APPENDIX A: BUILDING TYPOLOGIES AND DESIGN GUIDELINES

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APPENDIX A1: BUILDING TYPOLOGIES AND DESIGN GUIDELINES

BUILDING TYPOLOGIES.

The following building typologies and design standards are intended to create clear and predictable design and development of the buildings that will comprise Jordan Downs, consistent with the vision created by the Master Plan. Refer to Map 5 and Table 2 for block assignments. One or more of the typologies provided herein shall be used in various combinations for each residential block. Each of the following typologies may be used within their respective zone, but must adhere to their respective height district. The typologies are not assigned to any particular zone or subarea, thereby creating flexibility due to market demand, sub-developers preference, or any other variables that can occur during a build out that will occur over many years. The accompanying typology diagrams communicate design elements that are priorities, while remaining silent on other elements to deliberately foster creativity and design flexibility. The building typologies described in this Section are illustrative, and additional building typologies may be permitted provided the Director of Planning finds that such additional building typologies are consistent with the purpose and intent of this Specific Plan.

MAP 5: BUILDING TYPOLOGIES BY BLOCK
JORDAN DOWNS URBAN VILLAGE SPECIFIC PLAN

TABLE 2: BUILDING TYPOLOGIES BY BLOCK
JORDAN DOWNS URBAN VILLAGE SPECIFIC PLAN

Block Numbers	Proposed Area Under Amendment	Proposed Building Typologies
1	8.21	Commercial Site
2	1.26	Commercial Site
3	0.62	Townhouses, Stacked Flats, Mid-rise Stacked Flats, Mixed Use
4	0.54	Townhouses, Stacked Flats, Mid-rise Stacked Flats, Mixed Use
4A	0.86	Townhouses, Stacked Flats, Mid-rise Stacked Flats, Mixed Use
5	1.70	Townhouses, Stacked Flats, Mid-rise Stacked Flats, Mixed Use
6	1.92	Townhouses, **Stacked Flats**, Mid-rise Stacked Flats, Mixed Use
7	0.42	**Open Space**
7A	0.22	**Townhouses, Stacked Flats**
7B	0.23	**Townhouses, Stacked Flats**
8A	0.33	**Townhouses, Stacked Flats, Mid-rise Stacked Flats, Mixed Use**
8B	2.48	Courtyard Houses, Townhouses, **Stacked Flats**
8C	0.71	Open Space
8D	0.72	Courtyard Houses, Townhouses, **Stacked Flats**
9A	0.31	Courtyard Houses, Townhouses, Stacked Flats, Mid-rise Stacked Flats, Mixed Use
9B	0.75	Courtyard Houses, Townhouses, Stacked Flats, **Mid-rise Stacked Flats**
9C	1.93	Courtyard Houses, Townhouses, **Stacked Flats**
9D	0.61	Courtyard Houses, Townhouses, Stacked Flats
9E	1.12	Open Space
9F	0.35	Courtyard Houses, Townhouses, **Stacked Flats**
10A	1.42	**Community Center, Gymnasium**
10B	4.83	Open Space
11	1.00	**Townhouses, Stacked Flats,** Mid-rise Stacked Flats, Mixed-use
12	0.48	**Townhouses, Stacked Flats**, Mid-rise Stacked Flats, Mixed-use
13	1.45	Townhouses, Stacked Flats, **Mid-rise Stacked Flats**
14	0.48	Courtyard Houses, Townhouses, **Stacked Flats**
14A	0.21	Courtyard Houses, Townhouses, **Stacked Flats**
15	0.77	Courtyard Houses, Townhouses, Stacked Flats, Mixed-use
15A	0.33	Courtyard Houses, Townhouses, Stacked Flats, Mixed-use
16	1.03	Stacked Flats, **Mid-rise Stacked Flats**, Mixed Use
17	1.03	Stacked Flats, **Mid-rise Stacked Flats**, Mixed Use
18A	0.19	Townhouses, Stacked Flats
18B	2.55	Mudtown Farms Agricultural Education and Demonstration Center
18C	0.08	Courtyard Houses, Townhouses,
19A	0.71	**Townhouses**, Stacked Flats, **Mid-rise Stacked Flats**, Mixed-use
19B	2.05	Courtyard Houses, Townhouses, **Stacked Flats**
19C	0.47	Courtyard Houses, Townhouses, **Stacked Flats**
19D	0.49	**Open Space**
20	1.75	Courtyard Houses, Townhouses, **Stacked Flats**
20A	1.12	Courtyard Houses, Townhouses, **Stacked Flats**
20B	0.49	**Open Space**
21	1.66	Townhouses, Stacked Flats, Mixed-use
21A	0.22	Townhouses, Stacked Flats, Mixed-use
22	0.80	Open Space
23	3.34	Courtyard Houses, Townhouses, Stacked Flats~~, Mid-rise Stacked Flats~~, Mixed-use
23A	0.77	Courtyard Houses, Townhouses, Stacked Flats~~, Mid-rise Stacked Flats~~, Mixed-use
23B	0.49	**Open Space**
24	1.02	Courtyard Houses, Townhouses, Stacked Flats~~, Mid-rise Stacked Flats~~, Mixed-use
24A	0.26	Courtyard Houses, Townhouses, Stacked Flats~~, Mid-rise Stacked Flats~~, Mixed-use
30A	17.26	Maintain existing use *
30B	0.77	Community Use
30C	3.32	Maintain existing use *
31	3.26	Maintain existing use *
32	4.44	Maintain existing use *
ROW	28.82	Not Applicable
Alameda ROW	3.88	Not Applicable
TOTAL	**118.50**	

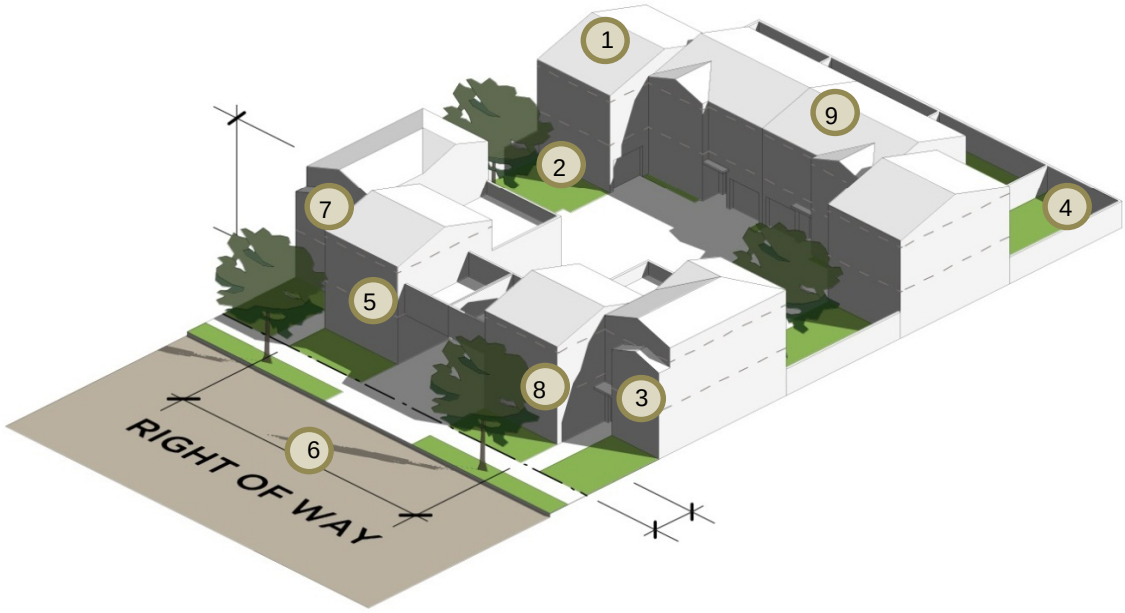
Public Open Space Provided	**9.35**

BUILDING TYPOLOGIES AND DESIGN GUIDELINES:

1. Courtyard Houses, with Open-to-the-Air Parking Court to Rear

Description: Courtyard houses are characterized by attached, 2- and 3-story townhouses positioned around a common private courtyard. Entry to units is from public streets and sidewalks. The courtyard is used as shared space and for access to private garages incorporated into each townhouse.

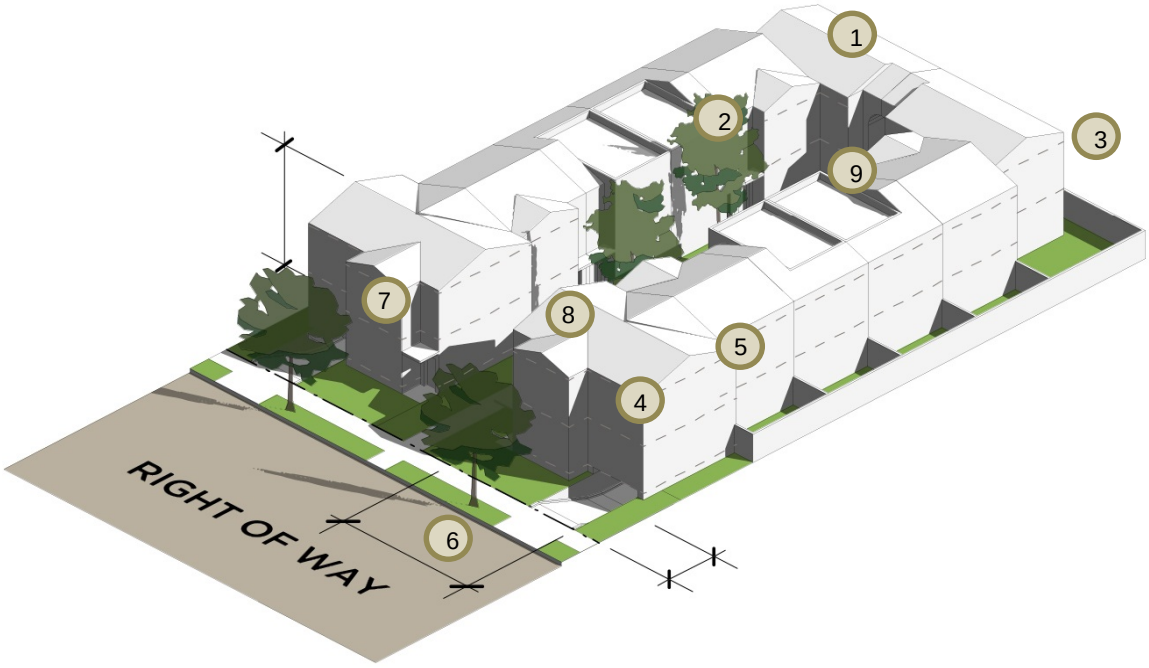
1. Single-family townhouse units with garages at the ground level.
2. Shared courtyard provides access to units and garages and serves as a common open space.
3. Dwelling unit entrances at the public right-of-way or the shared courtyard
4. Grade-level yards or decks at each unit or decks above portals.
5. Ground floor uses allowed:
    a. At public right-of-way: residential uses, live-work uses, management office;
    b. At shared courtyard: residential uses, live-work uses, uses common to project, parking.
6. Entrance frequency: At least one every 50 feet at right-of-way.
7. Entry elements: Recessed entries with arches or canopies, stoops, low privacy walls
8. Maximum elevation of first inhabited level: 30 inches above adjacent sidewalk.
9. Skyline and roof forms: Sloped roofs (4:12 slope max.) and flat roofs.



2. Townhouses, with Semi-Subterranean Parking

Description: The courtyard house type is characterized by attached, 2- and 3-story townhouses positioned around a common private courtyard that is visible from surrounding public streets and sidewalks. Except for those units that face public streets, entry to units is typically from the courtyard.

