

To: The Council

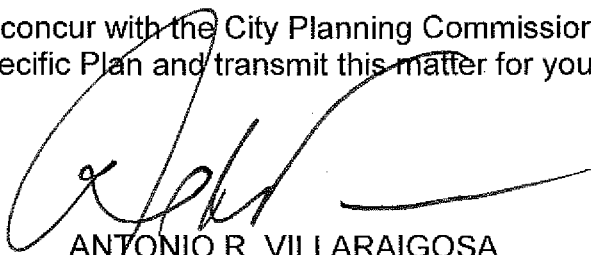
Date: FEB 07 2013

From: Mayor

Council District: 15

Proposed Specific Plan for the Redevelopment of the
Jordan Downs Public Housing Complex,
located at 9800 Grape Street, within the
Southeast Los Angeles Community Plan.
(CPC-2010-0031-SP-AD)

I herewith concur with the City Planning Commission's action
approving the Specific Plan and transmit this matter for your consideration.



ANTONIO R. VILLARAIGOSA
Mayor

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401
CITY PLANNING COMMISSION
WILLIAM ROSCHEN
PRESIDENT
REGINA M. FREER
VICE-PRESIDENT
SEAN O. BURTON
DIEGO CARDOSO
GEORGE HOVAGUIMIAN
ROBERT LESSIN
DANA M. PERLMAN
BARBARA ROMERO
VACANT
JAMES WILLIAMS
COMMISSION EXECUTIVE ASSISTANT II
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

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(213) 978-1273
FAX: (213) 978-1275
INFORMATION
www.planning.lacity.org

Date: **JAN 30 2013**

Case No. CPC-2010-0031-SP-AD
Council District No. 15

Honorable Antonio R. Villaraigosa, Mayor
City of Los Angeles
200 N. Spring Street, Room 305
Los Angeles, CA 90012

Dear Mayor Villaraigosa:

A PROPOSED SPECIFIC PLAN FOR THE REDEVELOPMENT OF THE JORDAN DOWNS PUBLIC HOUSING COMPLEX AVENUE LOCATED AT 9800 GRAPE STREET WITHIN THE SOUTHEAST LOS ANGELES COMMUNITY PLAN.

Pursuant to the provisions of Section 558 of the City Charter, transmitted herewith is the March 8, 2012, action of the City Planning Commission Approving a new Specific Plan for the existing Jordan Downs Public Housing Complex, located at 9800 Grape Street. The Specific Plan proposes new General Plan land uses, zones, height districts, design standards, and other mechanisms to guide the redevelopment of Jordan Downs. In addition, a General Plan Amendment is proposed to downgrade the street classification for a portion of Century Boulevard, to promote a more safe and pedestrian friendly project.

The proposed Specific Plan and General Plan Amendment is submitted to you for your recommendation, which is to be forwarded to the City Council as specified by Section 11.5.6 of the Los Angeles Municipal Code.

The City Planning Commission, as evidenced by the attached Findings, has determined that the proposed land use designation will conform with the City's General Plan and will be compatible with adjacent land uses.

Please note that the co-applicant, the Housing Authority, City of Los Angeles (HACLA) requested changes to the Specific Plan after official action by the City Planning Commission on March 8, 2012. These requested changes may be viewed under Attachment A, found herein.

Your action is requested on the proposed plan amendment as specified by Section 11.5.6 of the Los Angeles Municipal Code. The Zone Change will be transmitted to you following the City Council's Action.

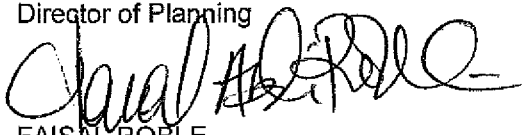
THE CITY PLANNING DEPARTMENT RECOMMENDS

That the Mayor:

1. **Recommend that the City Council Adopt** the Jordan Downs Urban Village Specific Plan.
2. **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. **Recommend that the City Council Adopt** the attached Findings, including the Environmental Findings.
4. **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. **Recommend that the City Council Adopt** the Statement of Overriding Considerations.
6. **Recommend that the City Council 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. **Recommend that the City Council 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.

