III. CORRECTIONS AND ADDITIONS TO THE DRAFT EIR

As required by Section 15088 of the CEQA Guidelines, this section provides corrections or clarifications to the Draft EIR. None of the corrections and additions constitutes significant new information or substantial project changes as defined by Section 15088.5 of the CEQA Guidelines. Corrections and Additions to the Draft EIR are provided in underline or ~~strikeout~~ text as needed to indicate an addition or deletion, respectively.

EXECUTIVE SUMMARY

- Page I-2, Public Review and Comments, 1st paragraph, 3rd sentence. The following sentence is revised as follows:

  The comment period was extended through March 31, ~~2008~~ 2010 to provide additional opportunities for interested parties to comment on the scope of the EIR.

- Page I-32, Table I-2: IV.P Traffic and Transportation, Intersection Analysis, Mitigation Measures. Per comments received on the traffic analysis included in the Draft EIR and the additional traffic analysis conducted to respond to the comments, the following mitigation measures is added or revised as follows:

  TT1 An additional northbound left turn lane shall be provided by restriping the existing painted roadway median to convert the Wilmington Avenue and I-105 EB Ramps intersection into a second northbound left turn lane. Minor signal modifications may be required to align the northbound left turn signal head.

  ~~**TT1**~~ **TT2** The Applicant shall, under guidance from ~~work with~~ LADOT, ~~to~~ design and construct ~~implement~~ signalization at the following intersections:
  - Intersection #36 – Alameda Street (W)/97th Street
  - Intersection #41 – Wilmington Avenue/Century Boulevard

  ~~**TT2**~~ **TT3** The Applicant shall work with Metro to incorporate the B-TAP program for all residents and employees associated with the Specific Plan. The B-TAP program would provide Metro transit passes that can be renewed each calendar year. The program would apply to residents living in and employees working within the Specific Plan area.

PROJECT DESCRIPTION

- Page II-10, 1st paragraph. Per information included in the Specific Plan related to the existing industrial uses, the following paragraph is revised as follows:

  As previously discussed, the Specific Plan area includes approximately 41.74 acres of publicly- and privately-owned land within unincorporated Los Angeles County. Before this land can be transferred to the City of Los Angeles and included in the Specific Plan, LAFCO must approve the annexation of this property. **Table II-1** identifies the assessor parcel numbers, owners, and size of the annexation area properties. The portions of the Specific Plan area within unincorporated Los Angeles County are designated Heavy Manufacturing (M-2). Similar to the portion of the Specific Plan area within the City of Los Angeles, these existing zoning designations would be changed to accommodate the development envisioned in the Master Plan. The privately-owned industrial parcels within Los Angeles County that have the heavy manufacturing zoning ~~would become legal non-conforming uses~~ and existing industrial uses would be permitted to continue operating upon annexation, until there is a change of use. ~~Operating as a non-conforming use would restrict the ability of the privately-owned industrial businesses to expand or make improvements to their property.~~ **Figure II-3**, above, also identifies the proposed land use plan and for the annexation area.

- Page II-20, 2nd paragraph. As the design of Century Boulevard has not been finalized, the following paragraph is revised as follows:

  Century Boulevard would be extended from Grape Street eastward, curving around the new central park, ultimately connecting at the Specific Plan area's eastern edge with Tweedy Boulevard where it crosses the Alameda Corridor. The Century Boulevard extension would be designed as a neighborhood center street and generally lined with two- to four-story residential buildings on both sides. ~~At 64 feet wide, the~~ The street right-of-way would be up to four lanes with bike lanes and would be wide enough to accommodate buses. Most of its length would have on-street parking along both sides. This street would be similar in design to the City of Los Angeles Department of Public Work's (LADPW's) Standard Street design for a Non-Arterial Collector Street. An illustrative view down the extension of Century Boulevard towards the central park is presented in **Figure II-10**.

- Page II-20, last paragraph. As the design of Century Boulevard has not been finalized, the following paragraph is revised as follows:

  Off-street parking would be accommodated in three ways: 1) in shared parking courts, 2) in individual garages attached to the dwelling, and 3) in congregate garages below stacked units. Congregate garages would typically be located either in a partial basement or at grade with units at the perimeter facing the surrounding streets. Individual garages would be accessed from the mid-block lane or from at-grade car courts, allowing residents to walk-up from the garage to their units. With congregate garages, access to the dwelling units from parking would be via elevators and corridors. Visitor parking would be accommodated on-street. ~~At 64 feet wide, the~~ The Century Boulevard extension street right-of-way would be wide enough to accommodate buses, and most of its length would have on-street parking along both sides.

- Page II-24, 5th paragraph. As the design of Century Boulevard has not been finalized, the following paragraph is revised as follows:

  The first part of this phase involves enhancing the existing open space. Following cleanup and remediation of HACLA's 21.08-acre property, an interim open space of over two acres would be added adjacent to the existing Jordan Downs Recreation Center open space. Following the open space enhancements, Century Boulevard would be extended to connect with Tweedy Boulevard. Century Boulevard would be extended as a Non-Arterial Collector Street, with ~~a 64-foot right-of-way wide~~ two to four lanes, in keeping with the residential scale and character of the redevelopment. No relocation of residents or demolition of existing public housing units is required for the implementation of Phase 1. However, as shown in **Figure II-2**, residents within the southern portion Jordan Downs would be relocated prior to the start of Phase 2.

ENVIRONMENTAL SETTING

- Page III-8, 2nd paragraph, 2nd sentence. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following sentence is revised as follows:

  ~~Nine~~ Twelve planned projects are located within a mile and a half of the Specific Plan area and their locations are depicted in **Figure III-5**.

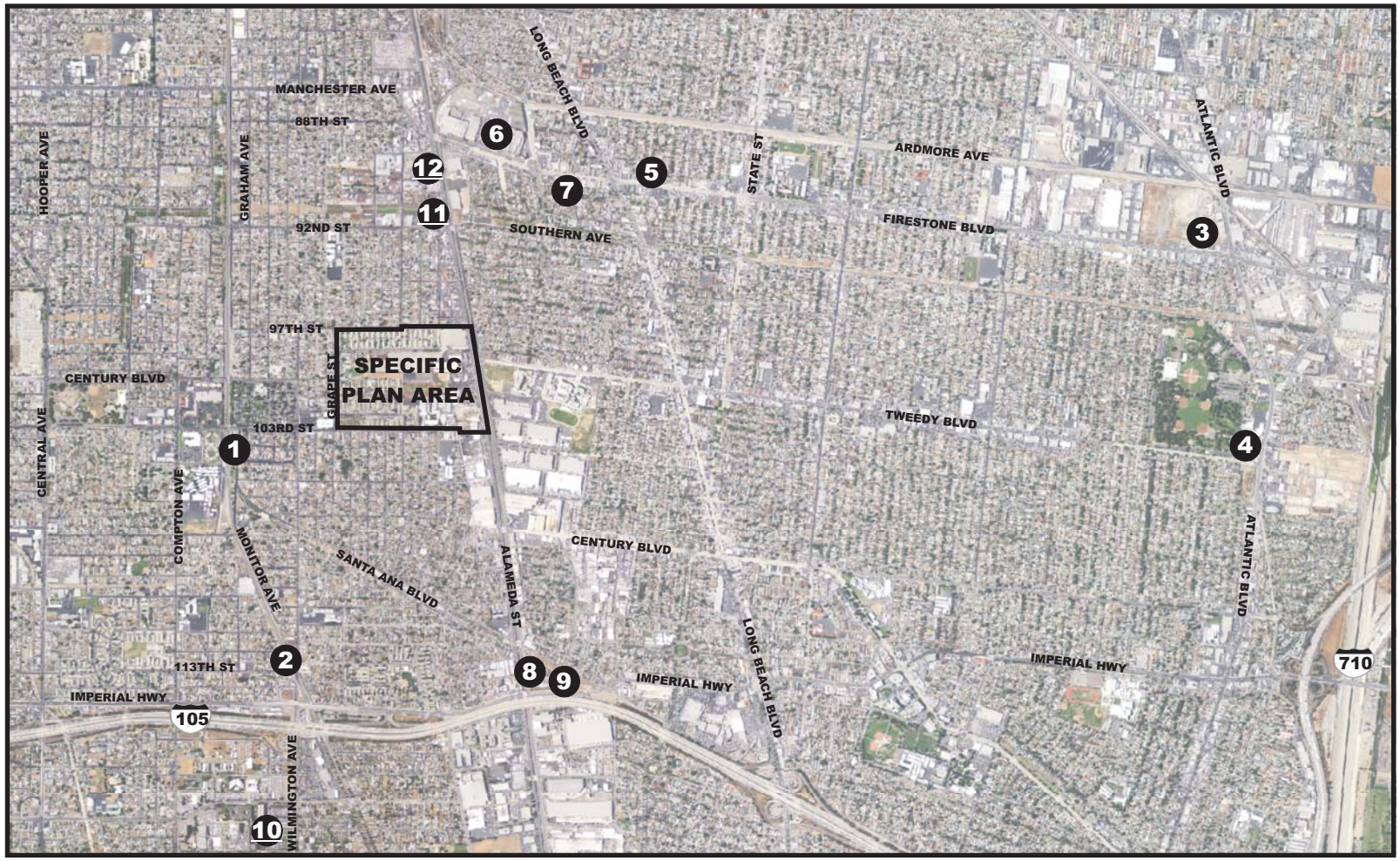
- Page III-8, Table III-1: Related Projects. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the **Table III-1** is revised as follows:

TABLE III-1: RELATED PROJECTS

Key to Figure III-5	Location	Jurisdiction	Land Use	Size
1	10341 Graham Ave, Los Angeles	City of Los Angeles	Movie Theater	1,040 Seats
			Educational Center	12,000 Sq. Ft.
2	11300 Monitor Ave, Los Angeles	City of Los Angeles	High School	500 Students
3	The Gateway in South Gate: located at the intersection of Atlantic Avenue and Firestone Boulevard in South Gate.	City of South Gate	Shopping Center	600,000 Sq. Ft.
4.	Atlantic Park Plaza: located at the corner of Atlantic Avenue and Tweedy Boulevard in South Gate.	City of South Gate	Shopping Center	50,000 Sq. Ft.
5	Firestone Village and Shops: located at 3125 Firestone Boulevard in South Gate.	City of South Gate	Specialty Retail Center	18,090 Sq. Ft.
			Residential Condo/ Townhouse	47 Units
6	East Los Angeles College (ELAC) Firestone campus – located on the northwest corner of the intersection of Santa Fe Avenue at Firestone Boulevard in South Gate.	City of South Gate	Community College	12,000 Students 163 Employees
7	Los Angeles Unified School District (LAUSD) Elementary School No. 9 – located on Willow Place between Santa Fe Avenue and Long Beach Boulevard in South Gate.	City of South Gate	Elementary School	650 Students
8	Triangle Project – bounded by Alameda Street, Imperial Highway, and Fernwood Avenue in Lynwood.	City of Lynwood	Single-Family Residential	120 Units
9	Fernwood Estates – located on a redevelopment agency-owned property adjacent to the I-105 freeway in Lynwood.	City of Lynwood	Single-Family Residential	30 Units
10	Martin Luther King Jr. Medical Center Campus located at 12021 Wilmington Avenue in the unincorporated area of Willowbrook in the County of Los Angeles.	County of Los Angeles	Hospital	1,291,000 Sq. Ft.
			Medical Office	300,000 Sq. Ft.
			Single-Family Residential	100 Units
			Retail	80,000 Sq. Ft.
			General Office	150,000 Sq. Ft.
11	Scrap Metal Recycling Center located at 9113 South Alameda Street in Walnut Park	County of Los Angeles	Light Industrial	33,395 Sq. Ft.
12	Scrap Metal & CRC Material Recycling Center located at 2241 East 89th Street in Walnut Park.	County of Los Angeles	Light Industrial	41,857 Sq. Ft.

SOURCE: Iteris. *Jordan Downs Specific Plan Traffic Impact Study,* September 2010 and *Jordan Downs - Response to Comments Memorandum*, February 2, 2011.

- Page III-9, Figure III-5 Related Projects. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, **Figure III-5** has been revised to identify the locations of the Related Projects No. 10 Martin Luther King Jr. Medical Center Campus, No. 11 Scrap Metal Recycling Center, and No. 12 Scrap Metal & CRC Material Recycling Center. See revised **Figure III-5**.



LEGEND:

Specific Plan Area

(#) Related Project, Refer to Related Projects listed in Table III-1

SOURCE: Iteris, 2010.

APPROX. SCALE

0 0.3 0.6 MILES

N

taha 2008-079

Jordan Downs Specific Plan
Environmental Impact Report

CITY OF LOS ANGELES DEPARTMENT OF CITY PLANNING

FIGURE III-5

RELATED PROJECTS

AGRICULTURAL RESOURCES

- Page IV.B-3, last paragraph, 1st sentence. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following sentence is revised as follows:

  As with the proposed project, the ~~nine~~ 12 related projects that have been identified within one-mile of the Specific Plan area (shown in Table III-1 and Figure III-1 in Section III Environmental Setting of this Draft EIR) would be reviewed on a case-by-case basis to ensure that no significant impacts to agricultural resources would occur.

- Page IV.C-19, 5th paragraph. As the design of Century Boulevard has not been finalized, the following paragraph is revised as follows:

  The first part of this phase involves enhancing the existing open space. Following cleanup and remediation of HACLA's 21.08-acre property, an interim open space of over two acres would be added adjacent to the existing Jordan Downs Recreation Center open space. Following the open space enhancements, Century Boulevard would be extended to connect with Tweedy Boulevard. Century Boulevard would be extended as a Non-Arterial Collector Street, with ~~a 64-foot wide right-of-way~~ two to four lanes, in keeping with the residential scale and character of the redevelopment.