1. Single-family townhouses with individual entries at the ground floor
2. Garden courtyard provides common open space and access to units
3. Ground-level open space at each unit.
4. Semi-subterranean parking level accessed from the public right-of-way.
5. Ground floor uses allowed: At public right-of-way: residential uses, live-work uses, management office uses; At shared courtyard: residential uses, live-work uses, uses common to project.
6. Entrance frequency: At least one every 50 feet at right-of-way.
7. Entry elements: Recessed entries with arches or canopies, stoops, low privacy walls.
8. *Maximum* elevation of first inhabited level: 30 inches above adjacent sidewalk.
9. Skyline and roof forms: Sloped roofs (4:12 slope max.) and flat roofs.



3. Townhouses, with Rear Tuck-Under Parking

Description: The townhouse type is characterized by attached 2- and 3- story townhouses placed along an alley. The front of each townhouse and its entry is from public sidewalks and features small semi-private front yard areas and stoops. The rear of townhouses, along the alley, provides for parking tucked under the units. Street frontages should be faced with buildings as shown and parking driveways lined with garage doors should not be open to streets.

1. Single-family townhouses garages at the ground level.
2. Individual entries through front yards.
3. Alley provides access to and parking at rear.
4. Ground floor uses allowed: At public right-of-way: residential uses, live-work uses, management office; At alley: residential uses, live-work uses, uses common to project, parking.
5. Entrance frequency: At least one every 50 feet at right-of-way.
6. Entry elements: Recessed entries with arches or canopies, stoops, low privacy walls.
7. Maximum elevation of first inhabited level: 30 inches above adjacent sidewalk.
8. Skyline and roof forms: Sloped roofs (4:12 slope max.) and flat roofs.

4. Alley Townhouses, with Front-Loaded Parking at Alley and Rear Yards At Units

Description: The alley townhouse type is characterized by attached 2- and 3- story townhouses placed along a private mews/alley. Except for those units that face public streets, townhouse entries and garages face the common alley. Each townhouse features a private rear yard and/or a roof deck.

1. 3-story townhouses units with garages at the ground level
2. Alley provides access to units and parking and serves as a common open space.
3. Dwelling unit entrances at public right of way or at common alley.
4. Rear yards or decks at each unit.
5. Ground floor uses allowed: At public right-of-way: residential uses, live-work uses, management office; At alley: residential uses, live-work uses, uses common to project, parking.
6. Entrance frequency: At least one every 50 feet at right-of-way.
7. Entry elements: Recessed entries with arches or canopies, stoops, low privacy walls.
8. Maximum elevation of first inhabited level: 30 inches above adjacent sidewalk.
9. Skyline and roof forms: Sloped roofs (4:12 slope max.) and flat roofs.

5. Stacked Flat Apartments, with Ground Floor Stoop-Accessed Units or Ground Floor Retail

Description: The stacked flat apartment type is characterized by 3 to 5-story elevator buildings wrapped around a courtyard. Upper level apartment access is from shared entries or a lobby oriented to a public sidewalk or the courtyard, which should be private. Ground floor units are accessed directly from public streets or the courtyard. Ground floors should incorporate stores, residential units, live-work units, offices, and services. Parking is provided within a common garage screened from view by building uses.

1. Stacked flat apartments with parking below grade or in wrapped parking podium.
2. Community service and local retail use opportunities at ground floor.
3. Courtyard provides common open space and recreation opportunities.
4. Ground floor uses allowed: At public right-of-way: residential uses, live-work uses, retail uses, office uses, community services, management office; At courtyard: residential uses, live-work uses, management office, residence common uses, parking podium with courtyard above.
5. Entrance frequency: At least one every 85 feet.
6. Entry elements: Recessed entries.
7. Maximum elevation of first inhabited residential level: 48 inches above adjacent sidewalk; excludes commercial and common uses.
8. Skyline and roof forms: Sloped roofs (4:12 slope max.) and flat roofs.
9. Minimum height for ground floor retail: 15'

6. Mid-Rise Stacked Flat Apartments, with Ground Floor Retail, featuring Parking Below and at Podium.

Description: Buildings up to 75 feet in height should contain stacked flats or multi-level units Maximum floor plate above 45 feet is 9,000 square feet gross area.

1. Parking must be below grade, partially below grade, or wrapped with other uses
2. Ground floor uses allowed: Residential, live-work, retail, office, community services, management and other uses as determined by the Director of Planning.
3. Courtyard provides common open space and recreation Opportunities..
4. Ground floor uses allowed:
    a. At public right-of-way: residential uses, live-work uses, retail uses, office uses, community services, management office;
    b. At courtyard: residential uses, live-work uses, management office, residence common uses, parking podium with courtyard above.
5. Entrance frequency: At least one every 85 feet.
6. Entry elements: Recessed entries.
7. Maximum elevation of first inhabited level: 48 inches above adjacent sidewalk. Retail and common uses shall be located at grade.
8. Skyline and roof forms: Sloped roofs (4:12 slope max.) and flat roofs.
9. Minimum height for ground floor retail: 15'.

7. Family Resource Center

Description: The Family Resource Center will anchor the redeveloped Jordan Downs community. The building will house family-oriented services and activities, provide learning opportunities, and serve as a central gathering place for the neighborhood. An enclosed open-to-the-air courtyard serves as both a major entrance oriented to the Central Park, and a secured area for larger events and festivities.

1. Family Resource Center: The organization of the building, its entrances, and courtyard should acknowledge the important north/south axis extending from 97th Street to 103rd Street.
2. Hardscape courtyard with landscape and shade elements; optional children's play area.
3. Wing buildings enclose the courtyard with classrooms and conference rooms/
4. Active ground floor uses open to courtyard.
5. Services provided: Community services, child care, youth programs, adult day-care, recreation/fitness rooms, computer labs, class- and conference rooms, etc.
6. Façade Requirements: Two-story facade expression at elevations facing courtyard and Century Boulevard.
7. Entrance orientation: Main entrances at courtyard and facing Central Park.
8. Entrance frequency: Minimum one at courtyard and one at 99th Street.
9. Skyline and roof forms: Iconic roof form encouraged.

8. Community Gymnasium-Joint Use Gymnasium

Description: The gymnasium shall be a recreational facility with gym, locker rooms, and associated offices that serves the Jordan Downs community and Jordan Downs High School with a primary orientation towards Central Park.

1. Arcade at the entrance facing the right-of-way.
2. Landscaping at both sides of the gymnasium leading to the sports grounds beyond.
3. Uses allowed: Gym and active recreational uses.
4. Facade requirements: Arcade along front facing Central Park.
5. Entrance orientation: Entrance facing Central Park.
6. Entrance frequency: One central entry, additional entrances as needed.
7. Skyline and roof forms: Iconic roof form encouraged.

9. Mixed-Use (Multi-family residential over Commercial Uses)

Description: This Specific Plan provides several locations for mixed-use buildings. The mixed-use residential over commercial type places stacked flat units over ground floor commercial uses. Oriented to the sidewalk the commercial spaces are an opportunity to bring local retail uses into the community that serve the residents. These guidelines shall apply to blocks 16 and 17 only.

1. Mixed-use building with residential units above ground floor retail uses.
2. Sidewalk-oriented retail spaces with individual storefront windows and entrances at grade.
3. Retail pavilions in locations designated in the Master Plan.
4. Two-story expression spanning ground and second floor.
5. Minimum height of retail: 15'.

10. Commercial Site

Description: Commercial buildings provide retail and job opportunities. Two- and three-story commercial buildings are carefully sited to maximize visibility from surrounding streets, intensify sidewalk activity, and continue the use of architectural precedents incorporated into the residential structures.

1. Commercial use with opportunity for community-serving retail or regional retail and job opportunities.
2. Commercial uses at sidewalk.
3. Landscaped surface lot and/or structured parking.
4. Vehicular access from local street.
5. Uses allowed: Commercial and office uses.
6. Facade requirements: Storefronts oriented to sidewalks, green screen and modulation at rear.
7. Entrance orientation: Entrances oriented to sidewalks and parking areas.
8. Skyline and roof forms: Sloped roofs (4:12 slope max.) and flat roofs.

APPENDIX A2: Design Standards

OVERVIEW

The Jordan Downs Urban Village Specific Plan establishes new zones, maximum heights, setbacks from sidewalks, locations of common open space, and a circulation grid that connects the Jordan Downs site to the surrounding Watts community. The following Design Standards supplements this Specific Plan by providing further requirements on the design, details, aesthetics, and quality of buildings. A Project must comply with the spirit and intent of the standards contained herein for permit clearances. These standards define the architectural and planning principles that shall be used by the Housing Authority (HACLA), architects, developers, and the community to create and assess quality urban design and details, architectural compatibility, and sustainability objectives. The standards are intended to ensure performance standards, design elements, and strategies, while allowing for design flexibility.

ARCHITECTURAL LEGACY

Architects and developers shall utilize Mediterranean-influenced architectural elements for the design of all residential, commercial, and institutional structures at the Jordan Downs Redevelopment. Consideration shall be given to specific use of the Spanish Colonial, Spanish Mission, Monterey, and Pueblo revival styles as well as contemporary interpretations of these styles that incorporate similar massing, roof forms, color values, proportions, window types, use of materials, transitions between indoor and outdoor space, and details.

The Los Angeles region is dotted with examples of Spanish Mission, Spanish Colonial Revival, and Monterey style structures. These architectural preferences were used for both functional and symbolic purposes. In early structures, such as the Dominguez Rancho Adobe south of Jordan Downs in Compton the use of thick, whitewashed walls and adobe was a direct consequence of building in an arid and hot landscape, available materials, and the building craft of Spanish and Mexican land grant holders and their workers. The modest bungalows and homes seen in the Vermont Knolls neighborhood in South Los Angeles, west of Vermont Avenue and north of Manchester Avenue, are later examples of stick-built domestic architecture that purposely utilizes the Spanish style to recall and connect to early settlement architecture.

The Jordan Downs redevelopment site is situated within an existing low-scale residential neighborhood of typically one- and two-story single-family homes. The surrounding neighborhoods are also characterized by narrow building lots with the short side of the parcel facing the street and consistent front yard setbacks. The building interface between Jordan Downs and the community will occur along Grape Street, 103rd Street, and 97th Street where new and existing buildings will front the same streets.
The Jordan Downs Urban Village Specific Plan will result in buildings that are taller and denser than those in the surrounding community. New buildings will have larger parcels, larger floor plates, incorporate multiple housing units, and the site will feature mixed-use buildings. Building height, massing, and modulation guidelines must ensure that these new buildings will be compatible with and relate well to the architectural scale of the existing community.

ARCHITECTURAL DESIGN GOALS

A key goal of these standards is to establish a sense of connection, through design, to the local architectural history and surrounding community. This type of design identity and connection, or “sense of place,” is established when the architectural character of new buildings is informed by the local climate, historic legacy, previously used materials, proportions, and details that are related to local buildings, crafts, and culture.

Southern California and the greater Watts area have a rich legacy of Mediterranean-influenced architecture that must serve as a design reference for the architectural design within the Jordan Downs Urban Village

Specific Plan Area. Incorporating the architectural legacy of the surrounding area creates a sense of belonging to for residents and visitors of Jordan Downs.

The following are the design goals for the Jordan Downs Urban Village Specific Plan:

1. Relate the scale of new buildings to the surrounding neighborhood.
2. Orient new buildings to pedestrians.
3. Ensure that new buildings have ground floor uses that promote street level activity.
4. Provide a range of unit types.
5. Create strong relationships between people and the physical and natural environment.
6. Express region-related architectural character and identity.
7. Buildings that define the public realm arranged and composed to form a continuous street wall.

USE OF DESIGN STANDARDS

Property developers, designers, and contractors must review the following standards prior to starting their respective Project, and the standards shall constantly serve as reference throughout the construction process to gauge conformance. The language contained herein honors the wishes of the community and the standards created by the preceding Master Plan.

