

## II. Project Description

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### A. Overview of Project

Capri Urban Baldwin, LLC and Capri Urban Crenshaw, LLC, collectively the Project Applicants, are proposing to modernize and redevelop the existing Baldwin Hills Crenshaw Plaza development (the “Proposed Project”). The Project Site contains approximately 1.02 million square feet of development. The Proposed Project would add approximately 820,000 square feet of commercial development and 961 residential units (totaling approximately 1.235 million residential square feet). The new uses to be added to the Project Site include 331,838 square feet of retail and related commercial uses; a 346,500-square-foot, 400-room hotel; approximately 143,377 square feet of office uses; and a total of 961 residential units, consisting of 551 residential condominium units and 410 apartment units.

The roughly triangular-shaped Project Site is approximately 43 acres in size and as shown in Figure II-1 on page II-2, is bordered by 39th Street on the north, Crenshaw Boulevard on the east, Stocker Street on the south, and Santa Rosalia Drive and Marlton Avenue on the west.<sup>1</sup> The Project Site is located within the Crenshaw Redevelopment Project Area. The Crenshaw Redevelopment Project was adopted by the City of Los Angeles in 1984 and is implemented through the Crenshaw Redevelopment Plan.

The Project Site is bisected into two areas by Martin Luther King Jr. Boulevard. These two areas are hereafter referred to in the EIR as the South Area and North Area. Approximately 32 acres, or three-fourths of the Project Site, is located in the South Area which is bounded by Martin Luther King Jr. Boulevard to the north, Crenshaw Boulevard to the east, Stocker Street to the south, and Santa Rosalia Drive and Marlton Avenue to the west. The North Area occupies approximately 11 acres and is bounded by 39th Street to the north, Crenshaw Boulevard to the east, Martin Luther King Jr. Boulevard to the south, and Marlton Avenue to the west.

Existing on-site development, as shown in Table II-1 on page II-3, consists of an approximately 833,077-square-foot enclosed retail shopping mall building, a 75,000-square-foot multi-screen movie theater, approximately 104,041 square feet of

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<sup>1</sup> *The Project Site for purposes of analysis in the Draft EIR (December 2014) as well as this Revised Draft EIR (December 2015) is as described in this sentence. The area subject to development under the Project’s Master Land Use Application is the Project Site excluding the building and building pad located along Stocker Street between 300 and 375 feet, west of Crenshaw Boulevard (see Figure II-1 on page II-2).*

Existing



Proposed



SOURCE: RAW International - 2015

REVISED FIGURE II-1

**Table II-1  
Existing On-Site Development  
(square feet)**

<b>Land Use</b>	<b>Square Feet of Development</b>
Mall Building	833,077
Retail/Restaurant	104,041
Movie Theater	75,000
Office	4,623
<b>Total Overall Project Area</b>	<b>1,016,741</b>
 <i>Source: Capri Capital Partners, LLC, May 2013.</i>	

various commercial uses, and 4,623 square feet of office uses. The mall is primarily located in the South Area and connects to the portion of the mall located in the North Area by an above grade bridge over Martin Luther King Jr. Boulevard, which allows indoor foot travel throughout all portions of the mall. The movie theater is located in a standalone building west of the mall building at the northeast corner of Martin Luther King Jr. Boulevard and Marlton Avenue. The on-site commercial uses not located in the mall building are located in a series of buildings at various locations along the streets that border the Project Site, and are hereafter collectively referred to as the Outbuildings. Revised Figure II-1 on page II-2 provides an existing site plan for the Project Site.

The Proposed Project, also shown in Revised Figure II-1, combines the retention of the existing mall building, the stand alone movie theater building, and two Outbuildings located along Stocker Street (Outbuildings B and D), with new development that creates a pedestrian-oriented mixed-use development that complements and enhances the existing on-site uses. The new commercial uses proposed for development include a Retail Village with pedestrian access from Crenshaw Boulevard and Stocker Street located around the intersection of Stocker Street and Crenshaw Boulevard; a hotel located to the south of the Retail Village and existing mall building; an office building at the northern edge of the Project Site at the southwest corner of Crenshaw Boulevard and 39th Street; and street front retail uses along Crenshaw Boulevard, Martin Luther King Jr. Boulevard, and Marlton Avenue. The Proposed Project also introduces residential uses to a previously commercial-only site, with residential apartments located within the southwest corner of the Project Site along Santa Rosalia Drive and Marlton Avenue and residential condominium and apartment units located above the street front retail uses in the North Area.

The Applicants for the Proposed Project, following the close of the Draft EIR public circulation period on February 17, 2015, revised the design of one of the Proposed Project's six development areas. Specifically, the area proposed for development within

Development Area 1 – Retail and Entertainment Area was modified, to retain an existing building (Outbuilding B) which was proposed for demolition and replacement with new construction in the Draft EIR. This proposed change is the subject of this Revised Draft EIR. The following table summarizes the development proposed under the Proposed Project.

	<b>Currently Proposed (square feet)</b>	<b>Previously Proposed (square feet)</b>	<b>Change (square feet)</b>
Existing Development	1,016,741	1,016,741	0
Demolition	77,933	90,868	-12,935
New Development	2,134,148	2,147,083	-12,935
Net New Development	2,056,215	2,056,215	0
Total Development	3,072,956	3,072,956	0

## B. Project Objectives

The primary purpose of the Proposed Project is to redevelop the Baldwin Hills Crenshaw Plaza with a mix of retail, restaurant, office, hotel, and residential land uses. As set forth by the CEQA Guidelines, the list of objectives that the Applicant seeks to achieve for the Proposed Project is provided below. As noted below, several of the project objectives support the goals, objectives, and policies set forth in the West Adams–Baldwin Hills–Leimert Community Plan and the Crenshaw Redevelopment Plan, both of which guide land use in the Project area. The objectives of the Proposed Project are listed below within the following categories: (1) Community-Oriented Objectives; (2) Existing Development Objectives; (3) Site Design Objectives; (4) Alternative Transportation Objectives; (5) Mixed-Use Development Objectives; and (6) Employment Objectives. The specific objectives of the Proposed Project are identified as follows:

### 1. Community-Oriented Objectives

- To contribute to the revitalization of the West Adams–Baldwin Hills–Leimert Community Planning Area of the City of Los Angeles by providing an example of “smart-growth” which is an infill development consisting of a mixed-use retail, office, hotel, and residential development;
- To provide opportunities for viable commercial, retail, entertainment, and office space in a manner that is complementary to the existing character of the adjoining commercial and residential neighborhoods; and

- To provide market-rate home ownership and leasing opportunities within the West Adams–Baldwin Hills–Leimert Community Planning Area of the City of Los Angeles.

## **2. Existing Development Objective**

- To implement a development plan that would allow for the concurrent operation of existing retail operations while new structures and infrastructure are being constructed in a manner that minimizes disruptions to existing businesses.

## **3. Site Design Objectives**

- To create a safe, secure and defensible regional shopping area integrated with office, hotel and residential land uses;
- To replace outdated and inefficient buildings and building operating systems with new architectural designs and energy efficient building systems and utility infrastructure that promote energy conservation;
- To promote a safe pedestrian-oriented environment by providing extensive streetscape amenities and outdoor plazas;
- To provide a sufficient amount of parking to accommodate the Proposed Project's demands for a competitive and viable market place, to not undermine transit goals and transit use by providing excessive parking, to provide for an efficient parking supply that allows for shared parking between commercial uses where feasible, and to provide sufficient parking to meet City Municipal Code requirements;
- To enhance the visual appearance and appeal of the neighborhood by providing perimeter and interior landscaping; and
- To develop the site in a manner that minimizes the footprints of parking areas and buildings to allow more surface area to be improved with open space amenities, pedestrian circulation areas, and landscaping.

## **4. Alternative Transportation Objectives**

- To develop an urban village and a walkable neighborhood that would provide alternatives to relying solely on the car; e.g., by providing a mix of land uses, access to transit, and opportunities for walking to destinations; and
- To promote walking and bicycle use through enhanced pedestrian connections and bicycle routes in a mixed-use project which integrates housing with employment opportunities within the Crenshaw Transit Corridor.

## 5. Mixed-Use Development Objectives

- To add a variety of housing ownership opportunities in the community by providing a mixed-use project comprised of housing, retail, entertainment, office and hotel uses, thus creating a better balance of housing and employment opportunities;
- To eliminate and prevent the spread of blight and deterioration by providing housing ownership opportunities, together with retail, hotel, office, and restaurant uses, and public open space within the Crenshaw Redevelopment Project Area; and
- To implement a land use equivalency program that would provide the flexibility to exchange certain land uses of equal or lesser environmental impacts within the overall development envelope to accommodate market demands.

## 6. Employment Objectives

- To provide meaningful roles for minority-owned businesses in the construction of the Proposed Project; and
- To generate temporary construction trade jobs and additional employment opportunities within the Project Site.

In addition to the project specific objectives identified by the Project Applicants, the following objectives are identified in the Crenshaw Redevelopment Plan:

- To eliminate and prevent the spread of blight and deterioration and to conserve, rehabilitate and redevelop the [Crenshaw Redevelopment] Project Area in accord with the General Plan and the Redevelopment Plan;
- To encourage the investment of the private sector in the development and redevelopment of the [Redevelopment] Project Area by eliminating impediments to such development and redevelopment;
- To stabilize and restore the economic vitality of this regional center of the City of Los Angeles;
- To stabilize and restore tax revenues to the City of Los Angeles;
- To enhance shopping opportunities for the area residents;
- To promote the physical, social and economic well-being of the Redevelopment Project Area, the City of Los Angeles, and its citizens; and
- To promote the development of local job opportunities.

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## C. Project Characteristics

### 1. Project Location

The Baldwin Hills Crenshaw Plaza Master Plan Project is proposed for the site of the existing Baldwin Hills Crenshaw Plaza regional mall (Project Site) at 3650 Martin Luther King Jr. Boulevard. The Project Site is located at the confluence of the Crenshaw and Leimert Park districts of the City of Los Angeles as well as the unincorporated area of Baldwin Hills.

Regional access to the Project Site is provided by the San Diego Freeway (Interstate 405), the Santa Monica Freeway (Interstate 10), and the Harbor Freeway (Interstate 110). The San Diego Freeway is located approximately 4.5 miles due west of the Project Site and the Santa Monica Freeway is located approximately 1.5 miles to the north.

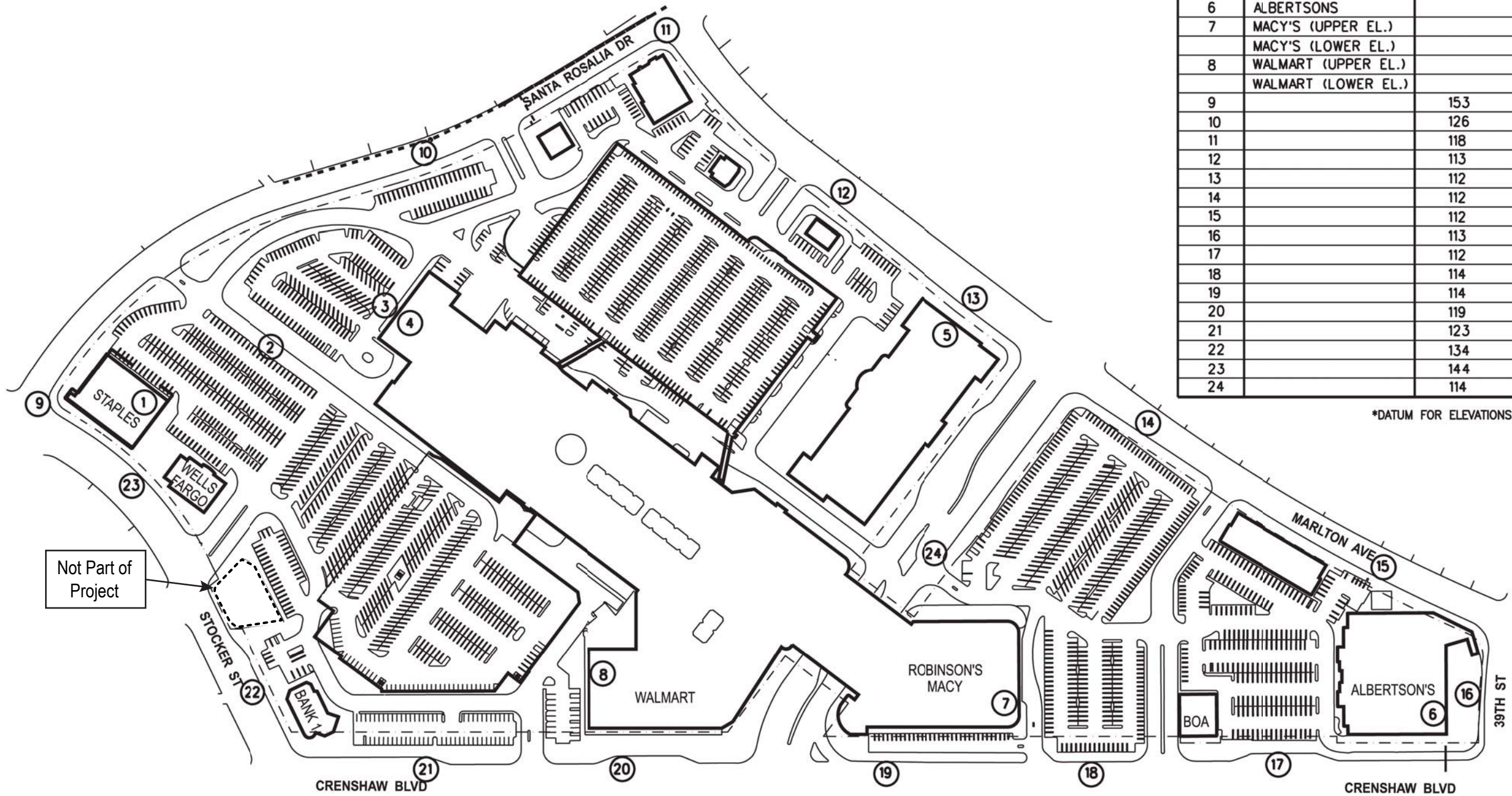
### 2. Site Topography

The topography of the Project Site varies with existing elevations ranging from 112 feet above mean sea level ("MSL") in the northern and western areas of the Project Site to 153 feet above MSL at the corner of Stocker Street and Santa Rosalia Drive. The North Area is relatively flat with existing elevations ranging between 112 and 114 feet above MSL. The South Area increases in elevation along Crenshaw Boulevard and Stocker Street as well as along Santa Rosalia Drive from approximately 118 feet above MSL to the Project Site's maximum elevation of 153 feet above MSL, an increase of approximately 35 feet. On an overall basis, there is approximately 41 feet of elevation change across the Project Site (i.e., from a low elevation of 112 feet above MSL to a high elevation of 153 feet above MSL). Existing ground elevations are shown on Figure II-2 on page II-8.

As part of the Proposed Project, the placement of parking below the building areas in the southeastern and southern portions of the Project Site would create an on-site topography at the pedestrian level that changes more gradually, thereby making it easier for pedestrians to travel across these portions of the Project Site. While some changes to the ground elevations within the Project Site are proposed, no changes to the existing ground elevations along the perimeter of the Project Site would occur under the Proposed Project.

BUILDING AND PARKING ELEVATION			
POINT NUMBER	NAME OF BUILDING	GROUND FIN. SURFACE ELEVATION	TOP OF BUILDING ELEVATION
1	STAPLES		170
2		141	
3		119	
4	SEARS		144
5	CINEMA		144
6	ALBERTSONS		140
7	MACY'S (UPPER EL.)		196
	MACY'S (LOWER EL.)		180
8	WALMART (UPPER EL.)		195
	WALMART (LOWER EL.)		174
9		153	
10		126	
11		118	
12		113	
13		112	
14		112	
15		112	
16		113	
17		112	
18		114	
19		114	
20		119	
21		123	
22		134	
23		144	
24		114	

\*DATUM FOR ELEVATIONS IS MEAN SEA LEVEL



NOT TO SCALE

SOURCE: RAW International - 2013

FIGURE II-2

### 3. Proposed Land Use Plan

#### a. Overview

The Proposed Project is the redevelopment of the existing Baldwin Hills Crenshaw Plaza, which would result in a mixed-use retail, commercial, office, hotel, and residential project totaling approximately 3.07 million square feet of net floor area as defined by the City of Los Angeles Planning and Zoning Code.<sup>2</sup> As part of the Proposed Project, all existing Outbuildings and all on-site parking facilities, as shown in Revised Figure II-3 on page II-10, would be demolished, with the exception of two existing buildings located along Stocker Street (Outbuildings B and D).<sup>3</sup> The surface parking lot that supports existing Outbuilding B would also be retained under the Current Proposed Project. No changes are proposed with regard to the existing mall and movie theater buildings. In addition, approximately 77,933 square feet of existing floor area would be demolished at the Project Site. As compared to the current conditions, the Proposed Project would result in a net increase of approximately 2.06 million square feet of floor area across the entire Project Site, with approximately 332,000 square feet of additional retail, restaurant, and related uses. The Proposed Project would result in a net increase of approximately 144,000 square feet of office uses, 346,500 square feet of hotel uses providing up to 400 hotel rooms, and 1,235,000 square feet of residential uses split between 551 condominiums and 410 apartments. A quantitative description of the Proposed Project is provided in Revised Table II-2 on page II-11. An aerial view of the Proposed Project's conceptual plan from the corner of Crenshaw Boulevard and Stocker Street is shown in Revised Figure II-4 on page II-12.

