



## DEPARTMENT OF CITY PLANNING

### APPEAL RECOMMENDATION REPORT

#### South Los Angeles Area Planning Commission

**Date:** November 19, 2019  
**Time:** After 4:30 P.M.  
**Place:** FAME Renaissance Center  
1968 West Adams Blvd, Los  
Angeles, CA 90018

**Case No.:** DIR-2018-3204-SPR-SPP-1A  
**CEQA No.:** ENV-2018-3205-SE  
**Council No.:** 10 - Herb J. Wesson, Jr.  
**Plan Area:** West Adams - Baldwin Hills -  
Leimert  
**Certified NC:** Empowerment Congress  
West Area  
**GPLU:** Regional Commercial  
**Zone:** C2-2D-SP

**Public Hearing:** None  
**Appeal Status:** Not further appealable  
**Expiration Date:** November 19, 2019

**Applicant:** Mark Gabay  
District Square, LLC  
**Representative:** Stacey Brenner  
**Appellant #1:** Crenshaw Subway Coalition  
& Damien Goodman  
**Appellant #2:** Loretta Higgins Mueller Trust

**PROJECT LOCATION:** 3650-3700 South Crenshaw Boulevard, 3450-3500 Obama Boulevard

**PROPOSED PROJECT:** The project includes the construction of an approximately 648,157 square-foot mixed-use building on a 288,990 square-foot lot for a total FAR of 2.24:1 and contains 577 residential units and 93,016 square-feet of commercial floor area with 934 parking spaces in a 75-foot tall, six-story building. The project massing consists of a basement level that includes the residential parking, a two-story podium that includes parking and commercial space and five building blocks of residential units arranged into 5-story parallel structures. The building will contain seventy four (74) studio units, two hundred and forty (240) one-bedroom units, two hundred and forty-two (242) two-bedroom units, and twenty-one (21) three-bedroom units. The site is currently vacant.

**REQUESTED ACTION:** Appeal of the entire Planning Director's Determination of the following:

1. Determine the proposed project is Statutorily Exempt from the California Environmental Quality Act ("CEQA") as a Specific Plan Exemption to Gov. Section 65088.1 and Public Resources Code Section 21155.4, and the events specified in Section 21166 have not occurred.
2. Determine, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in West Adams-Baldwin Hills-Leimert New Community Plan EIR No. ENV-2008-478-EIR SCH No. 2008021013 certified on June 29, 2016; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the Project.
3. Approve a Project Permit Compliance Review a for the construction, use and maintenance of a six-story, 75-foot tall mixed-use project that contains

approximately 648,157 square-feet of Floor Area on an approximately 288,990 square-foot vacant site including 577 dwelling units, 93,016 square-feet of commercial uses and 934 parking spaces in 1 subterranean level and 1 ground-floor level in the C2-2D-SP Zone within Subarea A of the Crenshaw Corridor Specific Plan.

4. Approve a Site Plan Review for a residential development resulting in a net increase of 50 units or more and a development that results in an increase of 50,000 square-feet of non-residential floor area.

#### RECOMMENDED ACTIONS:

1. **DETERMINE** that based on the whole of the administrative record, that the Transit Oriented Infill Project is Statutorily Exempt from the California Environmental Quality Act ("CEQA") as a Specific Plan Exemption to Gov. Section 65088.1 and Public Resources Code Section 21155.4, and the events specified in Section 21166 have not occurred.
2. **DETERMINE** that based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in West Adams-Baldwin Hills-Leimert New Community Plan EIR No. ENV-2008-478-EIR SCH No. 2008021013 certified on June 29, 2016; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the Project.
3. **DENY** the appeal.
4. **SUSTAIN** the Planning Director's determination to approve Case No. DIR-2018-3204-SPR-SPP.
5. **ADOPT** the Planning Director's Conditions of Approval and Findings.

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Director of Planning

  
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## PROJECT ANALYSIS

### **Background**

The subject site is located at 3650 - 3700 South Crenshaw Boulevard and 3450 - 3500 Obama Boulevard, with approximately 665-feet 5-inches of frontage along the east side of Crenshaw Boulevard and approximately 474-feet 10-inches of frontage along the south side of Obama Boulevard. The project site is a 288,990 square-foot irregular-shaped site in the C2-2D-SP Zone within Subarea A of the Crenshaw Corridor Specific Plan, the South Los Angeles Alcohol Sales Specific Plan Area and the West Adams-Baldwin Hills-Leimert Community Plan area. The Crenshaw Corridor Specific Plan provides for area-specific development standards along Crenshaw Boulevard and adjacent properties, and provides design guidelines for projects within the Specific Plan. This site, located within Subarea A of the Specific Plan, is a Transit Oriented Development area, a pedestrian friendly district served by a multi-modal transit system where a mix of uses provide jobs, housing, and services. Other amenities in the area include access to open space, enhanced urban design, streetscape improvements that enhance the user's experience and an integrated connectivity to and from a fixed transit station. The South Los Angeles Alcohol Sales Specific Plan Area regulates the procedures for obtaining conditional uses for the sale of alcoholic beverages for off-site consumption, which the project does not propose. The site is currently vacant.

Properties to the north across Obama Boulevard are zoned C2-2D-SP and RD2-1 with land use designations of Community Commercial and Low Medium II Residential. The C2-2D-SP zoned property to the north is the construction site for the Crenshaw/Exposition Station for Metro's Crenshaw/LAX Transit Line. Properties to the north zoned RD2-1 are improved with one-story, single-family homes. The properties immediately adjacent to the east are zoned R1-1 with a designated land use of Low II Residential and improved with one-story, single-family homes built in 1941, and range in size from 1,203 square-feet to 2,150 square-feet. The property immediately adjacent to the south is zoned C2-2D-SP with a designated land use of Community Commercial and improved with a commercial shopping center. Properties to the west across Crenshaw Boulevard are zoned C2-2D-SP with land use designations of Community Commercial and are improved with commercial buildings one to four-stories in height.

The West Adams-Baldwin Hills-Leimert Community Plan update and the Crenshaw Corridor Specific Plan amendments were adopted on June 29, 2016 and became effective on April 19, 2017. The proposed project is building within the prescribed development limits of the West Adams-Baldwin Hills-Leimert Community Plan and the Crenshaw Corridor Specific Plan.

Crenshaw Boulevard, adjoining the subject property to the west is designated an Avenue I by the Mobility Plan 2035 and is dedicated to a designated right-of-way of 100-feet and improved with curb, gutter, and sidewalk.

Obama Boulevard, adjoining the subject property to the west is designated a Modified Avenue II by the Mobility Plan 2035 and is dedicated to a designated right-of-way of 80-feet and improved with curb, gutter, sidewalks and street lights.

### **Case History**

The case was filed on June 04, 2018 as Case No. CPC-2019-3204-MCUP-SPR-SPP and included a Master Conditional Use Permit for the sale and dispensing of alcoholic beverages for six (6) on-site and one (1) off-site outlets; a Site Plan Review for a residential development resulting in a net increase of 50 units or more and a development that results in an increase of 50,000 square-feet of non-residential floor area; and a Project Permit Compliance for a project



within the Crenshaw Corridor Specific Plan in compliance with the South Los Angeles Alcohol Sales Specific Plan. The filing incorrectly identified the City Planning Commission as the initial decision maker under the South Los Angeles Alcohol Sales Specific Plan, rather than the Associate Zoning Administrator. On June 20, 2018 case was corrected and the case prefix was updated to Case No. ZA-2018-3204-MCUP-SPR-SPP. On August 21, 2018 the applicant withdrew the request for the Master Conditional Use Permit and the case was updated to the current Case No. DIR-2018-3204-SPR-SPP. The remaining entitlement requests include a Site Plan Review for a residential development resulting in a net increase of 50 units or more and a development that results in an increase of 50,000 square-feet of non-residential floor area; and a Project Permit Compliance for a project within the Crenshaw Corridor Specific Plan. Neither of the current entitlement requests require a public hearing.

### **Technical Clarification**

The Letter of Determination issued on June 28, 2019 incorrectly listed the Environmental Case as Case No. ENV-2018-3205-CE. A CE suffix is used for Categorical Exemptions. The project has qualified for a Statutory Exemption pursuant to California Public Resources Code Section 21155.4. The suffix has been corrected to read Case No. ENV-2018-3205-SE.

### **Project Summary**

The project includes the construction of an approximately 648,157 square-foot mixed-used building containing 577 residential units and 93,016 square-feet of commercial floor area with 934 parking spaces in a 75-foot tall, six-story building. The project massing consists of a basement level that includes the residential parking, a two-story podium that includes parking and commercial space and five building blocks of residential units arranged into 5-story parallel structures. The building will contain seventy four (74) studio units, two hundred and forty (240) one-bedroom units, two hundred and forty-two (242) two-bedroom units, and twenty-one (21) three-bedroom units. The project includes approximately 155,825 square-feet of usable private and common open space areas. The majority of the project's common open space is located on the second floor podium and includes a central lawn and seven landscaped courtyards that run in between the residential building blocks. Additionally, common open space at the podium level includes a pool and spa area, a vegetable garden and fire pit areas with seating. An additional 25,000 square-feet of private open space is provided by private balconies accessible through units. All residential parking spaces are located in the basement level and include 553 standard spaces, 129 compact spaces and 11 handicap spaces for a total of 693 residential parking spaces. Commercial parking is located on the ground floor and includes 230 standard spaces, 4 compact spaces and 7 handicap spaces for a total of 241 commercial parking spaces. The project will provide 224 long-term and 24 short-term residential bicycle parking spaces onsite.

The community-oriented retail uses, consisting of seventeen retail shells, shown on "Exhibit A" as 'Tenant 01' through 'Tenant 17', range in size from 879 square-feet to 2,613 square-feet, and are located along the Crenshaw and Obama Boulevard frontages to allow easy access to pedestrians. The three anchor retail uses, shown on "Exhibit A" as 'Retail A', 'Retail B', and 'Retail C', range in size from 21,570 square-feet to 26,060 square-feet, and are located on the ground floor, to the rear of the podium structure and are accessible through an 8-foot wide pedestrian walkway from Obama Boulevard.

The site is located within walking distance of public transit and local and regional amenities. As shown in "Exhibit A", the project will provide design features and landscaping improvements to enhance the visual quality of the area. All design elements, including the residential and commercial components have been designed to be compatible with existing and future development on adjacent properties and neighboring properties. The project has been designed to include a stepback with reduced height adjacent to nearby single-family homes to be

compatible with surrounding residential neighborhood. The project would provide a diverse set of uses that facilitate vehicle trip reduction, accommodate necessary residential growth and provide a mix of apartment sizes, and reinforce an existing mixed-use corridor by providing an array of retail choices and employment opportunities, a variety of household sizes, and landscaped frontages that would be inviting to nearby residents and pedestrians along Crenshaw Boulevard

### **Letters to the File**

On June 25, 2018 written communication (via email) was submitted by David Pohl expressing concerns about the number of residential units and expressing support for more open space onsite.

On May 10, 2019 written communication (via email) was submitted by Damien Goodmon, Executive Director of Crenshaw Subway Coalition, requesting a delay of the Letter of Determination, requesting a formal notice of all community members who engaged in the project's previous approval process and requesting a public explanation of the Planning Department's SB 743 Guidelines.

On June 07, 2019 written communication (via email) was submitted by John Keho raising questions of affordable units and pedestrian access to the anchor retail.

On July 16, 2019 written communication (via email) was submitted by Sharon Farwell expressing concerns about construction impacts, the amount of residential units, loss of privacy in her backyard, loss of access to her driveway, and noise created by loading trucks and vehicles.

## APPEAL ANALYSIS

On June 28, 2019, the Director of Planning issued a Determination that conditionally approved a Project Permit Compliance Review and a Site Plan Review for the proposed project. On July 12, 2019, two appeals were filed by (1) Damien Goodman and the Crenshaw Subway Coalition and (2) Loretta Higgins Mueller Trust for the entire decision of the Director of Planning.

The following statements have been compiled from the submitted appeal. The appeal in its entirety have been attached herein for reference (Exhibits B and C).

### 1. Appeal 1, Point No. 1

The appellant objects to the decision making process that the project was required to follow.

#### **Staff Response:**

The project includes the construction, use and maintenance of a six-story, 75-foot tall mixed-use project that contains approximately 648,157 square-feet of Floor Area on an approximately 288,990 square-foot vacant site for a total FAR of 2.24:1. The project includes 577 dwelling units, 93,016 square-feet of commercial uses and 934 parking spaces in 1 subterranean level and 1 ground-floor level in the C2-2D-SP Zone within Subarea A and a Transit-Oriented District of the Crenshaw Corridor Specific Plan. As established in the Letter of Determination for Case No. DIR-2018-3204-SPR-SPP, the project is substantially compliant with the West Adams-Baldwin Hills-Leimert Community Plan and the Crenshaw Corridor Specific Plan, both documents were recently amended after a substantive public outreach effort.

### 2. Appeal 1, Point No. 2

To use public funds to allow the erection of 577 market-rate units that are: a) unaffordable to area residents, and b) will lead to rent increases that make living unfordable constitutes another in a series of deliberate, calculated, and publicly financed efforts to forcibly remove and displace a protected class of people, the majority Black and Brown residents of the Crenshaw District of Leimert Park, Crenshaw Manor and Jefferson Park from their historic working-class communities by Black politicians. The project is a part of a pattern and practice on behalf of the Mayor of Los Angeles, Los Angeles City Council, Los Angeles City Council President Herb Wesson, and Los Angeles City Planning Director to knowingly and intentionally discriminate against a protected class of low-income residents.

#### **Staff Response:**

The applicant has not requested any deviations from the Los Angeles Municipal Code nor has the applicant requested incentives to increase allowable density. The project site is a vacant lot.

The project site will replace a vacant lot with the development of 577 residential dwelling units. As such, the project increases housing supply in the community without resulting in any displacement of existing housing units or residents.

Additionally, there are several goals in the community plan that encourage a diversity of housing types and price points including:

**Goal LU7:** A community that promotes an environment of safe, inviting, secure and high-quality multi-family neighborhoods for all segments of the community.

**Goal LU9.** A community of neighborhoods where social capital is promoted by ensuring the provision of adequate housing for all persons regardless of income, age, racial or ethnic background.

The project as approved substantially complies with the Crenshaw Corridor Specific Plan and did not require additional incentives typically associated with an affordable housing project. There is no substantial evidence that the approval of the project resulted in intentional discrimination against a protected class of low-income residents.

### **3. Appeal 1, Point No. 3**

The project fails to meet the Site Plan Review requirements.

#### **Staff Response:**

As defined in LAMC 16.05:

the purpose of the Site Plan Review process is to promote orderly development, evaluate and mitigate significant environmental impacts, and promote public safety and the general welfare by ensuring that development projects are properly related to their sites, surrounding properties, traffic circulation, sewers, other infrastructure and environmental setting; and to control or mitigate the development of projects which are likely to have a significant adverse effect on the environment as identified in the City's environmental review process, or on surrounding properties by reason of inadequate site planning or improvements.

Site Plan Review applies to the project because it includes a development that results in an increase of 50,000 gross square feet of non-residential floor area and an increase of 50 or more dwelling units and/or guest room.

There are three Findings an applicant must make in order to qualify for a Site Plan Review entitlement:

1. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.
2. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.
3. The residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The project substantially complies with the General Plan, West Adams-Baldwin Hills-Lemeirt Community Plan and, as established in Findings #1-3 in the Letter of Determination for Case No. DIR-2018-3204-SPR-SPP. As shown in "Exhibit A" of Case No. DIR-2018-3204-SPR-SPP, the project will provide design features and landscaping improvements to enhance the visual quality of the area and create an arrangement of buildings and structures that meet the Site Plan Review Findings. All design elements, including the residential recreational and

services amenities have been designed to be compatible with existing and future development on adjacent properties and neighboring properties.

As established in the Letter of Determination for Case No. DIR-2018-3204-SPR-SPP in Findings #4, #5, and #6, the proposed project complies with all provisions of the LAMC Section 16.05 and the Site Plan review requirements. There is no substantial evidence that the project does not meet Site Plan Review requirements.

#### **4. Appeal 1, Point No. 4**

The project fails to meet Project Permit Compliance review requirements. The project violates the text and spirit of the Crenshaw Corridor Specific Plan.

##### **Staff Response:**

On April 19, 2017, Ordinance No. 184,795 became effective amending the Crenshaw Corridor Specific Plan. The Ordinance amended boundaries for the Specific Plan area and nine subareas, and amended use limitations, development standards and design guidelines.