BIOLOGICAL RESOURCES

- Page IV.D-9, 5th paragraph, 2nd sentence. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following sentence is revised as follows:

  Nonetheless, cumulative growth (inclusive of the ~~nine~~ 12 related projects identified in Section III Environmental Setting of this Draft EIR) could result in impacts to biological resources including impacts to wetlands, locally protected trees, or violation of the migratory bird act.

CULTURAL RESOURCES

- Page IV.E-13, following the 2nd complete paragraph. In response to comments received on the Draft EIR, additional historical analysis of Jordan Downs was conducted. Therefore, the following information is added:

  In response to comments received from the Los Angeles Conservancy on the Draft EIR, additional historical analysis of Jordan Downs was conducted to supplement the Cultural Resources Assessment. The purpose of the supplemental historical analysis is to respond to the comments regarding the historic significance of Jordan Downs. Jordan Downs was considered both for historic district eligibility and for the individual buildings as separate resources.

  Under CEQA, it is necessary for a lead agency to evaluate proposed projects for the potential to cause significant impacts on "historical resources."

  "Historical resources" are described under CEQA, and in California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. Historical resources are defined as:

  > "…a resource listed in, or determined eligible for listing in, the California Register... in a local register of historical resources..., or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, [are] … presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant (PRC §21084.1)."

Historic districts are defined in "What is the California Register?" as:

> "a concentration of historic buildings, structures, objects, or sites within precise boundaries that share a common historical, cultural or architectural background. Individual resources within an historic district may lack individual significance but be considered a contributor to the significance of the historic district."

The finding of the historical evaluation is that the Jordan Downs complex is not eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, nor for local landmark designation. In order to arrive at professional judgments regarding historic significance, National and California Register criteria as well as local landmark designation requirements were taken into consideration. For details on how these conclusions were reached, see the Jordan Downs Historical Significance Evaluation, which is included in its entirety in Appendix C of this Final EIR.

- Page IV.E-14, 1st paragraph, 1st sentence. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following sentence is revised as follows:

  Cumulative impacts to historic resources evaluate whether impacts of the proposed project and ~~nine~~ 12 related projects (shown in Table III-1 and Figure III-1 in Chapter III Environmental Setting of this Draft EIR) when taken as a whole, substantially diminish the number of historic resources within the same or similar context or property type.

ENERGY

- Page IV.F-11, 1st paragraph, 1st sentence. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following sentence is revised as follows:

  Cumulative impacts on petroleum would be evaluated in the context of the ~~nine~~ 12 related projects identified in Chapter III Environmental Setting of this Draft EIR.

- Page IV.F-11, 2nd paragraph. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following paragraph is revised as follows:

  Cumulative impacts on electricity would be evaluated within the context of the LADWP service area. Of the ~~nine~~ 12 related projects, only two are within the service area of the LADWP: the Wattstar Theatre and Education Center and a Public High School.

- Page IV.F-12, 2nd paragraph. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following paragraph is revised as follows:

  Table IV.F-7 shows the estimated natural gas usage of the proposed project and related projects within the LADWP service area. As shown, the proposed project and related projects would use approximately ~~10,524,279~~ 16,253,910 cubic feet of natural gas per month, or ~~126.2~~ 195 million cubic feet per year. The proposed project's natural gas usage is ~~would~~ proportionally ~~use more natural gas, approximately 67 percent,~~ 55 percent of the total natural gas usage for ~~than~~ the related projects served by the SoCalGas. ~~However, as~~ As previously mentioned, the proposed project was determined to have less-than-significant impacts upon the supply of natural gas. Therefore, impacts related to the supply of natural gas would not be considered cumulatively considerable.

- Page IV.F-13, Table IV.F-7: Estimated Natural Gas Usage of the Proposed Project and Nine Related Projects. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, **Table IV.F-7** is revised as follows:

TABLE IV.F-7: ESTIMATED NATURAL GAS USAGE OF THE PROPOSED PROJECT AND ~~NINE~~ TWELVE RELATED PROJECTS

Related Project	Units	Natural Gas Usage Rate (cubic feet/ dwelling unit or square feet/ month)	Natural Gas usage (cubic feet/ month)
Wattstar Movie Theater – City of Los Angeles /a/	20,800 Square Feet	2.9	60,320
Wattstar -- Education Center	12,000 Square feet	2.9	34,800
Public High School	37,480 Square Feet	2.9	108,692
Shopping Center	600,000 Square feet	2.9	1,740,000
Shopping Center	50,000 Square feet	2.9	145,000
Mixed Use Development			
Retail Center	18,090 Square Feet	2.9	52,461
Townhouses	47 Dwelling units	4,011.5	188,541
East Los Angeles College Firestone Campus	418,900 Square Feet	2.9	1,214,810
LAUSD Elementary School No. 9	57,950 Square Feet	2.9	168,055
Single-Family Housing	120 Dwelling units	6655	798,600
Single-Family Housing	30 Dwelling units	6655	199,650
Martin Luther King Jr. Medical Center Campus			
Hospital	1,291,000 Square Feet	2.9	3,743,900
Medical Office	300,000 Square Feet.	2.9	870,000
Single-Family Residential	100 Dwelling units	6,655	665,500
Retail	80,000 Square Feet	2.9	232,000
Recycling Center	33,395 Square Feet	2.9	96,846
Recycling Center	41,857 Square Feet	2.9	121,385
Total Estimated Natural Gas Usage of Related Projects			~~***4,710,929***~~ **10,440,560**
Estimated Natural Gas by Proposed Project			**5,813,350**
Total Natural Gas Usage by the Proposed and Related Projects			~~**10,524,279**~~ **16,253,910**

/a/ Assuming that there are 20 square feet of space per seat.
SOURCE: Sanitation Districts of Los Angeles County and TAHA, 2010.

- Page IV.H-23, 1st paragraph, 1st sentence. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following sentence is revised as follows:

  Any potentially significant impacts of the ~~nine~~ 12 related projects that have been identified within one-mile of the Specific Plan area (shown in Table III-1 and Figure III-1 in Chapter III Environmental Setting of this Draft EIR) associated with hazards and hazardous materials, or the release, transport, and disposal of hazardous materials, particularly during the construction phase, would be assessed on a case-by-case basis.

HYDROLOGY AND WATER QUALITY

- Page IV.I-14, 1st paragraph, 2nd and 3rd sentences. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following sentences are revised as follows:

  Like the proposed project, growth in the Los Angeles Creek watershed (inclusive of the ~~nine~~ 12 related projects identified in Section III, Environmental Setting, of this Draft EIR) would be subject to NPDES requirements regarding water quality for both construction and operation. In addition, since the ~~nine~~ 12 identified related projects are generally in an already highly urbanized area, future land use changes or development are not likely to cause substantial changes in regional surface water quality.

LAND USE AND PLANNING

- Page IV.J-17, 1st paragraph, 5th sentence. As the design of Century Boulevard has not been finalized, the following sentence is revised as follows:

  Designed to be ~~64 feet~~ two to four lanes wide, the street right-of-way would be wide enough to accommodate buses.

- Page IV.J-31, 3rd paragraph, 6th sentence. Per information included in the Specific Plan related to the existing industrial uses, the following paragraph is revised as follows:

  The uses on the privately-owned industrial properties within Los Angeles County that currently have a heavy manufacturing zoning ~~would become legal non-conforming uses~~ would be permitted to continue operating until there is a change of use upon annexation.

- Page IV.J-31, 3rd paragraph, last sentence. As the design of Century Boulevard has not been finalized, the following sentence is revised as follows:

  A new tract map would also be required to redefine the street and parcel boundaries of the Specific Plan area and provide a street vacation for the unused portion of Century Boulevard where it will be reconfigured from 100 to ~~64 feet~~ two to four lanes wide.

- Page IV.J-31 and IV.J-32, last and 1st paragraphs. Per information included in the Specific Plan related to the existing industrial uses, the following paragraphs are revised as follows:

  The new zoning designations would replace restricted residential development with increased residential density that allows for mixed uses that would allow for a better utilization of land uses. This would be consistent with the goals of the City of Los Angeles General Plan. In addition, the existing heavy manufacturing zoning is proposed to be rezoned with commercial manufacturing, a zone that is more compatible with the adjacent residential and public facility uses. However, the privately-owned industrial parcels within Los Angeles County that have the heavy manufacturing zoning would ~~become legal non-conforming uses~~ permitted to continue operating until there is a change of use upon annexation. ~~Operating as a non-conforming use would restrict the ability of privately-owned industrial business to expand or make improvements to their property.~~ Potential significant impacts from zoning inconsistency would occur to these privately owned properties if they were not allowed to make property improvements, such as covering their open yard operations from public view. Noise and debris may also be reduced by covering. In addition, these land use restrictions could increase the potential for blight in the area, which is discussed in more detail in Section IV.A, Aesthetics. **Table IV.J-5** and **Figure IV.J-9** show the ~~non-conforming~~ existing industrial uses that would ~~occur~~ be permitted to continue operating until there is a change of use with implementation of the new zoning designations. No ~~additional non-conforming use or~~ zoning inconsistency would occur with the annexation and implementation of the Specific Plan for the remaining properties and uses. Residential Accessory Zones are intended as tools to accommodate projected population growth in mixed-use and residential projects that is compatible with existing residential neighborhoods along existing transportation corridors. The implementation of the Specific Plan would create Residential Accessory zones which would allow for a mix of residential, retail, park, school, employment center, social service, and civic uses which are within a mile of two light rail transit stations. The creation of these Residential Accessory Zones would be consistent with the objectives of the Specific Plan.

- Page IV.J-32, Table IV.J-5: Non-Conforming Uses with the Proposed Zoning Designations. Per information included in the Specific Plan related to the existing industrial uses, **Table IV.J-5** is revised as follows:

TABLE IV.J-5: ~~NON-CONFORMING~~PERMITTED INDUSTRIAL USES WITH PROPOSED ZONING DESIGNATIONS

Block	Size (Acres)	Address	Existing Land Use	Existing Zoning	Proposed Zoning
31	3.24	10019 – 10035, 10127, 10211 Alameda Street	Industrial (Recycling and Pipe Fabrication)	M-2	CM-2-UV
32	4.43	10229 Alameda Street, 2401, 2475 103rd Street	Industrial (Automobile)	M-2	CM-2-UV

UV = Jordan Downs Specific Plan suffix; CM= Commercial Manufacturing; M-2 = Heavy Manufacturing Zone.
SOURCE: WRT Solomon E.T.C. and City of Los Angeles Department of City Planning, January 2010.

- Page IV.J-33, Figure IV.J-9: Non-conforming Uses With Proposed Zoning Designations. Per information included in the Specific Plan related to the existing industrial uses, Figure IV.J-9 is deleted.

- Page IV.J-38, 4th paragraph. Per information included in the Specific Plan related to the existing industrial uses, the following paragraph is revised as follows:

  The development of the Specific Plan area would generally be consistent with surrounding land uses. No significant land use impacts are expected to result from the implementation of the Specific Plan. The development of the Specific Plan would not pre-empt or overburden the infrastructure or available land for future development in surrounding areas. The ~~non-conforming~~ existing industrial land uses along Alameda Street would continue to be incompatible with the adjacent school and residences. The new residential uses under the Specific Plan would also be incompatible with the existing industrial uses along Alameda Street. However, this incompatibility would be site-specific and would not affect the compatibility of other surrounding properties on a broader, cumulative scale. Therefore, the proposed project would not result in a cumulatively considerable impact related to land use.

- Page IV.J-39, 4th paragraph. Per information included in the Specific Plan related to the existing industrial uses, the following paragraph is revised as follows:

  Mitigation Measures **AQ19** through **AQ24** would reduce residential exposure to contaminant emissions from the ~~non-conforming~~ existing industrial uses along the Alameda Corridor and the new commercial manufacturing land uses. Contaminant exposure would result in a less-than-significant impact after mitigation.

MINERAL RESOURCES

- Page IV.K-3, 2nd paragraph, 1st sentence. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following sentence is revised as follows:

  As with the proposed project, the ~~nine~~ 12 related projects that have been identified within one-mile of the Specific Plan area (shown in Table III-1 and Figure III-1 in Section III Environmental Setting of this Draft EIR) would be reviewed on a case-by-case basis to ensure that no significant impacts to mineral resources would occur.

NOISE

- Page IV.L-3, 6th paragraph, 1st sentence. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following sentence is revised as follows:

  When calculating future traffic impacts, the traffic consultant took ~~nine~~ 12 additional projects into consideration.

POPULATION, HOUSING, AND EMPLOYMENT

- Page IV.M-8, 5th and 6th paragraphs. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following paragraphs are revised as follows:

  There are ~~nine~~ 12 related projects in the vicinity of the Specific Plan area (Refer to Figure III-5 in Chapter III Environmental Setting). These ~~nine~~ 12 related projects are anticipated to result in the displacement of 126 persons and 34 housing units (**Table IV.M-9**). These related projects would also contribute approximately ~~863~~ 1,213 new persons and ~~197~~ 297 new housing units. The net population and housing growth would be ~~737~~ 1,087 persons and ~~163~~ 263 housing units, respectively. Together with the proposed project, the net increase in population and housing units would be approximately ~~4,500~~ 4,850 persons and ~~1,837~~ 1,363 housing units. This cumulative population and housing growth would each comprise less than 1 percent of the SCAG projected population and housing growth for the County of Los Angeles. Therefore, no cumulatively considerable impacts related to population and housing displacement or growth are anticipated.

  There are ~~nine~~ 12 related projects in the vicinity of the Specific Plan area (Refer to Figure III-5 in Chapter III Environmental Setting). These ~~nine~~ 12 related projects are anticipated to result in the displacement of 101 jobs (**Table IV.M-9**). These related projects would also contribute approximately ~~2,050~~ 5,766 new jobs. The net employment growth would be ~~1,950~~ 5,665 new jobs. Together with the proposed project, the net increase in jobs would be approximately ~~2,758~~ 6,473 new jobs. This cumulative employment growth would comprise ~~1.5~~ less than 4 percent of the SCAG projected employment growth for the County of Los Angeles. Therefore, no cumulatively considerable impacts related to employment displacement or growth are anticipated.

