



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT



City Planning Commission

Date: March 8, 2012
Time: After 8:30 AM
Place: City Hall, Room 1010

Public Hearing: October 5, 2011

Case No.: CPC-2010-0031-SP-AD
CEQA No.: ENV-2010-0032-EIR
SCH No.: 2010021007
Incidental Cases: N/A
Related Cases: N/A
Council No.: 15
Plan Area: Southeast Los Angeles
Specific Plan: N/A
Certified NC: Watts
GPLU: Low Medium Residential, Public Facilities
Zone: RD2-1. PF-1
Applicant: City of Los Angeles
Co-Applicant: The Housing Authority, City of Los Angeles
Representative: City of Los Angeles

PROJECT LOCATION: 9800 S. Grape Street, Los Angeles, 90002

PROPOSED PROJECT: Adoption of the Jordan Downs Urban Village Specific Plan. The proposed Specific Plan creates new General Plan Land Uses, Zoning, Height Districts, Street Designations, Floor Area Ratios, and Design Standards for all parcels within the Specific Plan Boundary. The Plan also proposes the re-designation of a portion of Century Boulevard.

REQUESTED ACTION:

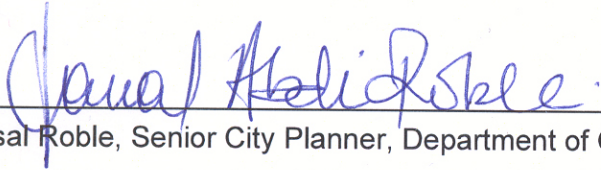
1. Approve the adoption of the Jordan Downs Urban Village Specific Plan.
2. Approve a General Plan Amendment to change the street classification of Century Boulevard from a Major Highway Class II to a Modified Collector Street in that portion between Wilmington Avenue and Alameda Street and a Modified Secondary Highway in the portion between Wilmington Avenue and Success Street.
3. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code Certification of an Environmental Impact Report (EIR) for the above referenced project, Adoption of the Statement of Overriding Considerations and the proposed mitigation monitoring program and the required findings for the adoption of the EIR.

RECOMMENDED ACTIONS:

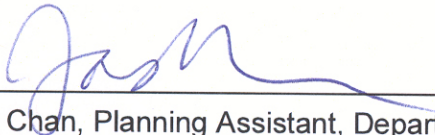
1. **Approve and Recommend that the City Council adopt** the Jordan Downs Urban Village Specific Plan.
2. **Approve and Recommend that the City Council adopt the General Plan Amendment** that changes the street classification of Century Boulevard from a Major Highway Class II to a Modified Collector Street in that portion between Wilmington Avenue and Alameda Street and a Modified Secondary Highway in the portion between Wilmington Avenue and Success Street.

3. **Adopt** the attached Findings, including the Environmental Findings.
4. **Approve and Recommend that the City Council Certify** that the Environmental Impact Report ENV-2010-0032-EIR, SCH No. 2010021007 is an adequate environmental clearance for this action, and recommend that the City Council make concurring findings.
5. **Adopt** the Statement of Overriding Considerations.
6. **Advise** the landlord/proposed developer that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that the mitigation conditions, identified as "(MM)" on the condition pages, are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.
7. **Advise** the landlord or proposed developer that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) filing.

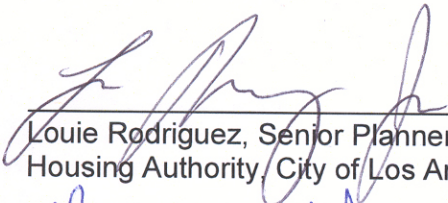
MICHAEL LOGRANDE, AICP
Director of Planning



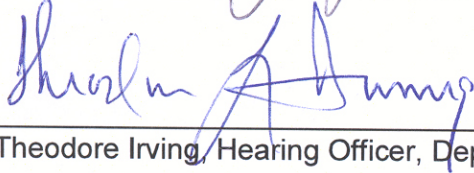
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Louie Rodriguez, Senior Planner,
Housing Authority, City of Los Angeles/Department of City Planning



Theodore Irving, Hearing Officer, Department of City Planning

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PROJECT ANALYSIS

Project Summary

The proposed Jordan Downs Urban Village Specific Plan seeks the redevelopment of the Jordan Downs Public Housing Complex, which is owned and managed by the Housing Authority of the City of Los Angeles (HACLA). All of the 700 existing public housing units shall be replaced, and up to 1,100 new housing units of various types shall be constructed on site, for a total project yield of up to 1,800 dwelling units. A diversity of new zones are proposed that combines mixed use buildings, neighborhood serving commercial, multi-family residential, public facilities, and open space to create a self-sustaining urban village where residents can live, shop, work, and play all within the same neighborhood. Building heights range from 20' to a maximum height of 75'. Following are the key Project features:

Project Features (by category)

1. **Housing:** Replacement of all 700 existing public housing units, creating no net loss of existing public housing. In addition, the Plan proposes up to 1,100 new housing units, for a total Plan yield of up to 1,800 housing units. As stated in the EIR, the new housing units will consist of affordable and market rate units and will be a combination of residential building types such as townhomes, stacked flats, etc.
2. **Urban Village Concept:** The Plan proposes a complete integration of residential, commercial, educational, recreational, agricultural, and light industrial uses all within the Specific Plan boundary to create a self-sustaining urban village where all the above mentioned land uses are easily accessible and within walking distance.
3. **Commercial:** The Plan proposes up to 502,000 square feet of commercial, retail, and light industrial uses along Alameda Street and up to 20,000 square feet of community serving, ground floor retail uses, as part of mixed use buildings along the Century Boulevard extension.
4. **Open Space:** A 6.38 acre Central Park will serve as the primary open space and will be supplemented by 2.57 acres consisting of smaller open spaces throughout the Plan. A 50,000 square foot Family Resource Center will replace the existing Jordan Downs Community Center and will provide multiple services, programs, and activities for the community. It will also serve as a training facility for programs geared towards the transitioning of residents during the redevelopment phases.
5. **Century Boulevard Extension:** Century Boulevard is proposed to be extended and improved to run the entire length of the Project boundary. Currently, Century Boulevard is designated a Major Highway, Class II but does not exist beyond its intersection with Grape Street at the western edge of the Specific Plan. The Specific Plan proposes Century Boulevard be extended through the project until it meets Alameda Street at the eastern edge of the Plan boundary. The re-alignment will then further extend Century Boulevard to connect with Tweedy Boulevard in the City of South Gate. In addition, Century Boulevard will be downgraded to a Modified Collector Street between Grape Street and Alameda Street that will decrease the vehicle traffic lanes but create a more pedestrian friendly street. This street downgrade was first initiated by Council Motion 09-0186-S1. In addition, Century Boulevard will have dedicated bicycle lanes in each direction, landscaped parkways, and pedestrian amenities. Commercial uses will be located on the ground floor of the buildings that will line Century, activating the street frontages. Finally, negotiations are ongoing with the Metropolitan Transit Authority

(Metro) to re-route a nearby existing bus line so that it runs through the redeveloped Jordan Downs, improving transit accessibility. In conclusion, the new Century Boulevard with all the above mentioned improvements and accessibility will serve as the “Main Street” of Jordan Downs and serve as the main corridor of the new urban village.

6. **Urban Design:** Design standards for buildings, landscape, and open space will produce a rich urban fabric with walkable streets, diverse building forms and massing, transparent building frontages, quality building materials, a street tree plan, and streets with amenities that prioritize pedestrian activity. Street parking along key corridors will be enclosed within building podiums rather than fronting streets further improving the aesthetics and the pedestrian experience of the neighborhood.
7. **Mobility:** The existing street grid features sparse intersections and long super-blocks and is to be replaced with a new street system that emphasizes walkability and community integration, highlighted by an extension of Century Boulevard, which will act as the main corridor of Jordan Downs. Blocks will be kept deliberately short to facilitate walking and navigation. Intersections have been designed to meet pedestrian needs. Century Boulevard will feature 6’ wide dedicated bicycle lanes in each direction.
8. **Sustainability:** The proposed project includes Leadership in Energy and Environmental Design (LEED) for Neighborhood Development (ND) standards, since the Master Plan process called for the inclusion of sustainable building and neighborhood design principles in the Specific Plan. The Department of City Planning maintains this commitment to sustainability and proposes that the Specific Plan shall, at a minimum, satisfy the LEED-ND prerequisites and point requirements at the Gold level. If certification is accomplished, Jordan Downs will be one of the first LEED-ND Pre-Certified Plans in the world.
9. **Compatibility with Neighborhood Character:** The Plan proposes a transitional height program to ensure compatibility with the surrounding neighborhood, which is comprised of mostly one to two story buildings. The proposed height limitations located on the edges of the Specific Plan boundary will yield shorter buildings while the rest of the zones will allow buildings to become gradually taller as they are sited closer to the center of the Plan.

The Specific Plan boundary encompasses a total of approximately 118.5 acres; 76.78 acres of which are currently within the City of Los Angeles. Following the adoption of the Specific Plan, the Department of City Planning intends to proceed with the filing of an annexation application with the Local Agency Formation Commission (LAFCO) for the annexation of 41.74 acres of land from unincorporated Los Angeles County to the City of Los Angeles. This annexation process requires the pre-zoning of the annexation parcels, which is accomplished by this Specific Plan. The annexation application will be reviewed by City Departments and the Los Angeles City Council at a future date.

Background

The portion of the Specific Plan that is within the City of Los Angeles totals approximately 76.78 acres. The Jordan Downs Public Housing Complex, owned and operated by the HACLA, occupies approximately 42.99 acres. David Starr Jordan High School, owned and operated by the Los Angeles Unified School District (LAUSD), encompasses approximately 15.64 acres and will not be directly affected by the changes within the Specific Plan. The Mudtown Farms Agricultural Education and Demonstration Center occupies 2.48 acres. The remaining acreage consists of approximately 15.67 acres of right-of-ways.

The portion of the Specific Plan that is within the jurisdiction of the County of Los Angeles and subject to the annexation totals approximately 41.72 acres and consists of privately owned parcels along Alameda Street.

Jordan Downs originated as temporary workforce housing in the 1940's. The earliest phases of Jordan Downs were built in 1942 in the location to the north between 97th Street and 99th Place to support the booming industries that supported the World War II economy that included aircraft, tires, ships, and steel manufacturing were located on both sides of Alameda Street. After World War II ended, existing units were converted into public housing and were supplemented by additional units north of 103rd Street in 1955. From this point in time, most of Jordan Downs has had virtually no physical changes.

In 2008, Mayor Antonio Villaraigosa launched a five-year, \$5 billion housing plan for the City of Los Angeles called "Housing that Works," to address housing supply and affordability within the City. A cornerstone of this plan is the revitalization of the Jordan Downs public housing complex. From this impetus, the HACLA engaged the community in a Master Plan process in order to create a vision document for the redevelopment of Jordan Downs. After a series of community workshops and design charettes, including one charette hosted by an advisory panel organized by the Urban Land Institute (ULI), the HACLA produced a Master Plan document in April 2010. In March 2009, the Los Angeles City Council adopted a Motion that instructed the City Planning Department to work with the HACLA on the preparation of a Specific Plan that takes the vision of the Master Plan and makes it into law via an ordinance. The proposed Specific Plan seeks to implement the HACLA's Master Plan through land use regulations.

Environmental

In accordance with CEQA guidelines, an Environmental Impact Report (EIR) was prepared for the Proposed Project to analyze potential environmental impacts. This EIR is identified as ENV-2010-0032-EIR with State Clearinghouse No. 2010021007.

A Draft EIR was circulated for a 45-day period from November 18, 2010 through January 2, 2011. The Notice of Availability for the Final EIR was circulated September 2, 2011.

More on the EIR may be found in the Environmental Findings Section of this report.