Sincerely,

MICHAEL J. LOGRANDE
Director of Planning



FAISAL ROBLE
Senior City Planner

Attachments:

1. City Plan Case File
2. Plan Map
3. Attachment A, proposed changes from the HACLA and Atlas Iron and Metal, Inc,
4. Ordinance
5. Resolution 09-0186-S1, Century Boulevard re-classification
6. Resolution 09-0186, Specific Plan- General Plan Amendment

DEPARTMENT OF
CITY PLANNING

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

AND

6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

WILLIAM ROSCHEN

PRESIDENT

REGINA M. FREEK

VICE-PRESIDENT

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ROBERT LESSIN

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VACANT

JAMES WILLIAMS

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CITY OF LOS ANGELES
CALIFORNIA



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MAYOR

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DEPUTY DIRECTOR

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FAX: (213) 978-1275

INFORMATION

www.planning.lacity.org

Date: JAN 30 2013

Case No. CPC-2010-0031-SP-AD
Council District No. 15

Honorable City Council
City of Los Angeles
200 N. Spring Street, Room 395
Los Angeles, CA 90012

Dear Honorable Council-members:

A PROPOSED SPECIFIC PLAN FOR THE REDEVELOPMENT OF THE JORDAN DOWNS PUBLIC HOUSING COMPLEX AVENUE LOCATED AT 9800 GRAPE STREET WITHIN THE SOUTHEAST LOS ANGELES COMMUNITY PLAN.

Pursuant to the provisions of Section 558 of the City Charter, transmitted herewith is the March 8, 2012, action of the City Planning Commission Approving a new Specific Plan for the existing Jordan Downs Public Housing Complex, located at 9800 Grape Street. The Specific Plan proposes new General Plan land uses, zones, height districts, design standards, and other mechanisms to guide the redevelopment of Jordan Downs. In addition, a General Plan Amendment is proposed to downgrade the street classification for a portion of Century Boulevard, to promote a more safe and pedestrian friendly project.

The proposed Specific Plan and General Plan Amendment is submitted to you for your recommendation, which is to be forwarded to the City Council as specified by Section 11.5.6 of the Los Angeles Municipal Code.

The City Planning Commission, as evidenced by the attached Findings, has determined that the proposed land use designation will conform with the City's General Plan and will be compatible with adjacent land uses.

Please note that the co-applicant, the Housing Authority, City of Los Angeles (HACLA) requested changes to the Specific Plan after official action by the City Planning Commission on March 8, 2012. These requested changes may be viewed under Attachment A, found herein.

Your action is requested on the proposed plan amendment as specified by Section 11.5.6 of the Los Angeles Municipal Code. The Zone Change will be transmitted to you following the City Council's Action.

THE CITY PLANNING DEPARTMENT RECOMMENDS

That the City Council:

1. **Concur** in the attached Action of the City Planning Commission relative to its approval of the proposed Jordan Downs Urban Village Specific Plan.
2. **Concur** in the attached Action of the City Planning Commission relative to its approval of 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. **Find** 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.

Sincerely,

MICHAEL J. LOGRANDE
Director of Planning

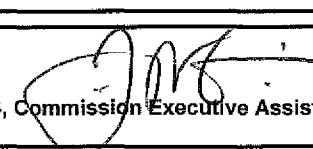


FAISAL ROBLE
Senior City Planner

Attachments:

1. City Plan Case File
2. Plan Map
3. Attachment A, proposed changes from the HACLA and Atlas Iron and Metal, Inc,
4. Ordinance
5. Resolution 09-0186-S1, Century Boulevard re-classification
6. Resolution 09-0186, Specific Plan- General Plan Amendment