- Page IV.M-9, Table IV.M-9: Related Projects and Their Estimated Net Gain/Loss of Population, Housing, and Employment. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, **Table IV.M-9** is revised as follows:

PUBLIC SERVICES

- Page IV.N-4, 2nd paragraph. Per comments received on the Draft EIR from the County of Los Angeles Fire Department, the following paragraph is revised as follows:

  Fire Station 41 is located approximately 1.5 miles south of the Annexation Area. Fire Station 41 has a daily staff of six who have the following assignments: one ~~c~~Captain, one ~~firefighter~~ Fire Fighter Specialist, ~~and~~ one Fire Fighter/~~p~~Paramedic and one ~~paramedic~~ Fire Fighter assigned to a four-person assessment engine company and; two ~~f~~Fire Fighter/~~p~~Paramedics assigned to a two-person paramedic squad.

TABLE IV.M-9: RELATED PROJECTS AND THEIR ESTIMATED NET GAIN/LOSS OF POPULATION, HOUSING, AND/OR EMPLOYMENT

Key to Fig. III-5	Proposed Use	Jurisdiction	Measure	Units of Measure	Population			Housing			Employment		
					Existing	Proposed	Net Gain/ (Loss)	Existing	Proposed	Net Gain/ (Loss)	Existing	Proposed	Net Gain/ (Loss)
1	Wattstar movie theater	City of Los Angeles	1,040	Seats							0	28	28
1	Education Center	City of Los Angeles	12,000	Sq.ft.							0	48	48
2	Public high school	City of Los Angeles	500	Students							0	65	65
3	Shopping Center	City of South Gate	600,000	Sq.ft.							0	1,200	1,200
4	Shopping Center	City of South Gate	50,000	Sq.ft.							0	100	100
5	Retail Center	City of South Gate	18,090	Sq.ft.							0	36	36
5	Townhouses	City of South Gate	47	Dwelling Units	0	191	191	0	47	47			
6	East Los Angeles College (ELAC) Firestone Campus	City of South Gate	12,000	Students							80	487	407
7	Los Angeles Unified School District (LAUSD) Elementary School No. 9	City of South Gate	650	Students	126	0	(126)	34	0	(34)	21	85	64
8	Single-Family Housing	City of Lynwood	120	Dwelling Units	0	538	538	0	120	120			
9	Single-Family Housing	City of Lynwood	30	Dwelling Units	0	134	134	0	30	30			
10	MLK Jr Medical Ctr Expansion	LA County	1,821,000	Sq.ft.							0	3,642	3,642
10	MLK Jr Medical Ctr Expansion	LA County	100	Dwelling Units	0	350	350	0	100	100			
11	Recycling Plant	LA County	33,395	Sq.ft.							0	33	33
12	Recycling Plant	LA County	41,857	Sq.ft.							0	42	42
				Totals	**126**	~~**863**~~ **1,213**	~~**737**~~ **1,087**	**34**	~~**197**~~ **297**	~~**163**~~ **263**	**101**	~~**2,049**~~ **5,766**	~~**1,948**~~ **5,665**

SOURCE: Iteris, *Jordan Downs Specific Plan Traffic Impact Study*, June 2010, Iteris, *Jordan Downs - Response to Comments Memorandum*, January 17, 2011, and TAHA, 2010.

- Page IV.N-8, after the 1st paragraph. Per comments received on the Draft EIR from the County of Los Angeles Fire Department, the following information is added:

  During the 2009 calendar year, Reporting District (RD) 2177, which contains the Annexation Area and adjacent Florence/Firestone communities, generated the following calls for service:

  - 150 Emergency Calls
  - 262 Priority Calls
  - 926 Routine Calls

  The average 2009 response time for emergency calls for service in RD 2177 was 4.3 minutes.

- Page IV.N-15, 1st paragraph. Per comments received on the Draft EIR from the County of Los Angeles Public Library, the following paragraph is revised as follows:

  The Los Angeles Public Library (LAPL) System and the ~~Los Angeles~~ County of Los Angeles Public Library (LACPL) provides library services to the Specific Plan area.

- Page IV.N-15, 4th and 5th paragraphs. Per comments received on the Draft EIR from the County of Los Angeles Public Library, the following paragraphs are revised as follows:

  The LACPL system compromises ~~88~~ 86 community libraries and 4 bookmobiles throughout Los Angeles County. The Annexation Area is within the service area of the LAPL Graham Library (Figure IV.N-5). The Graham Library is located approximately 0.80 miles northwest of the Specific Plan area at 1900 East Firestone Boulevard. The Graham library is a ~~5,145~~ 5,125 square-foot facility that houses a collection of ~~59,831~~ 44,554 materials which include books, ~~4837~~ audio recordings, and ~~71~~ magazine and newspaper subscriptions.[41]. The Graham Public Library has an estimated service population of 35,387.[42,43]

  To determine the adequate level of service required for a population served by a LACPL branch community library, the LACPL utilizes a materials-to-residents ratio and a facility square footage-to-resident ration. The LACPL material-to-residents ratio is 2.75 materials to one resident.[44] Based upon the LACPL material-to-resident ratio, the Graham Library service population would require 97,314 materials to be adequately served. Currently, the Graham Library has ~~64,739~~ 44,554 material and is deficient by ~~32,575~~ 52,760 materials. The LACPL facility square footage-to-resident ration is 0.5 square foot to one resident.[45] Based upon the LACPL facility square footage-to-resident ration, the service population of the Graham Library requires a ~~17,693~~ 17,694-square-foot library facility and is deficient by ~~12,549~~ 12,568 square feet.

- Page IV.N-23, 1st paragraph. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following paragraph is revised as follows:

  The evaluation of the cumulative impacts includes the proposed project in relation to other related projects listed in Table III-1 of Section III, Environmental Setting. Table III-1 lists ~~nine~~ 12 related projects, of which three are commercial, three are schools, two are residential, ~~and~~ one is mixed-use, one is a Medical Center Campus with hospital, office residential and retail uses, and two are industrial. Of the ~~nine~~ 12 related projects, two are within the City of Los Angeles (commercial and school project), five are within the City of South Gate (two commercial projects, two school projects, and one mixed-use project), ~~and~~ two are within the City of Lynwood (two single-family residential projects) and three are located on unincorporated land within the County of Los Angeles (Medical Center Campus and two industrial uses). The related projects are expected to be built out by the proposed project buildout year of 2020.

- Page IV.N-24, 2nd paragraph, 3rd and 5th sentences. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following paragraph is revised as follows:

  The LAUSD services the geographic area of all ~~nine~~ 12 related projects. **Table IV.N-9**, above, lists the student generation of the proposed project and related projects. The proposed project and related projects could generate 362 and ~~95~~ 214 new students whom could enroll into the LAUSD, respectively.

- Page IV.N-24, 3rd sentence. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following sentence is revised as follows:

  The Watts Branch Library would serve two of the ~~nine~~ 12 related projects: the Wattstar Theatre and Education Center and the Public High School.

- Page IV.N-25, Table IV.N-9 Estimated Student Generation of the Proposed Project and Related Projects. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, **Table IV.N-9** is revised as follows:

TABLE IV.N-9: ESTIMATED STUDENT GENERATION OF THE PROPOSED PROJECT AND RELATED PROJECTS

Related Project	Units	Student Generation Rate (students)	Student Generation (students)
Elementary School Students			
Wattstar Movie Theater - City of Los Angeles /a/	20,800 Square feet	0.0238	-
Education Center /a/	12,000 Square feet	0.0373	-
Public High School /a/	500 Students	0	-
Shopping Center	600,000 Square feet	0.0238	14
Shopping Center	50,000 Square feet	0.0238	1
Mixed Use Development /a/			
Retail Center /a/	18,090 Square Feet	0.0238	-
Townhouses	47 Dwelling units	0.0373	2
East Los Angeles College Firestone Campus	12,000 Students	0	-
LAUSD Elementary School No. 9	650 Students	0	-
Single-Family Housing	120 Dwelling units	0.1966	24
Single-Family Housing	30 Dwelling units	0.1966	6
Martin Luther King Jr. Medical Center Campus			
Hospital	1,291,000 Square Feet	0.0238	31
Medical Office	300,000 Square Feet.	0.0238	7
Single-Family Residential	100 Dwelling units	0.1966	20
Retail	80,000 Square Feet	0.0238	2
Recycling Center	33,395 Square Feet	0.0238	1
Recycling Center	41,857 Square Feet	0.0238	1
	Total Elementary School Students Generated		***~~47~~ 109***
Middle School Students			
Wattstar Movie Theater - City of Los Angeles /a/	20,800 Square Feet	0.0123	-
Education Center /a/	12,000 Square Feet	0.0194	-
Public High School /a/	500 Students	0	-
Shopping Center	600,000 Square Feet	0.0123	7
Shopping Center	50,000 Square Feet	0.0123	1
Mixed Use Development /a/			
Retail Center /a/	18,090 Square Feet	0.0123	-
Townhouses	47 Dwelling units	0.0174	1
East Los Angeles College Firestone Campus	12,000 Students	0	-
LAUSD Elementary School No. 9	650 Students	0	-
Single-Family Housing	120 Dwelling units	0.0935	11
Single-Family Housing	30 Dwelling units	0.0935	3

TABLE IV.N-9: ESTIMATED STUDENT GENERATION OF THE PROPOSED PROJECT AND RELATED PROJECTS

Related Project	Units	Student Generation Rate (students)	Student Generation (students)
Martin Luther King Jr. Medical Center Campus			
Hospital	1,291,000 Square Feet	0.0123	16
Medical Office	300,000 Square Feet.	0.0123	4
Single-Family Residential	100 Dwelling units	0.0935	9
Retail	80,000 Square Feet	0.0123	1
Recycling Center	33,395 Square Feet	0.0123	-
Recycling Center	41,857 Square Feet	0.0123	-
Total Middle School Students Generated			***~~23~~ 53***
High School Students			
Wattstar Movie Theater - City of Los Angeles /a/	20,800 Square Feet	0.0123	-
Education Center /a/	12,000 Square Feet	0.0192	-
Public High School /a/	500 Students	0	-
Shopping Center	600,000 Square Feet	0.0123	7
Shopping Center	50,000 Square Feet	0.0123	1
Mixed Use Development /a/			
Retail Center /a/	18,090 Square Feet	0.0123	-
Townhouses	47 Dwelling units	0.0231	1
East Los Angeles College Firestone Campus	12,000 Students	0	-
LAUSD Elementary School No. 9	650 Students	0	-
Single-Family Housing	120 Dwelling units	0.1106	13
Single-Family Housing	30 Dwelling units	0.1106	3
Martin Luther King Jr. Medical Center Campus			
Hospital	1,291,000 Square Feet	0.0123	16
Medical Office	300,000 Square Feet.	0.0123	4
Single-Family Residential	100 Dwelling units	0.1106	11
Retail	80,000 Square Feet	0.0123	1
Recycling Center	33,395 Square Feet	0.0123	-
Recycling Center	41,857 Square Feet	0.0123	-
Total High School Students Generated			***~~25~~ 57***
Total Students Generated by the Related Projects			***~~95~~ 219***
Total Students by Proposed Project			***362***
Total Students Generated by the Proposed and Related Projects			***~~457~~ 581***

/a/ The number of students generated by this project is less than one. Therefore, the amount of students generated by this related project is negligible and is not counted toward the total number of students generated by all related projects.
SOURCE: Los Angeles Unified School District Commercial/Industrial Development Fee Justification Study, 2008 and Los Angeles Unified School District School Facilities Analysis, 2009.

RECREATION

- Page IV.O-2, Figure IV.O-1: Parks and Recreational Facilities, County of Los Angeles Parks. Per comments received on the Draft EIR from the County of Los Angeles Department of Parks and Recreation, the legend in **Figure IV.O-1** is revised as follows:

  2. Walnut Nature ~~Pocket~~ Park
  7. Earvin "Magic" Johnson Recreation ~~Center~~ Area

- Page IV.O-3, Table IV.O-1: Parks and Recreational Facilities Within Two Miles Of The Specific Plan Area. Per comments received on the Draft EIR from the County of Los Angeles Department of Parks and Recreation, **Table IV.O-1** is revised as follows:

- Page IV.O-4, 1st paragraph. Per comments received on the Draft EIR from the County of Los Angeles Department of Parks and Recreation, the following paragraph is revised as follow:

  The Annexation Area of the Specific Plan area is within the Los Angeles County Florence-Firestone ~~Community Plan Area (CPA)~~ Park Planning Area (PPA). As listed in **Table IV.O-1** above and shown in **Figure IV.O-1** above, the County has seven parks that within a two-mile radius of the Specific Plan area that are available for use by existing residents of the Jordan Downs public housing complex. The acreage of these seven parks totals 175.8 acres. Of the seven parks within the vicinity of the Specific Plan area, only three are within the Florence-Firestone ~~CPA~~ PPA.[5] In total, the Draft Florence-Firestone Community Parks and Recreation Plan identifies five parks within the Florence-Firestone ~~CPA~~ PPA, and states that the Florence-Firestone ~~CPA~~ PPA is deficient by 245 and 343 acres of local and regional parkland, respectively.[6]

TABLE IV.O-1: PARKS AND RECREATION FACILITIES WITHIN TWO MILES OF THE SPECIFIC PLAN AREA SPECIFIC PLAN AREA THE SPECIFIC PLAN AREA

Facility Name	Location	Distance From Project Site (miles)	Size (acres)
CITY OF LOS ANGELES DEPARTMENT OF RECREATION AND PARKS FACILITIES /a/			
Green Meadows Recreation Center	431 E. 89th St	2.00	7.63
Watts Senior Citizen Center	1657 E. Century Blvd	0.39	1.29
Jordan Downs Recreation Center	9900 Grape St	Within	3.16
109th Street Recreation Center	1464 East 109th St	1.09	3.17
Grape Street Pocket Park	10726 Grape St	0.35	0.12
William Nickerson Gardens Recreation Center	11251 Compton Ave	1.25	4.73
Imperial Courts Recreation Center	2250 E. 114th St	1.05	2.36
	Total Acres in City of Los Angeles		**22.46**
LOS ANGELES COUNTY DEPARTMENT OF PARKS AND RECREATION FACILITIES			
Franklin D. Roosevelt Park	7600 Graham Ave	1.59	24.58
Walnut Nature ~~Pocket~~ Park	2642 E. Olive St	1.52	1.37
Col. Leon H. Washington Park	8908 S. Maie Ave	0.80	13.2
Ted Watkins Park	1335 E. 103rd St.	0.97	27
George W. Carver Park	1400 E. 118th St	1.67	7.22
Mona Park	2291 E. 121st St	1.62	8.4
Earvin "Magic" Johnson Recreation Area /b/	905 E. El Segundo Blvd	2.06	94
	Total Acres in County of Los Angeles		**175.77**
WATTS LABOR COMMUNITY ACTION COMMITTEE			
Mudtown Farms	2051 E. 103rd St.	Within	2.48

/a/ All LADRP facilities within two miles of the Specific Plan area are classified as neighborhood parks.
/b/ Although the Earvin "Magic" Johnson Recreation Area is technically beyond the two-mile radius, it was identified by the County DPR as a park and recreation facility that serves the Specific Plan area.
SOURCE: City of Los Angeles Department of Recreation and Parks and County of Los Angeles Parks and Recreation, 2010.

