

CITY OF GARDENA

# **GARDENA TOD SPECIFIC PLAN**

[ ] 2021

**DRAFT January 2021**

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# CHAPTER 1. SUMMARY STATEMENT

The Gardena TOD Specific Plan (GTODSP, Specific Plan, or Plan) facilitates a transition of underutilized commercial and industrial uses into a compact transit-oriented district where residents live near, and walk or bicycle to, their offices, shopping, and recreation. The Specific Plan allows the development of up to 265 residential units with related residential amenities and ancillary uses. The proposed project is designed to be compatible with adjacent and anticipated land uses and the surrounding built environment. The Specific Plan regulates buildout of the project site in a manner that is consistent with applicable State law.



# CHAPTER 2. INTRODUCTION

## I. AUTHORITY

The GTODSP provides for the orderly and efficient development and revitalization of the plan area consistent with the City of Gardena General Plan policies and objectives. The GTODSP is a regulatory document prepared pursuant to the provisions of California Government Code sections 65450 through 65457, which grant local government agencies the authority to prepare specific plans for the systematic implementation of their general plan for all or part of the area covered by the General Plan.

Government Code Sections 65450 through 65454 establish the authority to adopt a Specific Plan, identify the required contents of a Specific Plan, and mandate consistency with the General Plan.

Per Government Code Section 65451, a Specific Plan must include text and a diagram or diagrams which specify all of the following in detail:

- The distribution, location, and extent of the uses of land, including open space within the area covered by the plan.
- The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located within the land area covered by the plan and needed to support the land uses described in the plan.
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the above items.
- A discussion of the relationship of the Specific Plan to the General Plan.

As a regulatory document, the Specific Plan implements the General Plan as the new zoning for the Specific Plan area. All future development plans and entitlements within the Specific Plan boundaries must be consistent with the applicable standards set forth in this document as described in Chapter 8 (Implementation); the Gardena Municipal Code (Municipal Code or Code), where not modified by the Specific Plan; and the General Plan.

## II. PURPOSE AND INTENT

Successful transit-oriented development districts locate urban residential uses near transit and concentrate these uses in compact areas. The GTODSP further integrates high quality housing options into northwest Gardena. The Plan provides newly constructed multi-family housing options specifically to support local companies in the technology and creative industries.

### III. SITE LOCATION

The project site is located at 12850–12900 Crenshaw Boulevard in the City of Gardena (City). The location of the project site within the City boundaries is illustrated in Figure 1. An aerial photograph of the project site vicinity is provided in Figure 2.

Figure 1. *Regional and Project Vicinity Map*

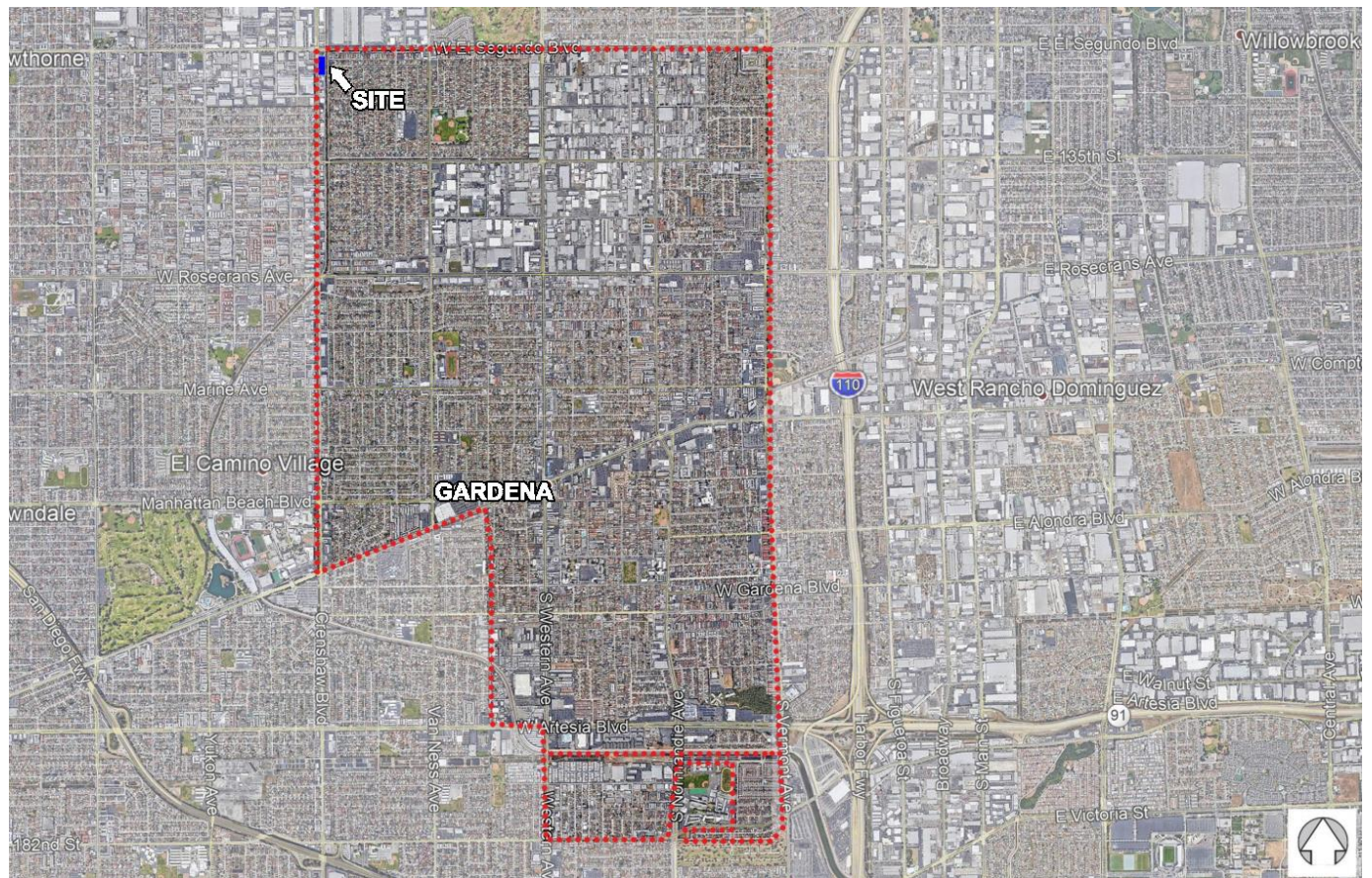
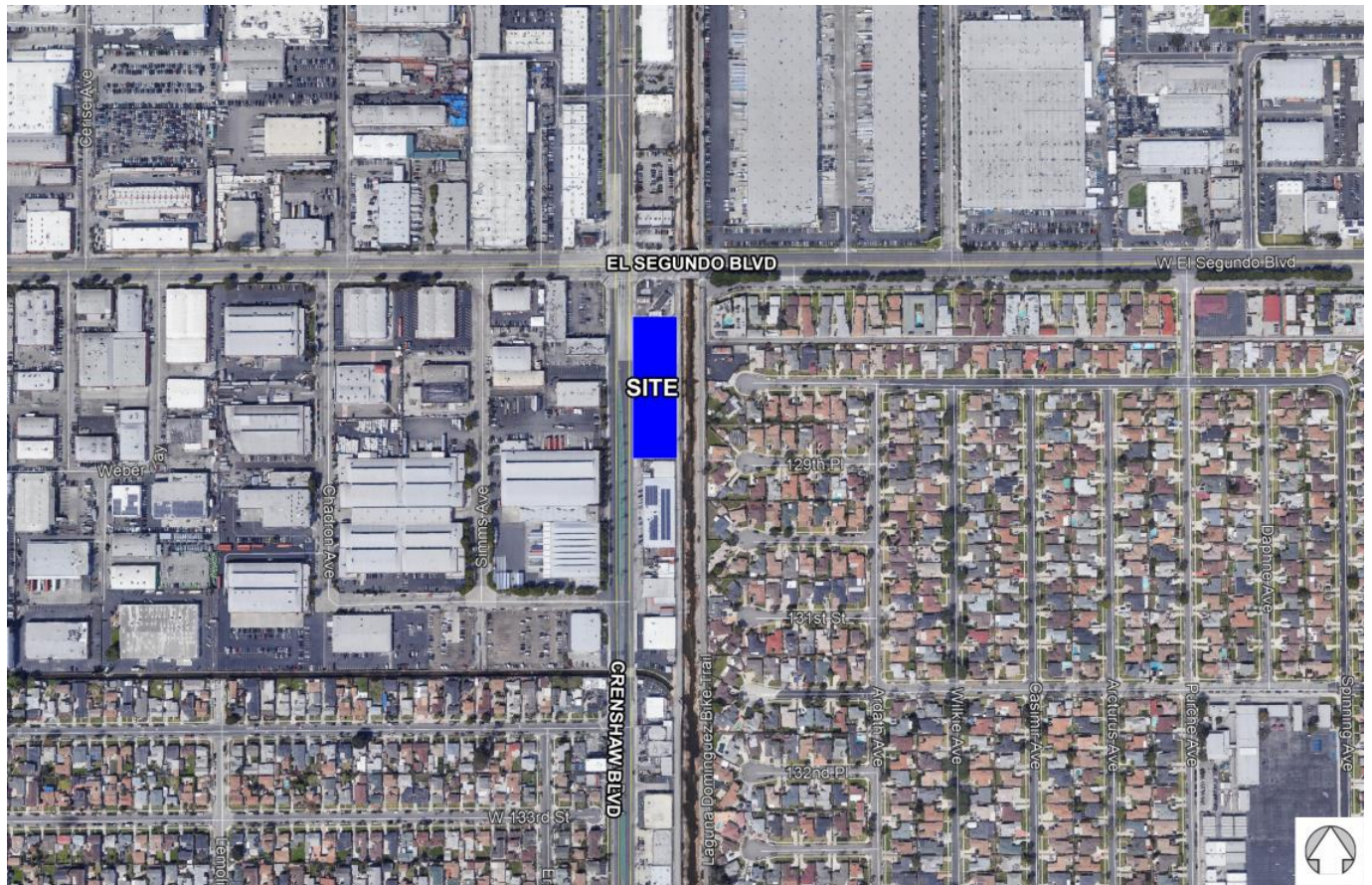




Figure 2. Project Aerial



### Regional Setting

The City of Gardena is located in the South Bay area of Los Angeles County, approximately 12 miles south of downtown Los Angeles, approximately 7 miles southeast of the Los Angeles International Airport, and approximately 10 miles north of the Los Angeles Ports in San Pedro. The location of the project site in its regional setting is illustrated in Figure 1. A number of freeways provide regional access to and from Gardena, including the San Diego Freeway (I-405), the Artesia Freeway (SR-91), the Harbor Freeway (I-110), and the Century Freeway (I-105). Since its incorporation in 1930, the City has grown from a 3-square-mile community known for its farm products to a 5.9-square-mile, highly developed City with a population of over 60,000.

### Local Setting

The 1.33-acre GTODSP area (Plan area) is located in the northwestern corner of the City of Gardena on the east side of Crenshaw Boulevard between W El Segundo Boulevard to the north and W 135th Street to the south. Crenshaw Boulevard abuts the Plan area immediately to the west, the Dominguez Flood Control Channel abuts the Plan area immediately to the east, an existing separated bicycle route runs along the Laguna Dominguez Trail to the east of the Flood

Control Channel, a gasoline station abuts the plan area immediately to the north, and light industrial uses abut the Plan area immediately to the south.

The Plan area is part of a larger engineering, commercial, and employment center that generally stretches north to south from I-105 to Rosecrans Avenue and east to west from Van Ness Avenue to Prairie Avenue. The larger surrounding area includes a variety of land uses and transportation infrastructure and facilities, including the Metro Green Line Crenshaw Station and I-105. The Plan area is generally surrounded by general commercial, logistical, and research and development land uses. Adjacent uses to the east, across the Dominguez Channel, primarily consist of single-family homes, with some multi-family uses across the Channel at the north end. North of the Plan area across W El Segundo Boulevard is a new 230-unit transient oriented development (TOD) project, approved by the City of Hawthorne pursuant to the Green Line Mixed Use Specific Plan, under construction as of the time of the adoption of this Specific Plan.

Crenshaw Boulevard, a north-south street forming the western boundary of the GTODSP area, delivers direct access to the Specific Plan area from Interstate 105 (I-105), which is 0.62 miles north of the Plan area. I-105 provides access to I-405 to the west and I-110 to the east. The intersection of Crenshaw Boulevard and I-105 is the location of the Metro Green Line Crenshaw Station. Local access to the plan area is also provided from El Segundo Boulevard, traveling east-west just north of the Specific Plan area.

The Plan area is within walking distance of the Crenshaw Station, enabling direct non-vehicular access and transportation to downtown Los Angeles and throughout Los Angeles County. The Plan area is also directly adjacent to Metro's 710 Route, which runs from Koreatown to Redondo Beach along Crenshaw Boulevard and which Metro has targeted for higher-frequency service as part of its NextGen Bus Plan, as well as other local bus lines. The GTODSP area is also within walking distance of a variety of retail opportunities and local eateries, many of which are in a large commercial center immediately south of the Crenshaw Station and I-105. The Plan area's proximity to the Crenshaw Station and commercial centers make it suitable for the type of transit-oriented development envisioned by this Specific Plan. The GTODSP's transit-rich setting offers future residents' access to regional destinations, including beaches to the west and downtown Los Angeles to the north, without the need for an automobile. However, direct access to three major freeways also allows convenient automobile access for those who choose to drive.

#### IV. PROJECT HISTORY AND BACKGROUND

The South Bay is evolving from a historically underutilized, heavy-industrial area to a hub of innovation and creativity, home to technology firms and industries. The presence of

internationally prominent technology and creative companies and the GTODSP area's proximity to the Crenshaw Station and other transportation infrastructure are anticipated to attract other technology firms considering expansion or relocation. However, innovative technology firms and their employees place a premium on quality-of-life and livability factors. These factors include access to high-quality housing; social, cultural, and environmental amenities; access to shops and restaurants; and lower-stress commutes.

The GTODSP will support the expanding regional technology industry with newly constructed, high-quality, multi-family housing options. The current jobs-housing regional imbalance negatively impacts the local economy, the regional transportation network, the environment, and the personal lives of employees and their families. The GTODSP is consistent with recent legislative efforts (such as Senate Bill 375) that aim to reduce greenhouse gas emissions by encouraging development proximate to transit and employment centers which ultimately shortens trip lengths and reduces vehicle miles traveled (VMT).

