

CITY OF GARDENA

# **NORMANDIE CROSSING SPECIFIC PLAN**

XXXX 2024

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## **CHAPTER 1. SUMMARY STATEMENT**

The Normandie Crossing Specific Plan (Specific Plan, or Plan) facilitates the transition of a large underutilized industrial lot into a multi-family residential development offering both apartment and townhome units where residents live near, and walk or bicycle to, schools, shopping, and recreation. The Specific Plan allows the development of up to 403 residential units with related residential amenities and ancillary uses within the 5.25-acre Specific Plan Area (Plan Area) in the City of Gardena (City). The Specific Plan is designed to be compatible with adjacent and anticipated land uses and the surrounding built environment, including the surrounding residential neighborhoods. The Specific Plan regulates buildout of the Plan Area in a manner that is consistent with applicable State law.

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## CHAPTER 2. INTRODUCTION

### I. AUTHORITY

The Specific Plan 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 Specific Plan 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

The Specific Plan integrates a wide range of high-quality housing options into the City, including apartments ranging from studio to two-bedroom units and townhomes ranging from two- to four-bedroom units. This newly constructed multi-family housing development will replace a large underutilized industrial lot creating a more compatible development with the surrounding residential neighborhoods and resident-serving commercial uses.

## III. SITE LOCATION

The Plan Area is made up of four tax parcels that total approximately 228,559 square feet, or 5.25 acres, and is located at 16829, 16835, and 16907 South Normandie Avenue (commonly referred to as 16911 Normandie Avenue) in the City. The Plan Area is situated between Normandie Avenue and Brighton Way, and between 169th Street and 170th Street, excluding the existing single family home located at 16964 Brighton Ave. The location of the Plan Area within the City boundaries is illustrated in Figure 1. An aerial photograph of the Plan Area vicinity is provided in Figure 2. The Specific Plan divides the Plan Area in two subareas: Subarea A will include up to 328 apartment units and Subarea B will include up to 75 townhome style units. The Specific Plan provides flexibility to allow the townhome style units of Subarea B to be rented or owned. Subarea A and Subarea B are shown in Figure 2.

Figure 1. Regional and Project Vicinity Map

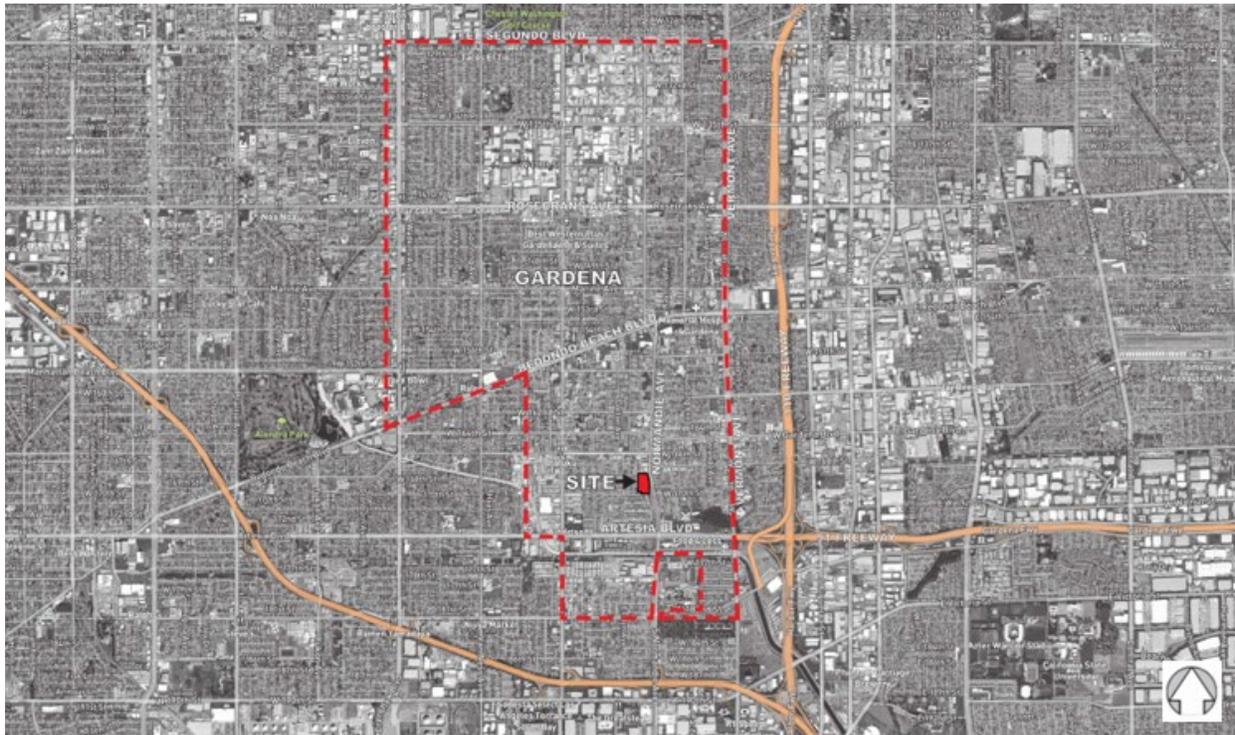


Figure 2. Project Aerial



## **Regional Setting**

The City of Gardena is located in the South Bay area of Los Angeles County, approximately 8.8 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 Plan Area 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 5.25-acre Plan Area is located in the southern portion of the City of Gardena south of Redondo Boulevard and north of Artesia Boulevard. The Union Pacific Railroad Torrance Branch (Railroad) abuts approximately half of the eastern edge of the Plan Area and enters the Plan Area just south of the current vehicle driveway. Normandie Avenue runs to the east of the Railroad and eventually abuts the north portion of the eastern edge of the Plan Area. Brighton Way, an alley, abuts the Plan Area immediately to the west, 169th Street abuts the Plan Area immediately to the north, and 170th Street abuts the Plan Area immediately to the south. The Plan Area does not include the single-family home located at 16964 Brighton Ave.

The Plan Area is part of a diverse urban environment with a diverse set of land uses including single-family homes and low-density multi-family residential developments on Brighton Way and 170th Street, and commercial and retail uses on Artesia Boulevard to the south and on Normandie Avenue to the north. Except for auto-related uses north of the Plan Area on Normandie, the Plan Area is one of the only industrial developments in the vicinity.

Regional access to the Plan Area is provided by Normandie Avenue and a network of arterial and collector streets. The arterial street that serves the Plan Area is Artesia Boulevard. The collector streets include Normandie Avenue, Gardena Boulevard, and 166th Street. The local streets include 169th Street and 170th Street.

The Plan Area is within walking distance of several bus stops, including the GTrans Route 1X, which connects to both the LA Metro C Line Redondo Beach Station and Harbor Freeway Station. The Plan Area is also within walking distance (approximately 1/2 mile) of a variety of resident-serving commercial uses on Artesia Boulevard, including grocery stores and restaurants. The Specific Plan'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. Direct access to major freeways also allows convenient automobile access.

#### 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 is 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 Specific Plan 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 Specific Plan is consistent with recent legislative efforts (such as Senate Bills 375 and 743) 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).

The Plan Area is 5.25 acres and is currently designated as Industrial under the General Plan Land Use Plan and is located in the M-1 (Industrial) and M-2 (General Industrial) zoning districts. The M-1 portion, which is the northern 1.32-acre portion, also has a High Density 30 Overlay under the General Plan and an HO-4 (High Density 30) Overlay under the zoning regulations. The manufacturing zoning districts do not permit residential uses and permit a maximum FAR of 1.0:1 and a maximum building height of 65 feet; and the Residential Overlay allows 30 dwelling units per acre and a 55-foot height limit. By comparison, the Specific Plan zoning permits residential density of up to 77 dwelling units

per acre, maximum FAR of up to 1.9:1, and building heights of up to seven stories and 90 feet, as further described below.

## V. PROJECT DESCRIPTION

Redevelopment of the Plan Area under the Specific Plan requires the demolition of six existing one- and two-story industrial buildings for the construction of a residential development with up to 403 residential units. The Specific Plan would provide a combined total of no more than 429,974 square feet of total floor area (357,091 square feet of residential floor area), resulting in a combined floor area ratio (FAR) of up to 1.9:1. The Specific Plan would provide a combined total of 403 residential units, resulting in a density of 77 dwelling units per acre.

The Specific Plan divides the Plan Area into two subareas. Subarea A provides a seven-story apartment building with up to 328 apartment units (Apartment Building). Subarea B provides 75 three-story townhome-style units (Townhomes). Development of each of the subareas is described in further detail below.

The Project architectural style will draw upon new local technology buildings or other nearby features that contribute to the aesthetic ambience of the immediate area. The Specific Plan will provide consistency in architectural style throughout the Plan Area and will promote a high-quality design achieved through the creative use of massing, roof forms, materials, and facades.

### Subarea A

Subarea A will be developed with the Apartment Building, which includes up to 328 apartment units (241,109 square feet of residential floor area) in seven stories with a maximum height of 90 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 Apartment Building will include five levels of residential units over two levels of parking. The Apartment Building would provide 399 unbundled vehicle parking spaces, 50 percent of which may be compact spaces, including no more than 90 tandem spaces) that can be leased as a pair to a single unit. The Apartment Building will also provide 173 on-site bicycle parking spaces for residents (157 secured long-term and 16 short-term spaces). Subarea A will provide the following amenities: a roof deck with BBQ and seating area; a swimming pool with BBQ and seating areas; a dog park; a fitness room; club houses; a

large courtyard with seating area, and game tables; and co-working spaces.

The specific land use regulations and development standards applicable within Subarea A are described in further detail in Chapter 5 of the Specific Plan.

### Subarea B

Subarea B will be developed with up to 75 Townhomes (115,981 square feet of residential floor area), each of which with a maximum height of 40 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. Each unit will include a two-car garage, three levels of living space and a roof deck. In addition to the 150 vehicle parking spaces provided within the Townhomes, 10 guest spaces will be provided within Subarea B. Subarea B will provide the following amenities: a swimming pool with BBQ and seating areas; a dog park; a club house; and paseos with seating areas.

The specific land use regulations and development standards applicable within Subarea B are described in further detail in Chapter 5 of the Specific Plan.

## 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 Specific Plan. In conjunction with the EIR, the Specific Plan will implement mitigation measures to reduce potential impacts resulting from development pursuant to the Specific Plan to a less-than-significant level [(SCH#202XXXXXX)]. All mitigation measures 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 #1-21), the following entitlements were also approved by the City and are required to develop the Specific Plan:

### General Plan Amendment (GPA #3-21)

A general plan amendment to (i) change the land use designation on the General Plan Land Use Map from “Industrial” and “Industrial, High Density 30 Overlay” to “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 #4-21/ZTA #6-21)

A corresponding zoning map amendment to replace the existing Industrial (M-1) with a High Density 30 Overlay (HO-4) and General Industrial (M-2) zoning with the Normandie Crossing Specific Plan zone and to amend the text of the Gardena Municipal Code to add this new zone.

Development Agreement (DA #2-21)

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 community benefits to the City in the form of affordable housing and sidewalk improvements to 169<sup>th</sup> Street.

Vesting Tentative Tract Map (VTM #2-21)

A vesting tentative tract map to merge four lots into one with condominiums for the Townhomes and one parcel for the Apartment Building. The Specific Plan provides flexibility for the Townhomes to be rented or owned.