As established in Section 2 of the Specific Plan, Purposes include:

- A. To provide standards for the Specific Plan area which will promote controlled development while encouraging and stimulating economic revitalization.
- B. To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.
- C. To promote a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.
- D. To preserve and enhance community character and aesthetics by establishing coordinated and comprehensive standards for signs, buffering and setbacks, building and wall height, open space and lot coverage, parking and landscaping, as well as facade treatment and the conservation and preservation of existing resources, designated historic or otherwise, that shape the identity of the Crenshaw Corridor.
- E. To promote a high level of pedestrian activity in areas identified as Pedestrian-Oriented Areas and TOD Areas by promoting neighborhood serving uses, which encourage pedestrian activity and promote reduced traffic generation.
- F. To promote an attractive pedestrian environment in the areas designated as Pedestrian-Oriented Areas and TOD Areas by regulating the design and placement of buildings and structures which accommodate outdoor dining and other ground level retail activity.
- H. To encourage the creation of pedestrian-friendly TOD Areas consistent with the goals and policies of the Community Plan that promote health and sustainability by encouraging a mix of uses providing jobs, housing, goods and services, as well as access to open space, all within walking distance of the MidCity/ Exposition and Crenshaw/LAX Light Rail Transit Corridor stations.

The proposed project will be a mixed-use residential and commercial project that will comply with the existing use, height, Floor Area Ratio, setback and parking standards of the adopted

Crenshaw Corridor Specific Plan as delineated in Case No. DIR-2018-3204-SPR-SPP Finding #1a – 1i. Additionally, the project substantially complies with the Crenshaw Corridor Specific Plan Design Manual as established in Case No. DIR-2018-3204-SPR-SPP Finding #1k. The proposed project does not seek any modifications or exceptions from the current development regulations, design guidelines or administrative procedures. Therefore, the project substantially complies with the purpose and regulations of the Crenshaw Corridor Specific Plan.

#### **5. Appeal 1 Point No. 5**

The project violates the text and spirit of the Los Angeles General Plan.

##### **Staff Response:**

The General Plan Framework Element is a strategy for long-term growth which sets a citywide context to guide the update of the community plan and citywide elements. The Element responds to State and Federal mandates to plan for the future. In planning for the future, the City of Los Angeles is using population forecasts provided by the Southern California Association of Governments (SCAG). The Framework Element sets forth a citywide comprehensive long-range growth strategy. It defines citywide policies that will be implemented through subsequent amendments of the City's community plans, zoning ordinances, and other pertinent programs.

The Citywide General Plan Framework is a guide for communities to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. The General Plan Framework establishes categories of land use including Multi-Family Residential that are broadly described by ranges of intensity/density, heights, and lists of typical uses. The definitions reflect a range of land use possibilities found in the City's already diverse urban, suburban, and rural land use patterns. The project is in conformance with goals and objectives of the Framework including:

**Goal 3C:** Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

**Objective 3.7:** Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

The project provides a diverse set of uses that facilitate vehicle trip reduction, accommodate necessary residential growth and provide a mix of apartment sizes, and reinforce an existing mixed-use corridor by providing an array of retail choices and employment opportunities, a variety of household sizes, and landscaped frontages that would be inviting to nearby residents and pedestrians along Crenshaw Boulevard. As conditioned, the proposed project is in compliance with the Land Use Chapter of the General Plan Framework.

#### **6. Appeal 1 Point No. 6**

The project violates the text and spirit of the West Adams-Baldwin Hills-Leimert Community Plan.

##### **Staff Response:**

The West Adams-Baldwin Hills-Leimert Community Plan update was adopted on June 29, 2016 and became effective on April 19, 2017. The area under the jurisdiction of the plan is



generally bounded by Pico and Venice Boulevards to the north, the City of Inglewood to the south, Arlington and Van Ness Avenues to the east, and Culver City to the west. The plan's introduction describes the plan area with the following statements:

*The Community Plan Area's close proximity to regional destinations such as Hollywood, LAX and Downtown Los Angeles position it as a desirable location to reside, as clearly evidenced by the enduring stability of its residential neighborhoods.*

*Yet the Community Plan Area's commercial corridors continue to languish through the absence of adequate amenities that support a healthy quality of life.*

*Through a collaborative effort involving residents, owners, businesses and developers, the Department of City Planning has produced a Long Range Plan that sets forth actions to achieve a common vision that encompasses the full spectrum of issues and opportunities regarding the Community Plan Area's physical evolution.*

*In essence, the importance of the Community Plan lies in its ability to shape positive community change by harmonizing the Community Plan Area's unique character through encouraging sustainable land use patterns as introduced through citywide policies and regional initiatives.*

*The process of developing the West Adams-Baldwin Hills-Leimert Community Plan involved a five-year collaborative effort of public outreach that required continued community engagement through meetings and workshops at which invaluable input was brought forth and recommendations developed.*

The West Adams-Baldwin Hills-Leimert Community Plan is organized into six chapters. Each chapter is further organized into sections that address specific topics including land use and urban design in Chapter 3.

The plan describes Chapter 3 as follows:

**Chapter 3: Land Use and Urban Design.** The Land Use and Urban Design chapter expresses the community's vision for the future. In particular, this chapter describes the community's land uses and specifies goals and policies that address residential, commercial, and industrial development. It further outlines implementation strategies and programs relative to commercial revitalization, health and sustainability as well as historic preservation and the conservation of neighborhood character.

As established in Case No. DIR-2018-3204-SPR-SPR, the project substantially complies with the purpose and regulations of the West Adams-Baldwin Hills-Leimert Community Plan.

## **7. Appeal 1 Point No. 7**

The project violates the text and spirit of the California Environmental Quality Act.

### **Staff Response:**

California Senate Bill (SB) 743 added Public Resources Code (PRC) Section 21155.4, which establishes a statutory exemption from the California Environmental Quality Act (CEQA) for certain projects located within both transit priority areas (TPAs) and specific plan areas for which an environmental impact report (EIR) was certified.

The project meets each of the requirements of the SB 743 exemption, as set forth below.

- a) *Except as provided in subdivision (b), a residential, employment center, as defined in paragraph (1) of subdivision (a) of Section 21099, or mixed-use development project, including any subdivision, or any zoning, change that meets all of the following criteria is exempt from the requirements of this division:*

1. *The project is proposed within a transit priority area, as defined in subdivision (a) of Section 21099.*

The project is considered both a mixed-use project (due to its inclusion of both 577 residential dwelling units and 93,016 square-feet of commercial uses) and an employment center project, as defined by PRC Section 210992 (due to the fact that the project site is commercially zoned and the projects proposed FAR will exceed 0.75:1). The project site is also located within a Transit Priority Area, as it is located approximately 500 feet south of the Los Angeles County Metropolitan Transportation Authority (Metro) Expo Line Expo/Crenshaw light rail station located at 3428 Exposition Boulevard, which constitutes a major transit stop as defined by the PRC.

2. *The project is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified.*

The project is fully consistent with the Specific Plan's standards and guidelines, as confirmed in the Project Permit Compliance findings of this determination. The Specific Plan, as most recently amended by the City Council on March 7, 2017, was fully analyzed in the EIR prepared for the West Adams-Baldwin Hills-Leimert Community Plan update, which was certified by the City Council on June 29, 2016.

3. *The project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emissions reduction targets.*

The project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area by the Southern California Association of Governments' (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

In addition, the SB 743 exemption provides that further CEQA review of a project shall only be conducted if any of the events specified in PRC Section 21166 have occurred. None of the events specified in PRC Section 21166 have occurred.

- b) *Further environmental review shall be conducted only if any of the events specified in Section 21166 have occurred.*

1. *No substantial changes have been proposed for the Project which would require major revisions of the certified EIR.*

The EIR specifically analyzed allowed uses and density in the West Adams-Baldwin Hills-Leimert Community Plan Update, including amendments to the Crenshaw Corridor Specific Plan. The EIR also analyzed height and FAR increases, additional design guidelines and standards, the creation of Transit Oriented Development (TOD) areas, clarification of administrative clearance and discretionary project permit compliance review thresholds, setbacks, added sign regulations and standards, as well as use limitations contemplated as part of the plan update.

The proposed project will be a mixed-use residential and commercial project that will comply with the existing use, height, FAR, setback and parking standards of the adopted Crenshaw Corridor Specific Plan as delineated in Project Permit Compliance Finding #1a – 1i of this determination. Additionally, the project substantially complies with the Crenshaw Corridor Specific Plan Design Manual as delineated in Project Permit Compliance Finding #1k of this determination. The proposed project does not seek any modifications or exceptions from the current development regulations, design guidelines or administrative procedures. Due to the project's consistency with West Adams-Baldwin Hills-Leimert Community Plan Update, including the amendments to the Crenshaw Corridor Specific Plan, there are no changes being proposed to the original project assessed in the West Adams-Baldwin Hills-Leimert Community Plan Update EIR that would require any revisions of the certified EIR.

2. *No substantial changes have occurred with respect to the circumstances under which the Project is being undertaken which would require major revisions in the certified EIR.*

As evaluated in the Project Permit Compliance Finding #1, the project's consistency with the West Adams-Baldwin Hills-Leimert Community Plan, including the Crenshaw Corridor Specific Plan which was recently adopted as amended in March 2017, there have been no substantial changes with respect to the circumstances under which the proposed project is being undertaken, which includes no new plan amendments or exceptions, that would require any revisions in the certified EIR.

3. *No new information, which was not known and could not have been known at the time the EIR was certified, has become available.*

There is no new information that has become available since the EIR's certification or the adoption of the Specific Plan amendments that is relevant to the proposed development of the proposed project, the implementation of the Specific Plan, or the analysis contained in the EIR.

The project fully qualifies for the SB 743 CEQA exemption, no exception to this exemption applies and none of the events specified in PRC Section 21166 have occurred.

#### **8. Appeal 1 Point No. 8**

The project violates the Americans with Disabilities Act.

#### **Staff Response:**

According the Department of Building and Safety's Information Bulletin No. P/BC 2017-143, public accommodations shall maintain in operable working condition those features of facilities and equipment that are required to be accessible to and useable by persons with disabilities.

The State of California delegates authority to the local jurisdiction to ensure compliance with Title 24, Part 2 of the California Code of Regulations. Owners(s) of the building and his/her consultants are responsible for compliance with the most current Federal Regulations contained in the Americans with Disabilities Act (ADA) and Fair Housing Act (FHA). Where the ADA & FHA requirements exceed those contained in Title 24, Part 2, it is the responsibility of the owners and their consultants to ensure compliance with the most current ADA & FHA regulations, as the City is not authorized to review plans or inspect projects for ADA & FHA compliance. There is no substantial evidence the project violates the Americans with Disabilities Act.

**9. Appeal 1 Point No. 9**

The project violates the Fair Housing Act.

**Staff Response:**

The Los Angeles Housing + Community Investment Department administers a contract with the Southern California Housing Rights Center (HRC) to provide a citywide fair housing program. The HRC provides the following services:

- Investigations of housing discrimination complaints concerning housing for rent or sale, advertising, lending, insurance, steering, blockbusting and hate crimes
- Remedies for valid complaints, including conciliations, legal action and administrative referrals to state and federal fair housing agencies
- Multilingual counseling on fair housing and predatory lending issues
- Multilingual property owner, manager and realtor training sessions
- Educational seminars, workshops and presentations on fair housing

The project includes the construction of an approximately 648,157 square-foot mixed-used building containing 577 residential units and 93,016 square-feet of commercial floor area with 934 parking spaces in a 75-foot tall, six-story building. There is no substantial evidence that it violates the Fair Housing Act.

**10. Appeal 1 Point No. 10**

The project violates the Civil Rights Act of 1964.

**Staff Response:**

Civil Rights Act of 1964 declared "it to be the policy of the United States that discrimination on the ground of race, color, or national origin shall not occur in connection with programs and activities receiving federal financial assistance and authorizes and directs the appropriate Federal departments and agencies to take action to carry out this policy."

The project includes the construction of an approximately 648,157 square-foot mixed-used building containing 577 residential units and 93,016 square-feet of commercial floor area with 934 parking spaces in a 75-foot tall, six-story building. There is no substantial evidence that it violates the Civil Rights Act of 1964.

**11. Appeal 1 Point No. 11**

The project violates the Fifth Amendment of the United States Constitution.

**Staff Response:**

While the government may take private property, with compensation, to promote the public interest, that interest also may be served by regulation of property use pursuant to the police power. The distinguishing characteristic between eminent domain and the police power is that the former involves the taking of property because of its need for the public use while the latter involves the regulation of such property to prevent the use thereof in a manner that is detrimental to the public interest. The project does not propose a taking of private property nor does it prevent the use thereof that is detrimental to the public interest. The project includes the construction of an approximately 648,157 square-foot mixed-used building containing 577 residential units and 93,016 square-feet of commercial floor area with 934 parking spaces in a 75-foot tall, six-story building. There is no substantial evidence that it violates the Fifth Amendment of the United States Constitution.

**12. Appeal 1 Point No. 12**

The project violates the California Fair Employment and Housing Act.

**Staff Response:**

The Fair Employment and Housing Act (FEHA) is a California statute which prohibits employment and housing discrimination. This statute applies to public and private employers, labor organizations and employment agencies. The Fair Employment and Housing Act (FEHA) is enforced by the California Department of Fair Employment and Housing (DFEH).

The project includes the construction of an approximately 648,157 square-foot mixed-used building containing 577 residential units and 93,016 square-feet of commercial floor area with 934 parking spaces in a 75-foot tall, six-story building. There is no substantial evidence that it violates the California Fair Employment and Housing Act.

**13. Appeal 1 Point No. 13**

The project violates the California Civil Rights Act.

**Staff Response:**

The Unruh Civil Rights Act, California Civil Code section 51, states:

All persons within the jurisdiction of this state are free and equal, and no matter what their sex, race, color, religion, ancestry, national origin, disability, medical condition, genetic information, marital status, sexual orientation, citizenship, primary language, or immigration status are entitled to the full and equal accommodations, advantages, facilities, privileges, or services in all business establishments of every kind whatsoever.

The project includes the construction of an approximately 648,157 square-foot mixed-used building containing 577 residential units and 93,016 square-feet of commercial floor area with 934 parking spaces in a 75-foot tall, six-story building. There is no substantial evidence that it violates the California Civil Rights Act.

**14. Appeal 1 Point No. 15**

The project violates the text and spirit of SB 743.

**Staff Response:**

CEQA contains a variety of methods to streamline the environmental review of development projects that have been analyzed in a previously prepared Environmental Impact Report (EIR). The California State Legislature has enacted several methods of streamlining CEQA review, including infill projects under SB 743.

When a specific plan has been adopted and an EIR has been certified for that plan, certain projects are “exempt” from further CEQA review under SB 743. This section limits the review that will be needed and allows the specific plan’s EIR to be used as the CEQA document for later projects consistent with the specific plan. The project has been found to be consistent with the specific plan and the adopted and certified EIR as evaluated in Appeal 1 Point No. 7 on page A-9 of this recommendation report.

The proposed project substantially complies with the intent of SB743.

**15. Appeal 1, Point No. 16 and Appeal 2, Point No. 1**

The project violates public notice and disclosure requirements.

**Staff Response:**

Project Permit Compliance, pursuant to LAMC 11.5.7, noticing requirements read:

**b) Transmittal of Written Decision.** Upon making a written decision, the Director shall transmit a copy by First Class Mail to the applicant. Copies shall also be provided to: the Department of Building and Safety; the Councilmember(s) having jurisdiction over the specific plan area in which the property is located; the Department of Transportation, where appropriate; owners of all properties abutting, across the street or alley from, or having a common corner with the subject property; the Department of Neighborhood Empowerment; the chairperson of any design review or plan review board having jurisdiction over the specific plan area in which the property is located; and interested parties who have filed written requests with the City Planning Department.

Site Plan Review, pursuant to LAMC 16.05, noticing requirements read:

d. The Director shall send notice of the determination to the applicant and the interested parties listed in Section 16.05G3(b) of the determination by First Class Mail. Failure to receive notice shall not invalidate any action taken pursuant to this section. **(Amended by Ord. No. 172,489, Eff. 4/16/99.)**

None of the requested entitlements (Site Plan Review nor Project Permit Compliance) required a public hearing, thus no notice of public hearing was required. The Letter of Determination for Case No. DIR-2018-3204-SPR-SPP followed applicable noticing requirements as dictated by Los Angeles Municipal Codes Section 11.5.7 and Section 16.05.

**16. Appeal 2, Point No. 2**

There have been changes to the number of residential units vs retail space, height of the project, parking and traffic mitigation which are significant to the original plan from 2010.



**Staff Response:**

Case No. DIR-2012-0643-SPP was approved on July 3, 2012 for a Specific Plan Project Permit Compliance for Construction of a new, approximately 300,000-square-foot retail shopping center consisting of two two-story commercial buildings having a maximum height of 45 feet, and a total of 1,001 on-site parking spaces between on-grade and rooftop parking areas, on an approximately 6.5 acre (283, 140- square-foot) site and a Mitigated Negative Declaration No. ENV-2007-4662-MND-REC2 as the environmental clearance.