The Proposed Project seeks to reinvent the Project Site by introducing a diverse mix of new uses that complement and enhance the existing enclosed mall and theater. The Proposed Project also seeks to activate the streets surrounding the Project Site and improve the pedestrian and transit character of the Project Site by providing a pedestrian-oriented design that integrates the Project Site with the existing pedestrian pathways that are part of the streets that border the Project Site. The enclosed mall would remain the predominant land use within the South Area and a variety of new land uses and shopping environments would be created to establish a mixed-use, pedestrian- and transit-friendly site. Most notable of which would be the addition of a new Retail Village. The southern half of the mall is currently set back as much as 400 to 500 feet from Crenshaw Boulevard and Stocker Street with surface parking and a parking structure occupying the majority of

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<sup>2</sup> For purposes of this analysis, the term "floor area" refers to developable floor area as defined by Section 12.03 of the LAMC. In areas where gross building area is used, such as for parking areas and loading docks, the floor area in gross square feet is specifically identified.

<sup>3</sup> Additional information regarding the existing parking that would be removed and added as part of the Proposed Project is discussed in Section II.C.6.c, Parking, on page II-61 of this Revised Draft EIR.



SOURCE: RAW International - 2013

REVISED FIGURE II-3

**Revised Table II-2  
Proposed Project Development Program<sup>a</sup>**

Land Use	Total Project				South Area				North Area			
	Existing	Demolished	Proposed	Change	Existing	Demolished	Proposed	Change	Existing	Demolished	Proposed	Change
Mall Building	833,077	—	833,077	—	833,077 <sup>b</sup>	—	833,077 <sup>b</sup>	—	—	—	—	—
Retail/Restaurant	104,041	73,310	435,879	331,838	44,168	13,437	274,129	229,961	59,873	59,873	161,750	101,877
Movie Theater	75,000	—	75,000	—	75,000	—	75,000	—	—	—	—	—
Office	4,623	4,623	148,000	143,377	—	—	—	—	4,623	4,623	148,000	143,377
Banquet Hotel (400 Rooms)	—	—	346,500	346,500	—	—	346,500	346,500	—	—	—	—
Residential (961 total dwelling units)												
Condominiums (551 dwelling units)	—	—	742,500	742,500	—	—	—	—	—	—	742,500	742,500
Apartments (410 dwelling units)	—	—	492,000	492,000	—	—	183,700	183,700	—	—	308,300	308,300
<b>Total Overall Project Area</b>	<b>1,016,741</b>	<b>77,933</b>	<b>3,072,956</b>	<b>2,056,215</b>	<b>952,245</b>	<b>13,437</b>	<b>1,712,406</b>	<b>760,161</b>	<b>64,496</b>	<b>64,496</b>	<b>1,360,550</b>	<b>1,296,054</b>

<sup>a</sup> The floor area is reported in square feet as defined in Section 12.03 of the Los Angeles Municipal Code (LAMC).

<sup>b</sup> Includes all square footage associated with the enclosed mall, including the existing Macy's building located north of Martin Luther King Jr. Boulevard.

Source: Capri Capital Partners, LLC, May 2013.



SOURCE: RAW International - 2013

REVISED FIGURE II-4

this space. Under the Proposed Project, this area, with the exception of Outbuilding B, would be replaced with the pedestrian-oriented Retail Village that would both enhance the pedestrian environment along these streets (i.e., activate pedestrian activity along Crenshaw Boulevard) and provide a shopping experience that would complement the existing shopping opportunities found within the enclosed mall. The Retail Village is anticipated to consist of a series of buildings located within a plaza that is accessible from Crenshaw Boulevard as well as from Stocker Street and the mall.

Contributing to the Project's introduction of a diversity of uses is the proposed mid-rise hotel located to the south of the enclosed mall and the proposed Retail Village. The Project also proposes to introduce residential uses within the South Area around the intersection of Santa Rosalia Drive and Marlton Avenue. As part of the Proposed Project, all existing surface parking would be removed from the South Area and new parking facilities constructed. The new parking facilities will occur as semi-subterranean and above-grade parking structures. At full Project buildout, only two surface parking areas would exist, one located along Santa Rosalia Drive to serve the hotel and Outbuilding D, and one located behind Outbuilding B that would be accessible from Stocker Street.

Under the Proposed Project all of the existing development within the North Area, with the exception of the existing Macy's building, would ultimately be removed and revitalized with a series of mixed-use retail and residential buildings with a mid-rise office building at the northern edge of the property which would create a northern gateway to the Project Site. The mixed-use buildings would provide apartment and condominium units above street front retail uses along Crenshaw and Martin Luther King Jr. Boulevards, which would be designed to enhance the pedestrian environment found along these streets as they border the North Area (i.e., activate pedestrian activity along Crenshaw Boulevard). Within the area of the mixed-use buildings, parking would be provided in a four-level parking structure, with one level below grade, one level at grade and two levels above grade. The residential uses would be developed on a deck placed on top of the upper parking level, and each mixed-use building would include a landscaped courtyard within which various types of recreational amenities would be provided. The three mixed-use buildings shown on the Proposed Project's conceptual plan (see Revised Figure II-1 on page II-2) would also be connected via two landscaped plazas each incorporating a series of light wells allowing natural light to pass through to the parking levels below. Provided below is a description of each of the Proposed Project's major land use components.

### b. Mall Building

The mall building currently includes three anchor retail tenants which are connected to one another by an enclosed pedestrian mall lined with various smaller retail and food establishments. The existing Macy's and Sears department store buildings (including the Sears Automotive Service, which is located at grade beneath the main Sears building) are

proposed to be rehabilitated as part of the Proposed Project. No changes in building size or location are proposed for the existing mall building, including these structures. However, as an existing and on-going retail facility, enhancements to the mall, which are consistent with existing land use entitlements, are made periodically to respond to changes in market conditions in order to keep the mall competitive with other similar facilities in the area.

The Macy's Building, which is the former May Company department store, was originally constructed in 1947. This structure possesses a California Historical Resources Inventory System (CHRIS) status code of 2S2, or formally determined eligible for listing in the National Register. As such, the Macy's building is also eligible for listing in the California Register. The Project Applicants are proposing to retain this historic structure within the proposed development. As part of this plan, the building's exterior façade along the Crenshaw Boulevard frontage would retain the glass windows at the ground floor level. At Project buildout, the existing wrought-iron fence and landscaping features, which were added in 1989 when the mall was redeveloped, would be removed to expose the building's windows and activate the pedestrian environment at the ground floor level. The exterior upper levels of the façade would include detachable architectural brackets to support removable signage displays.<sup>4</sup>

The existing Walmart building, which was originally constructed as the Broadway Department Store Inc. in 1947, possesses a CHRIS status code of 3S, or appears eligible for listing in the National Register. The Project Applicants are proposing to retain this historic structure within the proposed development and, at Project buildout, would remove the wrought-iron fence and landscaping to expose the glass windows at the ground-floor level to improve the pedestrian experience along Crenshaw Boulevard. Similar to the proposed design for the Macy's building, removable brackets would be mounted on the exterior façade on the second and third level to support detachable signage displays facing Crenshaw Boulevard.

The Sears building, as well as the entirety of the pedestrian mall, do not have attributes considered to be historic in nature.

### c. Movie Theater

No changes to the existing movie theater are proposed as part of the Current Proposed Project.

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<sup>4</sup> Additional information regarding the on-site historic resources is provided in the Baldwin Hills Crenshaw Plaza Historic Resource Report, Appendix D-1 to this Draft EIR.

## d. Retail Village and General Retail Uses

### *(1) Retail Village*

The proposed Retail Village would consist of a series of freestanding buildings connected by landscaped pedestrian-oriented walkways located around the intersection of Crenshaw Boulevard and Stocker Street. The location of the Retail Village is currently occupied by two freestanding Outbuildings, consisting of two banks (Outbuildings A and C, as shown in Revised Figure II-1 on page II-2), as well as two vehicle driveways and surface parking areas, all of which would be demolished to make way for the proposed Retail Village, except for the surface parking lot behind Outbuilding B which would remain under the Current Proposed Project. In this area of the Project Site, the mall building is currently setback approximately 500 feet from Stocker Street and approximately 400 feet from Crenshaw Boulevard. The Retail Village would be located north and west of Outbuilding B, which would remain under the Current Proposed Project. At-grade parking would be located beneath the Retail Village across from the existing surface parking lot that serves Outbuilding B that would also remain under the Current Proposed Project.

Under the Proposed Project, this area would be reconfigured from one that is currently oriented towards motor vehicles to a pedestrian-oriented Retail Village that would directly interface and activate the adjoining streets and create a pedestrian friendly connection to the southern portion of the mall building from Crenshaw Boulevard. Under the Proposed Project, as shown in Revised Figure II-1 on page II-2, this connection would occur via a heavily landscaped pedestrian walkway that would connect the proposed pedestrian-oriented gateway at the corner of Crenshaw Boulevard and Stocker Street to the mall building. A conceptual rendering of the proposed gateway to the Retail Village is shown in Figure II-5 on page II-16. A building elevation of the Retail Village along Crenshaw Boulevard based on the Proposed Project's conceptual plan is shown in Figure II-6 on page II-18.

It is anticipated that the Retail Village would include restaurant and entertainment establishments as well as general retail uses. Buildings would range between 16 and 30 feet in height above the Retail Village's plaza level.

### *(2) General Retail*

The Proposed Project also includes retail uses at various locations outside of the Retail Village and mall building. To further activate the streets that border the Project Site, street front retail spaces are proposed south of the existing movie theater along Marlton Avenue as well as in a mixed-use configuration as part of the proposed mixed-use buildings located along Crenshaw Boulevard north of the existing Macy's department



SOURCE: RAW International - 2013

FIGURE II-5

store.<sup>5</sup> The amount of total general retail space at the Project Site, outside of the mall building would increase to approximately 435,879 square feet from 104,041 square feet. Within the South Area, the amount of general retail space would increase to approximately 274,129 square feet from 44,168 square feet, whereas in the North Area, the amount of general retail space would increase to approximately 161,750 square feet from 59,873 square feet. Building heights of these general retail uses would be approximately 20 feet for the street front retail along Marlton Avenue in the South Area. In the North Area, the general retail uses, combined with the residential uses located above, would be 89 feet in height. A conceptual rendering of the street front retail uses along Crenshaw Boulevard is shown in Figure II-7 on page II-19. A building elevation of the proposed retail uses with residential uses above along Crenshaw Boulevard based on the Proposed Project's conceptual plan is shown in Figure II-6. A building elevation of the proposed retail uses located south of the movie theater building along Marlton Avenue based on the Proposed Project's conceptual plan is shown in Figure II-8 on page II-20.

### *(3) Restaurants*

Approximately 26,000 square feet of fast food and high-turnover sit-down restaurant space is currently provided within the mall, with an additional 30,000 square feet of restaurant space within the Outbuildings. The Proposed Project would provide 125,600 square feet of restaurant space, for an increase of approximately 69,600 square feet within the Retail Village and the Proposed Project's other retail areas not located within the existing enclosed mall building.

### *(4) Entertainment*

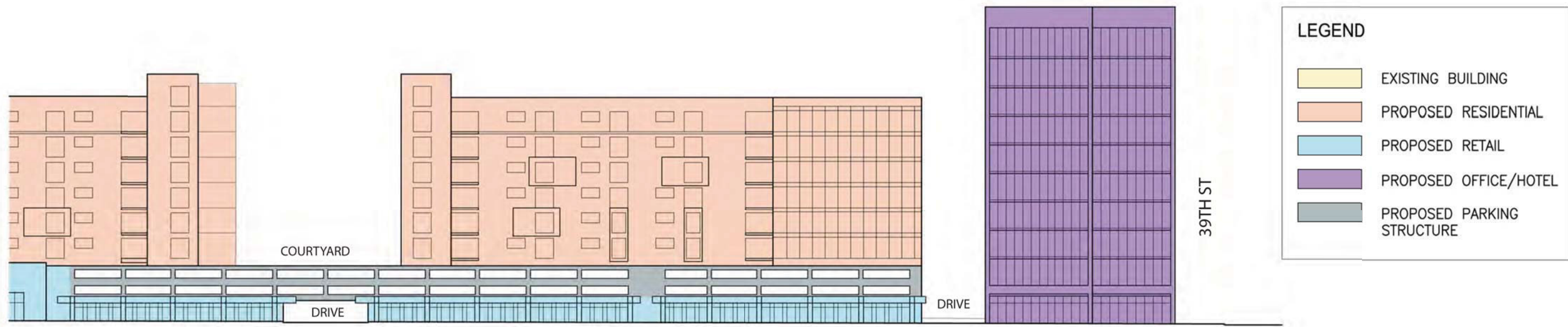
The Proposed Project would include a reconfigured entertainment area within the Retail Village near the corner of Crenshaw Boulevard and Stocker Street. Based on current market conditions, it is anticipated that a bowling alley, with restaurant and bar space, would be developed within the Retail Village's entertainment area. In addition, outdoor entertainment activities could also occur throughout the proposed Retail Village area.

### *(5) Grocery*

The Proposed Project includes 41,000 square feet of additional grocery store uses. Under the Proposed Project, the existing 44,052-square-foot grocery store located at the southwest corner of West 39th Street and Crenshaw Boulevard could be demolished, and a new store up to 85,000 square feet could be constructed at the northeast corner of Martin

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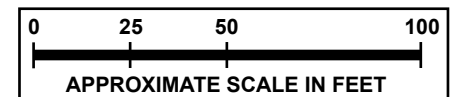
<sup>5</sup> Based on the Proposed Project's conceptual plan a fitness center for the on-site residents may be located in this area.



1. BUILDING ELEVATION ALONG CRENSHAW NORTH OF MLK BOULEVARD



2. BUILDING ELEVATION ALONG CRENSHAW SOUTH OF MLK BOULEVARD



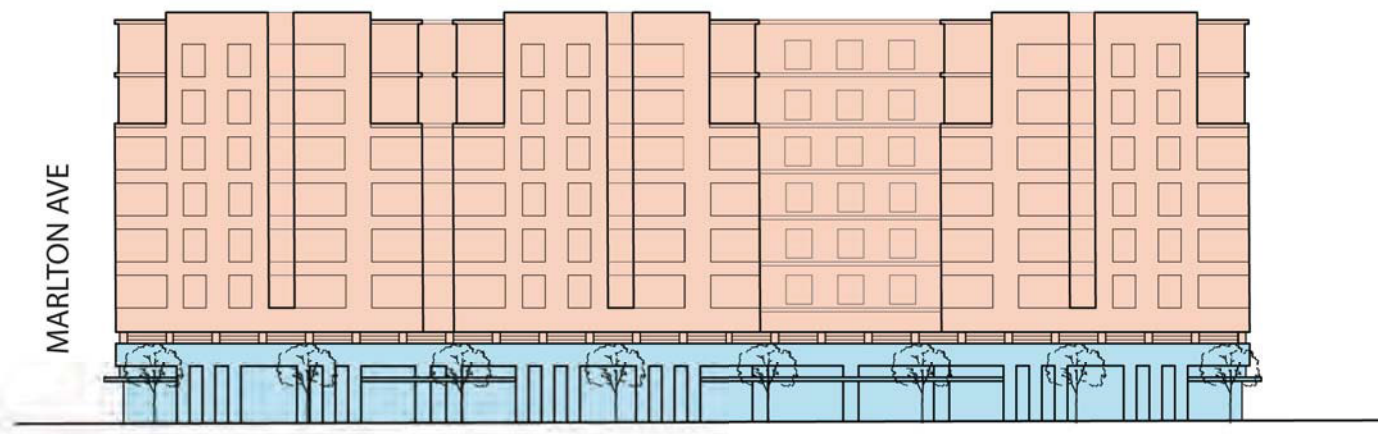
SOURCE: RAW International - 2013

FIGURE II-6



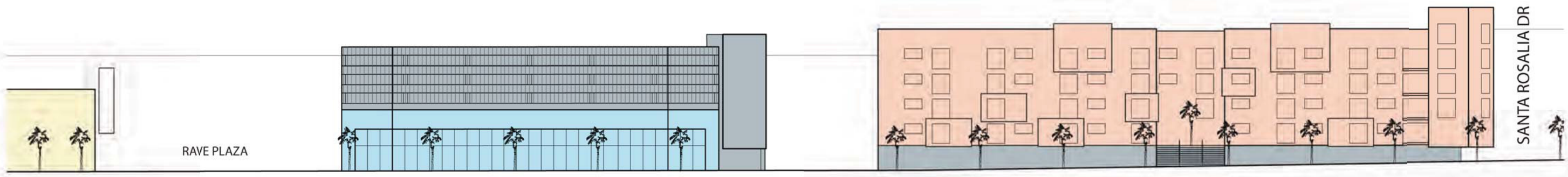
SOURCE: RAW International - 2013

FIGURE II-7

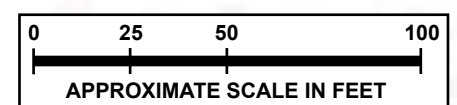


5. BUILDING ELEVATION ALONG MLK BOULEVARD

LEGEND	
<span style="display:inline-block; width:15px; height:10px; background-color:yellow; border:1px solid black;"></span>	EXISTING BUILDING
<span style="display:inline-block; width:15px; height:10px; background-color:orange; border:1px solid black;"></span>	PROPOSED RESIDENTIAL
<span style="display:inline-block; width:15px; height:10px; background-color:lightblue; border:1px solid black;"></span>	PROPOSED RETAIL
<span style="display:inline-block; width:15px; height:10px; background-color:purple; border:1px solid black;"></span>	PROPOSED OFFICE/HOTEL
<span style="display:inline-block; width:15px; height:10px; background-color:gray; border:1px solid black;"></span>	PROPOSED PARKING STRUCTURE



6. BUILDING ELEVATION ALONG MARLTON AVENUE



SOURCE: RAW International - 2013

FIGURE II-8

Luther King Jr. Boulevard and Marlton Avenue. The proposed grocery store would be located at street level with residential apartment uses above. The proposed grocery store, combined with the proposed residential uses, would be 89 feet in height above the adjacent streets. A conceptual rendering of the grocery store is shown in Figure II-9 on page II-22. A building elevation of the proposed grocery store with residential uses above along Martin Luther King Jr. Boulevard based on the Proposed Project's conceptual plan is shown in Figure II-8 on page II-20.