Site Plan Review (SPR #11-21)

A Site Plan Review to review of the physical design of the development.

Affordable Housing Agreement

An agreement between the City and the developer that guarantees that 20 units will remain affordable to lower income households for a 55 year period.

## CHAPTER 3. CONTEXT AND EXISTING CONDITIONS

### I. PLAN AREA AND LAND USES

The Plan Area consists of four tax parcels totaling approximately 5.25 acres in size, situated between Normandie Avenue and Brighton Way, and between 169th Street and 170th Street, except for the single family home located at 16964 Brighton Ave. Existing land uses in the Specific Plan Area include six, one- and two-story buildings within an industrial lot developed with warehouse logistics uses and associated offices and surface parking lots at the time the Specific Plan was initiated, with paved parking located throughout the Plan Area. The Plan Area is surrounded by single-family homes to the west and south, apartment complex to the north and townhomes to the east across Normandie Avenue.

A photo of the existing development within the Plan Area is provided in Figure 3.

Figure 3. Existing Development



## II. TOPOGRAPHY

The topography of the Plan Area slopes from the northeast corner to the southwest corner, with an elevation difference of approximately 7 feet across the Plan Area.

A topographical survey of the Specific Plan Area is provided in Figures 4a and 4b.

Figure 4a. Topographical Survey

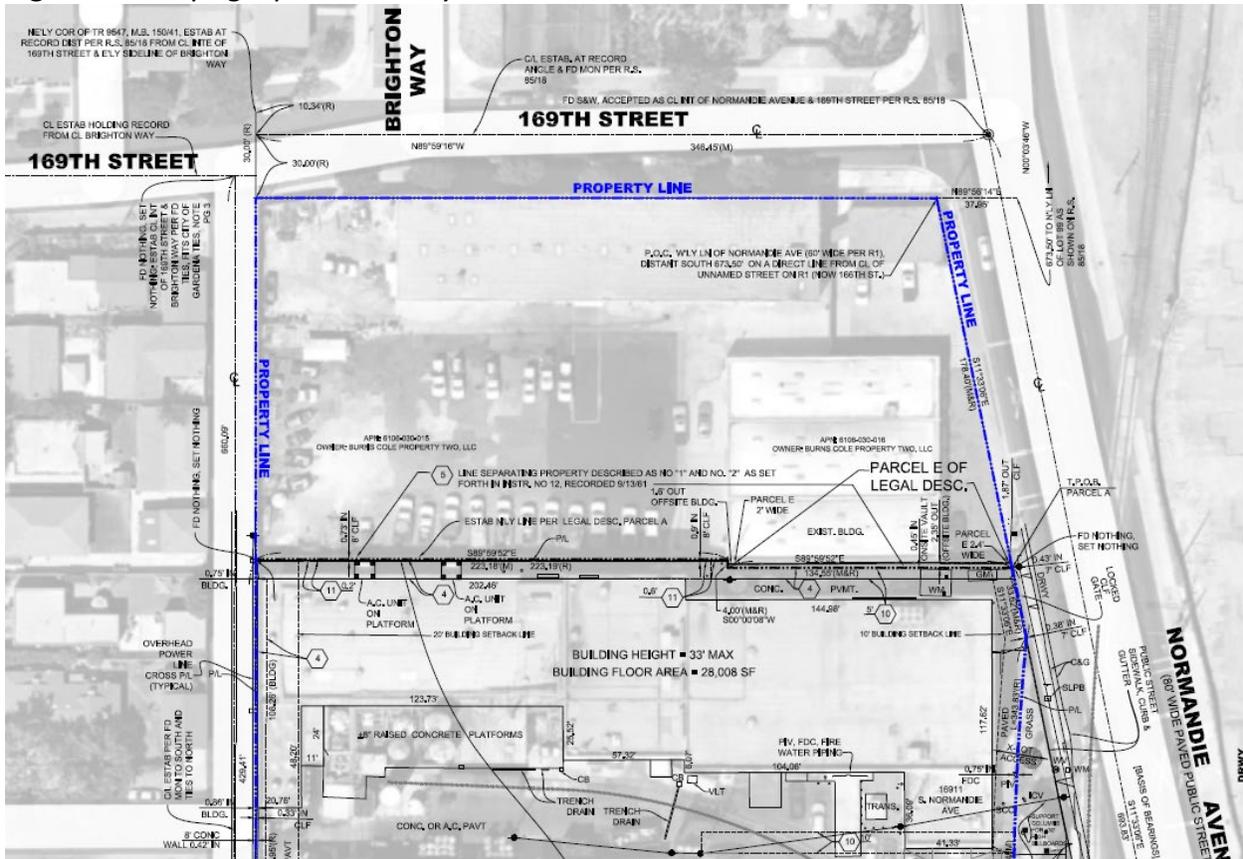
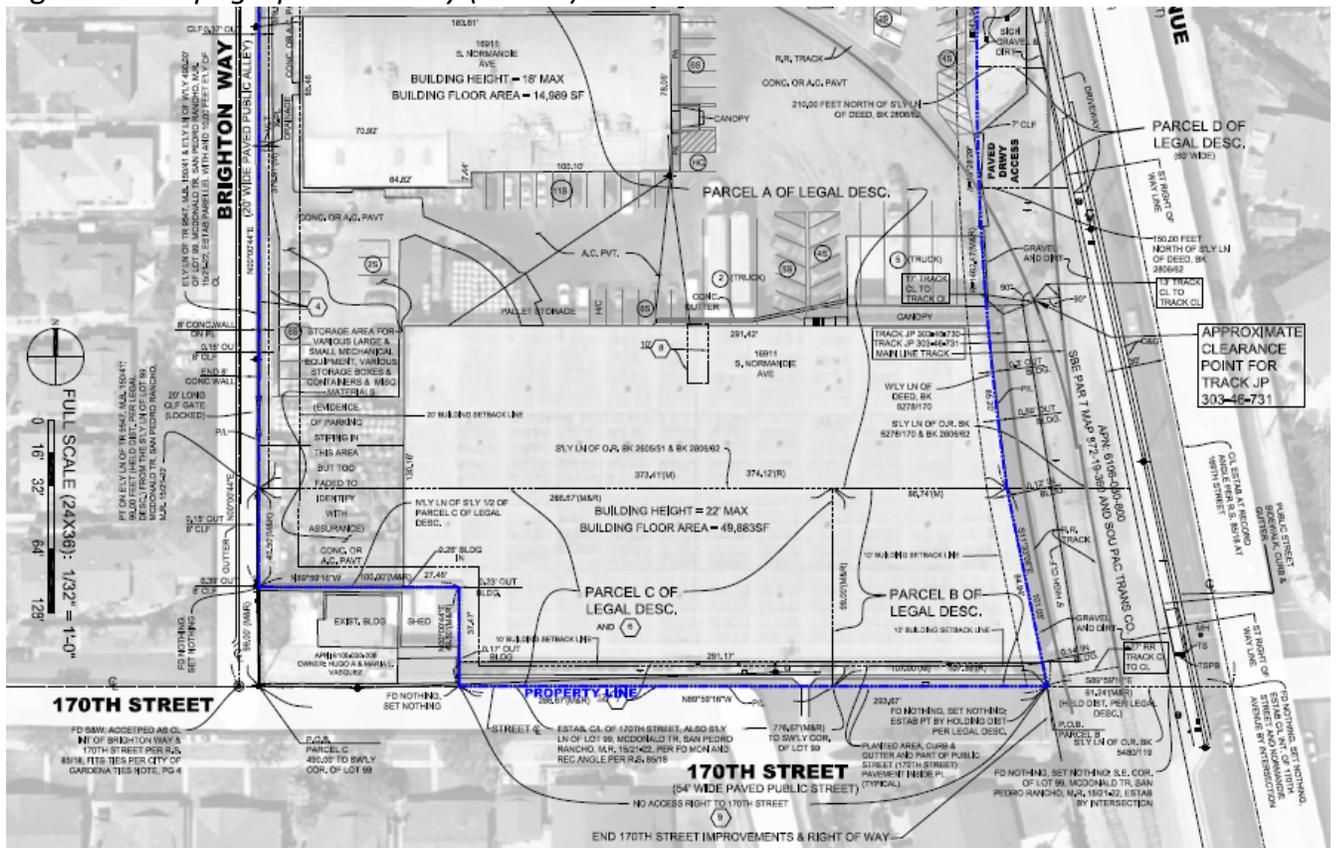


Figure 4b. Topographical Survey (Cont'd)



### III. GEOLOGY AND SOILS

A geotechnical study of the Specific Plan Area was prepared by Hamilton & Associates on October 25, 2021. Existing geology and soils conditions are taken from the geotechnical study.

Based on review of available geologic maps, the Plan Area is not located within an Alquist-Priolo Earthquake Fault Zone. The Inglewood Fault is located approximately 0.6 miles west of the Plan Area. In addition, the Plan Area is not located in a liquefaction zone.

The Plan Area is underlain by artificial fill and alluvium. The fill encountered on the Plan Area at a depth of five feet from existing grade. The fill is in turn underlain by native alluvial soils.

Groundwater was encountered at an approximate depth of 22 feet below the existing grade. Based on available groundwater data, the historically highest groundwater level for the Plan Area was approximately 15 feet below the existing grade.

The primary geologic hazard at the Plan Area 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 landslides.

#### IV. HYDROLOGY

A hydrology study of the Specific Plan Area was prepared by Fuscoe Engineering on August 10, 2022.

The Plan Area runoff sheet flows to a catch basin near the intersection between 169th Street and Normandie Ave as well as a catch basin on Normandie Ave. The catch basin on 169th Street and Normandie Ave discharge into LA County storm drain system which flows southerly through Dominguez Channel. All roof flows from the southerly existing buildings and paved parking areas are captured by a series of drains and discharge directly to ground level, where they join surface-level sheet flows and discharge to a catch basin location on Brighton Way.

The grading pattern for the proposed development will largely be consistent with that of the existing condition and surface flow northwest towards southeast. The Plan Area is currently approximately 100 percent impervious. The Specific Plan will decrease the impervious area of the site by approximately fourteen percent to 86 percent.

#### V. GENERAL PLAN AND ZONING DESIGNATIONS

The City's General Plan Land Use Plan currently designates the Plan Area for Industrial land uses. The Industrial land use designation is intended for industrial park development, with permitted uses such as offices, laboratories, research and development, manufacturing, maintenance services, machine shops, commercial printing, parking lots and restaurants. Its corresponding zoning includes Industrial (M-1) and General Industrial (M-2), the current zoning of the Plan Area. The M-1 portion of the Plan Area, which is the northern 1.32-acre portion, also has a High Density 30 Overlay under the General Plan and an HO-4 (High Density 30) Overlay under the zoning regulations.

Properties to the north, across West 169th Street, are also designated Industrial and zoned M-1 and are developed with a 63-unit studio apartment project as allowed in the

M-1 zone. The Normandie Estates Specific Plan is located across Normandie Avenue east and northeast of the Plan Area. Property designated as Single-family Residential and zoned Single-family Residential (R-1) is also located to the east of the Plan Area, across Normandie Avenue and to the south across West 170th Street; and properties designated Medium Residential and zoned Low Density Multiple-Family Residential Zone (R-2) to the west and northwest; and adjoining property to the southwest is designated Industrial and zoned M-2, but will be concurrently changed to a single family residential general plan designation and zoning.