Administrative Condition No. 7 of the Letter of Determination reads:

6. As specified in Municipal Code Section 16.50 E 4, the term of this Determination is valid for a period of two (2) years, so long as all necessary building permits are obtained within those two years. In the event a building permit is obtained in a timely manner but subsequently expires, the Director's decision (or Area Planning Commission's decision on appeal) shall expire with the building permit.

The entitlements approved under Case No. DIR-2012-0643-SPP were not effectuated and have since expired. Case No. DIR-2018-3204-SPR-SPP was filed on June 04, 2018 and was approved on June 28, 2019 as it complied with all adopted regulations at the time.

**CONCLUSION**

For the reasons stated herein, and in the findings of the Director's Determination, the proposed project does comply with the applicable provisions of Project Permit Compliance, Site Plan Review and the California Environmental Quality Act (CEQA). Planning staff evaluated the proposed project and determined it meets the Crenshaw Corridor Specific Plan and Site Plan Review requirements and that the project qualifies for a Statutory Exemption. Based on the complete plans submitted by the applicant and considering the appellant's arguments for appeal, staff has determined that the project meets the required findings.

Therefore staff recommends the South Los Angeles Area Commission deny the appeal and sustain the determination by the Director of Planning in approving DIR-2018-3204-SPR-SPP, and determine that project is Statutorily Exempt from the California Environmental Quality Act ("CEQA") as a Specific Plan Exemption to Gov. Section 65088.1 and Public Resources Code Section 21155.4, and the events specified in Section 21166 have not occurred and determining, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in West Adams-Baldwin Hills-Leimert New Community Plan EIR No. ENV-2008-478-EIR SCH No. 2008021013 certified on June 29, 2016; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the Project.

The proposed project is consistent with all applicable provisions of the General Plan, and the Crenshaw Corridor Specific Plan. The appellant did not provide evidence or findings to show that the Director of Planning erred or abused in approving Case No. DIR-2018-3204-SPR-SPP.

# **"EXHIBIT A"**

**CASE NO.**  
**DIR-2018-3204-SPR-SPP**



VICINITY MAP



**EXHIBIT "A"**  
 Page No. 1 of 32  
 Case No. DIR-2018-3204-SK-SPP

**RECEIVED**  
 CITY OF LOS ANGELES  
 MAR 19 2019  
 CITY PLANNING  
 PROJECT PLANNING





EXHIBIT "A"  
Page No. 2 of 32  
Case No. D18-2018-3204-SPK-SPP

## PROJECT DATA

## ARCHITECTURE

00	VICINITY MAP
01	CORNER VIEW
1	PROJECT DATA
2	3D VIEWS 01
2.1	3D VIEWS 02
2.2	3D VIEWS 03
3	3D VIEWS 04
3.1, 3.2	NEIGHBORHOOD PHOTOS
4	SITE PLAN
5	BASEMENT
6	LEVEL 1
7	MEZZANINE
8	LEVEL 2
9	LEVEL 3
10	LEVEL 4
11	LEVEL 5
12	LEVEL 6
13	ROOF PLAN
14	SECTIONS
15	NORTH ELEVATION
16	WEST ELEVATION
17	SOUTH ELEVATION
18	EAST ELEVATION
19	BUILDING SIGN PROGRAM
20	CRENSHAW CORRIDOR SPECIFIC PLAN GUIDELINE
20.1	TRANSPARENT BUILDING ELEMENT RATIO
20.2	STREETSCAPE ELEMENTS NOTES
20.3	STREETSCAPE ELEMENTS
21	UNITS LAYOUT
22	UNITS LAYOUT
23	UNITS LAYOUT
24	UNITS LAYOUT

## LANDSCAPE

LC-1	LANDSCAPE PLAN- GROUND LEVEL
LC-1.1	ENLARGEMENT LANDSCAPE PLAN- GROUND LEVEL
LC-1A	ENTRANCE 3D VIEWS 01
LC-1B	ENTRANCE 3D VIEWS 02
LC-2	LANDSCAPE PLAN- 2ND FLOOR
LC-2A	PROMENADE 3D VIEWS
LC-2B	POOL AREA 3D VIEWS
LC-4	LANDSCAPE PLAN- 4TH FLOOR
LC-5	LANDSCAPE PLAN- 5TH FLOOR
LC-6	LANDSCAPE PLAN- 6TH FLOOR

9.

REQUIRED PARKING	
COMMERCIAL:(Per Enterprise zone & Specific plan)	
93,016 SF/500	186.032
TOTAL PER LAMC	186
TOD 50% REDUCTION ALLOWED	93
ADDITIONAL TOD 25% REDUCTION ALLOWED FOR GROCERY STORE, 26,060 SF/1,000x.25= 6.4	6.52
TOD 50% REDUCTION ALLOWED	87
TOTAL REQUIRED PARKING BY SPECIFIC PLAN:	567
TOTAL REQUIRED PARKING BY LAMC:	1,146

10.

PROVIDED PARKING				
RESIDENTIAL:	STANDARD	H/C	COMPACT	TOTAL
BASEMENT	553	11	129	693
COMMERCIAL:				
FIRST FLOOR LEVEL	230	7	4	241
TOTAL PARKING:				934
TOTAL PROVIDED:				939 / 1,145 = 82 < 90% BY LAMC

11.

BICYCLE PARKING- RESIDENTIAL			
	SHORT TERM PER BIKE ORDINANCE	LONG TERM PER BIKE ORDINANCE	TOTAL
REQUIRED	2+5+5+9=21	25+50+50+93=218	239
PROVIDED	24	224	248

11.1

BICYCLE PARKING- COMMERCIAL			
	SHORT TERM (1/2000 SF)	LONG TERM (1/2000 SF)	TOTAL
REQUIRED	93,016/2000= 46	93,016/2000= 46	92
PROVIDED	46	46	92

12

BUILDING FLOOR AREA															
Buiding Name		A		B		C		D		E		RECREATION		COMMERCIAL	
		RESIDENTIAL		RESIDENTIAL		RESIDENTIAL		RESIDENTIAL		RESIDENTIAL					
1ST+MEZZ						3,520						1,020		93,016	
2ND		22,266		19,186		25,274		24,326		27,042		4,715			
3RD		23,665		17,203		23,233		23,755		26,827		2,650			
4TH		23,598		21,517		23,613		23,459		24,865					
5TH		22,379		18,255		19,533		21,724		21,278					
6TH		20,670		16,294		17,922		15,749		19,603					
SUB TOTAL		112,578		92,455		109,575		109,013		119,615		8,385		93,016	
TOTAL RESIDENTIAL												555,141			
TOTAL BUILDING AREA														648,157	

13

OPEN SPACE				
REQUIRED: LAMC 12.21.G.2				
OPEN SPACE REQUIRED				
UNIT TYPE		COUNT	FACTOR	SF
SINGLE	ONE HABIT. RM.	74	100	7,400
1-BEDROOM	TWO HABIT. RM.	240	100	24,000
2-BEDROOM	THREE HABIT. RM.	242	125	30,250
3-BEDROOM	FOUR HABIT. RM.	21	175	3,675
TOTAL REQUIRED OPEN SPACE		577		65,325
PUBLIC OPEN SPACE REQUIRED %20				13,065
OPEN SPACE PROVIDED				
COMMON OPEN SPACE			LANDSCAPE %	
INDOOR RECREATION ROOMS		7,365		
POOL& SPA		760		
OUTDOOR COMMON OPEN SPACE		38,700		
LANDSCAPE AREA		64,400	50 %	
PUBLIC OPEN SPACE PROVIDED		19,600		
TOTAL		130,825		
PRIVATE OPEN SPACE				
PROVIDED OPEN SPACE 500 X 50		25,000		
TOTAL PROVIDED OPEN SPACE		155,825		

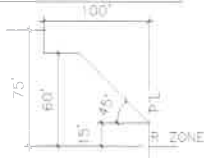
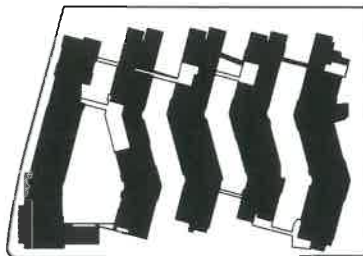
1.	PROJECT ADDRESS																																												
	3650-3700 CRENSHAW BOULEVARD & 3430-3500 RODEO ROAD, LOS ANGELES, CA 90016																																												
2.	LEGAL DESCRIPTION																																												
	ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS: PARCEL A: PARCELS 1, 2, 3, 4 & 5 IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON L.A.C.A. MAP NO. 81 IN BOOK 1, PAGE 43 OF ASSESSOR'S MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; SAID PARCELS BEING A PORTION OF LOT 115 OF TRACT NO. 11754, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 223, PAGES 1 TO 3, INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES, COUNTY. PARCEL B: LOTS 106 TO 114 INCLUSIVE OF TRACT NO. 11754, IN THE CITY AND COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 223, PAGES 1,2 AND 3 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.																																												
3.	ALLOWABLE HEIGHT AND # OF STORY PER SPECIFIC PLAN																																												
	<table><thead><tr><th></th><th>STORIES</th><th>HEIGHT</th><th>TRANSITIONAL SETBACK FROM R ZONE</th></tr></thead><tbody><tr><td>CRENSHAW CORRIDOR SPECIFIC PLAN</td><td>7</td><td>75'</td><td>START 15' AT THE RESIDENTIAL PROPERTY LINE, THEN STEPBK ONE TO ONE TO 60' HIGH, THE 60' HEIGHT EXTEND TO 100' SETBACK</td></tr><tr><td>PROPOSED</td><td>7</td><td>75'</td><td></td></tr></tbody></table> 				STORIES	HEIGHT	TRANSITIONAL SETBACK FROM R ZONE	CRENSHAW CORRIDOR SPECIFIC PLAN	7	75'	START 15' AT THE RESIDENTIAL PROPERTY LINE, THEN STEPBK ONE TO ONE TO 60' HIGH, THE 60' HEIGHT EXTEND TO 100' SETBACK	PROPOSED	7	75'																															
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PROPOSED	7	75'																																											
4.	LAND AREA																																												
	LOT AREA: 288,990 SF																																												
5.	FAR & FOOTPRINT																																												
	<table><thead><tr><th></th><th>FAR</th><th>TOTAL SF</th></tr></thead><tbody><tr><td>CRENSHAW CORRIDOR SPECIFIC PLAN</td><td>3:1</td><td>866,970</td></tr><tr><td>PROPOSED</td><td>2.24:1</td><td>648,157</td></tr><tr><td>FOOTPRINT: 240,120SF / 288,990SF</td><td>83%</td><td></td></tr></tbody></table>				FAR	TOTAL SF	CRENSHAW CORRIDOR SPECIFIC PLAN	3:1	866,970	PROPOSED	2.24:1	648,157	FOOTPRINT: 240,120SF / 288,990SF	83%																															
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8.	UNIT COUNTS																																												
	<table><thead><tr><th></th><th>L2</th><th>L3</th><th>L4</th><th>L5</th><th>L6</th><th>TOTAL</th></tr></thead><tbody><tr><td>SINGLE</td><td>15</td><td>11</td><td>16</td><td>16</td><td>16</td><td>74</td></tr><tr><td>1 BEDROOM</td><td>40</td><td>46</td><td>55</td><td>52</td><td>47</td><td>240</td></tr><tr><td>2 BEDROOM</td><td>53</td><td>53</td><td>55</td><td>43</td><td>38</td><td>242</td></tr><tr><td>3 BEDROOM</td><td>6</td><td>6</td><td>4</td><td>3</td><td>2</td><td>21</td></tr><tr><td>TOTAL</td><td>114</td><td>116</td><td>130</td><td>114</td><td>103</td><td>577</td></tr></tbody></table>				L2	L3	L4	L5	L6	TOTAL	SINGLE	15	11	16	16	16	74	1 BEDROOM	40	46	55	52	47	240	2 BEDROOM	53	53	55	43	38	242	3 BEDROOM	6	6	4	3	2	21	TOTAL	114	116	130	114	103	577
	L2	L3	L4	L5	L6	TOTAL																																							
SINGLE	15	11	16	16	16	74																																							
1 BEDROOM	40	46	55	52	47	240																																							
2 BEDROOM	53	53	55	43	38	242																																							
3 BEDROOM	6	6	4	3	2	21																																							
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9.	REQUIRED PARKING																																												
	<table><thead><tr><th>RESIDENTIAL:</th><th></th><th></th></tr></thead><tbody><tr><td>SINGLE</td><td>&lt;3 HABITABLE ROOMS</td><td>74x1 74</td></tr><tr><td>1 BEDROOM</td><td>=3 HABITABLE ROOMS</td><td>240x1.5 360</td></tr><tr><td>2 BEDROOM</td><td>&gt;3 HABITABLE ROOMS</td><td>242x2 484</td></tr><tr><td>3 BEDROOM</td><td>&gt;3 HABITABLE ROOMS</td><td>21x2 42</td></tr><tr><td>TOTAL PER LAMC</td><td></td><td>960</td></tr><tr><td>TOD 50% REDUCTION ALLOWED</td><td></td><td>480</td></tr></tbody></table>			RESIDENTIAL:			SINGLE	<3 HABITABLE ROOMS	74x1 74	1 BEDROOM	=3 HABITABLE ROOMS	240x1.5 360	2 BEDROOM	>3 HABITABLE ROOMS	242x2 484	3 BEDROOM	>3 HABITABLE ROOMS	21x2 42	TOTAL PER LAMC		960	TOD 50% REDUCTION ALLOWED		480																					
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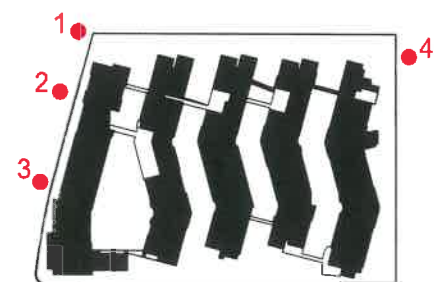


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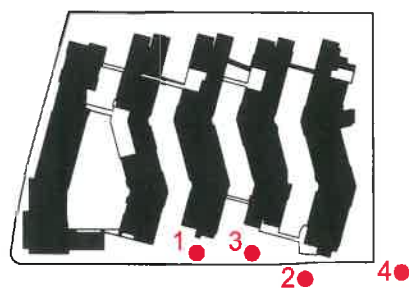
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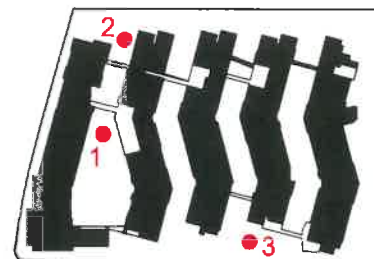
**EXHIBIT "A"**  
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1