## V. PROJECT DESCRIPTION

The project includes the demolition of an existing single-story building for the construction and development of an eight-story residential building with up to 265 dwelling units. The building includes a maximum of eight stories with a maximum height of up to 100 feet, as measured from the finished floor (i.e., the level of the finished floor on the ground level) to the highest point on the roof. The building will include five and one-half levels of residential floors over two and one-half levels of parking (the third level being half-residential and half-parking). The project will provide on-site vehicular parking at one space per unit (unbundled) and secured bicycle parking spaces for residents. The Project is located on an approximately 58,144 square foot parcel that includes up to a maximum of 247,112 square feet of total floor area with a floor area ratio (FAR) of up to 4.25:1.

The project's building design will incorporate an architectural style and scale that is compatible with the intended use. Architectural details may draw upon new local technology buildings or other nearby features that contribute to the aesthetic ambience of the immediate area. The project will provide consistency in architectural style throughout the project and will promote a unique style of design achieved through the creative use of massing, roof forms, materials, and facades. Additional architectural guidelines are included in Chapter 6, Section I. of this Specific Plan.

The project is a transit-oriented development that will locate urban residential uses near public transit. The project site is located within walking distance of the Crenshaw Station, numerous local and regional bus lines, and neighborhood-serving commercial uses, providing residents with an urban experience, activating the streetscape and pedestrian realm, reducing dependence on

the personal automobile. The project will also help to address the regional jobs-housing imbalance, support the local economy by creating newly constructed, high-quality, multi-family housing options in northwest Gardena near significant employment centers in the technology and creative industries.

The project site is currently located in the C-3 (General Commercial) zoning district. The C-3 zoning district does not permit residential uses and permits a maximum FAR of 0.5:1 and a maximum building height of two and one-half stories. By comparison, as noted, the GTODSP zoning permits residential density of up to 200 dwelling units per acre, maximum FAR of up to 4.25:1, and building heights of up to eight stories and 100 feet.

## VI. ENVIRONMENTAL ASSESSMENT

An Environmental Impact Report (EIR) has been prepared and certified in accordance with the provisions of the California Environmental Quality Act (CEQA) to address the potential environmental effects of the GTODSP. In conjunction with the EIR, the project will implement mitigation measures to reduce potential impacts resulting from project implementation to a less-than-significant level [(SCH#2020080305)]. All mitigation identified in the EIR are incorporated in this Specific Plan by reference.

## VII. RELATED APPLICATIONS AND DOCUMENTS

In addition to approval of this Specific Plan (SP #1-20), the following entitlements were also be approved by the City to develop the project:

### General Plan Amendment (GPA #1-20)

A general plan amendment to (i) change the land use designation on the General Plan Land Use Map from “General Commercial” to “Gardena TOD Specific Plan” and (ii) amend the Land Use Element text and Land Use Element Table LU-3 to allow the mix of uses and densities specified in this Specific Plan.

### Zone Change/Zone Text Amendment (ZC #1-20/ZCA #3-20)

A corresponding zoning map amendment to replace the existing General Commercial (C3) zoning with the Gardena TOD Specific Plan zone and to amend the text of the Gardena Municipal Code to add this new zone. Changes are also being made to the zoning provisions of the Gardena Municipal Code relating to billboards in order to allow a dynamic, digital billboard in the Specific Plan area.

Development Agreement (DA #1-20)

A development agreement between the City and developer that guarantees the right to build the development as set forth in this Specific Plan for a period of 10 years and provides a community benefit to the City in the form of revenue from the billboard.

Lot Line Adjustment (LLA #1-20)

A lot line adjustment to combine the GTODSP site's four legal lots into a single development site.

Site Plan Review (SPR #1-20)

Review of the physical design of the development.





# CHAPTER 3. CONTEXT AND EXISTING CONDITIONS

## I. PROJECT SITE AND LAND USES

The GTODSP area consists of a single tax parcel and four legal lots totaling approximately 1.3 acres in size, situated between Crenshaw Boulevard and the Dominguez Flood Control Channel. Existing land uses in the GTODSP area include a dilapidated, one-story, approximately 24,000 square-foot light industrial building operating as an auto-parts warehouse at the time the Specific Plan was initiated, and a paved parking area to the north of the building.

A map of the existing parcels and uses is provided in Figure 3.

Figure 3. *Existing Uses*



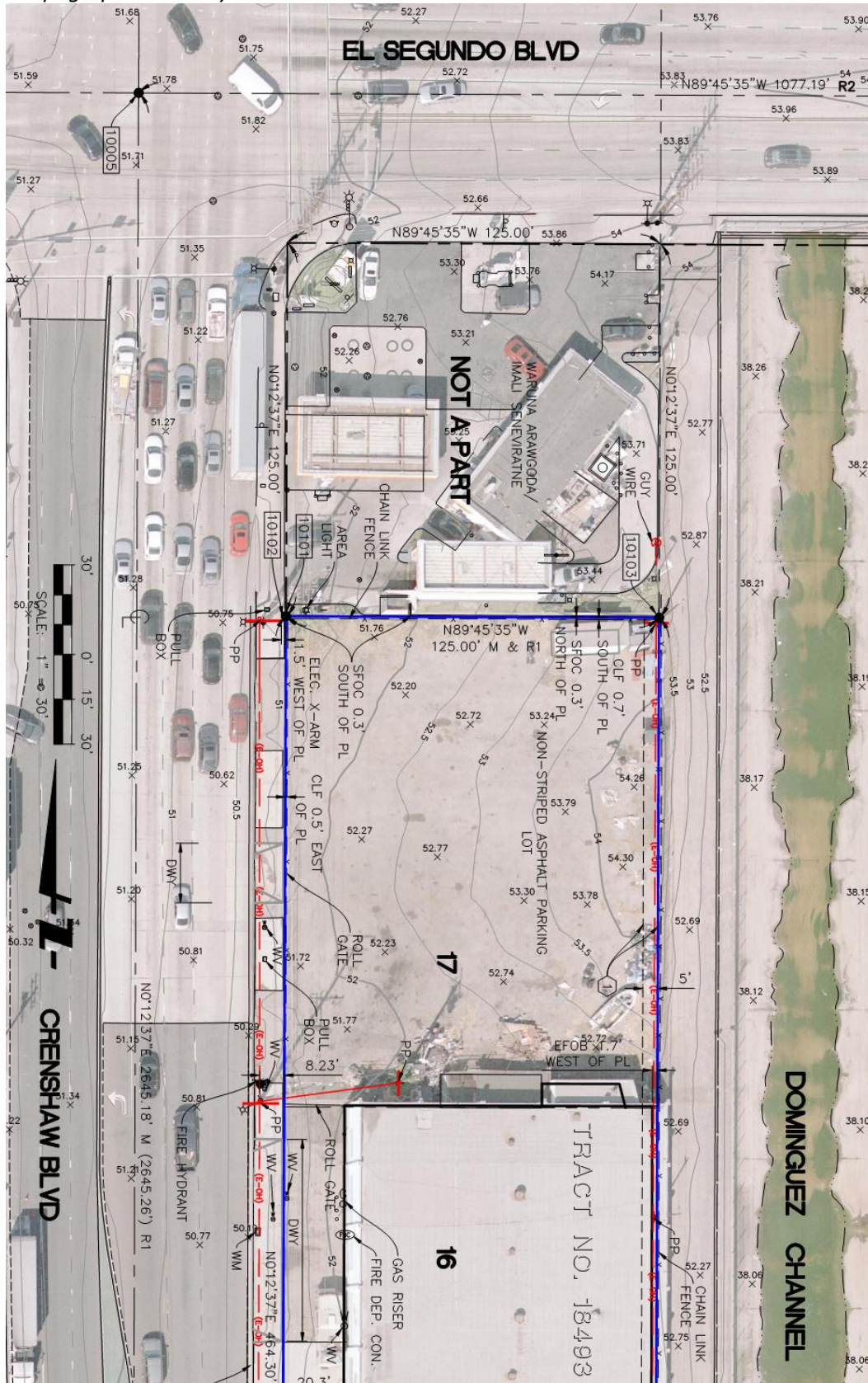
## II. TOPOGRAPHY

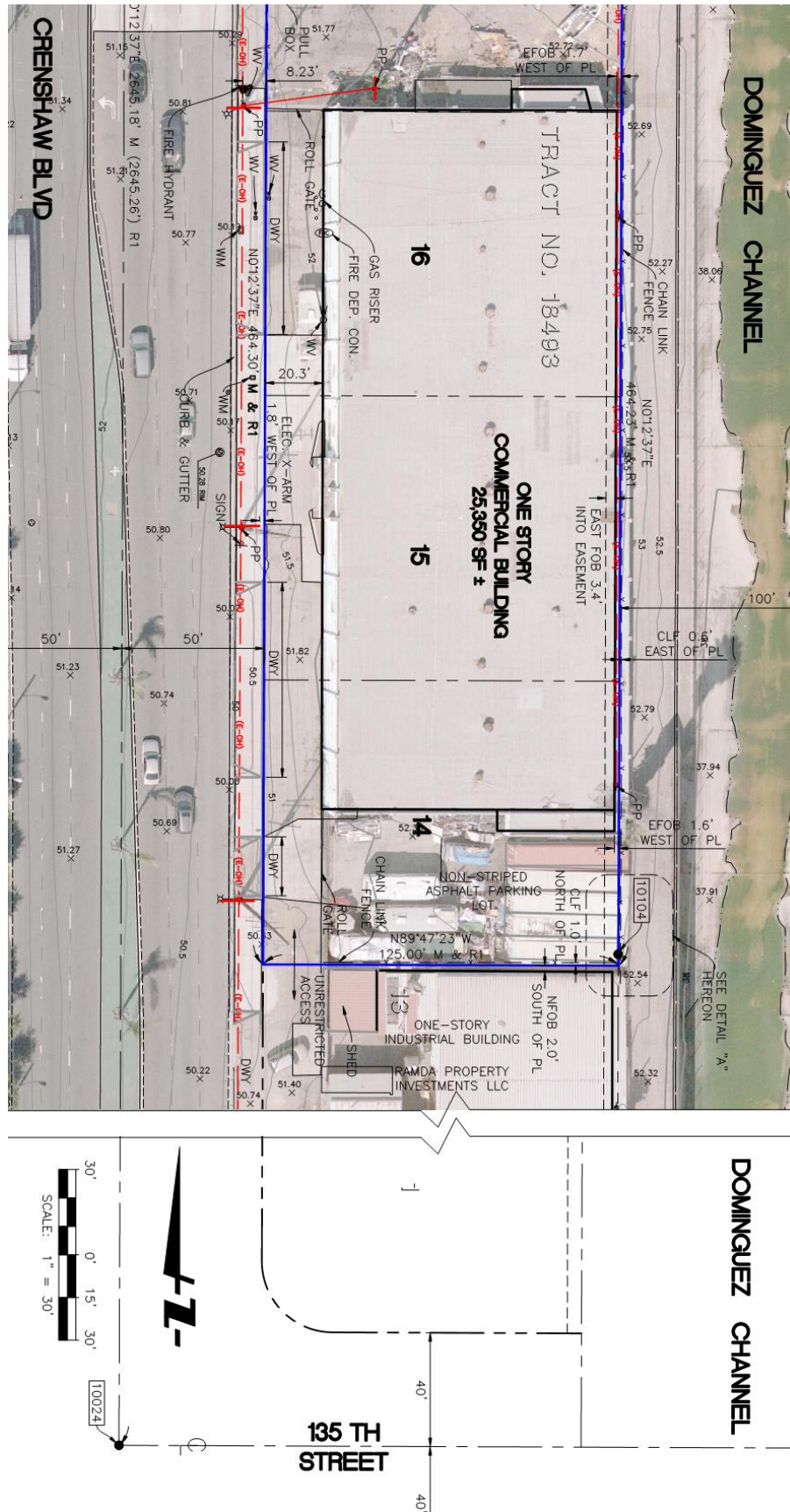
The topography of the site slopes from the northeast corner to the southwest corner, with an elevation difference of approximately 3' across the site. An existing unpaved maintenance roadway owned by the Los Angeles County Flood Control District lies along the Dominguez Channel to the east of the site. It slopes in a southeasterly direction toward the channel.

A topographical survey of the GTODSP area is provided in Figure 4.



Figure 4. Topographical Survey







### III. GEOLOGY AND SOILS

A geotechnical study of the GTODSP area was prepared by Geotechnologies Inc. on January 30, 2020. Existing geology and soils conditions are taken from the geotechnical study.

Based on review of available geologic maps, the site is not located within an Alquist-Priolo Earthquake Fault Zone. The site is located approximately 1.2 miles south and 1.6 miles west of sections of the Inglewood fault zone. In addition, the site is not located in a liquefaction zone.

The site is underlain by artificial fill and alluvium. The fill encountered on the site ranged in depth from 2½ to 3 feet from existing grade. The fill is in turn underlain by native alluvial soils.

Groundwater was encountered at depths ranging from 26½ to 28 feet below the existing grade. Based on available groundwater data, the historically highest groundwater level for the site was approximately 25 feet below the ground surface.

The primary geologic hazard at the site is moderate to strong ground motion (acceleration) caused by an earthquake on any of the local or regional faults. The potential for other earthquake-induced hazards was also evaluated including surface rupture, liquefaction, dynamic settlement, inundation and landsliding.

### IV. HYDROLOGY

A hydrology study of the GTODSP area was prepared by Fuscoe Engineering on April 24, 2020.

The site drains in a southwesterly direction and discharges via sheet-flow to Crenshaw Boulevard. From there, the drainage is directed south towards an existing public catch basin in Crenshaw Boulevard near W 131st Street. The drainage is ultimately conveyed to the Dominguez Channel, a Los Angeles County Flood Control District (LACFCD) Channel, located easterly of the site.

The grading pattern for the proposed development will largely be consistent with that of the existing condition and surface flow westerly towards Crenshaw Boulevard. The site is currently approximately 95 percent impervious. The proposed project will increase the pervious area of the site by approximately five percent.

### V. GENERAL PLAN AND ZONING DESIGNATIONS

The City of Gardena's General Plan Land Use Plan currently designates the project site for General Commercial land uses, with a maximum floor area ratio (FAR) of 0.5. The General Commercial land use designation provides for a wide range of larger scale commercial uses to serve both the needs of the City and the region. It is intended for commercial uses such as regional retail, automobile dealerships, supermarkets, junior department stores, financial centers, professional

offices, restaurants, and other commercial uses oriented to the traveling public. Its corresponding zoning includes General Commercial (C3), the current zoning district of the Plan area.