- Page IV.O-4, Footnote 5. Per comments received on the Draft EIR from the County of Los Angeles Department of Parks and Recreation, Footnote 5 is revised as follow:

  The County DPR Franklin D. Roosevelt, Ted Watkins, and Colonel Leon Washington parks are within the boundaries of the Florence-Firestone CPA PPA.

- Page IV.O-4, Footnote 6. Per comments received on the Draft EIR from the County of Los Angeles Department of Parks and Recreation, Footnote 6 is revised as follow:

  County of Los Angeles Department of Parks and Recreation Plan, *Draft Florence-Firestone Community Parks and Recreation, August 2, 2010.*

- Page IV.O-4, following paragraph 3. Per comments received on the Draft EIR from the County of Los Angeles Department of Parks and Recreation, the following information is added:

  The County offers a wide variety of parks and recreation resources. These facilities generally fall under two systems: the local system and the regional system.

  Local System. The local system consists of parks of varying sizes that meet local needs and offer opportunities for daily recreation. This system includes community parks, neighborhood parks, pocket parks, and open space nodes.

  - **Community Parks**: Community parks are typically 10 to 20 acres, and serve several neighborhoods within a 1- to 2-mile radius of the park. Where community parks are located in residential neighborhoods, they serve both the needs of the community park service radius and neighborhood park service radius. Community parks serve a wide variety of active and passive recreation activities communitywide. The amenities programmed into a community park are focused on meeting the needs of several neighborhoods or large sections of the community. They allow for group activities and recreational opportunities that may not be feasible in neighborhood parks. Amenities for community parks can include informal open play areas, children's play apparatus, family and group picnic areas with overhead shelters, grills, lighted sports fields, basketball courts and tennis courts, public restrooms, concession building, maintenance building, onsite parking, and information kiosks.

  - **Neighborhood Parks**: Neighborhood parks are typically 3 to 10 acres, and serve residents living within a half-mile radius of the park. Neighborhood parks provide space and recreation activities to create healthy social networks within residential communities via programs and facilities. The common objective of all neighborhood parks is to bring people together to recreate and socialize close to home. Ease of access and walking distance uninterrupted by major roads and other physical barriers are important factors in locating neighborhood parks. Neighborhood parks should be well connected to other public facilities such as schools and libraries. Amenities for neighborhood parks can include informal open play areas, children's play apparatus, picnic tables, picnic shelters, grills, practice sports fields, basketball, tennis and volleyball courts, public restrooms, information kiosks, recreation offices, and onsite parking.

  - **Pocket Parks**: Pocket parks are less than three acres in size, and serve residential or business areas within a quarter-mile radius or within a walking distance. They are best used to meet limited or specialized recreational needs. Pocket parks can provide landscaped public use areas in industrial and commercial areas, scenic overlooks, linkage to a community pathway system, and urban infill sites in park-poor communities. Pocket parks generally do not have on-site parking. Amenities for pocket parks can include both active and passive features, depending on the community's setting and needs, such as children's play apparatus, picnic areas, fountains and seating areas. Due to the limited amenities included in pocket parks, they are typically not included in the service radius analysis.

  - **Park Nodes**: Park nodes are small pieces of open space that serve as public destinations, connections, and community defining spaces. Nodes provide physical and visual breaks to the urban landscape and connect various spaces, such as waterways, streets, trails, and greenways. Park nodes are used as gathering and rest areas, and serve as opportunities for social and cultural exchange. Examples of park nodes include equestrian and hiking trail heads, bike rest stops and stations with lockers and repair areas, neighborhood focal points, and passive amenities such as plazas, rest areas, playgrounds, landmarks, and public art installations.

  Regional System. The regional system is intended to meet the park and recreation needs of residents and visitors throughout the County. This system consists of community regional parks, regional parks, and special use facilities.

- **Community Regional Parks**: Community regional parks are typically 20 to 100 acres, and have a service radius of 20 miles. Community regional parks protect natural resources, preserve open spaces, and provide recreational facilities that are not available in neighborhood or community parks. Amenities for community regional parks can include a jogging exercise course, informal open play areas, children's play apparatus, family and group picnic areas with overhead shelters, grills, lighted sports fields, basketball courts and tennis courts, information kiosks, public restrooms, concession buildings, recreation offices, maintenance buildings, and on-site parking. Community regional parks may also have one or more of the following features: multiple sports facilities, aquatics center, fishing lake, community building and gymnasium, and outstanding views and vistas.

- **Regional Parks**: Regional parks are typically greater than 100 acres in size, and have a service radius of 25 miles or more. They include unique areas such as lakes, wetlands, auditoriums, water bodies, and campgrounds, in addition to active recreational facilities often offered in community and community regional parks. Many of the recreation activities are associated with experiencing the natural environment. A regional park may also perform important ecological and environmental functions, including serving as wildlife habitats. The connection of these parks to natural areas is often vital to ensuring a healthy ecological system. Amenities for regional parks can include: picnic areas, nature centers, trail systems, scenic drives, campgrounds, water areas for swimming, fishing and boating, and in some cases, sport fields.

- **Special Use Facilities**: Special use facilities are generally single purpose facilities that serve the greater regional recreational or cultural needs in the County. One notable example of such a facility is the Hollywood Bowl. Special use facilities require adequate public access and sufficient buffers to protect adjacent residential users and to insulate the park from commercial or industrial development. Special use facilities can provide both passive (e.g. historic and cultural facilities, natural areas, habitat preservation areas, arboreta and botanical gardens, and nature centers) and active (e.g. golf courses and driving ranges, equestrian centers, off- highway vehicle (OHV) parks, water parks or aquatic facilities, and skate parks) needs within the region. There are no size criteria or service area associated with special use facilities.

- Page IV.O-5, 4th paragraph. Per comments received on the Draft EIR from the County of Los Angeles Department of Parks and Recreation, the following paragraph is revised as follows:

  The Conservation and Open Space Element of the County General Plan intends to guide the County's long range preservation of its natural resources and open space and sets policy direction for the open space, natural, and energy-related resources within unincorporated Los Angeles County.[10] The Conservation and Open Space Element established standard ratios of four acres of parkland per 1,000 residents of the population in the County's unincorporated areas and six acres of regional parkland per 1,000 ~~County~~ residents of the County's total population to plan for local and regional parkland, respectively.

- Page IV.O-4, Footnote 10. Per comments received on the Draft EIR from the County of Los Angeles Department of Parks and Recreation, Footnote 10 is revised as follow:

  County of Los Angeles Department of Regional Planning, *Draft General Plan Conservation and Open Space Element*, 2008.

- Page IV.O-7, 4th paragraph, 2nd sentence. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following paragraph is revised as follows:

  Of the ~~nine~~ 12 related projects, two are within the City: the Wattstar Theater and Education Center, and a Public High School.

TRAFFIC AND TRANSPORTATION

- Page IV.P-4, Table IV.P-1: Study Intersections By Jurisdiction. Per comments received on the traffic analysis included in the Draft EIR, **Table IV.P-1** is revised as follows:

TABLE IV.P-1: STUDY INTERSECTIONS BY JURISDICTION

Intersection #	Intersection	Signalized/Unsignalized
City of Los Angeles		
3	Alameda St (W)/Tweedy Blvd /a/	Signalized
7	Grape St/103rd St	Signalized
8	Wilmington Ave/103rd St	Signalized
9	Wilmington Ave/Santa Ana Blvd	Signalized
10	Wilmington Ave/108th St	Signalized
11	Wilmington Ave/111th St	Signalized
15	Compton Ave/Century Blvd	Signalized
16	Compton Ave/103rd St	Signalized
17	Compton Ave/108th St	Signalized
19	Central Ave/92nd St	Signalized
20	Central Ave/Century Blvd	Signalized
21	Central Ave/103rd St	Signalized
22	Central Ave/108th St (N)	Signalized
23	Central Ave/108th St (S)	Signalized
24	Central Ave/120th St	Signalized
25	McKinley Ave/Century Blvd	Signalized
26	Avalon Blvd/Century Blvd	Signalized
27	Avalon Blvd/92nd St	Signalized
28	Avalon Blvd/120th St	Signalized
29	San Pedro St/Century Blvd	Signalized
30	Main St/Century Blvd	Signalized
31	Figueroa St/Century Blvd	Signalized
32	I-110 NB On-Ramp/Century Blvd	Signalized
33	I-110 SB Off-Ramp/Century Blvd	Signalized
38	Grape St/97th St (W)	Unsignalized
39	Grape St/97th St (E)	Unsignalized
40	Grape St/Century Blvd	Unsignalized
41	Wilmington Ave/Century Blvd	Unsignalized
County of Los Angeles		
1	Alameda St (W)/Firestone Blvd	Signalized
2	Alameda St (W)/92nd St	Signalized
13	Wilmington Ave/120th St	Signalized
18	Compton Ave/120th St	Signalized
City of Lynwood		
5	Alameda St (W)/ Century Blvd/ Martin Luther King Jr. Blvd	Signalized
City of Los Angeles and City of Lynwood		
4	Alameda St (W)/103rd St /a/	Signalized
City of Los Angeles and City of South Gate		
37	Alameda St (E)/Tweedy Blvd /a/	~~Unsignalized~~ Signalized
City of Los Angeles and County of Los Angeles		
12	Wilmington Ave/I-105 EB Ramps	Signalized
14	I-105 WB Ramps/Imperial Highway	Signalized
36	Alameda St (W)/97th St /a/	Unsignalized
City of South Gate and City of Lynwood		
34	Long Beach Blvd/Century Blvd	Signalized
35	Long Beach Blvd/Tweedy Blvd	Signalized
County of Los Angeles and City of Lynwood		
6	Alameda St (W)/Imperial Highway	Signalized

/a/ Intersection will become partially or fully under the City of Los Angeles jurisdiction with annexation.
SOURCE: Transportation Research Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, 1980.

- Page IV.P-15, last paragraph. As the design of Century Boulevard has not been finalized, the following paragraph is revised as follows:

  Project Design Features

  One key project design feature is the extension of Century Boulevard from Grape Street to Tweedy Boulevard across the Jordan Downs Specific Plan area. Currently, Century Boulevard is a two-lane road from Wilmington Avenue to Grape Street. East of Grape Street, it becomes a small driveway providing limited internal circulation; beyond this, it is only a paper street. As proposed, the Century Boulevard/Tweedy Boulevard extension would be a two to four lane road through the Specific Plan area with bike lanes.~~, except for the segment from Laurel Street to Alameda Street, where it would be a four-lane road. In order to accommodate the westbound through movement of traffic from Tweedy Boulevard into the Specific Plan area, the westbound approach at the intersection of Alameda Street and Century/Tweedy Boulevard would be restriped as a shared left-through lane. A right-turn lane is also proposed.~~

