginning July 1, 2023.
24-TC-04	**Internet Websites and Email Addresses (.gov Migration)**	**Approved**	Requires cities and counties to migrate their public websites and email addresses to ".gov" or "ca.gov" domain names by January 1, 2029 (Government Code §50034, AB 1637, ch. 2023). Commission approved December 2025; Parameters and Guidelines to follow.

Notes: *Stormwater (MS4) claims are grouped for brevity; individual filings cover named cities and the County of Orange in the Santa Ana region. SB 90 mandate reimbursement claims are processed separately through the State Controller's Office under approved parameters and guidelines and are not listed here. For GCP client advisory purposes only. Not for distribution.*

AGENDA ITEM NO. 13.

CITY OF HAWTHORNE
City Council
AGENDA BILL
For the meeting of 04/28/2026
Originating Department: Public Works

City Manager: Department Head:

SUBJECT:
Blanket Purchase Order for Fineline Auto Body.

RECOMMENDED MOTION:
Staff recommends that the City Council approve an increase to the original Blanket Purchase Order for Fineline Auto Body from $175,000 to $275,000.

DISCUSSION:
Staff is requesting an increase to the existing Purchase Order with Fineline Auto Body to accommodate a higher than anticipated volume of fleet repair and bodywork services. Over the past several months, the City has experienced an uptick in maintenance needs across various vehicles, including unplanned repairs that require timely attention to ensure continued safe and reliable operations.
This increase reflects the necessity to maintain the City's fleet in a state of readiness, particularly as service levels and response requirements continue to expand. Fineline Auto Body has consistently provided responsive and reliable service, and maintaining this partnership will help avoid delays in repairs that could impact departmental operations.
The requested adjustment will ensure sufficient funding is available to address ongoing and emerging repair needs through the remainder of the fiscal year while supporting uninterrupted fleet availability.

ECONOMIC DEVELOPMENT STRATEGIC PLAN:
Maintaining a reliable and fully operational City fleet ensures that essential public services such as street maintenance, infrastructure repairs, police and code enforcement are delivered efficiently, which supports a safe and well maintained environment for businesses and residents.

FISCAL IMPACT:
None. The funds are available in the adopted Fiscal Year 2025-26 and will be paid for with approved and allocated funds for Equipment funds.

NOTICING PROCEDURE:
72 Hours posted notice pursuant to the Ralph M. Brown Act.

ATTACHMENTS
Agreement
BPO

CITY OF HAWTHORNE

AGREEMENT FOR SERVICES

THIS AGREEMENT is made and effective as of July 1st, 2020 between the City of Hawthorne, a municipal corporation ("City") and Fine Line Auto Body & Paint ("Service Provider"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. **TERM**

This Agreement shall commence on July __, 2020, and shall remain and continue in effect on an as needed basis unless sooner terminated pursuant to the provisions of this Agreement.

2. **SERVICES**

The Service Provider shall perform the tasks described and set forth in Exhibit A, attached hereto and incorporated herein as though set forth in full as part of its services. The Service Provider may be asked to provide additional services if necessary during the term of this Agreement.

3. **PERFORMANCE**

The Service Provider shall at all times faithfully, competently and to the best of his/her ability, experience, and talent, perform all tasks described herein. The Service Provider shall employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing similar services as are required of the Service Provider hereunder in meeting its obligations under this Agreement.

4. **PAYMENT**

(a) The City agrees to pay the Service Provider in accordance with the payment rates and terms and the schedule of payment as set forth in Exhibit A, attached hereto and incorporated herein by this reference as though set forth in full, based upon actual time spent on services indicated in Exhibit A of this Agreement unless additional payment is approved as provided in this Agreement.
(b) The Service Provider shall not be compensated for any services rendered in connection with its performance of this Agreement which are in addition to those set forth herein, unless such additional services are authorized in advance and in writing by the Director of Public Works/City Engineer. The Service Provider shall be compensated for any additional services in the amounts and in the manner as agreed to by the Director of Public Works/City Engineer and at the time the

City's written authorization is given to the Servicer Provider for the performance of said services.

(c) The Service Provider will submit invoices for actual services performed. Payment shall be made within thirty (30) days of receipt of each invoice as to all non-disputed fees. If the City disputes any of Service Provider's fees it shall give written notice to the Service Provider within thirty (30) days of receipt of an invoice of any disputed fees set forth on the invoice.

5. SUSPENSION OR TERMINATION OF AGREEMENT WITHOUT CAUSE

(a) The City may at any time, for any reason, with or without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon the Service Provider at least ten (10) days prior written notice. Upon receipt of said notice, the Service Provider shall immediately cease all work under this Agreement, unless the notice provides otherwise. If the City suspends or terminates a portion of this Agreement such suspension or termination shall not make void or invalidate the remainder of this Agreement.