As described in Chapter 7, 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

Four major freeways provide regional access to the Plan Area: I-105 to the north, I-405 to the west, and the I-110 and SR-91 to the east.

The I-110 and SR-91 freeways connect to the project site via Artesia Boulevard, which runs east-west and connects to Normandie Avenue, which runs north-south along the eastern boundary of the Plan Area. Normandie Avenue provides local access to the site and is a major collector roadway with two lanes in each direction that runs through the City.

The Union Pacific Torrance Branch Railroad (Railroad), carrying port-related and refinery-related freight, runs along Normandie Avenue corridor south of 166th Street and passes the Plan Area.

Existing sidewalks are provided along the site frontage and within a continuous and complete pedestrian network in the surrounding area. A sidewalk along the south side of 169th Street and along the west side of Normandie Avenue north of the railroad crossing provides pedestrian access to the site. Sidewalks along the south side of 169th Street are discontinuous for a short segment from just west of the project to Halldale Avenue. Sidewalks are also not present on Brighton Way, which is a public alleyway, or on 170th Street adjacent to the Plan Area. Marked crosswalks, curb ramps, and pedestrian signals are provided at the nearest signalized intersections along Normandie Avenue at 166th Street and 170th Street, which provides direct access to bus transit stops and surrounding

land uses. Normandie Avenue is designated as a bike route (Class III). Additionally, 166th Street, 170th Street and Gardena Boulevard are designated as bike routes (Class III), but not on segments directly adjacent to the Plan Area.

See Chapter 4, Section III of this Specific Plan for details on the TDM strategies implemented by the Specific Plan.

## VII. UTILITIES AND SERVICES

Ensuring the Specific Plan 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 Plan Area is generally conveyed to the Dominguez Channel through catch basins on 169th Street and Normandie Avenue. The Plan Area is currently built out and covered with a combination of structures, surface parking, and other impervious surfaces.

### **Sewer**

Wastewater at the Plan Area is conveyed via an existing 15-inch public sewer line underneath Normandie Avenue owned and maintained by Los Angeles County Sanitation District, which connects to a network of sewer lines that ultimately convey wastewater flows to the Joint Water Pollution Control Plant (JWPCP).

### **Water**

Water and fire services are provided to the property by an 8-inch line owned and maintained by the Golden State Water Company. There are currently existing domestic and fire water laterals serving the site. There are two existing fire hydrants adjacent to the Plan Area, including one located near the intersection of 169th Street and Normandie Avenue and another located more south along Normandie Avenue.

### **Electrical Power**

The Plan Area is currently served by overhead power lines along Normandie Avenue, 170th Street and Brighton Way owned and maintained by SoCal Edison.

### **Natural Gas**

The Southern California Gas Company provides natural gas to the Plan Area with mains along and near the Plan Area.

### **Solid Waste**

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

### **Public Services**

The Los Angeles County Fire Department (LACFD) provides fire protection services and emergency medical service to the City. The closest facility to the Plan Area, located 0.9 miles to the Plan Area and a 3-minute driving distance, is Fire Station 158 at 1650 W 162nd Street, Gardena, CA 90247. The provision of water for fire suppression is available from existing water lines via adjacent hydrants.

The Gardena Police Department (Gardena PD) provides police protection services to the City. The Plan Area is approximately 0.5 miles from the police station located at 1718 W 162nd Street, Gardena, CA 90247. The Gardena PD divides the City into three districts, each with its own District Policing Team. The Plan Area is located within District 3.

The Los Angeles County Library provides library services to the City. There are two libraries within City limits. The closest library facility to the Plan Area, located 0.5 miles to the northwest and a three-minute driving distance, is the Gardena Mayme Dear Library at 1731 W Gardena Boulevard.

The Los Angeles Unified School District provides educational services and facilities for students from kindergarten through twelfth grade. The Plan Area is within the service district of LAUSD and is served by the following schools: Denker Avenue Elementary, Peary Middle School, and Gardena High School. There are private schools in the area as well.

## CHAPTER 4. SPECIFIC PLAN CONCEPTS

### I. PROJECT GOALS AND OBJECTIVES

The overall goal of the Specific Plan is to transform a large underutilized industrial lot and introduce a wide range of high-quality housing options into the City, including apartment and townhome units. This newly constructed multi-family housing development will replace a large underutilized industrial lot creating a more compatible development with the surrounding residential neighborhoods and resident-serving commercial uses.

Implementation of the Specific Plan 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, and activating the pedestrian realm. The Specific Plan 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 housing options, by providing a range of housing types and sizes, including apartment and townhome style options, to serve the region's growing and evolving technology and creative sectors and aid in recruiting and retaining talent for local companies.
2. Support the expanding technology and creative sector with newly constructed, high-quality housing opportunities, enabling local employees to live close to where they work.
3. Cluster urban residential development near technology firms, other large employment centers, and commercial corridors providing City residents with the opportunity to live, work, and shop with less reliance on automobiles.
4. Establish housing development that meets high standards of design and pursues environmental sustainability.
5. Redevelop a blighted site, increase tax revenues to the City, provide affordable housing to support the City's Regional Housing Needs Assessment goals, and create a catalyst for future development in this part of Gardena.

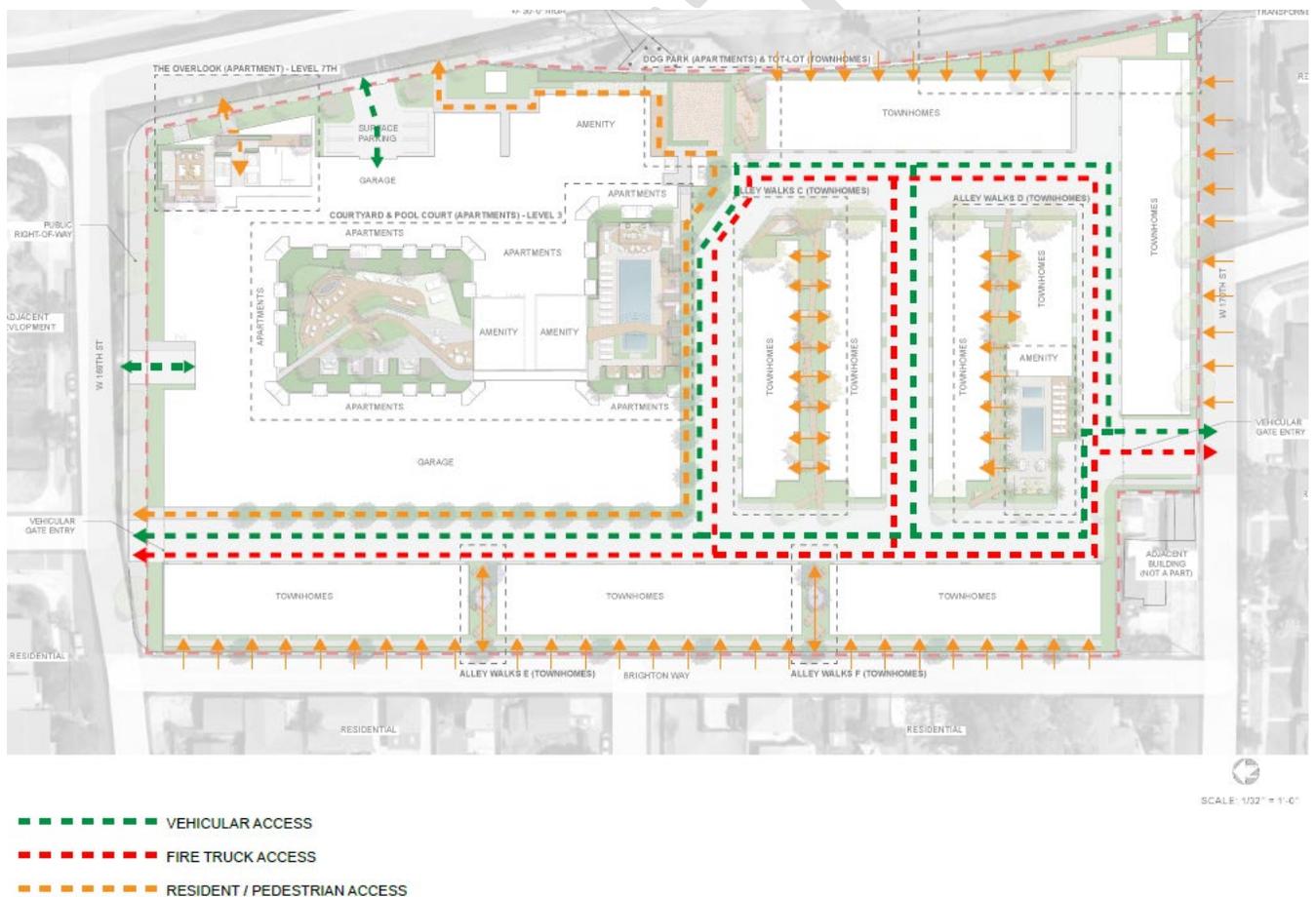
## II. SITE PLAN AND RENDERINGS

The Specific Plan generally provides for development of up to 403 residential units with related amenities and ancillary uses. A full copy of the Site Plan, including the renderings, is attached as Exhibit A. Development within the Plan Area must be substantially consistent with this Exhibit.

## III. TRANSPORTATION AND CIRCULATION PLAN

The circulation plan for the Specific Plan is provided in Figure 5.

Figure 5. *Circulation Plan*



### **On-Site Circulation and Access**

The project replaces a large underutilized industrial lot containing warehouse logistics uses with associated offices and surface parking lots that contain one curb cut that interrupts the sidewalk along Normandie Avenue with a new residential development with amenities.

Vehicular access to the Plan Area will be provided by the following four driveways (see Figure 5):

- Driveway 1 serves Subarea A and provides access to the Apartment Building's parking garage from 169th Street west of Normandie Avenue.
- Driveway 2 also serves Subarea A and provides a right-in/right-out only to the Apartment Building's parking garage from southbound Normandie Avenue.
- Driveway 3 serves Subarea B and provides access to the Townhomes from 170th Street. This driveway also serves as fire truck access for both Subarea A and Subarea B.
- Driveway 4 also serves Subarea B and provides access to the Townhomes from 169th Street. This driveway also serves as fire truck access for both Subarea A and Subarea B.

Development under the Specific Plan will include 559 on-site vehicle parking spaces: 399 spaces for the Apartment Building in Subarea A; and 160 spaces for the Townhomes in Subarea B. For Subarea A, on-site vehicle parking will be provided in an enclosed garage within the Apartment Building consisting of two vertical floors, starting at the ground level. The Apartment Building parking garage is designed to permit two-way travel between the two levels with adequate circulation. For Subarea B, on-site vehicle parking will be provided in ground level, two-car garages in each of the Townhomes. Internal roadways within Subarea B link Driveways 3 and 4 to all the Townhomes, but do not connect to the Apartment Building garage in Subarea A. These internal roadways are a minimum of 24 feet wide with a 26 foot wide marked fire access lane in compliance with LACFD requirements and offer a continuous fire access lane through the Plan Area.

## **Off-Site Improvements**

The Specific Plan will provide offsite sidewalk and railroad improvements, as described below.