Adjoining properties to the north and south are also designated and zoned General Commercial. Property to the west of the plan area is located in the City of Hawthorne and is zoned for general commercial and industrial uses, while the Dominguez Flood Control Channel to the east is designated for Public/Institutional land uses (i.e., public, quasi-public and official uses and public or community facilities).

As described in Chapter 7, Section I, below, the General Plan, General Plan Land Use Map, Zoning Ordinance and Zoning Map have been amended by resolution and ordinance concurrent with adoption of this Specific Plan to ensure complete consistency.

## VI. CIRCULATION

Three major freeways provide regional access to the project site: I-105 to the north, I-405 to the west, and I-110 to the east.

Circulation along I-105 connects to the project via Crenshaw Boulevard, which runs along the western boundary of the GTODSP area. Local access to the plan area is also provided from El Segundo Boulevard, traveling east-west just north of the Specific Plan area.

Crenshaw Boulevard provides local access to the site. Crenshaw Boulevard is a major divided arterial, with a total of six lanes west of the site.

A sidewalk along the east side of Crenshaw Boulevard provides pedestrian access to the site.

## VII. UTILITIES AND SERVICES

Ensuring the GTODSP area is served by adequate infrastructure is critical to the successful implementation of the Plan and future development of the area.

### **Stormwater and Drainage**

Stormwater from the GTODSP area is generally conveyed to the Dominguez Channel through curb and gutter along Crenshaw Boulevard. The GTODSP area is currently built out and covered with a combination of structures, surface parking, and other impervious surfaces.

**Sewer**

The City of Gardena is responsible for maintaining the existing sewer lines that provide wastewater collection, conveyance, and management surrounding the property. City of Gardena as-built plans show an 8-inch vitrified clay pipe (VCP) approximately 34 feet east of the centerline of Crenshaw Blvd. The existing sewer pipe has a peak flow rate of 24,000 GPD which equates to being 17 percent full.

**Water**

Water and fire services are provided to the property by an 8-inch cast iron line owned and maintained by the Golden State Water Company. There are currently existing domestic and fire water laterals serving the site. There is an existing fire hydrant adjacent to the northwestern portion of the Plan area.

**Electrical Power**

The site is currently served by overhead power lines on the east side of the Crenshaw Boulevard owned and maintained by SoCal Edison.

**Natural Gas**

It does not appear that the site is currently served by natural gas. There is currently existing infrastructure in the street owned and maintained by SoCalGas. There is a 20-inch transmission line on the west side of the street and a 4-inch distribution line on the east side of the street.

**Solid Waste**

Waste Resources of Gardena provides solid waste pickup services for the City.

**Fire Protection Services**

The Los Angeles County Fire Department provides fire protection services and emergency medical service to the City. The closest facility to the project site, located 0.5 miles to the north and a two-minute driving distance, is Fire Station 162 at 12151 Crenshaw Boulevard in Hawthorne, California. The next-closest facility to the project site, located 1.2 miles to the southeast and a 3-minute driving distance, is Fire Station 159 at 2030 W 135th Street. The provision of water for fire suppression is available from existing water lines via adjacent hydrants.

**Police Protection Services**

The Gardena Police Department (Gardena PD) provides police protection services to the City. The Specific Plan area is approximately 3.4 miles from the police station located at 1718 W 162nd Street. The Gardena PD divides the City into three districts, each with its own District Policing

Team. The project site is located within District 1.

### **Library Services**

The Los Angeles County Library provides library services to the City. There are two libraries within City limits. The closest library facility to the project site, located 1.1 miles to the south and a two-minute driving distance, is the Masao W. Satow Library at 14433 South Crenshaw Boulevard.

### **Schools**

The Los Angeles Unified School District provides educational services and facilities for students from kindergarten through twelfth grade. The project site is within the service district of LAUSD and is served by three schools: Purche Avenue Elementary School, Peary Middle School, and Gardena Senior High School. The enrollment at all three of these schools has been dropping over the years. Animo Legacy Charter Middle School is also in the vicinity located approximately 1.3 miles to the northeast.

# CHAPTER 4. SPECIFIC PLAN CONCEPTS

## I. PROJECT GOALS AND OBJECTIVES

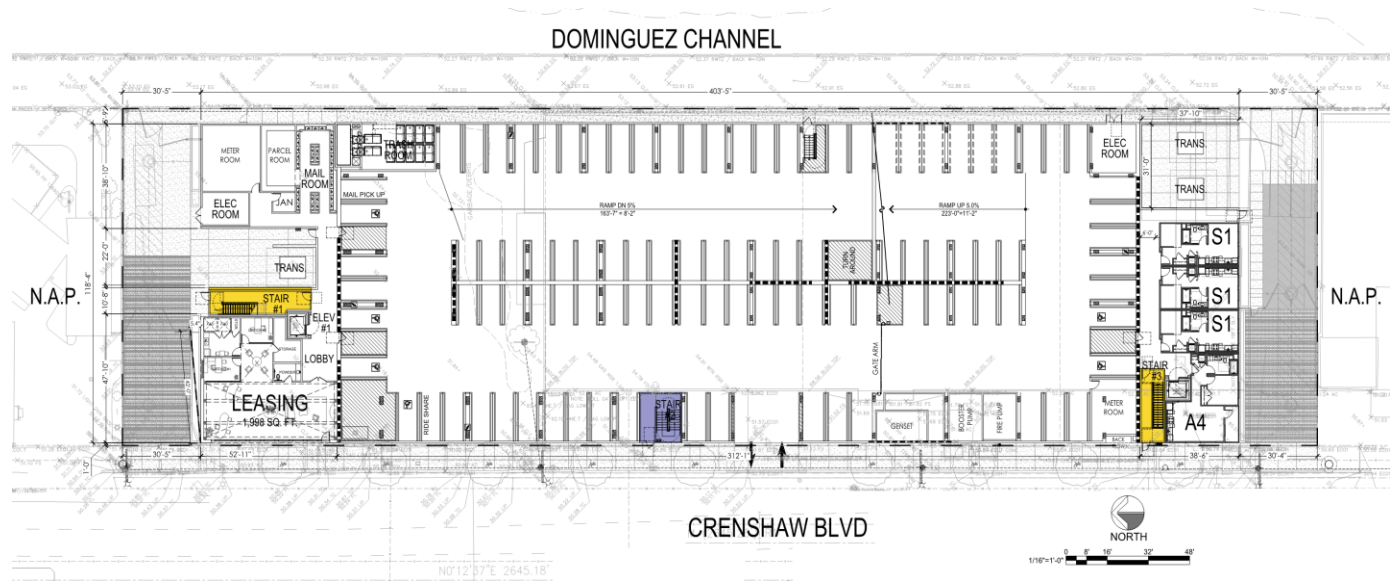
The overall purpose of the GTODSP is to be a catalyst to transform northwest Gardena into a vibrant, transit-oriented neighborhood. Implementation of the GTODSP would provide newly-constructed, high-quality multi-family housing and help facilitate a more complete community by bringing new residents to the neighborhood, reducing the regional jobs-housing imbalance, improving the streetscape, activating the pedestrian realm, and helping transition an automobile-oriented corridor to transit-oriented development. The GTODSP permits urban residential land uses and establishes building and site design, transportation, infrastructure, and streetscape strategies to achieve this vision. The project is guided by the following major objectives:

1. Diversify the City of Gardena's existing multi-family housing options to serve the region's growing and evolving technology and creative sectors and aid in recruiting talent for local companies.
2. Support the expanding technology and creative sector with newly constructed, high-quality multi-family housing opportunities, enabling local employees to live close to where they work.
3. Cluster urban development near the Crenshaw Station, technology firms, and other large employment centers, providing City residents with the opportunity to live, work, and shop with less reliance on automobiles.
4. Establish multi-family development that meets high standards of design and pursues environmental sustainability.
5. Provide digital, animated and moving signage for both off-site advertising as well as community programming and City revenue sharing public benefit purposes.
6. Redevelop a blighted, non-conforming site, increase tax revenues to the City, and create a catalyst for future development in the northern portion of Gardena.

## II. SITE PLAN / LAND USE PLAN

The site plan and land use plan provided in Figure 5 sets forth the proposed plan for development of the Specific Plan area.

Figure 5. *Site Plan and Land Use Plan*

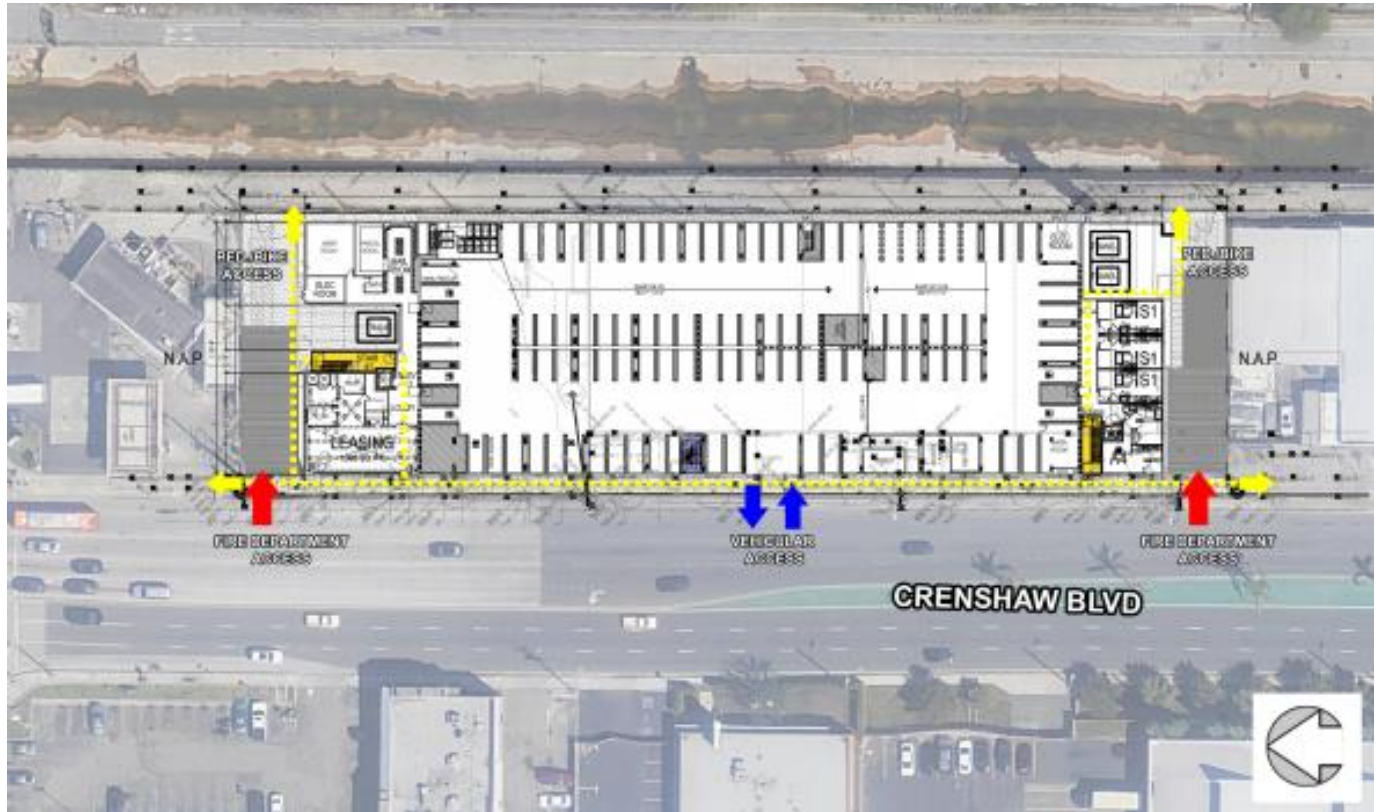


The GTODSP generally provides for development of up to 265 residential units with related amenities and ancillary uses. Development within the GTODSP area must be substantially consistent with the Figure 5 concept.

### III. TRANSPORTATION/CIRCULATION PLAN

The circulation plan for the GTODSP is provided in Figure 6.



Figure 6. *Circulation Plan*

### On-Site Circulation and Access

The project replaces an operating auto-parts warehouse and surface lots that contain perpendicular parking areas and six curb cuts that interrupt the sidewalk. The proposed project replaces the existing light industrial land use with a new residential building with multi-modal amenities located near several transit service routes. The proposed vehicle access point will improve the frontage along Crenshaw Boulevard and will significantly reduce the number of curb cuts and potential conflict points between vehicles and pedestrians.

Vehicular access will be provided along the northbound side of Crenshaw Boulevard at one driveway located approximately at the center of the project site. An existing raised median along Crenshaw Boulevard limits access to northbound right-turn entry/right-turn exit site access only. Per the Los Angeles County Fire Department, a 26-foot wide fire access lane is required along both the north and south property lines with direct access to Crenshaw Boulevard. On-site parking will be provided in an enclosed garage consisting of two-and-a-half vertical floors, starting at the ground level. The parking garage is designed to permit two-way travel between the various levels with adequate circulation.

### Pedestrian Access

Pedestrian access to the project site will be provided on the ground floor with primary pedestrian

access located at the building lobby located on the northern portion of the site. Additional restricted pedestrian access will also be provided to residential units on the southern end of the site, and via the parking garage. On-site pedestrian circulation will consist of a network of pathway connections between residential units, common areas, and the parking garage. Existing sidewalks are provided along the project frontage and within a continuous and complete pedestrian network in the surrounding area. Marked crosswalks are provided on all legs of the nearest intersection of Crenshaw Boulevard and El Segundo Boulevard, which provide direct access to transit stops and surrounding land uses.

### **Transit Access**

The project site is well-served by transit service via Metro and the City of Gardena's transit service, GTrans. The Crenshaw Station is located 0.6 miles north of the project site, providing access to light rail. The project site is also located within a quarter-mile of nine bus stops. The following bus routes provide service within the immediate vicinity of the project site:

Route 5 (GTrans): connects to Metro buses on El Segundo Boulevard and to Metro Rail at the Imperial and Aviation Stations. Popular destinations on this bus route include Centennial High School, Hawthorne High School, Hawthorne Memorial Center, Hawthorne Sports Center, MLK Community Hospital and Magic Johnson Park.

Route 126 (Metro): connects to Manhattan Beach – Hawthorne Metro Rail Station via El Camino College.

Route 210 (Metro): connects to Hollywood/Vine Station – South Bay Galleria via Crenshaw Boulevard.

Route 710 (Metro): connects to Wilshire Center – South Bay Galleria via Crenshaw Boulevard.