(b) In the event this Agreement is terminated pursuant to this Section, the City shall pay to the Service Provider the actual value of the work performed up to the time of termination, provided that the work performed is of value to the City. Upon termination of the Agreement pursuant to this Section, the Service Provider will submit an invoice to the City.

6. DEFAULT OF SERVICE PROVIDER

(a) The Service Provider's failure to comply with the provisions of this Agreement shall constitute a default. In the event that the Service Provider is in default for cause under the terms of this Agreement, City shall have no obligation or duty to continue compensating the Service Provider for any work performed after the date of default and can terminate this Agreement immediately by written notice to the Service Provider. If such failure by the Service Provider to make progress in the performance of work hereunder arises out of causes beyond the Service Provider's control, and without fault or negligence of the Service Provider, it shall not be considered a default.

(b) If the Director of Public Works/City Engineer or his delegate determines that the Service Provider is in default in the performance of any of the terms or conditions of this Agreement, he/she shall cause to be served upon the Service Provider a written notice of the default. The Service Provider shall have ten (10) days after service upon it of said notice in which to cure the default by rendering a satisfactory performance. In the event that the Service Provider fails to cure its default within such period of time, the City shall have the right, notwithstanding any other provision of this Agreement, to terminate this Agreement without further notice and without prejudice to any other remedy to which it may be entitled at law, in equity or under this Agreement.

7. **OWNERSHIP OF DOCUMENTS**

(a) The Service Provider shall maintain complete and accurate records with respect to sales, costs, expenses, receipts, and other such information required by City that relate to the performance of services under this Agreement. The Service Provider shall maintain adequate records of services provided in sufficient detail to permit an evaluation of services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. The Service Provider shall provide free access to the representatives of City or its designees at reasonable times to such books and records; shall give City the right to examine and audit said books and records; shall permit City to make transcripts therefrom as necessary; and shall allow inspection of all work, data, documents, proceedings, and activities related to this Agreement. Such records, together with supporting documents, shall be maintained for a period of three (3) years after receipt of final payment.

(b) Upon completion of, or in the event of termination or suspension of this Agreement, all original documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this Agreement shall become the sole property of the City and may be used, reused, or otherwise disposed of by the City without the permission of the Service Provider.

8. **INDEMNIFICATION**

When the law establishes a professional standard of care for Service Provider Services, to the fullest extent permitted by law, The Service Provider shall indemnify, protect, defend and hold harmless City and any and all of its officials, employees and agents ("Indemnified Parties") from and against any and all losses, liabilities, damages, costs and expenses, including attorney's fees and costs to the extent same are caused in whole or in part by any negligent or wrongful act, error or omission of the Service Provider, its officers, agents, employees or sub service provider (or any entity or individual that Service Provider shall bear the legal liability thereof) in the performance of professional services under this Agreement.

9. **INSURANCE**

A) The Service Provider shall maintain in-force: Professional Liability Insurance. The Service Provider shall maintain in-force; Professional Liability Insurance (and/or Errors & Omissions Insurance) with minimum limits of liability of $1,000,000 combined single limit coverage against an injury, death, loss or damages because of wrongful or negligent acts or omissions by the named insured.

B) The Service Provider shall maintain in-force Workers' Compensation and Employer's Liability Insurance as required by the California Labor Code. Evidence of coverage shall take the form of a Certificate of Insurance or a California Certificate to Self-Insure. Acceptable minimum limits for this coverage are: Workers' Compensation; Statutory in California; Employer's Liability: $1,000,000.

C) Certificates of Insurance. The Service Provider shall furnish to Customer evidence of any insurance required by this Agreement. A Certificate of Insurance from an insurer admitted to do business in the State of California will be provided, indicating that the respective policy(s) meets the following requirements: (1) The City, its officers, and employees shall be named as additional insured on the General Liability Insurance; (2) Insurance shall not be canceled or terminated without 30 days written notice; (3) General Liability shall be primary and any insurance held by City for its own protection shall be excess and shall be effective only upon exhaustion of the Service Provider's insurance; (4) Insurance shall be maintained for the duration of the Agreement, including any period extended beyond the expiration date of this Agreement required to complete performance as stipulated in this Agreement and all amendments thereto.

10. INDEPENDENT SERVICE PROVIDER

(a) The Service Provider is and shall at all times remain as to the City a wholly independent Service Provider. The personnel performing the services under this Agreement on behalf of the Service Provider shall at all times be under the Service Provider's exclusive direction and control. Neither City nor any of its officers, employees, or agents shall have control over the conduct of the Service Provider or any of Service Provider's officers, employees, or agents, except as set forth in this Agreement. The Service Provider shall not at any time or in any manner represent that it or any of its officers, employees, or agents are in any manner officers, employees, or agents of the City. The City Provider shall not incur or have the power to incur any debt, obligation, or liability whatever against City, or bind City in any manner.