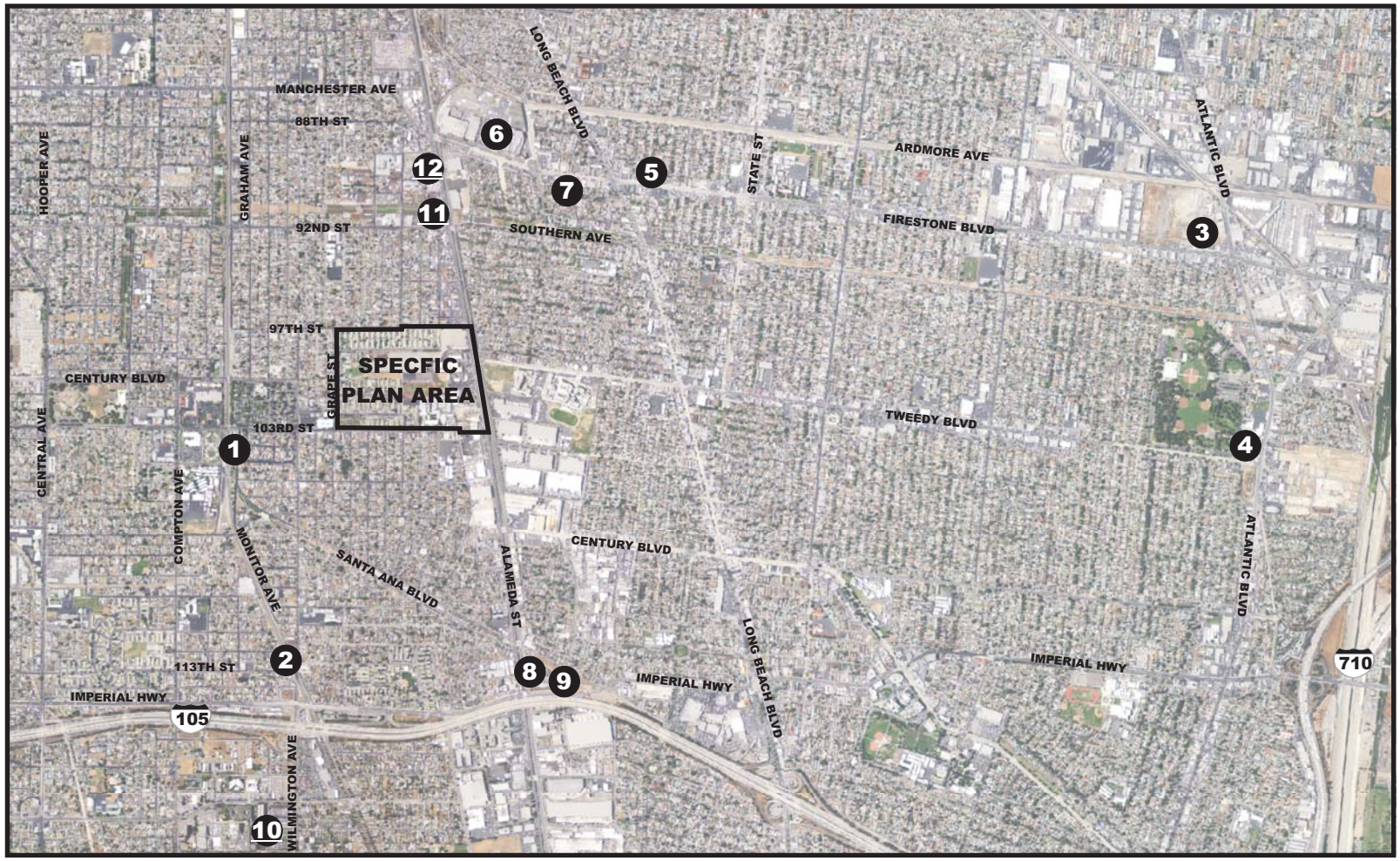
- Page IV.P-16, 1st paragraph. As the design of Century Boulevard has not been finalized, the following paragraph is revised as follows:

  While the City of Los Angeles designates Century Boulevard as a Major Highway Class II roadway with four peak-hour lanes in its General Plan Circulation Element, the Specific Plan envisions a more local, less automobile-oriented road. In addition, a two to four lane collector street is consistent with the existing Century Boulevard west of Grape Street~~, and would avoid the need to obtain the right of way necessary for a four-lane facility between Grape Street and Wilmington Avenue~~. Finally, a collector street is consistent with LEED-Neighborhood Development policies. The proposed extension segment is shown in **Figure IV.P-1**, above.

- Page IV.P-19, last paragraph. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following paragraph is revised as follows:

  Related Projects. The related projects included in the traffic analysis were compiled for the cities of Los Angeles, Lynwood, and South Gate, and the County of Los Angeles. ~~Nine~~ Twelve planned projects are located within 1.5 miles of the Specific Plan area. The locations of these related projects are shown in **Figure IV.P-5**. The description of these projects and the total number of vehicle trips generated by these projects are shown in **Table IV.P-8**. All related projects trip distributions were based on existing project EIRs and studies, if available. If no earlier studies were available, related project trips were assigned a similar trip distribution as the proposed project, with adjustments depending on the type of development, residential or non-residential and location.

- Page IV.P-20, Figure IV.P-5 Related Projects. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, Figure IV.P-5 has been revised to indentify the locations of Related Projects No. 10 Martin Luther King Jr. Medical Center Campus, No. 11 Scrap Metal Recycling Center, and No. 12 Scrap Metal & CRC Material Recycling Center. See revised **Figure IV.P-5**.



LEGEND:

Specific Plan Area

Related Projects, Refer to Related Projects listed in Table IV.P-9

SOURCE: Iteris, 2010.

APPROX. SCALE

0 0.3 0.6 MILES

N

taha 2008-079

Jordan Downs Redevelopment Project
Environmental Impact Report

CITY OF LOS ANGELES DEPARTMENT OF CITY PLANNING

FIGURE IV.P-5

RELATED PROJECTS

- Page IV.P-21, Table IV.P-8: Related Projects And Their Trip Generation. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, **Table IV.P-8** is revised as follows:

TABLE IV.P-8: RELATED PROJECTS AND THEIR TRIP GENERATION

Key to Fig. IV.P-6	Juris-diction	Land Use	Size & Units	Daily Trips	Weekday					
					AM Peak Hour Trips			PM Peak Hour Trips		
					In	Out	Total	In	Out	Total
1	Los Angeles (City)	Movie Theater Educational Center	1,040 Seats 12,000 Sq.ft.	632	14	6	20	28	43	71
2	Los Angeles (City)	High School	500 Students	855	139	66	205	33	37	70
3	South Gate	Shopping Ctr	600,000 Sq.ft.	19,503	250	164	414	770	872	1,642
4	South Gate	Shopping Ctr	50,000 Sq.ft.	2,147	31	19	50	92	95	187
5	South Gate	Specialty Retail Center Condo/ Townhouse	18,090 Sq.ft. 47 Units	1,028	15	24	39	37	31	68
6	South Gate	Community College	12,000 Students 163 Jobs	8,243	731	160	891	894	599	1,493
7	South Gate	Elementary School	650 Students	482	129	109	238	60	85	145
8	Lynwood	Residential	120 Units	1,148	23	67	90	76	45	121
9	Lynwood	Residential	30 Units	287	6	17	23	19	11	30
10	Los Angeles (County)	Hospital Medical Office Single-Family Residential Retail	1,291,000 Sq.ft. 300,000 Sq.ft. 100 Units 80,000 Sq.ft.	19,677	921	319	1,240	568	1,185	1,753
11	Walnut Park	Light Industrial	33,395 Sq.ft.	233	27	4	31	4	28	32
12	Walnut Park	Light Industrial	41,857 Sq.ft.	292	32	4	36	5	36	41
		TOTALS		~~34,325~~ 54,527	~~1,338~~ 2,318	~~632~~ 959	~~1,970~~ 3,277	~~2,009~~ 2,586	~~1,818~~ 3,067	~~3,827~~ 5,653

SOURCE: Iteris, *Jordan Downs Specific Plan Traffic Impact Study*, June 2010 and *Jordan Downs - Response to Comments Memorandum*, February 2, 2011.

- Page IV.P-21, 1st paragraph. Per comments received on the traffic analysis included in the Draft EIR and the additional traffic analysis conducted to respond to the comments, the following paragraph is revised as follows:

Scenario 1 Intersection Analysis. All signalized study intersections in the City of Los Angeles were evaluated under Scenario 1 using the CMA – Circular Planning 212 methodology. LOS analyses under Scenario 1 were performed for both AM and PM peak hours and are summarized below in **Table IV.P-9**. These volumes are shown in **Figures IV.P-6** and **IV.P-7**. As shown in **Table IV.P-9**, ~~one study intersection in the City of Los Angeles is projected to operate at LOS E during both the AM and PM peak hours. Additionally, two intersections in the County of Los Angeles are anticipated to operate at LOS E during either the AM or PM peak hour~~ a total of four signalized study intersections are projected to operate in the AM or PM peak hours, and one intersection is projected to operated at LOS under Scenario 1 as follows:

- #1 Alameda Street (W) and Firestone Boulevard (County of Los Angeles, PM peak hour)
- #3 Alameda Street (W) and Tweedy Boulevard (City of Los Angeles, AM and PM peak hours)

- #6 Alameda Street (W) and Imperial Highway (County of Los Angeles and City of Lynwood, AM peak hour)
- #12 Wilmington Avenue and I-105 EB Ramps (County of Los Angeles and City of Los Angeles, AM Peak hour)
- #14 I-105 WB Ramps and Imperial Highway (City of Los Angeles, AM peak hour)

- Page IV.P-22, Table IV.P-9: Existing And Scenario 1 Peak Hour LOS Comparison for Signalized Intersections. Per comments received on the traffic analysis included in the Draft EIR and the additional traffic analysis conducted to respond to the comments, **Table IV.P-9** is revised as follows:

TABLE IV.P-9: EXISTING AND SCENARIO 1 PEAK HOUR LOS COMPARISON FOR SIGNALIZED INTERSECTIONS

Intersection			AM Peak Hour				PM Peak Hour			
			Existing		Scenario 1 /a/		Existing		Scenario 1 /a/	
	Description	Juris-diction	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
1	Alameda St (W)/ Firestone Blvd	LA County	C	0.757	D	~~0.824~~ 0.825	D	0.819	**E**	**~~0.919~~ 0.920**
2	Alameda St (W)/ 92nd St	LA County	C	0.726	C	~~0.761~~ 0.762	B	0.698	C	~~0.741~~ 0.742
3	Alameda St (W)/Tweedy Blvd	LA City /b/	D	0.881	**E**	**~~0.929~~ 0.932**	E	0.901	**E**	**0.957**
4	Alameda St (W)/103rd St	LA City/ Lynwood	B	0.648	B	~~0.684~~ 0.695	C	0.747	~~C~~ D	~~0.797~~ 0.810
5	Alameda St (W)/ Century Blvd/ MLK	Lynwood	B	0.685	C	~~0.723~~ 0.729	B	0.641	B	~~0.681~~ 0.696
6	Alameda St (W)/Imperial Hwy	LA County/ Lynwood	E	0.917	**E**	**~~0.969~~ 0.995**	~~C~~ D	0.786	~~D~~	~~0.826~~ 0.843
7	Grape St/103rd St	LA City	A	0.398	A	0.422	A	0.353	A	0.380
8	Wilmington Ave/103rd St	LA City	A	0.307	A	~~0.328~~ 0.323	A	0.306	A	~~0.331~~ 0.338
9	Wilmington Ave/Santa Ana Blvd	LA City	A	0.289	A	~~0.306~~ 0.328	A	0.347	A	~~0.367~~ 0.385
10	Wilmington Ave/108th St	LA City	A	0.410	A	~~0.454~~ 0.475	A	0.414	A	~~0.449~~ 0.470
11	Wilmington Ave/111th St	LA City	A	0.391	A	0.412	A	0.409	A	0.431
12	Wilmington Ave/I-105 EB Ramps	LA City/ County	D	0.838	~~D~~ **F**	**~~0.878~~ 1.057**	A	0.586	~~B~~ D	~~0.629~~ 0.808
13	Wilmington Ave/120th St	LA County	A	0.561	A B	0.585 0.678	A	0.548	~~A~~ C	~~0.572~~ 0.772
14	I-105 WB Ramps/Imperial Hwy	LA City	D	0.818	~~D~~ **E**	**~~0.858~~ 0.926**	C	0.768	D	~~0.815~~ 0.861
15	Compton Ave/Century Blvd	LA City	A	0.258	A	0.275	A	0.306	A	0.331
16	Compton Ave/103rd St	LA City	A	0.327	A	~~0.346~~ 0.350	A	0.400	A	~~0.422~~ 0.431
17	Compton Ave/108th St	LA City	A	0.588	B	0.664	A	0.459	A	0.493
18	Compton Ave/120th St	LA County	A	0.464	A	0.484	A	0.356	A	0.372
19	Central Ave/92nd St	LA City	A	0.442	A	0.466	A	0.475	A	0.500
20	Central Ave/Century Blvd	LA City	B	0.638	B	~~0.670~~ 0.672	B	0.629	B	~~0.664~~ 0.668
21	Central Ave/103rd St	LA City	A	0.529	A	~~0.556~~ 0.558	A	0.565	A	~~0.594~~ 0.598
22	Central Ave/108th St (N)	LA City	A	0.421	A	0.443	A	0.473	A	0.498
23	Central Ave/108th St (S)	LA City	A	0.431	A	0.453	A	0.479	A	0.504
24	Central Ave/120th St	LA City	A	0.445	A	~~0.468~~ 0.553	A	0.481	~~A~~ B	~~0.506~~ 0.619
25	McKinley Ave/Century Blvd	LA City	A	0.241	A	0.256	A	0.234	A	0.249
26	Avalon Blvd/Century Blvd	LA City	A	0.426	A	~~0.449~~ 0.452	A	0.515	A	~~0.542~~ 0.545
27	Avalon Blvd/92nd St	LA City	A	0.332	A	0.351	A	0.353	A	0.373