2



**EXHIBIT "A"**  
 Page No. 7 of 32  
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3







**EXHIBIT "A"**

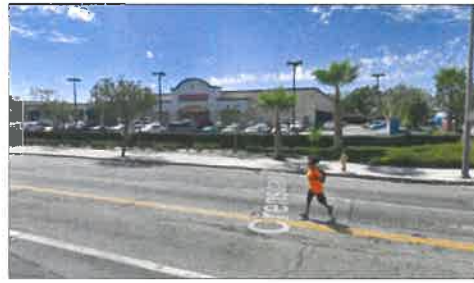
Page No. 8 of 32

Case No. PR-2018-3204-SPP-SPP

PHOTO KEY MAP







1



2



3



4



5



6



7



8



9



10



11



12



13



14



15



16



17



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19



20



21



22



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24



25

## SITE PHOTOS

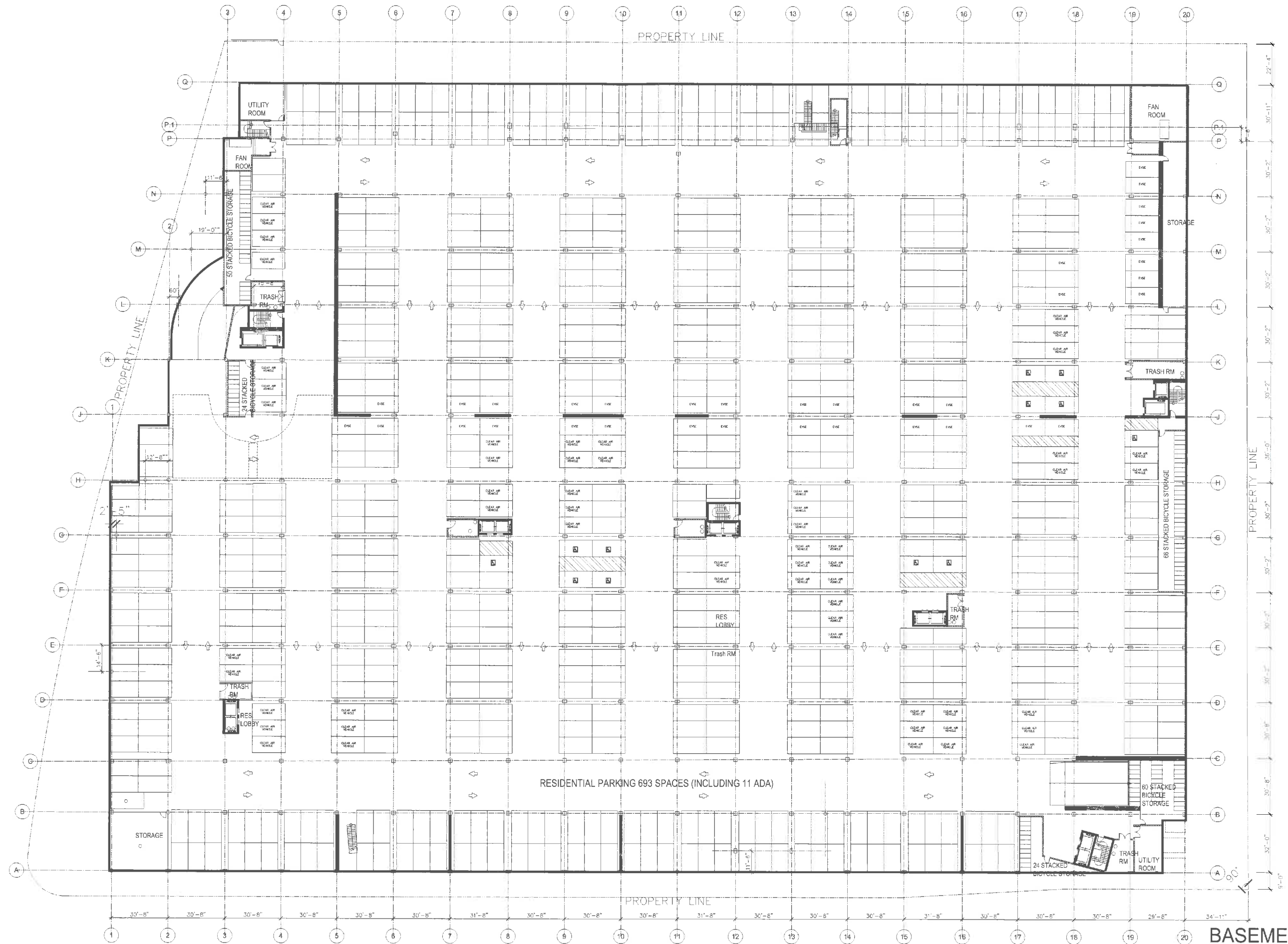


- LEGEND**
- COMMERCIAL
  - RESIDENTIAL
  - COMMUNITY
  - UTILITY
  - PUBLIC OPEN SPACE
  - OPEN TO SKY DRIVEWAY
  - PEDESTRIAN WALK
  - TRASH CHUTE

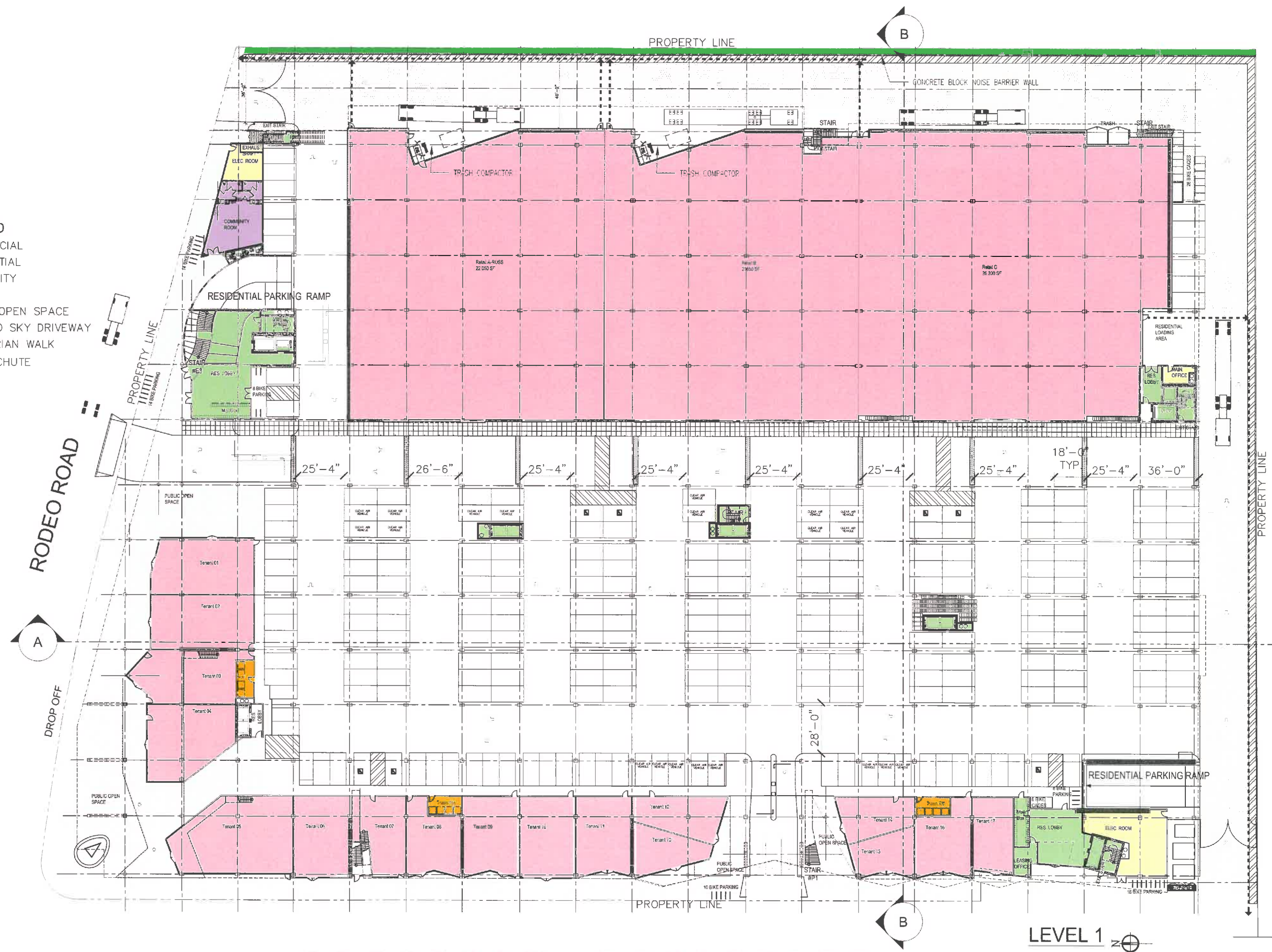


**EXHIBIT "A"**  
 Page No. 16 of 32  
 Case No. DR-2018-3204-SPP-SPP



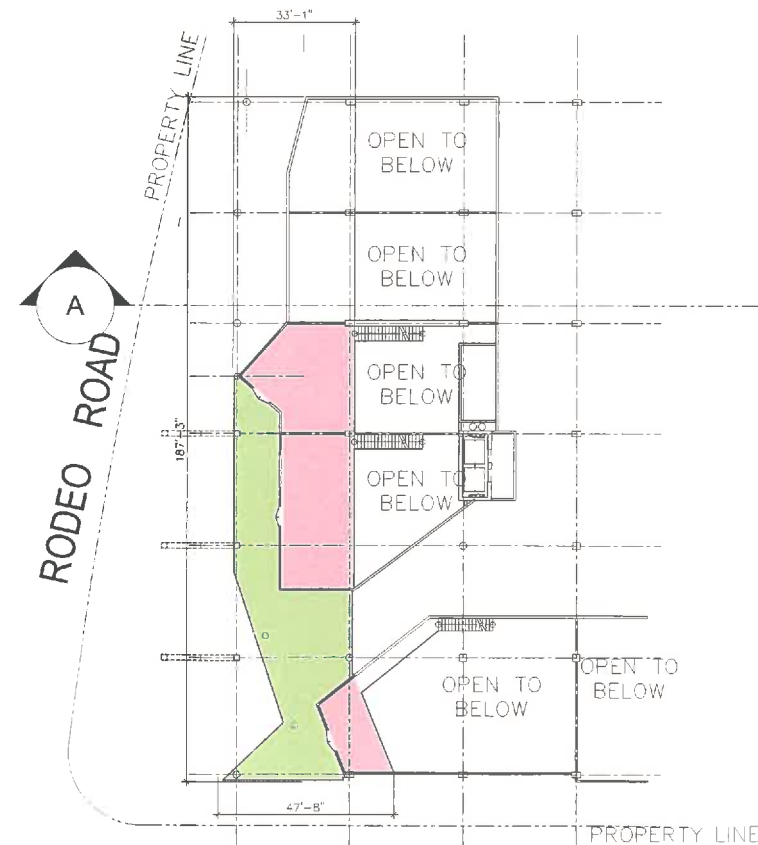


**EXHIBIT "A"**  
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 Case No D18-2018-32041-SPR-SPP



3670 CRENSHAW BLVD, LOS ANGELES, CA 90016

**LEGEND**  
 COMMERCIAL  
 OUTDOOR SEATING



CRENSHAW BOULEVARD

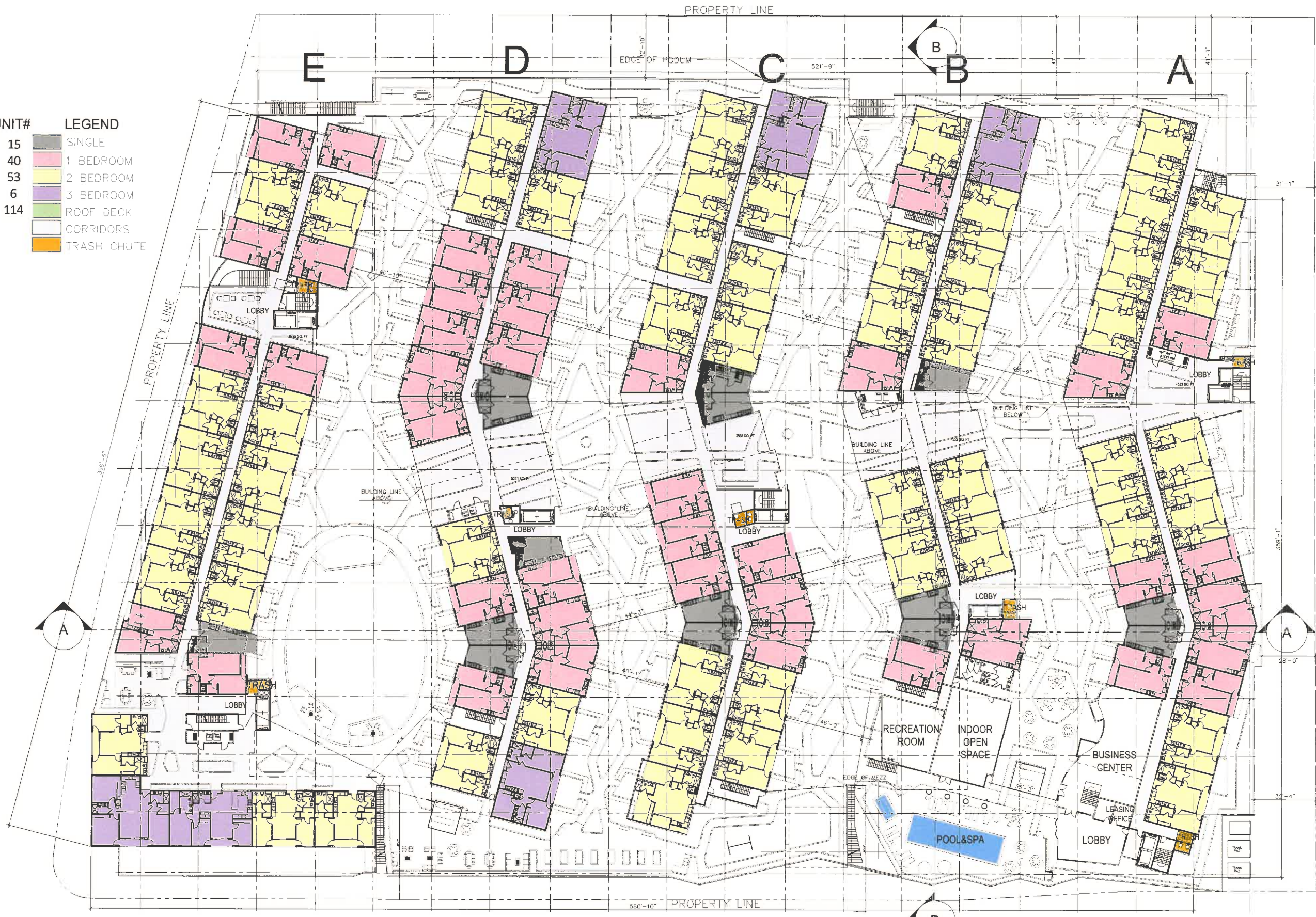
MEZZANINE



**EXHIBIT "A"**  
 Page No. 13 of 32  
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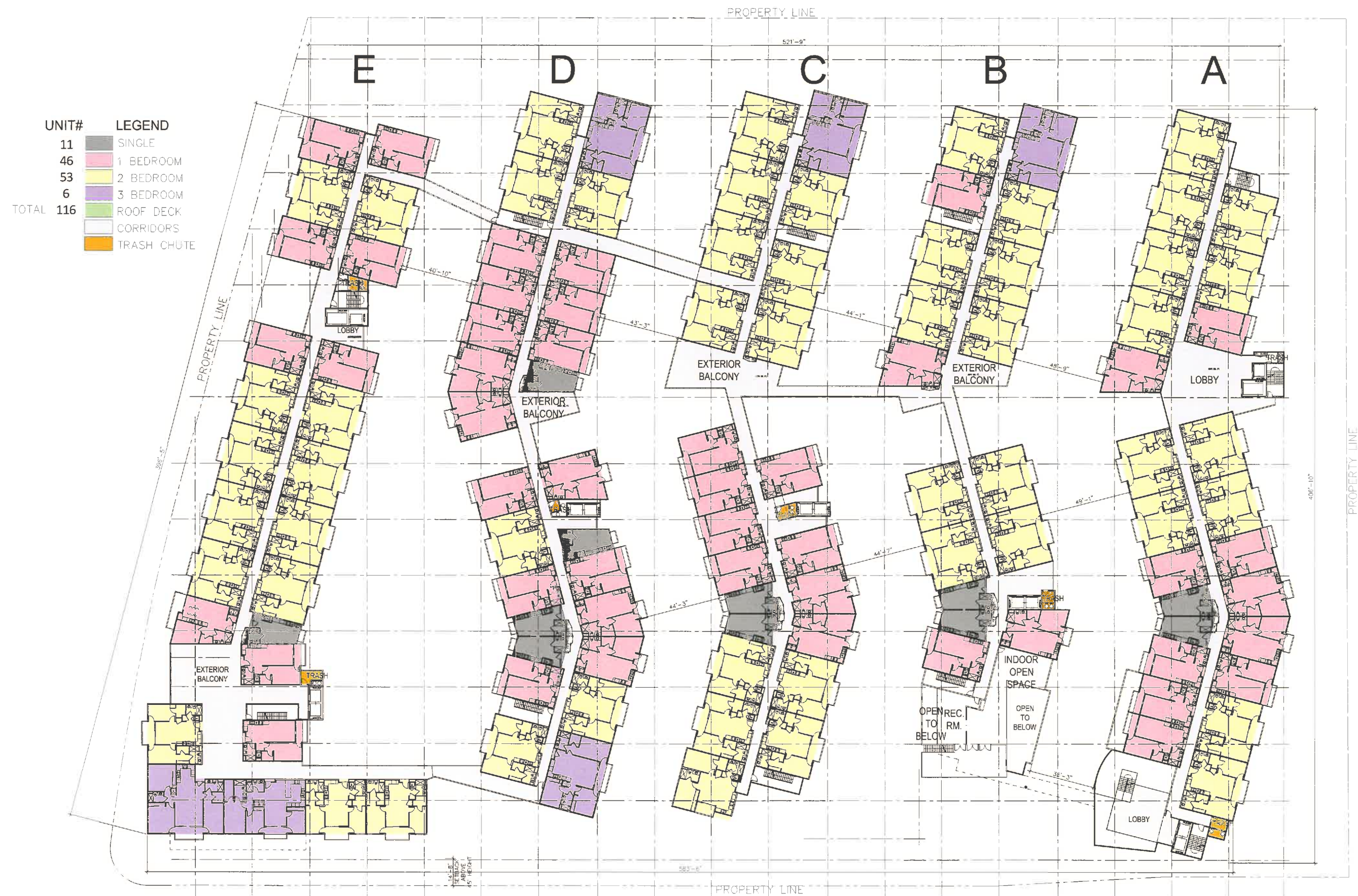