### **Bicycle Access**

Secured bicycle storage will be provided in the enclosed garage. There is an existing separated bicycle route along the Laguna Dominguez Trail behind the project site on the east side of the Dominguez Flood Control Channel. The Laguna Dominguez Trail spans nearly three miles between Lawndale and Hawthorne and can be accessed from El Segundo Boulevard, approximately 200 feet from the project site. The bicycle route provides direct access to the Crenshaw Station.

## Transportation Demand Management

This section describes transportation demand management (TDM) strategies that will be implemented in the GTODSP area to advance the Plan's vision for multi-modal transportation. The project will integrate TDM measures to reduce single-occupant automobile travel and take advantage of the GTODSP's proximity to large employment centers, transit services, and bicycle and pedestrian facilities. The following applicable TDM strategies shall be provided by the developer of the GTODSP property.

Unbundled Parking. There shall be a charge for parking spaces. The property owner shall unbundle automobile parking charges from the rents or other fees charged for leasing residential units in the GTODSP area.

Pre-Leasing for Area Employees. Residential units within the GTODSP area shall be marketed exclusively for a thirty-day period to residents who are employees working within a one-half mile radius of the development, before the units are offered for rent to the general public. The developer shall submit a pre-leasing marketing plan to the Community Development Director for review and approval prior to issuance of a temporary certificate of occupancy. The developer must then demonstrate compliance with the approved thirty-day exclusive marketing plan prior to issuance of a final certificate of occupancy.

Transit Information. To ensure that residential tenants are aware of transit options and TDM programs available to them, an information board or kiosk shall be posted in a central location in the building.

On-site Residential Bicycle Parking. One bicycle parking space shall be provided for every residential unit (located in secured facilities accessible only by residents). There will also be unsecured bicycle parking spaces for guests, provided at-grade on a first-come, first-serve basis. All bicycle parking shall be located in a safe, convenient location, encouraging the use of bicycle transportation by residents and guests.

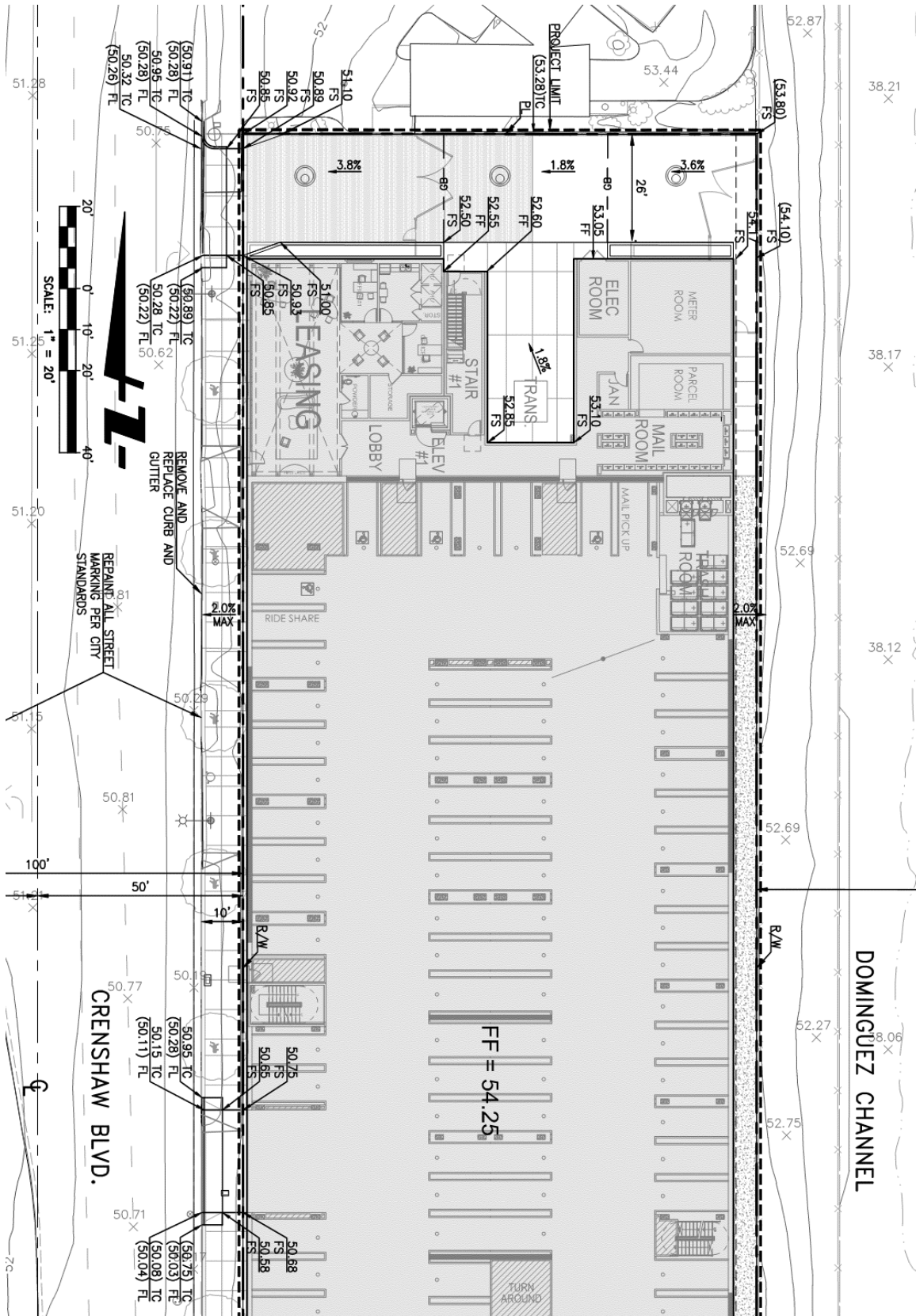
Ride-Sharing Pick-Up/Drop-Off. A designated loading area within the GTODSP shall be signed and distinguished (e.g., with paving and/or paint) so that it may be utilized as a pick-up and drop-off zone for ride-sharing services.

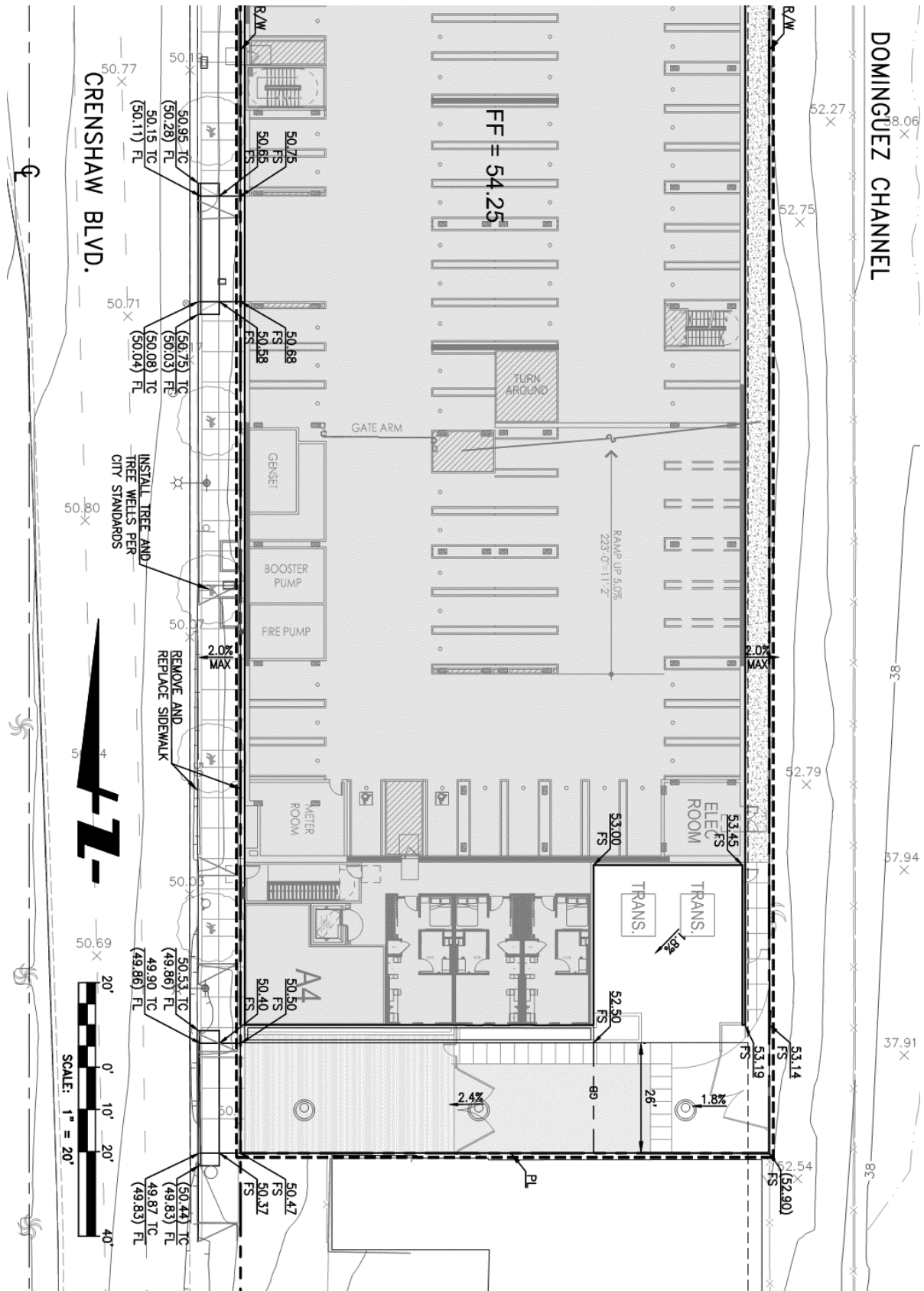
One-time Free Monthly Pass. During the initial 24-month period that units become available for rent, new residents who commence a 12-month lease shall be offered a one-time free monthly Metro pass.

#### IV. GRADING PLAN

The grading plan for the GTODSP area is provided in Figure 7.

Figure 7. *Grading Plan*





The site will be graded to mimic the existing grading and drainage patterns. The overall site grading and drainage pattern will be westerly towards Crenshaw Boulevard. Onsite area drains and catch basin will collect all onsite runoff prior to discharging through the curb into the existing gutter.

## V. PUBLIC FACILITIES / UTILITIES PLAN

Existing utility infrastructure capacity for this area has been confirmed through regional area capacity studies and load-based assessment using proposed development parameters.

### **Stormwater and Drainage**

As noted above, the GTODSP area is currently approximately 95 percent impervious. The construction of the proposed project will increase the site's permeability by approximately five percent. The project will not substantially change either the amount or rate of stormwater runoff flows currently generated in the Specific Plan area. In compliance with existing regulations, the GTODSP developers will provide all necessary drainage improvements and implement best management practices (BMPs) in compliance with National Pollutant Discharge Elimination System (NPDES) requirements, through a combination of infiltration, biofiltration, and possibly some capture-and-reuse.

The drainage improvements are subject to the City's standard development review and permit process, including plan checks and inspections.

The proposed project shall be graded to collect stormwater onsite and route the water by means of various BMP solutions and into the street flow line of Crenshaw Boulevard. The project shall utilize overflow drainage features if an influx of stormwater overtaxes the system.

Based on City code, the project will be required to treat the volume of water as determined by the Los Angeles County 85th Percentile 24-hour event precipitation isohyetal map.

### **Sewer**

As noted above, City of Gardena as-built plans show an 8-inch vitrified clay pipe (VCP) approximately 34 feet east of the centerline of Crenshaw Blvd. The existing sewer pipe has a peak flow rate of 24,000 GPD which equates to being 17 percent full. The project is expected to keep the pipe flowing at less than the recommended guideline of 50 percent.

The project will connect to the existing sewer main through a series of laterals varying in size from four to eight inches.

### **Water**

As noted above, there is an existing fire hydrant on the east side of Crenshaw Boulevard adjacent to the northwestern portion of the site. A new fire hydrant will be added at the south end of the property as required by the Los Angeles County Fire Department.

Development of the GTODSP will include all state mandated water-saving features, including water-efficient faucets, shower heads, and toilets.

The project will connect a domestic water line, a fire line, and irrigation line to the existing main.

### **Electrical Power**

As noted above, the site is currently served by overhead power lines on the east side of the Crenshaw Boulevard owned and maintained by SoCal Edison. These lines will be placed underground within the project site as part of the project to provide permanent electrical power.

### **Natural Gas**

As noted above, although the site is not currently served by natural gas, there is existing infrastructure in the street owned and maintained by SoCalGas, including a 20-inch transmission line on the west side of the street and a 4-inch distribution line on the east side of the street. It is anticipated that the project will be served by the 4-inch line on the far side of Crenshaw Boulevard.

### **Solid Waste**

As noted above, solid waste pickup for the site will be handled by Waste Resources of Gardena. The trash pickup location will be coordinated with Waste Resources.

### **Public Services**

The project site and surrounding area is developed and afforded all municipal services. Police protection services for Gardena are provided by the Gardena PD. Fire protection and emergency medical response services for Gardena are provided by the Los Angeles County Fire Department (LACFD). The LACFD operates two fire stations within the City of Gardena and several other fire stations in the vicinity of the project site. The LACFD Fire Station that will serve the Gardena TOD Specific Plan is Fire Station 162, located approximately 0.5 miles away at 12151 Crenshaw Boulevard in the City of Hawthorne. Because of the strategic location of the station, response times for emergency calls are generally within the four-minute goal established by the LACFD.



The provision of water for fire suppression is available from an existing 8-inch water line located in Crenshaw Boulevard. A two-hour fire flow test for the 6-inch hydrant located nearest the Project Site (Hydrant 163) determined that, at the required residual pressure of 20 pounds per square inch, a fire flow of 7,124 gallons per minute (gpm) was provided for the duration of the test, satisfying LACFD's minimum fire flow requirements of 3,000 gpm. Therefore, there would be adequate water service to satisfy the project's fire protection demand.

Educational services are provided to Gardena by the Los Angeles Unified School District (LAUSD). The project site is within the service district of LAUSD and is served by three schools: Purche Avenue Elementary School, Peary Middle School, and Gardena Senior High School. The enrollment at all three of these schools has been dropping over the years. Animo Legacy Charter Middle School is also in the vicinity located approximately 1.3 miles to the northeast.

## VI. RECREATION AND OPEN SPACE PLAN

The recreation and open space plan for the GTODSP area is provided in Figure 8.

Figure 8. *Recreation and Open Space Plan*



The project will provide a minimum of 8,500 square feet of common open space and may provide additional private open space (such as balconies for certain dwelling units) for resident use and enjoyment.