### Sidewalk Improvements

Approximately 266 linear feet of offsite sidewalk improvements will be provided along the south side of 169th Street, just west of the Plan Area, between Brighton Way and the alley just west of Brighton Avenue. The sidewalk improvements will be constructed pursuant to Municipal Code Section 17.08.170 and designed to be consistent with the City General Plan Circulation Element requirements for a Local Street.

### Normandie Avenue Railroad Improvements

The Project proposes various railroad track and roadway improvements along South Normandie Avenue pursuant to current California Public Utilities Commission (CPUC) standards and UPRR guidelines, as follows:

- Removing approximately 170 linear feet of railroad spur track, which enters the Project site and formerly served the southernmost industrial building (i.e., 16911 South Normandie Avenue).
- Removing approximately 830 linear feet of railroad spur track, which enters the Project site and formerly served the central industrial building (i.e., 16907 South Normandie Avenue).
- Constructing a new median both north and south of the track alignment.
- Installing new warning devices and tactile warning strips on the South Normandie Avenue east and west sidewalks.
- Refreshing (i.e., adding a slurry seal) the railroad crossing pavement markings immediately north and south of the track alignment.

## **Pedestrian Access**

Pedestrian access to Subarea A will be provided on the ground floor with primary

pedestrian access located at the building lobby located on the northeastern portion of the site at Normandie Avenue and 169th Street. Additional restricted pedestrian access will also be provided around the perimeter of the Apartment Building connecting 169th Street and Normandie Avenue, and via the parking garage. Pedestrian access to Subarea B will be provided on 169th Street and 170th Street. On-site pedestrian circulation within Subarea B will consist of a network of pathway connections between residential units and common areas.

Marked crosswalks, curb ramps, and pedestrian signals are provided at the nearest signalized intersections along Normandie Avenue at 166th Street and 170th Street, which provide direct access to bus transit stops and surrounding land uses.

### Transit Access

The Project site is located less than a mile walking distance from five different bus routes:

- **Line 1X (GTrans):** Connects the LA Metro C Line Redondo Beach Station and Gardena to Downtown Los Angeles. Route 1X runs express service between Redondo Beach Boulevard and Harbor Freeway C (Green)/J (Silver) Line Station where connections can be made Downtown Los Angeles. There are two bus stops within 0.25-mile of the Project site: both are located on 166<sup>th</sup> Street and Brighton Avenue (eastbound and westbound).
- **Line 2 (GTrans):** Circles Western, Imperial Highway, Vermont, Normandie and PCH up to just past the 105 freeway and south to Harbor UCLA Medical Center. The northbound stop is approximately 0.8 miles from the project site at Vermont Avenue and Gardena Boulevard and the southbound stop is approximately 0.6 miles at Vermont Avenue and 170<sup>th</sup> Street.
- **Line 1 (Torrance Transit):** This line goes from Del Amo Fashion Center at Carson and Hawthorne Boulevards to Figueroa Street located at the 105 Freeway. Both the northbound and southbound stops are at Vermont Avenue and Gardena Boulevard approximately 0.8 miles from the project site.
- **Line 13 (Torrance Transit):** This line goes from Veteran's Park in Redondo Beach, north to Artesia Boulevard through Hermosa Beach to Vermont Avenue, past California State University Dominguez Hills, and ending in the City of Commerce across from the Crystal Casino. Both the eastbound and westbound stops are

approximately 0.4 miles from the project site at Artesia Boulevard and Normandie Avenue.

- **Line 344 (Metro):** This line goes from Palos Verdes Drive and Hawthorne Boulevard to Artesia Boulevard, and then along Vermont Avenue to the Harbor Gateway Transit Center. The bus stops are both approximately 0.4 miles from the project site, also at Artesia Boulevard and Normandie Ave.
- **Harbor Gateway Transit Center:** The Transit Center, located at 731 West 182<sup>nd</sup> Street, is a large bus station that serves as a transport hub for the South Bay region of Los Angeles County, including the City of Gardena. The J line can be accessed from this station which provides transit to both downtown Los Angeles and San Pedro. Numerous other lines can be accessed from here as well. The Transit Center also includes a 980 space park and ride. The Transit Center is approximately 0.9 miles from the project site.

### **Bicycle Access**

Secured long-term bicycle storage will be provided in Subarea A within the enclosed Apartment Building garage, and short-term bicycle parking will be provided off Normandie Avenue near the driveway to the Apartment Building garage. Separated or protected bicycle facilities are not currently provided along Normandie Avenue along the Plan Area. Designated bike routes (Class III) in the vicinity are Normandie Avenue, 170th Street, 166th Street, and Gardena Boulevard.

### **Transportation Demand Management**

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

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

Pre-Leasing for Area Employees. Residential units within the Subarea A shall be marketed exclusively for a thirty-day period to residents who are employees working within a one-mile radius of the development, before the units are offered for rent to the general public. The developer or property owner shall submit a pre-leasing marketing plan for Subarea A to the Community Development Director for review and approval prior to issuance of a certificate of occupancy. The developer or property owner 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 within Subarea A 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 Apartment Building. Transit information will also be available online, and the website will be advertised on the information board or kiosk.

On-site Residential Bicycle Parking. Bicycle parking spaces (173 spaces, including 157 long-term and 16 short-term spaces) shall be provided within Subarea A. 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.

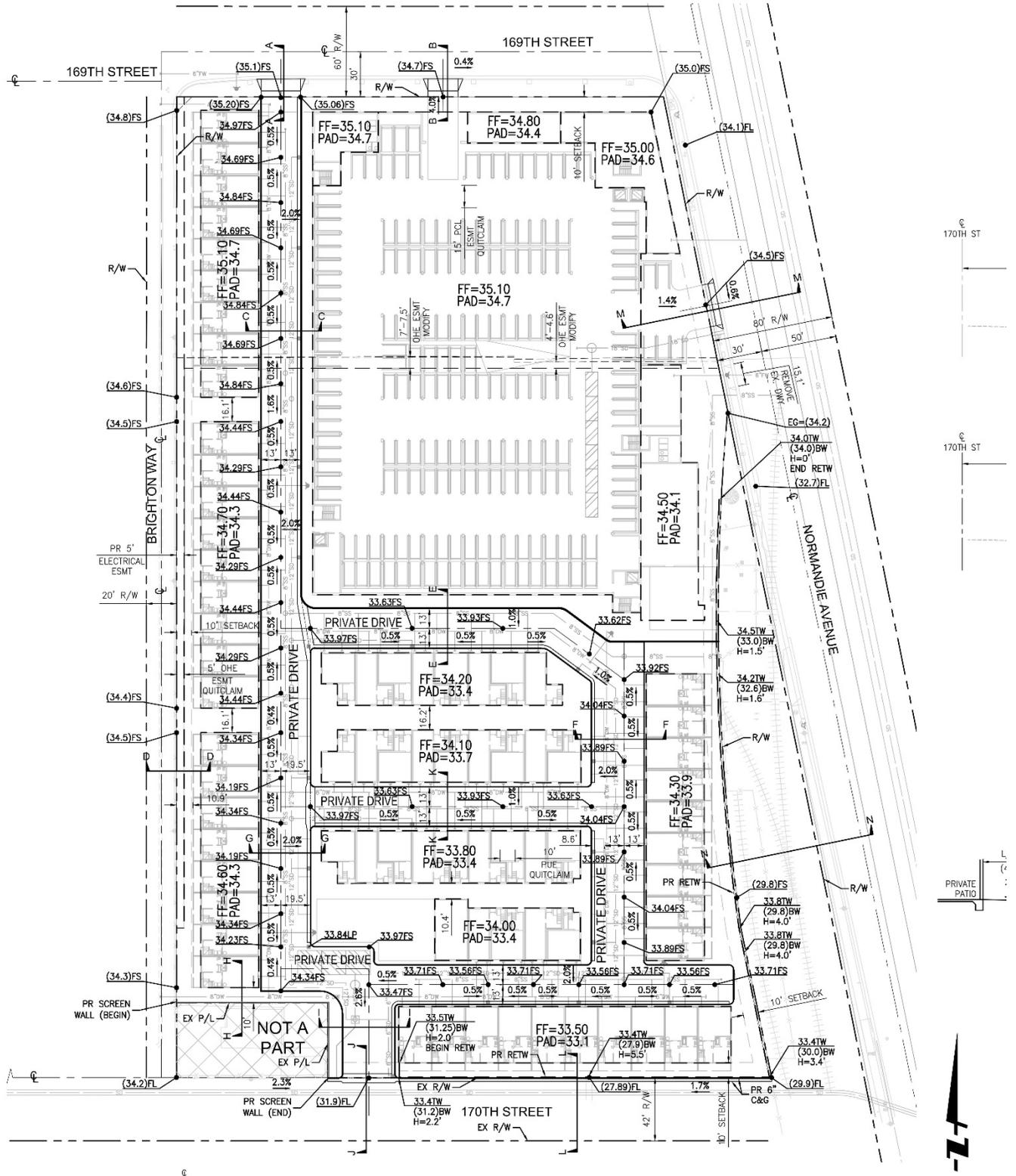
Ride-Sharing Pick-Up/Drop-Off. A designated loading area within the Subarea A shall be signed and distinguished (e.g., with paving and/or paint) so that it may be utilized as a pick-up and drop-off zone for ride-sharing services.

One-time Free Monthly Pass. Within Subarea A, when units become available for rent, new residents who commence a 12-month lease shall be offered a one-time free monthly Zone 1 EZTransit pass.

#### IV. GRADING PLAN

The grading plan for the Plan Area is provided in Figure 6.

Figure 6. Grading Plan



The Plan Area will be graded to mimic the existing grading and drainage patterns. The overall grading and drainage pattern will be northwest towards southeast. Onsite area drains and catch basin will collect all onsite runoff prior to discharging through the curb into the existing gutter.

## V. PUBLIC FACILITIES AND 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 Plan Area is currently approximately 100 percent impervious. Construction under Specific Plan will decrease the Plan Area's impermeability by approximately twelve percent. The Specific Plan will not substantially change either the amount or rate of stormwater runoff flows currently generated in the Plan Area. In compliance with existing regulations, the Specific Plan developers or property owner 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 in compliance with Municipal Code Section 8.70.110. The drainage improvements are subject to the City's standard development review and permit process, including plan checks and inspections.

The Plan Area shall be graded to collect stormwater onsite and route the water by means of various BMP solutions and into the street flow line of Normandie Avenue. The Specific Plan shall utilize overflow drainage features if an influx of stormwater overtaxes the system.

Stormwater within the Plan Area will be treated as determined by the Los Angeles County 85th Percentile 24-hour event precipitation isohyetal map.

## **Sewer**

As noted above, wastewater at the Plan Area is conveyed via an existing 15-inch public sewer line underneath Normandie Avenue owned and maintained by Los Angeles County Sanitation District, which connects to a network of sewer lines that ultimately convey wastewater flows to the Joint Water Pollution Control Plant (JWPCP).

It is not anticipated that any City or County sewer lines will need to be upsized. Development within the Plan Area will connect to the existing 15-inch sewer main through a series of laterals varying in size.

## **Water**

As noted above, there are two existing fire hydrants adjacent to the Plan Area, including one located near the intersection of 169th Street and Normandie Avenue and another located more south along Normandie Avenue.