APPENDIX A3: Building Standards

A. Height Transitions and Building Modulation

Buildings located on 97th, 103rd, and Grape Street shall include a mixture of 25; and 35' tall buildings to form a transitional height district so that the building height gradually increases from edges towards the center of the Jordan Downs Specific Plan Area.

Façade modulation shall be utilized to enhance the visual interest of buildings by breaking the mass of a building, to avoid box-like structures. To accomplish this, a building must have a break in the horizontal plan approximately every 50 linear feet or less on all building sides. A break must consist of a change in plane that has a minimum depth of 2 feet and a minimum width of 3 feet. Modulations Is not required for the ground floor. Balconies may be part of a modulation strategy.

Creative Building modulations is a key component in urban design by creating an interesting and diverse building with variable building forms, contrast of light and shadow, and other visual elements.

Successful building modulations can break a building into what seems like smaller pieces, thereby making a large building appear to be smaller, contributing to an improved pedestrian-building scale.

B. Massing

Building massing shall be established through use of patterned articulation, a variety of roof forms, and architectural elements that are aggregated together to form a larger overall composition. As buildings get larger, massing must be broken down or modulated to create intersecting orthogonal volumes, offsets of building planes, and vertical and horizontal accents that create massing variety. Architectural elements such as balconies, gables, and corbels shall be utilized to accomplish this goal. In addition, tower elements that rise from the underlying massing to provide additional visual accents may be utilized. Likewise, architectural components such as entry porches, terrace bays, and arcades at the bottom of structures can serve as alternatives.

Setbacks are a common method of breaking the massing of buildings and creates visually interesting facades.

Utilizing diverse roof forms, towers, architectural elements/details, and recessed openings are tools to successful building massing.

C. Entrance Frequency

To enhance interaction and connectivity along public rights-of-ways, courtyards, and alleys, between buildings and open spaces, principal functional entries at the ground level shall occur at distances no greater than 50 feet along residential and/or mixed-use building blocks, measured along the right-of-way.

A neighborhood that features buildings with multiple entries creates an inviting and hospitable community.

D. Street Walls

Building frontages shall be located at the front property line, at the required setback, to create a strong street wall. Activate the setback area with a courtyard or "outdoor room" adjacent to the street, by incorporating residential amenities such as seating or water features, for example.

Storefronts and residential entries located near the sidewalk activities the building facades and creates opportunities for efficient pedestrian activity.

E. Pedestrian Paseos/Corridors

Passageways or paseos into mid-block developments that facilitate pedestrian circulation are required in strategic locations to promote connections between public spaces.

Paseos or walkable pedestrian corridors, allow convenient access between buildings. Since they do not allow vehicles traffic, they serve as a welcome contrast from the street adjacent sidewalks

F. Window Transparency and Location

For commercial storefronts, the bottom of storefront windows shall be a minimum of 0 inches and a maximum of 36 inches from the adjacent sidewalk grade. The facades of commercial establishments must have transparent elements such as doors and windows on at least 50% of the primary ground floor street façade, and 25% of the corner street, paseo, or alley facing facades. All residential uses, on the ground floor or above, must have a minimum transparency of 20%, which may include doors, windows, balconies, terraces, etc, on the street-facing and side facades, and 15% for all rear facades.

Transparent storefronts create an interesting environment for pedestrians. In additions, they have the potential to contribute to a safer community by allowing more visibility towards the street, compared to blank enclosed walls.

G. Skyline and Roof Forms

Variations of roof forms shall be used to create visual distinction between buildings and to incorporate human-scale modulation that breaks down the bulk and scale of structures. Gables, parapets, and a combination of flat and sloped roofs shall be utilized. Where feasible, vegetated roofs are encouraged in order to reduce heat islands and potentially reduce storm water runoff.

Diverse roof forms are an effective strategy at producing a visually interesting building.

H. Corner Conditions

On corner lots, orienting the building facades and entrances towards the corner is recommended.

Orienting the building towards the corner on corner lots helps to welcome guests as well as residents and serves as a focal point for efficient navigation.

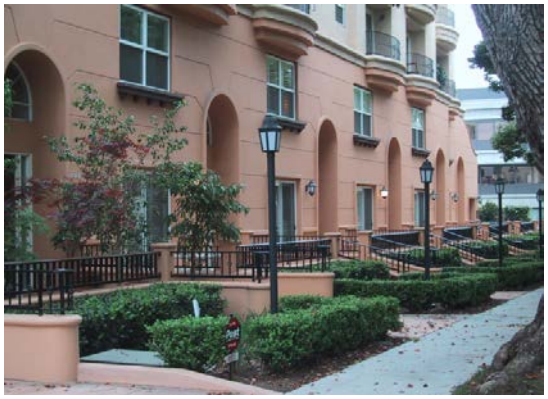
I. Ground Floor Use Requirements

To enhance the safety and vitality at the pedestrian level, the public sidewalks, streets, and right-of-ways at Jordan Downs shall orient ground floor uses to maximize activities and increase “eyes on the street” at building fronts. Ground level uses shall include residential entries, stoops, semi-private front yards, units that open to sidewalks, retail and commercial spaces oriented to streets, and other uses that enhance visible everyday activity such as outdoor seating.

Both public, semi-private and private uses should be readily accessible from the street to promote pedestrian activity.

J. Ground Floor Entry Requirements

To highlight the architecture of building entries and encourage a sense of detail at the ground level, all buildings with a principle functional entry on the ground floor must open onto public space such as a street, square or park plaza and must be connected to a sidewalk or equivalent provision for walking.



Entrances should be easily identifiable and promote ease of navigation for pedestrians.

K. Separation of Entrances

Mixed-use buildings must have a separate ground floor entrance to the residential component or a lobby that serves both the residential and commercial components. A pedestrian entrance to the commercial component must be directly accessible from a public street, and open during the posted normal business hours.

L. Maximum Height of Street Level Uses

Residential units shall be located no more than 30 inches above the adjacent finished grade for courtyard houses, townhouses, alley townhouses, and townhouses over flats or 48 inches for stacked flat apartment building types.

Commercial uses and other common shall be located at grade level.
Below grade basement spaces and/or commercial or storage uses are exempt from this guideline.

Storefronts and residents should be located a minimum height above the adjacent sidewalk, so that entrances display windows, and all other uses are accessible and visible

M. Window Treatment Standards and Guidelines

To create an overall sense of identity at Jordan Downs, and to relate new architecture to Southern California architecture influenced by Mediterranean precedents, windows must generally be recessed by a minimum of 3 inches from the façade plane. Proportions of windows shall typically be vertical, e.g. taller than wide. True divided windows are encouraged while windows with fake mullions are discouraged. In general, ribbon windows are discouraged except to draw attention and create contrast at key locations such as top floors. Reflective and mirror glass are discouraged, and windows and other openings such as doors shall be inset into walls to delineate shadows and visual depth, at a minimum of 2 inches.

APPENDIX A4: Architectural Details Guidelines

Standards for other building elements will complement the above architectural standards by providing ornamentation, promoting quality of the built environment, and further establishing an identity and sense of place.

A. Exterior Details
Architectural details that enhance the quality and design of buildings are required. Molding, cornices, shutters, metalwork, and other decorative elements are encouraged.

Creative and thoughtful use of quality materials contribute to a successful urban context and create an attractive physical environment.

B. Roof Forms

Low-slope gable and hipped-roof forms with a maximum 4:12 slope incorporating level changes that follow changes in wall plane and building mass are required. Eaves with typically minimal or shallow overhangs must mark the intersection of roofs slopes with building walls. To create a varied skyline, flat roofs at roof terraces or between massing elements of an overall building form shall be utilized to reduce overall building mass.

Interesting roof forms incorporate overhangs, cantilevers, and varying slopes to create diverse building designs.

C. Windows and Fenestration

Fenestration (the relationship between windows/doors and building facades) must include recessed windows to create distinct patterns of shade and shadow. Windows must feature divided lites and mullions to create proportions within the window. A diversity of window sizes and shapes within the same building is encouraged in mixed use buildings. Reflective windows are discouraged. Grouped windows or combinations of windows can be utilized at the top floors and corners of buildings to create visual interest and accents.

A strong strategy of the utilization of windows and doors is encouraged to promote attractive buildings.

D. Use of Indoor-Outdoor Architectural Components

Covered porches, patios, stoops, or terraces at the street level for residential uses are required in locations that promote connections and community interaction. Arcades, plazas, and covered walkways at commercial storefronts or other public buildings are also required in locations that activate public spaces.

The transition between outdoor and indoor spaces is a special opportunity to invite guest/residents inside and to leave a lasting impression as they depart. Porches, stoops, and overhangs serve as welcome mats and creates anticipation of entering a new space, and serve as a visual farewell for those leaving.

E. Exterior Materials

Where appropriate, quality building materials such as stone veneer, brick-work, smooth stucco, tiles, and treated wood are required on the exteriors of buildings. Design of buildings shall incorporate light-colored exterior walls utilizing materials such as cement, plaster, and stucco. Use of smooth stucco, particularly in areas of prominence such as entries and the first and top floors of buildings are encouraged. Red and reddish earth tone clay, cement, and terracotta tiles shall be used at roofs and at parapet copings.

A diversity of quality building materials creates visual contrast between different buildings and individual stores.

F. Security Features

Security bars on windows and doors are prohibited in all locations. Security features consistent with Crime Prevention Through Environmental Design (CPTED) principles shall be integrated into site planning and architectural/landscape design.

Window bars can negatively affect the aesthetics of a neighborhood, and create only a perceived feeling of safety. Therefore, such window bars are prohibited. Rather, open, transparent spaces, and well maintained landscaping are strategies that can contribute to increased visibility, and therefore, potentially improve safety.

G. Light Fixtures

Lighting fixtures must be compatible with their respective building in terms of size, of style, colors, and materials. For safety, all parking areas and pedestrian walkways must be illuminated with ornamental pathway lighting.

Lighting has the potential to improve safety, and its presence in the build environment can be used to ornament buildings and spaces if light fixtures are well designed, placed, and scaled.

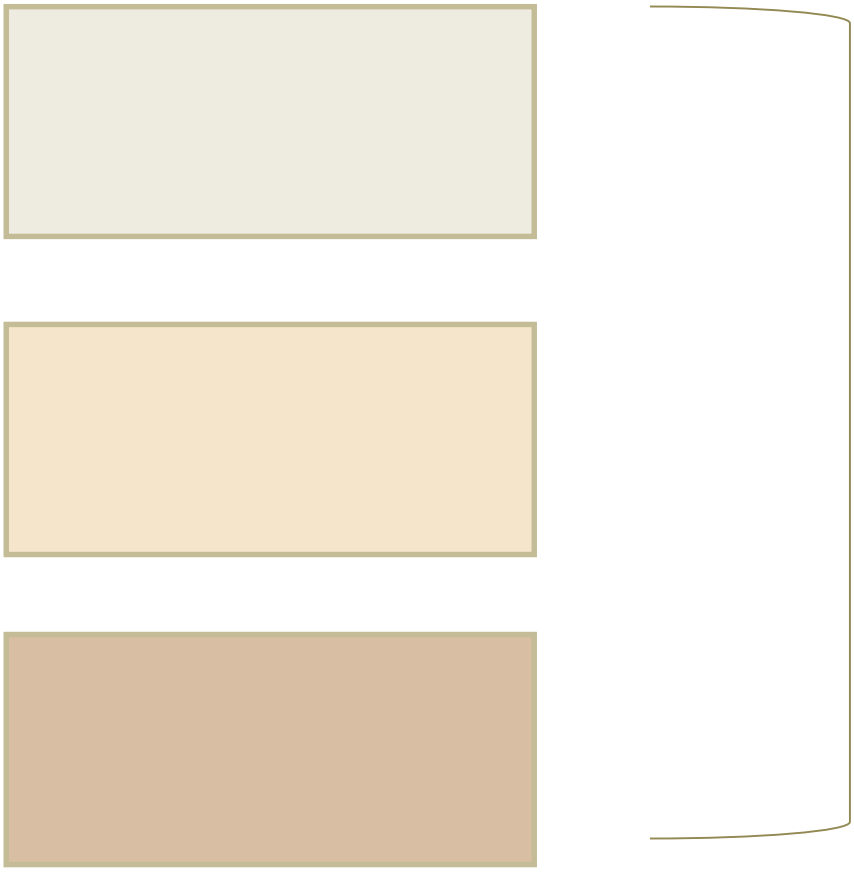
H. Balcony and Terrace Design

Balconies and terraces shall be integrated into the overall façade design. Balconies must not be used for storage of personal belongings that are visible from public view. In addition, balconies shall also be carefully located to protect as much privacy as possible of adjacent residential units and private spaces.