#### *(6) Other*

In addition to the land uses described above, the Proposed Project includes the expansion of the Debbie Allen Dance Academy and the introduction of a fitness center to the Project Site. The expansion of the Debbie Allen Dance Studio (Outbuilding F as shown in Revised Figure II-1 on page II-2) would occur by demolishing the existing facility and constructing a new and larger Debbie Allen Dance Academy within the Proposed Project's Retail Village. Under the Proposed Project's conceptual plan, the fitness center would be the ground floor use in the mixed-use building located along Crenshaw Boulevard, north of the existing Macy's department store.

### **e. Hotel**

A 346,500-square-foot hotel with 400 rooms would be constructed within the South Area between the existing Outbuilding located at the corner of Stocker Street and Santa Rosalia Drive (Outbuilding D) and the proposed Retail Village. The up to 12-story hotel would be up to 135 feet in height. Under the Proposed Project's conceptual plan, meeting rooms would be provided in two separate buildings located west of the main hotel building. In addition, one or two restaurants are also anticipated to be included within the hotel development. A conceptual rendering of the proposed hotel and adjoining on-site commercial uses is shown in Figure II-10 on page II-23. A building elevation of the proposed hotel along Santa Rosalia Drive based on the Proposed Project's conceptual plan is shown in Figure II-11 on page II-24.

To allow flexibility in the site planning process, the locations of the office (see description below) and the hotel buildings may be interchanged. As such, the hotel could potentially be located at the southwest corner of the intersection of 39th Street and Crenshaw Boulevard, in place of the proposed office building.

### **f. General Office**

The Proposed Project would also include approximately 148,000 square feet of office uses. The office use is proposed to be located in a single building, up to 145 in height, containing approximately 14 floor levels. The proposed office building would be located at the southwest corner of 39th Street and Crenshaw Boulevard. The office



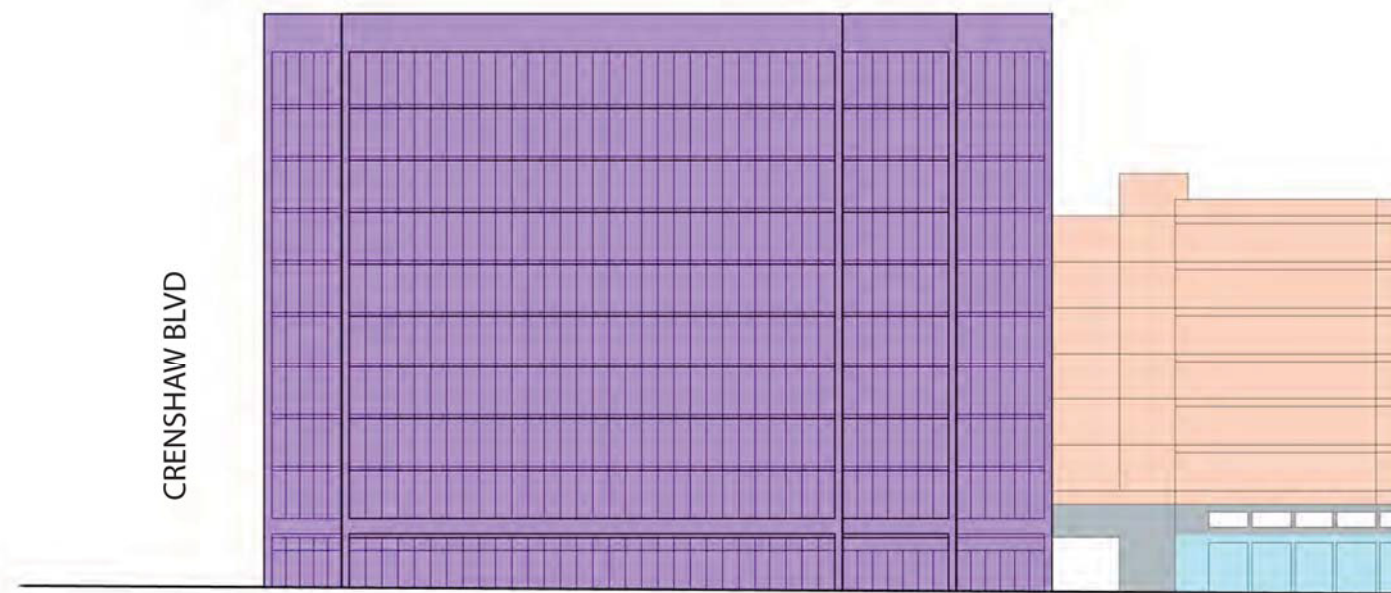
SOURCE: RAW International - 2013

FIGURE II-9





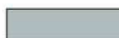


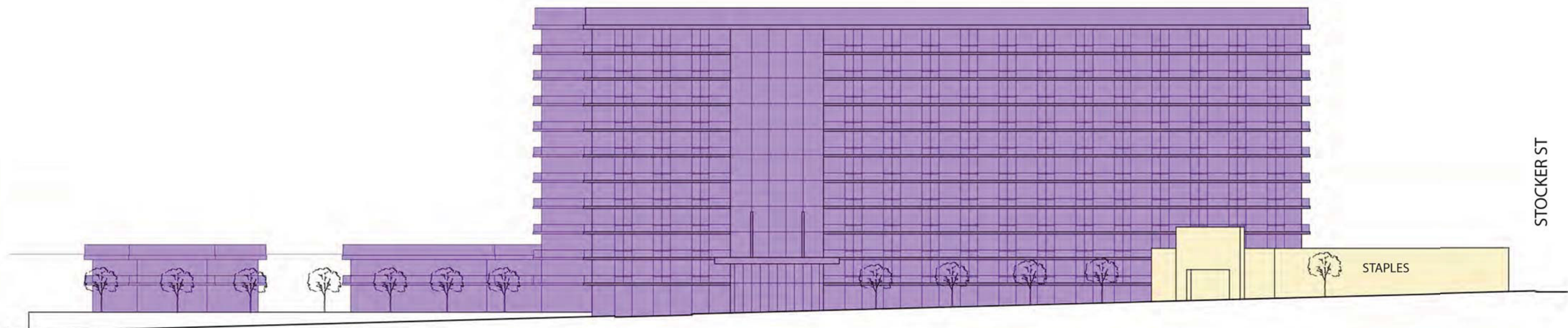
SOURCE: RAW International - 2013

FIGURE II-10

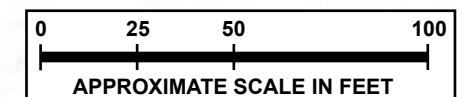


3. BUILDING ELEVATION ALONG 39TH STREET

LEGEND	
	EXISTING BUILDING
	PROPOSED RESIDENTIAL
	PROPOSED RETAIL
	PROPOSED OFFICE/HOTEL
	PROPOSED PARKING STRUCTURE



4. BUILDING ELEVATION ALONG SANTA ROSALIA DRIVE



SOURCE: RAW International - 2013

FIGURE II-11

building would include a subterranean parking structure with a landscaped open space area on the ground level along Marlton Avenue, 39th Street, and a portion of Crenshaw Boulevard. Alternatively, as described above, the office building could potentially be located at the site of the proposed hotel. A building elevation of the proposed office building along 39th Street based on the Proposed Project's conceptual plan is shown in Figure II-11.

## **g. Residential Component**

As shown in Table II-3 on page II-26, the Proposed Project would include approximately 961 new residential units within the Project Site. The majority of the residential units would be constructed in the North Area in buildings approximately five floors above the proposed ground-level retail uses and the above-grade structured parking. A total of 167 residential apartment units would be provided in 183,700 square feet of building floor area in the South Area at the corner of Santa Rosalia Drive and Marlton Avenue as well as along Santa Rosalia Drive towards Stocker Street. The North Area is proposed to include 243 apartment units and all 551 condominium units in approximately 1,050,800 square feet of building floor area.

A conceptual rendering of the commercial and residential mixed use area along Crenshaw Boulevard is shown in Figure II-7 on page II-19. Figure II-12 on page II-27 provides a conceptual rendering of the Proposed Project's residential uses looking southward along Marlton Avenue at 39th Street. A building elevation of the proposed residential/commercial mixed-use area along Crenshaw Boulevard based on the Proposed Project's conceptual plan is shown in Figure II-6 on page II-18. A building elevation of the proposed residential uses above the grocery store along Martin Luther King Jr. Boulevard based on the Proposed Project's conceptual plan is shown in Figure II-8 on page II-20. A building elevation of the proposed residential uses along Marlton Avenue, based on the Proposed Project's conceptual plan is shown in Figure II-8.

## **4. Design Plan**

### **a. Overview**

The Proposed Project incorporates several land uses (i.e., entertainment, restaurants, residential, office, hotel, and anchor and general retail) across the Project Site. The Proposed Project would be implemented via the proposed development program in conjunction with the design standards set forth below. As the Proposed Project is to be developed over an approximately 5-year period, the location and orientation of the future buildings would be in response to market conditions at the time each building is constructed. Based on current market conditions and the existing and planned uses, the

**Table II-3  
Proposed Residential Land Use Plan**

	<b>Dwelling Units</b>
<b>Condominiums</b>	
1 Bedroom	83
2 Bedroom	346
3 Bedroom	122
<i>Total Condominiums</i>	<i>551</i>
<b>Apartments</b>	
1 Bedroom	184
2 Bedroom	226
3 Bedroom	0
<i>Total Apartments</i>	<i>410</i>
<b>Total</b>	<b>961</b>
<hr/> <i>Source: Capri Urban Crenshaw LLC, Capri Urban Baldwin LLC, 2010.</i>	

Conceptual Plan shown in Revised Figure II-1 on page II-2 has been prepared as an illustration of how the Proposed Project may be implemented and how such a development would conform to the proposed development standards. The Conceptual Plan represents just one of the possible ways the Project Site may be developed. The Proposed Project is designed in such a way so as to respond to future market conditions but would be developed in substantial compliance with the Conceptual Plan and renderings presented in the EIR. All development plans would be subject to the review and approval of the City of Los Angeles.

In June 2012, the Los Angeles Department of City Planning kicked-off a 2-year effort to create Transit Neighborhood Plans for the areas surrounding ten transit stations along the Exposition and Crenshaw/LAX Light Rail lines, including the Crenshaw/MLK station located adjacent to the Project Site. The purpose of these plans is to support vibrant neighborhoods around transit stations, where people can live, work, and shop or eat out, all within a safe and pleasant walk to a transit station. The Proposed Project has been designed to implement the purpose of these plans by creating a transit-oriented development with access to two Crenshaw subway transit portals that are integrated into the Proposed Project's streetscape design. When combined with the existing Metro bus stops that serve the existing shopping center, these subway access points would further activate the Project Site by providing the community access to the on-site shopping, entertainment, and social gathering opportunities, all of which are components of a transit-oriented development.



SOURCE: RAW International - 2013

FIGURE II-12

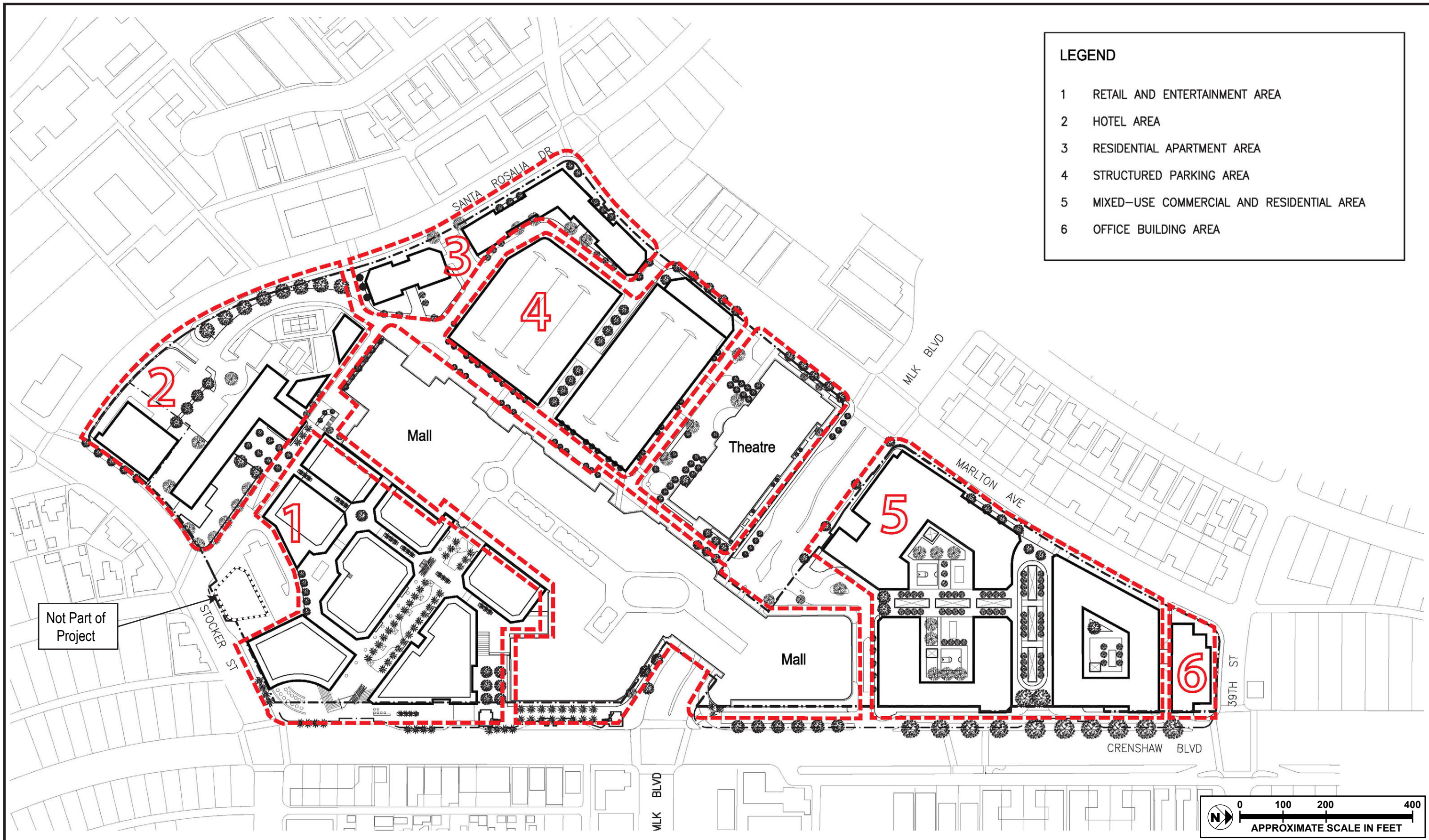
Anchored by the existing mall and movie theater complex, the Project Site would be intensified in its use and character by introducing a mixture of new retail, hotel, condominium housing, mixed-use commercial with rental housing above, office, and structured parking. The existing theater complex would be integrated into the Proposed Project in a way that builds on its current use as a public gathering place for movies, outdoor concerts, and other cultural events.

The Proposed Project's design defines the street edge around the Project Site perimeter in ways that respond to the various surrounding land uses, building scales, and street right-of-way widths and characteristics. Furthermore, an east/west axis across the Project Site connects the key pedestrian activity node at the southeast corner of the Proposed Project through the Retail Village then through the existing mall building and onward between the two major proposed parking structures, ultimately connecting with Marlon Avenue, as well as to the nearby Leimert Park Village to the south.

When originally opened in 1947, the Baldwin Hills Crenshaw Plaza Mall was a flagship of the International Style architecture that was prevalent in Southern California at that time. The "streamline moderne" design was characterized by strong horizontal lines and a minimalist approach to detailing with prominent vertical towers identifying the anchor stores, which established the mall as a local visual landmark. The design for the Proposed Project uses a minimalist approach to detailing from the original mall, while introducing a contextual architecture that incorporates contemporary materials and systems that blend well with the surrounding community.

The Proposed Project's conceptual plan includes the treatment of the ground-level façades as a "base," capped by a horizontal band that is recognizable throughout the majority of the Proposed Project. The mid- and upper-level façades above this horizontal band would be reflective of their specific uses (e.g., residential, commercial, etc.). The proposed hotel and office buildings under the Proposed Project's conceptual plan feature glass curtain walls with mechanical equipment screens forming a topping crown. The residential façades under the Proposed Project's conceptual plan are more of a repetitive play between solid and void, thus creating an articulated composition. The parking structures under the Proposed Project's conceptual plan are open for natural ventilation, with solid horizontal sections of the façades clad with a green wall system (see description below).

Proposed Project development would be organized into six areas or "Areas," each having a primary use and "identity." The Project's six development Areas, as shown in Revised Figure II-13 on page II-29, are as follows: (1) Retail and Entertainment (Retail Village) Area; (2) Hotel Area; (3) Residential Apartment Area; (4) Structured Parking Area; (5) Mixed-Use Commercial and Residential Area; and (6) Office Building Area. A description of the six proposed Areas is provided below.