UNIT#	LEGEND
15	SINGLE
40	1 BEDROOM
53	2 BEDROOM
6	3 BEDROOM
TOTAL 114	ROOF DECK
	CORRIDORS
	TRASH CHUTE



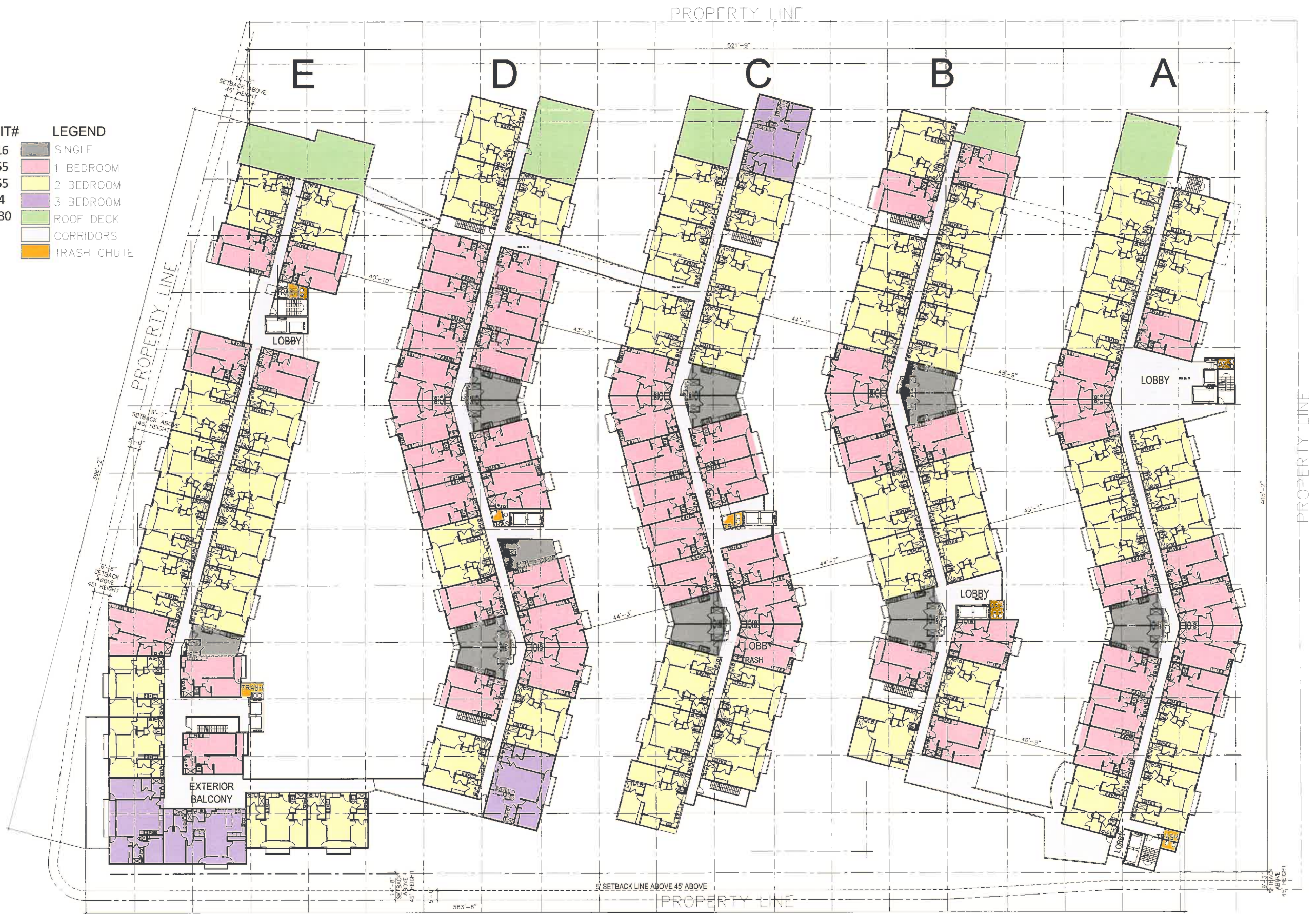
**EXHIBIT "A"**  
Page No. 14 of 32  
Case No. DIR-2018-3204-SPK-SPP







UNIT#	LEGEND
16	SINGLE
55	1 BEDROOM
55	2 BEDROOM
4	3 BEDROOM
TOTAL 130	ROOF DECK
	CORRIDORS
	TRASH CHUTE



**EXHIBIT "A"**  
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LEVEL 4







EX-374  
Page No. 18 of 32  
Case No. DIF-2018-32 dt. 5/4-5





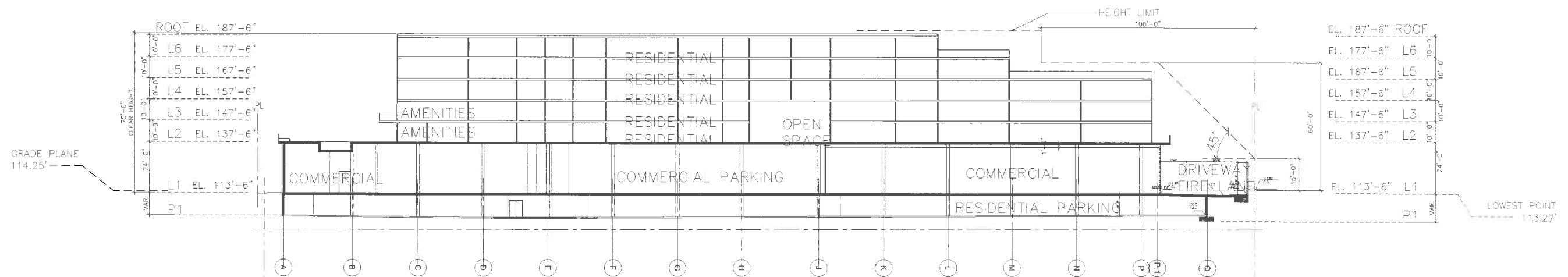
**FUTURE SOLAR PANEL**  
 32,000 SF. %33 OF ROOF AREA  
**ROOFTOP HVAC UNITS**  
 WITH 48" HIGH  
 APPURTENANCE  
 SCREENING



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SECTION A-A



SECTION B-B

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RESYSTA, NATURAL FIBER-POLYMER-COMPOSITE  
WOOD SIDING



BRONZE COLOR ALUMINUM  
DOOR/WINDOW



GLASS GUARDRAIL



BRONZE COLOR ALUMINUM COMPOSITE  
PANELING

EXHIBIT "A"  
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MATERIAL LEGEND:

- 1 NATURAL FINISH EXPOSED CONCRETE
- 2 BRONZE COLOR ALUMINUM COMPOSITE PANELING
- 3 RESYSTA, NATURAL FIBER-POLYMER-COMPOSITE WOOD SIDING
- 4 STEEL TROWELED CEMENT PLASTER, COLOR 1
- 5 STEEL TROWELED CEMENT PLASTER, COLOR 2
- 6 STEEL TROWELED CEMENT PLASTER, COLOR 3
- 7 BRONZE COLOR ALUMINUM DOOR/WINDOW
- 8 PAINTED METAL CANOPY
- 9 STORE SIGNAGE- SEE SIGNAGE PROGRAM (SHEET 19)
- 10 BRONZE COLOR ALUMINUM GRILLE
- 11 PAINTED METAL GUARDRAIL
- 12 GLASS GUARDRAIL
- 13 MECHANICAL EQUIPMENTS SCREENING TO MATCH WITH WALL COLOR & MATERIAL

**NORTH ELEVATION**

PARALLEL TO RODEO







RESYSTA, NATURAL FIBER-POLYMER-COMPOSITE WOOD SIDING



NATURAL FINISH EXPOSED CONCRETE



GLASS GUARDRAIL



BRONZE COLOR ALUMINUM COMPOSITE PANELING

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 Case No.

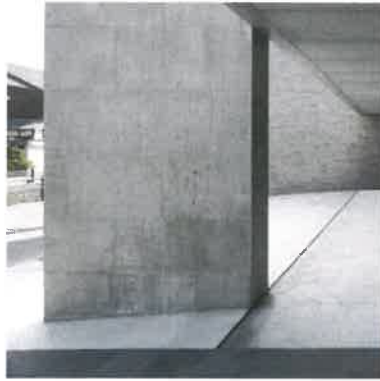


- MATERIAL LEGEND:**
- 1 NATURAL FINISH EXPOSED CONCRETE
  - 2 BRONZE COLOR ALUMINUM COMPOSITE PANELING
  - 3 RESYSTA, NATURAL FIBER-POLYMER-COMPOSITE WOOD
  - 4 STEEL TROWELED CEMENT PLASTER, COLOR 1
  - 5 STEEL TROWELED CEMENT PLASTER, COLOR 2
  - 6 STEEL TROWELED CEMENT PLASTER, COLOR 3
  - 7 BRONZE COLOR ALUMINUM DOOR/WINDOW
  - 8 PAINTED METAL CANOPY
  - 9 STORE SIGNAGE- SEE SIGNAGE PROGRAM (SHEET 19)
  - 10 BRONZE COLOR ALUMINUM GRILLE
  - 11 PAINTED METAL GUARDRAIL
  - 12 GLASS GUARDRAIL
  - 13 MECHANICAL EQUIPMENTS SCREENING TO MATCH WITH V COLOR & MATERIAL

## WEST ELEVATION







NATURAL FINISH EXPOSED CONCRETE



BRONZE COLOR ALUMINUM  
DOOR/WINDOW



GLASS GUARDRAIL



STEEL TROWELED CEMENT PLASTER

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SOUTH ELEVATION

MATERIAL LEGEND:

- 1 NATURAL FINISH EXPOSED CONCRETE
- 2 BRONZE COLOR ALUMINUM COMPOSITE PANELING
- 3 RESYSTA, NATURAL FIBER-POLYMER-COMPOSITE WOOD SIDING
- 4 STEEL TROWELED CEMENT PLASTER, COLOR 1
- 5 STEEL TROWELED CEMENT PLASTER, COLOR 2
- 6 STEEL TROWELED CEMENT PLASTER, COLOR 3
- 7 BRONZE COLOR ALUMINUM DOOR/WINDOW
- 8 PAINTED METAL CANOPY
- 9 STORE SIGNAGE-- SEE SIGNAGE PROGRAM (SHEET 19)
- 10 BRONZE COLOR ALUMINUM GRIFFE
- 11 PAINTED METAL GUARDRAIL
- 12 GLASS GUARDRAIL
- 13 MECHANICAL EQUIPMENTS SCREENING TO MATCH WITH WALL COLOR & MATERIAL







RESYSTA, NATURAL FIBER-POLYMER-COMPOSITE  
WOOD SIDING



BRONZE COLOR ALUMINUM  
DOOR/WINDOW



GLASS GUARDRAIL



STEEL TROWELED CEMENT PLASTER



MATERIAL LEGEND:

- 1 NATURAL FINISH EXPOSED CONCRETE
- 2 BRONZE COLOR ALUMINUM COMPOSITE PANELING
- 3 RESYSTA, NATURAL FIBER-POLYMER-COMPOSITE WOOD SIDING
- 4 STEEL TROWELED CEMENT PLASTER, COLOR 1
- 5 STEEL TROWELED CEMENT PLASTER, COLOR 2
- 6 STEEL TROWELED CEMENT PLASTER, COLOR 3
- 7 BRONZE COLOR ALUMINUM DOOR/WINDOW
- 8 PAINTED METAL CANOPY
- 9 STORE SIGNAGE- SEE SIGNAGE PROGRAM (SHEET 19)
- 10 BRONZE COLOR ALUMINUM GRILLE
- 11 PAINTED METAL GUARDRAIL
- 12 GLASS GUARDRAIL
- 13 MECHANICAL EQUIPMENTS SCREENING TO MATCH WITH WALL COLOR & MATERIAL

EAST ELEVATION



SECTION I. GUIDELINES AND STANDARDS FOR COMMERCIAL PROJECTS

Guideline 1a. Transparent building elements such as windows and doors should occupy a minimum of 50 percent of the exterior wall surface of the ground floor facade. SEE SHEET 20.1

Guideline 1c. All exterior building walls should provide a break in the plane, or a change in material, every 20 feet in horizontal length and every 15 feet in vertical length, created by an articulation or architectural detail, such as:

1. A change in plane of at least six inches for a distance of not more than 20 feet;
2. Recessed entryways, recessed windows, or pop out windows;
3. Porticoes, building overhangs, projections or cantilevered designs;
4. Other architectural features or building materials that create a visual break.

Guideline 1d. For all buildings more than one story in height, a horizontal element should be employed for the full length of the exterior building facade that distinguishes and provides definition for each floor using such elements as:

1. Horizontal molding;
2. Cornice line;
3. Raised stucco designs that are raised at least six inches.

Guideline 1e. Not more than 30 percent of the total exterior surface area of any building facade or of any visible side or rear elevation should be free from architectural features or articulation(s). THE SENSE OF MASS AND MONOTONOUSNESS IS DIMINISHED BY THE INSET BALCONIES AT BOTH STREET FACADES AND BY THE USE OF VARIED COLORS AND TONES FOR THE FACADE CLADDING WHICH CREATES A PLAYFUL PATTERN, ALL OF WHICH DIFFUSE THE IMPACT OF THE LARGE AND BORING FACADES. SEE BUILDING ELEVATIONS AND 3D IMAGES.

Guideline 1f. For buildings more than three stories in height, a five foot front setback should be provided above 45 feet and at corner lots. SEE SHEET 10

Guideline 2a. In-fill development should take into consideration, and where appropriate, reflect and/or complement existing themes, colors and use of adjacent parcels. ADJACENT PARCEL TO THE SOUTH IS A ONE-STORY STRIP SHOPPING CENTER WITH A BEIGE COLOR STUCCO FACADE. ADJACENT BUILDING TO THE EAST ARE ONE AND TWO-STORY SINGLE FAMILY DWELLINGS.

Guideline 2b. All buildings should apply at least two types of complementary building materials to exterior building facades. Accents such as decorative glass block, brick, or tile, are materials that are encouraged as accents. SEE SHEETS 15 THRU 18

Guideline 2c. Building materials such as brick, stone, metal, glass, tile or any similar material should be employed to provide relief to untreated portions of exterior building facades. SEE SHEETS 15 THRU 18

Guideline 2d. A variety of paint colors may be used. Color schemes should be simple, harmonious and compliment adjacent structures, particularly where specific architectural/historical themes exist. Accent colors are encouraged. SEE SHEETS 15 THRU 18

Guideline 2e. Desired colors for large-scale areas/projects, should include, but are not limited to, earth-tones such as warm beige and grays. SEE SHEETS 15 THRU 18

Guideline 2f. Awnings may be used in moderation to create shade and architectural interest. Awnings should be constructed of high quality, substantial materials, and should be maintained in good condition and replaced periodically. Awning color should complement structure and/or existing architectural/historical theme(s). SEE SHEETS 15 THRU 18

Guideline 2g. All paint products, awning fabrics, and other color elements should be durable and fade resistant. SEE SHEETS 15 THRU 18

Guideline 4c. Courtyards and outdoor areas should include seating/eating areas, landscaping which provides shade, sculpture and/or water elements and should maximize the hours of exposure to the sun to the greatest extent possible. SEE LANDSCAPE DRAWINGS

Guideline 5. Rooftop equipment and building appurtenances should be screened from public view or architecturally integrated into the design of the building. SEE SHEETS 15 THRU 18

Guideline 7. Minimize glare upon adjacent properties.

Guideline 11b. Lighting should not impede upon adjacent properties.

Guideline 11c. Lighting should highlight landscape features and enhance security/safety along walkways, paths, and open spaces.

ALL LIGHTING FIXTURES SHALL BE LED TYPE AND SHALL COMPLY WITH GUIDELINES 7, 11b, & 11c ABOVE.