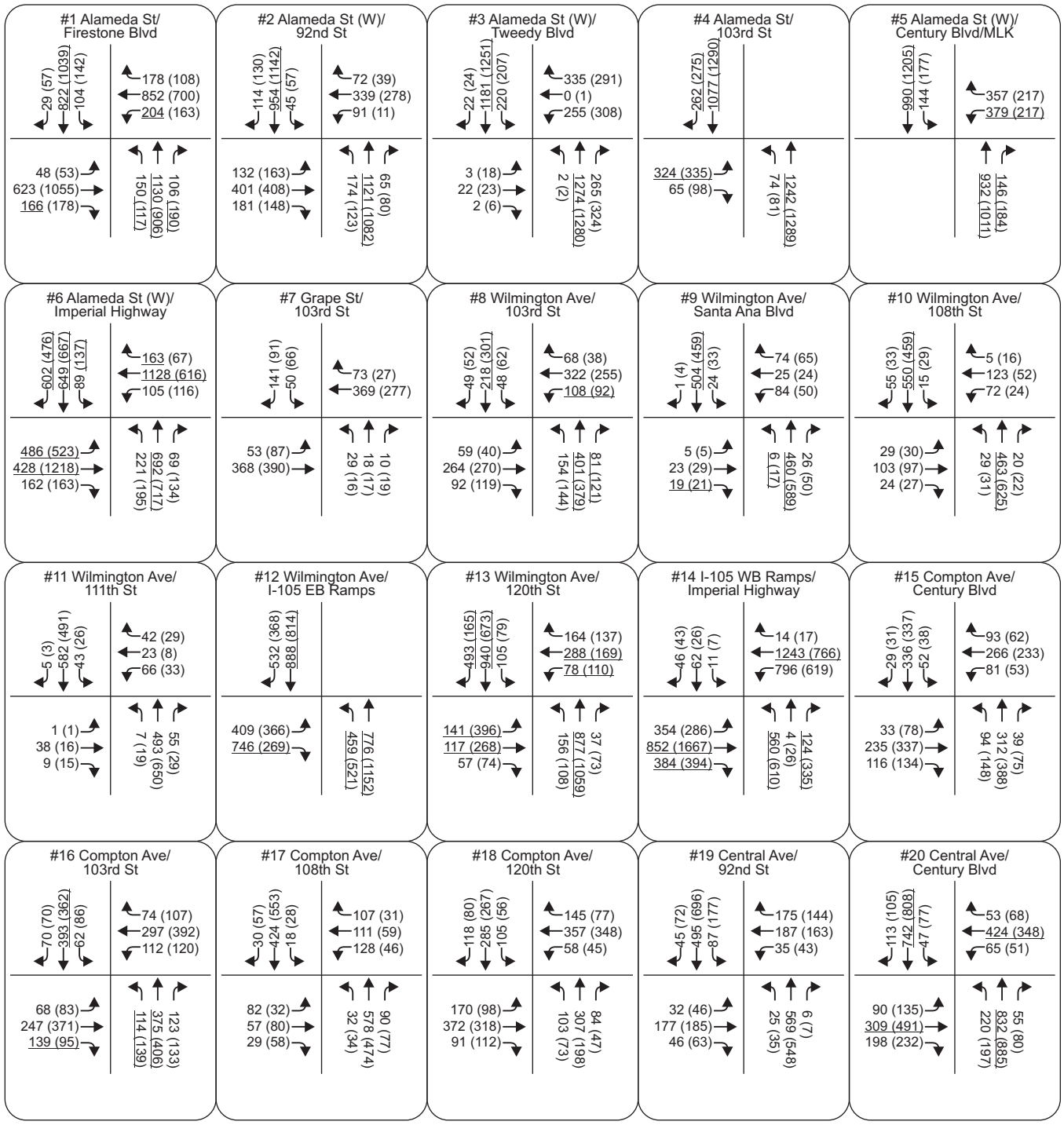
TABLE IV.P-9: EXISTING AND SCENARIO 1 PEAK HOUR LOS COMPARISON FOR SIGNALIZED INTERSECTIONS

Intersection			AM Peak Hour				PM Peak Hour			
			Existing		Scenario 1 /a/		Existing		Scenario 1 /a/	
Description		Juris-diction	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
28	Avalon Blvd/120th St	LA City	A	0.385	A	~~0.406~~ 0.423	A	0.436	A	~~0.459~~ 0.491
29	San Pedro St/Century Blvd	LA City	A	0.463	A	0.487	A	0.505	A	0.531
30	Main St/Century Blvd	LA City	A	0.491	A	0.516	A	0.499	A	0.525
31	Figueroa St/Century Blvd	LA City	B	0.671	C	0.704	A	0.518	A	0.544
32	I-110 NB On-Ramp/Century Blvd	LA City	A	0.353	A	0.372	A	0.284	A	0.300
33	I-110 SB Off-Ramp/Century Blvd	LA City	A	0.295	A	0.312	A	0.374	A	0.395
34	Long Beach Blvd/Century Blvd	South Gate/ Lynwood	C	0.738	C	~~0.769~~ 0.775	C	0.725	C	~~0.756~~ 0.758
35	Long Beach Blvd/Tweedy Blvd	South Gate/ Lynwood	C	0.703	C	0.734	B	0.664	B	0.694
37	Alameda St (E)/Tweedy Blvd /c/	LA City/South Gate	--	--	A	0.556	--	--	A	0.441

Note: Unsignalized intersections are analyzed separately; EB= Eastbound; WB: Westbound; NB=Northbound; SB=Southbound; E=East; W=West.
/a/ Scenario 1= Existing Plus Ambient Growth Plus Related Projects
/b/ Intersection will become partially or fully under the City of Los Angeles jurisdiction with annexation; no ATSAC credit is taken.
/c/ Since the initial analysis was performed, the City of South Gate has installed a traffic signal at intersection #37, Alameda Street (E) and Tweedy Boulevard.
SOURCE: Iteris, *Jordan Downs Specific Plan Traffic Impact Study*, June 2010 and *Jordan Downs - Response to Comments Memorandum*, February 2, 2011.

- Pages IV.P-23, Figure IV.P-6 Scenario 1 Peak Hour Volumes For Study Intersection Numbers 1 to 20. Per comments received on the traffic analysis included in the Draft EIR and the additional traffic analysis conducted to respond to the comments, **Figure IV.P-6** is revise to include peak hour traffic volumes from Related Project No. 10 Martin Luther King Jr. Medical Center Campus, No. 11 Scrap Metal Recycling Center, and No. 12 Scrap Metal & CRC Material Recycling Center. See revised **Figure IV.P-6**.

- Pages IV.P-24, Figure IV.P-7 Scenario 1 Peak Hour Volumes For Study Intersection Numbers 21 to 41. Per comments received on the traffic analysis included in the Draft EIR and the additional traffic analysis conducted to respond to the comments, **Figure IV.P-7** is revised to include peak hour traffic volumes from Related Project No. 10 Martin Luther King Jr. Medical Center Campus, No. 11 Scrap Metal Recycling Center, and No. 12 Scrap Metal & CRC Material Recycling Center. See revised **Figure IV.P-7**.



LEGEND:

XX(XX) AM (PM) Peak Hour Volumes

XX(XX) Revised AM (PM) Peak Hour Volumes

SOURCE: ITERIS, ~~2010~~ 2011.

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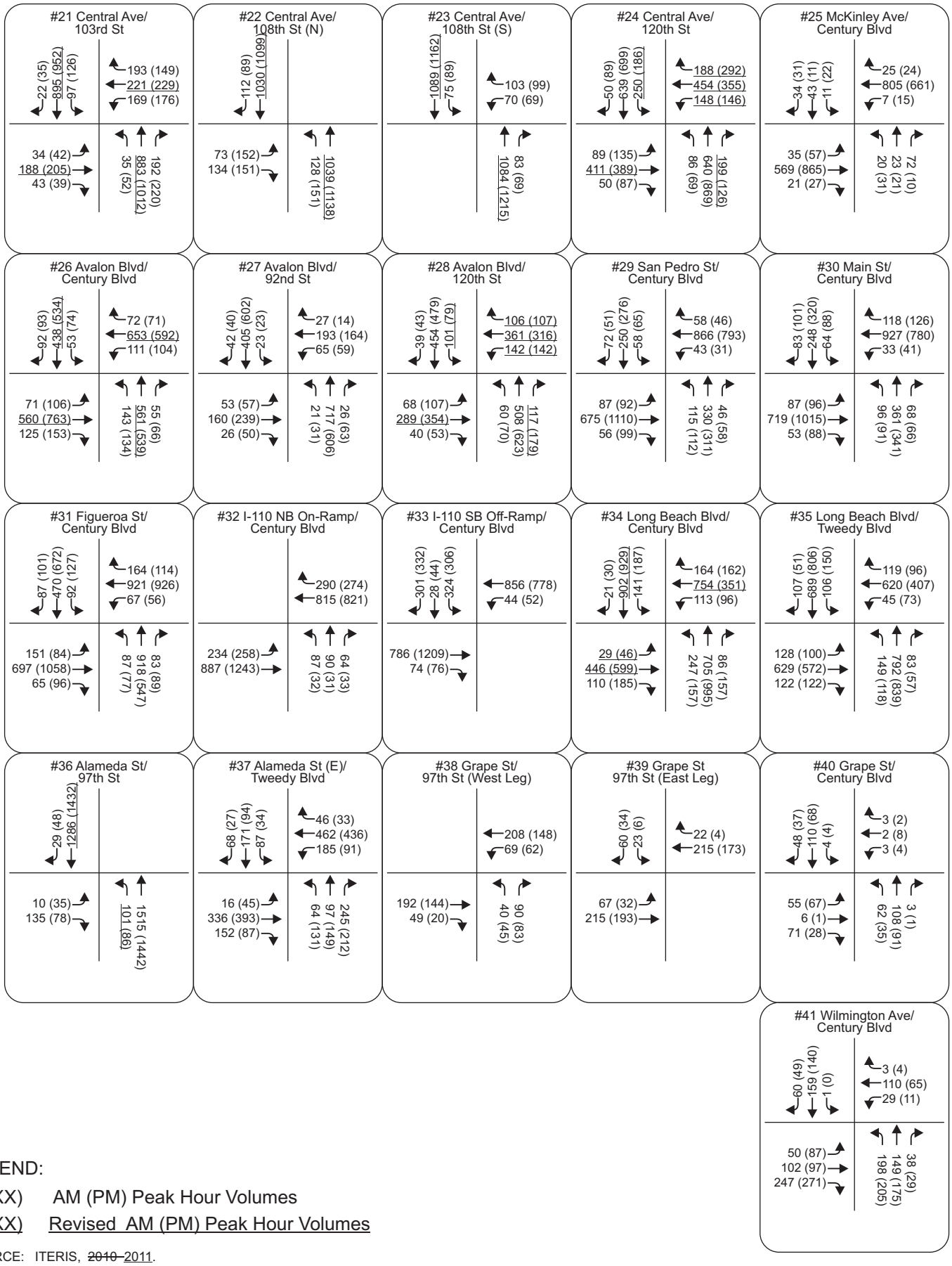
FIGURE IV.P-6

SCENARIO 1 PEAK HOUR VOLUMES FOR STUDY INTERSECTIONS NUMBERS 1 to 20



LEGEND:

XX(XX) AM (PM) Peak Hour Volumes

XX(XX) Revised AM (PM) Peak Hour Volumes

SOURCE: ITERIS, ~~2010~~ 2011.

taha 2008-079

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FIGURE IV.P-7

SCENARIO 1 PEAK HOUR VOLUMES FOR STUDY INTERSECTIONS NUMBERS 21 TO 41

- Page IV.P-25, 2nd paragraph. Per comments received on the traffic analysis included in the Draft EIR and the additional traffic analysis conducted to respond to the comments, the following paragraph is revised as follows:

  Level of service analyses under Scenario 2 were performed for both AM and PM peak hours for signalized intersections using the CMA methodology and are summarized in **Table IV.P-10**. The following study intersections are projected to experience significant project-related traffic impacts during the AM and/or PM peak hours:

  - #1 Alameda Street (W) and Firestone Boulevard (County of Los Angeles, PM peak hour)
  - #5 Alameda Street (W) and Century Boulevard/Martin Luther King Jr. Boulevard (City of Lynwood, AM and PM peak hours)
  - <u>#12 Wilmington Avenue and I-105 EB Ramps (AM and PM peak hours)</u>
  - #20 Central Avenue and Century Boulevard (City of Los Angeles, AM and PM peak hours)
  - #35 Long Beach Boulevard and Tweedy Boulevard (Cities of South Gate and Lynwood, AM and PM peak hours)

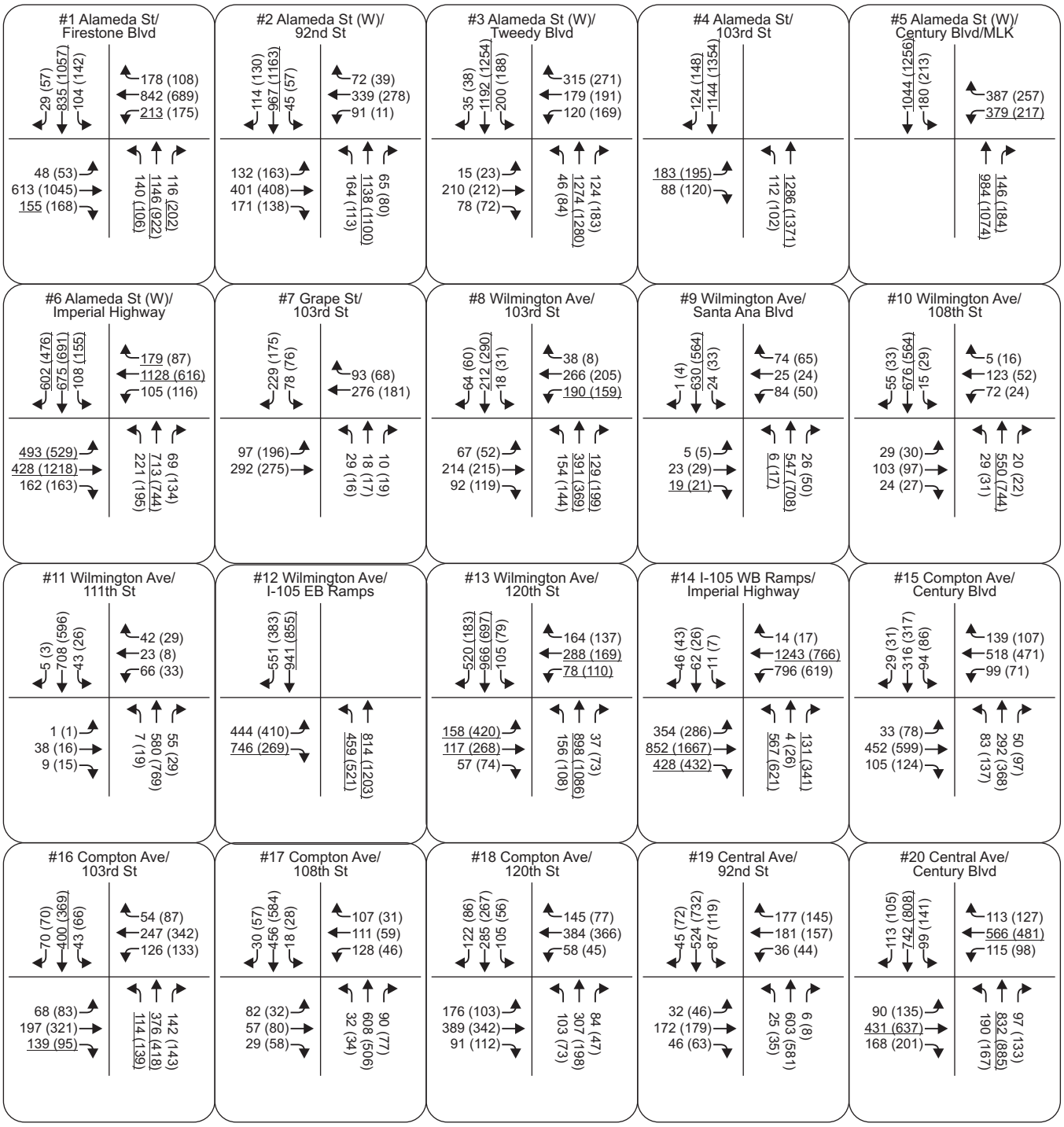
- Page IV.P-25, Unsignalized intersection Analysis. Per comments received on the traffic analysis included in the Draft EIR and the additional traffic analysis conducted to respond to the comments, the following paragraph is revised as follows:

  Unsignalized intersections operating conditions were evaluated using the Highway Capacity Methodology (HCM 2000). For the study intersections, the overall intersection delay is measured pursuant to procedures accepted by LADOT during the scoping process. If, based on the estimated delay, the resultant LOS "E" or "F" in Scenario 2, then the intersection should be evaluated for the potential installation of a new traffic signal. Unsignalized intersections were evaluated to determine the need for the installation of a traffic signal or other specific control device, but are not included in the impact analysis. As shown in **Table IV.P-11**, the results of the unsignalized intersection analysis indicate that ~~three~~ <u>two</u> of the ~~six~~ <u>five</u> unsignalized study intersections are projected to operate at unacceptable LOS F during both the AM and PM peak hours under Scenario 2. ~~Intersection #37, located in the City of South Gate, has already been identified for signalization under the City of South Gate Capital Improvement Plan.~~ Therefore, impacts to Intersections #36 and #41 would be significant without mitigation, but impacts to Intersection #37 would be less-than-significant.