TRANSMITTAL TO CITY COUNCIL

Case No.(s)	Planning Staff Name(s) and Contact No.	C.D. No.
CPC-2010-31-SP-AD	JASON CHAN 213-978-1178	15
Items Appealable to Council:	Last Day to Appeal:	Appealed:
N/A	N/A	Yes ☐ No ☒
Location of Project (Include project titles, if any.)		
9800 S. GRAPE STREET		
Name(s), Applicant / Representative, Address, and Phone Number.		
CITY OF LOS ANGELES HOUSING AUTHORITY OF LOS ANGELES		
Name(s), Appellant / Representative, Address, and Phone Number.		
N/A		
Final Project Description (Description is for consideration by Committee/Council, and for use on agendas and official public notices. If a General Plan Amendment and/or Zone Change case, include the prior land use designation and zone, as well as the proposed land use designation and zone change (i.e. "from Very Low Density Residential land use designation to Low Density land use designation and concurrent zone change from RA-1-K to (T)(Q)R1-1-K). In addition, for all cases appealed in the Council, please include in the description <u>only</u> those items which are appealable to Council.)		
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.		
Fiscal Impact Statement *Determination states administrative costs are recovered through fees.	Yes ☒ No ☐	Environmental No.
		ENV-2010-32-EIR, SCH#2010021007
		Commission Vote:
		6- 0
 JAMES K. WILLIAMS, Commission Executive Assistant II		Date: _____



LOS ANGELES CITY PLANNING COMMISSION

200 N. Spring Street, Room 272, Los Angeles, California, 90012, (213) 978-1300
www.lacity.org/PLN/index.htm

Determination Mailing Date: JAN 30 2013

CASE NO.: CPC-2010-31-SP-AD
CEQA: ENV-2010-32-EIR, SCH#2010021007

Location: 9800 S. Grape Street
Council District: 15 – Buscaino
Plan Area: Southeast Los Angeles
Request: General Plan Amendment

Applicant: City of Los Angeles and Housing Authority of Los Angeles

At its meeting on March 8, 2012, the following action was taken by the City Planning Commission:

1. **Approved** the **Jordan Downs Urban Village Specific Plan** as modified.
2. **Approved** 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. **Adopted** the attached **Findings**, including the Environmental Findings.
4. **Adopted** Environmental Impact Report No. **ENV-2010-32-EIR**, SCH#2010021007 and the Statement of Overriding Considerations and the proposed mitigation monitoring program.
5. **Advised** 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.
6. **Advised** 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.

Recommendations to the City Council:

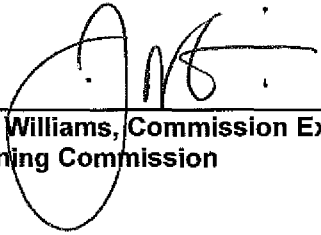
1. **Recommend** that the City Council **Adopt** the **Jordan Downs Urban Village Specific Plan** as modified.
2. **Recommend** that the City Council **Adopt** the requested **General Plan Amendment** to change the street classification of Century Boulevard from a Major Highway Class II to a Modified 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. **Recommend** that the City Council **Adopt** the attached **Findings**, including the Environmental Findings.
4. **Recommend** that the City Council **Certify** that the Environmental Impact Report No. **ENV-2010-32-EIR**, SCH#2010021007 is an adequate environmental clearance for this action, and recommend that the City Council make concurring findings.

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

Moved: Freer
Seconded: Woo
Ayes: Hovaguimian, Kim, Lessin, Roschen
Absent: Burton, Cardoso, Romero

Vote: 6 - 0


James K. Williams, Commission Executive Assistant II
City Planning Commission

Effective Date: The decision of the City Planning Commission is final upon the mailing date of this Determination Letter. If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Ordinance, Map, Findings, Resolution
Planning Assistant: Jason Chan

ORDINANCE NO. _____

An ordinance amending Sections 11.5.7 and 12.04 of the Los Angeles Municipal Code establishing the Jordan Downs Urban Village Specific Plan for a portion of the Southeast Los Angeles Community Plan area, generally bounded by 97TH Street to the north, Alameda Street to the east, 103rd Street to the south, and Grape Street to the west.