SOURCE: RAW International - 2013

REVISED FIGURE II-13

### *(1) Retail and Entertainment (Retail Village) Area*

Development within the Retail and Entertainment Area would occur on an elevated plaza with primary pedestrian access occurring at the corner of Crenshaw and Stocker via gentle steps/mini escalator that rises to distinguish the plaza level. As the plaza is level in elevation, it varies in elevation above Crenshaw Boulevard and Stocker Street, based on the slope of the sidewalk frontage. The plaza ties together a grouping of distinct retail structures, which are connected by a network of pedestrian pathways. These pedestrian pathways would range from 20 to 50 feet in width, allowing spaces outside of the retail stores to include landscaping, seating, tables for dining, shading canopies, and water features. The plaza would be at the same elevation and connect to the upper level of the existing mall. The Retail Village has been designed to wrap around and complement the existing use pattern of existing Outbuilding B, which would remain in its current configuration under the Current Proposed Project. This would be achieved by locating new retail uses to the north of Outbuilding B and providing at-grade parking below the plaza level of the Retail Village that would be across from the existing surface parking lot that would continue to serve Outbuilding B under the Current Proposed Project.

Based on the Proposed Project's conceptual plan, a major pedestrian feature within the plaza is a pedestrian corridor approximately 50 feet in width that, in addition to serving the retail buildings within the plaza, provides a connection between Crenshaw Boulevard and the existing mall building. This pedestrian corridor would provide a pedestrian-oriented connection to the existing mall which is currently set back up to 475 feet from Crenshaw Boulevard in an area that is currently used for surface and structured parking behind the Outbuildings located along the perimeter of the Project Site. Under the Proposed Project's conceptual plan, this pedestrian pathway would continue through the mall building and continue westward between the two new parking structures, ultimately connecting to Marlton Avenue.

The outer perimeter of this Area consists of retail storefronts that are entered from the street and also have frontage on the interior of the plaza which allows these buildings to connect to the other retail buildings located on the plaza. Under the Proposed Project's conceptual plan, the sidewalk treatment along the street edge of this Area supports a pedestrian experience with connections from the Metro portal to the entrance to the "Retail Village."

Landscaping within the Retail and Entertainment Area would include a combination of boxed planters, tree wells, and potted plants and trees that are organized into patterns that provide different environments, from an array of shade trees that encourage movement, to arrangements of colorful flowers that define gathering spaces.

Automobile parking for the Retail and Entertainment Area is accessed from two locations, both of which are entered at signalized intersections at street-level. Structured

parking would occur behind the retail frontage along Crenshaw Boulevard and via a driveway ramp from Stocker Street. These parking areas are linked to the multi-level parking facilities that run throughout the east side of the South Area.

### *(2) Hotel Area*

Development within the Hotel Area includes the proposed hotel and existing Outbuilding D, which remains under the Proposed Project, as well as supporting surface and structured parking. Rising to a height of approximately 135 feet, the hotel building would be a major urban form in the southern portion of the Project Site. Based on the Proposed Project's conceptual plan, the hotel building would be set back from the street frontage along Stocker Street to allow for vehicular entry, drop-off and landscaping. The other long hotel façade faces the Retail and Entertainment Area, and the hotel's plaza level would occur at approximately the same elevation as the Retail Village to allow pedestrians to comfortably move between these two locations in an area of the Project Site where there is an existing elevation change of up to 25 to 30 feet. Based on the Proposed Project's conceptual plan, the design of the hotel tower incorporates elements of the Project Site's original International Style architecture by articulating each floor level with a horizontal band and filling the space between floors with glass.

The hotel building is currently planned as a uniform tower that maintains its rectangular footprint for the entire building height and would be oriented on the Project Site with the building's long façades facing north and south as a sustainability design feature. The hotel's current design includes a banquet facility and restaurant space. Hotel meeting rooms are currently designed as a pair of 2-story pavilion buildings that serve to frame the hotel's outdoor garden and recreation space.

Landscaping within the Hotel Area, under the Proposed Project's conceptual plan, includes a row of dense trees that form a buffer between the hotel and existing Outbuilding D and the parking lot to the south. The hotel's east elevation, which is oriented to Stocker Street, under the Proposed Project's conceptual plan, includes a low-height pavilion entry surrounded by intensive landscaping. In addition, the drive aisle that parallels Santa Rosalia Drive is buffered from the sidewalk by a uniform row of trees set in a parkway with ground cover and shrubbery.

Hotel parking is accessed via a drive aisle/ramp off of Stocker Street or via the curved access road which connects to a 3-level parking garage below the hotel's plaza level. A 74-space surface parking area would be accessible from Santa Rosalia Drive to serve the hotel, as well as existing Outbuilding D, which remains under the Proposed Project.

### *(3) Residential Apartment Area*

Existing residential development is located on the south side of Santa Rosalia Drive across from the Proposed Project's Residential Apartment Area. Thus, the Proposed Project's land use plan proposes the same type of land use as what currently exists across the street from this portion of the Project Site. The residential apartments would be buffered from the adjacent mall parking structure by landscaping, trees, and a minimum distance of 50 feet from the parking structure's proposed "green walls," which are described further below.

Under the Proposed Project's conceptual plan, entry into the residential buildings is proposed on the interior of the Project Site, to enhance the relationships between these buildings and the other elements located within the Proposed Project. In recognition of the importance of the interface between the Proposed Project and the adjacent street, under the Proposed Project's conceptual plan, a ceremonial "Front Porch" for drop-off and pick-up would be incorporated into the design of the residential buildings at this location. To further address the relationship between the street and the proposed buildings, the building façades along Santa Rosalia Drive and Marlton Avenue, within the Residential Apartment Area, under the Proposed Project's conceptual plan, would be articulated by stepping the façades in and out at intervals that reduce the overall scale of the buildings.

The current architectural design for these buildings includes a first story that is articulated by the use of stone as a primary cladding to establish a formal "base" upon which the mid-rise tower would rise. The use of stone creates a sense of permanence and durability. The upper façades would consist of a pattern of operable windows set in colored stucco exterior cladding, capped by an articulated cornice.

The existing streetscape along Santa Rosalia Drive features a fairly continuous stand of large, mature trees. Under the Proposed Project's conceptual plan, proposed development within the Residential Apartment Area would complement the existing residential streetscape located on Santa Rosalia Drive with green parkways and shade trees. The streetscape established along Santa Rosalia would be continued around the corner of the Project Site along Marlton Avenue.

Driveway entrances to the Residential Apartment Area would occur off of Santa Rosalia Drive and Marlton Avenue, providing access to a drive aisle that leads to the structured parking located below the residential buildings.

### *(4) Structured Parking Area*

Two five-level parking structures are proposed within the Structured Parking Area. Under the Proposed Project's conceptual plan, only the northern parking structure would have frontage along Marlton Avenue, as the southern parking structure is located east of

the proposed buildings within the Residential Apartment Area which fronts Marlton Avenue. As a result, views of the southern parking structure from Marlton Avenue would be limited. The northern parking structure's street frontage along Marlton Avenue, under the Proposed Project's conceptual plan, would be lined with retail uses that establish a pedestrian-scale that complements the existing on-site movie theater complex, which is located approximately 125 feet south of this location.

The current design for the parking structures includes horizontal bands of precast spandrels and corresponding open space that allows for natural ventilation. It is also anticipated that the parking structure façades would include a green wall system for the solid sections of wall surrounding the perimeter of the parking structures. A green wall system is a modular framework grid typically wall-mounted to exterior structures to create an aesthetic, living, green façade. The green wall system, in addition to being used for these two parking structures, would also be used for the portions of all Proposed Project parking structures which are at the same grade as the adjoining street level.

Landscaping within the Structured Parking Area is anticipated to include trees and plant materials in linear parkways to promote walkability where pedestrian pathways occur along the proposed parking structures. As the Proposed Project's primary pedestrian pathway in the southern part of the Project Site crosses the Structured Parking Area, walkability within this area is enhanced by the use of hardscape and landscape materials that create a pedestrian-friendly experience through this portion of the Project Site.

#### *(5) Mixed-Use Commercial and Residential Area*

The Mixed-Use Commercial and Residential Area, located in the Project Site's North Area, occupies the majority of the Project Site's street frontages along Crenshaw and Martin Luther King Jr. Boulevards, as well as Marlton Avenue. Each of these street frontages has a different design and character. Along Crenshaw Boulevard, street front retail uses and a fitness center north of the existing Macy's store are shown on the Proposed Project's conceptual plan. Above these street front uses would be two parking levels, with the proposed residential units above. A similar land use configuration is proposed along Martin Luther King Jr. Boulevard, under the Proposed Project's conceptual plan, with a grocery store at the street level that also wraps around the corner and continues along Marlton Avenue, with the residential uses located above. The parking structure serving the grocery store and residential uses above would not be visible from Martin Luther King Jr. Boulevard. Along Marlton Avenue, north of the grocery store, the current design includes three levels of parking with residential uses above. The parking structure along Marlton Avenue at this location would include the green wall system described above. The north end of the Mixed-Use Commercial and Residential Area would adjoin the proposed on-site Office Area.

Based on the land use configuration described above, all of the residential uses in the Mixed-Use Commercial and Residential Area would occur on an elevated plaza. The current design for the residential plaza features light wells that would bring natural light down into the parking structure at the ground level, as well as the use of hardscape and landscape materials which would enhance the aesthetic character of this portion of the Project Site. Both recreational and exercise amenities are anticipated to be available for the residents on the plaza level, as well as activities and meeting rooms.

In terms of streetscapes, the Proposed Project proposes a new landscaping area in front of the ground-level retail uses along Crenshaw Boulevard, which mirrors the existing median that buffers the residential uses on the east (northbound traffic) side of the street.

The existing off-site Baldwin Villa Plaza 5-story housing development forms a continuous street edge along the west side of Marlton Avenue, across the street from the Mixed-Use Commercial and Residential Area. The result of framing Marlton Avenue with relatively tall residential structures on both sides of the street creates a clearly defined urban streetscape akin to other successful transit-oriented development projects, such as what occurs at Metro's Gold Line Del Mar Station in Pasadena.

#### *(6) Office Building Area*

Anchoring the north end of the Proposed Project is the Office Area, which is proposed to be developed with a single office building rising 145 feet above grade. With this building height, the proposed office building provides a key piece of identity and would serve as the northern gateway to the Project Site. The current design for the building is to create a pedestrian-friendly environment at the street level that also integrates with the adjacent mixed-use development within the Mixed-Use Commercial and Residential Area.

The current architectural design for the office building calls for a multi-cornered structure, allowing for maximum corner window office space and to break up the monotony of a simple square or rectangle. Based on the building's current design, building materials include concrete, steel, and a glazed curtain wall. A penthouse level sits atop the main structure, featuring large expanses of glazing that offer views of the surrounding city.

#### **b. Building Height and Allowable Floor Area**

The Proposed Project includes a planned unified development with varying heights ranging from 20 feet above grade to 145 feet above grade. The building heights for the existing buildings at the Project Site range from 17 to 82 feet. The mall's anchor retail stores along Crenshaw Boulevard, located north and south of Martin Luther King Jr. Boulevard, are the tallest existing on-site structures at 82 and 76 feet, respectively. The existing movie theater located along Martin Luther King Jr. Boulevard and Marlton Avenue

is 32 feet in height. The building located at the northern end of the Project Site is 27 feet (Outbuilding J), whereas the existing buildings located at the southern end of the Project Site are approximately 20 and 17 feet in height (Outbuildings B and D, respectively).

Proposed building heights are shown in Revised Figure II-14 on page II-36. On an overall basis, building heights for the new buildings would range from 20 to 135 feet within the South Area and between 89 and 145 feet within the North Area. Within the Retail and Entertainment Area, new building heights would range from 30 feet above the street level along Crenshaw Boulevard and Stocker Street to 30 feet above the plaza. The proposed hotel would be up to 135 feet in height with the hotel's ancillary buildings up to 30 feet in height. Within the Residential Apartment Area, building heights would be up to 68 feet above the existing grade along Santa Rosalia Drive and Marlton Avenue. The proposed parking structures within the Structured Parking Area would be up to 50 feet above the adjacent grade. Buildings within the Mixed-Use Commercial and Residential Area would be up to 89 feet in height. At this height, these proposed buildings would be approximately 7 feet taller than the top of the existing Macy's store adjacent to the Mixed-Use Commercial and Residential Area on the north side of Martin Luther King Jr. Boulevard. The proposed building within the on-site Office Area would reach a height of 145 feet above the existing grade along Crenshaw Boulevard and 39th Street. The height of this building would be equivalent to the First Unity Bank building located less than a block north of the Project Site.

With regard to City building height regulations, neither the Los Angeles Municipal Code nor the Crenshaw Redevelopment Plan establishes height limits within the Project Site.

In accordance with the Crenshaw Redevelopment Plan, the allowable floor area ratio (FAR) for the Project Site is 3:1, or approximately 5,519,923 square feet of floor area.<sup>6</sup>

The majority of the Project Site is zoned C2-2D (where C2 is Commercial and 2D is Height District No. 2, with development limitations). A small triangular area within the North Area of the Project Site (the northwest corner) is zoned [T][Q]C2-2D with the [Q] condition requiring 3 parking spaces per 1,000 square feet of floor area for commercial and office uses. The Proposed Project is seeking a zone change to amend the "D" Limitation, which further restricts the floor area of the Project Site as follows:

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<sup>6</sup> Pursuant to Section 412 of the *Redevelopment Plan for the Crenshaw Redevelopment Project*, building intensities within the Project Site shall not exceed three times the buildable area of the Project Area, and shall apply in aggregate to the Project Area, not individual building sites.



“No building or structure within the Crenshaw Mall Project Area shall exceed three times the buildable area of the lot. However, total floor area of the Redevelopment Project Area shall not exceed 1.5 times the buildable area (the condition shall be administered by the Community Redevelopment Agency.)”<sup>7</sup>

The proposed amendment to the “D” limitation would limit the Height District 2 designation to a 3:1 floor area ratio, averaged across the entire Project Site, which is consistent with the permissible floor area as authorized by the Crenshaw Redevelopment Plan.

The Proposed Project also includes a request for a Conditional Use Permit (“CUP”) to authorize floor area averaging for a unified development. Approval of this request would allow individual building sites to be developed at densities above 3:1, but in no event would the FAR for the entire Project Site exceed a 3:1 ratio. This condition would be verified at the time specific Site Plans or Tract Maps are submitted to the Department of City Planning.

### c. Building Setbacks

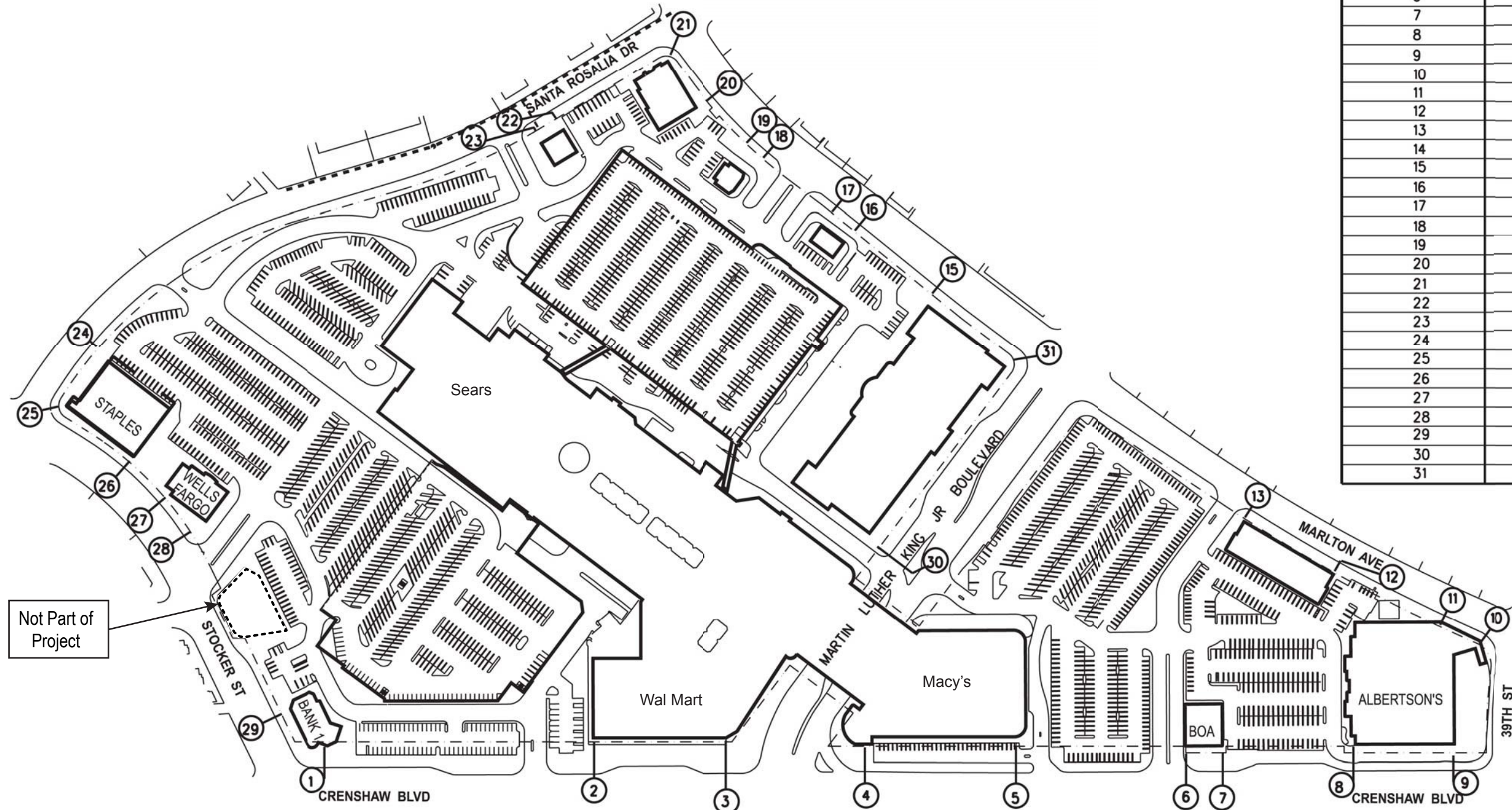
Existing building setbacks range from 0 feet at the edge of the Walmart building at the southwest corner of Crenshaw Boulevard and Martin Luther King Jr. Boulevard to 475 feet from Stocker Street for the portion of the mall building near the Sears store. Along Crenshaw Boulevard, the existing building setbacks for the Outbuildings range between 6 and 10 feet from the property line. Existing building setbacks increase along Stocker Street to generally 10 to 14 feet and increase further along Santa Rosalia Drive to 18 to 34 feet from the property line. Along Marlton Avenue in the South Area, building setbacks vary, ranging from 14 to 45 feet from the property line, whereas in the North Area building setbacks are less and range from 0 feet to 13 feet from the property line. Figure II-15 on page II-38 identifies building setbacks from the property line for the existing buildings located on the Project Site.