- Page IV.P-27, Figure IV.P-9 Scenario 2 Peak Hour Volumes For Study Intersection Numbers 1 to 20. Per comments received on the traffic analysis included in the Draft EIR and the additional traffic analysis conducted to respond to the comments, **Figure IV.P-9** is revised to include peak hour traffic volumes from Related Project No. 10 Martin Luther King Jr. Medical Center Campus, No. 11 Scrap Metal Recycling Center, and No. 12 Scrap Metal & CRC Material Recycling Center. See revised **Figure IV.P-9**.

- Page IV.P-28, Figure IV.P-10 Scenario 2 Peak Hour Volumes For Study Intersection Numbers 21 to 41. Per comments received on the traffic analysis included in the Draft EIR and the additional traffic analysis conducted to respond to the comments, **Figure IV.P-10** is revised to include peak hour traffic volumes from Related Project No. 10 Martin Luther King Jr. Medical Center Campus, No. 11 Scrap Metal Recycling Center, and No. 12 Scrap Metal & CRC Material Recycling Center. See revised **Figure IV.P-10**.

- Page IV.P-29, Table IV.P-10: Scenario 1 and Scenario 2 Peak Hour LOS Comparison For Signalized Intersections. Per comments received on the traffic analysis included in the Draft EIR and the additional traffic analysis conducted to respond to the comments, **Table IV.P-10** is revised as follows:

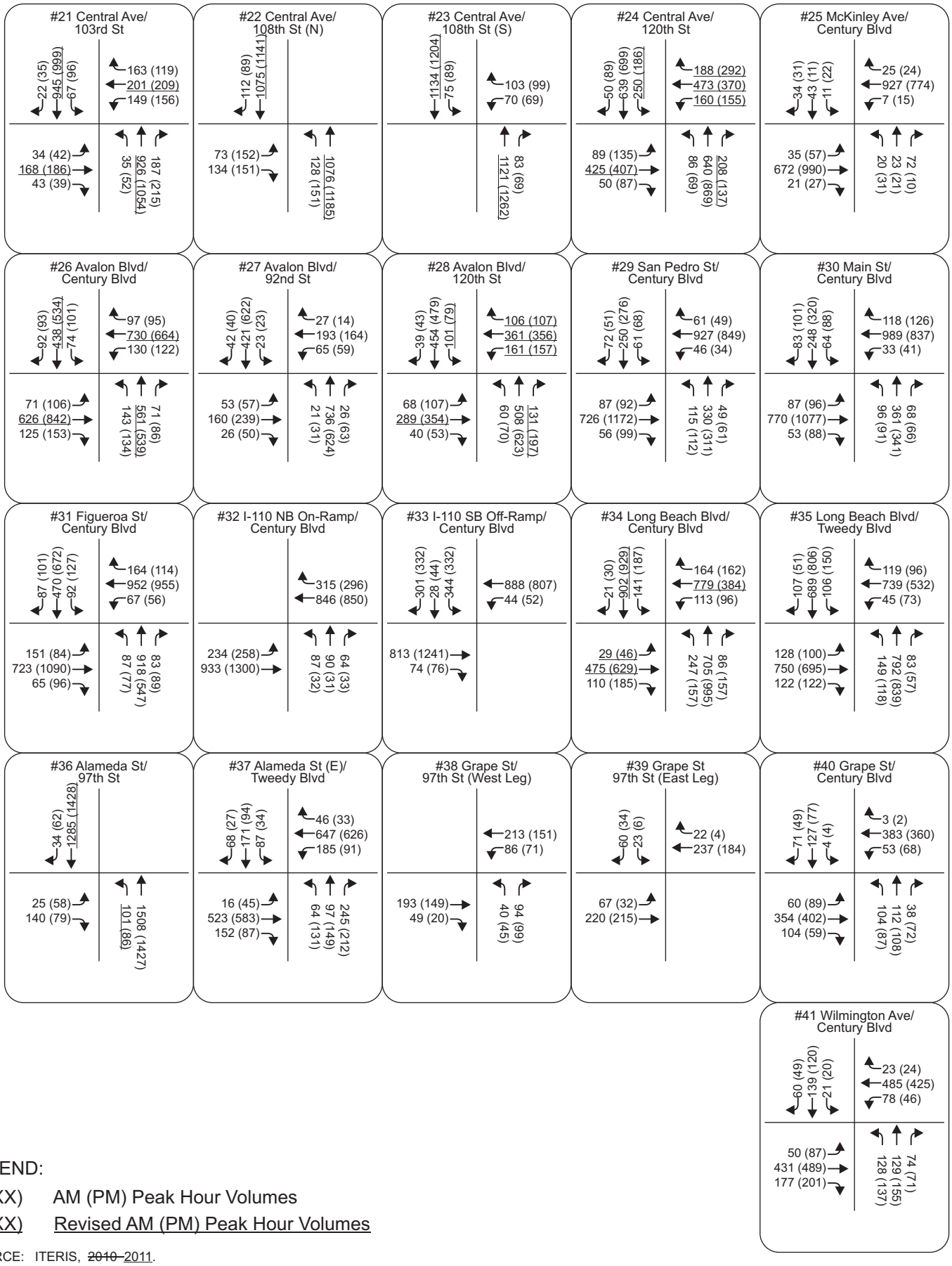


LEGEND:

XX(XX) AM (PM) Peak Hour Volumes

XX(XX) Revised AM (PM) Peak Hour Volumes

SOURCE: ITERIS, ~~2010~~ 2011.



LEGEND:

XX(XX) AM (PM) Peak Hour Volumes

XX(XX) Revised AM (PM) Peak Hour Volumes

SOURCE: ITERIS, ~~2010~~ 2011.

taha 2008-079

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FIGURE IV.P-10

SCENARIO 2 PEAK HOUR VOLUMES FOR STUDY INTERSECTIONS NUMBERS 21 TO 41

TABLE IV.P-10: SCENARIO 1 AND SCENARIO 2 PEAK HOUR LOS COMPARISON FOR SIGNALIZED INTERSECTIONS

Intersection			AM Peak Hour						PM Peak Hour					
			Scenario 1 /a/		Scenario 2 /b/		Change	Sig.	Scenario 1 /a/		Scenario 2 /b/		Change	Sig.
	Name	Jurisdiction	LOS	V/C	LOS	V/C	in V/C	Impact	LOS	V/C	LOS	V/C	in V/C	Impact
1	Alameda St (W)/Firestone Blvd	LA County	D	~~0.824~~ 0.825	D	~~0.835~~ 0.836	0.011	No	E	~~0.919~~ 0.920	E	~~0.932~~ 0.934	~~0.013~~ 0.014	**Yes**
2	Alameda St (W)/92nd Street	LA County	C	~~0.761~~ 0.762	C	~~0.756~~ 0.758	~~-0.005~~ -0.004	No	C	~~0.741~~ 0.742	C	~~0.741~~ 0.742	0.000	No
3	Alameda St (W)/ Tweedy Blvd /c/	City of LA	E	~~0.929~~ 0.932	C	~~0.761~~ 0.763	~~-0.168~~ -0.169	No	E	0.957	D	~~0.811~~ 0.812	~~-0.146~~ -0.145	No
4	Alameda St (W)/103rd St	Cities of LA & Lynwood	B	~~0.684~~ 0.695	B	~~0.604~~ 0.614	~~-0.080~~ -0.081	No	~~C~~ D	~~0.797~~ 0.810	C	~~0.707~~ 0.720	-0.090	No
5	Alameda St (W)/Century Blvd/MLK	Lynwood	C	~~0.723~~ 0.729	C	~~0.788~~ 0.794	0.065	**Yes**	B	~~0.681~~ 0.696	C	~~0.756~~ 0.771	0.075	**Yes**
6	Alameda St (W)/Imperial Hwy	LA County & Lynwood	E	~~0.969~~ 0.995	E	~~0.972~~ 0.997	~~0.003~~ 0.002	No	D	~~0.826~~ 0.843	D	~~0.843~~ 0.850	~~0.017~~ 0.007	No
7	Grape St/103rd St	City of LA	A	0.422	A	0.483	0.061	No	A	0.380	A	0.442	0.062	No
8	Wilmington Ave/103rd St	City of LA	A	~~0.328~~ 0.323	A	~~0.330~~ 0.343	~~0.002~~ 0.020	No	A	~~0.331~~ 0.338	A	~~0.335~~ 0.342	0.004	No
9	Wilmington Ave/Santa Ana Blvd	City of LA	A	~~0.306~~ 0.328	A	~~0.390~~ 0.412	0.084	No	A	~~0.367~~ 0.385	A	~~0.446~~ 0.465	~~0.079~~ 0.080	No
10	Wilmington Ave/108th St	City of LA	A	~~0.454~~ 0.475	A	~~0.538~~ 0.559	0.084	No	A	~~0.449~~ 0.470	A	~~0.528~~ 0.549	0.079	No
11	Wilmington Ave/111th St	City of LA	A	0.412	A	0.496	0.084	No	A	0.431	A	0.510	0.079	No
12	Wilmington Ave/I-105 EB Ramps	LA City & County	~~D~~ F	~~0.878~~ 1.057	~~D~~ F	0.897 1.076	0.019	~~No~~ **Yes**	~~B~~ D	~~0.629~~ 0.808	~~B~~ D	~~0.674~~ 0.853	0.045	~~No~~ **Yes**
13	Wilmington Ave/120th St	LA County	~~A~~ B	~~0.585~~ 0.678	~~B~~ C	~~0.605~~ 0.707	~~0.020~~ 0.029	No	~~A~~ C	~~0.572~~ 0.772	~~A~~ C	~~0.597~~ 0.797	~~0.025~~ 0.025	No
14	I-105 WB Ramps/Imperial Hwy	LA City & County	~~D~~ E	~~0.858~~ 0.926	~~D~~ E	~~0.861~~ 0.929	0.003	No	D	~~0.815~~ 0.861	D	~~0.819~~ 0.865	0.004	No
15	Compton Ave/Century Blvd	City of LA	A	0.275	A	0.374	0.099	No	A	0.331	A	0.450	0.119	No
16	Compton Ave/103rd St	City of LA	A	~~0.346~~ 0.350	A	~~0.315~~ 0.319	-0.031	No	A	~~0.422~~ 0.431	A	~~0.391~~ 0.400	-0.031	No
17	Compton Ave/108th St	City of LA	B	0.664	B	0.684	0.020	No	A	0.493	A	0.513	0.020	No
18	Compton Ave/120th St	LA County	A	0.484	A	0.498	0.014	No	A	0.372	A	0.383	0.011	No
19	Central Ave/92nd St	City of LA	A	0.466	A	0.471	0.005	No	A	0.500	A	0.506	0.006	No
20	Central Ave/Century Blvd	City of LA	~~A~~ B	~~0.670~~ 0.672	C	~~0.784~~ 0.787	~~0.114~~ 0.115	**Yes**	B	~~0.664~~ 0.668	C	~~0.779~~ 0.784	~~0.115~~ 0.116	**Yes**
21	Central Ave/103rd St	City of LA	A	~~0.556~~ 0.558	A	~~0.517~~ 0.519	-0.039	No	A	~~0.594~~ 0.598	A	~~0.557~~ 0.562	~~-0.037~~ -0.036	No