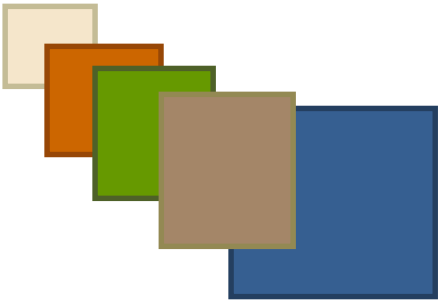
Since each building may host numerous balconies, their design and placement need to be carefully considered to create a successful building façade.

I. Preferred Color Palette

To realize a consistent identity and character throughout the Jordan Downs Urban Village Specific Plan Area, use of a Mediterranean and Spanish influenced color palette at the exteriors of buildings is required. In general, the coloration at building exteriors must be light-colored tones of white, beige, and adobe. Darker base colors, such as earth-toned green, gray, and terra-cotta tones shall be utilized as accents to emphasize changes in massing, or used as a primary color at civic buildings or points of interest. These preselected colors serve as a convenient means to focus on the range of preferred hues, tones, and color values that will bring a sense of consistency and to the Jordan Downs Urban Village Specific Plan.



Typical color range for wall colors



Typical color range for accent colors

APPENDIX A5: Site Planning Guidelines

Site Planning Guidelines

1. Excessively wide driveways shall be avoided.

2. Cars and delivery/service trucks shall be provided separate entrances to facilitate circulation. Required parking and loading areas must be located away from primary streets, so as to maintain the street wall for pedestrians. Alley-loading for deliveries areas are required, where available.

These examples of areas served exclusively for delivery and unloading onside and back streets create an opportunity for pedestrians to enter elsewhere, where they may walk without any conflict. .

3. Curb cuts less than 100 feet apart are prohibited.

4. Walkways shall be provided from entry to sidewalk; paving materials and color must be consistent with the surrounding neighborhood.

A strong network of walkways creates a strong sense of place and easy navigation, and a consistent appearance provides a strong, uniform look to the neighborhood.

5. Minimize the amount of elevation changes through careful grading to facilitate disabled access.

In addition to requirements provided in the Americans with Disabilities Act, proper grading and thoughtful layouts of buildings on a large project scale ensures easy accessibility throughout the Jordan Downs redevelopment.

6. Buildings must be oriented to minimize direct sun exposure and maximize natural ventilation.

7. Windows and doors shall be offset from those of existing neighboring residences to ensure privacy.

8. Utility equipment, disposal areas, maintenance doors, and storage areas shall be located away from, or screened from, the public right of way.

Locating trash dumpsters, utility cabinets, and maintenance doors at the public right of way negatively impacts the visual experience of a neighborhood. Such facilities shall be located away from the right of way or screened with landscaping or attractive masonry.

9. Walls shall be well-maintained and kept free from graffiti.

10. Surface parking lots shall be screened from the right of way with a short decorative wall or landscaping.

Where applicable, surface parking lots shall feature a buffer from the sidewalk. These examples illustrate how a short wall and landscaping, though only 3 feet in height, can make a substantial difference in the appearance and feel of the neighborhood.

11. Decorative fencing, railings, and/or short walls are encouraged in appropriate locations and to define spaces, but must be appropriately scaled, designed, and sited to maintain visibility.

Fencing shall be used as attractive elements for public safety and creation of spaces, rather than serve as barriers and visual blight. When done properly, short fencing has the potential to serve as useful building material. Such fencing should be transparent and built of quality materials.

APPENDIX B: PUBLIC REALM

B1. OPEN SPACE STANDARDS
B2. STREETS AND MOBILITY
B3. LIGHTING

APPENDIX B1: COMMUNITY OPEN SPACE GUIDELINES

Overview

The public open space in Jordan Downs is intended to improve the mental and physical well-being and the social capital of residents and visitors by providing a variety of active and passive open spaces throughout this Specific Plan area. These open space standards are intended to provide quality outdoor spaces, promote physical activity, and provide visual aesthetics. Public open spaces shall be within a quarter mile walking distance from new dwelling units and nonresidential building entrances. Sub-Area 18B is exempted from the following open space standards due to its use as an agricultural and demonstration center.

A. Parks, Paseos, and Plazas

1. The location and site planning of buildings shall promote the creation of courtyards, plazas, and paseos to create public space.

The large number of buildings within Jordan Downs creates an opportunity to carefully locate the proper placement of buildings to create corridors of open space and plazas at various locations.

Such courtyards and plazas can ease navigation while providing an attractive landscape.

2. Entrances and paths shall be accessible to all residents and visitors.

Outdoor spaces shall be welcoming and inviting areas.

3. All spaces shall be designed to support a diversity of permanent activities as well as special events, appropriate to the scale of the open space.

4. Enhanced crosswalks at all park access points shall be provided.

5. The Central Park and Freedom Tree Park shall be treated as Frontage by all adjacent buildings.

6. Courtyards, plazas, and paseos shall utilize focal points such as planters, artwork, and kiosks for ease of navigation.

Outdoor spaces shall be user friendly and feature landmarks. A large tree within a planter box and clearly marked pathways help uses navigate through larger open spaces and can serve as locations to meet.

7. Individual open spaces shall link to a larger open space network.

8. Courtyards, plazas, and paseos shall feature landscaped areas, and other amenities such as lighting, benches, trash receptacles, and drinking fountains.

Amenities should be available for all users to promote activity within outdoor spaces.

9. Street level fencing, when necessary, shall be semi-transparent, to encourage visibility and public safety.

Transparent fences promote visibility for parents observing children, in addition to both security personnel and the los Angeles Police Department.

Solid Fences or walls with no transparency are prohibited.

10. Streetscapes shall include identifying elements such as landscape, signage, decorative paving and lighting to establish a sense of arrival.

11. Accentuate spaces with diversified outdoor elements; decorative pilasters, signage, short garden walls, trellises, pergolas, community art, and other accent fixtures shall be installed where appropriate.

B. Planting Materials

1. Disease-resistant, drought-tolerant, and native plant materials shall be selected for all landscaped areas throughout this Specific Plan.

Proper plant choices can ensure an attractive but efficient and sustainable neighborhood.

2. Mulch shall be used underneath all planted materials to promote weed control and water conservation.

3. Trees shall be placed to reinforce views and shade buildings (especially on the south side of structures) and pathways.

Shaded pathways provide a welcome relief to pedestrians.

Trees may be located to shade buildings, creating a potential to cool buildings and lower energy demand.

4. All trees shall be planted at a minimum size of 24” box to ensure survivability and shade at time of installation.

Properly sized trees shall be planted to ensure viability and immediate benefits at the time of planting.

5. Open Space shall accommodate various functions within this Specific Plan including recreation, circulation, education, and habitat.

Open space has the potential to serve additional uses, such as food production and outdoor venues of activities.

6. Tree species must be an appropriate height and provide sufficient shade for their intended use.

7. Street trees shall provide sufficient shade for walkways and be planted to ensure visibility of any adjacent store signage. Trees and shrubs must be pruned to maintain visibility and sightlines at all times.

8. Trees shall be planted away from underground utilities. Measures must be taken to avoid lifting of sidewalks.

Poor tree selection, placement, and maintenance can create conditions where tree roots can lift a sidewalk, creating a dangerous conditions and require expensive corrections.

Proper planting strategies and maintenance can ensure a safe, level walkway and attractive streetscape.

9. Fruit bearing trees are encouraged, but shall not be located within the public right of way, due to maintenance and litter control.

10. Existing mature street trees located on Grape, 97th, and 103rd Street shall be preserved in place if located in the right of way, rather than replaced, as part of the new streetscape plan, if feasible.

C. Gateways and Entries

Gateways using a combination of architectural elements, signage, and trees create a sense of arrival, help identify the neighborhood and create local landmark.

1. Retail Gateways
    a. Retail gateways must provide identifiable markers that direct vehicles and pedestrians into the retail areas.
    b. Commercial entries located along Alameda Street shall serve as the formal, visible connections to the development area.
    c. Retail gateways shall include signage and enhanced landscape areas.
    d. Retail gateways shall include unique architectural elements.

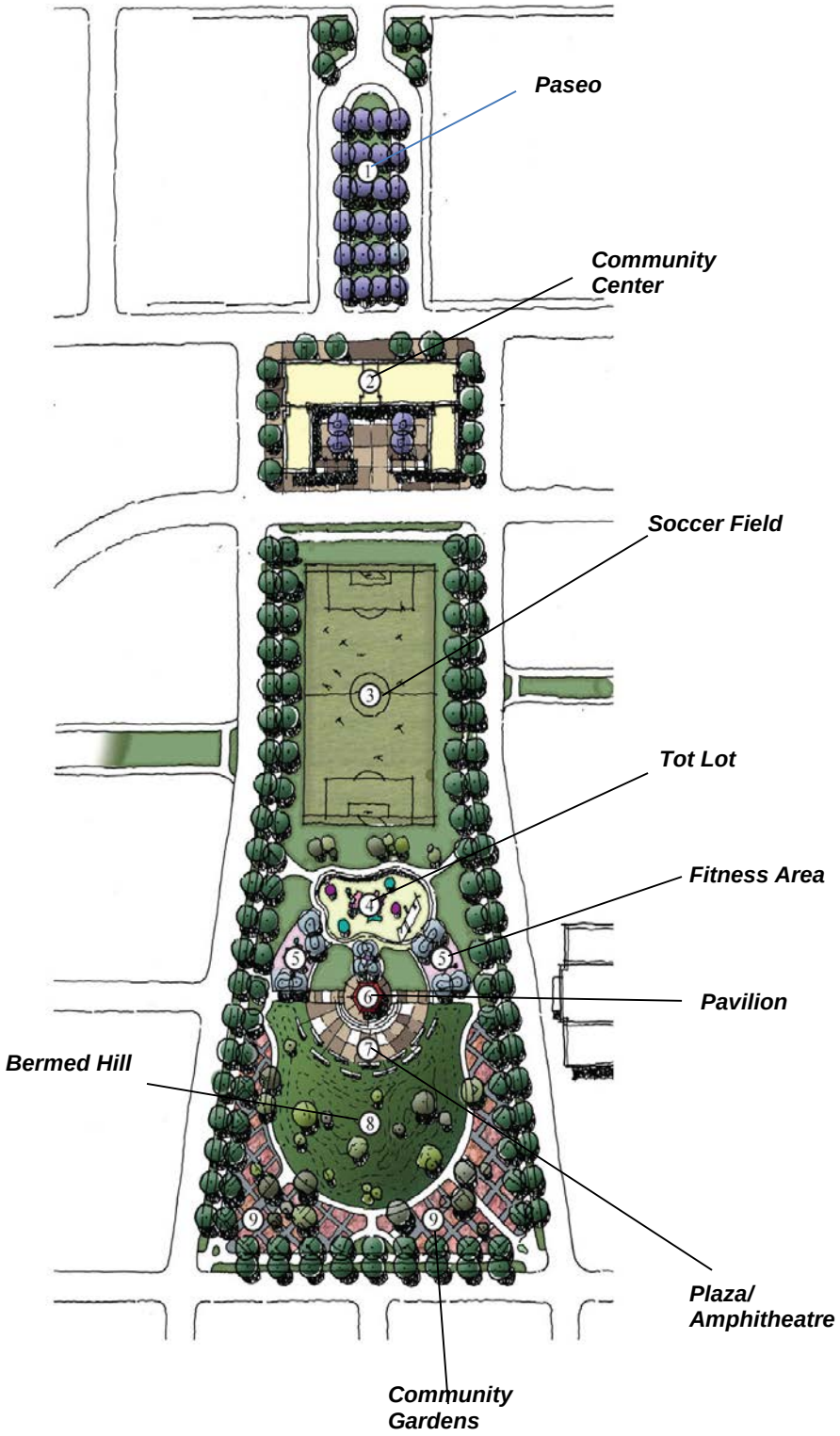
2. Residential Gateways
    a. Residential gateways shall help community members and visitors easily identify entrances to residential areas of the development.
    b. Residential entries must be more subtle than retail gateways and will reflect the more private nature of the residential areas.
    c. Residential gateways must include signage and enhanced landscaping.
    d. The edges of the development area shall compliment the adjacent neighborhood character including areas of low and medium-density housing and open space (both public and quasi-public land).