The Proposed Project’s design includes reducing building setbacks from the streets that border the Project Site in order to increase the presence of the new buildings along each street frontage, which would also improve pedestrian interaction with the on-site uses. Building setback distances from the property line, as shown in Revised Figure II-16 on page II-39, would range from 3 to 30 feet, with most setback distances being 17 feet or less. In particular, building setback distances for the new buildings along Crenshaw Boulevard, based on the Proposed Project’s conceptual plan, would be 3 feet or less.

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<sup>7</sup> *City of Los Angeles Ordinance No. 165,481, CPC Case 1986-0821, Effective March 6, 1990.*

BUILDING SETBACK DISTANCES FROM PROPERTY LINE	
SETBACK LOCATION	DISTANCE (ft.)
1	6
2	21
3	0
4	18
5	32
6	8
7	9
8	10
9	10
10	0
11	2
12	13
13	13
14	24
15	38
16	39
17	46
18	45
19	25
20	12
21	18
22	26
23	29
24	34
25	14
26	10
27	11
28	30
29	12
30	28
31	14



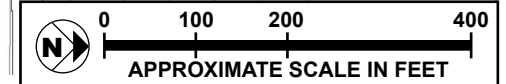
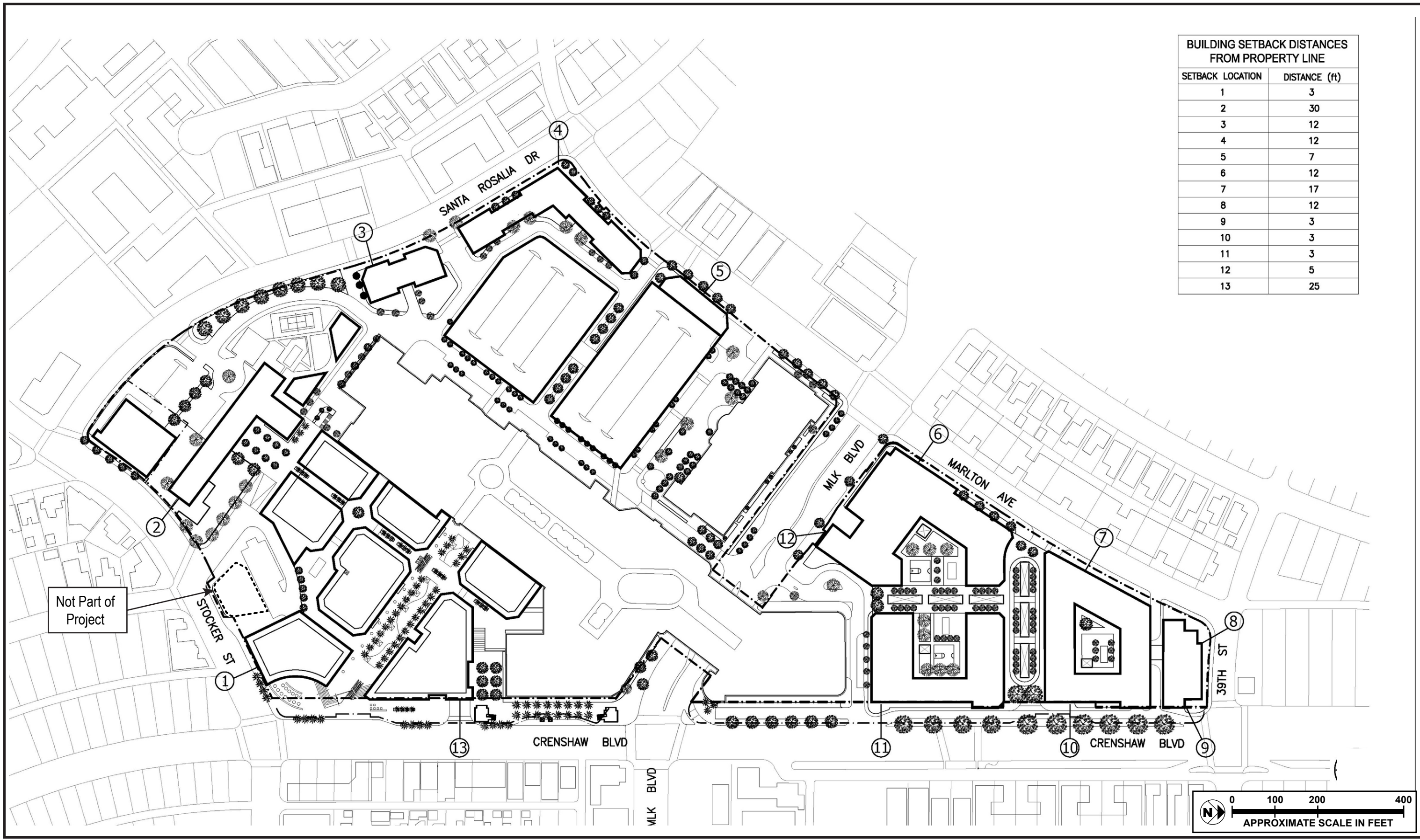
Not Part of Project

NOT TO SCALE

SOURCE: RAW International - 2013

FIGURE II-15

BUILDING SETBACK DISTANCES FROM PROPERTY LINE	
SETBACK LOCATION	DISTANCE (ft)
1	3
2	30
3	12
4	12
5	7
6	12
7	17
8	12
9	3
10	3
11	3
12	5
13	25



SOURCE: RAW International - 2013

REVISED FIGURE II-16

Proposed building setback distances for the new buildings within the Residential Apartment Area would be 12 feet from Santa Rosalia Drive and Marlton Avenue. Within the Mixed-Use Commercial and Residential Area, building setback distances, based on the Project's conceptual plan would range from 12 to 17 feet from the property line. The proposed office building within the Office Area, based on the Project's conceptual plan, would be setback 12 feet from the property line.

#### d. Signage Program

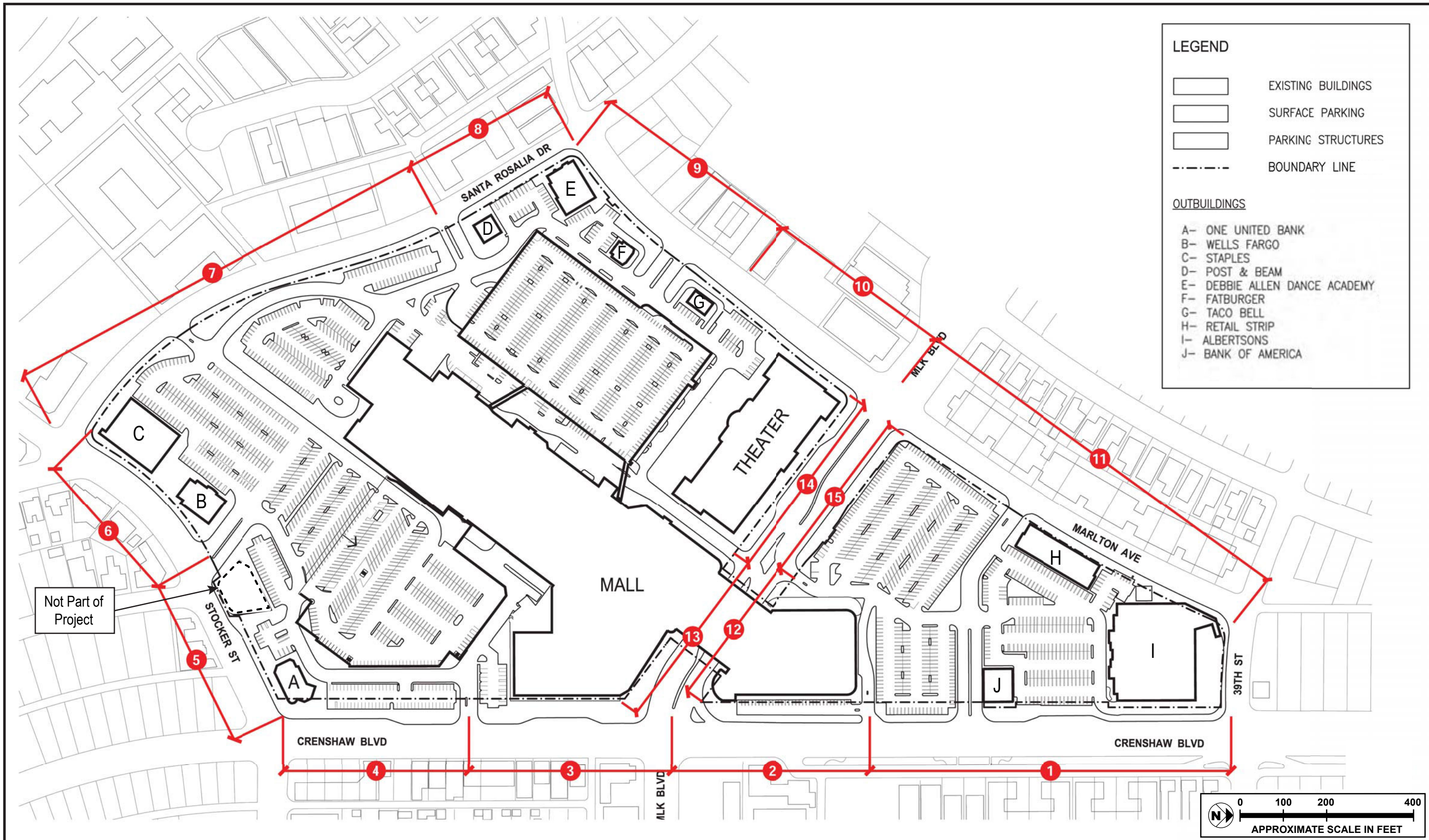
Existing signage at the Project Site includes pylon signs and building identification signs related to the mall building, as well as each of the Outbuildings. The existing pylon signs that are visible from the public streets are found at the entrances to the Project Site, whereas the existing building identification signs visible from the public streets identify business names and/or logos, as well as street addresses. The existing signs visible from the public streets are classified, based on the definitions found in Article 4.4 of the Los Angeles Municipal Code (LAMC), as either illuminated wall signs or illuminated pole signs. To further describe the existing on-site signage, the perimeter of the Project Site has been divided into 15 sign areas, as shown in Figure II-17 on page II-41. Table II-4 on page II-42 provides the following information for each sign area: (1) total amount of sign area visible from the public streets; (2) minimum and maximum sign sizes; and (3) sign types based on LAMC definitions. Based on the information presented in Table II-4, the existing Project Site has a total of 4,215 square feet of sign area visible from the public streets that surround the Project Site.

In addition, existing individual signs generally vary in size from 8 to 350 square feet in sign area per sign.

The same information as provided above for existing conditions is provided for the Proposed Project in Revised Figure II-18 on page II-43 and Table II-5 on page II-44. As shown in Table II-5, in addition to regulating Proposed Project signage based on the maximum amount of signage per Sign Area, maximum individual sign size, and permitted sign types as defined by Article 4.4 of the LAMC, Proposed Project signage would also be regulated based on the minimum distance between the signs and the maximum percentage of building façade covered by signage.

In addition, the maximum size of proposed individual signs within each of the proposed Sign Areas varies from 80 to 1,535 square feet in sign area per sign.

A comparison of existing and proposed signage by street frontage is shown in Table II-6 on page II-45. As shown in Table II-6, a total of 31,720 square feet of sign area would occur at Project buildout. This represents an increase of 27,505 square feet of



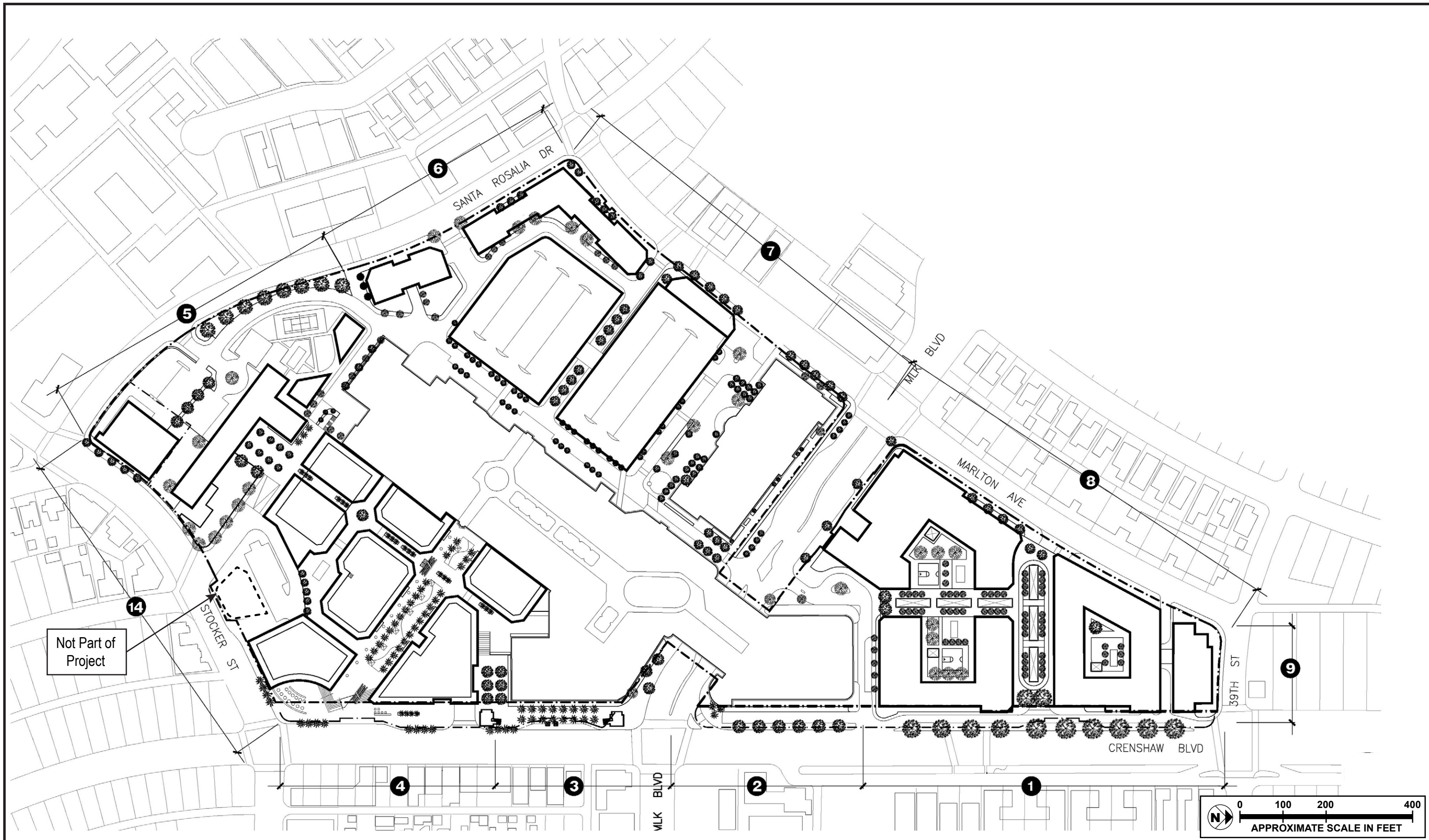
SOURCE: RAW International - 2013

FIGURE II-17.0

SIGN AREA	TOTAL SQ. FT. SIGN AREA VISIBLE FROM STREET FRONTAGE	INDIVIDUAL SIGN SIZE		SIGN TYPES (PER LAMC ARTICLE 4.4)
		MINIMUM	MAXIMUM	
1 CRENSHAW BLVD 38TH THRU DRIVEWAY NORTH OF MALL	513 SQ FT	8 SQ FT	300 SQ FT	ILLUMINATED WALL SIGNS & ILLUMINATED POLE SIGN
2 CRENSHAW BLVD DRIVEWAY NORTH OF MALL THRU MLK	690 SQ FT	90 SQ FT	300 SQ FT	ILLUMINATED WALL SIGNS
3 CRENSHAW BLVD MLK THRU DRIVEWAY SOUTH OF MALL	514 SQ FT	64 SQ FT	350 SQ FT	ILLUMINATED WALL SIGNS & ILLUMINATED POLE SIGN
4 CRENSHAW BLVD DRIVEWAY SOUTH OF MALL THRU STOCKER	160 SQ FT	60 SQ FT	100SQ FT	ILLUMINATED WALL SIGNS
5 STOCKER ST CRENSHAW THRU DRIVEWAY BETWEEN BLDGS. B & C	355 SQ FT	60 SQ FT	135 SQ FT	ILLUMINATED WALL SIGNS & ILLUMINATED POLE SIGN
6 STOCKER ST DRIVEWAY BETWEEN BLDGS. B & C THRU SANTA ROSALIA	270 SQ FT	40 SQ FT	150 SQ FT	ILLUMINATED WALL SIGNS & ILLUMINATED POLE SIGN
7 SANTA ROSALIA DR STOCKER THRU DRIVEWAY EAST OF BLDG. E	345 SQ FT	35 SQ FT	160 SQ FT	ILLUMINATED WALL SIGNS & ILLUMINATED POLE SIGN
8 SANTA ROSALIA DR DRIVEWAY EAST OF BLDG. E THRU MARLTON	24 SQ FT	24 SQ FT	NA	ILLUMINATED POLE SIGN
9 MARLTON AVE SANTA ROSALIA THRU BLDG. H	370 SQ FT	24 SQ FT	160 SQ FT	ILLUMINATED WALL, ARCHITECTURAL CANOPY & POLE SIGNS
10 MARLTON AVE BLDG. H THRU MLK	250 SQ FT	10 SQ FT	160 SQ FT	ILLUMINATED WALL SIGNS & ILLUMINATED POLE SIGN
11 MARLTON AVE MLK THRU 39TH	220 SQ FT	60 SQ FT	160 SQ FT	ILLUMINATED WALL SIGNS
12 MLK (NORTHSIDE) CRENSHAW THRU DRIVEWAY WEST OF MALL	300 SQ FT	300 SQ FT	NA	ILLUMINATED WALL SIGN
13 MLK (SOUTHSIDE) CRENSHAW THRU DRIVEWAY WEST OF MALL	64 SQ FT	64 SQ FT	NA	ILLUMINATED WALL SIGN
14 MLK BLVD (NORTHSIDE) DRIVEWAY WEST OF MALL THRU MARLTON	80 SQ FT	80 SQ FT	NA	ILLUMINATED WALL SIGN
15 MLK (SOUTHSIDE) DRIVEWAY WEST OF MALL THRU MARLTON	60 SQ FT	60 SQ FT	NA	ILLUMINATED WALL SIGN