Development within the Plan Area under the Specific Plan will connect a domestic water line, a fire line, and irrigation line to the 8-inch existing main. Development of the Specific Plan will include all state mandated water-saving features, including water-efficient faucets, shower heads, and toilets.

## **Electrical Power**

As noted above, the Plan Area is currently served by overhead power lines along Normandie Avenue, 170th Street and Brighton Way maintained by SoCal Edison. Development within the Plan Area will connect to the existing lines.

## **Natural Gas**

As noted above, the Southern California Gas Company provides natural gas to the Plan Area with mains along and near the Plan Area. Development within the Plan Area will connect to the existing mains.

## **Solid Waste**

As noted above, solid waste pickup for the Plan Area will be handled by Waste Resources of Gardena. Trash pickup locations will be coordinated with Waste Resources.

## **Public Services**

As described above, the Plan Area and surrounding area is developed and afforded all municipal services, and the Specific Plan can be adequately served by existing public services without the need for expansion.

## **VI. LANDSCAPE AND OPEN SPACE PLAN**

### **Landscaping**

The total landscaped area within the Plan Area is approximately 30,891 square feet (or approximately 13.5 percent). The landscaping within the Plan Area 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. The Specific Plan includes a layered landscape program with the proposed plants throughout the project regionally adapted with a focus on minimizing water use.

The Specific Plan will be consistent with the State and City of Gardena water efficient landscape ordinances. 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.

The Specific Plan will provide street trees along the frontages of 169th Street, 170th Street and Normandie Avenue. The street trees will provide a valuable vertical element, shade the street and sidewalk, and create a pedestrian scale screen at the ground level.

### **Open Space**

The Specific Plan will provide private open space for each unit throughout the Plan Area, in addition to public open spaces consisting of a series of interior amenity rooms, courtyards and outdoor areas, both active and passive for use by residents and their guests, as described below for each Subarea.

### Subarea A

A minimum of 50 sf of private open space (i.e., balconies) per unit will be provided in Subarea A (16,400 sf). Additionally, approximately 22,698 sf of indoor and outdoor common open space will be provided within Subarea A, including at a minimum:

- Roof deck with BBQ and seating area;
- Swimming pool with BBQ, and seating areas;
- Dog park;
- Fitness room;
- Club houses;
- Large courtyard with seating area, and game tables; and
- Co-working spaces.

A total of approximately 39,098 sf of open space will be provided in Subarea A.

### Subarea B

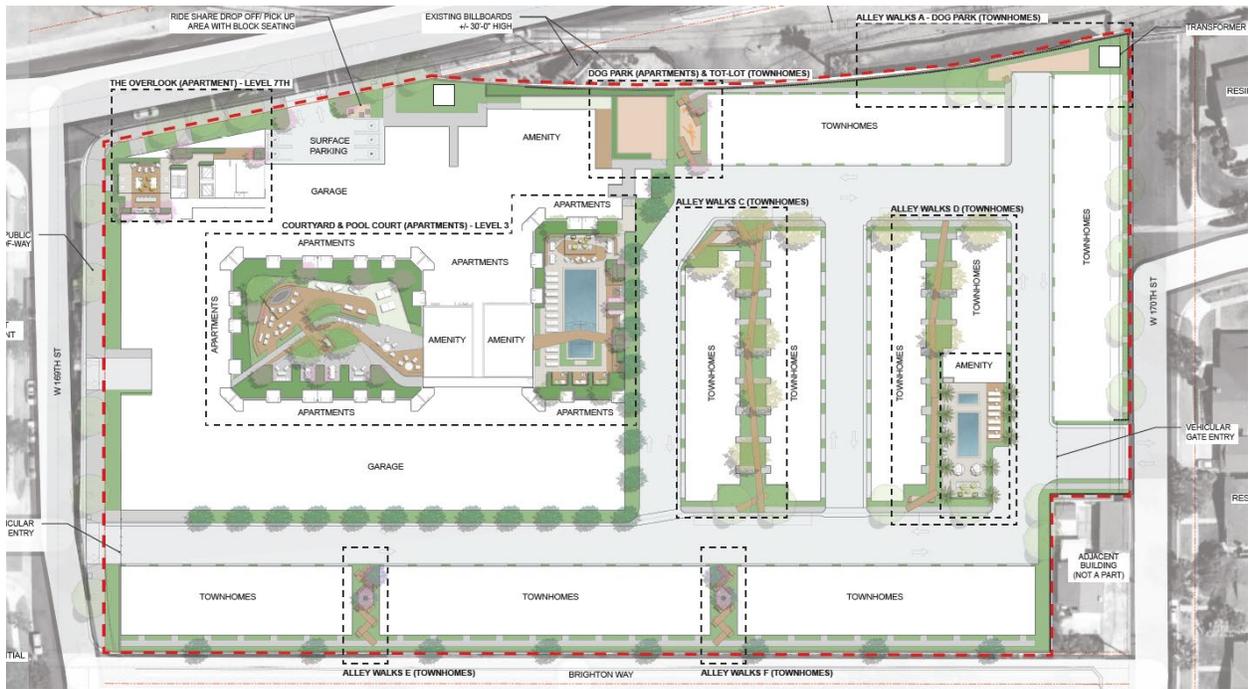
A minimum of 50 sf of private open space (i.e., roof deck) per unit will be provided in Subarea B (3,750 sf). Additionally, approximately 7,645 sf of indoor and outdoor common open space will be provided within Subarea B, including at a minimum:

- Swimming pool with BBQ and seating areas;
- Dog park;
- Club house; and
- Paseos with seating areas.

A total of approximately 11,395 sf of open space will be provided in Subarea B.

The recreation and open space plan for the Plan Area is provided in Figure 7a with more detailed plans provided in Figures 7b-g.

Figure 7a. Recreation and Open Space Plan



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Figure 7b. Subarea A - Rooftop Deck

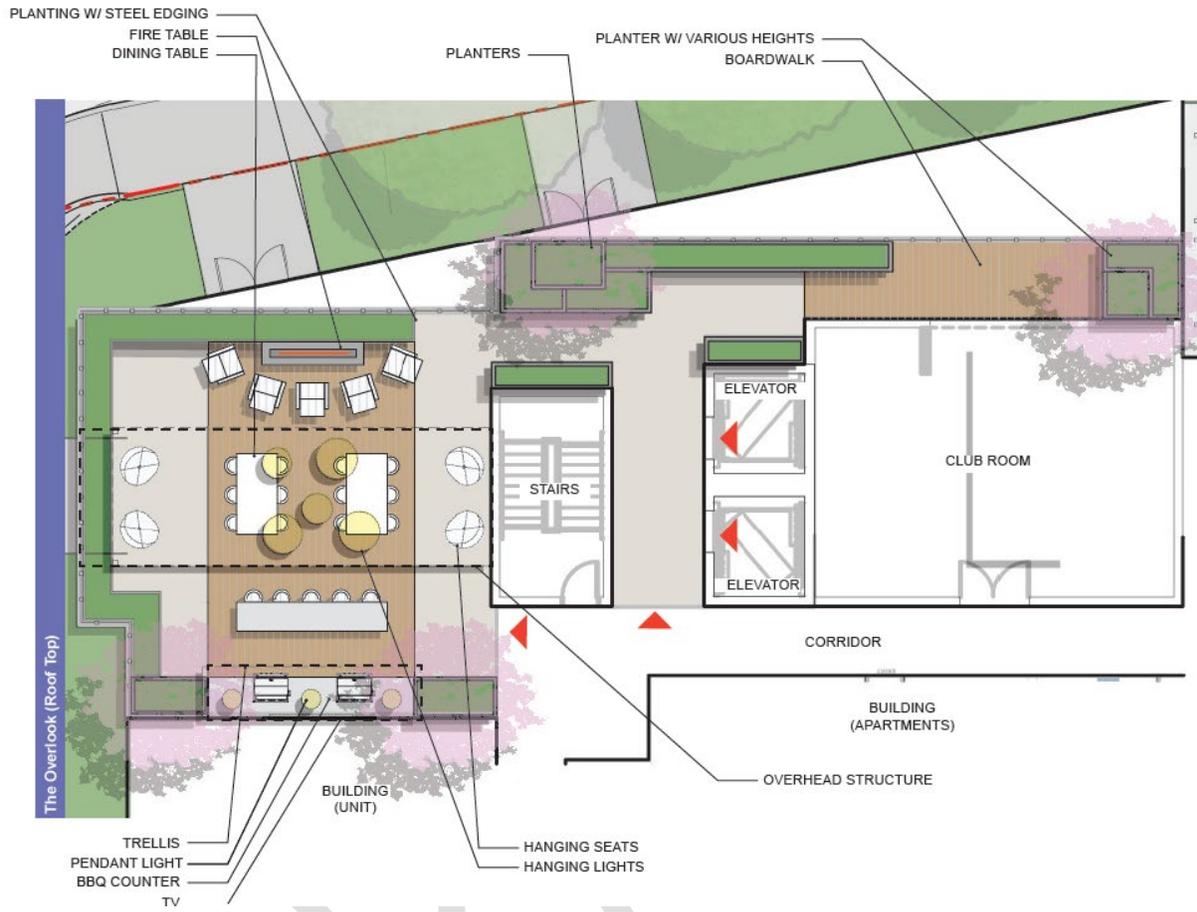
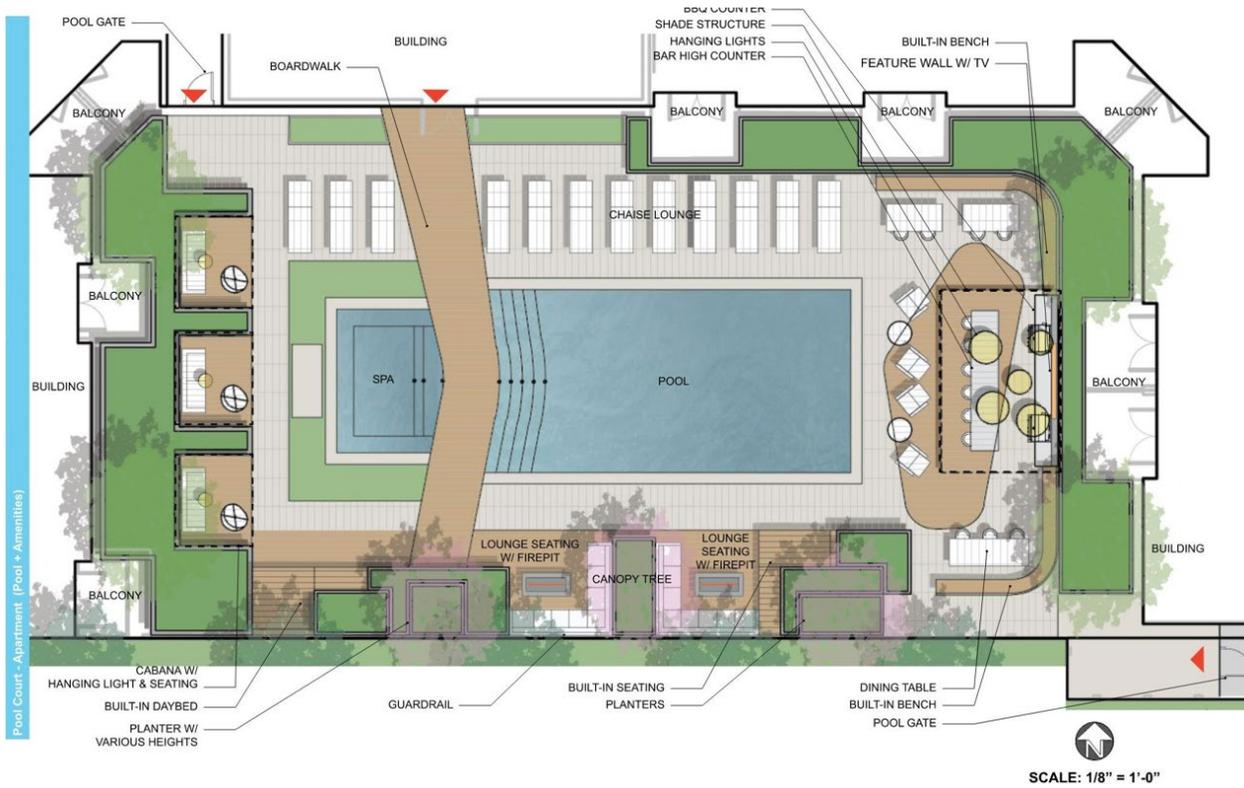