(b) No employee benefits shall be available to the Service Provider in connection with the performance of this Agreement. Except for the fees paid to the Service Provider as provided in the Agreement, City shall not pay salaries, wages, or other compensation to the Service Provider for performing services hereunder for City. City shall not be liable for compensation or indemnification to the Service Provider for injury or sickness arising out of performing services hereunder.

11. **LEGAL RESPONSIBILITIES**

The Service Provider shall keep itself informed of State and Federal laws and regulations which in any manner affect those employed by it or in any way affect the performance of its service pursuant to this Agreement. The Service Provider shall at all times observe and comply with all such laws and regulations. The City, and its officers and employees, shall not be liable at law or in equity occasioned by failure of the Service Provider to comply with this Section.

12. **UNDUE INFLUENCE**

The Service Provider declares and warrants that no undue influence or pressure is used against or in concert with any officer or employee of the City of Hawthorne in connection with the award, terms or implementation of this Agreement, including any method of coercion, confidential financial arrangement, or financial inducement. No officer or employee of the City of Hawthorne will receive compensation, directly or indirectly, from the Service Provider, or from any officer, employee or agent of the Service Provider, in connection with the award of this Agreement or any work to be conducted as a result of this Agreement. Violation of this Section shall be a material breach of this Agreement entitling the City to any and all remedies at law or in equity.

13. **NO BENEFIT TO ARISE TO LOCAL EMPLOYEES**

No member, officer, or employee of City, or their designees or agents, and no public official who exercises authority over or responsibilities with respect to the Project during his/her tenure or for one year thereafter, shall have any interest, direct or indirect, in any agreement or sub-agreement, or the proceeds thereof, for work to be performed in connection with the Project performed under this Agreement.

14. **RELEASE OF INFORMATION/CONFLICTS OF INTEREST**

(a) All information gained by the Service Provider in performance of this Agreement shall be considered confidential and shall not be released by the Service Provider without City's prior written authorization. The Service Provider, its officers, employees, agents, or sub service providers, shall not without written authorization from the City Manager or unless requested by the City Attorney, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories, or other information concerning the work performed under this Agreement or relating to any project or property located within the

City. Response to a subpoena or court order shall not be considered "voluntary" provided the Service Provider gives City notice of such court order or subpoena.
(b) The Service Provider shall promptly notify City should Service Provider, its officers, employees, agents, or sub service providers be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions, or other discovery request, court order, or subpoena from any person or party regarding this Agreement and the work performed thereunder or with respect to any project or property located within the City. City retains the right, but has no obligation, to represent the Service Provider and/or be present at any deposition, hearing, or similar proceeding. The Service Provider agrees to cooperate fully with City and to provide the opportunity to review any response to discovery requests provided by the Service Provider. However, City's right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response.

15. **ASSIGNMENT**

The Service Provider shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, without prior written consent of the City because of the personal nature of the services to be rendered pursuant to this Agreement.

16. **LICENSES**

At all times during the term of this Agreement, the Service Provider shall have in full force and effect, all licenses required of it by law for the performance of the services described in this Agreement.

17. **GOVERNING LAW**

The City and Service Provider understand and agree that the laws of the State of California shall govern the rights, obligations, duties, and liabilities of the parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the municipal, superior, or federal district court with jurisdiction over the City of Hawthorne.

18. **ENTIRE AGREEMENT**

This Agreement contains the entire understanding between the parties relating to the obligations of the parties described in this Agreement. All prior or contemporaneous agreements, understandings, representations, and statements, oral or written, are merged into this Agreement and shall be of no further force or effect. Each party is entering into this Agreement based solely upon the representations set forth herein and upon each party's own independent investigation of any and all facts such party deems material.

19. **AUTHORITY TO EXECUTE THIS AGREEMENT**

The person or persons executing this Agreement on behalf of the Service Provider warrants and represents that he/she has the authority to execute this Agreement on behalf of the Service Provider and has the authority to bind the Service Provider to the performance of its obligations hereunder.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed the day and year first above written.

CITY OF HAWTHORNE:

ALAN LEUNG, P.E.
Director of Public Works
City of Hawthorne

Service Provider:

By: Dali Gill Abouda
Fine Line Auto Body

Title: CFO

APPROVED AS TO FORM:

RUSSELL I. MIYAHIRA
City Attorney
City of Hawthorne

ATTEST:

DR. PAUL JIMENEZ
City Clerk
City of Hawthorne

EXHIBIT A

Proposal

EXHIBIT B

INSURANCE REQUIREMENTS

Prior to the beginning of and throughout the duration of the Work, the Service Provider will maintain insurance in conformance with the requirements set forth below. The Service Provider will use existing coverage to comply with these requirements. If that existing coverage does not meet the requirements set forth here, the Service Provider agrees to amend, supplement or endorse the existing coverage to do so. The Service Provider acknowledges that the insurance coverage and policy limits set forth in this section constitute the minimum amount of coverage required. Any insurance proceeds available to City in excess of the limits and coverage required in this Agreement and which is applicable to a given loss, will be available to City.