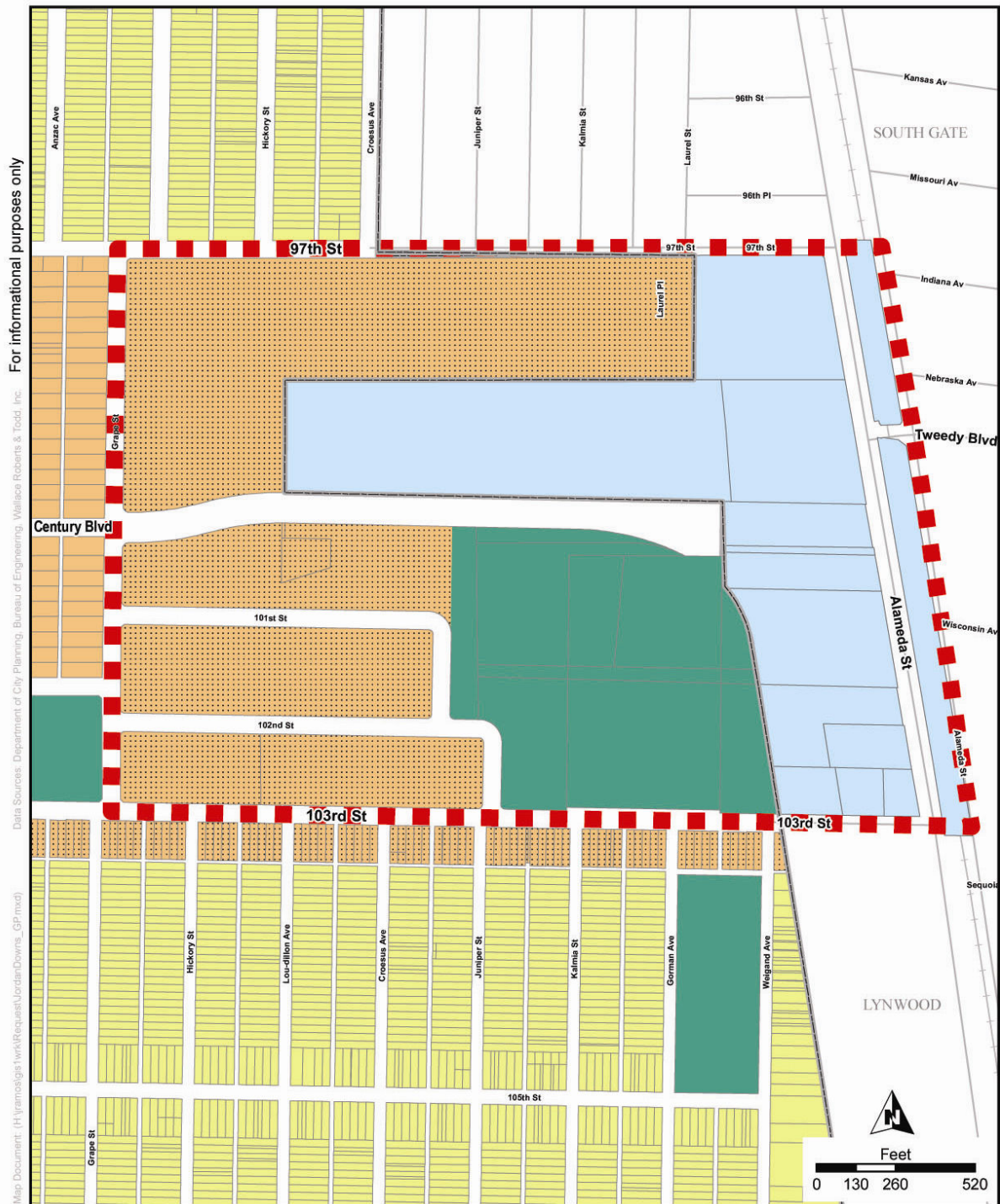
Existing Conditions

The following table lists the current zoning and land use designations of all the existing parcels within the Specific Plan.

Category	General Plan Land Use	Zoning	Acreage
Multiple Family Residential	Low Medium II Residential	RD2-1	49.50
Manufacturing (LA County)	Heavy Manufacturing *	M-2*	32.15
Right of Way (County)	N/A	N/A	9.75
Jordan High School	Public Facilities	PF-1	15.64
Jordan Downs Right of way	N/A	N/A	8.98
Community Garden	Low Medium II Residential	RD2-1	2.48
	*: Los Angeles County		118.50








Map 1- Existing General Plan Land Uses

Note: Map not to scale



For informational purposes only
 Data Sources: Department of City Planning, Bureau of Engineering, Wallace Roberts & Todd, Inc.
 Map Document: (H:\pamedesign\work\request\JordanDowens_CPF.mxd)

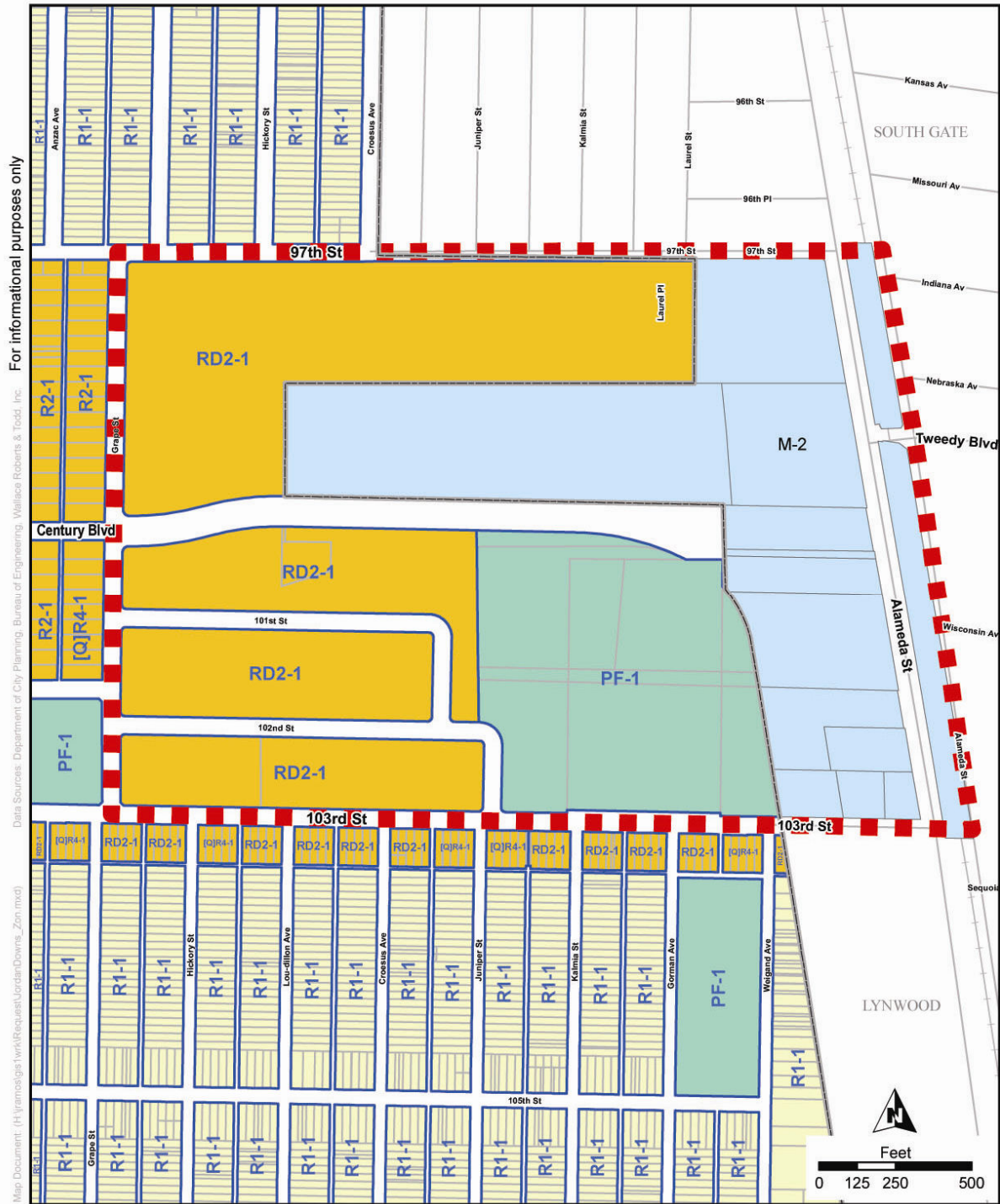
Legend

-  Proposed Specific Plan
 -  City Boundary
 - General Plan Land Use**
 -  Low Residential
 -  Low Medium I Residential
 -  Low Medium II Residential
 -  Public Facilities
 -  Annexation Area (LA County Land Use*)
- * Current symbol representation for an Industrial designation or other has not been established by the City of Los Angeles. Until the targeted area has completed the annexation process it remains of a Land Use designation that is subject to change by the Los Angeles County.

Not to be used for official recording purposes

Map 2: Existing Zones

Note: Map not to scale



Map Document: (H:\p\m\c\g\1\work\Requests\Jordan\Downs_Zon.mxd) Data Sources: Department of City Planning, Bureau of Engineering, Wallace Roberts & Todd, Inc. For informational purposes only

Legend

- Proposed Specific Plan
- R1-1 Zoning
- City Boundary

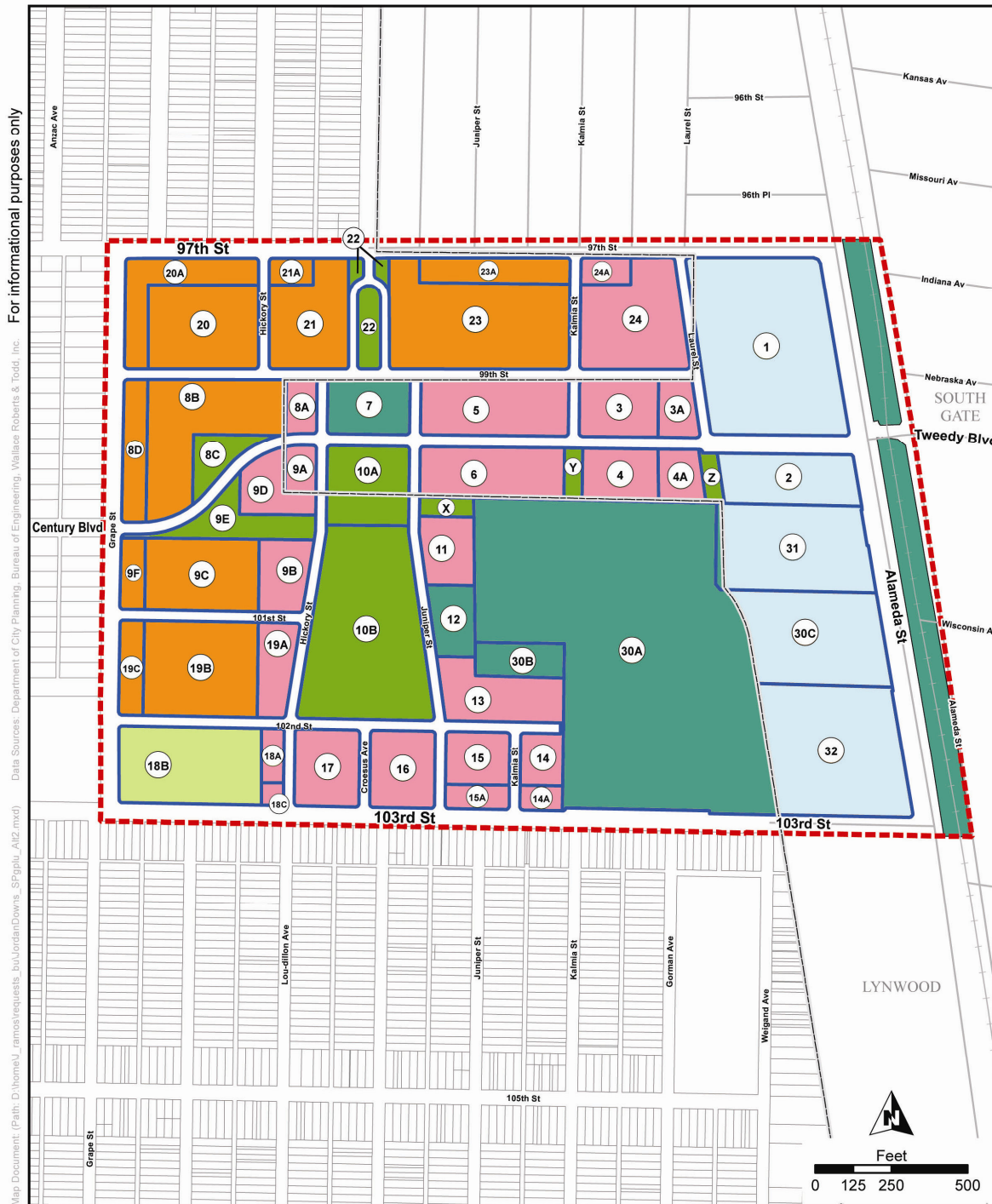
M-2 Annexation Area (LA County Zoning*)

* LA County Zoning designation for area to be annexed by the City of Los Angeles is not maintained by the City of Los Angeles. Zoning designation for L.A. County is shown here only for information purposes and is subject to change by the Los Angeles County.