SOURCE: RAW International - 2013

FIGURE II-17.1



SOURCE: RAW International - 2013

REVISED FIGURE II-18.0

SIGN AREA	LINEAR STREET FRONTAGE	TOTAL PERMITTED SIGN AREA FOR ALL SIGN TYPES	MAXIMUM INDIVIDUAL SIGN AREA SQ FT	MINIMUM DISTANCE BETWEEN SIGNS	MAX PERCENTAGE OF BLDG FACADE COVERED BY SIGNAGE	PERMITTED SIGN TYPES (PER LAMC ARTICLE 4.4)
1 CRENSHAW BLVD NORTH OF MALL TO 39 ST	800 FT	3,200 SQ FT	1,535 SQ FT	300 SQ FT WALL SIGNS 350 FT APART 150 SQ FT WALL SIGNS 25 FT APART 45 SQ FT WALL SIGNS 4 FT APART 15 SQ FT WALL SIGNS 10 FT APART POLE SIGNS 200 FT APART	1 %	ILLUMINATED WALL SIGNS, ARCHITECTURAL CANOPY SIGNS, ILLUMINATED POLE SIGNS & SUPERGRAPHIC SIGN
2 CRENSHAW BLVD MALL NORTH OF MLK BLVD	455 FT	1,820 SQ FT	690 SQ FT	300 SQ FT WALL SIGNS 40 FT APART 90 SQ FT WALL SIGNS 20 FT APART	2.2%	ILLUMINATED WALL SIGNS
3 CRENSHAW BLVD MALL SOUTH OF MLK BLVD	415 FT	1,660 SQ FT	614 SQ FT	300 SQ FT WALL SIGNS 150 FT APART 64 SQ FT WALL SIGNS 150 FT APART POLE SIGNS 200 FT APART	2.1%	ILLUMINATED WALL SIGNS, ILLUMINATED MARQUEE SIGN & ILLUMINATED POLE SIGN
4 CRENSHAW BLVD SOUTH OF MALL TO STOCKER ST	500 FT	2,000 SQ FT	885 SQ FT	200 SQ FT WALL SIGNS 30 FT APART 150 SQ FT WALL SIGNS 10 FT APART 100 SQ FT WALL SIGNS 10 FT APART 45 SQ FT WALL SIGNS 10 FT APART POLE SIGNS 200 FT APART	2.5 %	ILLUMINATED WALL SIGNS, ILLUMINATED POLE SIGN & BANNER SIGN
5 SANTA ROSALIA DR FROM STOCKER TO LENGTH OF HOTEL	720 FT	2,880 SQ FT	970 SQ FT	450 SQ FT WALL SIGNS 300 FT APART 100 SQ FT WALL SIGNS 50 FT APART 15 SQ FT WALL SIGNS 10 FT APART POLE SIGNS 200 FT APART	0.4 %	ILLUMINATED WALL SIGNS & ILLUMINATED POLE SIGNS
6 MARLTON AVE MARLTON TO LENGTH OF RESIDENTIAL	590 FT	2,360 SQ FT	475 SQ FT	100 SQ FT WALL SIGNS 50 FT APART 15 SQ FT WALL SIGNS 10 FT APART POLE SIGNS 200 FT APART	0.8%	ILLUMINATED WALL SIGNS & ILLUMINATED POLE SIGNS
7 MARLTON AVE FROM SANTA ROSALIA TO MLK BLVD	920 FT	3,680 SQ FT	1230 SQ FT	150 SQ FT WALL SIGNS 200 FT APART 100 SQ FT WALL SIGNS 40 FT APART 15 SQ FT WALL SIGNS 10 FT APART POLE SIGNS 200 FT APART	2.4%	ILLUMINATED WALL SIGNS, ILLUMINATED POLE SIGNS & BANNER SIGNS
8 MARLTON AVE FROM MLK BLVD TO 39 ST	930 FT	3,720 SQ FT	475 SQ FT	100 SQ FT WALL SIGNS 160 FT APART 45 SQ FT WALL SIGNS 10 FT APART 15 SQ FT WALL SIGNS 10 FT APART POLE SIGNS 200 FT APART	1.1%	ILLUMINATED WALL SIGNS & ILLUMINATED POLE SIGNS
9 39TH ST LENGTH OF HOTEL/OFFICE	230 FT	920 SQ FT	320 SQ FT	250 SQ FT WALL SIGNS 200 FT APART 50 SQ FT WALL SIGNS 10 FT APART 20 SQ FT WALL SIGNS 10 FT APART	2 %	ILLUMINATED WALL SIGNS
10 MLK BLVD, NORTH SIDE FROM CRENSHAW TO LENGTH OF MALL	430 FT	1,720 SQ FT	390 SQ FT	300 SQ FT WALL SIGNS 40 FT APART 90 SQ FT WALL SIGNS 20 FT APART	2%	ILLUMINATED WALL SIGNS
11 MLK BLVD, SOUTH SIDE FROM CRENSHAW TO LENGTH OF MALL	400 FT	1,600 SQ FT	109 SQ FT	POLE SIGNS 200 FT APART	0.7%	ILLUMINATED WALL SIGNS & ILLUMINATED POLE SIGNS
12 MLK BLVD, SOUTH SIDE FROM MALL DRIVEWAY TO MARLTON	460 FT	1,840 SQ FT	80 SQ FT	80 SQ FT WALL SIGNS 40 FT APART	0.4%	ILLUMINATED WALL SIGNS
13 MLK BLVD, NORTH SIDE FROM MALL DRIVEWAY TO MARLTON	360 FT	1,440 SQ FT	430 SQ FT	100 SQ FT WALL SIGNS 160 FT APART 45 SQ FT WALL SIGNS 10 FT APART 15 SQ FT WALL SIGNS 10 FT APART POLE SIGNS 200 FT APART	0.7%	ILLUMINATED WALL SIGNS & ILLUMINATED POLE SIGN
14 STOCKER ST FROM SANTA ROSALIA TO CRENSHAW	720 FT	2,880 SQ FT	1035 SQ FT	450 SQ FT WALL SIGNS 150 FT APART 200 SQ FT WALL SIGNS 30 FT APART 150 SQ FT WALL SIGNS 10 FT APART 100 SQ FT WALL SIGNS 10 FT APART POLE SIGNS 200 FT APART	0.4%	ILLUMINATED WALL SIGNS & ILLUMINATED POLE SIGN

SOURCE: RAW International - 2013

FIGURE II-18.1

**Table II-6  
Existing and Proposed Signage By Project Street Frontage**

<b>Street Frontage</b>	<b>Existing Conditions (square feet)</b>	<b>Proposed Project (square feet)</b>	<b>Increase (square feet)</b>
Crenshaw Boulevard	1,877	8,680	6,803
Stocker Street	625	2,880	2,255
Santa Rosalia Drive	369	2,880	2,511
Marlton Avenue	840	9,760	8,920
39th Street	—	920	920
Martin Luther King Jr. Boulevard	504	6,600	6,096
<b>Total</b>	<b>4,215</b>	<b>31,720</b>	<b>27,505</b>
<i>Source: Capri Capital Partners, LLC, May 2013.</i>			

signage at the Project Site compared to existing conditions. Table II-6 also identifies the total square feet of sign area along each Proposed Project street frontage.

Building elevations showing proposed signage based on the Proposed Project's conceptual plan are presented in Figure II-19 through Figure II-24 on page II-46 through page II-51.

#### e. Open Space

The Proposed Project would incorporate a variety of open space areas and amenities throughout the Project Site to accommodate the unique needs of the mall visitors, employees, and residents. The Proposed Project's conceptual landscape plan, as shown in Revised Figure II-25 on page II-52, illustrates how landscaping would be used to create an aesthetically attractive environment that promotes pedestrian activity. As shown on the conceptual landscape plan, over 138,000 square feet of landscaped areas would be provided within the Project Site along with over 180,000 square feet of pedestrian-oriented open space areas. A conceptual rendering of a pedestrian oriented open space within the Retail Village is shown in Figure II-26 on page II-53.

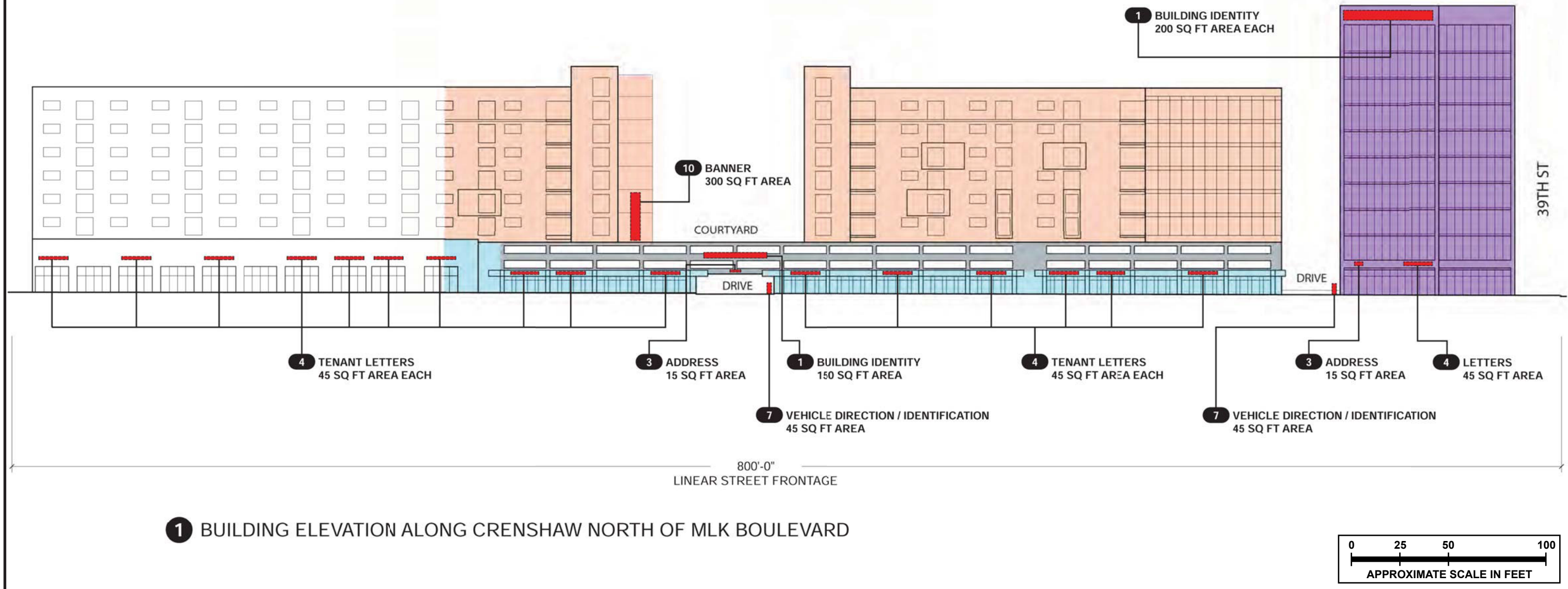
Open space amenities available to the Proposed Project's residents include areas for active as well as passive recreation. Useable open space areas integrated into the Proposed Project's residential development may consist of recreation rooms, roof decks, swimming pools, spas, children play areas, a running track, dog park areas, half-court basketball courts, and outdoor hardscape and landscaped areas for gathering and community activities.

**1,535 SQ FT TOTAL SIGNAGE AREA**

(800 LINEAR FT STREET FRONTAGE X 4 SQ FT ALLOWABLE AREA PER 1 LINEAR FT = 3,200 SQ FT ALLOWABLE AREA PER LAMC ARTICLE 4.4)

**LEGEND**

- EXISTING BUILDING
- PROPOSED RESIDENTIAL
- PROPOSED RETAIL
- PROPOSED OFFICE / HOTEL
- PROPOSED PARKING STRUCTURE



SOURCE: RAW International - 2013

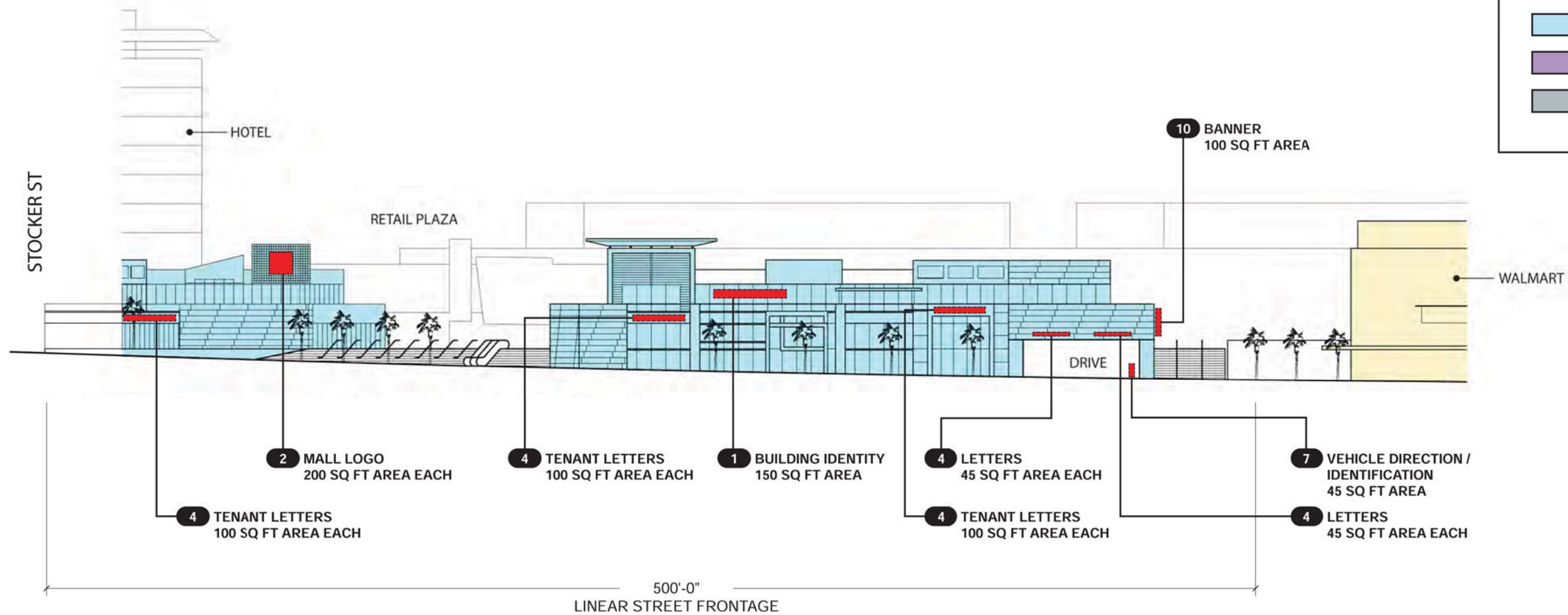
FIGURE II-19

**885 SQ FT TOTAL SIGNAGE AREA**

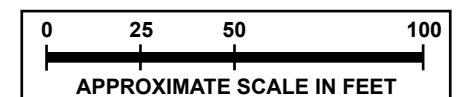
(500 LINEAR FT STREET FRONTAGE X 4 SQ FT ALLOWABLE AREA PER 1 LINEAR FT = 2,000 SQ FT ALLOWABLE AREA PER LAMC ARTICLE 4.4)