Guideline 12. The use of paving materials is encouraged to emphasize entries, pedestrian activities, and special gathering areas. SEE LANDSCAPE DRAWINGS

Guideline 13d. Wherever a parking structure abuts, or is directly across an alley or public street from any residential zone or residential use, the wall facing such residential use or zone should conform to the following:

1. Solid decorative walls or decorative baffles to block light and deflect noise should be installed along the sides of the structure, which face residential uses or zones.
2. Solid spandrel panels a minimum of 3-foot-6-inches in height should be installed at the ramps of the structure, which are adjacent to residential uses or zones so as to minimize headlight glare.
3. Light standards on any uncovered, above-ground level areas of the structure should not be higher than the adjacent perimeter walls.
4. Garage floors and ramps should be constructed with textured surfaces to minimize tire squeal noises.
5. A landscaped buffer should be provided in conformance to the standards set forth in Subsection b of Guideline 13 along the sides of the structure, which face any residential uses or zones. SEE SHEET 4

GUIDELINE 14. Signs within the Crenshaw Corridor Specific Plan are intended to provide identification of businesses and to assist pedestrians and vehicular traffic, and to identify specific communities, events and local monuments. Signs should be constructed of high quality materials well maintained and designed to coordinate with the design of the building and/or site. SEE SHEET 19

SECTION II. GUIDELINES AND STANDARDS FOR COMMERCIAL PROJECTS  
LOCATED WITHIN PEDESTRIAN- AND TRANSIT-ORIENTED AREAS

Guideline 2b. All buildings should provide a pedestrian entrance at the front of the building for each business that fronts on a main commercial street, even when rear public entrances are provided. Clearly defined pedestrian walkways should be provided, and shown on the site plan, to connect building entrances to parking areas. SEE SHEET 6

Guideline 2c. Pedestrian walkways that are located parallel to, and abutting any driveway, should be a minimum of five feet wide and should include a two foot landscaped buffer between the pedestrian walk and the driveway. However, this requirement does not apply to any commercial project that provides through pedestrian access from the rear of the building to the front entrances of a building via an arcade or pedestrian path. SEE SHEETS 4 & 6

Guideline 2d. Wherever a pedestrian walkway and a driveway run parallel for more than 50 lineal feet, speed bumps should be provided on the driveway at a distance of no more than 50 feet apart. SEE SHEETS 4 & 6

Guideline 2f. Wherever a project has a street frontage of 250 feet or greater, a paseo or through interior pedestrian path should be provided from the rear of the building to the front property line of the building. SEE SHEETS 4 & 6

Guideline 2i. Wherever a project must take its access from a "main commercial street," only one curb cut should be permitted for every 150 feet of street frontage on the "main commercial street." Such curb cuts should be a maximum width of 20 feet unless otherwise required by the Department of Transportation. LOCATION AND WIDTH OF ALL DRIVEWAYS HAVE BEEN REVIEWED AND VERIFIED BY DOT.

Guideline 3a. Projects on a lot size equal or greater than 15,000 square feet should strive to maintain at least 20 percent of its LAMC required open space as publicly accessible where appropriate. SEE SHEETS 1 & 4

SECTION III. GUIDELINES AND STANDARDS FOR NEW RESIDENTIAL PROJECTS

Guideline 1b. A pedestrian entrance should be provided at the front of every project. The pedestrian entrance should provide a view to an interior courtyard or landscaped open space area. The entrance should be emphasized by employing one of the following paving treatments:

1. Brick or Tile;
2. Precast Pavers; or
3. Stamped Concrete.

SEE SHEET 8, PODIUM LEVEL

Guideline 1c. A pedestrian entrance should be provided for every 150 feet of building frontage. SEE SHEET 8

Guideline 2a. All open space provided under Guideline 2 should provide a surface, which prevents dust and allows for convenient outdoor activities, especially for children. Such surface should be any practicable combination of lawn, garden, flagstone, wood planking or other serviceable dust-free surfacing. Concrete and asphalt should be permitted subject to the restrictions below:

1. No portion of the required open space should have a dimension less than 20 feet.
2. The slope should not exceed 10 percent.
3. Off-street parking, loading areas, driveways, and service areas should not be counted as open space.

SEE SHEET 8

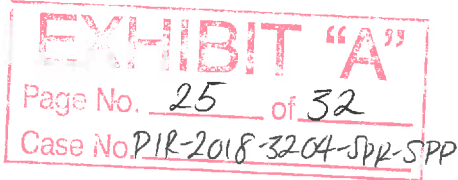
Guideline 2b. At least 30 percent of the required open space should be landscaped. SEE SHEET 1

Guideline 3b. The exterior finish on all balconies should employ a finish material that is different, from the finish material employed on the primary body of the building. SEE SHEETS 15 THRU 18

Guideline 3e. All exterior building walls should provide a break in the plane, or a change in material, every 20 feet in horizontal length and every 15 feet in vertical length, created by an articulation or architectural detail, such as:

1. A change in plane of at least 18 inches;
2. Windows that are recessed at least six inches;
3. Incorporation of varied window treatments such as multi-pane, octagonal, circular greenhouse or bay windows or other fenestration;
4. Perforations on the surface of the building plane;
5. Building overhangs, porticoes, or projections;
6. Terraces, balconies or cantilevered designs;
7. Wood accents and wood trim for windows and doors; or
8. Other architectural features or building materials that create a Visual break.

SEE SHEETS 15 THRU 18







TOTAL GROUND FLOOR FACADE AREA = 12971 SQ.FT.  
 TOTAL TRANSPARENT AREA = 7038 SQ.FT.  
 TRANSPARENT AREA RATIO = 54%

WEST ELEVATION- TRANSPARENT BUILDING ELEMENT RATIO



TOTAL GROUND FLOOR FACADE AREA = 9541 SQ.FT.  
 TOTAL TRANSPARENT AREA = 5010 SQ.FT.  
 TRANSPARENT AREA RATIO = 52.5%

NORTH ELEVATION- TRANSPARENT BUILDING ELEMENT RATIO

SPECIFIC PLAN

SECTION 4. GUIDELINES AND STANDARDS FOR COMMERCIAL AND INDUSTRIAL PROJECTS

GUIDELINE 1d. TRANSPARENT BUILDING ELEMENTS SUCH AS WINDOWS AND DOORS  
 SHOULD OCCUPY A MINIMUM OF 50 PERCENT OF THE EXTERIOR WALL SURFACE  
 OF THE GROUND FLOOR FACADE

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STREETSCAPE ELEMENTS:

4.1 Curb & Gutter (Refer to sheet 20.3)

Install a Natural gray color concrete, minimum 6" high integral curb and gutter per City Standard.

4.2 Planting Along Medians

NOT APPLICABLE

4.3 Crosswalks at Controlled Crossings (Refer to sheet 20.3)

Install Continental Crosswalk per City Standard Plan with a minimum width of 20' and Standard white striping at intersections. Crosswalk stripes shall be a minimum of 24" in width. Standard yellow striping shall be applied at all intersections adjacent to schools or as determined by DOT. Final determination on crosswalk color should be made by the DOT District Offices.

4.4 Midblock Crossings (Refer to sheet 20.3)

- Continental Crosswalk per City Standard Plan. Where a property's street frontage exceeds 250 linear feet and the nearest pedestrian crossings are spaced more than 300 feet apart, a midblock crosswalk should be provided or as determined by DOT.
- ADA curb ramps shall be positioned at each end of the crosswalk, with high detectable surfacing.
- If midblock crossings are signalized, audible devices shall be installed.
- Standard white striping at intersections. Crosswalk stripes shall be a minimum of 24" in width.
- Standard yellow striping shall be applied at all intersections adjacent to schools or as determined by DOT. Final determination on crosswalk color should be made by the DOT District Offices.

4.5 Pushbutton Integrated Accessible Pedestrian Signals (APS) (Refer to sheet 20.3)

Install at all signalized intersections, including midblock crossings and median refuge islands in accordance to City Standard and must include locator tones.

4.6 Sidewalk Area (Refer to sheet 20.3)

Sidewalk area includes the pedestrian and amenity zones. Coordinate with review agency.

4.7 Sidewalk Paving – Corner (Subarea 1) (Refer to landscape plans)

Provide Colored concrete with Solar Reflectivity, Index greater than 39. Davis Colors Terra Cotta 10134, (SRI 44) concrete add mixture or approved equal at entire sidewalk width within 25' of corner

4.8 Sidewalk Paving – Midblock (Subarea 1) (Refer to landscape plans)

Provide gray natural concrete at entire sidewalk width.

4.9 Curb Radii (Refer to sheet 20.3)

Provide curb radius of maximum of 25', with the exception of at Crenshaw and Slouson, maximum is 35' in natural gray concrete.

4.10 Curb Extensions (Refer to sheet 20.3)

Extend curb radii to the width of an on-street parking space. Material shall be natural gray concrete.

4.11 Crosswalk ADA Ramp (Refer to sheet 20.3)

Provide two ADA-approved ramps with detectable warning surface at each corner. Detectable warning surface shall be a minimum of 3' x 4' per Standard Plan S-442 series, latest approved version and in Yellow warning surface, City of LA Standard Concrete Ramp At intersections and midblock crossings

4.12 Tree Well – Tree Well Cover – (Subarea 1) (Refer to landscape plans)

Provide 4' x 6' Tree Well per latest approved version of Standard Plan S-450 Series and include

- Decomposed Granite (DG)
- Low-growing plants/mulch
- Per Green Book Standards
- Drought tolerant plants
- Natural Plant species in variable types

4.13 Street Trees (Refer to landscape plans)

Street trees shall be a minimum of 36" box with a five years established period. Material shall be:

- Pink Trumpet Tree (District Tree)
- Catalina Ironwood (Unifying Tree)
- Tipuana Tipu (Accent Tree)

Planting Pattern: Plant two (2) unifying trees and alternate with two (2) district trees; repeat.

Notes:

- If there are limited spaces for infill trees, only infill with the unifying tree.
- Accent trees should be placed in open spaces and in the right-of-way, as space permits, after planting the district and unifying trees. Accent trees can also be placed in plazas adjacent to the sidewalk.

4.14 Irrigation System (Preferred) (Refer to landscape plans)

Provide Low volume automatic irrigation system selected by developer (applicable to both street trees and other tree well plantings; see BSS's Standards. Refer to landscape plans

4.15 Alternative Irrigation System (If no Revocable Permit, Maintenance Agreement or Assessment District)

Provide Weekly watering (not applicable to tree well planting which requires a revocable permit). Refer to landscape plans

4.16 Existing Roadway Light Poles (Refer to sheet 20.3)

Remove graffiti and paint existing poles with French gray color

4.17 Bus Stop Lights (Refer to sheet 20.3)

Provide lights in pairs at bus stops, within 20 feet of a bus stop. King Luminaire K204 or BSL selected pole.

4.18 Pedestrian Lighting (Refer to sheet 20.3)

Install between existing street lighting at 30' O.C., where feasible.

- Pedestrian Scale = Fluted Upright with Ornate Luminaire
- Fixture Height = 15'
- Color = French gray

4.19 Street Scale Lighting (Refer to sheet 20.3)

Install between existing street lighting at 30' O.C., where feasible.

- Street Scale = Davit
- Fixture Height = 40'
- Color = French gray

4.20 Bus Shelter (Refer to landscape plans)

At limited locations. Minimum 26" clearance must be provided between the curb and the shelter. Provide minimum 5' x 8' loading and unloading area must be provided next to the shelter.

- Style = Pacific Collection or approved equal from the City Coordinated Street Furniture Program
- Color = Silver BSS

4.21 Trash Receptacle (Refer to landscape plans)

Placed with a bench at bus stops, corners of major intersections and midblock crosswalks.

- Style = Chase Park
- Manufacturer = Landscape Forms or approved equal
- Color = Silver

4.22 Bench (Refer to landscape plans)

Provide benches 118" in width with a middle arm rest at midblock, or a min of every 300'. Minimum 5' clearance between facing benches.

- Style = Neocombo
- Manufacturer = Landscape Forms or approved equal
- Color = Silver

4.23 Bike Rack (Refer to sheet 20.3 and landscape plans)

May be installed at business owner's request. See Standard Plan S-671 series, latest approved version.

- Locations = At intersections, transit stops, and midblock (placed in the amenity zone).
- Shape = Inverted U or approved equal

4.24 Optional Planters (Refer to landscape plans)

May be installed by abutting business with appropriate permits.

- Architectural Pottery Legacy Series or approved equal
- Terra Cotta or Red Brick BOE

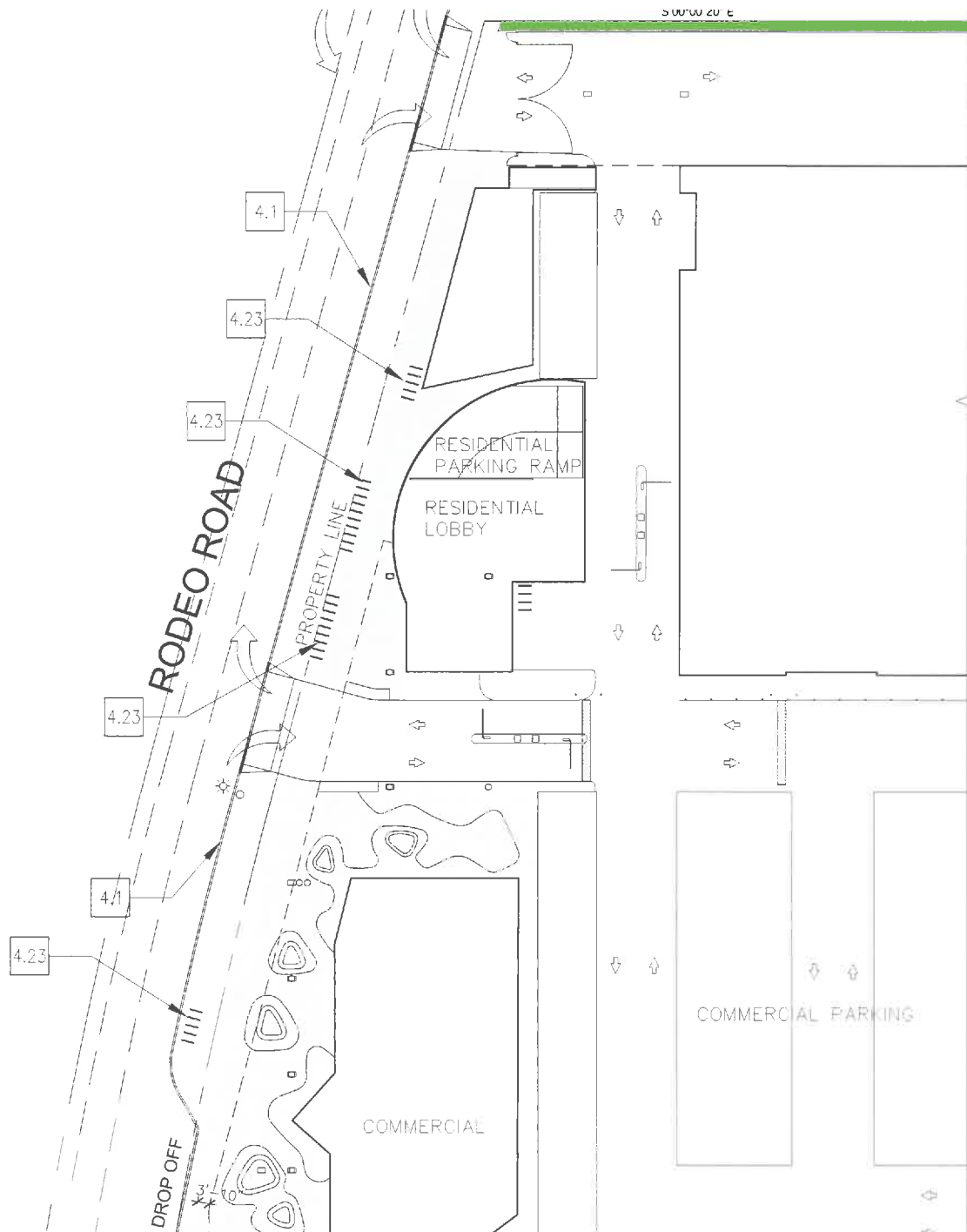
4.25 Optional Bioswales (Refer to landscape plans)

Plant low-growing plants not to exceed 36" from the street pavement. Refer to Green Street Standard Plans, S-480 series, latest approved editions.

Refer to Green Street Standard Plans, S-480 series, latest approved editions. Plant species type –variable.