The project's common open space and amenities consist of a series of courtyards and open areas, both active and passive, distributed in three levels for use by residents and their guests. The proposed open spaces and amenities shall include, at a minimum:

- Dog park;
- Swimming pool and upper-level courtyard(s);

- Fitness room;
- Club house; and
- Co-working space.

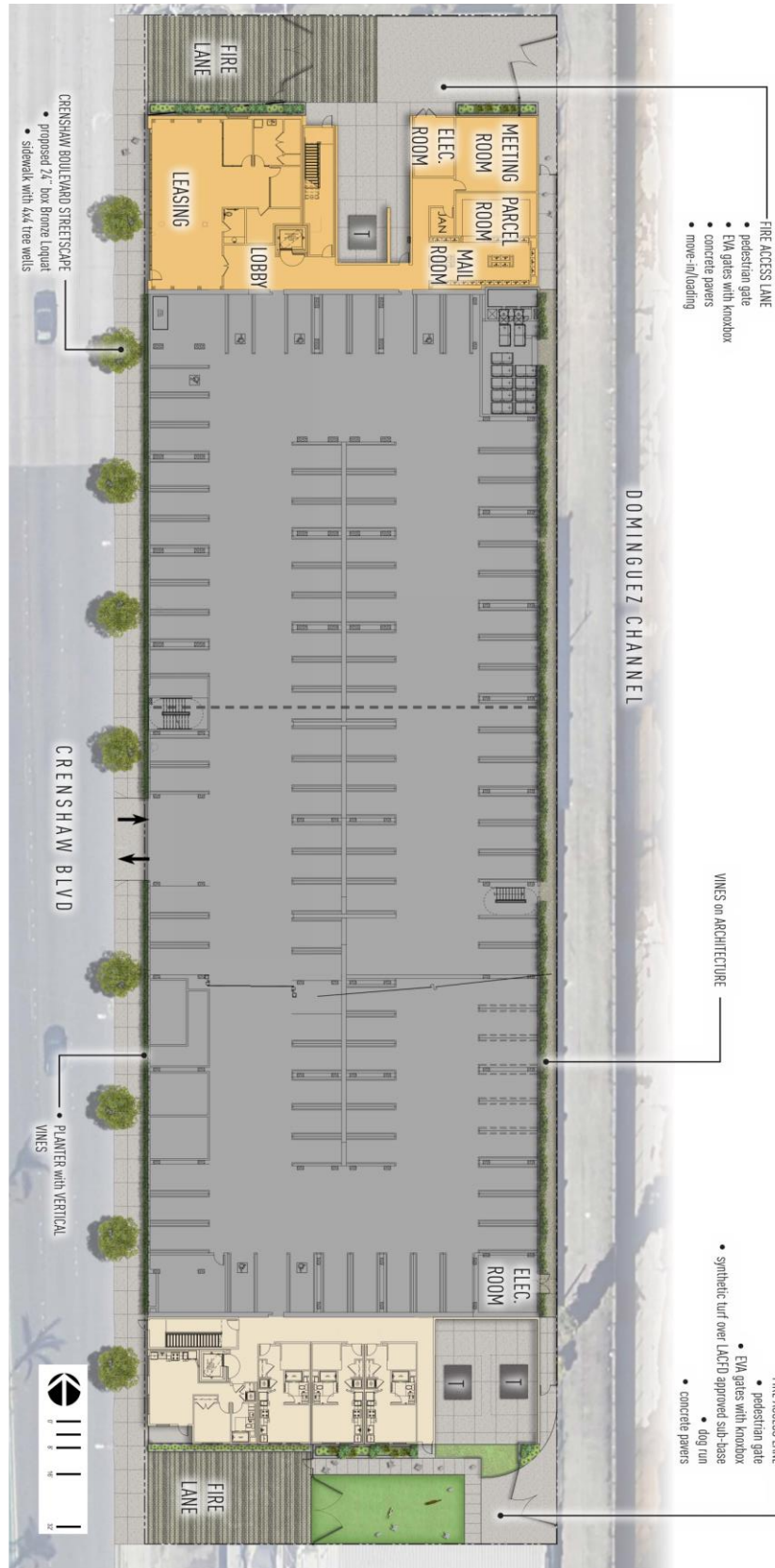
## VII. PHASING PROGRAM

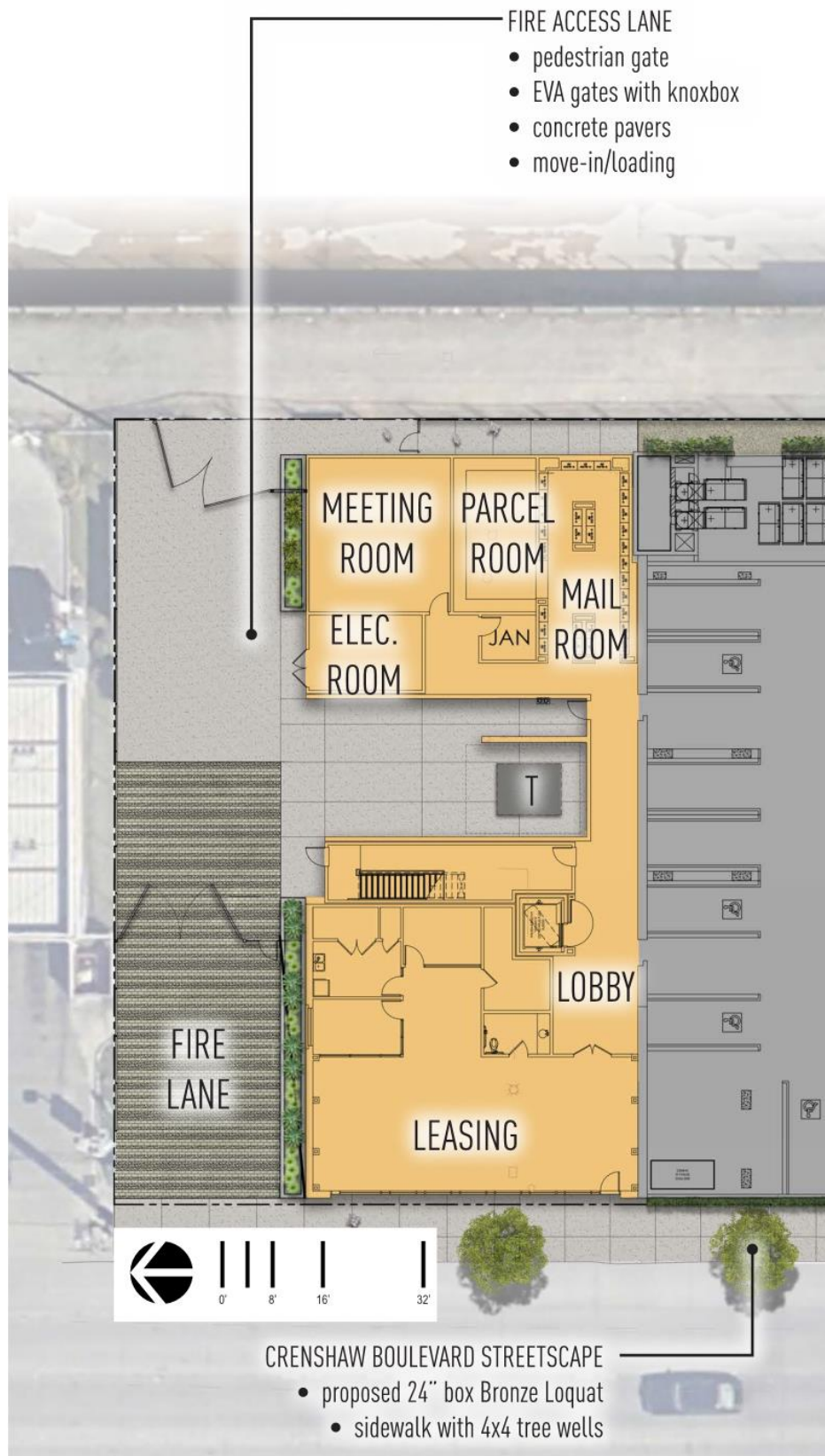
The proposed project within the GTODSP area is envisioned to be built in one phase. Phased occupancy of the proposed project is permitted. A Temporary Certificate of Occupancy may be issued pending clearance of certain final project conditions of approval, subject to approval by the Community Development Director.

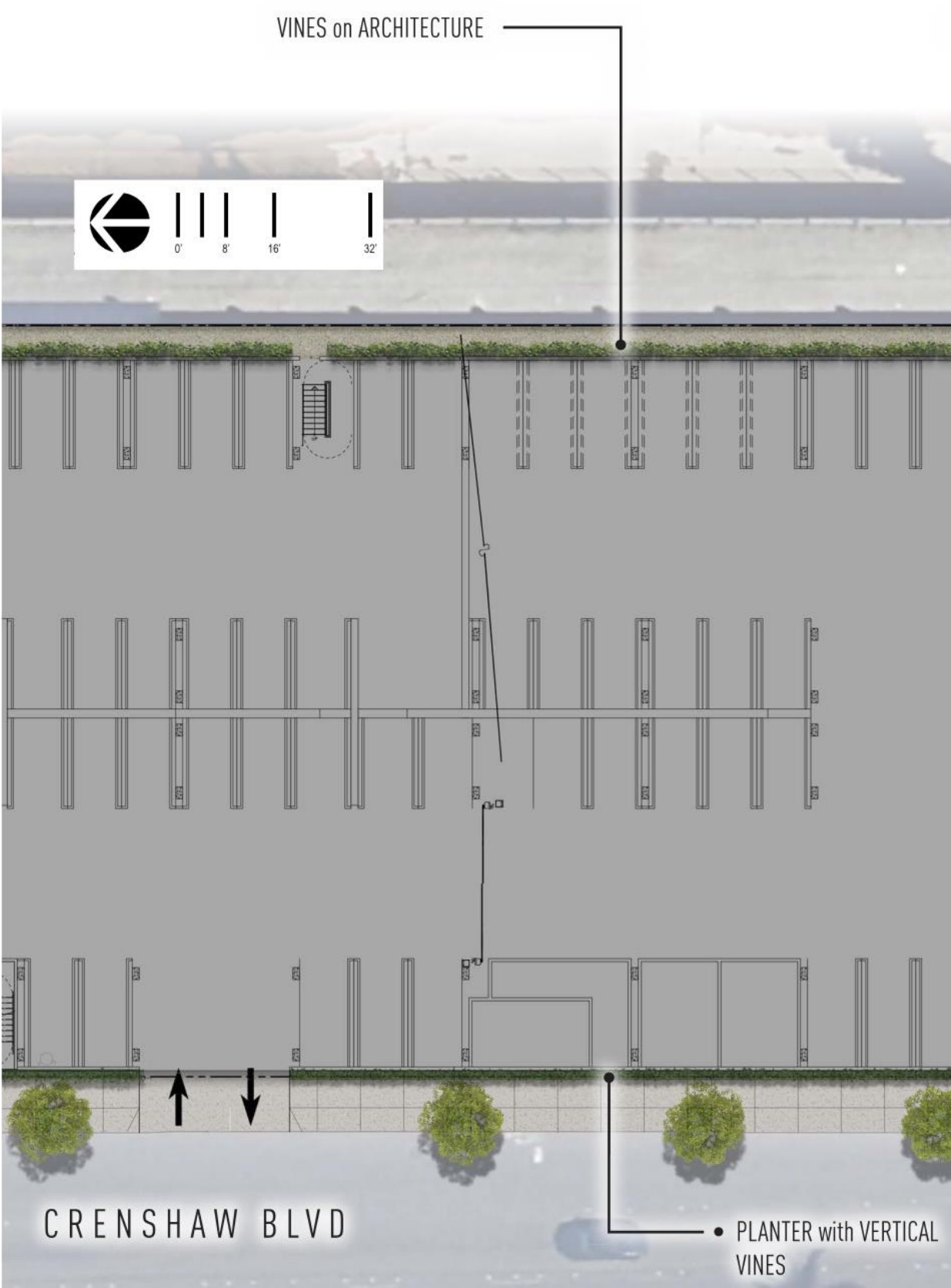
## VIII. LANDSCAPE PLAN

The landscape plan for the GTODSP area is provided in Figure 9.