D. Parks Guidelines

1. Central Park

The neighborhood park is the primary public open space of the Jordan Downs Community and provides acres of multi-use activities.

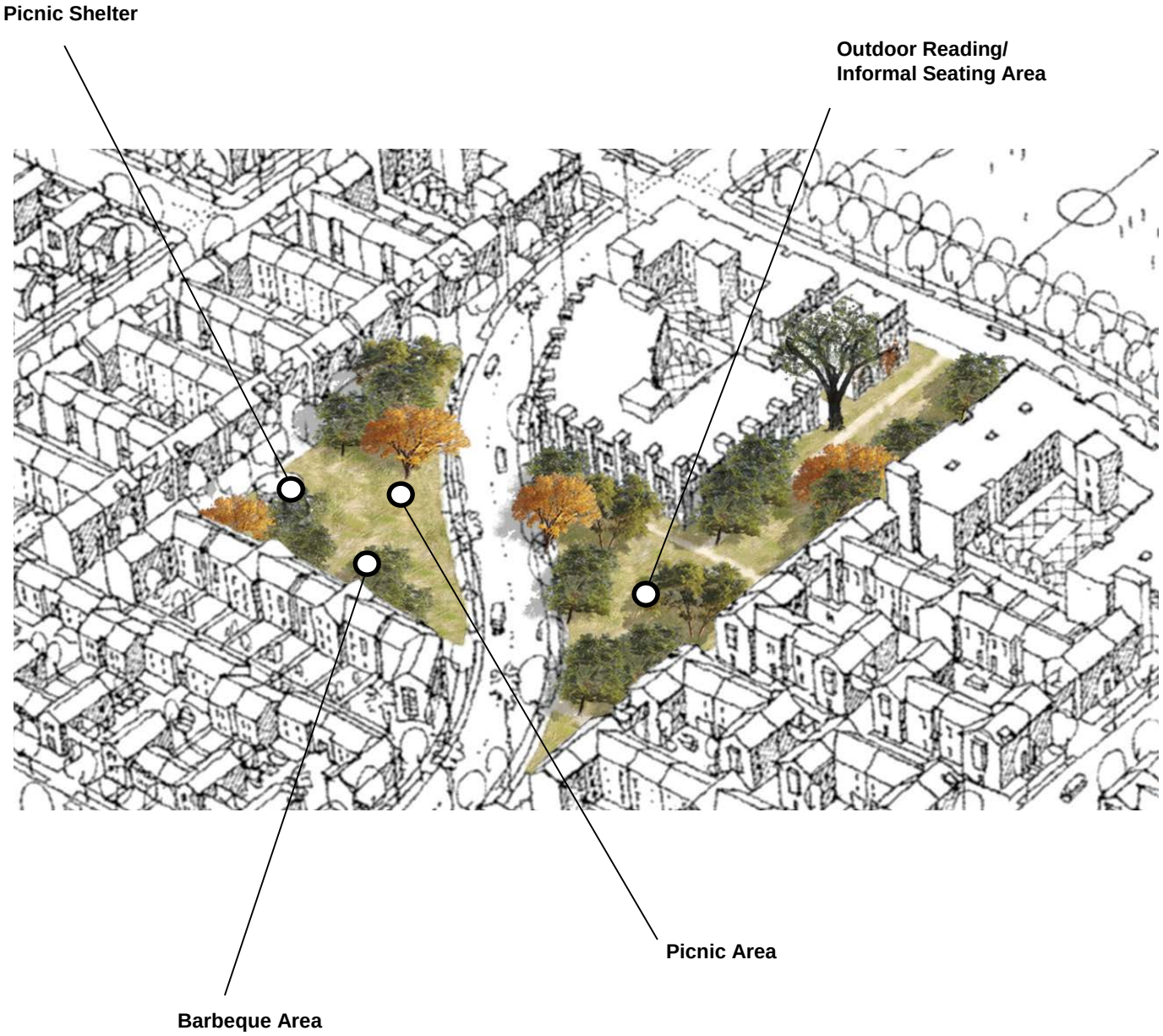
a. Park entrances and paths shall be accessible to all residents and visitors.
b. The park shall be designed to support a diversity of permanent activities as well as special events.
c. Enhanced crossings at all park access points must be implemented.
d. Landscaping shall be informal in passive recreation areas.
e. The park shall be treated as frontage by all adjacent buildings.
f. Plantings must accommodate various functions within the park including recreation, circulation, habitat, and agricultural cultivation and will contribute to a cohesive, enjoyable landscaped setting.
g. Public restrooms must be included in the park and should be open only during park hours.



1. Freedom Tree Park

Freedom Tree Park must provide areas for passive recreation and shall reflect the cultural heritage of the community.

a. Park entrances and paths must be accessible to all residents and visitors
b. The park shall be designed to support passive activities such as walking, picnicking, barbecuing, reading, etc.
c. Enhanced crossings must be implemented at all park access points
d. Landscaping shall be informal in character
e. The park shall be treated as frontage by all adjacent buildings
f. Plantings must be made up primarily of native species to support local wildlife habitat for insects, birds and shall contribute to a cohesive, enjoyable landscaped setting
g. Public restrooms must be included in the park and should be open only during park hours



APPENDIX B2: STREETS AND MOBILITY

Overview

This Specific Plan features a range of street classifications and amenities to create a clear hierarchy of circulation opportunities to maximize efficiency, create a clear and organized neighborhood, encourage alternative transportation, and promote public safety. Refer to Map 6, Jordan Downs Urban Village Specific Plan Street Classifications Map, for an illustration of these street classifications. This section is intended to create standards for Jordan Downs, and to guide the HACLA, as the Master Developer, to work with the City of Los Angeles Department of Transportation (DOT), Department of Public Work-Bureau of Engineering (BOE), Sub-Developers, and any other agencies/entities to ensure that these standards are implemented during the tract map and construction process.

All street classifications within this Specific Plan shall feature on-street parking in all locations, except for transit stops, mid-block residential lanes, bulb outs, fire lanes, and a segment of Century Boulevard, between Laurel and Alameda Streets. In addition, all streets shall be continuously lined with sidewalks. These elements contribute to satisfying goals provided by the Leadership in Energy and Environmental Design (LEED) Standards for the LEED-Neighborhood Development requirements for this Specific Plan.