Figure 7c. Subarea A - Pool

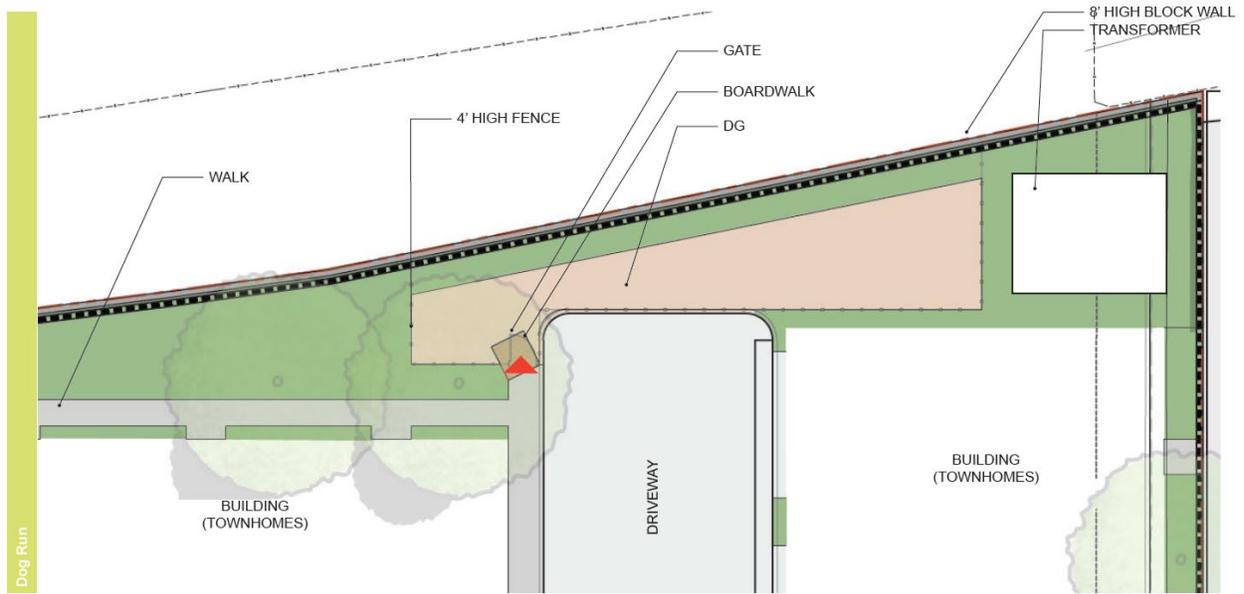


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Figure 7d. Subarea A - Dog Park and Subarea B - Playground



Figure 7e. Subarea B - Dog Park



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Figure 7f. Subarea B - Paseos and Pool

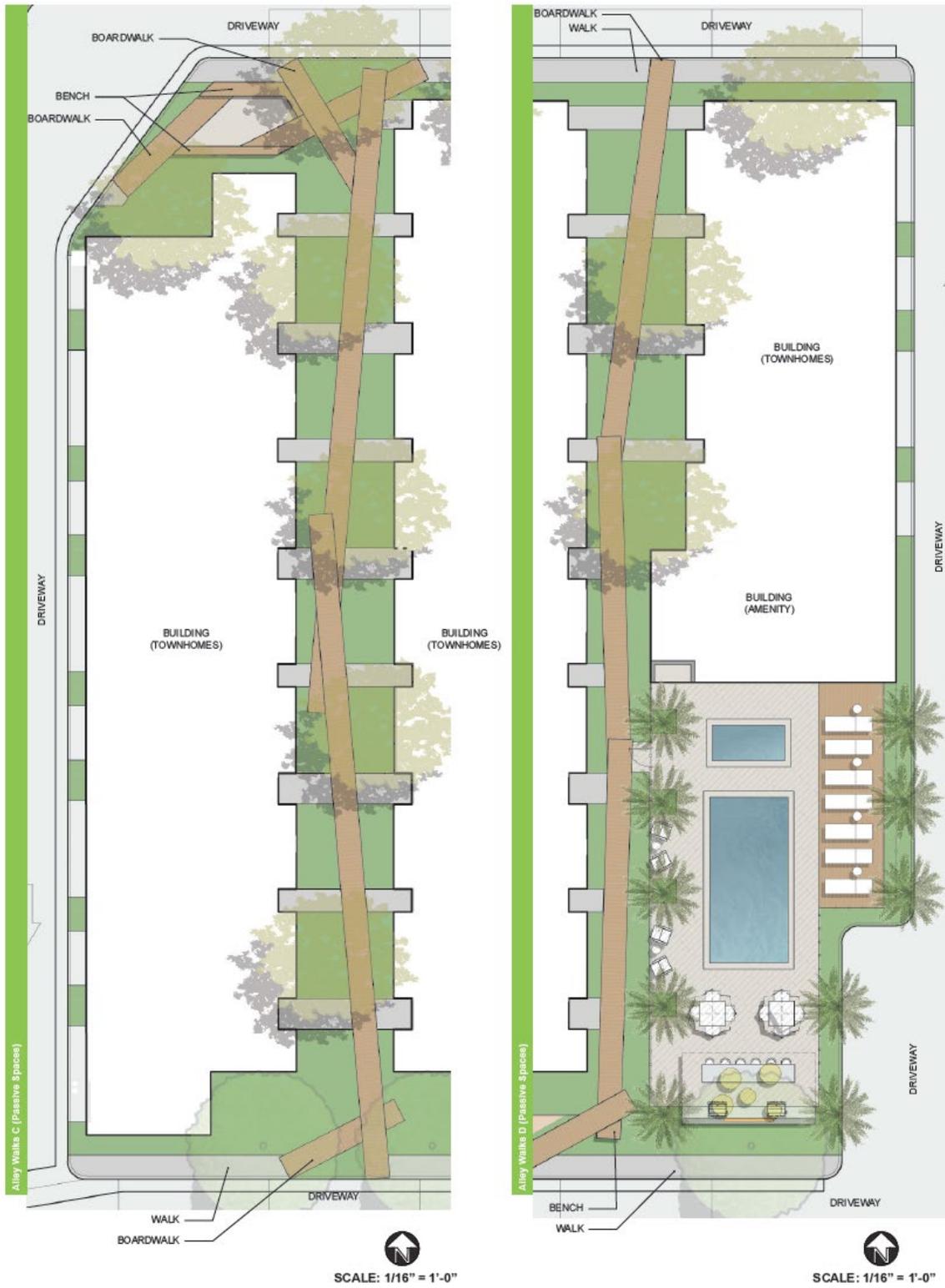
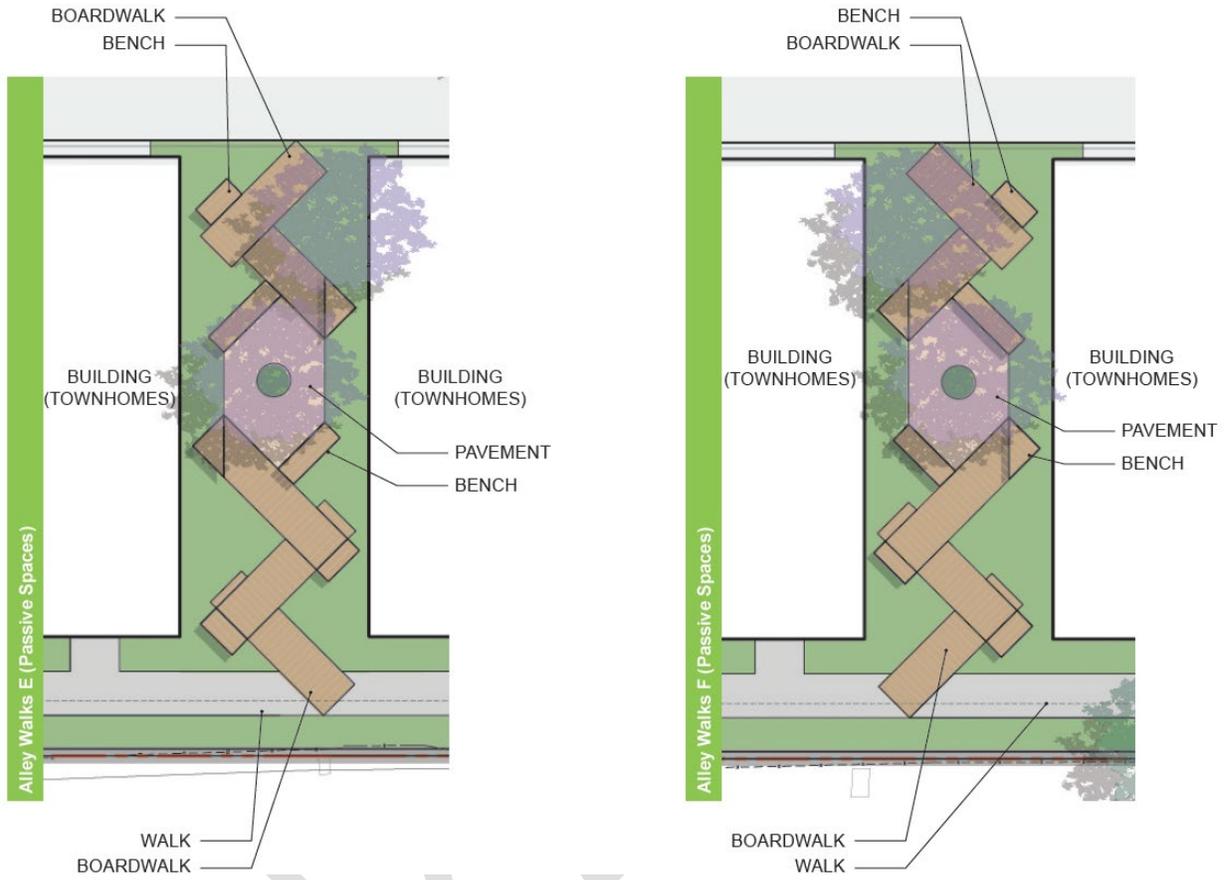


Figure 7g. Subarea B - Paseos



# 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).

#### Subarea A

The following uses are permitted by right in Subarea A

- Multi-family housing, including apartment units;
- 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, including home occupations that do not involve any physical client/customer contact at the residence, and any use customarily incidental to a permitted use;
- Any other use not specifically listed here determined by the Community Development Director to be similar to a permitted use.