Not to be used for official recording purposes

Map 3- Proposed Land Uses

Note: Map not to scale



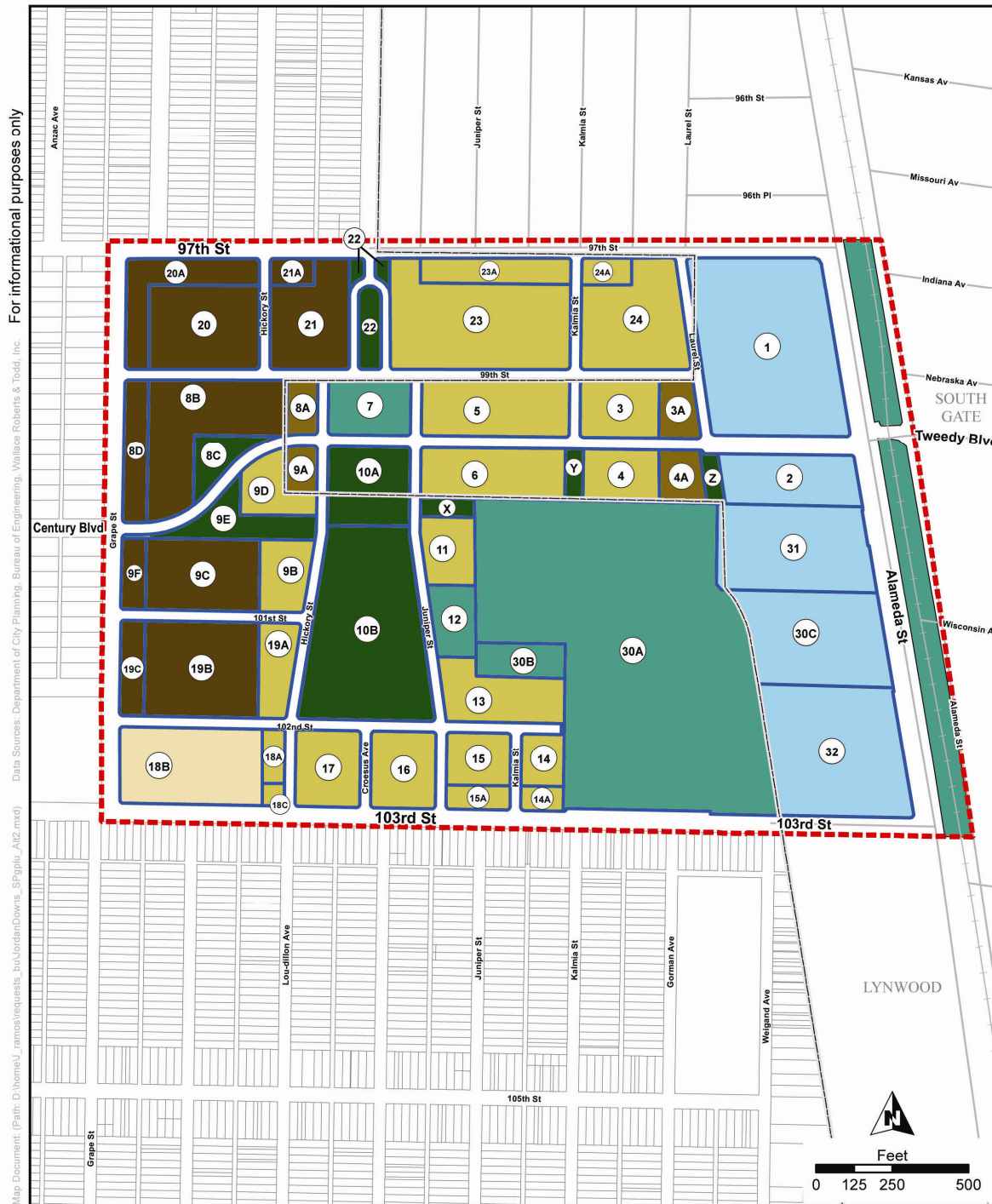
Map Document: (Path: D:\home\j_ramos\requests_bu\JordanDowns_SPPglu_AltZ.mxd) Data Sources: Department of City Planning, Bureau of Engineering, Wallace Roberts & Todd, Inc. For informational purposes only

Legend

- Minimum Residential
- Open Space
- Medium Residential
- Public Facilities
- Neighborhood Commercial
- Commercial Manufacturing

Map 4- Proposed Zones

Note: Map not to scale

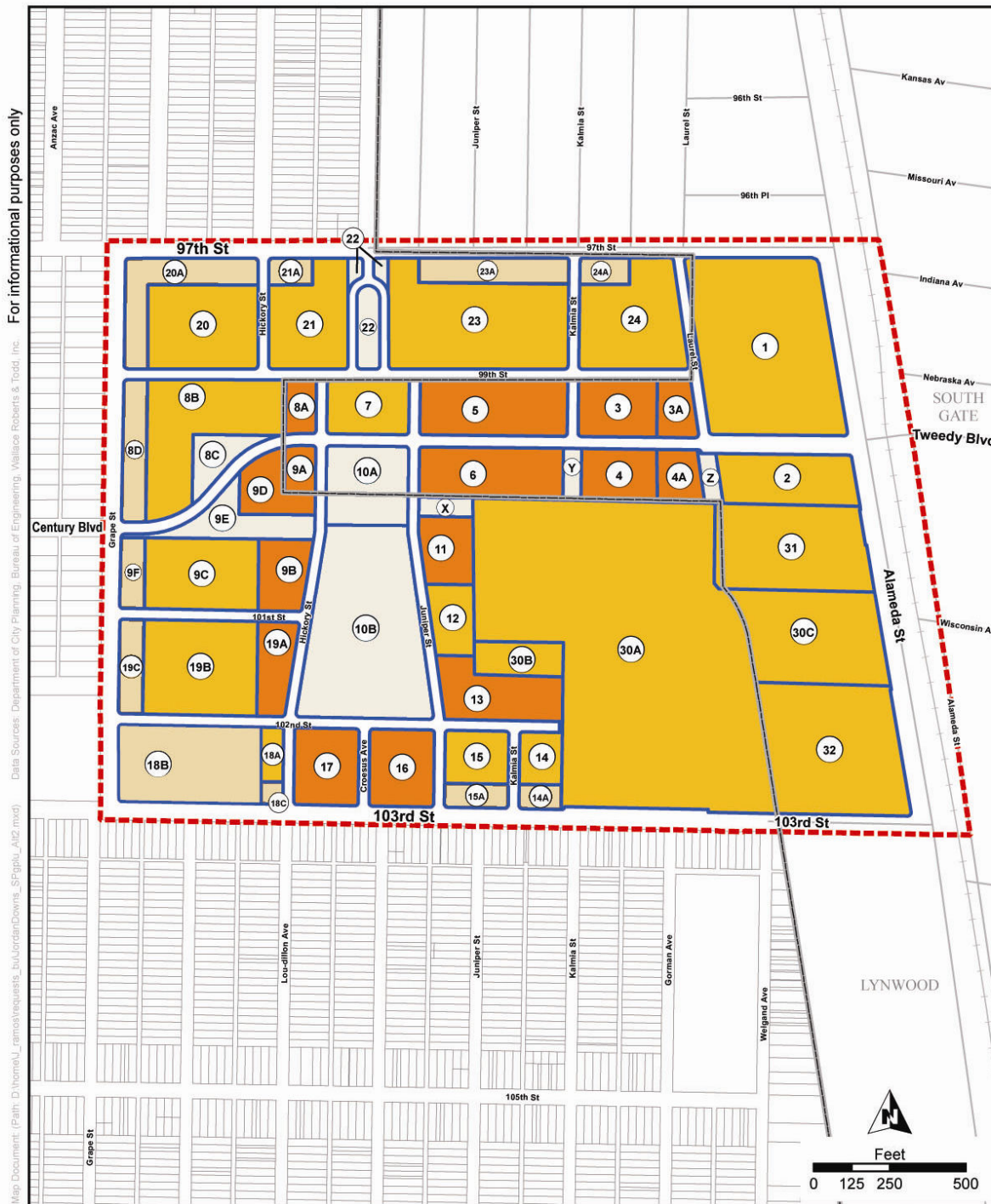


Legend

- | | | | |
|--|---------|--|---------|
| | PF-UV | | RAS4-UV |
| | OS-UV | | R3-UV |
| | A1-UV | | CM-UV |
| | RAS3-UV | | |

Map 5 – Proposed Height Districts

Note: Map not to scale



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Table 1 displays the proposed General Plan Land Uses and Zones for all parcels within the Specific Plan boundary.

TABLE 1: EXISTING AND PROPOSED LAND USE DESIGNATIONS

Block	Size (Acres)^	Existing Zone	Proposed GP Land Use	Proposed Zone
1	5.62	M-2	Commercial Manufacturing	CM-1VL-UV
2	1.59	M-2	Commercial Manufacturing	CM-1VL-UV
3	1.00	RD2-1	Neighborhood Commercial	RAS3-1L-UV
3A	0.4	RD2-1	Neighborhood Commercial	RAS4-1L-UV
4	1.00	M-2	Neighborhood Commercial	RAS3-1L-UV
4A	0.5	M-2	Neighborhood Commercial	RAS4-1L-UV
5	1.75	RD2-1	Neighborhood Commercial	RAS3-1L-UV
6	1.70	M-2	Neighborhood Commercial	RAS3-1L-UV
7	0.91	M-2	Public Facility	PF-1VL-UV
8A	0.33	RD2-1	Neighborhood Commercial	RAS4-1L-UV
8B	2.75	RD2-1	Medium Residential	R3-1VL-UV
8C	0.53	RD2-1	Open Space	OS-1M-UV
8D	0.69	RD2-1	Medium Residential	R3-1T-UV
X	0.25	RD2-1	Open Space	OS-1M-UV
Y	0.22	M-2	Open Space	OS-1M-UV
Z	0.22	M-2	Open Space	OS-1M-UV
9A	0.46	RD2-1	Neighborhood Commercial	RAS4-1L-UV
9B	0.81	RD2-1	Neighborhood Commercial	RAS3-1L-UV
9C	1.81	RD2-1	Medium Residential	R3-1VL-UV
9D	0.63	RD2-1	Neighborhood Commercial	RAS3-1L-UV
9E	0.95	RD2-1	Open Space	OS-1M-UV
9F	0.55	RD2-1	Medium Residential	R3-1T-UV
10A	1.45	RD2-1	Open Space	OS-1M-UV
10B	4.93	RD2-1	Open Space	OS-1M-UV
11	0.84	RD2-1	Neighborhood Commercial	RAS3-1L-UV
12	0.73	RD2-1	Public Facility	PF-1VL-UV
13	1.42	PF-1	Neighborhood Commercial	RAS3-1L-UV
14	0.50	PF-1	Neighborhood Commercial	RAS3-1VL-UV
14A	0.20	PF-1	Neighborhood Commercial	RAS3-1T-UV
15	0.73	PF-1	Neighborhood Commercial	RAS3-1VL-UV
15A	0.28	PF-1	Neighborhood Commercial	RAS3-1T-UV
16	1.03	RD2-1	Neighborhood Commercial	RAS3-1L-UV
17	1.03	RD2-1	Neighborhood Commercial	RAS3-1L-UV
18A	0.34	RD2-1	Neighborhood Commercial	RAS3-1VL-UV
18B	2.48	RD2-1	Minimum Residential	A1-1T-UV
18C	0.34	RD2-1	Neighborhood Commercial	RAS3-1VL-UV
19A	0.70	RD2-1	Neighborhood Commercial	RAS3-1L-UV
19B	2.59	RD2-1	Medium Residential	R3-1VL-UV
19C	0.43	RD2-1	Medium Residential	R3-1T-UV
20	2.23	RD2-1	Medium Residential	R3-1VL-UV
20A	1.10	RD2-1	Medium Residential	R3-1T-UV
21	1.43	RD2-1	Medium Residential	R3-1VL-UV
21A	0.28	RD2-1	Medium Residential	R3-1T-UV
22	0.80	RD2-1	Open Space	OS-1VL-UV
23	3.70	RD2-1	Medium Residential	RAS3-1VL-UV
23A	0.69	RD2-1	Medium Residential	RAS3-1T-UV
24	2.22	RD2-1	Neighborhood Commercial	RAS3-1VL-UV
24A	0.30	RD2-1	Neighborhood Commercial	RAS3-1T-UV
30A	17.26	PF-1	Public Facility	PF-1VL-UV
30B	0.77	M-2	Public Facility	PF-1VL-UV
30C	3.28	RD2-1	Commercial Manufacturing	CM-1VL-UV
31	3.24	M-2	Commercial Manufacturing	CM-1VL-UV
32	4.43	M-2	Commercial Manufacturing	CM-1VL-UV
ROW	28.20	n/a	Public Facility	PF-1VL-UV
Alameda ROW	3.88	M-2	Public Facility	PF-1VL-UV
TOTAL	118.5	n/a	n/a	n/a