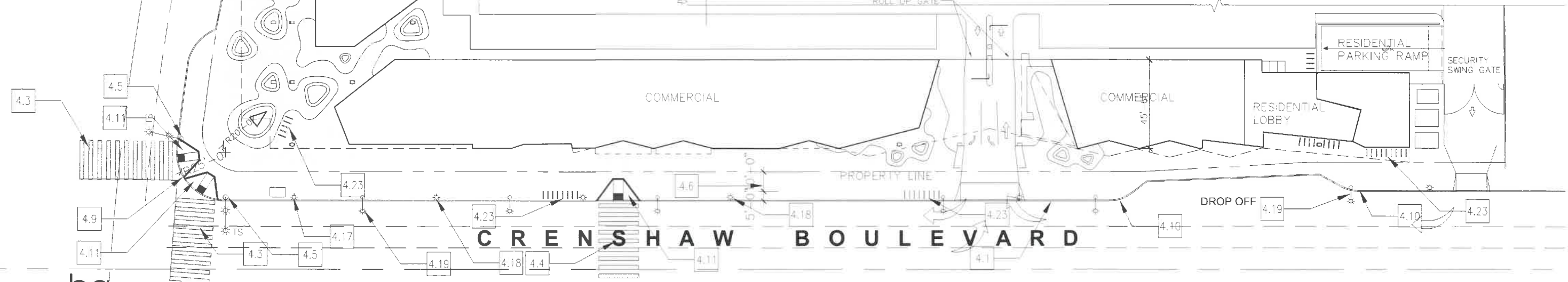


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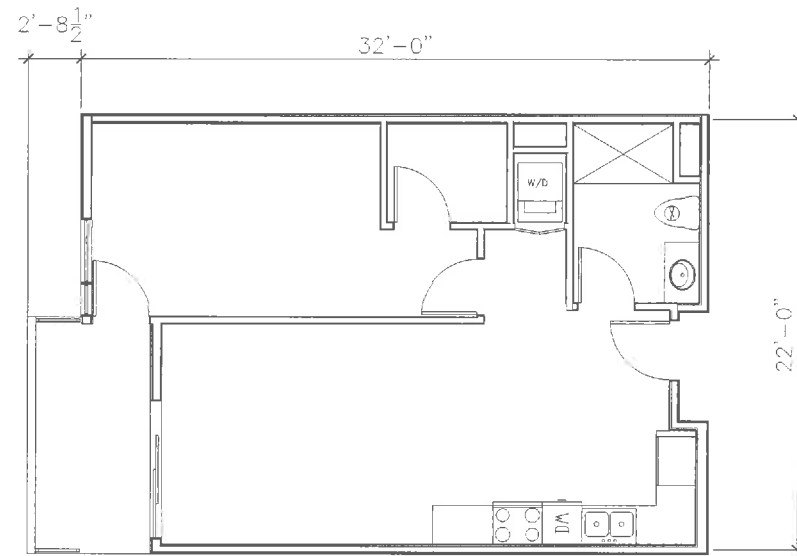


- STREETSCAPE KEYNOTES
- 4.1 CURB & GUTTER
  - 4.3 CROSSWALKS AT CONTROLLED CROSSINGS
  - 4.4 MIDBLOCK CROSSINGS
  - 4.5 PUSHBUTTON INTEGRATED ACCESSIBLE PEDESTRIAN SIGNALS (APIS)
  - 4.6 SIDEWALK AREA
  - 4.9 CURB RADII
  - 4.10 CURB EXTENSIONS
  - 4.11 CROSSWALK ADA RAMP
  - 4.16 EXISTING ROADWAY LIGHT POLES
  - 4.17 BUS STOP LIGHTS
  - 4.18 PEDESTRIAN LIGHTING
  - 4.19 STREET SCALE LIGHTING
  - 4.23 BIKE RACK
- FOR ALL KEYNOTES, SPECIFIC PLAN SECTIONS REFER TO 20.2

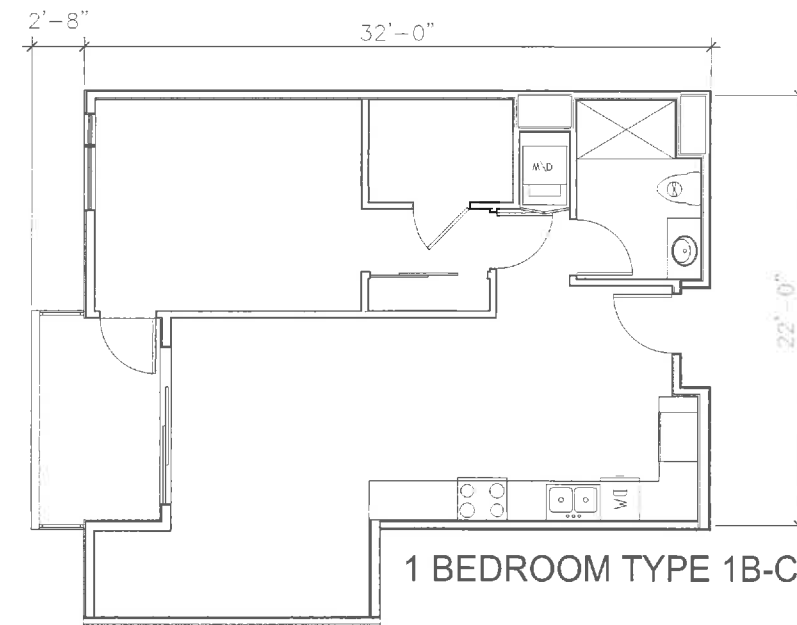
STREETSCAPE ELEMENTS



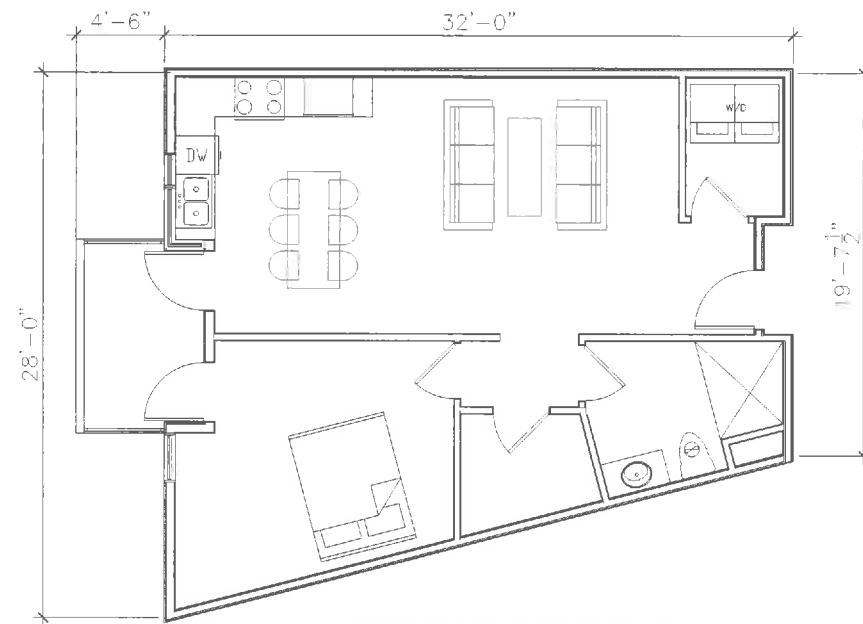
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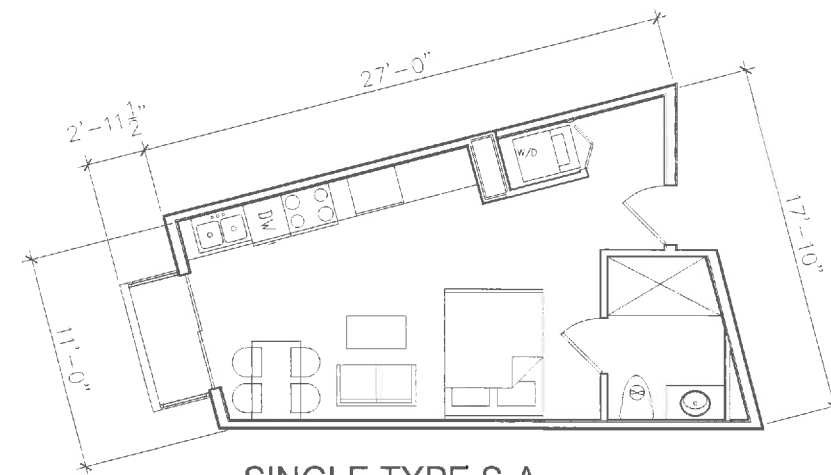
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1 BEDROOM TYPE 1B-C

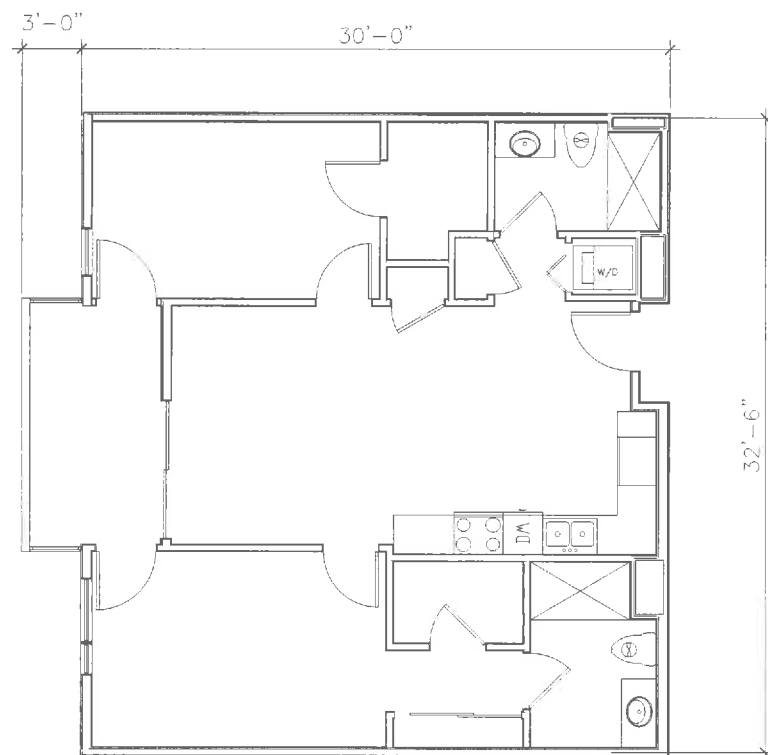


1 BEDROOM TYPE 1B-B

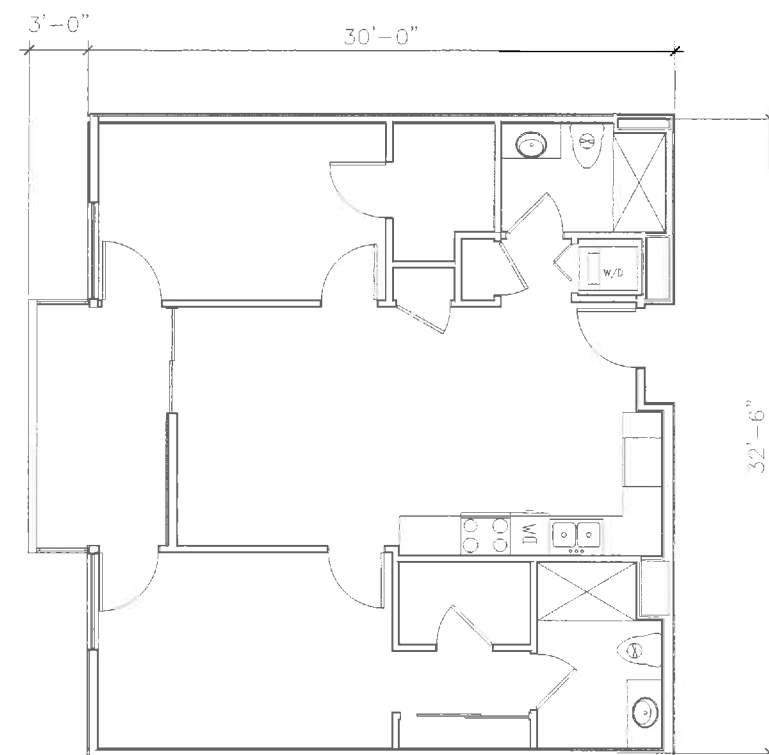


SINGLE TYPE S-A

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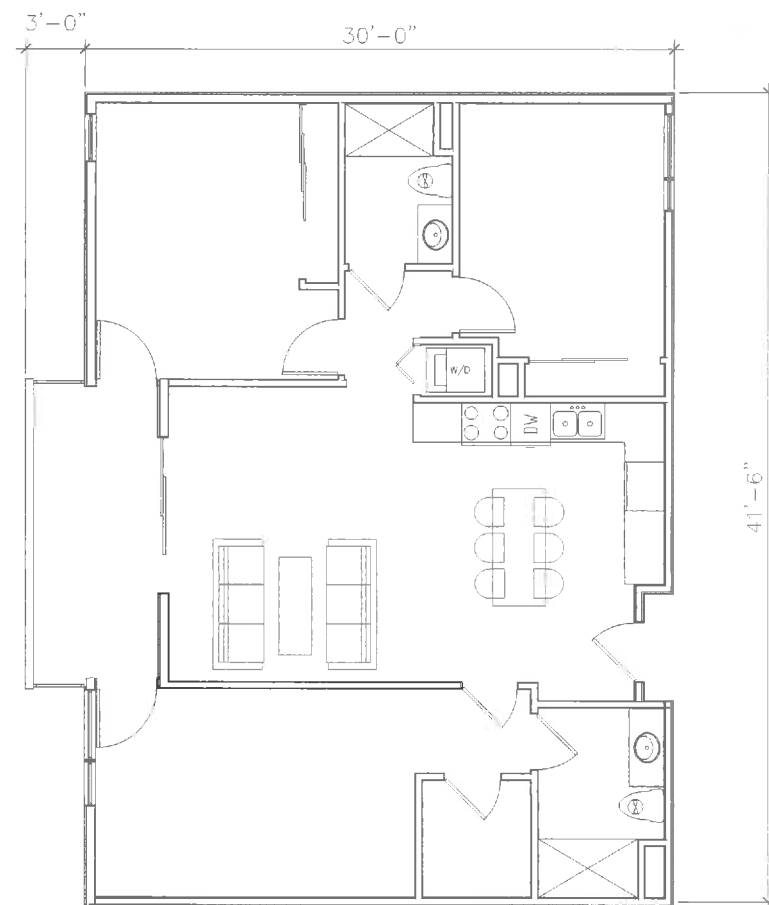
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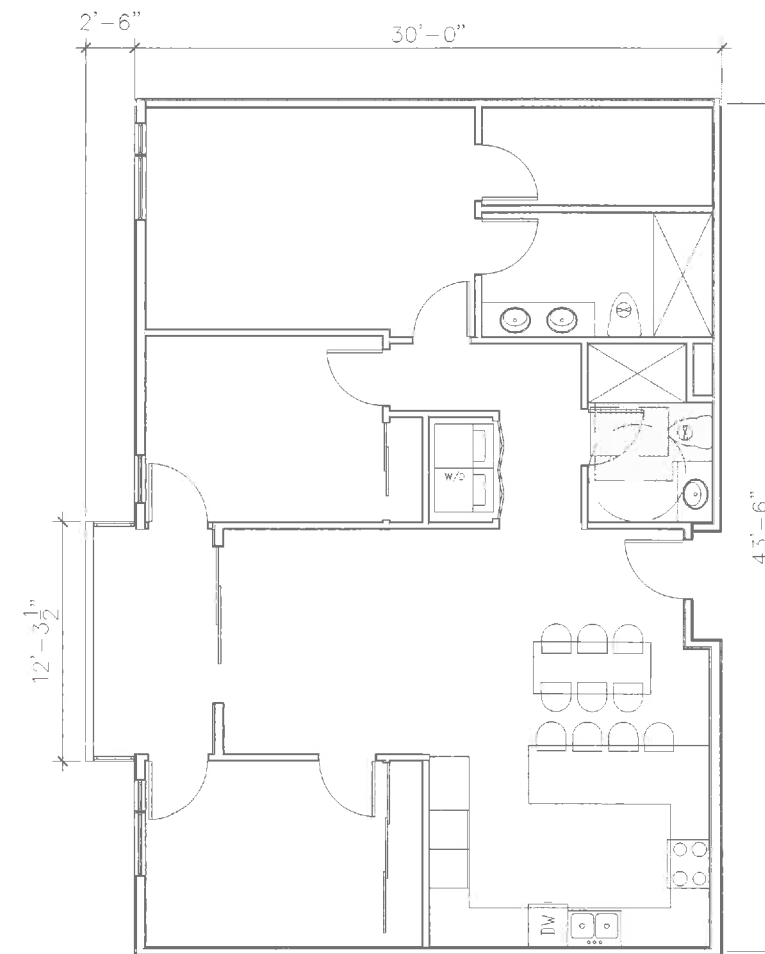
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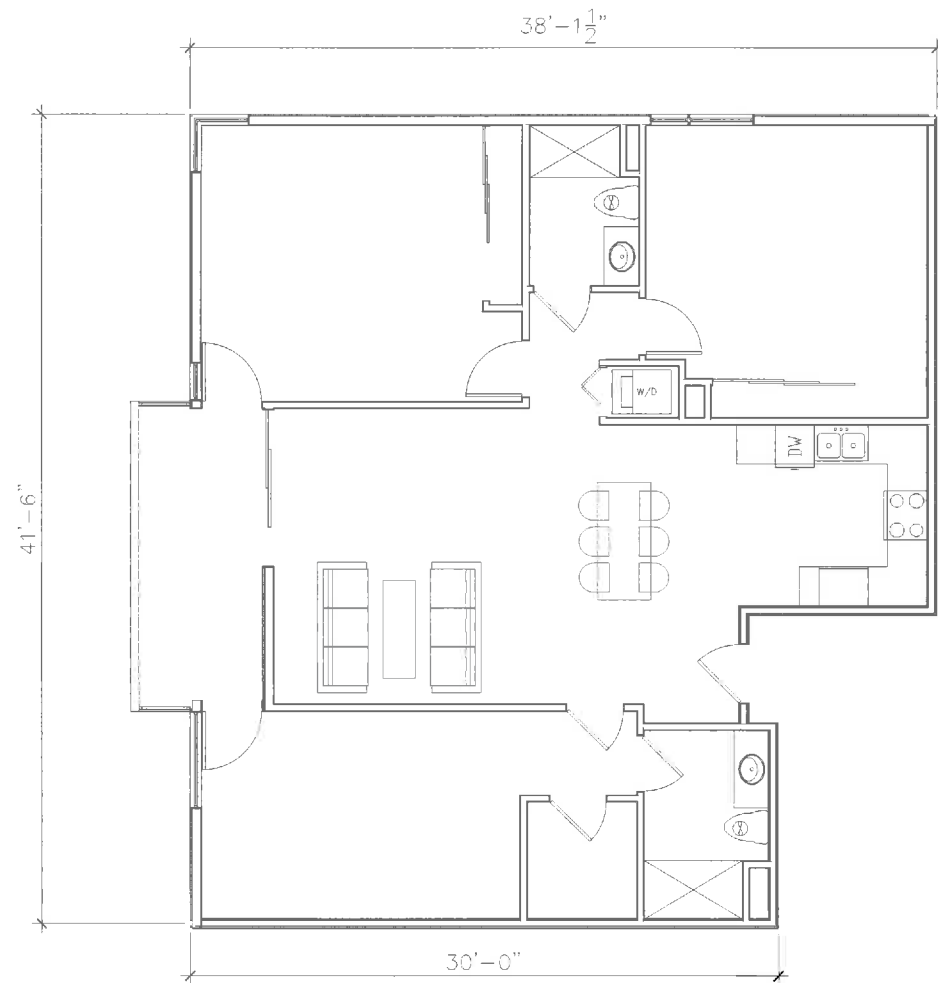