MAP 6: STREET CLASSIFICATIONS MAP
JORDAN DOWNS URBAN VILLAGE SPECIFIC PLAN

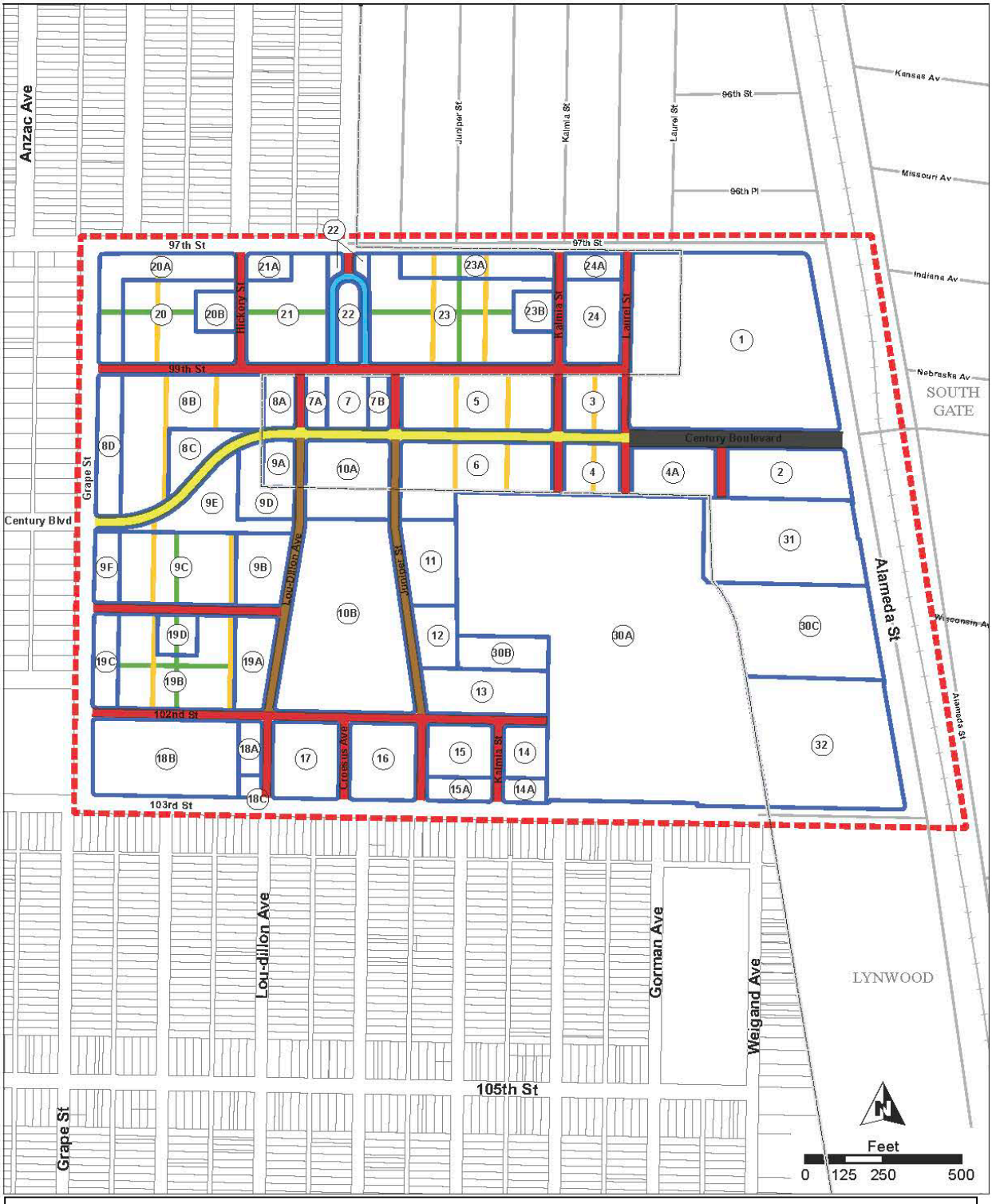


TABLE 3: STREET STANDARDS SUMMARY
JORDAN DOWNS URBAN VILLAGE SPECIFIC PLAN

STREET TYPE	LOCATION	ROW WIDTH	VEHICLE PAVEMENT WIDTH	VEHICLE TRAVEL LANES	TRANSIT	ON-STREET PARKING LANES	BICYCLE LANES	PEDESTRIAN FACILITIES (SIDEWALKS)	CURBSIDE PLANTING STRIP	BUILDING SETBACK
NEIGHBORHOOD STREETS										
Century Blvd.	From Grape to Laurel	74'	50'	2 at 11'EA	Potential Rerouted transit route	2 at 8'EA Class II Facilities	2 at 6' EA	2 at 6' EA	2 at 6' EA	5'
	From Alameda westbound to Laurel	86' to 74'	62' to 50'	1 WB lane at 13' 2EB turn lanes at 12'; 1 EB lane at 13'; 1 left turn pocket		N/A				
LOCAL STREETS										
99th, 101st, Hickory, Kalamia, Laurel, Juniper Streets; Lou Dillon and Croesus Avenues (South of 102nd)		60'	36'	2 at 11'EA	N/A	2 at 7'EA	N/A	2 at 6' EA	2 at 6' EA	10'
Hickory Street; Juniper Street	From Century Blvd. to 102nd St.	64'	36'	2 at 11' EA	Potential rerouted Transit	2 at 7' EA	N/A	2 at 6' EA	2 at 8' EA	10'
Croesus Parkway (Paseo Park)	From 97th St. to 99th St.	160'	2 at 28' EA	1 at 20' on each side of the park	N/A	2 at 8'EA opposite Park	N/A	4 at 6' EA	80'wide central median parkway	10'
BOUNDARY STREETS										
103rd Street	From Grape to Alameda	60'	As Existing			Both Sides	Streetscape improvements at these existing ROW shall include 6' sidewalks, 6'curb-side planting strips, and street trees on both sides of the street.			10'
97th Street		50'				South Side				10'
Grape Street	From 97th to 103rd	60'				Both Sides				10'
Alameda		70'				N/A	6' sidewalks, 6'curb-side planting strips, and street trees on West side of the street.			10'
ADDITIONAL RIGHT-OF-WAY TYPES										
Alley	Locations are flexible	35'	20' to paving strips (no curbs)	20' Shared surface	N/A	N.A	20' Shared surface	20' Shared surface	2 at 7'6" EA in setback	2'6"
Pedestrian Greenway		20'-40'	N/A	N/A	N/A	N/A	N/A	1 at 6'	Planting throughout	10'

Table 3 Notes:

1. All Vehicle Travels Lanes, Bicycle Facilities, pedestrian facilities, and planting strips are on both sides of the street, unless otherwise noted.
2. Streets that do not include bicycle facilities are assumed to allow bicycles the full use of the travel lane.
3. Planting Strips are to be grass, vegetated groundcover, shrubs, or rain gardens, as required by the detailed street design.
4. All widths are subject to minor changes based on detailed design of individual developments
5. All streets include street trees, typically at 25' and 30' on-center. Refer to street tree planting plan.
6. All Design Standards area for new or mostly improved/replaced street rights of way, unless otherwise noted.
7. Rights-of-way Boundary Streets are approximate and vary slightly across their length
8. Approval required by BOE and BOSS for the design, placement, and maintenance of those items as they are presented by HACLA and or their designated Master Developer

A. Street Network and Classifications

1. Century Boulevard Extension

As part of the Jordan Downs Urban Village Specific Plan, Century Boulevard shall be downgraded from a Major Highway Class II to a Modified Collector Street. This downgrade is consistent with the Master Plan Concept, and the Southeast Los Angeles Community Plan and promotes an urban village by reducing the right of way, encouraging pedestrian activity, and potentially slowing vehicle speeds.

Century Boulevard will run the full length of the site, nearly a half mile, and has a unified design and planting strategy. With a 74 foot wide right-of-way, Century Boulevard is wide enough to accommodate buses, bicycle lanes, parkways and bioswales. Century Boulevard shall have one travel lane in each direction, with on-street parking along both sides, in most locations. At intersections, there shall be bulb-outs that can be effective at slowing down vehicle traffic, further establishing Century Boulevard as a pedestrian friendly street. The adjacent parkway will have rain-garden or other runoff detention mechanisms that provide an opportunity for storm-water infiltration from adjacent hardscape surfaces, with periodic breaks to allow pedestrian access between the curb and sidewalk. Each rain-garden shall run 20 linear feet, with hardscape breaks every 5 to 10 feet to allow street to sidewalk access for those using street parking. All the residential streets shall be continuously lined with sidewalks, shall have street trees at 25 feet intervals, and shall have on-street parking along both sides.

Century Boulevard shall also have pervious paving or other porous surface in the parking lane to reduce storm-water runoff and allow water to infiltrate into the ground. Century Boulevard emphasizes multi-modal neighborhood travel, will serve as the main artery for the entire Specific Plan, may host a future Metro bus stop, and connects open space, the community center, and mixed used buildings with the outside community. Other street amenities include street lighting and street furniture.

2. Century Boulevard – Alameda Street Intersection

Century Boulevard will widen slightly at the intersection of Alameda Street to accommodate traffic to and from this Specific Plan, and to create an entry monument that welcomes people to Jordan Downs. At this intersection, Century Boulevard widens to a right of way of 94 feet, and features four travel lanes of 12 feet in width, a 12 foot wide turn lane, 5 foot wide bike lanes in each direction, 6 foot wide sidewalks, and 6 foot wide parkways, with no street parking. This entrance will host entry monuments/signage to clearly identify Jordan Downs from the outside community.

3. Streets Adjacent to Park Frontage

Streets fronting onto the Central Park are similar in design to the typical residential street with sidewalks, street trees, and on-street parking along both sides. However, on the park side, there is an extra wide 12 foot wide parkway, with an adjacent 12 foot wide walkway and bicycle pathway, double row of trees, and wide infiltration planters. A bioswale shall run parallel to the sidewalk, reducing the amount of impervious surfaces and improving the quality of storm-water runoff and water quality of pollution generating impervious surfaces, such as landscaping from parks, which will receive treatment of fertilizers or pesticides.

4. Typical Residential Street

The typical residential street classification applies to the lesser traveled streets and serves to connect to streets of higher classifications. These streets will be a modified local street with a right of way of 60 feet, but differs from the Citywide Local Street standard by including a wider sidewalk and parkway dimension. The Jordan Downs modified local street shall feature a 6 foot wide sidewalk adjacent to a 6 foot wide parkway, rather than the Citywide local street standard of a 5 foot wide sidewalk and 7 foot wide parkway. The modified local street will retain the 36 foot wide paved roadway, consistent with the Citywide standard for local streets. This increased sidewalk width will encourage more pedestrian activity. These streets will typically be lined with 2-4 story residential buildings on both sides. All the residential streets shall be continuously lined with sidewalks, shall have street trees at 25 foot intervals, and shall have on-street parking along both sides of the street. Pedestrian safety and traffic-calming measures at intersections include stop signs and sidewalk bulb-outs. The local streets emphasize access to individual properties and serve living or work spaces. Local streets allow for one lane in each direction and are not designed to accommodate regular bus or truck traffic.

All new streets with adjacent residential uses shall have a targeted speed of 20mph or less and all new streets facing nonresidential and /or mixed uses shall have a target speed of 25mph or less. Any new cul-de-sac shall have bicycle or pedestrian through-way access with the exception of cul-de-sacs abutting the school.

5. Mid-Block Residential Lane

Several of the larger blocks shall be bisected by mid-block residential lanes. These lanes are smaller in scale and use unit pavers to unify the shared pedestrian and driving surface of the lane. Typically these lanes will be adjacent to 2, 3, or 4 story attached residential buildings on both sides. The lanes include columnar-proportion trees. The lanes are similar in design to the City of Los Angeles, Department of Public Work's Standard Street design "Alley". Alleys emphasize access to individual properties, and accommodate parking access and service functions as an alternative to other streets.

6. Paseo Park at Croessus Avenue and 99th Street

The Paseo Park creates a key entrance to Jordan Downs from 97th Street. Its unique layout requires a creative strategy to permit circulation around this park. This paseo park extends from 99th Street north to 97th Street. The park is bordered by 2 one-way streets, the extensions of Croesus Avenue. The narrow streets have on-street parking on one street side, continuous sidewalks, and street trees.

7. Retail Plaza at 103rd Street

The retail plaza extends from 103rd Street north to 102nd Street. The plaza is defined by 2 mixed use buildings with ground floor retail and residential above. The buildings are to be 4 or 5 stories. The plaza includes surface parking behind a low hedge. Four retail pavilions define the edges of the plaza. Tree-wells are placed within an area of wider sidewalks and extended paving in anticipation of heavy foot traffic and social use.

8. Crosswalks

All crosswalks shall be distinguished with paint and/or lighting and clearly marked.

B. Streetscapes

The new Century Boulevard, all new internal and public streets, as well as 97th Street, Alameda Street, 103rd Street, and Grape Street adjoining this Specific Plan shall be subject to the following streetscape provisions under the guidance and approval from BOE and DOT:

1. Street Tree Selection

Tree species have been selected from the City of Los Angeles Urban Forestry Division Street Tree Selection Guide.

The proposed street tree network within Figure 8 establishes a comprehensive, clear tree selection to ensure a consistent pattern throughout the community. The trees were selected for their durability, tree canopy, and minimal predicted maintenance. Their spacing shall be typically 25' – 30' on center, but their exact spacing may vary depending on their respective street classification.

The tree species that have been selected are:

- *Quercus Agrifolia*, Coast Live Oak
- *Platanus Racemosa*, California Sycamore
- *Cinnamomum Camphora,* Camphor Tree
- *Magnolia Grandiflora,* Southern Magnolia
- *Pyrus Kawakamii,* Evergreen Pear
- *Ulmus Parvifolia Sempervirens*, Chinese Elm
- *Phoenix Dactylifera,* Date Palm

2. Fruit-Bearing Trees

Trees bearing fruit for human consumption shall not be located 15' from a public right of way due to maintenance and upkeep concerns, but are permitted within legally subdivided lots, within yards, or other spaces. Sub-Area 18B is waived from this provision due to its utilization as an agricultural education and demonstration center.

3. Benches

Benches shall be located along all streets as well as pedestrian greenways, or "paseos". Benches shall be oriented towards the pedestrian path of travel so that people can access them at bus stops, within parks and open plazas, and at other locations where shade is provided by trees or structures.

4. Trash Receptacles

Trash receptacles shall be provided and be located adjacent to seating areas, bus stops and at entries to parks and plazas for easy access. All trash receptacles shall have a minimum 30 gallon capacity. They shall be integrated into the design of the urban setting, with an artistic design to either blend in with the surroundings or display them artistically.

5. Recycling Containers

Recycling Containers shall be adjacent to, and shall be consistent with the design of, other trash receptacles within this Specific Plan area, and shall be placed at least every 800 feet on every mixed-use or non-residential block.

C. Transportation Demand Management Regulations

Transportation Demand Management measures or incentives shall be implemented within this Specific Plan area. Transportation Demand Management measures or incentives shall be implemented as part of the Mitigation Monitoring and Reporting Program (MMRP).

D. Bicycle Network and Linkages

A complete bicycle network is the key to increasing bicycle use and meeting the sustainability goals of this Specific Plan. The Department of City Planning, as of January 2011, is updating the Citywide Bike Plan that serves as a comprehensive plan to link fragmented bike routes and create new ones. The Jordan Downs Urban Village Specific Plan begins the effort of implementing a bicycle network in South Los Angeles by providing exclusive bicycle lanes along the entire length of Century Boulevard within this Specific Plan boundary.