^: All acreages of blocks were calculated without the use of precision tools such as CAD (Computer Aided Design), and are conceptual. All acreages will be established by a tract map to follow the Specific Plan, and to be prepared and verified by a licensed engineer and/or licensed surveyor.

SOURCE: WRT Solomon E.T.C. and City of Los Angeles Department of City Planning, January 2010.

Discussion

The proposed Specific Plan establishes the entitlements to allow the redevelopment of the existing Jordan Downs Housing Complex and will revitalize the Watts community. Jordan Downs has not seen major physical changes in generations, and the proposed Plan seeks to remedy this neglect by utilizing well-documented smart growth and mobility principles to create a new urban village. The proposed Plan combines a diversity of land uses including multi-family residential, neighborhood commercial, educational, public facilities, open space, light industrial, and agricultural uses into a self-sustaining urban village of 118.5 acres.

Community input has been a vital component of the Specific Plan since the origins of the Plan process. Beginning in 2008 during the Master Plan process, the HACL A has thoroughly engaged the community through workshops, small group meetings, design charrettes, and other means to fully understand and collect the wishes and desires of the community. The HACL A created a Jordan Downs Community Advisory Committee (JDCAC), and appointed members based on a fair representation of the community, which included the Watts Neighborhood Council, Watts Century Latino Organization, faith-based leaders, elderly, youth, Spanish-speaking, and residents from both the Jordan Downs Housing Complex and the surrounding community of Watts. The Department of City Planning continued this outreach campaign in 2009 when the Specific Plan adoption process commenced and built upon this growing contact list.

Mobility is a key feature of the proposed Specific Plan as the existing superblocks which impede pedestrian circulation will be replaced with an efficient street grid that features shorter blocks which improve pedestrian mobility and wayfinding. Dedicated bicycle lanes on Century Boulevard provide alternative transportation corridors and discussions are ongoing with MTA on re-routing bus service through Jordan Downs.

Preservation of key landmarks that have cultural significance is also a key component of the Specific Plan. The community has communicated its desire to retain two community assets in perpetuity while the balance of Jordan Downs is redeveloped during the projected build out of Jordan Downs. The first community asset is the Mudtown Farms Agricultural Education and Demonstration Center, an approximately 2.48 acre community garden located at the intersection of Grape and 103rd Street on Block 18 in the southwest corner of the Specific Plan boundary, which has operated as a community garden since the late 1960's. The Mudtown Farms Agricultural Education and Demonstration Center, which is owned by the Trust for Public Land and the Watts Labor Community Action Committee (WLCAC), hosts 124 garden plots where local residents can grow fruit and vegetables, creating an opportunity for local food production in a community where full service grocery stores are scarce. The Specific Plan changes the zoning of the Mudtown Farms Agricultural Education and Demonstration Center parcel from its existing residential zone of RD2 to the light agricultural zone of A1, thereby preserving its use as a community garden for future generations.

The second community asset that is being preserved is the Freedom Tree, located close to the existing Jordan Downs Community Center near the western boundary of the Specific Plan. For many years, the Freedom Tree has served as a gathering place for residents where information, experiences, and other community news are shared. The Specific Plan proposes the preservation of the Freedom Tree and is one of the featured landmarks of a new park featuring a diversity of amenities. Maintained in its current location, it would be the center of a sequence of park spaces that would connect the western entrance of the site, along Grape Street with a new six-acre central park.

Along with the physical redevelopment of Jordan Downs, the Housing Authority is also preparing a social program that will assist the residents of Jordan Downs in job training,

education, parenting classes, and other life skills. The Human Capital Program, a component of the Master Plan, ensures that the redevelopment of Jordan Downs applies by capacity building of the residents, while the rest of the Plan addresses the physical environment.

Related Entitlements

The Jordan Downs Specific Plan requires two additional entitlements that will allow the Specific Plan to become a reality. A tract map approval is required for the subdivision of Jordan Downs, and an annexation approval is required for the City to annex approximately 41.74 acres of land from unincorporated Los Angeles County to the City of Los Angeles.

Tract Map

The Housing Authority and its selected engineering consultant are expected to file an application for a vesting tract map with the City Planning Department's Division of Land for the subdivision of Jordan Downs. This tract map will be a standard application communicating the complete parcel lines, street grid/street improvements, utilities, and phasing for the development of Jordan Downs. The tract map will have its own review and approval process separate from the Jordan Downs Specific Plan.

Annexation

The annexation component of the Specific Plan is the key contributor to the HACLA's goal of no permanent displacement of current residents and the phasing of the buildout of the proposed Specific Plan. The HACLA initially purchased a 21 acre vacant industrial property consisting of three parcels abutting the Jordan Downs Public Housing Complex, but situated in the County of Los Angeles. These three parcels are pivotal and key to the redevelopment project, which becomes the first of four phases of development. The annexation of these parcels allows the HACLA to build up to 400 new units avoiding displacement and relocation costs of existing residents. The conceptual phasing also allows the HACLA to develop a new community center where many of the resident's Human Capital programs will be implemented as part of the redevelopment process. These programs will enable residents to build upon their capacity and to transition into a modern and sustainable environment with newer and more up to date policies in place. Furthermore, Phase 1 is also instrumental to the extension and re-alignment of Century Boulevard that will establish the new infrastructure necessary to accommodate all the phases of development.

After consultation with the Local Area Formation Commission (LAFCO) on the draft application for annexation, and pursuant to the Cortese-Knox-Hertzberg provisions for annexation, the City's Boundary Adjustment Board in partnership with the HACLA established a Sphere of Influence that generated add areas resulting in the current proposed acreage, including approximately 9.57 acres of right-of-ways. These right-of-way fragments are portions of Alameda Street, 97th Street, 103rd Street, and the Alameda Rail Corridor. These add-areas also avoid the creation of a County Island which is expressly prohibited by Section 56744 of the annexation provisions. The Department of City Planning seeks the annexation of these add areas to eliminate the potential of creating a "County Island" among the private property owners along Alameda Street, thereby creating more efficient services for these respective parcels. The zoning provisions in the proposed Specific Plan for these add areas have been written to allow the continued use, limited expansion, and maintenance of the existing uses and businesses. Finally, the adoption of the Specific Plan meets the requirements of Section 56375, in that it provides the Pre-zoning of the 41.72 acres proposed for annexation. The annexation application will be reviewed by other City Departments and the Los Angeles City Council at a future date, and only after adoption of the Specific Plan.

Additionally, per the County of Los Angeles Annexation and Sphere of Influence Policy, the County and the City of Los Angeles have reached an agreement of “0” number of Regional Housing Needs Assessment (RHNA) units to be transferred from County to City for this proposed annexation. The methodology of calculating RHNA transfer is based on policy from the Southern California Association of Governments (SCAG).

Issues

The predominant issue that arose during the adoption process and Environmental Review is the land use compatibility, environmental issues, and jurisdictional transition of the private property owners that are subject to the proposed annexation as part of the Specific Plan. The Housing Authority and the Department of City Planning have engaged in direct conversations with the property owners to address their concerns, mainly through Focus Groups as part of the DCP’s public outreach efforts. The parcels in question are located along the Alameda Street boundary of the Specific Plan, zoned M2-Heavy Industrial within the County of Los Angeles. These parcels are served by County Departments, and taxed through the County’s system. The annexation proposal therefore requires resolutions on zoning and land use compatibility, environmental review, and a compromise on the transfer of tax revenue, services, and other related items regarding the transition created by the annexation.

The land use compatibility issues are based on the transition of specific parcels from the County’s jurisdiction to the City of Los Angeles. The industrial operations contained within Block 31 have operated within unincorporated Los Angeles County for over 60 years. Block 31 is currently zoned M2-Heavy Industrial within the County, while Blocks 4 and 4A have a proposed zone of RAS3 and RAS4, respectively. In addition, the operations within Block 31 are currently allowed by a County-issued Conditional Use Permit. During the adoption process the property owner expressed concerns over retention of their existing industrial operations after the Plan adoption and annexation is completed.

To address this issue, the Specific Plan proposes the creation of three sub areas to reflect the diverse ownership in the Plan and their respective priorities. These sub areas allow different land use regulations for parcels assigned the same zone, to accommodate different objectives based on the respective parcels. Sub Area 1 is comprised of properties owned by the HACLA, Los Angeles Unified, and the WCLAC. Sub Areas 2 and 3 are owned by private entities. The Plan proposes a zone change to Commercial Manufacturing (CM) to adequately direct the desired land uses along this corridor, notably the commercial/retail opportunities desired on the HACLA owned property on Blocks 1 and 2. Along with the land uses the CM zone allows per the Municipal Code, the Specific Plan allows additional rights that capture the existing operational uses, enabling the existing industrial operations to continue. Finally, the Specific Plan includes the operational conditions from the County contained within Block 31’s Conditional Use Permit verbatim. This has the dual purpose of protecting their operations and safeguarding the public through the specific conditions and hours of operation for these specific properties.

The environmental issues are based on the proposed placement of multi-family residential uses in Blocks 4 and 4A which lie in close proximity to existing heavy industrial uses in Blocks 31 of the Specific Plan. The Specific Plan proposes mixed-use buildings of up to 75’ in height at this location, which is approximately 75’ directly from the property line of Block 31. The Draft Environmental Impact Report recommended mitigation measures to lessen the impact the industrial uses could have on the residential uses. Block 31 currently operates under a Conditional Use Permit from the County of Los Angeles; this permit requires a 50’ buffer along its western and southern boundary where active operations cannot occur. This 50’ buffer, along with the abovementioned 75’ buffer indicate that the residential buildings closest to the industrial parcel would be a minimum of 125’ away from active industrial operations. Further, the Final Environmental Impact Report included a Health Risk Assessment that addressed the close

proximity between the two land uses and found that risk of pollution to the residential uses is below adopted risk thresholds. In addition, Block Z of the Specific Plan is intended to serve as a buffer between Blocks 4 and 4A and the industrial uses of Block 31. Furthermore, the Plan and the EIR's Mitigation and Monitoring Program requires sound walls and landscaping that potentially could mitigate the noises of the industrial operations and provide an aesthetic screen. Finally, the Specific Plan proposes that the future residential units on Blocks 4 and 4A be protected by measures to avoid any direct or line of sight into Block 31, and the Mitigation and Monitoring Program requires that units include proper air filtering and window insulation to minimize air and noise pollution to residents. Collectively, the Department of City Planning finds these existing and proposed mitigation measures will decrease the potential environmental impacts to a less than significant level.