3 BEDROOM TYPE 3B-A

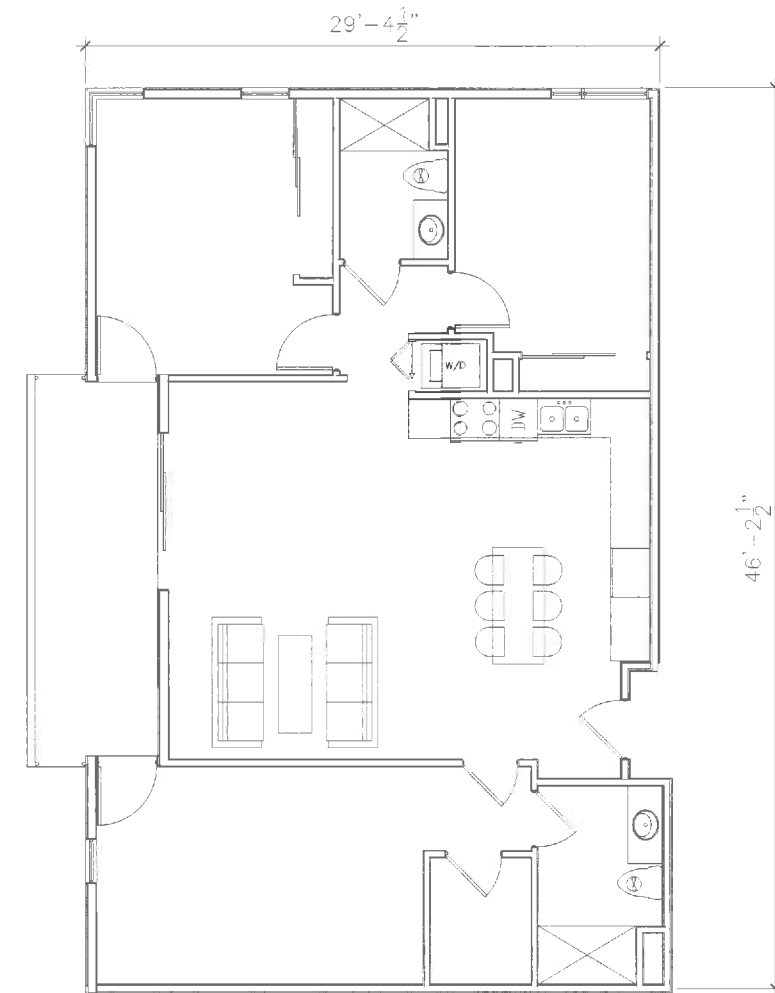


3 BEDROOM TYPE 3B-B

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3 BEDROOM TYPE 3B-C



3 BEDROOM TYPE 3B-D

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## **LETTERS TO THE FILE**

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Steve Garcia &lt;steve.m.garcia@lacity.org&gt;

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## Request to halt the issuance of any determination letter re: District Square

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Damien Goodmon <damienwg@gmail.com>

Fri, May 10, 2019 at 8:45 PM

Reply-To: damienwg@gmail.com

To: Vince Bertoni &lt;vince.bertoni@lacity.org&gt;

Cc: Eric Garcetti <mayor.garcetti@lacity.org>, Herb Wesson <councilmember.wesson@lacity.org>, Marqueece Harris-Dawson <councilmember.harris-dawson@lacity.org>, John Reamer <john.reamer@lacity.org>, Andrew Westall <Andrew.Westall@lacity.org>, Deron Williams <deron.williams@lacity.org>, Joanne Kim <joanne.kim@lacity.org>, Steve Garcia <steve.m.garcia@lacity.org>, David Zahniser <david.zahniser@latimes.com>, Steve Andrews <steve.andrews@lacity.org>, ellen.isaacs@lacity.org

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Hello Vince -

Our organization and many members of the community and public were alarmed by the article regarding the District Square development in Leimert Park that appeared in yesterday's LA Times (<https://www.latimes.com/local/lanow/la-me-stalled-shopping-center-south-los-angeles-district-square-target-crenshaw-20190509-story.html>). For a variety of reasons, our organization is formally requesting your office halt any issuance of any determination letter. Moving forward under the current dark cloud that surrounds the project jeopardizes much for many City parties including the council and your office.

We look forward to working with your office to provide solutions on how to move forward appropriately and in a manner in compliance with the spirit, intent and language of the law. Your timely response to our letter is greatly appreciated.

Sincerely,

Damien Goodmon

Executive Director, Crenshaw Subway Coalition



**District Square 190510.pdf**

131K



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Mr. Vince Berotoni  
City of Los Angeles Planning Department  
Director  
City Hall  
200 N. Spring Street  
Los Angeles, CA 90012

(VIA EMAIL)

RE: District Square Development at 3650 Crenshaw Blvd

Dear Mr. Bertoni:

I write regarding the District Square development project at 3650 Crenshaw Blvd. Despite being active participants in the City's hearings, which occurred on or about 2010 at the City Planning Commission for the then design of the project, our organization's only notice regarding the current design and project application occurred because of the disturbing article that was published in yesterday's Los Angeles Times titled, *South L.A. was Promised a Target. Millions of Dollars Later, it has a Vacant Lot*. The project address and site has not changed and the developer has not changed, yet we were never noticed of the design changes and the Planning Department's review of the current project application. This is a violation of the spirit, intent and language of development project application notice/disclosure laws and guidelines.

We are particularly troubled by this violation given the corrupt developer's attempt to fast-track the new design without any environmental review via powers granted by the new state law SB 743. The application and standards for City Planning Department review for projects seeking to utilize SB 743 remain unclear to this organization and I imagine most members of the public. Issuing a determination letter prior to providing the public with an explanation of the City's standard of review for SB 743 projects, and without providing the public with an opportunity to comment, would violate due process requirements and basic civic engagement and major policy implementation principles.

Despite just learning of the new design and project application yesterday, our organization and others have quickly acted to attempt to address the need to maintain neighborhood stability and to see additional housing developed at the transit-adjacent site. In the interim, **it is incumbent on your office and we are requesting you:**

- 1) **Halt any issuance of a determination letter for this project;**
- 2) **Formally notice all members of the public who engaged in the City's approval process for previous designs of the project, of the new design and application;**
- 3) **Provide the community along and 1-mile adjacent to the Crenshaw Specific Plan with a public explanation of the City Planning Department's SB 743 guidelines, and an opportunity to work with your office to ensure they are appropriately implemented.** (We and allies of our coalition would be happy to host you within the next couple of months at a community meeting.)

We hope that you will adopt our request. The need to implement the foregoing is essential given the deeply troubling facts alleged in the LA Times article, which raise many uncomfortable questions for the City. Transparency, public notice, and providing the Crenshaw community with an opportunity to comment on the City's SB 743 policy implementation is required for this project, lest it move forward under the dark cloud that



currently surrounds it. Should the project move forward under current circumstances, I worry about what may occur.

Finally, please add our organization to the notice list for the project and any subsequent project designs and applications.

Sincerely,

/S/

Damien Goodmon  
Executive Director

CC: LA Mayor Antonio Villaraigosa  
LA City Council President Herb J. Wesson, Jr.  
LA City Council PLUM Committee Chair Marqueece Harris-Dawson  
LA City Economic & Workforce Development Director John Reamer, Jr.  
Crenshaw Specific Plan Design Review Board



Steve Garcia &lt;steve.m.garcia@lacity.org&gt;

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**DIR 2018-3204-SPR-SPP District Square**

1 message

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**John Keho** <johnkeho@yahoo.com>  
To: steve.m.garcia@lacity.org

Fri, Jun 7, 2019 at 4:06 PM

Hello. I reviewed the plans today and have a few of questions.

1. Does the project include any affordable housing or is it all market rate?
2. If I'm reading the plans correctly, it looks like they exceed the parking requirements for the plan area. If so, can a row of parking be eliminated and replaced with a walkway from Crenshaw like the walkway from Obama? That way folks will have a safe way to walk into the grocery store from both streets. Otherwise, pedestrians will have to walk down the driveway from Crenshaw.
3. Have they already submitted plans for Building Department plan check?
4. If I have any more comments, when would I need to get them to you before the staff-level decision is made?

Thanks for your help.

John Keho

Sent from my iPhone



Steve Garcia &lt;steve.m.garcia@lacity.org&gt;

**DIR=2018-3204-SPP-SPP**

1 message

sharon farwell <sharonfarwell@sbcglobal.net>  
To: Steve Garcia <steve.m.garcia@lacity.org>

Tue, Jul 16, 2019 at 6:42 PM

Mr. Garcia,

I have just got back from vacation, and am trying to understand the "Director's Determination . . . and Site Plan Review". I spoke with you briefly and it seemed as if you preferred an email. If my questions are not clear to you, please don't hesitate to call me at 310 466 8182. If my questions and/or concerns are out of your jurisdiction, please forward to the correct entity.

I live at 3661 S. Norton Ave., first and foremost, I understand that pylons will be driven into the ground to deal with the liquefaction, whatever is needed to put this size project, I want to know that my house will not be structurally compromised. What kind of guarantees can you or someone else give me? Is this type of issue something that is considered in the approval process? I would like to know what to expect, either way, in terms of construction.

I am concerned about the high quantity of people it will take to fill this amount of housing causing me to have less or no easy access to my home, and no privacy in my yard or home if I am not careful. I live on the corner, have no driveway, and the city has already taken away parking on Obama Blvd, where my garage is and adjacent to my house. The safest and most direct place to park is Norton Ave. which is the closest legal parking outside of the structure that will be built. Additionally, I am concerned about my many edible, flowering and green trees and plants in my yard not getting enough sunlight to flourish, and my view and sunlight for me personally.

Please explain how 75'6 stories, adjacent to single level bungalows, is in any way "compatible" .

What time I will loose sunlight with a project this close at 75'? What will I see from my yard?

On first page "based on the independent judgment of the decision-maker" what is the name of the person/entity this statement referring to?

Are the 27 items under the "Conditions of Approval" conditions that are different from LAMC, Crenshaw Corridor Specific Plan, CEQA or any other regulation(s) or plan(s)?

In Condition items 1 and 12 (probably more) it states in "substantial conformance" can you explain what the deviations are?

What is the maximum number of residential parking for cars allowed for 577 homes, under guidelines for TOD?

Is the passenger loading zone, and main entrances on Crenshaw?

Where will the trash containers be placed?

Where will loading trucks drive in and out?

How will honking horns, car alarms, slamming doors, etc. sounds be mitigated?

Thank you in advance for your response to my concerns. It will be easier on you, if you let me know when I can expect to hear from you.

Sharon





Steve Garcia <steve.m.garcia@lacity.org>

## District Square

David Pohl <davidnpohl@gmail.com>

Mon, Jun 25, 2018 at 10:07 PM

To: steve.m.garcia@lacity.org

Hello Steve,

I live in Leimert Park on Degnan Blvd. I am happy that district square will be developed, however 573 units on that corner is too much for the area, I would much prefer 250 units there with more park/open/green space. Thank you!

David Pohl, 310-526-1416



# THE CRENSHAW CHAMBER OF COMMERCE

*Empowering Business and Promoting Commerce through  
Electronic Economic Development Since 1933*



Armen D. Ross  
President/CEO

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V.P. Of Non-Profit  
*Grayson's Outreach*

**Janet Mendez**  
Executive Assistant  
*Crenshaw Chamber of  
Commerce*

August 14, 2019

Ms. Etta Armstrong, Commission Executive Assistant I  
Los Angeles Department of City Planning (**LADCP**)  
Office of the South Los Angeles Area Planning Commission (**APC**)  
200 N. Spring Street, Room 272  
Mail Stop 395  
Los Angeles, CA 90012

Attn: Messrs. Faisal Robles (**Principal Planner**); Alan Como (**Unit Head**) & Steve M. Garcia (**Planning Associate**) Crenshaw Corridor Specific Plan Project Planners

Re: DIR-2018-3204-SPR-SPP (**3650-3700 S. Crenshaw Boulevard**)

Dear Ms. Armstrong:

The Crenshaw Chamber of Commerce ("**The Chamber**") was established in 1933, and for more than eighty (**80**) years, has represented the business and commercial interests along the Crenshaw Boulevard corridor; bounded by Washington Boulevard on the north, Western Avenue on the east, La Cienega Boulevard on the west and Florence Avenue on the south.

The Chamber's mission is not only to support these businesses, but also the residents of the area by advocating for employment, entrepreneurial and investment opportunities in our community. Equally as important to our core mission, is ensuring that our community has the same selections of retail, entertainment, and cultural amenities that most communities take for granted.

The proposed development at the intersection of the recently renamed Obama Boulevard, and Crenshaw Boulevard, will bring much needed retail, entertainment and employment opportunities to our community. In addition, the project will provide our members and community business owners with an opportunity to seek contracting and vending services with many of the commercial and retail businesses anticipated to come into the commercial/retail/housing project, specifically replacing the Ralph's Grocery Store with a new full-service grocery store.





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Moreover, the design of District Square is important in another measure in that it will bring a much needed "gathering place", including a community room to the Crenshaw District for residents and visitors, especially as it relates to the iconic renaming of Rodeo Road to Obama Boulevard, which certainly will become a cultural destination attraction.

The aforementioned are key issues the Chamber has embarked on with respect to empowering our community, with the goal of making the Crenshaw District equal to any other in our fair city.

With that in mind, and with Los Angeles preparing to host the 2028 Olympics, it is important that our community, and more specifically the Crenshaw Corridor, is able to fully participate in, and reap the anticipated financial benefits in a meaningful way, that undoubtedly will come from this month-long international event.

More pointily however, as it relates to the subject project's "Findings" of compliance with provisions of the Crenshaw Corridor Specific Plan (SP) & Site Plan Review (SPR), per planning staff, the project meets provisions of the SP/SPR with respect to the proper location of a proposed mixed-use development, along a major thoroughfare, adjacent to MTA Rail Stations, and in the C2-2D-SP zone relative to Subarea A, which permits a FAR of 3:1 in same (**approved project has an FAR of 2.24:1**). Further, the project either meets or exceeds other SP provisions, including, height/transitional height, landscape/open space, parking (**residential/Commercial/bicycle with a Transit Oriented Development [TOD] area**) requirements, color/materials and transparency elements.

Hence, the application is not a request to deviate from the zoning code to increase the FAR/Density/Height nor reduced setbacks, but only a compliance review of the SP and Site Plan Review (SPR) requirements, basically a "by right project", and therefore, does not require an affordable housing component.

It is important to note that the Specific Plan was initially adopted in 2004, amended in 2017, and undoubtedly, the Los Angeles Department of City Planning (LADCP) and other interested parties conducted extensive outreach to the community, and the approved plan certainly reflects their input, including the density and height.

The appellant, in the submitted appeal failed to demonstrate instances where the decision maker erred in finding the project in compliance with the subject specific plan, or, over reached with respect to approving the Site Plan Review (SPR).



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Executive Assistant  
*Crenshaw Chamber of  
Commerce*

It is for the reasons stated herein that the Crenshaw Chamber of Commerce fully supports the above referenced approved entitlements, and request that the South Los Angeles Area Planning Commission deny the appeal submitted by the appellant of record.

Sincerely,

Armen D. Ross  
President

C: Office of Council District 10