Figure 9. *Landscape Plan – Ground Level*









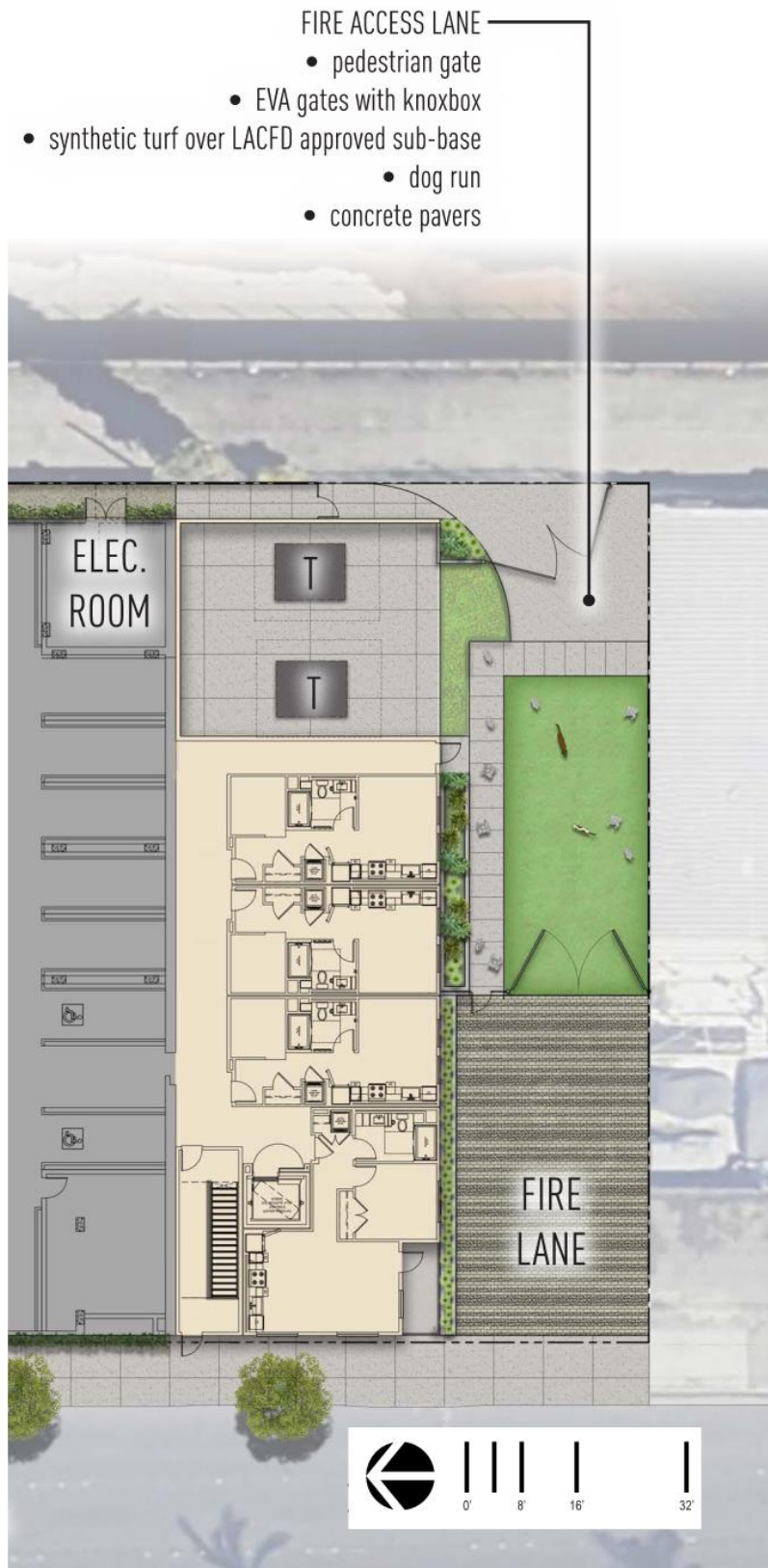
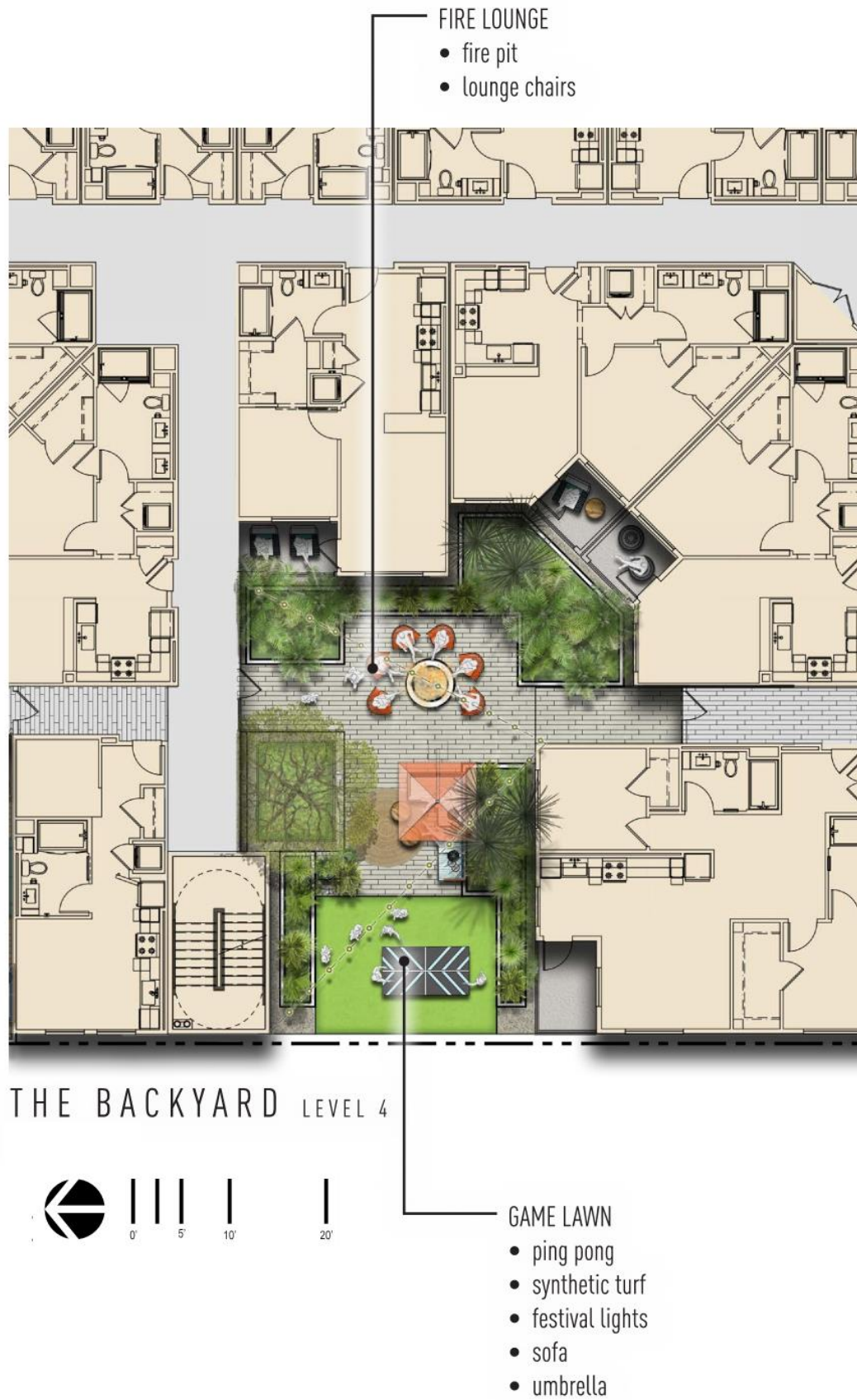


Figure 9. Landscape Plan – Elevated Courtyards











The landscaping for the project will provide a distinct visual impression and community identity, soften the urban experience, and provide a high level of aesthetic standards complemented by the quality of the building materials, all of which will assure an attractive environment enhancing the quality of life for its residents.

### **Streetscape**

The Crenshaw Boulevard streetscape will provide street trees along the frontage at approximately 30 feet on center. The street trees will provide a valuable vertical element, shade the street and sidewalk, and create a pedestrian scale screen between the ground level and the upper floors of the building. The streetscape design also provides enhanced paving and space for short-term bicycle parking in the fire lane areas to further the visual appeal.

### **Amenity Courtyards**

Each of the three courtyards are visible from the street and inject energy and activity to the street scene below. The courtyards provide residents with amenities including fire pits, lounge seating, areas for communal gatherings, barbecues, game lawns, and raised planters with mature trees. The north courtyard includes a pool and spa and a direct connection to the fitness room and club house.

### **Plant Material**

The landscape plan includes a layered landscape program with the proposed plants throughout the project regionally adapted with a focus on minimizing water use. This project will be consistent with the State and City of Gardena water efficient landscape ordinances.

The total landscaped area is approximately 2,000 square feet (or approximately 3.4 percent of the total project site area).

The plant design utilizes water-wise landscaping principles, including a low percentage of water-thirsty plants, smart irrigation controllers, drip irrigation, and bark mulch to slow evapotranspiration and weed germination.



# CHAPTER 5. DEVELOPMENT REGULATIONS AND REQUIREMENTS

## I. DEVELOPMENT STANDARDS

### Permitted Uses

A project in the Plan area shall only be occupied by land uses identified in this Specific Plan and shall be subject to the applicable City approval process identified in Chapter 8 (Implementation).

The following uses are permitted by right in the GTODSP area:

- Multi-family housing;
- Short-term corporate housing (i.e., leases of 30 days or less) within up to 10 percent of the dwelling units at any given time. The intent of this provision is to allow an entity such as a corporate housing provider or large local employer to master lease up to 10 percent of the Project units and then sublease those to corporate tenants for periods less than 30 days;
- Residential amenities and ancillary uses, such as home occupations, and any use customarily incidental to a permitted use;
- A single approximately 42' x 60' digital billboard (animated and moving sign) on the north elevation not to exceed 2,500 square feet for off-site advertising, community programming and City revenue sharing purposes; and
- Any other use not specifically listed here determined by the Community Development Director to be similar to a permitted use.
- 

Any use not listed as a permitted use, and not found to be sufficiently similar to a permitted use by the Community Development Director, is prohibited.

### Minimum Lot Area

The minimum lot area required for development of the project permitted by the GTODSP shall be 1.33 acres. Individual lots may be consolidated to meet the minimum lot area.

### **Density/Development Capacity**

The density is 200 units per acre. However, the maximum development allowed for the project area is 265 dwelling units, with related amenities and ancillary uses.

### **Maximum Building Height**

Buildings shall not exceed 8 stories and 100 feet in height as measured from the finished floor (i.e., the level of the finished floor on the ground level) to the highest point on the roof, including non-habitable projections (including, without limitation, architectural features, elevator shafts mechanical equipment, stairwells, canopies, or shade structures). The garage entrance is at the ground level, but a portion of the internal ramp and parking shall be located below-grade. The below-grade portions of the parking garage shall not count towards the permitted building height.

### **Floor Area Ratio**

FAR shall not exceed a maximum of 4.25 as calculated over the entire project area, excluding parking areas.

### **Dwelling Unit Size**

The minimum dwelling unit size shall be:

- 400 square feet for studio units.
- 550 square feet for one-bedroom units.
- 850 square feet for two-bedroom units, plus 150 square feet for each additional bedroom over two.

### **Setbacks**

Front and Rear: None required. However, a 12-inch-deep ground-level planter located behind the city sidewalk that runs along the project frontage shall be provided.

Side: 10 feet (as measured from the property line).

Permitted Encroachments: Non-habitable architectural features (e.g., canopy or awning), planter boxes, outdoor seating for pedestrians and similar features may encroach within required setback areas by up to five (5) feet. Fire lanes and other drive aisles may be located in the required side yard setbacks.



## II. RECREATION AND OPEN SPACE STANDARDS

### Required Open Space

A minimum of 8,500 square feet of common open space must be provided within the plan area outside of setback areas. A minimum of 250 square feet of ground-level planter shall be required along the street frontage at the ground level. The project is not required to provide any additional open space (on a per-unit basis or otherwise). Open space includes courtyards and open areas, both active and passive, and indoor amenity areas (including a fitness room, club house, and co-working space for residents to work in the building), for use by residents and their guests.

### Open Space Standards

Common open space shall be improved and reserved for the exclusive use of residents and their guests. Common open space shall be either active (e.g., swimming pool, recreation rooms, fitness rooms, club room, audio visual entertainment) or passive (e.g., lounges, accessible landscaping and outdoor seating areas, or similar improvements) and may be either enclosed (indoor or outdoor) or unobstructed from the ground to the sky.

Private open space may be provided for certain dwelling units, but is not subject to any minimum or per-unit standard. Private open space may be provided as a private balcony, patio, or landscape area adjoining and directly accessible to a residential dwelling unit, reserved for the exclusive use of residents of the dwelling unit and their guests.

## III. PARKING AND LOADING

### Vehicle Parking

Due to the Specific Plan area's proximity to multiple transit options, this Specific Plan imposes a minimum parking requirement of: one parking space for each unit. As part of the TDM strategies, there shall be a charge for parking spaces and the property owner shall unbundle automobile parking charges from the rents or other fees charged for leasing residential units in the GTODSP area. The property owner may not lease a compact space to a resident that has a car greater than 16 feet in length.

Up to 50% of the required parking spaces may be compact spaces.

The minimum parking stall dimensions for required parking spaces are:

- Compact spaces: nine feet wide (to center of double striped lines) and 16 feet long
- Standard spaces: nine feet wide (to center of double striped lines) and 18 feet long

Each aisle of parking shall consist of one row of compact spaces and one row of standard spaces separated by a two-way drive aisle of at least 24 feet in width. In no circumstance will two rows of compact-sized parking spaces be provided within a single parking aisle, except in the limited circumstances where a parking space in the row of standard-sized spaces is located adjacent to a wall or other obstruction, in which case it will be designated as a compact space.

### **Bicycle Parking**

One bicycle parking space shall be provided for each residential unit (located in secured facilities accessible only by residents). All bicycle parking shall be located in safe, convenient locations, encouraging the use of bicycle transportation by residents and residential guests. Storage for residents will be provided on rack type systems within secured/lockable rooms located throughout the project. There will also be unsecured bicycle parking spaces for guests, provided at-grade on a first-come, first-serve basis.

### **Drive Aisle**

The minimum width of the drive aisle in the parking garage shall be 24 feet.

### **Loading Spaces**

The project is not required to construct any loading spaces. Any loading spaces that are constructed shall not be required to meet the minimum dimension requirements of Section 18.40.100 B. of the Gardena Municipal Code.

## **IV. NONCONFORMITIES**

The GTODSP area currently comprises owner-occupied light industrial development. Following approval of this Specific Plan, the existing industrial uses shall be nonconforming to the provisions of the Specific Plan.

Nonconforming uses shall be subject to the provisions of Section 18.54.040 of the Gardena Municipal Code, which prevents nonconforming uses from being changed or expanded beyond what was established when the use became nonconforming. If a nonconforming use within the GTODSP area ceases to operate or exist for a period of one year, it will be considered abandoned or discontinued.

## V. MAINTENANCE STANDARDS

The property owner shall be required to maintain the project site in an orderly manner during and following construction. The property owner shall perform all regular maintenance and necessary repairs to the exterior and interior of the project.

## VI. STANDARDS FOR ACCESSORY STRUCTURES, ADDITIONS, WALLS, FENCES, OTHER CHANGES

Walls, fences, and gates may be used to identify separate areas and provide needed privacy and security. Where constructed, walls, fences, and gates should appear consistent in style and material, complementing the surrounding architectural styles. Landscaping elements should be planted and layered to provide screening. Vines and trellises are encouraged to help soften hard edges and screen walls from view.

All walls and fences in a front yard setback shall comply with the requirements of Gardena Municipal Code Section 18.42.070 A.2. All walls or fences in the side and rear yard setbacks shall not exceed ten feet in height and shall be constructed of solid decorative concrete masonry or open wrought iron. A ten-foot-high solid decorative concrete masonry wall is required along the southern property line to buffer from existing industrial uses, and may also be provided along the northern property line.

## VII. SIGN PROGRAM

A master sign program shall be submitted to the Community Development Director for administrative approval. The master sign program shall include project focused identification signage throughout the building, and on the north elevation an approximately 42' x 60' digital, animated and moving sign not to exceed 2,500 square feet for off-site advertising, community programming and City revenue sharing purposes. The permitted signage hours of operation will be from 6 a.m. to 2 a.m., seven days a week.

The digital billboard shall be subject to the following standards:

- Location: The Digital Display shall be located or screened to minimize to the greatest reasonable extent possible direct light sources onto any exterior wall of a residential unit in the City of Gardena.
- Materials: The Digital Display shall not use highly reflective materials such as mirrored glass.
- Title 24: All light sources, including illuminated signage, shall comply with CALGreen (Part II of Title 24, California Code of Regulations).