The Citywide Bike Plan has identified a bike lane fragment on Central Avenue that creates an opportunity to connect to Jordan Downs, and the region as a whole. Central Avenue is a north-south corridor that lies approximately 1 mile west of Jordan Downs, and currently features a fragmented bike line that starts at the intersection of Central Avenue and 103rd Street. The proposed Citywide Bike Plan recommends this fragment extend north with exclusive bike lanes on Central Avenue to downtown Los Angeles. In addition, the Citywide Bike Plan recommends that Century Boulevard feature a bike lane from this Specific Plan boundary, heading west towards Wilmington Avenue. Finally, the Citywide Bike Plan recommends that 103rd Street become a bicycle friendly street as it runs east towards Jordan Downs. Hence, this Specific Plan includes a bike component to connect to the proposed improvements contained within this proposed bicycle network.

The extension and redesign of Century Boulevard as a modified collector street provides the ideal opportunity to increase the bicycle network in this area. Century Boulevard shall include a bike lane from South Alameda Street to Grape Street. The path shall be 5 feet in width and shall be situated between the travel lane and the parking lane on both sides of Century Boulevard.

A sharrow shall be implemented on the east side of Central Park on Croesus Avenue. The sharrow indicates where bicyclists should ride to avoid traveling within the door zone of parked cars or to protect from buses. These sharrows provide an opportunity for this Specific Plan to encourage safer and more comfortable bike travel, particularly if a bus route is intended to be re-routed down Croesus Avenue. In addition, this route connects Century Boulevard to 103rd Street, which creates an opportunity to connect to the Blue Line's 103rd Street station.

These strategies will allow bicyclists to navigate Jordan Downs, but also allows connections to Central Avenue, the 103rd Street station, and beyond. The Department of City Planning, in conjunction with the City's Department of Transportation shall ensure the implementation of these bicycle connections to and from Jordan Downs.

E. Transit

1. Overview

Potential connections to local transit provides another opportunity to create transportation alternatives for Jordan Downs residents. Jordan Downs is currently served by multiple agencies; this Specific Plan strengthens those existing connections and create new ones,

thereby facilitating transit options, reducing vehicle trips, and further accomplishing the Plan's sustainability goals.

2. Metro & DASH Connections

Jordan Downs is served by multiple transit agencies, as identified in the Environmental Impact Report (EIR). However, due to the close proximity and direct project opportunities and potential for linkages, this Specific Plan focuses on connections with the Los Angeles County Metropolitan Transportation Authority (Metro) and the City of Los Angeles, Department of Transportation (DASH).

The Local 117 east/west bus line runs every 20 minutes along 103rd Street to LAX and via Alameda Street and Tweedy Boulevard east to Downey. This Specific Plan has identified a slight reroute of Local 117 so that it runs through Jordan Downs, with stops connecting the commercial center along Alameda Street, the Family Resource Center, the gym, access to Jordan High School and the retail plaza along 103rd Street. The community is also served by a Watts DASH bus loop, operated by LADOT, which passes by Jordan Downs via 103rd Street every 20 minutes. The Dash has a stop at the Metro Blue Line station at 103rd. Transit routes within or adjacent to the project shall address street amenities including bus shelters, signage, bike racks, and public bulletins with transit information. Metro and LADOT shall coordinate to provide service to the expanded new population anticipated to occupy Jordan Downs upon full project build out.

APPENDIX B3: LIGHTING

All lighting should define the pedestrian realm, bring the street scale down to a human level, and provide a secure nighttime environment while minimizing unintentional overflow. Where appropriate, lighting shall also highlight key entries, intersections, and architecture.

Lighting shall also support sustainability goals by being energy efficient and including products such as solar powered fixtures and/or LED technology.

Lighting shall be appropriately scaled to its respective street classification. Lights on the redesigned Century Boulevard shall be 30 feet tall, pole mounted fixtures for vehicles, in addition to pedestrian oriented 15' tall light fixtures. Lights on all other streets shall also feature 15 foot tall pedestrian-scale, pole mounted fixtures. All parks, plazas, and paseos shall have pedestrian scale light fixtures, in-ground light fixtures, bollards, and other appropriately scaled fixtures.

Further guidelines are located in Appendix A.

APPENDIX C: LEED-ND RATING SYSTEM

LEED ND Rating System

One of the goals of this Specific Plan is to satisfy the Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) requirements at the Gold level. This objective will promote Jordan Downs as a housing development that features sustainable strategies throughout is design.

To meet LEED-ND criteria, a project must score a certain number of points through certain pre-requisites and various credits within five separate categories. These five categories are:

1. **Smart Location and Linkages**
2. **Neighborhood Pattern and Design**
3. **Green Infrastructure and Building**
4. **Innovation and Design**
5. **Regional Priority**

LEED Categories

The Specific Plan addresses many of the design requirements of the categories above through various strategies. Most of these design strategies focused on one of the above categories: Neighborhood Pattern and Design. Other criteria not necessarily linked to design strategies but satisfied by this Specific Plan are listed below.

1. **Smart Location and Linkages**

   Most of the points available in this category are pre-existing conditions of the project site and surrounding area. This category is intended to avoid sprawling development and destruction of habitat and natural wild lands by encouraging infill development. The Jordan Downs Urban Village Specific Plan meets the pre-requisites of this category: Smart Location, (Preservation of) Imperiled Species and Ecological Communities, Wetland and Water Body Conservation, Agricultural Land Conservation, and Floodplain Avoidance.

2. **Neighborhood Pattern and Design**

   This credit relates to human-scaled streetscapes with buildings that are pulled up to the sidewalk to create a continuous street wall, wide sidewalks, appropriate street widths and non-residential buildings meeting FAR requirements. These features should create a safe and inviting neighborhood that promotes reduced vehicle usage through improved walk-ability and transportation efficiency. The Jordan Downs Urban Village Specific Plan meets the pre-requisites of this category: Walkable Streets, Compact Development, and Connected and Open Community. In addition, the Plan scores highly with other credits within this category, such as: (Providing) Mixed-Use Neighborhood Centers, Mixed-Income Diverse Communities, Transit Facilities, Tree-Lined Streets, and Access to Recreation/Public Spaces.

3. **Green Infrastructure and Building**

   This category is focused on buildings that minimize their ecological footprint by reducing energy and water consumption, as well as mitigation of construction impacts. The Plan satisfies the pre-requisites by providing at least one LEED-Certified building, and by meeting a minimum threshold for water and energy efficiency for buildings. The intention of this credit category is focused on reducing the environmental consequences of conventional building and construction practices. This section includes standards for green building, energy and water efficiency as well as construction activity pollution prevention requirements. Three of the four prerequisites in this category are satisfied by existing City of Los Angeles or State of California requirements.

4. **Innovation and Design**
   This category focuses on utilizing several different strategies that collectively reduce the ecological footprint of projects. The proposed Specific Plan does not achieve any of the credits within this category.

5. **Regional Priority**
   The Regional Priority points provide incentives to address geographically specific environmental issues, USGBC regional councils and chapters, the Congress for the New Urbanism chapters, and representatives of Smart Growth America's State and Local Caucus have identified 6 credits per rating system that are of particular importance to specific areas. Each Regional Priority credit is worth an additional 1 point, and a total of 4 additional points may be earned by achieving Regional Priority credits, with 1 point earned per credit. If the project achieves more than 4 Regional Priority credits, the team can choose the credits for which these points should apply.

   The regional priority credits for the Jordan Downs Project are as follows:
   - Bicycle Network and Storage
   - Walkable Streets
   - Mixed-Use Neighborhood Centers
   - Mixed-Income Diverse Communities
   - Tree-Lined and Shaded Streets
   - Building Water Efficiency

These prerequisites referenced herein should be applied by the City's Planning and/or Building Departments when the development approaches the design and construction phase. These following standards should be strictly enforced and submitted for future LEED verification and certification.

Critical LEED ND Standards to Be Addressed During Design and/or Construction
In order to realize the sustainability efforts at Jordan Downs through construction and design, architects, landscape architects, engineers and developers shall implement feasible all of the following requirements and recommendations as they pertain to LEED ND prerequisites.

Green Building
The project design should be constructed or retrofit to a minimum of one building within the Jordan Downs Development to be certified through LEED for New Construction, Existing Buildings: O&M, Homes, Schools, Retail: New Construction or LEED for Core and Shell (with at least 75% of the floor are certified under LEED for Commercial Interiors or LEED for Retail: Commercial Interiors)

Energy Efficiency

Option 1 or 2 (for the HACLA to select):

1. All nonresidential, mixed-use and multiunit residential buildings four stories and more constructed as part of the project shall demonstrate an average 10% improvement over ASHRAE Standard 90.1-2007. All new multiunit residential buildings three stories of fewer constructed as part of the project shall meet ENERGY STAR 2008 criteria.

2. All nonresidential, mixed-use and multiunit residential buildings four stories and more constructed as part of the project shall demonstrate an average 10% improvement over California Energy Efficiency 2008 Standards, Title 24, Part 6. All new multiunit residential buildings three stories of fewer constructed as part of the project shall demonstrate an average of 15% improvement over

California Energy Efficiency 2008 Standards, Title 24, Part 6 and Home Energy Rating System (HERS) verification.

Water Efficiency

Water conservation is an important goal as the City of Los Angeles is facing drought conditions and a shortage of outside water resources. Indoor water usage in new nonresidential, mixed-use, and multifamily buildings and building undergoing major renovations shall be an average of 20% less than in baseline buildings. Calculations are based on estimated occupant usage and include only the following fixtures and fixture fittings (as applicable to the project scope): Water closets, urinals, lavatory faucets, showers, kitchen sink faucets, and pre-rinse spray valves. The water efficiency threshold is calculated as a weighted average of water usage for the buildings constructed as part of the project based on their conditioned square footage. Projects may also follow the LEED for Multiple Buildings and On-Campus Building Application Guide Alternative calculation methodology to show compliance with this prerequisite.

APPENDIX D: BACKGROUND AND VISION

BACKGROUND

A. Specific Plan Location

Jordan Downs is located at 9800 Grape Street in Los Angeles, California, 90002. The Jordan Downs Urban Village Specific Plan area that is generally bounded by Grape Street on the West, 103rd Street on the South, Alameda Street on the East and 97th Street on the North, includes the existing Jordan Downs public housing complex. The total acreage of the project area is 118.50 acres; approximately 42 acres of this total acreage is currently within the County of Los Angeles and is proposed to be annexed. Currently, Jordan Downs has approximately 2,200 residents within 700 public housing units.

Jordan Downs is located within the Southeast Los Angeles Community Plan Area and Los Angeles Council District 15. In addition, Jordan Downs is in the 35th Congressional District, the 27th State Assembly District, the 52nd State Senate District, and County of Los Angeles, 2nd Supervisory District.

B. Specific Plan Setting and Surrounding Land Use

The existing Jordan Downs housing complex and high school site forms a portion of the City of Los Angeles eastern boundary. It abuts unincorporated County of Los Angeles land, most notably the 42 acre industrial zoned parcels to be annexed by the City of Los Angeles. The eastern boundary of this Specific Plan area is Alameda Street, and beyond that is the City of South Gate.

Jordan Downs is served by: Century Boulevard, which terminates into the existing Specific Plan area, is classified as a Major Highway, Class II. 103rd Street, which serves as the southern boundary, and 97th Street, which serves as the northern boundary, are classified as Collector Streets. Grape Street forms the western boundary and is classified as a local street. Alameda Street, which forms the eastern boundary of this Specific Plan area is also a Major Highway, Class II, and runs parallel to the Alameda Corridor, a 20 mile long rail line that connects the Ports of Los Angeles and Long Beach to the rail hubs near downtown Los Angeles. At this location just east of this Specific Plan area, the rail line is below street grade.

There are a number of public transportation routes serving Jordan Downs. The Los Angeles Department of Transportation (LADOT) Local Commuter Dash Route serves the subject Specific Plan site with a few stops along 103rd Street. The Dash service carries passengers to two major public transit rail stations; the Blue Line Station at 103rd Street, and the Green Line Station at the Avalon and the I-105 Freeway. The Blue Line also intersects the Imperial-Wilmington Green Line Station.