#### Subarea B

- Multi-family housing, including attached and detached townhome style units;
- Residential amenities and ancillary uses, including home occupations, and any use customarily incidental to a permitted use;

- Any other use not specifically listed here determined by the Community Development Director to be similar to a permitted use.

### **Prohibited Uses**

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 in both Subarea A and B. Additionally, the following uses are expressly prohibited in Subarea A and B:

- Short-term rentals, except short-term rental as permitted above in Subarea A;
- Home-sharing rentals.

### **Density and Development Capacity**

The density for the Specific Plan is determined by the entire Plan Area, and shall not exceed 77 units per acre. The maximum development allowed under the Specific Plan is 403 residential units with related amenities and ancillary uses, including 328 units within an Apartment Building in Subarea A and 75 Townhomes in Subarea B.

### **Maximum Building Height**

#### Subarea A

The Apartment Building shall not exceed seven stories and 90 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).

#### Subarea B

The Townhomes shall not exceed three stories and 40 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).

## **Floor Area Ratio**

The FAR for the Specific Plan shall not exceed a maximum of 1.9:1 as calculated over the entire Plan Area, excluding parking areas.

## **Dwelling Unit Size**

### Subarea A

The minimum dwelling unit size for the units within the Apartment Building in Subarea A shall be:

- 450 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.

### Subarea B

There are no minimum dwelling unit sizes for the Townhomes in Subarea B.

## **Setbacks**

Setbacks within the entire Plan Area shall comply with the following (as measured from the property line):

- Front (Normandie Avenue): 10 feet
- Rear (Brighton Way): 10 feet
- Side (169th Street and 170th Street): 10 feet

Permitted Encroachments: Balconies and 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 feet. Fire lanes and other drive aisles may be located in the required side yard setbacks.

## **Affordable Housing**

The following affordable housing units shall be provided and distributed throughout Subarea A for a period of 55 years:

- Studio – 4 units
- One Bedroom – 12 units
- Two Bedroom – 4 units

## **II. DESIGN STANDARDS**

The following standards are specifically tailored to ensure the quality development envisioned for the Specific Plan area. The purpose of the design standards is to 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. The following design standards cover building form and massing, façade articulations along street frontages; siding materials; colors; landscaping; and lighting.

### **Design Standard 1: Form and Massing**

#### Subarea A

- The structure should be broken up by creating horizontal emphasis using trim, protruding balconies, eaves, canopies, accent materials, or other ornamentation.
- Modulation – The Apartment Building shall be designed with articulation in the horizontal and vertical plane that breaks down the massing into discrete, smaller sections.
- Balconies – All units that face a public right-of-way, shall have balconies oriented in that direction. All units that face a courtyard area, shall have the balconies oriented towards those areas. All railings for balconies shall consist of either metal or glass guard railing.

- **Street Corner** – The building shall have a major along Normandie Ave south of the corner at 169<sup>th</sup> street and Normandie. Additionally, the massing is further reduced by a seventh-floor roof deck at the corner of Normandie Ave and 169<sup>th</sup> Street.

### Subarea B

- **Horizontal Plane** – Each Townhome Building shall have a change in horizontal plane at a minimum of every 30 feet.
- **All primary entries** into each townhome shall be recessed or under an eave or other projection.
- **Balconies** – All railings for balconies shall consist of either metal or glass guard railing.
- **Windows** – All windows must be recessed a minimum of 1.5 inches. This requirement shall apply to all structures within the Specific Plan area.

### **Design Standard 2: Siding Materials**

- **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.
- **The materials used on each building** shall be limited to concrete, cement plaster, cement board siding, glass, and metal screening.

### **Design Standard 3: Colors**

- **Colors** shall include a base color and at least one accent color.
- **Only colors on the approved exterior color palette list**, as approved by resolution of the City Council, are permitted by-right. Accent or trim colors that are not included on the approved color palette list are allowed provided that do not exceed 15 percent of the total surface area on each elevation of the building.

- Stone veneer, approved metals and wood are not subject to the exterior palette list.
- All building shall be always maintained in good condition. The Director of Community Development or designee may require more frequent exterior maintenance if the improvements are not maintained in good condition.

#### **Design Standard 4: Landscaping**

- Landscaping for any development within the Specific Plan area must be 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.
- The property owner shall maintain all landscaped areas.
- Landscaping shall not encroach within pedestrian walkways or impede the visibility of signage. All landscaping at driveway entrances and exits shall not exceed three-feet in height for the first ten-feet.

#### **Design Standard 5: Lighting**

- Open spaces and pedestrian areas shall be illuminated.
- All exterior fixtures on the same building shall be of the same design, material, and color.
- All light fixtures shall be designed and located in a manner that does not allow spillover onto adjacent properties.

#### **Design Standard 6: Sustainability**

Development within the Specific Plan area shall conform to the most recent CALGreen mandatory 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.

### III. RECREATION AND OPEN SPACE STANDARDS

#### **Required Open Space**

The Specific Plan shall provide a minimum of 50 sf per unit (16,400 sf) of private open space (i.e., balconies) and approximately 22,698 sf of common open space within Subarea A.

The Specific Plan shall provide a minimum of 50 sf per unit (3,750 sf) of private open spaces (i.e., roof deck) and approximately 7,645 sf of common open space within Subarea B.

Consistent with Chapter 4, Section IV, the Specific Plan's common 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**

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.

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.

### IV. PARKING AND LOADING

#### **Vehicle Parking**

##### Subarea A

The Apartment Building will provide 399 vehicle parking spaces that will be unbundled.

Up to 50 percent of the required parking spaces within Subarea A may be compact spaces. Subarea A may also provide a maximum of 90 spaces that can be leased only as a pair to a single unit).

The minimum parking stall dimensions for required parking spaces within Subarea A 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 within Subarea A would 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.

### Subarea B

Each of the Townhomes will provide two spaces (150 spaces), some of which will be tandem, in addition to 10 guest spaces. The minimum width of the drive aisles within Subarea B shall be 24 feet.

A two-car tandem garage shall have a minimum interior dimension of 13 feet in width and 33 feet in depth. A two-car non-tandem garage shall have a minimum interior dimension of 20 feet in width and 19 feet in depth.

Parallel guest parking spaces shall have a minimum dimension of 24 feet in width and 8 feet in depth.

### **Bicycle Parking**

Secured long-term bicycle storage will be provided in Subarea A within the enclosed Apartment Building garage, and short-term bicycle parking will be provided off Normandie Avenue near the driveway to the Apartment Building garage.

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.

### **Loading Spaces**

Loading spaces are not required for the Specific Plan. 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.

### **Transportation Demand Management Strategies**

See Chapter 4, Section III of this Specific Plan for details on the TDM strategies implemented by the Specific Plan.

## **V. NONCONFORMITIES**

The Plan Area is currently comprised of 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 Plan Area ceases to operate or exist for a period of one year, it will be considered abandoned or discontinued without the need for any public hearing.

## **VI. MAINTENANCE STANDARDS**

The developer or property owner shall be required to maintain the Plan Area in an orderly manner during and following construction. The developer or property owner shall perform all regular maintenance and necessary repairs to the exterior and interior of the Specific Plan. Should Subarea A and Subarea B be operated by two separate entities, then the developer or property owner associated with each Subarea will independently be responsible for maintenance under the Specific Plan.

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

Walls, fences, and gates will be used to identify separate areas and provide needed privacy and security, as shown in Exhibit A, Site Plan. Where constructed, walls, fences, and gates will be required to 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, except that the driveway on 169th Street associated with Subarea B shall be set back 10 feet. 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.

## VIII. SIGN PROGRAM

A master sign program shall be submitted to the Community Development Director for administrative approval. The master sign program shall include identification and wayfinding signage throughout the Specific Plan Area.

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## CHAPTER 6. 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 Specific Plan provides for the orderly and efficient development and revitalization of the Plan Area consistent with the City of Gardena General Plan. The Specific Plan 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 Specific Plan 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 "Industrial" 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 Normandie Crossing Specific Plan zone replaces the site's existing zoning, Industrial (M-1) and General Industrial (M-2). 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 Specific Plan shall be subject to the standards and regulations of the Zoning Ordinance.

## II. GENERAL PLAN CONSISTENCY ANALYSIS

The Specific Plan 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.

*Consistent with Goal 3.0, the Specific Plan reduces the impact of governmental constraints on housing construction and cost. Consistent with Policy 3.3, the Specific Plan implements special zoning and development standards to permit more flexibility in housing developments in the Plan Area. The Specific Plan facilitates more diverse 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.*

**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.

*Consistent with Goal 4.0, the Specific Plan provides the appropriate land use and zoning for development of multi-family residential uses, including affordable housing. Construction of up to 403 residential units assists the City in meeting its share of the regional housing needs allocation. Currently, residential development in the vicinity of the*

*Plan Area primarily consists of single-family housing with multi-family housing along major arterials. The Specific Plan permits a greater range of residential densities than is currently permitted in this area of the City, consistent with Policy 4.1.*

Policy 4.3: Encourage residential development within the new Housing Overlay.

*The northern portion of the Specific Plan area has a housing overlay of HO-30. The Specific Plan exceeds this housing overlay density and encourages residential development in this area.*

Policy 4.4: Encourage development at maximum attainable densities and encourage use of density bonuses for inclusion of affordable units.

*The density proposed in the Specific Plan area exceeds that which was set forth in the HO-30 designation in order to provide 20 affordable housing units.*

GOAL 5.0: Promote equal opportunity for all residents to reside in the housing of their choice.

Policy 5.2: Provide a range of housing options, locational choices, and price points to accommodate the diverse needs in Gardena and to allow for housing mobility.

Consistent with this goal and policy, the Specific Plan development will provide housing units that range from studio apartments to 3-story townhome style units, including 20 apartment units for lower-income households. The range in sizes and affordability helps accommodate Gardena's diverse need.

### **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 multi-family 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.

*Consistent with Goal 1, the Specific Plan implements new zoning and development standards to promote the development of additional high-quality housing types in the City. The Specific Plan includes development standards and design guidelines to promote high quality housing and attractive and safe residential neighborhoods, consistent with Policy 1.1. The Specific Plan facilitates a transition from the single-family homes surrounding the Plan Area along Brighton Way and 170th Street to the Townhomes within Subarea B at the edge of the Plan Area to the denser Apartment Building within Subarea A off Normandie Avenue in the northeastern portion of the Plan Area near the multi-family and commercial uses immediately north of the Plan Area. The Specific Plan 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 more transit-friendly development.*

*Consistent with Policy 1.2, the Specific Plan protects the existing single-family residential homes surrounding the Plan Area along Brighton Way and 170th Street by replacing industrial uses with a high-quality multi-family development. As a residential project, the Specific Plan will be compatible with the adjacent residential neighborhood. Access to the Apartment Building is oriented to Normandie Avenue and away from the nearest residential neighborhood.*

*Consistent with Policy 1.4, the Specific Plan clusters urban-density within walking distance of a variety of resident-serving commercial uses on Artesia Boulevard, including grocery stores and restaurants. These features of the Specific Plan will increase convenience for residents and reduce future residents' automobile dependence.*

*Consistent with Policy 1.5, the Specific Plan provides residential amenities including open space, recreation areas, and structured off-street parking. Consistent with Chapter 4, Section IV, the Specific Plan's common 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. On-site parking for the Apartment Building will be provided in an enclosed garage on the first two floors above grade, and in individual two-car garages in each unit for the Townhomes.*

*Consistent with Policy 1.6, the Specific Plan 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 Specific Plan 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 for the Apartment Building in the northeastern portion of the Plan Area away from the single-family neighborhood primarily off Normandie Avenue, a major collector street. Vehicular access for the Townhomes component of the project would be provided in the northwestern portion of the Plan Area off 169th Street and in the southern portion of the Plan Area off 170th Street. While these access points are adjacent to the single-family neighborhoods, the Townhomes are less dense (75 units) than the Apartment Building (328 units) and therefore most of the vehicles entering the Plan Area will not enter the single-family neighborhoods surrounding the Plan Area. The Specific Plan 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.