The annexation proposal is awaiting formal filing; however a draft fiscal analysis and service plan has been prepared and reviewed by the Department of City Planning. Discussions are ongoing with the City Administrative Office and Chief Legislative Analyst regarding the tax exchange and transfer of services to the City. As mentioned earlier, the annexation application is pending approval of the Specific Plan due to the required pre-zoning that is required by the annexation, and will be formally submitted to LAFCO at a future date.

The Watts Labor Community Action Committee (WLCAC) owns and operates Mudtown Farms Agricultural Education and Demonstration Center on Block 18B of the Specific Plan. The WLCAC provided comments clarifying their proposed agriculture zone, their existing operations, and proposed heights to ensure that their existing operations are accommodated within the proposed Plan. Because the WLCAC comments are true to the spirit and intent of the Specific Plan and consistent with the Final EIR, the Plan was revised to accommodate WLCAC's concerns.

Revisions

There are revisions to the draft Specific Plan that was presented at the October 5 Public Hearing. For full transparency prior to a hearing before the City Planning Commission, these are discussed below. The revisions are grouped into five main categories:

School sites-The draft Specific Plan omitted any mention of the potential development of new schools within the proposed boundaries. The Master Plan adopted by the HACLA recommended the designation of two school sites within the Specific Plan should the HACLA decide that educational facilities be needed to serve Jordan Downs beyond the existing school facilities. This land use alternative allows for certain development flexibility that may suit the needs of the community in the long term. Hence, a new map is added to the Plan that illustrates these school sites. School Site #2 is assigned a proposed zone of RAS3 which would allow either residential or educational uses on the ground floor. However, a correction was needed for School Site #1, which requires a change from a proposed zone of R3 to RAS3 to also allow ground floor educational uses. Finally, Table 9 of the draft Specific Plan is revised to waive the minimum dwelling unit requirements for these school sites should the HACLA decide that these locations shall be utilized as educational uses.

Landscaped parkways- The Specific Plan proposes landscaped parkways on all streets throughout the Plan boundary, in order to create a pedestrian friendly experience for the community. However, the City's Bureau of Engineering and Bureau of Street Services have expressed concerns regarding the cost and maintenance of these parkways. These negotiations are ongoing; in the interim the revised Specific Plan will add a footnote to the text that the proposed streets and landscaped parkways are pending required approval by BOE & BOSS for the design, placement, and maintenance of those items as they are presented by the HACLA and/or Master Developer.

MTA bus service- The Specific Plan mentions that Metro may re-route an existing bus route through Jordan Downs once substantial construction of the Project is finished. Planning Department staff has entered negotiations with Metro on the feasibility of this re-route that will benefit the community through increased transit accessibility. However, Metro requires precise engineering drawings that are not available at this time before they can commit to this re-route. Hence, the revised Specific Plan will add a footnote to the text that the proposed Metro bus re-route is pending Metro approval and commitment. These engineering drawings will be submitted later during the tract map application.

Clearances of building permits- A provision in the Implementation section of the Draft Specific Plan has been clarified to state that the Director of Planning will review conformance, and then clear administratively a building permit that will then be issued by Building & Safety if a Project substantially complies with the Specific Plan.

Maximum Building Heights-The draft Specific Plan released prior to the public hearing requires a revision to the maximum building heights of Block 23. In the draft, Block 23 is assigned with height district 1L, which allows a maximum height of 75' or 6 stories. However, this height district is inconsistent with the Final Environmental Impact Report, which studied a maximum height of only 35'-60' at this specific location within the project. This discrepancy between height that is proposed and height that is studied requires a remedy, as it creates a new impact that was not studied. Therefore, the Specific Plan revises by lowering the height designation of Block 23 to height district 1VL, which allows a maximum height of 45', or 4 stories.

Mudtown Farms Agricultural Education and Demonstration Center- The Specific Plan proposes minor revisions to Block 18B, the parcel occupied by the Mudtown Farms Agricultural Education and Demonstration Center, based on a list of specific revisions submitted through a formal comment letter. These revisions consist of corrections to the Center's official name, precise acreage, operations, design standards, phasing, and sustainability requirements. In addition, the parcel's maximum allowable height has changed from 20' to 35'. These revisions do not conflict with the Final EIR and consist of minor revisions and are therefore acceptable.

Findings

City Charter Findings

City Charter Sections 556 and 558

Los Angeles City Charter Section 558 and LAMC Section 12.32(C)(7) require that prior to adopting a land use ordinance, the City Council make findings that the ordinance conforms with public necessity, convenience, general welfare and good zoning practice. The proposed Jordan Downs Specific Plan **does comply** with Charter Sections 556 and 558 in that the recommended amendments do reflect the land use patterns, trends and uses in the immediate area and do further the intent, purposes and objectives of the Southeast Los Angeles Community Plan. The requested General Plan Amendments are consistent with the Southeast Los Angeles Community Plan's Objectives and Policies to: Make provisions for the housing required to satisfy the varying needs and desires of all economic segments of the community; to conserve and strengthen viable commercial development; To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses; Promote mixed use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas, and accommodate the area's projected population to the year 2035.

General Plan Findings

The project complies with all applicable provisions of the Los Angeles Municipal Code. The Proposed Specific Plan is located within the Southeast Los Angeles Community Plan, which was adopted by the City Council on March 22, 2000 (City Planning Case No. 96-0398 CPR), and a portion of the Plan boundary is within the County of Los Angeles. The Southeast Los Angeles Community Plan map designates the subject properties as Low Medium II Residential and Public Facilities (Corresponding Zones include RD2 and PF), as well as designated Right-of-Way for a proposed Century Boulevard extension. The County Designation for the parcels to be annexed is Heavy Manufacturing (Corresponding Zone is M-2). The Specific Plan encompasses 118.5 acres.

Framework Element

The General Plan Framework Element is a guide for communities to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. The Framework Element is a special purpose element of the City of Los Angeles General Plan that establishes the vision for the future of the City of Los Angeles and the direction by which the citywide elements and the community plans shall be comprehensively updated in harmony with that vision. The Framework Element is the "umbrella document" that provides the direction and vision necessary to bring cohesion to the City's overall General Plan. It establishes development policy at a citywide level and within a citywide context, so that both the benefits and challenges of growth are shared in the areas of Economic Opportunities, Equity, Environmental Qualities, Strategic Investment, Clear and Consistent Rules, and Effective Implementation.

The adoption of the Jordan Downs Urban Village Specific Plan complies with the following goals, objectives, and policies of the Framework Element:

Land Use

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

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

Goal 3D: *Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.*

Objective 3.8: *Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.*

Goal 3E: *Pedestrian-oriented, high activity, multi-and mixed-use centers that support and provide identity for Los Angeles' communities.*

Objective 3.9: *Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.*

Policy 3.9.7: Provide for the development of public streetscape improvements, where appropriate

Goal 3I: *A network of boulevards that balance community needs and economic objectives with transportation functions and complement adjacent residential neighborhoods.*

Objective 3.13: *Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-intensity or marginally viable commercial uses with commercial development and structures that integrate commercial, housing, and/or public service uses.*

Policy 3.13.2: Allow boulevards designated for mixed uses to be differentiated into sub-areas that may individually accommodate: (1) sites developed exclusively for commercial uses, (2) structures that integrate housing with commercial uses, (3) sites that contain a mix of free-standing commercial and housing, and (4) sites developed exclusively for multi-family housing. The determination of the appropriate differentiation shall be accomplished by the community plans in consideration of the following:

- a. Parcel depth and relationship to adjacent uses;*
- b. Adjacency to multi-family residential neighborhoods;*
- c. Location on a major bus or funded rail transit route;*
- d. Existence of existing mixed uses; and/or*
- e. Condition and economic value of existing structures (e.g., prevalence of dilapidation and/or economically obsolete commercial uses).*

Policy 3.13.3: *Encourage the inclusion of public service uses (e.g., day and elder care, community meeting rooms, and recreational facilities), school classrooms, cultural facilities (museums and libraries), and similar uses in mixed-use structures.*

Policy 3.13.6: *Design multi-family residential units to minimize the impacts of traffic and noise and incorporate recreational and open space amenities to support the needs of the residents.*

Goal 3L: *Districts that promote pedestrian activity and provide a quality experience for the City's residents.*

Objective 3.16: *Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.*

Policy 3.16.1: *Enhance pedestrian activity in areas designated as a Pedestrian-Oriented District ("-PD") by the design and placement of buildings in accordance with the policies contained in Chapter 5: Urban Form and Neighborhood Design.*

Policy 3.16.2: *Locate parking in pedestrian districts to the rear, above, or below the street-fronting uses.*

Housing

Goal 4A: *An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.*

Objective 4.1: *Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.*

Policy 4.1.9: *Whenever possible, assure adequate health-based buffer zones between new residential and emitting industries.*

Urban Form & Neighborhood Design

Goal 5A: *A liveable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.*

Objective 5.1: *Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.*

Policy 5.1.1: *Use the Community Plan Update process and related efforts to define the character of communities and neighborhoods at a finer grain than the Framework Element permits*

Objective 5.4: *Encourage the development of community facilities and improvements that are based on need within the centers and reinforce or define those centers and the neighborhoods they serve.*

Policy 5.4.3: Locate community facilities in or near community and regional centers.

Objective 5.5: Enhance the liveability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

Policy 5.5.2: Install "slow residential streets" where requested by residents and feasible within the established street hierarchy. Techniques include speed bumps, diagonal parking, widened sidewalks and narrowed streets.

Policy 5.5.3: Formulate and adopt building and site design standards and guidelines to raise the quality of design Citywide.

Objective 5.9: Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.

Policy 5.9.1: Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.

The proposed Specific Plan establishes a UV suffix designation, which is used to carry over the theme of the Master Plan through the use of mixed-use, mixed-income residential, pedestrian oriented streets, large central park, open space connectors, public facilities and commercial development with associated parking. The proposed Urban Village Specific Plan will enable the HACLA and/or master developer to construct up to 1,800 residential units, 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 ground-floor in mixed-use building along the Century Boulevard Extension. The residential uses are proposed to be developed in different typologies throughout the Specific Plan. These units are proposed to include 700 public housing units throughout, 700 work-force housing units, and 400 market-rate units for a total of 1,800 dwelling units. The Specific Plan also establishes a network of parks and open space totaling approximately 8.9 acres featuring the Central Park and connecting paths.

The proposed Urban Village Specific Plan will seek the redevelopment of Jordan Downs to provide public and affordable housing located in close proximity to transit, educational and employment facilities thereby supporting public necessity and general welfare. The Specific Plan contributes to public convenience by locating much-needed housing and creating new business and job-producing opportunities, as well as providing community-serving retail uses, in a community that is served by multiple transit options. The Specific Plan would be consistent with the general welfare, in that it will support the redevelopment of a public housing complex that will support neighborhood activity with new retail and rental options in a pedestrian and transit-oriented development that includes affordable housing near local educational facilities and with direct access to the downtown major job center.

Transportation Element

The Transportation Element of the General Plan guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods. The Transportation Element recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focused growth in proximity to public transit.

The Project is consistent with the goals and policies contained in the Transportation Element. Chief among these is:

Objective 2: Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.

Policy 2.5: Provide bicycle access in or near mixed use corridors, neighborhood districts, and community centers that affords easy accessibility to many non-work purpose destinations.

Policy 2.11: Continue and expand requirements for new development to include bicycle storage and parking facilities, where appropriate.

The Project supports these objectives and policies with dedicated bicycle lanes on Century Boulevard, which acts as the main corridor through Jordan Downs, and provisions for bicycle parking.

Objective 3: Support development in regional centers, community centers, major economic activity areas and along mixed-use boulevards as designated in the Community Plans.