- Dimming: The Digital Display shall be fully dimmable and shall be controlled by a programmable timer so that luminance levels may be adjusted according to the time of day and ambient light conditions.
- Brightness: The Digital Display shall have a nighttime brightness no greater than 400 candelas per square meter and a daytime brightness no greater than 7,000 candelas per square meter. The displays shall transition smoothly at a consistent rate from the permitted daytime brightness to the permitted nighttime brightness levels, beginning 45 minutes prior to sunset and concluding 20 minutes after sunset, and at all times when the ambient light is less than 100 footcandles.
- Ground Spillage: When measured at ground level from any location other than the property on which the Digital Display is located, the Digital Display shall not under any circumstance increase the total amount of measurable light more than 8 LUX above the ambient-light level that exists when the Digital Display is extinguished.
- Interior Spillage: When measured from any location within the building, the Digital Display shall not increase the total amount of measurable light more than 5 LUX above the ambient-light level that exists when the Digital Display is extinguished.
- Refresh Rate: The Digital Display will operate under unrestricted refresh rates and shall permit images, videos, animation, parts and/or illumination that flash, change, move, stream, scroll, blink or otherwise incorporate motion to change at an unrestricted rate.
- Hours of Operation: The Digital Display may be illuminated between the hours of 6:00 a.m. to 2:00 a.m.

# CHAPTER 6. DESIGN GUIDELINES

The following guidelines are specifically tailored to ensure the quality development envisioned for the GTODSP area.

## I. ARCHITECTURE

### Design Principles

The following design principles will ensure that development activity is integrated, sensitive to surrounding neighborhoods, provides positive imagery, and creates an inviting environment for residents and visitors, meeting the intent of the Specific Plan.

#### *Design Principle 1: Provide for High Quality Development*

The GTODSP area is envisioned as a catalyst for new development in the Crenshaw corridor, thus development should not be thought of as temporary. Building materials and landscaping should be chosen for their ability to be maintained in a cost-effective manner at the same high quality as when they were originally constructed and installed. Planning and building design should consider longevity and adaptability to future conditions and trends.

#### *Design Principle 2: Provide Development that is Human Scale*

Development should be inviting and scaled for its users, while acknowledging the importance of safety for both pedestrians and vehicles along with access and mobility through pedestrian connectivity, public transit, and bicycles. The project design should include human-scale character throughout. In addition, new architecture should be designed with elements which are scaled to the pedestrian, such as awnings, fenestration, and first-floor design elements. If the garage is located on the ground level with street frontage, screening or enhancements should be considered to maintain the integrity of the architecture.

#### *Design Principle 3: Create Cohesive Thematic Elements*

New development and redevelopment should provide thematic elements that create a cohesive environment. Elements can include: consistent and cohesive streetscape; strong relationships between the building, sidewalk, and other outdoor spaces; comprehensive signage and wayfinding; gateway elements; pedestrian connections; and close proximity to existing bicycle facilities.

### **Architectural Styles and Scale**

Building design should incorporate an architectural style and scale that is compatible with the intended use. Architectural details may draw upon new local technology buildings or other nearby features that contribute to the aesthetic ambience of the immediate area. The GTODSP does not prescribe a particular architecture style for development, but recommends consistency in architectural style throughout the project, and promotes a unique style of design achieved through the creative use of massing, materials, roof forms, and facades.

Elevations shall provide an adequate level of design detail and diversity to reduce a monolithic appearance.

The project should provide thematic elements that create a cohesive environment, including consistent and cohesive streetscape; strong relationships between the building, sidewalk, and other outdoor spaces; and comprehensive signage.

The GTODSP's regulation of the building envelope will contribute to a coherent building design and promote architectural unity in the Specific Plan area.

The structure should be broken up by creating horizontal emphasis using trim, awnings, eaves, or other ornamentation and by using a combination of complementary colors.

### **Siding Materials**

The project should include enhanced materials to complement the architectural design at pedestrian level and at other key elements of the building elevation. The selection of enhanced materials shall contribute to the visual quality of the streetscape.

Materials shall be high quality, durable, and not readily deteriorate if exposed to the elements.

Architectural features and materials shall wrap corners and provide the same level of detail as the primary façade.

### **Color**

Colors should include a base color and accent colors. Generally, a minimum of two complementary colors should be used. Color schemes should be selected with a harmonious range of accent materials.

### **Architectural Features**

Architectural features are encouraged to create visual interest.



## II. LANDSCAPE AND STREETSCAPE

Landscaping for any development within the GTODSP area must be substantially consistent with the landscape plan concepts set forth in Chapter 4, Section VIII of this Specific Plan.

Buildings and major pedestrian entrances should be oriented toward centers of activity, such as the primary street frontage.

Use of distinctive paving treatments is encouraged to give visual cues to users and emphasize different areas within the streetscape and visitor spaces.

The property owner shall maintain all landscaped areas. All landscaping shall be well maintained.

Landscaping shall not interfere with pedestrian movement or impede the visibility of business and signage.

## III. LIGHTING STANDARDS

Lighting should be used to illuminate open spaces and contribute to the safety and beauty of the project. Fixtures should complement the architectural style of the area. Overly glaring or flashing lights are discouraged.

## IV. PERFORMANCE STANDARDS

Development within the GTODSP shall conform to the most recent CALGreen sustainability standards in effect at the time of building plan submission. Compliance with these standards results in a reduction of energy usage for any given building or complex.



# CHAPTER 7. GENERAL PLAN CONSISTENCY

## I. APPLICABLE GOALS AND POLICIES

### **Relationship to the General Plan**

The City of Gardena General Plan establishes the overall vision for growth and development in the community. The General Plan Land Use Element establishes clear and logical patterns of land use and standards for new development.

The GTODSP provides for the orderly and efficient development and revitalization of the Plan area consistent with the City of Gardena General Plan. The GTODSP is a regulatory document prepared pursuant to the provisions of California Government Code sections 65450 through 65457, which grant local government agencies the authority to prepare specific plans for the systematic implementation of their general plan for all or part of the area covered by the general plan.

State law requires that any specific plan be consistent with the City's General Plan. The Gardena General Plan – Community Development Element – Land Use Plan is amended concurrent with adoption of the GTODSP to ensure technical consistency between the two documents. The general plan amendment will change the land use designation on the General Plan Land Use Map from "Commercial" to "Specific Plan" and amend the Land Use Element text and Land Use Element Table LU-3 to allow the mix of uses and densities specified in this Specific Plan.

### **Relationship to the Zoning Ordinance**

Title 18 of the Gardena Municipal Code is the Zoning Ordinance, which provides the regulatory tool to implement the land use goals, policies, and actions established by the General Plan. The Zoning Ordinance identifies specific zoning districts in the city and prescribes development standards and regulations that apply to each district.

The Gardena Zoning Code and Map is also amended by ordinance concurrent with adoption of the Specific Plan to ensure complete and technical consistency. A Gardena TOD Specific Plan zone replaces the site's existing General Commercial - C3 zoning. The contents of this Specific Plan will be adopted by ordinance and will replace the existing zoning standards.

Where the Zoning Ordinance's regulations, development standards, design guidelines, and/or administrative procedures are inconsistent with this Specific Plan, the Specific Plan regulations, standards, guidelines, and procedures shall supersede. However, any issue not specifically addressed in the GTODSP shall be subject to the standards and regulations of the Zoning Ordinance.

### **Specific Plan Policies**

The policies in this section were established specifically for the GTODSP and provide guidance for new development, mobility, and public improvements in the Plan area. These policies apply throughout the GTODSP area and supplement the General Plan policies outlined in the consistency analysis below. Development proposals must be consistent with the policies of both the General Plan and this GTODSP.

Policy 1: Housing. Provide for the development of enhanced technology and creative sector housing that supports the employees of the area’s expanding high-tech firms and industries.

Policy 2: Quality Development. Achieve quality development that can serve as a model for future development in Gardena, including the use of quality, durable materials, on-site residential amenities, pedestrian and streetscape amenities, and attention to architectural detail.

Policy 3: Transit-Oriented Development. Accommodate the development of land uses that include quality, multi-family housing that support and benefit from the presence of light-rail transit.

Policy 4: Development Density. Provide increased residential density near large employment centers and the Green Line Crenshaw station, while protecting and preserving the city’s established single-family residential neighborhoods.

Policy 5: Sustainable Development. Achieve best practices for architectural design and land development that enhance the city’s infrastructure, reduce consumption of non-renewable resources, and limit pollutants and greenhouse gas emissions.

Policy 6: Pedestrian Network Connections. Achieve safe and convenient pedestrian connections to the surrounding area—such as the local corporate headquarters and other employment centers—and the Green Line Crenshaw Station.

## **II. GENERAL PLAN CONSISTENCY ANALYSIS**

The GTODSP is consistent with the following General Plan goals and policies:

### **Housing Element**

GOAL 3.0: Minimize the impact of governmental constraints on housing construction and cost.

Policy 3.3: Encourage the use of special development zones and other mechanisms to allow more flexibility in housing developments.

Policy 3.4: Review ways to provide zoning, land division, and construction incentives to reduce the cost of new and rehabilitated housing.

*Consistency: Consistent with Goal 3.0, the GTODSP reduces the impact of governmental constraints on housing construction and cost. Consistent with Policy 3.3, the GTODSP implements special zoning and development standards to permit more flexibility in housing developments in northwest Gardena. The GTODSP offers an opportunity to create a vibrant, transit-oriented neighborhood. The GTODSP facilitates more diverse multi-family housing options to serve the City's growing and evolving technology industry, and supports the local economy with newly constructed, high-quality multi-family housing opportunities. By permitting denser development than would otherwise be permitted under existing zoning, the Specific Plan incentivizes construction of new multi-family housing with a variety of unit types thereby reducing costs, consistent with Policy 3.4.*

GOAL 4.0: Provide adequate residential sites through appropriate land use and zoning to accommodate the City's share of regional housing needs.

Policy 4.1: Implement land use policies that allow for a range of residential densities.

*Consistency: Consistent with Goal 4.0, the GTODSP provides the appropriate land use and zoning for development of multi-family, transit-oriented residential development. Construction of up to 265 residential units in the vicinity of regional serving public transit infrastructure assists the City in meeting its share of the regional housing needs allocation. Currently, residential development in northwest Gardena primarily consists of single-family housing with multi-family housing along major arterials. The GTODSP permits a greater range of residential densities than is currently permitted in this area of the City, consistent with Policy 4.1.*

### **Community Development Element - Land Use Plan**

LU Goal 1: Preserve and protect existing single-family and low/medium-density residential neighborhoods while promoting the development of additional high-quality housing types in the City.

LU 1.1: Promote sound housing and attractive and safe residential neighborhoods.

LU 1.2: Protect existing sound residential neighborhoods from incompatible uses and development.

LU 1.4: Locate new medium- and high-density residential developments near neighborhood and community shopping centers with commensurate high levels of community services and facilities.

LU 1.5: Provide adequate residential amenities such as open space, recreation, off-street parking and pedestrian features in multifamily residential developments.

LU 1.6: Ensure residential densities are compatible with available public service and infrastructure systems.

LU 1.8: Minimize through-traffic on residential streets.

*Consistency: Consistent with Goal 1, the GTODSP implements new zoning and development standards to promote the development of additional high-quality housing types in the City. The GTODSP includes development standards and design guidelines to promote high quality housing and attractive and safe residential neighborhoods, consistent with Policy 1.1. The GTODSP facilitates the transition of the surrounding neighborhood into a more complete community, in that it will bring new residents to the neighborhood, support the local economy, improve the streetscape, activate the pedestrian realm, and help transition an automobile-oriented corridor to transit-oriented development.*

*Consistent with Policy 1.2, the GTODSP protects the existing single-family residential neighborhood to the east from incompatible uses and development, and is not within an existing residential neighborhood. The project design and access are oriented to Crenshaw Boulevard and away from the nearest residential neighborhood. In addition, the Dominguez Flood Control Channel and related improvements provide an additional physical separation of approximately 100 feet between the project and the nearest residential neighborhood.*

*Consistent with Policy 1.4, the Specific Plan clusters urban-density housing at an appropriate location near the Crenshaw Station, technology firms, and other large local employment centers. The Specific Plan also locates new housing within walking distance of a variety of retail opportunities and local eateries, many of which are in a large commercial center immediately south of the Crenshaw Station and I-105. These features of the project will increase convenience for residents and reduce future residents' automobile dependence.*

*Consistent with Policy 1.5, the project provides residential amenities including open space, recreation areas, and structured off-street parking. The project's open space and recreational facilities consist of a series of courtyards and open areas, both active and passive, distributed in three levels for use by residents and their guests. The open spaces include a dog park on the ground level, a 4,600-square foot pool courtyard on Level 3 adjacent to a fitness room and club house, and two additional courtyards on Level 4 with a combined area of approximately 4,000 square feet. On-site parking will be provided in an enclosed garage consisting of two-and-a-half vertical floors above grade (the garage entrance is at the ground level, but a portion of the*



*internal ramp and parking shall be located below-grade). The parking garage is designed to permit two-way travel between the various levels with adequate circulation.*

*Consistent with Policy 1.6, the GTODSP permits residential density compatible with available public service and infrastructure systems. As described in Chapter 3., Section VII., Utilities, and Chapter 4., Section V., Public Utilities / Facilities Plan, of this Specific Plan, the GTODSP includes measures to ensure that the plan area is served by adequate public services, infrastructure, and utilities.*

*Consistent with Policy 1.8, the project minimizes through-traffic on residential streets by orienting vehicular access towards Crenshaw Boulevard, a major divided arterial primarily developed with commercial and light industrial uses in the vicinity of the project site. The project does not disrupt any existing traffic patterns on residential streets.*

### **Community Development Element – Economic Development Plan**

**ED Goal 3:** Attract desirable businesses to locate in the City.

**ED 3.3:** Maintain a multidisciplinary proactive approach to improve the City’s image as a desirable business location.

*Consistency: Consistent with Goal 1, the GTODSP facilitates the development of high-quality housing in proximity to local technology and creative sector companies and other employment centers to further attract desirable businesses to locate in the City. Innovative technology firms and their employees place a premium on quality-of-life and livability factors, including access to high-quality housing options; social, cultural, and environmental amenities; access to shops and restaurants; and low-stress commutes. Implementation of the GTODSP will help alleviate the negative impacts of a lack of housing for local technology and creative sector employees. Consistent with Policy 3.3, the GTODSP adopts a multidisciplinary, proactive approach, supporting the expanding technology sector with newly constructed, high-quality multi-family housing opportunities.*

### **Community Development Element – Community Design Plan**

**DS Goal 1:** Enhance the visual environment and create a positive image of the City.

**DS 1.4:** Provide a sense of arrival to Gardena through entry monument signs, landscaping features, architectural and motifs at key gateway locations.