This Specific Plan area currently contains a diversity of land uses. Public facilities include the Jordan Downs Recreation Center and David Starr Jordan High School. Industrial uses occupy most of the 42-acre annexation area. It is located on the north-east corner of this Specific Plan site where 97th Street intersects into Alameda Street. The site previously stored hundreds of truck containers/trailers. In addition, a World War II ammunitions assembly and storage facility was located here. A vacant/abandoned industrial building resembling an old steel foundry exists on the interior corner of the property, and will have to be demolished upon environmental approval.

David Starr Jordan High School, owned by the LAUSD, is located on the southeast section of this Specific Plan area, and had 1,700 students enrolled in the 2008-09 school year. It has important community and recreational amenities such as an auditorium, athletic track field, and a basketball

gym. In addition, the High School is registered with the California Office of Historic Preservation Historical Resources Inventory due to its historical significance. Its proximity to Jordan Downs is viewed as an asset and is an important element of this Specific Plan's design which has a set goal of ensuring that 50% of the dwelling units are within ½ mile of schools.

The Mudtown Farms Agricultural Education and Demonstration Center completes the group of parcels that make up this Specific Plan site. This Center that sits on the southwest corner of this Specific Plan area holds great potential for improving sustainable practices in this Specific Plan site and is part of the enduring heritage of Jordan Downs.

This Specific Plan area is surrounded primarily by low to medium-density housing north of 97th Street, medium-density housing west of Grape Street, and low density housing buffered by medium density housing on the southern border along 103rd Street. Some neighborhood commercial areas are located along Wilmington Avenue, southwest of this Specific Plan Area. On the eastern border and the southeast corner this Specific Plan site abuts the cities of South Gate and Lynwood, respectively. In addition to the proximity of housing there are also several community facilities near this Specific Plan area such as 102nd Street Elementary School near the southwest corner of this Specific Plan site, and Ted Watkins Park to the west, as well as the nearby Metro Blue Line, 103rd Street station which is located approximately 8/10 of a mile from this Specific Plan site.

C. Existing General Plan Land Use and Zoning

Currently the portions of this Specific Plan that are within the City of Los Angeles are assigned two separate General Plan Land Use Designations: Low Medium II Residential and Public Facilities. Low Medium II Residential falls within a larger category of Medium Residential.

The parcels located within the City of Los Angeles are currently assigned two separate zones. The majority of the existing housing units are located on parcels zoned RD2-1, which is an abbreviation for Restricted Density-Multiple Dwelling 2. This zone allows for relatively lower density multi-family housing units, which places a maximum density of dwelling units based on a formula of one dwelling unit for every 2,000 square feet of lot area.

Jordan High School is located on parcels zoned Public Facilities, or PF-1. This Public Facilities is typically assigned to civic buildings, government owned facilities, or rights of way.

The parcels currently located within the County of Los Angeles are zoned the County's zone of M2. This zone is the second most industrial-intensive zone, and allows for heavy industrial uses such as metal recycling, various manufacturing, and other intensive uses.

D. Existing Physical Site Characteristics

This Specific Plan area is an infill site, surrounded by development, and relatively flat. The area's topography gently descends about 10 vertical feet from northeast to southwest, with the highest elevation approximately 116 feet above sea level. An underground drainage system runs through the Jordan Downs public housing project and the adjacent 21.08 acre former industrial lot.

The 49.48 acre Jordan Downs housing complex is on the western side of this Specific Plan area and is composed of 103 two-story townhouse style buildings with a total of 700 housing units and is home to approximately 2,200 residents. The existing on-site roadway network for Jordan Downs is inconsistent with the surrounding grid system, it is composed of three loop roadways: one roadway (99th Place) that serves the north portion of the site, and two loop roadways (101st Street and 102nd

Street) that serve the south portion of the site and are connected by Juniper Street. The main access points to the site are 103rd Street from Alameda Street, a major arterial highway and Century Boulevard that ends at this Specific Plan site.

E. Master Plan

In 2010, the HACLA adopted a Master Plan for the redevelopment of Jordan Downs. The Master Plan will guide the comprehensive redevelopment of Jordan Downs by adding housing units, mixed-use opportunities, a central park, and a new street grid. However, these concepts contained within the Master Plan are not feasible within the existing legal parcels and zoning assigned to Jordan Downs. The Master Plan serves thus as a vision document of what may be possible due to the City Charter and LAMC requirements, in addition to requirements set forth by the California Environmental Quality Act. As a result, the adoption of a Specific Plan and certification of an Environmental Impact Report is necessary. This Specific Plan serves as the implementation tool of the Master Plan by amending the zones and land use designations of each block of land. In addition, a tract map is necessary to create new legal lots and a street grid that creates efficient circulation. This Specific Plan honors the vision and intent of the Master Plan.

SPECIFIC PLAN VISION

A. Overview

Jordan Downs will become a model of social and environmental sustainability through the planning, design and development effort identified within this Specific Plan. The social sustainability efforts stem from the comprehensive community input process through the Southern California Association of Governments Compass Blueprint Community Workshop process, the results of which are explained in the HACLA's Family First Plan located in the appendix of this Specific Plan. The environmental sustainability component of the Jordan Downs Urban Village Specific Plan is a result of the core neighborhood development principles established by the US Green Building Council (USGBC) under the Leadership in Energy and Environmental Design for Neighborhood Development (LEED ND) Rating System. This rating system is the first national standard for sustainable neighborhood design and has been integrated throughout this Specific Plan to incorporate the principles of smart growth, new urbanism, mobility, and green buildings. Using the framework of other LEED rating systems, LEED for Neighborhood Development recognizes development projects that successfully protect and enhance the overall health, natural environment, and quality of life of communities. The Jordan Downs Urban Village Specific Plan, along with the social and environmental sustainability efforts herein intends to create a neighborhood that will significantly transform the community into a safe, thriving, desirable, and livable urban community with many social and physical amenities. Thus, the creation of the Urban Village designation is reinforced through the establishment of the "UV" suffix adhered to the new proposed zones.

The Jordan Downs Urban Village Specific Plan is a comprehensive, mixed-use, mixed-income development featuring diverse building typologies and a variety of densities. The non-residential components of the Plan include expansive common open spaces integrated with both educational and job creation components, resulting in a green and sustainable community.

It is important for the City to have a complete, comprehensive code that regulates this unique development. Currently, the Los Angeles Municipal Code lacks the appropriate zoning standards to allow for a mixed-use community with such customized components/elements of this scale. Since this Specific Plan requires various standards, it is appropriate that the unique Jordan Downs Master

Plan be developed and implemented through a Specific Plan, in accordance with LAMC Section 11.5.7.

This Specific Plan allows rules to be tailored for the 118-acre site and permits the incorporation of custom design guidelines and more extensive landscape than required by the LAMC, as well as establishes the preliminary zoning of the 42-acre portion of land undergoing annexation. Also, this Specific Plan allows for flexibility in the implementation to allow the plan to respond to market preferences in the long-term build-out of this Specific Plan site. This Specific Plan and LEED-ND principles allows the future development to utilize innovative techniques such as variable setbacks to maximize usable public and private open space, multi-family homes, shared common open space and compact, clustered single-family homes encouraging pedestrian activity, all integrated within the same mixed-use community. By using a Specific Plan, the entire streetscape can be coordinated between the residential and commercial uses, creating a seamless experience. In some regulations this Specific Plan provides for stringent requirements along Alameda Boulevard to ensure compatibility with the residential neighborhood and educational facilities of the redeveloped Specific Plan. Overall, the cohesiveness and enhanced design created by this Specific Plan maximizes the ability to create a sustainable community with compatible land uses, and results in a predictable development for the established and future residents of Jordan Downs.

B. Development Program

This Specific Plan calls for a variety of land uses including Residential, Community Facility and Open Space sites, as well as land reserved for employment uses. Two possible school sites are identified in addition to the LAUSD's current Jordan High School grounds. Ground floor retail fronts onto key pedestrian-oriented sites and circulation routes.

The majority use of this Specific Plan is residential development, consisting of the replacement of the existing 700 dwelling units, plus a proposal for up to 1,100 new dwelling units to be built in a variety of residential building types, including townhouses and stacked flats in multiple and varied configurations, for a total project yield of up to 1,800 units. Community facilities include the Family Resource Center and a new gym. This Specific Plan concept includes up to 250,000 square feet of new commercial/office /retail Floor Area on seven acres of existing industrial land along the Alameda Street corridor, plus up to 20,000 gross square feet of community-serving retail and services Floor Area in mixed-use buildings. In addition to residential, commercial, and educational uses, the plan includes a network of parks and open space totaling approximately 8.9 acres, centered in and around the central park.

Implementation of the Specific Plan is anticipated to result in up to 1,800 residential units, which will contain a mix of replacement public housing, affordable rental units (including senior housing units0, and market rate (for rent and home ownership) condominium units. HACLA is committed to preserving the present level of affordability for the residents of the existing 700 public housing units. The affordable and replacement units may, as required by HUD, the HACLA or other funders, be evidenced by recorded use restrictions.

C. Subareas

The land within this Specific Plan boundaries is divided into three distinct Subareas. The Subareas are necessitated by the existing conditions and industrial operations, unique characteristics, and contrast in land uses within this Specific Plan. These Subareas each have regulations attached to

them- see Section 6 – Land Use for more information on the zones assigned to each Subarea. The three Subareas are shown on Map 3, Proposed Subareas Map:

1. Subarea 1: Multi-Family Residential, Public Facilities, Parks and Open Space, and Commercial/Manufacturing

2. Subarea 2: Heavy Manufacturing

3. Subarea 3: Medium/Heavy Manufacturing

D. LEED-Neighborhood Development Standards

The LEED (Leadership in Energy and Environmental Design) Neighborhood Development (ND) is a nationwide rating system administered by the United States Green Building Council, a non-profit organization that promotes sustainable, environmentally friendly building practices. LEED ND principles encourage smart growth and new urbanism best practices, promoting the location and design of neighborhoods that reduce vehicle miles traveled and communities where jobs and services are accessible by foot or public transit. It promotes more efficient energy and water use, which is especially important in densely populated urban areas such as Jordan Downs. Strengthening the overall neighborhood sustainability qualities of Jordan Downs enhances the opportunities for implementing similar strategies in future developments in the surrounding Watts area.

LEED-ND creates a menu of points within three primary credit categories: Smart Location and Linkages, Neighborhood Pattern and Design, and Green Infrastructure and Building. By obtaining the most points possible, a project achieves LEED-ND certification at one of four levels; certified, silver, gold, and platinum. The infill location of Jordan Downs encompasses many qualities serve as a foundation for creating a sustainable neighborhood in an urban setting. For example, the existing street grid and proximity to public transit make up many of the credits within the category of Smart Location and Linkages within LEED-ND. In addition, the Neighborhood Pattern and Design credit category of LEED-ND encompasses many sustainability strategies that should reduce the carbon footprint of the community while creating healthier, cleaner environments for residents and neighbors. These LEED-ND specific requirements are not applicable to blocks 18B, 30A, 30B, 30C, 31, and 32.

The Housing Authority (HACLA) and the Los Angeles Department of City Planning have a goal that the Jordan Downs Urban Village Specific Plan designed to meet the LEED-ND Gold Level with a goal to achieve certification. To that end, this Specific Plan utilizes design strategies that satisfy certain requirements within the Neighborhood Pattern & Design: Walkable Streets category and prerequisites within the Green Building and Infrastructure credit category.

See Appendix C of this Plan for standards related to green building and infrastructure.

By achieving certification and applying LEED ND as a tool to accomplish the aforementioned Sustainability Principles, Jordan Downs has the potential to create opportunities for implementing similar strategies in other public housing projects surrounding Watts.