**LEGEND**

- EXISTING BUILDING
- PROPOSED RESIDENTIAL
- PROPOSED RETAIL
- PROPOSED OFFICE / HOTEL
- PROPOSED PARKING STRUCTURE



**4** BUILDING ELEVATION ALONG CRENSHAW SOUTH OF MLK BOULEVARD



SOURCE: RAW International - 2013

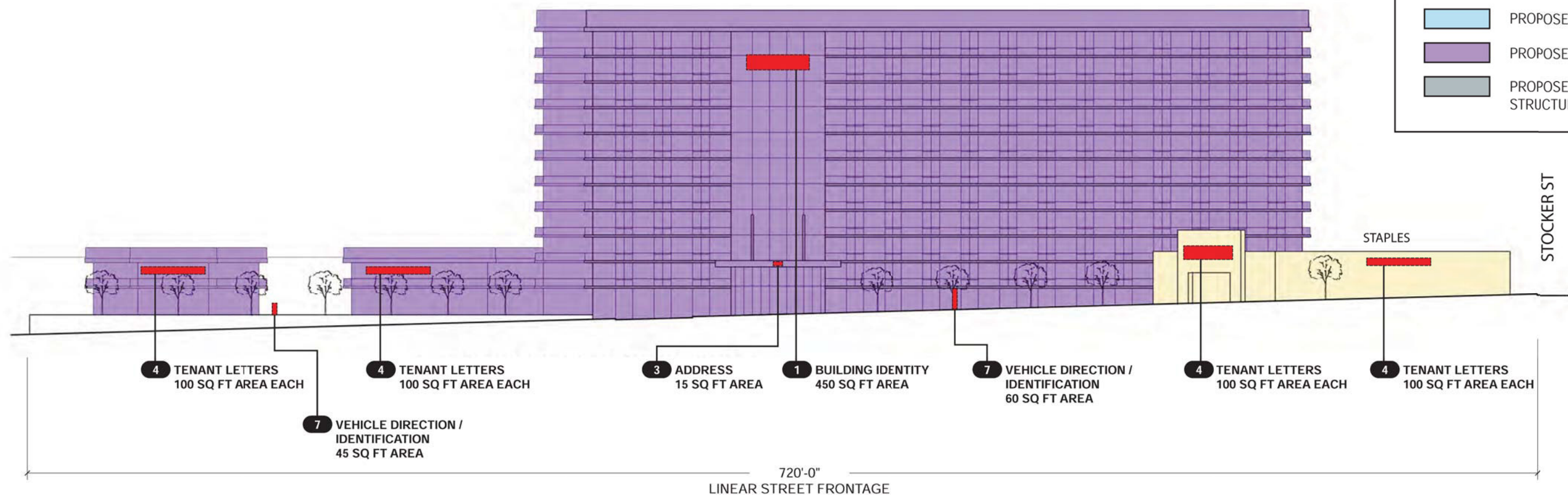
FIGURE II-20

**970 SQ FT TOTAL SIGNAGE AREA**

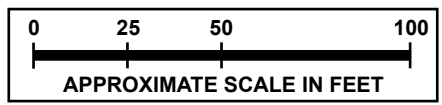
(720 LINEAR FT STREET FRONTAGE X 4 SQ FT ALLOWABLE AREA PER 1 LINEAR FT = 2,880 SQ FT ALLOWABLE AREA PER LAMC ARTICLE 4.4)

**LEGEND**

- EXISTING BUILDING
- PROPOSED RESIDENTIAL
- PROPOSED RETAIL
- PROPOSED OFFICE / HOTEL
- PROPOSED PARKING STRUCTURE



**5** BUILDING ELEVATION ALONG SANTA ROSALIA DRIVE

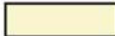






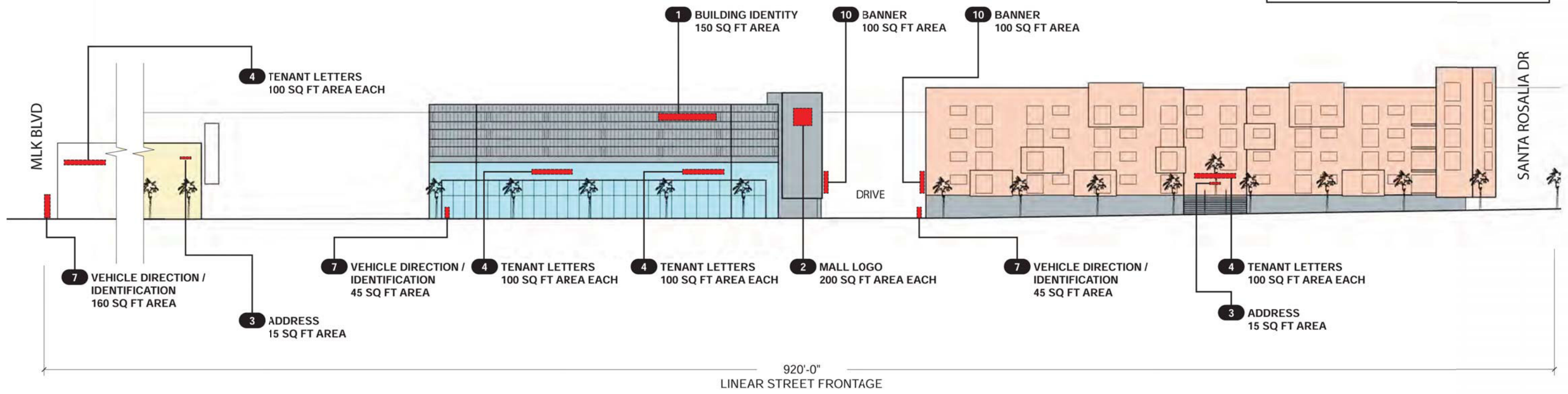
SOURCE: RAW International - 2013

FIGURE II-21

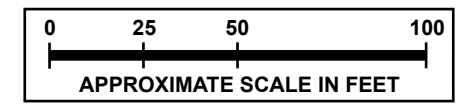
**1,230 SQ FT TOTAL SIGNAGE AREA**

(920 LINEAR FT STREET FRONTAGE X 4 SQ FT ALLOWABLE AREA PER 1 LINEAR FT = 3,680 SQ FT ALLOWABLE AREA PER LAMC ARTICLE 4.4)

LEGEND	
	EXISTING BUILDING
	PROPOSED RESIDENTIAL
	PROPOSED RETAIL
	PROPOSED OFFICE / HOTEL
	PROPOSED PARKING STRUCTURE



**7** BUILDING ELEVATION ALONG MARLTON AVENUE

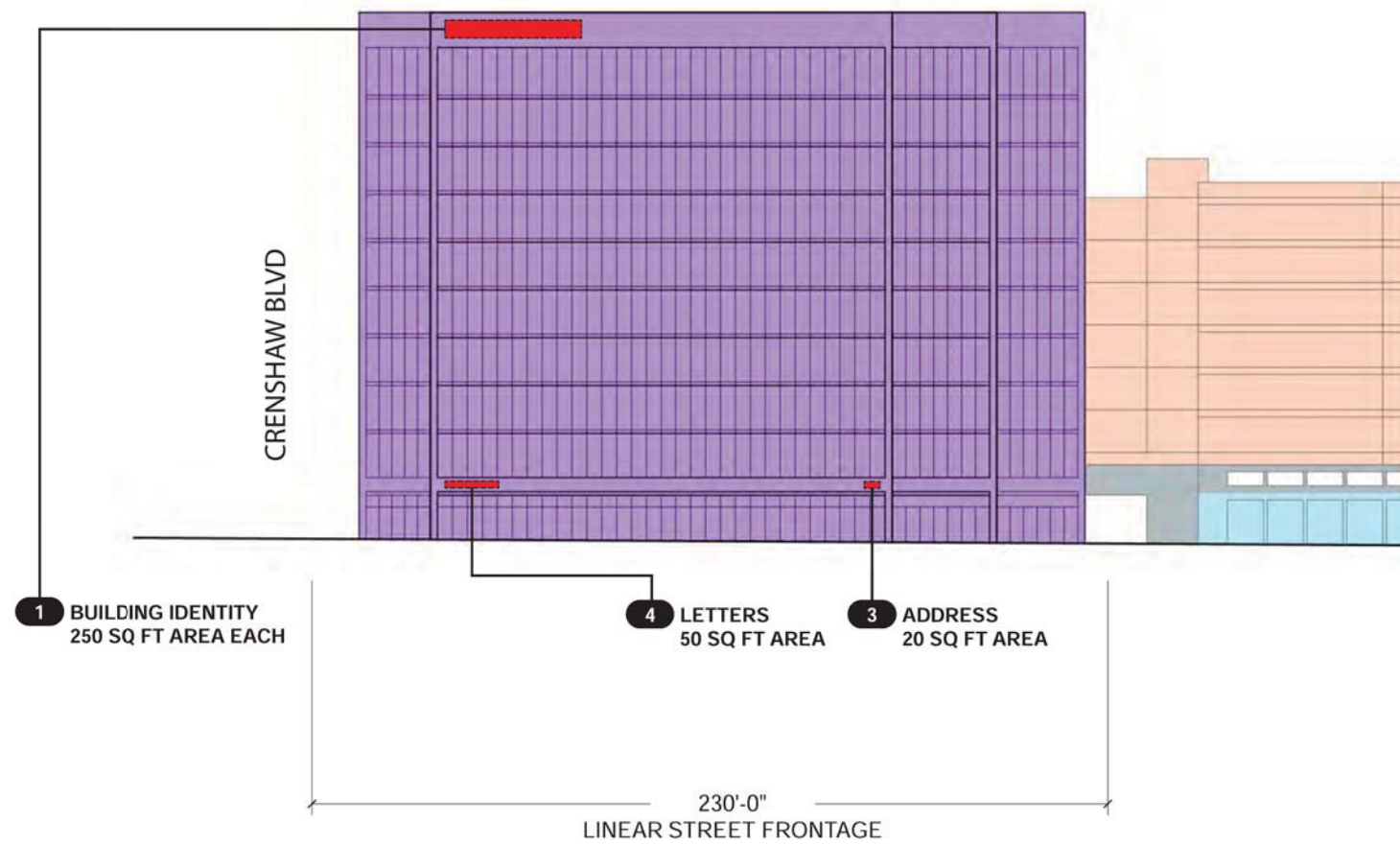


SOURCE: RAW International - 2013

FIGURE II-22

### 320 SQ FT TOTAL SIGNAGE AREA

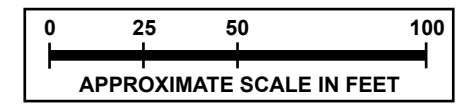
(230 LINEAR FT STREET FRONTAGE X 4 SQ FT ALLOWABLE AREA PER 1 LINEAR FT = 920 SQ FT ALLOWABLE AREA PER LAMC ARTICLE 4.4)



**LEGEND**

- EXISTING BUILDING
- PROPOSED RESIDENTIAL
- PROPOSED RETAIL
- PROPOSED OFFICE / HOTEL
- PROPOSED PARKING STRUCTURE

### 9 BUILDING ELEVATION ALONG 39TH STREET

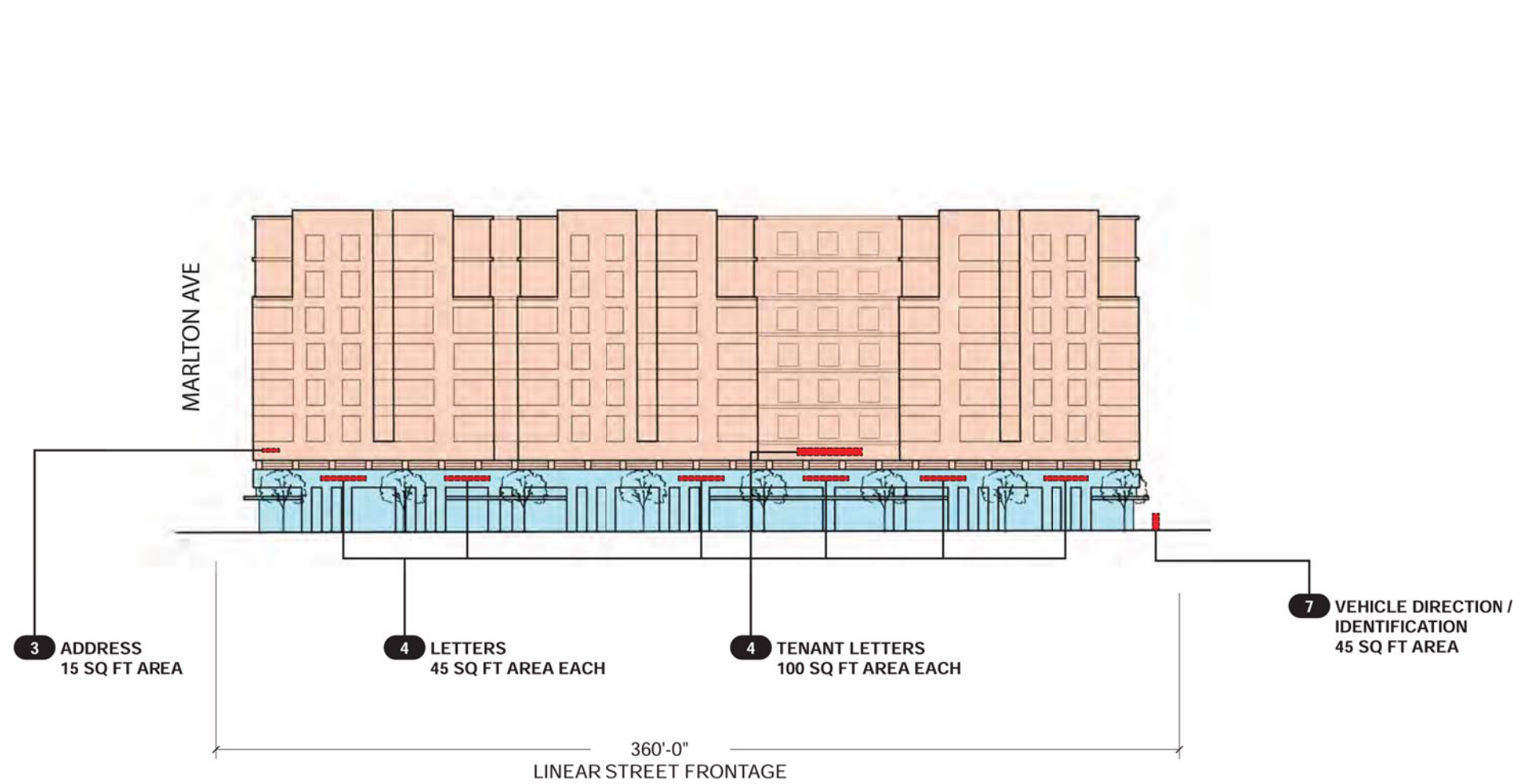


SOURCE: RAW International - 2013

FIGURE II-23

**430 SQ FT TOTAL SIGNAGE AREA**

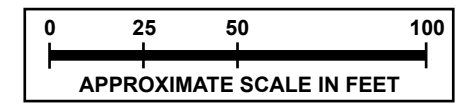
(360 LINEAR FT STREET FRONTAGE X 4 SQ FT ALLOWABLE AREA PER 1 LINEAR FT = 1440 SQ FT ALLOWABLE AREA PER LAMC ARTICLE 4.4)



**LEGEND**

- EXISTING BUILDING
- PROPOSED RESIDENTIAL
- PROPOSED RETAIL
- PROPOSED OFFICE / HOTEL
- PROPOSED PARKING STRUCTURE

**13** BUILDING ELEVATION ALONG MLK BOULEVARD



SOURCE: RAW International - 2013

FIGURE II-24



SOURCE: RAW International - 2013

REVISED FIGURE II-25



SOURCE: RAW International - 2013

FIGURE II-26

#### f. Lighting

The Project Site would be illuminated with indoor and outdoor lighting. Security lighting would be provided along the perimeter of structures, parking areas, in stairwells, along walkways, and in open space areas. All lighting would either be shielded and focused on the Project Site or located completely indoors. Street lights would be provided at appropriate intervals along internal roadways.

#### g. Site Security and Emergency Action Plans

The existing Baldwin Hills Crenshaw Plaza operates a 24-hour-a-day, 7-day-a-week, on-site private security force that is responsible for monitoring activities on the Project Site and within the retail/commercial areas of the mall and parking areas. The private security detail operates an approximate 680-square-foot space within the mall and is staffed by 35 security officers. Approximately 9 to 14 officers are generally deployed within a 24-hour period between Monday and Thursday, and 12 to 16 officers are deployed on Friday, Saturday, and Sunday. The private security detail patrols the Project Site on foot, by Segway, and mobile patrol units. Interior and exterior closed circuit television monitors are also utilized to survey the Project Site. Staffing levels are adjusted throughout the year based on seasonal demands.

In addition to the private security force, the City of Los Angeles Police Department (LAPD) operates a staffed substation within the retail space at the existing mall. The LAPD provides a presence for approximately 10 hours per day from Monday to Friday and 8 hours on Saturday and Sunday. The LAPD assigns personnel on an as-needed basis, with a minimum of 1 officer on call 7 days a week.

The existing private security force and the LAPD substation would continue to operate on the Project Site under the Proposed Project. In conjunction with the above private security company and public police presence on-site, the existing Baldwin Hills Crenshaw Plaza operates an Emergency Action Plan that conforms to OSHA Regulations 29 CFR 1910.38 and 29 CFR 1910.165 covering emergency response plans, fire prevention, and employee alarm systems. The current Emergency Action Plan would be reviewed with the City of Los Angeles Police and Fire Departments, and updated as necessary to respond to the changing conditions on the Project Site both during and after construction. Such changes are not anticipated to result in any substantial alterations to the current or proposed site plans or operations.

## 5. Land Use Equivalency Program

The Proposed Project includes a request for an equivalency program that would provide development flexibility so that the Proposed Project could respond to changing community needs and market conditions over the build-out duration of the development.