TABLE IV.P-10: SCENARIO 1 AND SCENARIO 2 PEAK HOUR LOS COMPARISON FOR SIGNALIZED INTERSECTIONS

Intersection			AM Peak Hour						PM Peak Hour					
	Name	Jurisdiction	Scenario 1 /a/		Scenario 2 /b/		Change	Sig.	Scenario 1 /a/		Scenario 2 /b/		Change	Sig.
22	Central Ave/108th St (N)	City of LA	A	~~0.443~~ 0.443	A	~~0.459~~ 0.459	0.016	No	A	0.498	A	0.512	0.014	No
23	Central Ave/108th St (S)	City of LA	A	0.453	A	0.466	0.013	No	A	0.504	A	0.521	0.017	No
24	Central Ave/120th St	City of LA	A	~~0.468~~ 0.553	A	~~0.475~~ 0.560	0.007	No	~~A~~ B	~~0.506~~ 0.619	~~A~~ B	~~0.511~~ 0.624	0.005	No
25	McKinley Ave/Century Blvd	City of LA	A	0.256	A	0.297	0.041	No	A	0.249	A	0.291	0.042	No
26	Avalon Blvd/Century Blvd	City of LA	A	~~0.449~~ 0.452	A	~~0.481~~ 0.485	~~0.032~~ 0.033	No	A	~~0.542~~ 0.545	A	~~0.583~~ 0.586	0.041	No
27	Avalon Blvd/92nd St	City of LA	A	0.351	A	0.357	0.006	No	A	0.373	A	0.379	0.006	No
28	Avalon Blvd/120th St	City of LA	A	~~0.406~~ 0.423	A	~~0.406~~ 0.436	~~0.000~~ 0.013	No	A	~~0.459~~ 0.491	A	~~0.469~~ 0.501	0.010	No
29	San Pedro St/Century Blvd	City of LA	A	0.487	A	0.510	0.023	No	A	0.531	A	0.557	0.026	No
30	Main St/Century Blvd	City of LA	A	0.516	A	0.537	0.021	No	A	0.525	A	0.546	0.021	No
31	Figueroa St/Century Blvd	City of LA	C	0.704	C	0.711	0.007	No	A	0.544	A	0.552	0.008	No
32	I-110 NB On-Ramp/Century Blvd	City of LA	A	0.372	A	0.385	0.013	No	A	0.300	A	0.312	0.012	No
33	I-110 SB Off-Ramp/Century Blvd	City of LA	A	0.312	A	0.319	0.007	No	A	0.395	A	0.400	0.005	No
34	Long Beach Blvd/Century Blvd	South Gate/Lynwood	C	~~0.769~~ 0.775	C	~~0.778~~ 0.784	0.009	No	C	~~0.756~~ 0.758	C	~~0.766~~ 0.768	0.010	No
35	Long Beach Blvd/Tweedy Blvd	South Gate/Lynwood	C	0.734	C	0.775	0.041	**Yes**	B	0.694	C	0.738	~~0.44~~ 0.044	**Yes**
37	Alameda St (E)/Tweedy Blvd /c/	LA City/South Gate	A	0.556	B	0.629	0.073	No	A	0.441	A	0.535	0.094	No

Note: Unsignalized intersections are analyzed separately;/a/ Scenario 1: Existing Plus Ambient Growth Plus Related Projects; /b/ Scenario 2: Existing Plus Ambient Growth Plus Related Projects Plus Proposed Project; /c/ Intersection will become partially or fully under the City of Los Angeles jurisdiction with annexation, no ATSAC credit is taken
/c/ Since the initial analysis was performed, the City of South Gate has installed a traffic signal at intersection #37, Alameda Street (E) and Tweedy Boulevard.
SOURCE: Iteris, Jordan Downs Specific Plan Traffic Impact Study, June 2010 and *Jordan Downs - Response to Comments Memorandum*, February 2, 2011.

- Page IV.P-30, Table IV.P-11: Scenario 2 Peak Hour LOS/Signal Warrant For Unsignalized Intersection (City of Los Angeles Guidelines). Per comments received on the traffic analysis included in the Draft EIR and the additional traffic analysis conducted to respond to the comments, **Table IV.P-11** is revised as follows:

TABLE IV.P-11: SCENARIO 2 PEAK HOUR LOS/SIGNAL WARRANT FOR UNSIGNALIZED INTERSECTION (CITY OF LOS ANGELES GUIDELINES)

Intersection			Scenario 2 /a/				Signal Warrants Met?	
			AM Peak Hour		PM Peak Hour			
	Description	Jurisdiction	LOS	Delay/ Vehicle	LOS	Delay/ Vehicle	AM Peak Hour	PM Peak Hour
36	Alameda St (W)/97th St	City of LA/LA County	F	181.8	F	780.5	**Yes**	**Yes**
~~37~~	~~Alameda St (E)/Tweedy Blvd~~	~~City of South Gate~~	~~F~~	~~Exceed~~	~~F~~	~~Exceed~~	~~**Yes**~~	~~**Yes**~~
38	Grape St/97th St (W)	City of LA	B	11.9	B	11	No	No
39	Grape St 97th St (E)	City of LA	B	11.3	A	9.8	No	No
40	Grape St/Century Blvd	City of LA	D	32.1	D	30.6	No	No
41	Wilmington Ave/Century Blvd	City of LA	F	81.4	F	63.6	**Yes**	**Yes**

/a/ Scenario 2: Existing Plus Ambient Growth Plus Related Projects Plus Proposed Project
SOURCE: Iteris, *Jordan Downs Specific Plan Traffic Impact Study*, June 2010 and *Jordan Downs - Response to Comments Memorandum*, February 2, 2011.

- Page IV.P-32, 4th paragraph, 2nd sentence. As the design of Century Boulevard has not been finalized, the following sentence is revised as follows:

  At ~~64 feet~~ two to four lanes wide, the Century Boulevard extension street right-of-way would be wide enough to accommodate buses, and most of its length would have on-street parking along both sides.

- Page IV.P-34, Mitigation Measures, Signalized Intersections. Per comments received on the traffic analysis included in the Draft EIR and the additional traffic analysis conducted to respond to the comments, the following mitigation measure is added:

  The project-related significant traffic impact identified at Intersection #12 Wilmington Avenue and I-105 EB Ramps would be reduced to a less-than-significant level with implementation of the following mitigation measure:

  TT1 An additional northbound left turn lane shall be provided by restriping the existing painted roadway median to convert the Wilmington Avenue and I-105 EB Ramps intersection into a second northbound left turn lane. Minor signal modifications may be required to align the northbound left turn signal head.

- Page IV.P-35, Unsignalized Intersections. Per comments received on the traffic analysis included in the Draft EIR and the additional traffic analysis conducted to respond to the comments, the following mitigation measure is revised as follows:

  ~~Two of the three unsignalized intersections that would have significant project-related traffic impacts are located within the City of Los Angeles. For these intersections, the following mitigation measure applies:~~ The following mitigation measure applies the two intersections located within the City of Los Angeles that would have significant project-related traffic impacts:

  ~~**TT1**~~**TT2** The Applicant shall, under guidance from ~~work with~~ LADOT, ~~to~~ design and construct ~~implement~~ signalization at the following intersections:
  - Intersection #36– Alameda Street (W)/97th Street
  - Intersection #41 – Wilmington Avenue/Century Boulevard

~~Intersection #37 Alameda Street (E)/Tweedy Boulevard is located in the City of South Gate. Under the City of South Gate Capital Improvement Program, this intersection has been identified for signalization. Therefore, no mitigation is required.~~

- Page IV.P-36, Signalized Intersections. Per comments received on the traffic analysis included in the Draft EIR and the additional traffic analysis conducted to respond to the comments, the following is added:

  The project-related significant traffic impact identified at Intersection #12 Wilmington Avenue and I-105 EB Ramps would be less than significant with the implementation of Mitigation Measure **TT1**.

- Page IV.P-36, Unsignalized Intersections. Per comments received on the traffic analysis included in the Draft EIR and the additional traffic analysis conducted to respond to the comments, the following paragraphs are revised as follows:

  Project-level and cumulative impacts related to traffic and transportation at the two unsignalized intersections located in the City of Los Angeles would be less than significant with implementation of Mitigation Measure ~~**TT1**~~ **TT2**.

  Intersection #37 Alameda Street (E)/Tweedy Boulevard has been identified for signalization under the City of South Gate Capital Improvement Program. Impacts would remain less-than-significant.

  Implementation of Mitigation Measure ~~**TT2**~~ **TT3** would promote transit use and help reduce impacts to intersection LOS. However, unavoidable significant impacts would remain.

UTILITIES AND SERVICE SYSTEMS

- Page IV.Q-22, 1st paragraph. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following paragraph is revised as follows:

  The geographic context for the cumulative analysis on stormwater and drainage is the Compton Creek Watershed. All ~~nine~~ 12 related projects identified in Section III Environmental Setting of this Draft EIR, are within the Compton Creek Watershed. The ~~nine~~ 12 related projects are within a highly urbanized area of Los Angeles County. Development of the ~~nine~~ 12 related projects is not anticipated to substantially increase the amount of impervious surfaces within the Compton Creek Watershed and, thus, is not anticipated to increase the surface water runoff into stormwater drainage facilities operated and maintained by LACFCD and the municipalities the related projects are within. In addition, the related projects would employ construction and operational design measures to reduce the amount of stormwater runoff into existing stormwater collection and conveyance facilities. The proposed project and the ~~nine~~ 12 related projects are required to prepare a SWPPP and Erosion Plan prior to construction. Implementation of SWPPPs and Erosion Plans would minimize stormwater flows during construction. In addition, the proposed project and the ~~nine~~ 12 related projects would be required to prepare and implement SUSMPs which would have detention and infiltration BMPs. Implementation of detention and/or infiltration BMPs by the proposed project and the ~~nine~~ 12 related projects would reduce volume of stormwater runoff from the project sites into the local and LACFCD-maintained stormwater collection and conveyance facilities. Therefore, impacts related to stormwater and drainage would not be cumulatively considerable.

- Page IV.Q-22, last paragraph. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following paragraph is revised as follows:

  The geographic context for the cumulative analysis on water supply and conveyance infrastructure is the service area of the LADWP. Of the ~~nine~~ 12 related projects, only two are within the service area of the LADWP: the Wattstar Theatre and Education Center, and the Public High School. **Table IV.Q-10** shows the water usage of the proposed project and related projects within the LADWP service area.

- Page IV.Q-23, last paragraph. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following paragraph is revised as follows:

  The geographic context for the cumulative analysis of wastewater treatment and conveyance infrastructure is the service area of the LACSD. The proposed project and the ~~nine~~ 12 related projects are within the service area of the LACSD. ~~Seven~~ Nine related projects are within the unincorporated parts of the County of Los Angeles and the cities of Lynwood and South Gate. The Wattstar Theater and Education Center are within the service area of CLARSS. Wastewater generated by the proposed project and the related projects in the County of Los Angeles and the cities of Los Angeles, Lynwood, and South Gate would be treated by the JWPCP. **Table IV.Q-11** lists the estimated wastewater generated by the proposed project and related projects.

TABLE IV.Q-11: ESTIMATED WASTEWATER GENERATION OF THE PROPOSED PROJECT AND ~~NINE~~ TWELVE RELATED PROJECTS

Related Project	Units	Wastewater Generation Factor (gpd/unit)	Wastewater Generation (gpd)
Wattstar Movie Theatre – City of Los Angeles /a/	1,040 Seats	4	4,160
Wattstar -- Education Center	12,000 Square feet	0.150	1,800
Public High School	500 Students	12	6,000
Shopping Center	600,000 Square feet	0.325	195,000
Shopping Center	50,000 Square feet	0.325	16,250
Mixed Use Development			
Retail Center	18,090 Square Feet	0.325	5,879
Townhouses	47 Dwelling units	195	9,165
East Los Angeles College Firestone Campus	12,000 Students	20	240,000
LAUSD Elementary School No. 9	650 Students	20	13,000
Single-Family Housing	120 Dwelling units	260	31,200
Single-Family Housing	30 Dwelling units	260	7,800
Martin Luther King Jr. Medical Center Campus			
Hospital	1,291,000 Square Feet	0.325	419,575
Medical Office	300,000 Square Feet.	0.150	45,000
Single-Family Residential	100 Dwelling units	260	26,000
Retail	80,000 Square Feet	0.325	26,000
Recycling Center	33,395 Square Feet	0.150	5,009
Recycling Center	41,857 Square Feet	0.150	6,279
Total Estimated Wastewater Generation of Related Projects			~~530,254~~ 1,058,117
Net Wastewater Generated by Proposed Project			43,455
Total Wastewater Generated by the Proposed and Related Projects			~~573,709~~ 1,101,572

/a/ Assuming that there are 20 square feet of space per seat.
SOURCE: Sanitation Districts of Los Angeles County and TAHA, 2010.

- Page IV.Q-24, 1st paragraph, 1st and 2nd sentences. Per comments received on the Draft EIR, three additional related projects have been identified. Therefore, the following paragraph is revised as follows:

  As shown in **Table IV.Q-11**, the proposed project and related project would produce approximately ~~573,709~~ 1.1 million gpd of wastewater. Wastewater generated by the proposed and related projects would reduce the remaining capacity of the JWPCP by ~~0.5~~ one percent.

ALTERNATIVES

- Page V-4, 5th paragraph. Per information included in the Specific Plan related to the existing industrial uses, the following paragraph is revised as follows:

  Alternative 4 –Industrial Zone Alternative. The Industrial Zone Alternative (Alternative 4) would be similar to the proposed project with the exception that the privately-owned parcels along Alameda Street would be zoned M2 (Light Industrial) upon annexation to the City of Los Angeles (**Figure V-3**). The M2 zoning designation would allow the existing industrial uses to continue operating ~~without becoming a legal non-conforming~~ as industrial uses. Under Alternative 4 commercial uses would not be developed on these properties. However, the same amount of residential and community facilities as the proposed project would be developed under Alternative 4.

- Page V-22, 3rd paragraph. Per information included in the Specific Plan related to the existing industrial uses, the following paragraph is revised as follows:

  Under Alternative 4, the total amount of residential and community facility development would be the same as under the proposed project. However, the privately-owned properties currently located within unincorporated areas of Los Angeles County would be zoned M2 (Light Industrial) upon annexation to the City of Los Angeles instead of CM (Commercial Manufacturing), which is what the Project proposes. The M2 zoning designation would allow the existing industrial uses to continue operating ~~without becoming a legal non-conforming~~ as industrial uses. Under Alternative 4 commercial uses would not be developed on these properties. Alternative 4 would have the same impacts as the proposed project for the topics shown in **Table V-9**. Refer to the appropriate section for a comprehensive discussion of impacts to that particular topic.