*Consistent with Goal 3, the Specific Plan facilitates the development of high-quality housing which attracts desirable businesses to locate in the City. Implementation of the Specific Plan will help alleviate the negative impacts of a lack of housing for potential*

*future employees. Consistent with Policy 3.3, the Specific Plan adopts a multidisciplinary, proactive approach, supporting the expanding business 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 1.3:** Promote a stronger design review process to ensure that public and private projects comply with best design practices and standards.

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

*Consistent with DS Goal 1, the Specific Plan will enhance the visual environment by replacing a large underutilized industrial lot containing warehouse uses with associated offices and surface parking lot with a new multi-family development project. The Specific Plan will incorporate high-quality design and landscaping consistent with the standards of the Specific Plan to further enhance the visual environment. Developing new residential uses in proximity to resident-serving retail thus reduces dependencies on vehicle transportation and helps create a positive image of the City. Consistent with DS 1.3, development within the Plan Area will be subject to the City's design review process. Consistent with DS 1.4, the Specific Plan would provide on-site landscaping features consistent with the standards identified in this Specific Plan.*

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

**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 2.3:** Encourage a variety of architectural styles, massing, floor plans, color schemes, building materials, façade treatments, elevation and wall articulations.

**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 2.9: Integrate new residential developments with the surrounding built environment. In addition, encourage a strong relationship between the dwelling and the street.

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 guidelines to be established to provide for attractive building design features, safe egress and ingress, sufficient parking, adequate pedestrian amenities, landscaping, and proper signage.

DS 2.15: Promote innovative development and design techniques, new material and construction methods to stimulate residential development that protects the environment.

*Consistent with Goal 2, implementation of the Specific Plan would enhance the aesthetic quality of the Specific Plan Area. The Specific Plan is intended to achieve quality and attractively designed development that can serve as a model for future multi-family in the City. Implementation of the Specific Plan will replace an underutilized industrial lot containing warehouse uses with associated office and surface parking lots with a high-quality residential development that is intended to serve as a catalyst to transform the Plan Area into a vibrant neighborhood. Consistent with Policies 2.2 and 2.3, Chapter 5 of the Specific Plan provides development regulations for residential development to ensure that development within the Specific Plan is designed with a varied, yet compatible architectural style. Consistent with Policy 2.14, these design standards will ensure that development within the Specific Plan would be designed with attractive building design*

*features, safe ingress and egress, sufficient parking, adequate pedestrian amenities, and landscaping.*

*Consistent with Policies 2.7 and 2.9, the Specific Plan was designed to respect the existing single-family neighborhoods surrounding the Plan Area. The Specific Plan replaces industrial uses with a high-quality multi-family development. As a residential project, the Specific Plan would be compatible with the adjacent residential neighborhood. Moreover, the Specific Plan facilitates a transition from the single-family homes surrounding the Plan Area along Brighton Way and 170th Street to the Townhomes within Subarea B at the edge of the Plan Area to the denser Apartment Building within Subarea A off Normandie Avenue in the northeastern portion of the Plan Area near the multi-family and commercial uses immediately north of the Plan Area. Access to the Apartment Building is oriented to Normandie Avenue and away from the nearest residential neighborhood.*

*Consistent with Policy 2.10, the Specific Plan, including the open space amenities, will provide landscape treatments that will create a “greener” environment. The Specific Plan will replace a large underutilized industrial lot containing warehouse uses with associated offices and surface parking lots with multi-family residential buildings that incorporate street trees to shade the street and sidewalk and create a pedestrian-scale screen on the ground level.*

*Consistent with Policy 2.11, implementation of the Specific Plan would incorporate quality residential amenities, including private and communal open spaces, into the proposed multi-family development project. Consistent with Chapter 4, Section IV, the Specific Plan’s common 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. These amenities would improve the quality of the project and create more attractive and livable spaces for residents.*

*Consistent with Policy 2.12, on-site vehicle parking for the Apartment Building will be provided in an enclosed garage consisting of two floors, starting at the ground level. The Apartment Building parking garage is designed to permit two-way travel between the various levels with adequate circulation. 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. For the Townhomes, on-site vehicle parking will*

*be provided in ground level, two-car garages in each unit. Internal roadways link Driveways 3 and 4 to all townhomes, but do not connect to the Apartment Building garage.*

*Consistent with Policy 2.12, the Specific Plan includes design guidelines to ensure the development is designed with a varied, yet compatible architectural style, attractive building design features, safe ingress and egress, sufficient parking, adequate pedestrian amenities and landscaping.*

*Consistent with Policy 2.15, the project will conform to the latest CALGreen sustainability standards.*

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

**CI Goal 1:** Promote a safe and efficient circulation system that benefits residents and businesses and integrates with the greater Los Angeles/South Bay transportation system.

**CI 1.1:** Prioritize long-term sustainability for the City of Gardena, in alignment with regional and state goals, by promoting infill development, reduced reliance on single-occupancy vehicle trips, and improved multi-modal transportation networks, with the goal of reducing air pollution and greenhouse gas emissions, thereby improving the health and quality of life for residents.

*Consistent with Goal 1, the Specific Plan promotes reduced reliance on single-occupancy vehicle trips and convenient access to multi-modal transportation through its location within a transit priority area and required TDM measures.*

**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 3.1:** Work with Gardena Municipal Bus Lines and MTA to increase the use of public transit, establish or modify routes, and improve connectivity to regional services.

**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 Specific Plan promotes alternative modes of*

*transportation by placing residents near resident-serving retail to which residents may easily walk or bike. The Specific Plan is also within close proximity to a number of bus stops and a defined transit priority area. The project also facilitates development of a Complete Street along the Plan Area frontages by redeveloping a large underutilized industrial lot with associated offices and surface parking lots; reducing 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 3.1, public transit use will be encouraged as the Plan Area is located within a quarter mile of several bus stops. The TDM measures will also encourage use of public transportation.*

*Consistent with Policy 3.3, the sidewalks, curbs, and gutters adjoining the Plan Area will be reconstructed as part of the Specific Plan.*

### **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.

*Consistent with Goal 2 and its supporting policies, the Specific Plans 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 decrease the impermeable area of the Plan Area by approximately twelve percent.*

CN Goal 3: Reduce the amount of solid waste produced in Gardena.

CN 3.1: Comply with the requirements set forth in the City's Source Reduction and Recycling Element.

*Consistent with Goal 3 and Policy 3.1, the Specific Plan will comply with all applicable requirements for waste diversion during construction and operation.*

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 Specific Plan facilitates a multi-family and townhome development that meets high standards of environmental sustainability. Development proposals within the 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, development within the Specific Plan 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 5.3:** 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 Specific Plan 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 Specific Plan. The Apartment Building and parking structure will be accessible only to residents and secured by a key fob entry system. Specific Plan development 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 Goal 2 and Policy 2.3, development within the Specific Plan is 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 Plan Area which confirmed that it is not located within an Alquist-Priolo Earthquake Fault Zone.*

**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, development within the 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.

**N 2.9:** Encourage the creative use of site and building design techniques as a means to minimize noise impacts.

*Consistent with Goal 2, the City incorporated noise considerations into its review of the Specific Plan. Consistent with Policy 2.4, the Specific Plan's potential for generating noise impacts on the surrounding environment both during construction and operation, and imposed mitigation measures as appropriate was analyzed. Consistent with policies 2.5 and 2.6, the Specific Plan will conduct interior noise level studies and achieve interior noise level standards as required by the Building Code. In addition, consistent with Policy 2.9, the Specific Plan 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 Specific Plan complies with the City's noise ordinance. Consistent with Policy 3.3, the Specific Plan complies with the City's regulations regarding permitted construction hours.*

## CHAPTER 7. IMPLEMENTATION

### I. PHASING PROGRAM

The Specific Plan is envisioned to be built in one phase, however, Subarea A and Subarea B could be built separately, each in a single phase. Phased occupancy of the Specific Plan is also permitted, so that Subarea A could be occupied while Subarea B is under construction or Subarea B could be occupied while Subarea A is under construction.

### II. PLAN REVIEW PROCESS

Development in the Specific Plan 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. Any modification to the Site Plan attached as Exhibit A, including new construction or minor modifications to existing buildings, shall be reviewed by the Community Development Director for conformance with the General Plan, this Specific Plan, the Zoning Ordinance (if not superseded by this Specific Plan), and all other applicable documents pursuant to Section VI of this Chapter of the Specific Plan.

### III. CEQA REVIEW

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

### IV. INFRASTRUCTURE IMPROVEMENTS/COORDINATION

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

### V. FINANCING MEASURES

Implementation and financing of improvements of the Specific Plan depend exclusively on private investment and development. The developer or property owner shall be

responsible for financing the Specific Plan, including all improvements and mitigation measures.

## VI. ADMINISTRATION OF PLAN

### **Framework**

Approval of the Specific Plan 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 Plan Area.

### **Review Authority**

This Specific Plan shall be administered by the Community Development Department 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.

### **Substantial Conformance**

Substantial Conformance allows for administrative approval and interpretation of minor modifications to the Specific Plan 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. “Significant modifications” are 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 328 for the Apartment Building and 75 for the Townhomes.
3. An increase in building height above 90 feet.
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 building setback.
7. A decrease in the amount of vehicular parking within the Specific Plan Area by more than 10 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.

Any minor modifications to the materials used shall be subject to the review and approval of the Community Development Director. If the Director deems the modifications to be major changes, then it shall go before the Planning Commission for review and approval.

## **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 Specific Plan, the words “shall” and “must” are always mandatory.

The Specific Plan 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 Specific Plan 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 Specific Plan.

**EXHIBIT A**

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<b>Summary report:                  Litera Compare for Word 11.3.1.3 Document comparison done on                  8/10/2023 2:57:06 PM</b>	
<b>Style name:</b> Default Style	
<b>Intelligent Table Comparison:</b> Active	
<b>Original filename:</b> Normandie Specific Plan (7.17.23 v.2) (Clean).docx	
<b>Modified filename:</b> Normandie Specific Plan (8.10.23 City Clean).docx	
<b>Changes:</b>	
Add	34
Delete	25
Move From	0
Move To	0
Table Insert	0
Table Delete	0
Table moves to	0
Table moves from	0
Embedded Graphics (Visio, ChemDraw, Images etc.)	0
Embedded Excel	0
Format changes	0
<b>Total Changes:</b>	<b>59</b>

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