Policy 3.10: Develop new and/or refined parking policy procedures for designated centers and districts.

Policy 3.12: Promote the enhancement of transit access to neighborhood districts, community and regional centers, and mixed-use boulevards.

Policy 3.13: Enhance pedestrian circulation in neighborhood districts, community centers, and appropriate locations in regional centers and along mixed-use boulevards; promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design.

Policy 3.14: Promote the provision of shared-parking facilities in appropriate centers and districts.

Policy 3.15: Enhance bicycle access to neighborhood districts, community centers, and appropriate locations in regional centers and mixed-use boulevards.

The Project proposes street level commercial uses along most of Century Boulevard. These neighborhood commercial uses will stimulate pedestrian activity and serve the residents of Jordan Downs, in addition to the Watts region. Through this smart growth approach, residents and visitors can simply go downstairs or take a short walk to visit a bookstore, café, barbershop, etc, rather than using their vehicle and driving to the same store. The commercial uses will front Century Boulevard, activating the street and pedestrian amenities and a streetscape plan will further complete the intent of Century Boulevard to serve as “Main Street” for Jordan Downs.

Housing Element

The Citywide Housing Element sets forth a blueprint of City policies that promote housing supply, affordability, accessibility, and design that will accommodate the projected needs of the City's population. The proposed Specific Plan is consistent with the Housing Element through the following policies:

Policy 1.1.3: Facilitate new construction of a variety of housing types that address current and projected needs of the city's households.

Policy 1.2.3: Rehabilitate and/or replace substandard housing with housing that is decent, safe, healthy, sanitary and affordable and of appropriate size to meet the City's current and future household needs.

Policy 1.4.2: Promote the development of new affordable housing units citywide and within each Community Plan area.

Policy 2.1.1: Establish development standards and policing practices that reduce the likelihood of crime.

Policy 2.2.1: Provide incentives to encourage the integration of housing with other compatible land uses.

Policy 2.2.2: Develop design standards that promote sustainable development in public and private open space and street rights-of-way.

Policy 2.3.2: Promote and facilitate reduction of water consumption in new and existing housing

Policy 2.3.3: Promote and facilitate reduction of energy consumption in new and existing housing

Policy 2.4.2: Develop and implement design standards that promote quality development.

Policy 2.4.4: Promote residential development that meets the needs of current residents as well as new residents.

Policy 3.1.1: Promote and facilitate equal opportunity practices in the sale and rental of housing.

The proposed Specific Plan is consistent with the abovementioned Housing Element Policies. The Project provides much needed affordable housing while creating no net loss of existing public housing units. The redevelopment plan replaces public housing units that have remained virtually unchanged for over 60 years. All existing 700 public housing units will be replaced and up to 1,100 new units will be constructed, for a total production of up to 1,800 units at full build out. The HACLA is also committing to some units that will be available for sale. While the details of the exact building typology, residential unit details, and affordability covenants are not decided by the HACLA at this time, the HACLA is committing to a diversity of housing units for all family sizes and for all income levels. The Project proposes quality design through a thorough list of urban design, streetscape, and landscape standards. The combination of multi-family residential and neighborhood commercial land uses will provide retail opportunities for all

residents, and within the Specific Plan, thereby improving access to residents with limited mobility. Finally, as stated in the Final EIR, the proposed Specific Plan shall meet LEED-ND qualifications at the Gold level, which creates water and energy conservation strategies throughout the entire Specific Plan.

Land Use Element- Southeast Los Angeles Community Plan

The Southeast Los Angeles Community Plan is one of the thirty five community plans that comprises the Land Use Element of the City's General Plan. The proposed Specific Plan advances the following objectives, and policies of the Southeast Los Angeles Community Plan:

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities;

Policy 1-2.1: Locate higher residential densities near commercial centers, light mass transit stations, and major bus routes where public service facilities, utilities, and topography will accommodate this development.

Policy 1-2.2: Locate senior citizen housing and mixed income housing, when feasible, near commercial centers and transit and public service facilities.

Objective 1-5: To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

Policy 1-5.2: Ensure that new housing opportunities minimize displacement of the residents.

Policy 1-5.3: Provide for development of townhouses and other similar condominium type housing units to increase home ownership options.

The Proposed Specific Plan provides much needed housing in a low-income community. In addition, the Plan commits to no displacement of existing residents as all existing public housing units will be replaced. The Project locates higher densities within a new mixed use commercial corridor and provides a diversity of residential building types. The HACLA is committed to designating a portion of the dwelling units as senior and affordable housing, though the details of the housing program are undecided at this point.

Objective 2-1: To conserve and strengthen viable commercial development.

Objective 2-4: To enhance the identity of distinctive commercial districts and to identify Pedestrian Oriented Districts (POD's).

Policy 2-4.2: New development should add to and enhance the existing pedestrian street activity.

Policy 2-4.6: Require that mixed use projects and development in Pedestrian Oriented Districts be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

Policy 2.4-7: Require that the first floor street frontage of structures, including mixed use projects and parking structures located in Pedestrian Oriented Districts, incorporate commercial uses.

Policy 2-4.8: Require that mixed use projects be designed to mitigate potential conflicts between the commercial and residential uses (e.g., noise, lighting, security, truck and automobile access, etc.) and provide adequate amenities for residential occupants.

Policy 2-4.9: Require that mixed use projects, where residential and commercial uses are in separate structures, provide adequate access between the residential and commercial uses so that residents can walk conveniently and safely.

Policy 2-4.10: Promote mixed use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.

The Specific Plan proposes the extension and conversion of Century Boulevard into a mixed use commercial corridor. The ground floor of the neighborhood commercial storefronts fronting Century Boulevard are to be reserved exclusively for commercial uses and have a maximum front yard setback of 5', activating the street with pedestrian activity, and facilitating access for pedestrians. Sidewalks, parkways, street trees, and other pedestrian amenities will encourage street level activity and provide visual aesthetics and safety. In addition, Project Renew Environments for Nutrition Exercise and Wellness (RENEW) is in the process of station planning around the Metro Blue Line's 103rd Station. Project RENEW is proposing a strong connection between the 103rd Station and Jordan Downs that will consist of street improvements that will improve the pedestrian experience. Finally, Metro is engaged with the Department of City Planning and other City Departments on potentially re-routing of Metro Line 117 so that it runs through the center of Jordan Downs before continuing its existing route.

Objective 5-1: To preserve existing open space resources and where possible develop new open space.

Policy 5-1.3: Require development in major opportunity sites to provide public open space.

The proposed Project features a 6.38 acre Central Park that will serve as the primary open space and will be supplemented by 2.57 acres of smaller open spaces throughout the Plan. Combined, the open space provided by the Project creates opportunities for passive and active recreation for the Jordan Downs community.

Objective 10-1: To comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.

Objective 10-2: To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure utilizing the City's streets and highways standards.

Policy 10-2.3: Require that driveway access points onto major and secondary highways, arterials, and collector streets be limited in number and be located to ensure the smooth and safe flow of vehicles and bicycles.

Objective 15-1: To promote an adequate system of safe bikeways for commuter, school and recreational use.

Policy 15-1.1: Plan for and encourage funding and construction of bicycle routes connecting residential neighborhoods to schools, open space areas and employment centers.

The Specific Plan proposes a street grid with short blocks to improve pedestrian circulation and wayfinding. The Plan proposes a Phasing Plan to ensure that adequate infrastructure is in place before residential units are constructed. The Specific Plan also proposes dedicated bicycle lanes in each direction of Century Boulevard that will, in the future, connect to the Citywide Bike Plan.

City of Los Angeles Department of City Planning Walkability Checklist

In August 2007, the Citywide Planning Commission approved and adopted the Walkability Checklist as a tool used during the approval process for projects in the City. The purpose of the Checklist is to “to make developments more ‘walkable;’ that is, to enhance pedestrian activity, access, comfort and safety”. The Checklist also encourages developments to “protect neighborhood character and pursue high quality urban form”.

The Project will integrate a pedestrian scale design with first floor setbacks and arcades where appropriate, including a variety of textures, materials, signage, and architectural features appropriate to the Project Site. The proposed arrangement of buildings and spaces emphasizes creating street walls with facades designed to promote pedestrian interest along primary street frontages and pedestrian sidewalks. Adjacent sidewalks will be continuous and straight or relatively straight and designed to be able to accommodate pedestrian flow and provide for pedestrian safety. Therefore, the Project will be substantially consistent with Walkability Checklist guidelines related to building frontage and sidewalks.

Century Boulevard Re-Designation

That portion of the project where the existing Century Boulevard Right-of-Ways herein lies is designated as a Major Highway Class II. The right-of-way is situated between the northerly property of Jordan High School and the southerly property line of the 21 acre site acquired by the HACLA, and begins at Grape Street on the west stretching to the east up to the rear property of the existing recycling center which fronts Alameda Street.

As per the Jordan Downs Master Plan, the right-of-way has been re-aligned to fit within the HACLA acquired 21 acres, extended to reach Alameda Street, and connect perpendicular to Tweedy Boulevard which is situated in the City of South Gate. This new re-alignment and extension has been designed and vetted in partnership with the Department of Public Work and Department of Transportation, and shall be downgraded to a “Modified Collector” in that it serves the needs of the Master Plan, which creates a pedestrian friendly street designed to co-exist with “neighborhood serving” ground-floor commercial retail and services. This new designation is consistent with many of the abovementioned goals and policies of the General Plan Framework, Southeast Los Angeles Community Plan, and Transportation Element. This modified portion of Century Boulevard is designed to support many of the Leadership in Energy and Environmental Design (LEED) strategies that contributes to the specific plan satisfying the prerequisites for LEED-ND certification.

Environmental Findings

The City determined an Environmental Impact Report (EIR) was necessary to analyze the potential impacts of the proposed project. This EIR is identified as ENV-2010-0032-EIR and State Clearinghouse No. 2010021007.

In compliance with CEQA Guidelines Section 15082, a Notice of Preparation (NOP) for the proposed project was received and circulated by the State Clearinghouse (SCH) for a period of 30 days beginning February 2, 2010. A public scoping meeting was held on February 20, 2010 at the David Starr Jordan High School. The Draft EIR for the proposed project was prepared pursuant to the State CEQA Guidelines. In compliance with CEQA Guidelines Sections 15085 and 15087, a Notice of Availability of the Draft EIR was circulated for a 45-day period from November 18, 2010 through January 2, 2011. During the same period, the Draft EIR was circulated and made available for public review, in accordance with Section 15087 of the State CEQA Guidelines. During this review period, the Lead Agency received 11 written comments from agencies and the public. Responses to all comments received during the comment period are included in the Final EIR.

The Final EIR was circulated September 2, 2011 with an accompanying Notice of Availability (NOA).

Environmental Impacts Found to Be Significant and Unavoidable

EIR mitigation measures, project design features and conditions of approval imposed by the City on the Project will either avoid or provide substantial mitigation of the Project's identified significant environmental effects; however, certain environmental effects cannot be feasibly mitigated to a level of insignificance. Consequently, in accordance with CEQA Guideline 15093, a Statement of Overriding Considerations has been prepared to substantiate the City's decision to accept these unavoidable significant effects when balanced against the significant benefits afforded by the Project.

The EIR identified the following impacts to be significant and unavoidable:

- **Aesthetics (Shade and Shadow)** – During the Winter Solstice, shadows generated from the implementation of the proposed project would impact the single-family residences on 97th Street, north of the Specific Plan area, for a period of more than three hours.
- **Air Quality (Construction, Operational, and Greenhouse Gas [GHG] Emissions)** – During construction, NO_x and PM₁₀ regional emissions, as well as PM_{2.5} and PM₁₀ local concentrations, would exceed regional and local significance thresholds. Operational emissions would also exceed regional significance thresholds for VOC, NO_x, CO, and PM₁₀. Similarly, GHG emissions would exceed the 4.6 metric tons of CO₂e per year per service population significance threshold.
- **Noise (Construction)** – Construction noise levels would exceed the 5-dBA significance threshold at multiple sensitive receptors during all phases of construction.
- **Traffic and Transportation** – The following intersection levels of service would be significantly impacted:
 1. Alameda Street and Century Boulevard/Martin Luther King Jr. Boulevard (AM and PM Peak Hours)
 2. Central Avenue and Century Boulevard (AM and PM Peak Hours)
 3. Long Beach Boulevard and Tweedy Boulevard (AM and PM Peak Hours),

Although there have been potential physical mitigation measures identified, the right-of-way limitations at these intersections do not permit their implementation, and therefore, no feasible mitigation measures have been identified to mitigate impacts at these intersections.