The equivalency program is intended to allow a limited exchange of the proposed land uses in a manner that does not increase building heights or result in environmental impacts beyond those set forth in this EIR, while continuing to provide a balanced project consistent with the mixed-use concept.

The Equivalency Program shall be implemented pursuant to the procedures set forth in the respective project approvals if granted. In summary, the Equivalency Program would only be implemented at the request of the Project Applicants or their successors in interest.

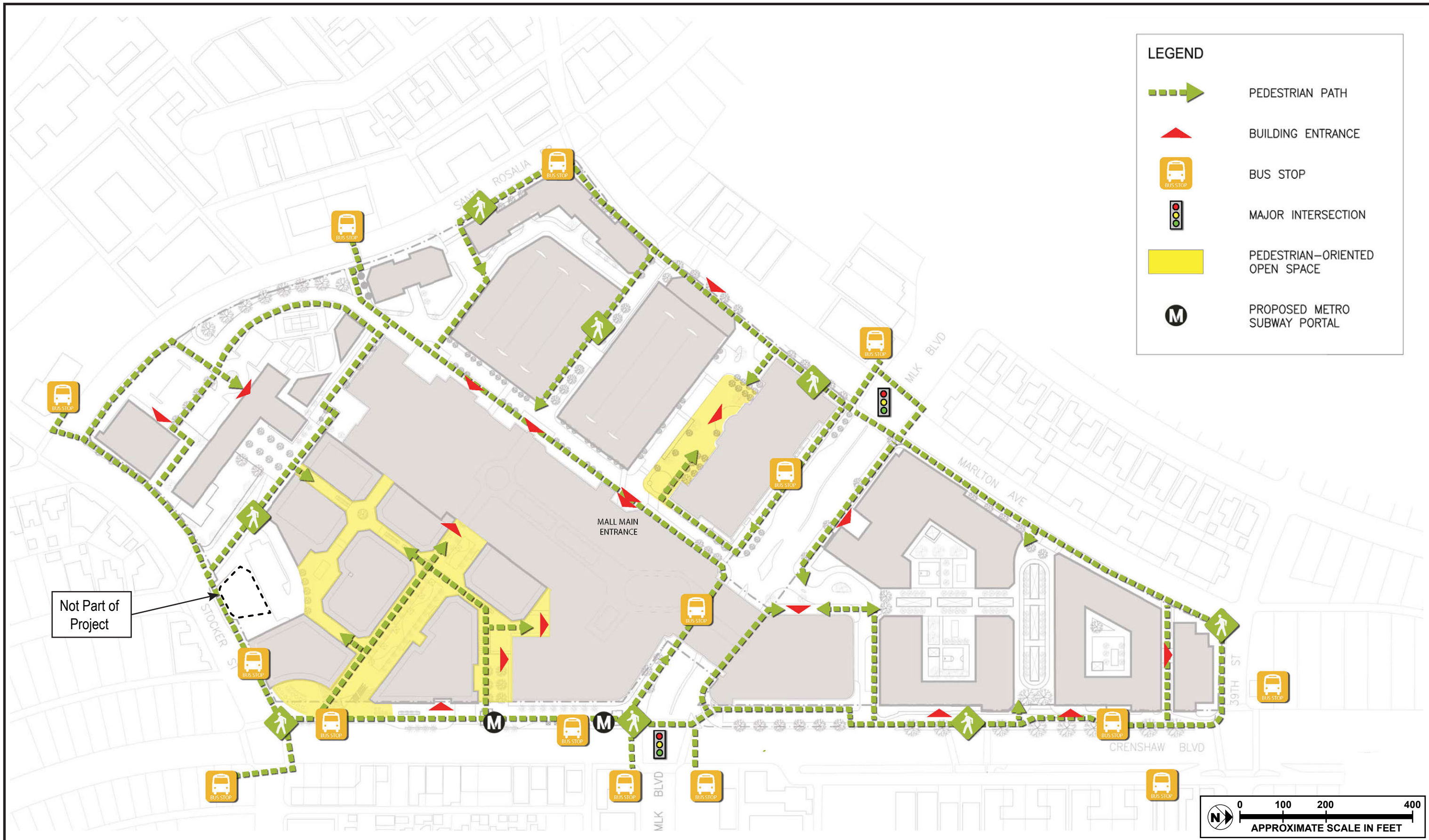
## **6. Project Circulation and Parking**

### **a. Pedestrian Circulation**

The Proposed Project would include an improved pedestrian environment as compared to the existing conditions at the Project Site. The existing mall property is largely fenced off from the surrounding land uses offering isolated entry points into the Project Site. As a mixed-use development with residential, hotel, office, retail and entertainment uses, the pedestrian circulation plan would include increased points of entry from the exterior property boundaries, widened pedestrian sidewalks/walkways, street furniture and bus shelters, and striped and signalized pedestrian crosswalks linking the uses. The pedestrian bridge over Martin Luther King Jr. Boulevard would be retained so that the Baldwin Hills Crenshaw Plaza would be able to continue to operate as a single site with people able to park on one block and walk to uses on the other block. A total of 15 existing bus stops are located along the streets that border the Project Site. In addition, Metro has proposed a station along the Crenshaw Line with a portal located along Crenshaw Boulevard south of Martin Luther King Jr. Boulevard. The existing and proposed pedestrian circulation plan for the Proposed Project is presented on Revised Figure II-27 on page II-56. Existing transit service in the Project area is shown in Figure II-28 on page II-57.

### **b. Vehicular Circulation**

The Proposed Project would not change the basic nature and configuration of the street system on the surrounding roadways in the vicinity of the Project Site. The existing and proposed vehicle circulation and parking plan for the Proposed Project is presented on Revised Figure II-29 on page II-58. As shown on Revised Figure II-29, four new driveways are proposed in the North Area: two providing connections to Crenshaw Boulevard and Martin Luther King Jr. Boulevard and two providing connections to Marlton Avenue. Improvements may also be made at certain locations for driveway entrances and to meet City General Plan standards for roadway widths and right-of-way requirements. The existing system of driveways accessing the Project Site would be very largely retained, with a few key modifications, which are described below. The proposed circulation plan for the North and South Areas are as follows:



SOURCE: RAW International - 2013

REVISED FIGURE II-27

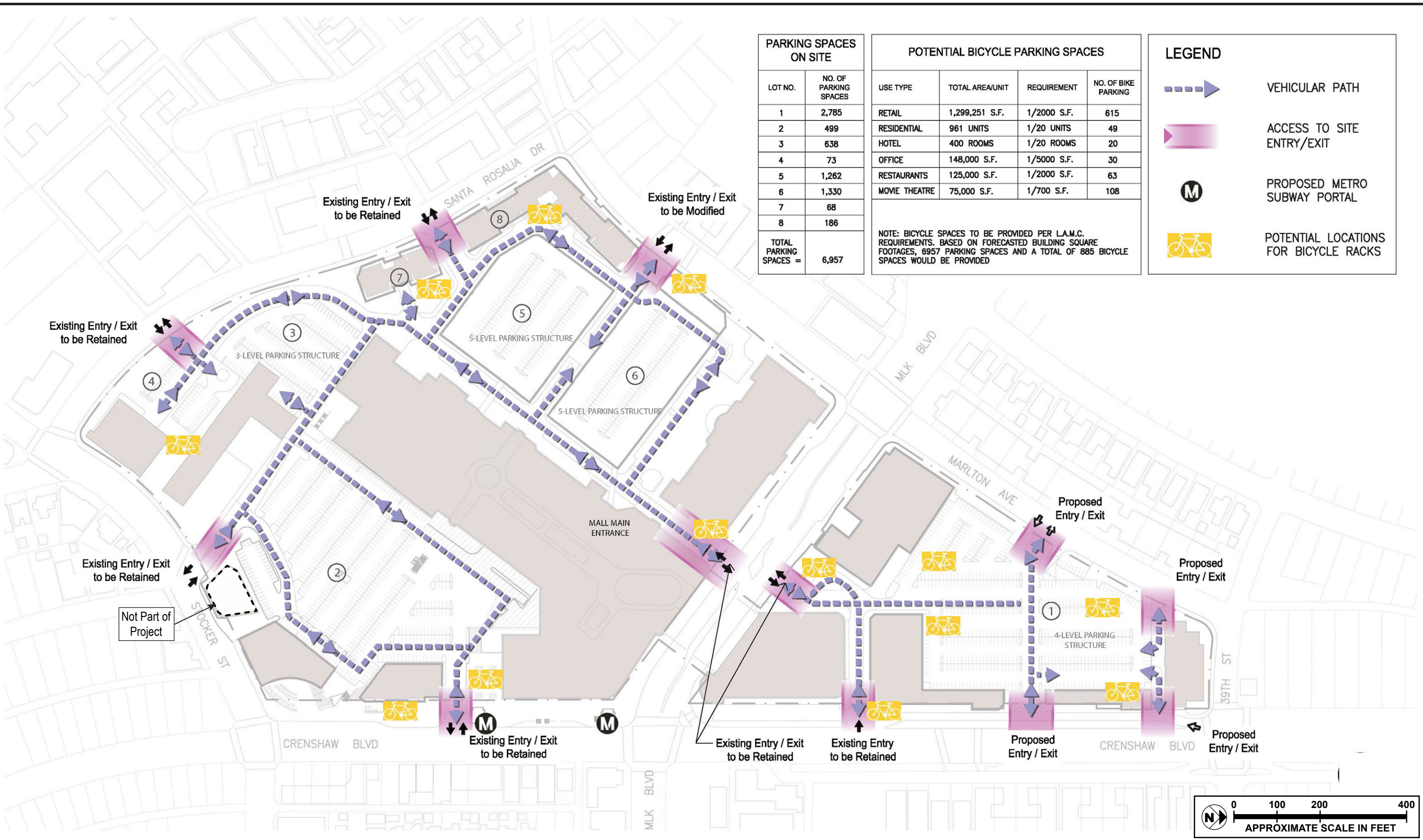


SOURCE: Gibson Transportation Consulting Inc. - 2013

FIGURE II-28

**Meridian**  
Consultants

Existing Transit Service in Project Area



SOURCE: RAW International - 2013

REVISED FIGURE II-29

### *(1) North Area*

The existing main driveway at Crenshaw Boulevard would be retained, and would remain a full movement signalized driveway. This driveway would connect east-west across the Project Site via an internal driveway to the proposed unsignalized full movement driveway on Marlton Avenue. The existing driveway on Martin Luther King Jr. Boulevard, which is unsignalized and allows all movements except outbound left turns, would be retained in its current configuration. The existing right-in/right-out driveway on Crenshaw Boulevard just north of Macy's would be retained although it would be a right-in only driveway due to the constraints of the truck loading ramp just to the north of Macy's. Two new secondary driveways would be added along both Crenshaw Boulevard and Marlton Avenue.

### *(2) South Area*

The existing main driveway on Crenshaw Boulevard would be retained. This driveway is currently unsignalized and allows all movements except outbound left turns. The Project Applicants are proposing to signalize this driveway so that it becomes a full movement driveway. The existing signalized full movement driveway at Stocker Street would be retained. The existing main driveway on Marlton Avenue, which is a full movement signalized driveway, would be retained and modified in approximately its current position. Both of the unsignalized full movement driveways on Santa Rosalia would be retained. It is anticipated that the west driveway may need to be signalized. The east driveway on Santa Rosalia would function as the main truck access for the South Area, such that trucks would circulate to the loading docks on the west side of the mall building and then exit via a new one-way outbound driveway on Marlton Avenue between the main driveway and Martin Luther King Jr. Boulevard.

## c. Parking

As stated in Section III.B, above, the parking objectives of the Proposed Project are to provide a sufficient amount of parking to accommodate the Proposed Project's demands for a competitive and viable market place, to not undermine transit goals and transit use by providing excessive parking, to provide for an efficient parking supply that allows for shared parking between commercial uses where feasible, and to provide sufficient parking to meet LAMC requirements.

The Proposed Project would replace all existing parking facilities over time and develop new parking facilities in both the North and South Areas, with the exception of one surface parking lot in the South Area that would remain and continue to serve Outbuilding B which would remain under the Current Proposed Project. As summarized in Revised Table II-7 on page II-60, at full Project buildout, a total of 6,829 spaces would be provided over the entire Project Site. Revised Figure II-29 on page II-58 identifies the location of the

Revised Table II-7  
Existing and Proposed Parking

	Project Total				South of Martin Luther King Jr. Boulevard				North of Martin Luther King Jr. Boulevard			
	Existing	Demolished	Proposed	Net Difference Increase/ (Decrease)	Existing	Demolished	Proposed	Net Difference Increase/ (Decrease)	Existing	Demolished	Proposed	Net Difference Increase/ (Decrease)
<b>Commercial Parking Supply</b>												
Surface Parking	1,606	1,573	107	(1,466)	886	853	107	(746)	720	720	—	(720)
Parking Structures	1,676	1,676	4,722	3,046	1,676	1,676	3,663	1,987	—	—	1,059	1,059
<i>Subtotal</i>	3,282	3,249	4,829	1,580	2,562	2,529	3,770	1,241	720	720	1,059	339
<b>Residential Parking Supply</b>												
Surface Parking	—	—	—	—	—	—	—	—	—	—	—	—
Parking Structures	—	—	2,000	2,000	—	—	274	274	—	—	1,726	1,726
<i>Subtotal</i>	—	—	2,000	2,000	—	—	274	274	—	—	1,726	1,726
<b>Project Total</b>												
Surface Parking	1,606	1,573	107	(1,466)	886	853	107	(746)	720	720	—	(720)
Parking Structures	1,676	1,676	6,722	5,046	1,676	1,676	3,937	2,261	—	—	2,785	2,785
<b>Total</b>	<b>3,282</b>	<b>3,249</b>	<b>6,829</b>	<b>3,580</b>	<b>2,562</b>	<b>2,529</b>	<b>4,044</b>	<b>1,515</b>	<b>720</b>	<b>720</b>	<b>2,785</b>	<b>2,065</b>
<i>Source: Capri Capital Partners, LLC, May 2013.</i>												

eight parking areas that would be developed at the Project Site. As shown in Revised Figure II-29, in the North Area, new four-level parking structures would be built to provide a total of 2,785 parking spaces consisting of 1,059 commercial parking spaces and 1,726 residential parking spaces. Based on the Proposed Project's conceptual plan, parking within the Office Area would be provided in four levels below grade, while parking for the Mixed-Use Commercial and Residential Area would be constructed with one level below grade, one level at grade, and two levels above grade. In the South Area, the existing parking structures and surface parking areas would be removed as each Area is developed, with the exception of one surface parking lot in the South Area that would remain and continue to serve Outbuilding B. Based on the Proposed Project's conceptual plan, one level of parking would be provided below the Retail and Entertainment Area, whereas three levels of parking would be provided below the plaza within the Hotel Area. In addition, a 74-space surface parking area would be created off of Santa Rosalia Drive to support the proposed on-site hotel and Outbuilding D. Under the Proposed Project, two new five-level parking structures would be added side-by-side to the west of the mall and south of the movie theater in the Structured Parking Area. In addition, parking would be provided below the buildings located in the Residential Apartment Area. The South Area would provide 3,770 commercial parking spaces and 274 residential parking spaces, for a total of 4,044 parking spaces.

## **7. Construction Schedule**

The Proposed Project is expected to be developed in multiple phases with exact construction phasing yet to be determined. Certain physical improvements including tenant relocations may occur under the existing entitlements prior to or during construction of the Proposed Project. The actual schedule would depend on the Project Applicants' ability to obtain financing and develop the Proposed Project commensurate with market conditions, but completion is expected by the end of 2020.

## **D. Discretionary Actions**

### **1. Project Approval**

The City of Los Angeles is identified as the lead agency for the Proposed Project as defined in Public Resources Code (P.R.C.) Section 21067 and Section 15367 of the State CEQA Guidelines. The Proposed Project is consistent with the General Plan land use designation for the Project Site. In order to construct the Proposed Project, the Project Applicants are requesting approval of the following discretionary actions from the City:

- Certification of the EIR;
- Development Agreement;

- Approval of a General Plan Amendment to amend the West Adams–Baldwin Hills–Leimert Community Plan to allow Height District 2 in the Regional Commercial land use designation, including the Project Site.
- Approval of a Zone Change with regard to the following:
  - Amend the “Q” condition requiring parking for commercial and office uses to be provided at a rate of 3 spaces per 1,000 square feet within a small area at the northwest corner of the Project Site to instead require parking to be provided at a rate of 2 spaces per 1,000 square feet, consistent with the parking requirements applicable to the majority of the Project Site, and
  - Amend the “D” limitation on parcels within the Project Site which restricts the allowable floor area to 3:1 for individual structures on the Project Site, but to 1.5:1 in aggregate across the entire Project Site. The Project Applicants are requesting a floor area ratio of 3:1 with floor area to be averaged across the entire Project Site as a unified development;
- Approval of Shared Parking;
- Approval of a Parking Reduction for Transit-Proximate Uses;
- Approval of a Tentative Map to subdivide the Project Site for residential and condominium uses;
- Approval of a CUP to approve a hotel within 500 feet of an R-zone;
- Approval of a CUP to approve floor area averaging for a unified development;
- Approval of a Master CUP for new alcoholic beverage uses;
- Approval of a Site Plan Review;
- Haul route approval; and
- Other actions from local, regional, and state agencies that may be required to implement the Proposed Project.

Pursuant to various sections of the Los Angeles Municipal Code, the Project Applicants would request approvals and permits from the City’s Building and Safety Department (and other City agencies) for Proposed Project construction activities including, but not limited to the following: demolition, excavation, shoring, grading, foundation, haul route, building and tenant improvements.