*Consistency: Consistent with DS Goal 1, the project will enhance the visual environment by replacing an obsolete, automobile-oriented light industrial building and surface parking lot with a new transit-oriented multi-family development project. The project will incorporate high-*

*quality design and landscaping consistent with the standards of the GTODSP to further enhance the visual environment. Developing new residential uses in proximity to growing local technology and creative sector industries will help create a positive image of the City. Consistent with Policy 1.4, the project would provide on-site landscaping features and a high-quality sign identifying the project, consistent with the sign standards identified in this Specific Plan, at a key gateway location in the City.*

DS Goal 2: Enhance the aesthetic quality of the residential neighborhoods in the City.

DS 2.1: Provide stronger design guidelines for residential development, including both new construction and additions to existing single-family units or multi-family dwellings.

DS 2.2: Ensure that new and remodeled dwelling units are designed with architectural styles, which are varied and are compatible in scale and character with existing buildings and the natural surroundings.

DS 2.7: Require appropriate setbacks, massing, articulation and height limits to provide privacy and compatibility where multiple family housing is developed adjacent to single family housing.

DS 2.10: Provide landscape treatments (trees, shrubs, groundcover, and grass areas) within multi-family development projects in order to create a “greener” environment for residents and those viewing from public areas.

DS 2.11: Incorporate quality residential amenities such as private and communal open spaces into multi-unit development projects in order to improve the quality of the project and to create more attractive and livable spaces for residents to enjoy.

DS 2.12: Provide well-designed and safe parking areas that maximize security, surveillance, and efficient access to building entrances.

DS 2.14: Require design standards be established to provide for attractive building design features, safe egress and ingress, sufficient parking, adequate pedestrian amenities, landscaping, and proper signage.

*Consistency: Consistent with Goal 2, implementation of the GTODSP would enhance the aesthetic quality of the Specific Plan area. The GTODSP is intended to achieve quality and attractively designed development that can serve as a model for future multi-family, transit-oriented development in the City. Implementation of the Specific Plan will replace an obsolete light industrial building with a high-quality residential development that is intended to serve as a*

*catalyst to transform northwest Gardena into a vibrant, transit-oriented neighborhood. Consistent with Policies 2.1 and 2.2, Chapter 6 of the GTODSP includes design principles and guidelines for residential development to ensure that the project is designed with a varied, yet compatible architectural style. Consistent with Policy 2.14, these design standards will ensure that the project would be designed with attractive building design features, safe ingress and egress, sufficient parking, adequate pedestrian amenities, and landscaping. Approval of a master sign program as contemplated by this Specific Plan would provide for proper identification signage for the project.*

*Consistent with Policy 2.7, the project design and access are oriented towards Crenshaw Boulevard and away from the single-family housing located to the east of the project site. Furthermore, the project does not directly abut any residential neighborhood; the project abuts public facilities and open space. In addition, the Dominguez Flood Control Channel and related improvements provide an additional physical separation of approximately 100 feet between the project and the nearby single-family housing.*

*Consistent with Policy 2.10, the project will provide landscape treatments that will create a “greener” environment. The project will replace an existing light industrial building that has no landscaping and an expansive surface parking area with a multi-family residential building that incorporates street trees to shade the street and sidewalk and create a pedestrian-scale screen between the ground level and upper levels of the building. The upper level courtyards would all be landscaped and visible from the street, further enhancing the “green” environment for residents and those viewing from public areas.*

*Consistent with Policy 2.11, implementation of the GTODSP would incorporate quality residential amenities, including private and communal open spaces, into the proposed multi-family development project. The project’s amenities include a dog park on the ground level, a 4,600-square foot pool courtyard on Level 3 adjacent to a fitness room and club house, and two additional courtyards on Level 4 with a combined area of approximately 4,000 square feet. These amenities would improve the quality of the project and create more attractive and livable spaces for residents.*

*Consistent with Policy 2.12, parking for the project will be provided in an enclosed garage consisting of two-and-a-half vertical floors above grade (as noted, a portion of the internal ramp and parking shall be located below-grade). The parking garage will be accessible only to residents and will be secured by a key fob entry system. Residents will be able to enter the building directly from the parking garage.*

### **Community Development Element – Circulation Plan**

CI Goal 3: Develop Complete Streets to promote alternative modes of transportation that are safe and efficient for commuters, and available to persons of all income levels and disabilities.

CI 3.3: Maintain and expand sidewalk installation and repair programs, particularly in areas where sidewalks link residential neighborhoods to local schools, parks, and shopping areas.

*Consistent with Goal 3, the GTODSP facilitates a transit-oriented development where residents live near, and walk or bicycle to, their offices, shopping, and recreation. The project therefore promotes alternative modes of transportation for residents. The project also facilitates development of a Complete Street along Crenshaw Boulevard, by redeveloping an obsolete, automobile-oriented light industrial building and surface parking lot; reducing the number of curb cuts and potential conflict points between vehicles and pedestrians; and providing street trees that will shade the street and sidewalk and create a pedestrian scale at the street level.*

*Consistent with Policy 3.3, the sidewalks, curbs, and gutters adjoining the project site will be reconstructed as part of the project.*

### **Community Resources Element—Conservation Plan**

CN Goal 2: Conserve and protect groundwater supply and water resources.

CN 2.2: Comply with the water conservation measures set forth by the California Department of Water Resources.

CN 2.6: Encourage and support the proper disposal of hazardous waste and waste oil. Monitor businesses that generate hazardous waste materials to ensure compliance with approved disposal procedures.

*Consistent with Goal 2 and its supporting policies, the project conserves and protect groundwater supply and water resources through compliance with all applicable regulations, including the water conservation measures set forth by the Department of Water Resources. The project will increase the permeable area of the project site by approximately five percentage points. Consistent with Policy 2.6, the project must comply with all applicable regulations regarding the disposal of hazardous waste and waste oil during construction.*

CN Goal 4: Conserve energy resources through the use of technology and conservation methods.

CN 4.1: Encourage innovative building designs that conserve and minimize energy consumption.

CN 4.2: Require compliance with Title 24 CALGreen regulations to conserve energy.

*Consistent with Goal 4 and Policy 4.1, the GTODSP facilitates a multi-family development that meets high standards of environmental sustainability. Development proposals within the Specific Plan area must be designed to achieve best practices for architectural design and land development that enhance the city's infrastructure, reduce consumption of non-renewable resources, and limit pollutants and greenhouse gas emissions. Consistent with Policy 4.2, projects within the GTODSP will conform to the most recent CALGreen sustainability standards in effect at the time of building plan submission.*

CN Goal 5: Protect the City's cultural resources.

CN 5.2: Provide provisions in the Municipal Code to protect historical and cultural resources.

CN 5.3: Protect and preserve cultural resources of the Gabrielino Native American Tribes found or uncovered during construction.

*Consistent with Goal 5 and its supporting policies, the project will incorporate measures to protect and preserve any cultural resources of the Gabrielino Native American Tribe, or any other Tribe, found or uncovered during construction.*

#### **Community Safety Element—Public Safety Plan**

PS Goal 1: Maintain a high level of fire and police protection for residents, businesses and visitors.

PS 1.6: Ensure that law enforcement, crime prevention, and fire safety concerns are considered in the review of planning and development proposals in the City.

*Consistent with Policy 1.6, the City has considered law enforcement, crime prevention, and fire safety concerns in its review of the GTODSP. The building and parking structure will be accessible only to residents and secured by a key fob entry system. The project will comply with all applicable Fire Code and fire safety regulations.*

PS Goal 2: Protect the community from dangers associated with geologic instability, seismic hazards and other natural hazards.

PS 2.3: Require compliance with seismic safety standards in the Unified Building Code.

PS 2.4: Require geotechnical studies for all new development projects located in an Alquist-Priolo Earthquake Fault Zone or areas subject to liquefaction.

*Consistent with Policy 2.3, all projects within the GTODSP are required to comply with the seismic safety standards in the Unified Building Code. Consistent with Policy 2.4, a geotechnical study was prepared for the Specific Plan area.*

PS Goal 4: Increase public awareness of crime and fire prevention, and emergency preparedness and procedures.

PS 4.3: Promote professional management of multi-family residential buildings.

*Consistent with Policy 4.3, the proposed multi-family residential building within the Specific Plan area will be professionally managed and the property managers will develop standard emergency preparedness plans and procedures for the project.*

#### **Community Safety Element—Noise Plan**

N Goal 2: Incorporate noise considerations into land use planning decisions.

N 2.4: Require mitigation of all significant noise impacts as a condition of project approval.

N 2.5: Require proposed projects to be reviewed for compatibility with nearby noise-sensitive land uses with the intent of reducing noise impacts.

N 2.6: Require new residential developments located in proximity to existing commercial/industrial operations to control residential interior noise levels as a condition of approval and minimize exposure of residents in the site design.

*Consistent with Goal 2, the City incorporated noise considerations into its review of the Specific Plan. Consistent with Policy 2.4 the EIR analyzed the project's potential for generating noise impacts on the surrounding environment both during construction and operation, and imposed mitigation measures as appropriate. Consistent with policies 2.5 and 2.6, the Project will conduct interior noise level studies and achieve interior noise level standards as required by the Building Code. In addition, the project will incorporate design features necessary to control residential interior noise levels and minimize exposure of residents to nearby commercial and industrial uses in accordance with the Building Code standards for interior noise levels.*

N Goal 3: Develop measures to control non-transportation noise impacts.



N 3.2: Require compliance with noise regulations. Review and update Gardena's policies and regulations affecting noise.

N 3.3: Require compliance with construction hours to minimize the impacts of construction noise on adjacent land.

*Consistent with Policy 3.2, the project complies with the City's noise ordinance. Consistent with Policy 3.3, the project complies with the City's regulations regarding permitted construction hours.*

## CHAPTER 8. IMPLEMENTATION

### I. PHASING PLAN

The project proposed as part of the GTODSP is envisioned to be built in one phase. Phase occupancy of the proposed project is permitted.

### II. PLAN REVIEW PROCESS

Development in the GTODSP will be implemented through City review of site plans, plot plans, building permits, and other permits that may be required by the City of Gardena. Site Plans, including new construction or modifications to existing buildings, shall be reviewed by the Planning Commission for conformance with the General Plan, this Specific Plan, the Zoning Ordinance (if not superseded by this Specific Plan), and all other applicable documents. The Community Development Director may approve minor modifications to the approved Site Plan.

### III. CEQA REVIEW

For any subsequent discretionary approvals requiring further CEQA review, the City as lead agency will rely on the certified EIR, together with any necessary errata, addenda or subsequent or supplemental EIR to the fullest extent permitted by CEQA.

### IV. INFRASTRUCTURE IMPROVEMENTS/COORDINATION

The developer and/or property owner shall be responsible for making transportation and infrastructure utility improvements identified as part of the GTODSP and/or the EIR. All improvements shall be to the specifications of the City of Gardena Community Development Department, Public Works, or another applicable department.

### V. FINANCING MEASURES

Implementation and financing of improvements of the GTODSP depend exclusively on private investment and development. The developer and/or property owner shall be responsible for financing the project, including all improvements and mitigation measures.

### VI. ADMINISTRATION OF PLAN

#### Framework

Approval of the GTODSP indicates acceptance by the Gardena City Council of a specific framework for the development of the Plan area. That framework establishes specific standards

and regulations, including permitted uses and development standards that constitute the zoning regulations for the Plan area and regulate development within the area.

### **Review Authority**

This plan shall be administered by the Community Development Department and Planning Commission of the City of Gardena in accordance with the provisions of the Gardena Municipal Code, except to the extent superseded by the provisions of this Specific Plan.

### **Interpretation**

In case of uncertainty or ambiguity to the meaning or intent of any provision of this Specific Plan, the Community Development Director has the authority to interpret the intent of the provision in question. The Director may, at his/her discretion, refer interpretations to the Planning Commission for consideration and action. Such a referral shall be accompanied by a written analysis of issues related to the interpretation. All interpretations made by the Community Development Director may be appealed to the Planning Commission in accordance with the appeal procedures set forth in Title 18 of the Gardena Municipal Code (2006). When used in this GTODSP, the words “shall” and “must” are always mandatory. The word “should,” as used in the design guidelines section of this plan, is not mandatory but is strongly recommended.

The GTODSP is not intended to interfere with, abrogate, or annul any easement, covenant, or other agreement to which the City is a party.

Where the Zoning Ordinance’s regulations, development standards, design guidelines, and/or administrative procedures are inconsistent with this Specific Plan, the Specific Plan regulations, standards, guidelines, and procedures shall supersede and control. However, any issue not specifically addressed in the GTODSP shall be subject to the standards and regulations of the Zoning Ordinance.

### **Severability**

If any section, subsection, sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court, such decision shall not affect the validity of the remaining portions of the plan.

### **Substantial Conformance**

Substantial Conformance allows for administrative approval and interpretation of minor modifications to the Specific Plan text, graphics, and/or project design that do not change the meaning or intent of the Specific Plan. Through this administrative review process the Community Development Director may find the project to be in substantial conformance with the Specific Plan and the Site Plan Review approval provided no significant modifications are proposed that require a Specific Plan amendment, as described in detail below.

### **Specific Plan Amendment**

Amendments to this Specific Plan shall be processed for “significant” modifications in accordance with the applicable provisions of state law provided in California Government Code sections 65450 *et seq.* The procedures in Section 18.39.030 of the Gardena Municipal Code shall be followed for a proposed Specific Plan amendment. Each request for amendment shall specify the sections or portions of the Specific Plan that are affected by the amendment.

Any proposed “significant” modification which results in any of the following requires an amendment to the Specific Plan:

1. Any change in the permitted uses set forth in Chapter 5, Section I of this Specific Plan.
2. Any increase in the number of residential dwelling units in excess of 265.
3. An increase in building height.
4. A decrease in the minimum dwelling unit size by more than 20 percent.
5. A decrease in the minimum required amount of open space greater than 5 percent.
6. Any decrease in any ground floor side yard building setback.
7. A decrease in the amount of vehicular parking within the Specific Plan area by more than three spaces.
8. A decrease in the minimum required amount of bicycle parking within the Specific Plan area greater than 15 percent.
9. A substantial deviation, as determined by the Community Development Director, from the architecture approved in the Site Plan.

10. A substantial deviation from and/or reduction in the amenities listed in Chapter 4, Section VI. above, as determined by the Community Development Director.

Other than the “significant” modifications listed above that require a Specific Plan Amendment, all other modifications to the project are considered “minor” and may be processed via administrative Substantial Conformance review and approval.