Alternatives to the Project

The Objectives of the Jordan Downs Specific Plan, as specified in the EIR, are:

- Determine the appropriate location and intensity of development, mix of land uses and building heights to be constructed in the Specific Plan area;
- Guide the character of the land planning to ensure that high-quality, place-making improvements are made to create a safe and inviting, pedestrian-oriented, regional retail destination not currently available in the area;
- Establish public and private sector implementation measures and responsibilities that adequately address both local and regional impacts; such as the Family First Plan;
- Create a green, sustainable, vibrant urban village;
- Attract neighbors with mixed income and ethnicities;
- Provide convenient access to transit corridors;
- Supply quality affordable housing;
- Increase Senior Housing;
- Enhance educational opportunities;
- Provide access to jobs and supportive services;
- Offer intergenerational housing;
- Develop affordable multi-family rentals;
- Increase opportunities for home ownership
- Provide a safe pedestrian friendly environment;
- Create active and passive open spaces; and
- Define the future locations and dimensions of streets, rights-of-way, or other access ways.

General Environmental Findings

Based on these findings, the EIR, and the whole of the administrative record, the City finds that the EIR analyzes a reasonable range of Project alternatives that would feasibly attain most of the basic objectives of the Project, and would substantially lessen any of the Project's significant impacts, and that the EIR adequately evaluates the comparative merits of each alternative.

CEQA requires that an EIR describe a range of reasonable alternatives to the project or to the location of the project that could feasibly avoid or lessen significant environmental impacts while substantially attaining the basic objectives of the project. An EIR should also evaluate the comparative merits of the alternatives. This chapter sets forth potential alternatives to the proposed project and provides a qualitative analysis of each alternative and a comparison of each alternative to the proposed project. Key provisions of the CEQA Guidelines pertaining to the analysis of the alternatives are summarized below:

- The discussion of alternatives shall focus on alternatives to the project including alternative locations that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.
- The No Project Alternative shall be evaluated along with its potential impacts. The No Project Alternative analysis shall discuss the existing conditions at the time the notice of preparation is published, as well as what would reasonably be expected

to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

- The range of alternatives required in an EIR is governed by a "rule of reason." Therefore, the EIR must evaluate only those alternatives necessary to permit a reasonable choice. The alternatives shall be limited to those alternatives that would avoid or substantially lessen any of the significant effects of the proposed project.
- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.
- An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

The range of feasible alternatives is selected and discussed in a manner intended to foster meaningful public participation and informed decision making. Among the factors that may be taken into account, when addressing the feasibility of alternatives (as described in CEQA Guidelines Section 15126.6[f][1]), are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the proponent could reasonably acquire, control, or otherwise have access to the alternative site.

An EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are feasible, and, therefore, merit in-depth consideration. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet project objectives, are infeasible, or do not avoid any significant environmental effects.

Specifically, the EIR considered the following alternatives: (1) No Project Alternative; (2) Reduced Annexation Area Alternative; (3) Reduced Height Alternative; and (4) Industrial Zone Alternative

1. Alternative 1 – No Project Alternative.

This Project Alternative assumes that no new development would occur within the Specific Plan area, and that physical conditions of the project site would remain as they are today. No new buildings would be constructed, and no existing buildings would be removed. Similarly the adoption of the Specific Plan would not occur and the annexation of land from unincorporated Los Angeles County to the City of Los Angeles would not occur under the No Project Alternative.

Impact Summary.

Under the no project alternative, there are no construction activities or proposed structures that would modify the existing visual character, affect lighting and glare or shade and shadows. There are no views and vistas or scenic resources that would be affected in the Specific Plan area. The existing uses within the Specific Plan area would remain unchanged under the No Project Alternative, though routine maintenance of the Jordan Down public housing complex and the streets in the Specific Plan area would occur. Impacts to visual resources would be greater than with the proposed project as the Specific Plan area would remain blighted. Impacts to light and glare, and shade and shadows under the No Project Alternative would be less than the proposed project, and the significant shadow impacts would be avoided. Impacts to views and vistas and scenic resources would remain the same as the proposed project because there

are no protected views or vistas or other scenic resources in the vicinity of the Specific Plan area.

Finding. With this Alternative, all of the environmental impacts projected to occur from development of the Project would be avoided.

Rationale for Finding.

The No Project Alternative would have the least amount of impacts because there would be no construction or development on the Specific Plan area. However, the proposed project would not meet any of the project objectives. As was stated earlier, the Jordan Downs public housing complex contains housing stock that is in a blighted condition and has not seen major investment in nearly 70 years. Jordan Downs needs significant investment to provide adequate living conditions for its residents. Under the No Project Alternative, no replacement housing would be constructed in the foreseeable future and the blighted condition of the housing stock would remain and potentially get worse. In addition, there are no incentives to increase commercial development in the area, the existing zoning would not yield the number of units that meets HACLA's objective, the inefficient street grid and superblocks discourage mobility, and no increase in employment is anticipated. For these reasons, the No Project Alternative, though environmentally superior, would fail to meet the project's objectives and would not improve the quality of life of the current residents.

2. Alternative 2 – Reduced Annexation Area Alternative

The Reduced Annexation Area Alternative would annex the HACLA-owned 21-acre property adjacent to the Jordan Downs public housing complex but not the 20-acre properties that are privately owned, the public rights-of-way along Alameda Street, or the LAUSD-owned property fronting Alameda Street. Consequently, these properties would not be included within the Specific Plan.

Impact Summary

As a result of the exclusion of this portion from the annexation, this alternative would result in less commercial development than the proposed project. Specifically, up to 230,000 square feet of commercial/retail uses would be developed under this alternative, as opposed to the maximum of 522,000 square feet under the proposed project.

Finding

The Reduced Annexation Area Alternative would reduce impacts associated with energy consumption, trip generation, and utilities and service systems. The Reduced Annexation Area Alternative would involve somewhat less intensive development of the Specific Plan area, though it would mainly eliminate commercial development on 20 acres of land along Alameda Street. However, new unavoidable significant impacts associated with visual character, hazards and hazardous materials, groundwater quality, land use compatibility, and operational noise are anticipated. Therefore, this alternative is not an environmentally superior alternative. Beyond the environmental impacts, this alternative would create a County island, which would make the provision of public services inefficient.

Rationale for Finding

Because this alternative omits the privately owned properties from the proposed Specific Plan and annexation, the City of Los Angeles would have limited oversight of these industrial operations since they would remain within the jurisdiction of the County of Los Angeles.

3. Alternative 3- Reduced Height Alternative

The Reduced Height Alternative would reduce the height of the buildings along the northern boundary of the Specific Plan along 97th Street from a maximum height of 60 feet to 30 feet, and would relocate these 60-foot-tall buildings along 97th Street within the interior of the Specific Plan area. This alternative's benefits are that shadows generated from within the Specific Plan area would not impact residences on 97th Street for a period of more than three hours during the Winter Solstice, as put forth in the Final EIR. Under this alternative, there is no change to the number of dwelling units, commercial square footage, open space acreage, or any other component of the proposed project.

Impact Summary

This alternative would have the same impacts as the proposed project but would avoid shade and shadow impacts on the residences along 97th Street. As a result, of the three build alternatives discussed so far, Alternative 3 with its reduced height proposal would be considered the environmentally superior alternative because it avoids one significant impact (Winter Solstice shade and shadow) and does not create additional adverse environmental impacts.

Rationale for Finding

The Final EIR identified significant and unavoidable impacts with Aesthetics (Shade and Shadow) due to the shadows that would occur to adjacent neighborhoods on the northern edge of the Specific Plan at 97th Street. The alternative of lowering the heights of new buildings on this edge would lessen the impacts to the adjacent neighborhoods to a less-than-significant level.

Alternative 4-Industrial Zone Alternative

The Industrial Zone Alternative 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. These parcels are currently within the jurisdiction of the County of Los Angeles and are zoned with the County's M2 designation of Heavy Industrial. The City's M2 zoning would allow the existing industrial uses to continue operating without becoming a legal non-conforming use. Under this alternative commercial uses would not be developed on these properties. In addition, this alternative would be consistent with the Department Policy of preserving industrial land for job creation. However, the same amount of residential and community facilities as the proposed project would be developed under this alternative.

Impact Summary

With this alternative, the privately owned parcels that currently operate under the County's M2 zone will then be transferred to the City's M2 heavy manufacturing zone. This alternative may accommodate the private landlords and business operators who have been operating their respective businesses with the County for many years, and would avoid any foreseeable conflict with the City from the annexation and simplify the Specific Plan's complex proposal for a CM zone that is tailor made to accommodate the existing businesses at these locations.

However, an M2 alternative could allow the expansion of industrial uses allowed that are incompatible with the multi-family housing that will be located throughout the proposed project and the existing operations of Jordan High School. Because of the nature of these uses, the Final EIR identified that this alternative would have new unavoidable significant impacts

associated with visual character, hazards and hazardous materials, groundwater quality, and land use compatibility. Therefore, this alternative is not an environmentally superior alternative.

Rationale for Finding

The City's M2 zoning designation would allow the existing industrial uses to continue operating without becoming a legal non-conforming use. This status could potentially allow a by-right expansion of operations by the private businesses in the future, limiting further environmental review, public hearings, or mitigation opportunities. While the expansion of business operations is unknown and based on multiple factors, the by-right expansion does open up environmental concerns which are addressed in the Final EIR.

Findings Regarding Other CEQA Considerations

1. Growth Inducing Impacts of the Project

Section 15126.2(d) of the CEQA Guidelines requires an EIR to discuss the ways the Project could potentially foster economic or population growth or the construction of additional housing, directly or indirectly, in the surrounding community outside the respective proposed project. Growth inducing impacts include the removal of obstacles that currently hinder population growth in the surrounding area (e.g., the expansion of a wastewater treatment plant, thereby potentially allowing more development) and the development and construction of new infrastructure or service facilities that could significantly affect the environment individually or cumulatively. In addition, growth must not be assumed as beneficial, detrimental, or of little significance to the environment in the context of this finding.

The proposed Project would foster economic growth and revitalize an underutilized area by adding residents, open space, improved mobility, and businesses to the Project Site. The 700 dwelling units that exist onsite are to be fully replaced, with a net increase of up to 1,100 new units proposed and studied by the EIR. This net increase was fully analyzed by the EIR and is consistent with the local and regional housing needs, the City's Housing Element, and the Southeast Los Angeles Community Plan.

The proposed open spaces and commercial/retail opportunities will not be limited to just Jordan Downs residents but the outside community as a whole. The residents, in turn, could likely patronize existing local businesses and services in the area. Additionally, short-term and long-term employment opportunities would be provided during construction and operation of the Project.

Since the Project Site is located in a highly urbanized setting, infrastructure already exists to support the Project at its full build out. The Project would constitute in-fill development which typically not growth-inducing. The Project does not propose vast improvements to the community's infrastructure. The Project does propose the improvement and extension of Century Boulevard and a new street grid of local streets; however these improvements are applied to Century Boulevard which currently is an unimproved "paper street" and the street improvements are limited to the Specific Plan boundary. In addition, the Specific Plan proposes a downgrade of Century Boulevard from its current designation as Major Highway Class II to a modified collector street. Finally, the improvements to Century Boulevard are focused on multi-modal opportunities through the dedicated bicycle lanes and pedestrian amenities that supplement the vehicle travel lanes. As a result of these design considerations, Century Boulevard is not intended to carry outside traffic, and consequently, the proposed Project would not remove obstacles to new growth in the surrounding community by opening up areas to new development or by otherwise stimulating new population growth through increasing the infrastructure capacity.