The Service Provider shall provide the following types and amounts of insurance:

Commercial General Liability Insurance using Insurance Services Office "Commercial General Liability" policy form CG 00 01 or the equivalent. Limits are subject to review but in no event less than $1,000,000 per occurrence.

Professional Liability Coverage. The Service Provider shall maintain in-force Professional Liability Insurance (and/or errors & Omissions Insurance) for protection against claims alleging negligent acts, errors or omissions which may arise from the Service Provider's operations under this Agreement, whether such operations be by the Service Provider or by its employees, or sub service providers. The amount of this insurance shall not be less than one million dollars ($ 1,000,000) on a claims-made annual aggregate basis, or a combined single-limit per occurrence basis.

Fine Line Auto Body

Kevork Enterprises Inc.

Talin Gilabouchian

Proposal for Vehicle Body Repair and Painting

City of Hawthorne

February 6, 2020

Fine Line Auto Body

3321 w Rosecrans Ave., Hawthorne, California 90250
310-644-8826 | finelineautobody@gmail.com

INTRODUCTION

Fine Line Auto Body is a proud family owned business that has happily been serving the City of Hawthorne and the surrounding communities for the past 26 years. Established in 1995, the majority of our business comes from repeat clients and referrals. Fine Line Auto Body has continued to provide quality workmanship, service and community commitment through hard work, respect and time-honored service. It is this attitude and our dedication to complete satisfaction has kept people coming back from more than twenty-five years. Customers deserve the best in quality, craftsmanship and professionalism and that is what Fine Line Auto Body provides.

SHOP REQUIREMENTS

- Located at 3321 West Rosecrans Ave., Hawthorne, California, 90250
- Business Hours: Monday – Friday, 8:00 a.m. to 5:00 p.m.
- 8,000 sq. ft. with 4,000 sq. ft. of inside storage
- 8 security cameras with 24 hour video surveillance cameras
- Able to perform complete body repairs as well as paint vehicles
- Separate bodywork and paint stations
- Contracted with both Audatex and Mitchell Estimating Systems.

Bodywork Station Equipment:

  - Two frame machines (Hook and Champion)
  - Mohawk lifter
  - Dent Fix Deluxe Aluspot Extended Aluminum Repair Kit
  - MIG Welder
  - Dent Fix Repair Kit

Paint Station Equipment:

- Full Spray Booth, permitted by AQMD
- Prep Station, permitted by AQMD
- Computerized Color-Matching System (paint mixed on premises)
- BASF Onyx Complete Paint Line System
- RM ColorMax Full Deck Systems (1, 2 and 3)

- The spray booth and paint prep station are maintained by Marks Brothers Inc. every 6 months.

PROFESSIONAL LICENSES

- Air Quality Management District License to operation Spray Booth
- Consumer Affair License- Bureau of Automotive Repair
- Hazardous Waste License through California State
- Hazardous Waste License through Los Angeles County Fire Department
- City Business License
- Welding Machine License (MIG)
- Compressor License

(All License numbers and copies can be provided upon request)

EDUCATION

- BASF Certified paint Manufacturer
- BASF Certified Color Match Expert
- I-CAR Certified
- Audatex and Mitchell Certified Estimators

LABOR RATES

• Labor- Body/dent repair	$30/hour
• Labor- Painting	$30/hour
• Labor- Frame	$50/hour
• Labor- Mechanical/electrical	$55/hour
• OEM Parts- Percentage discount from Manufacture list	5 %
• Paint Material Rate	25/hour

Insurance Paperwork Attached.

Thank you for putting your trust and your vehicle in our hands.

PUBLIC WORKS DEPARTMENT

Vendor	Name	Agreement	25-26 Amounts	Account Number	Description
	Fineline Auto Body	Yes	$100,000	600-3103-000-0-0-42004	City Fleet Autobody repairs.
	Total:		**$100,000**		

AGENDA ITEM NO. 14.

CITY OF HAWTHORNE
City Council
AGENDA BILL
For the meeting of 04/28/2026
Originating Department: City Attorney

SUBJECT:
SB 799 (Letter in Support) - A. Monteiro/K. Manning

AGENDA ITEM NO. 15.

CITY OF HAWTHORNE
City Council
AGENDA BILL
For the meeting of 04/28/2026
Originating Department: City Attorney

SUBJECT:
Proposition 36 (Letter in Support) - F. Johnson