2. Significant Irreversible Impacts

CEQA Guidelines Section 15126.2(c) states that: “[u]ses of nonrenewable resources during the initial and continued phases of the Project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the Project. Irreversible commitments of resources should be evaluated to assure that such current consumption is justified.”

Construction of the Project would require permanent consumption of natural resources that are in fixed supply naturally, or which may renew slowly that it may be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics), and water. Fossil fuels, such as gasoline and oil, would also be consumed in the use of construction vehicles and equipment. Operation of the Project would involve on-going consumption of nonrenewable resources such as natural gas and crude oil. Petroleum products (diesel fuel, fuel oil, gasoline, and petrochemical synthetics) would be consumed directly and indirectly by Project activities in terms of energy generation, and as fuels used by vehicles bringing residents, visitors, and employees to the Project Site. To the extent that fossil fuels remain a principal source of energy within the economy, the Project represents a fixed commitment of these resources.

Development would irreversibly increase the commitment of public services, such as providing police and fire services and educational needs. Operation of the Project would also result in an increased commitment of public maintenance services such as waste disposal and treatment, as well as an increased commitment of the infrastructure that serves the Project Site.

The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during the operation of the Project. However, this resource consumption would be consistent with growth and anticipated change in the City of Los Angeles and the entire Southern California region. In addition, the proposed project provides needed housing for future populations. Further, use of such resources would be of a relatively small scale in relation to the Project's benefits of providing housing and urban design standards. For example, one of the overarching objectives of the proposed project is the creation of an urban village where housing, retail, open space, and employment opportunities are integrated together. These goals are intended to promote smart growth that would reduce vehicle trips. Therefore, the use of such resources for the Project would be reduced as compared to an alternative development that created a similar yield of housing units but at a lower density rural setting. As such, the use of such resources would not be considered significant.

Other CEQA Considerations

1. Recirculation of EIR

CEQA requires that the responses to comments in the EIR demonstrate good faith and a well-reasoned analysis, and not be overly conclusory. In response to the comments received, corrections and additions were made to the EIR. The Final EIR includes a Historic Significance Evaluation and a Health Risk Assessment that were not included in the Draft EIR. However, this additional information in the Final EIR demonstrated that no additional impacts beyond those already identified in the Draft EIR have been identified by the comments, and specifically,

CEQA Guidelines Section 15088.5 does not require recirculation of the EIR based on the following:

- a. No significant new information has been added that would deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Project, a feasible way to mitigate or avoid such an impact that the Applicant has declined to implement, or a feasible Project alternative;
- b. The new information, including certain factual corrections and minor changes, provides clarification to points and information already included in the Draft EIR;
- c. There are no significant new environmental impacts resulting from the Project or from a new mitigation measure proposed to be implemented;
- d. There is no substantial increase in the severity of an environmental impact that has not been mitigated to a level of insignificance;
- e. The Applicant has not declined to adopt any feasible project alternatives or mitigation measures, considerably different from others previously analyzed, that clearly would lessen the environmental impacts of the Project; and
- f. The EIR is not so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment are precluded.

Thus, recirculation of the EIR was deemed not necessary.

2. Mitigation Monitoring

The Mitigation Monitoring and Reporting Plan (MMRP) has been prepared in accordance with Public Resources Code Section 21081.6, which requires a Lead or Responsible Agency that approves or carries out a project where an EIR has identified significant environmental effects to adopt a "reporting or monitoring program for the changes to project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment." The City is the Lead Agency for the Project. The MMRP is designed to monitor implementation of all feasible mitigation measures as identified in the EIR for the Project. The Project Applicant shall be obligated to provide certification prior to the issuance of site or building plans that compliance with the required mitigation measures has been achieved. All Departments listed are within the City unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.

Statement of Overriding Considerations

The Final EIR has identified unavoidable significant impacts that would result from implementation of the Project. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when a public agency approves a project that will result in the occurrence of significant impacts that are identified in the EIR but are not at least substantially mitigated, the agency must state in writing the reasons to support its action based on the certified EIR and/or other information in the record. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines require that the decision maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the EIR which cannot be avoided or substantially mitigated to an insignificant level. These findings and the Statement of Overriding Considerations are based on substantial evidence in the record, including but not

limited to the EIR, and documents, testimony, and all other materials that constitute the record of proceedings.

The EIR concluded that, despite the adoption of feasible mitigation, the Project would result in the following impacts that are not mitigated to a less-than significant level: Aesthetics (Shade and Shadow), Air Quality (Construction, Operational, and Greenhouse Gas [GHG] Emissions), Noise (Construction), and Transportation (Intersection LOS)

Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts would result from implementation of the Project. Having (i) adopted all feasible mitigation measures, (ii) rejected alternatives to the Project for the reasons discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Project, including local and regional Benefits, including economic, social, and aesthetic benefits, against the Project's significant and unavoidable impacts, the City hereby finds that the Project's benefits outweigh and override the significant unavoidable impacts sufficiently to outweigh the adverse environmental impacts of the Project and justify approval of the Project and certification of the completed EIR. The Project's benefits include:

1. Production of housing to meet City and Regional housing policy goals.
2. Redevelopment of existing public housing that has experienced years of disinvestment.
3. Creation of a new urban village that combines housing, retail/commercial, open space, and educational uses within walking distance to public transit
4. Urban design, open space, and streetscape standards that improve the physical environment and encourage pedestrian activity
5. Open space and retail/commercial opportunities for the entire Watts community
6. Creation of new employment and job training opportunities

Mitigation Monitoring Program

In accordance with the Requirements of Public Resources Code § 21081.6, the City Planning Commission hereby adopts the Mitigation Monitoring Program, which is contained in full in the Final EIR, Section IV. The City Planning Commission reserves the right to make amendments and/or substitutions of mitigation measures if the City Planning or their designee determines that the amended or substituted mitigation measure will mitigate the identified potential environmental impacts to at least the same degree as the original mitigation measure, and where the amendment or substitution would not result in a new significant impact on the environment which cannot be mitigated.

Independent Judgment

The environmental consultants for the proposed project prepared the screencheck versions of the Draft EIR and Final EIR. All such materials and all other materials related to the EIR were extensively reviewed and, where appropriate, revised by the Planning Department. In addition, comments received during the DRAFT EIR circulation period were addressed in the Final EIR. As such, the Draft EIR, Final EIR, and all other related materials reflect the independent judgment and analysis of the Lead Agency and adequately address the community concerns and meets CEQA review requirements.

Senate Bill 18 (SB 18) – “Tribal Consultation” Gov. Code Sections 65351, 65352.3,.4,.5, and 65560

According to SB 18, due to the proposed General Plan Amendment and the designation of new Open Space, the City shall conduct “meaningful consultations” with local Native American

Tribes. Through the circulation of the EIR, the Native American Heritage Commission contacted the Department of City Planning staff to inform them of this federal requirement, and provided a list consisting of four tribe associations pertaining to local lands. These tribe associations were formally contacted to initiate a 90 day review period. The four tribe associations are the Ti'At Society/Inter-Tribal Council of Pimu, Gabrielino/Tongva San Gabriel Band of Mission, Gabrielino Tongva Nation, and Gabrielino-Tongva Tribe.

On June 6, 2011, the proposed Jordan Downs Urban Village Specific Plan cleared the requirements to proceed towards adoption, per the provisions of SB 18, in that the Los Angeles Department of City Planning made contact with the list of tribe associations provided by the Native American Heritage Commission, which resulted in a non-response by the four tribe associations. The representatives for these tribe associations shall be contacted for public notice throughout the specific plan adoption process.

Conclusion

The Department recommends approval of the proposed project as conditioned in this report. The project will redevelop a public housing complex that physically has remained virtually unchanged for nearly 70 years. The proposed project allows for the complete replacement of the existing 700 public housing units, and allows for up to 1,100 new housing units for a total production of 1,800 new dwelling units of various types. The western edge of the Specific Plan boundary is approximately 0.4 miles away from the existing Metro Blue Line 103rd Station, and therefore is locating density in close proximity to public transit. Up to 230,000 square feet of new commercial retail and 292,000 square feet of new commercial/light industrial uses are also proposed to provide retail and employment opportunities to current and future residents. A total of 8.95 acres of new open space are also proposed, and all streets and corridors will feature pedestrian friendly amenities. All of these uses integrated in one compact development, combined with design and landscape standards will expectedly create a self-sustaining urban village where residents can live, shop, and play without having to leave their community.

In addition, the proposed project is consistent with the General Plan of the City of Los Angeles and other relevant Policies and Goals of the City. .

Finally, the proposed project has been thoroughly reviewed and vetted by the community. The HACLA began engagement with the residents and community members through numerous meetings and workshops beginning in 2008. The Department of City Planning continued workshops and meetings when the Specific Plan adoption process started in 2009. The general consensus from these outreach efforts is that Jordan Downs is long overdue for redevelopment and the physical improvement the Plan envisions will greatly benefit the community.

PUBLIC HEARING AND COMMUNICATIONS

Summary of Public Hearing Testimony and Communications Received

The Public Hearing on this matter was held at the Jordan Downs Recreation Center at 9900 Grape Street on the evening of Wednesday, October 5, 2011.

Attendees: Approximately 45 people were in attendance

Speakers: 8 attendees provided formal testimony on the proposed Project.

Public Hearing Testimony Notes

Speakers supporting the Project

Six of the eight speakers support the Proposed Project. These five speakers consisted of representatives from the Housing Authority, Watts/Century Latino Organization, and the community at large.

Speakers providing General Comments

Two of the eight speakers provided general comments on the Proposed Project. These comments were from representatives for S&W Atlas Iron & Metal Company, Inc. and The Watts Labor Community Action Committee.

Written Correspondence

Letters of Support: Chief Legislative Analyst/Council District 15: The Department of City Planning received a letter of support for the project from the Office of the Chief Legislative Analyst, which is serving as the caretaker for Council District 15 while that council seat is vacant.

Letters-Concerns identified: The City Planning Department received three letters with the following concerns:

- Greater Watts Development Corporation- This letter lists specific corrections to issues regarding the Mudtown Farms Agricultural Education and Demonstration Center. The letter lists specific revisions to the Specific Plan. Most of the revisions revolve around zoning clarification, parking, and other language that fully captures the scope of their operations at the Center. Since their requests are consistent with the spirit and intent of the Specific Plan and the project description of the Final EIR, most of these revisions were accommodated.
- Watts Labor Community Action Committee- This letter requested a specific clarification in the proposed A1 zone assigned to their property, the Mudtown Farms Agricultural Education and Demonstration Center. This clarification is to allow their full range of existing operations.
- Latham & Watkins, LLP, on behalf of S&W Atlas Iron & Metal Company, Inc. (Atlas)- This letter was submitted on behalf of the owners and operators of the industrial uses currently occurring within Block 31 of the Specific Plan, which is located within the County of Los Angeles and subject to the proposed annexation. Their concerns are

centered on whether the proposed Plan accommodates their current industrial operations and the environmental mitigation measures needed to lessen the impact of placing multi-family residential in close proximity to their parcel.

On the land use/industrial operations concern, the Specific Plan accommodates all the existing operations as a legal but non-conforming use within the Plan's Commercial Manufacturing (CM) zone. The Plan allows their operations to continue until there is an expansion or new construction of an existing use. In addition, all the conditions contained within their County Conditional Use Permit are transferred to the Specific Plan, further preserving their business operations.

The Final EIR addresses these environmental concerns by requiring sound walls and a landscape buffer between the residential uses and Block 31. In addition, the Final EIR requires transparent elements (i.e., windows and balconies) that have a direct line of site to the existing industrial uses be minimized, thereby avoiding direct views of the existing industrial uses. Finally, the existing operations within Block 31 are regulated through a County Conditional Use Permit. A key condition of this permit is the continued provision of a 50' buffer between the active industrial uses at this location and its western and southern property lines. The Planning Department, acting as the lead agency on the Final EIR, finds that existing and proposed mitigation measures will address these environmental impacts and mitigate them to a less than significant level.