WHEREAS, the articulated objectives and policies of the Southeast Los Angeles Community Plan, which was revised in March 2000, includes policies to promote safe, high quality residential uses to serve all demographics of the community; and

WHEREAS, the Jordan Downs Community currently consists of 700 public housing units constructed between 1942 and 1955 owned and operated by the Housing Authority of the City of Los Angeles (HACLA); and

WHEREAS, the HACLA has adopted a plan to construct 30,000 new dwelling units, while preserving its existing stock citywide during the next ten years; and

WHEREAS, Jordan Downs presents a unique opportunity to redevelop a neighborhood by replacing existing units as well as increasing housing stock, promoting mixed use opportunities, providing open space, and introducing social programs that are all focused on serving residents and families on a fixed income; and

WHEREAS, in 2008 Los Angeles Mayor Antonio Villaraigosa introduced *Housing That Works*, a five year housing initiative to promote housing in the City of Los Angeles through different goals and programs, including transforming public housing through projects such as Jordan Downs; and

WHEREAS, on March 6, 2009 the Los Angeles City Council adopted a Motion (09-0186) that instructed the Department of City Planning, in coordination with the HACLA and other City Agencies, to create a Specific Plan that shall provide a housing program, design standards, community amenities, and economic opportunities; and

WHEREAS, on October 1, 2010 the Los Angeles City Council adopted a Motion (09-0186-S1) that directed the Department of City Planning to partner with the Department of Transportation and the Bureau of Engineering 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; and

WHEREAS, the Housing Element, a portion of the General Plan for the City of Los Angeles, contains policies and goals for the production of increased housing stock that may be directed to families and individuals across a wide demographic, ensuring stable and safe neighborhoods, and promoting home ownership; and

WHEREAS, the close proximity of numerous school facilities and the broad demographics of the community necessitate the development of a family-oriented neighborhood;

WHEREAS, a Hearing Officer, acting as a representative of the City Planning Commission, conducted a public hearing on October 5, 2011.

WHEREAS, the City Planning Commission conducted a public hearing on March 8, 2012 and subsequently recommended approval of the Specific Plan and presented their findings to the City Council.

WHEREAS, the City Planning Commission found that the Environmental Impact Report ENV-2010-0032-EIR, SCH No.: 2010021007 is adequate environmental clearance for this action, and recommend that the City Council make concurring findings.

NOW THEREFORE,

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section 1. ESTABLISHMENT OF THE JORDAN DOWNS URBAN VILLAGE SPECIFIC PLAN. The City Council hereby establishes the Jordan Downs Urban Village Specific Plan, a portion of the City of Los Angeles General Plan, Land Use Element applicable to the area of the Southeast Los Angeles Community Plan of the City of Los Angeles shown with heavy lines on the attached map. The Specific Plan is contained within a separate attached document.

- A. Purpose. The purposes stated in the Jordan Downs Urban Village Specific Plan are incorporated by this reference.
- B. Uses. No building, structure, or land within the Specific Plan area shall be used and no building or structure shall be erected, converted to residential uses, or enlarged, except as permitted by the Specific Plan.
- C. Heights. No building or structure, nor the addition to any building or structure, shall be erected or maintained unless the height requirements of the Specific Plan are met and maintained.
- D. Area. No building or structure, nor the addition to any building or structure, shall be erected or maintained unless the area requirements of the Specific Plan are met and maintained.
- E. Development Standards. No building or structure, nor the addition to any building or structure, shall be erected or maintained unless the Project substantially complies with the development standards of the Specific Plan, as reviewed by the Director of Planning.

Section 2. RELATIONSHIP TO THE LOS ANGELES MUNICIPAL CODE

- A. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of the Los Angeles Municipal Code, Chapter 1 as amended, and any

other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in the Code or other ordinances, except as specifically provided for here.

- B. Where this Specific Plan contains provisions which establish regulations which are different from, more restrictive, or more permissive than would be allowed pursuant to the provisions contained in the LAMC, this Specific Plan shall prevail and supersede the applicable provisions of the LAMC and those relevant ordinances.

Section 3. Subsection D of Section 12.04 of the Los Angeles Municipal Code is amended to read:

SEC. 12.04. ZONES-DISTRICTS-SYMBOLS

D. Certain portions of the City are also designated as being in one or more of the following districts, by the provision of Article 3 of this chapter.

"O"	Oil Drilling District
"S"	Animal Slaughtering
"G"	Surface Mining District
"RPD"	Residential Planned Development District
"K"	Equinekeeping District
"CA"	Commercial and Aircraft District
"POD"	Pedestrian Oriented District
"CDO"	Community Design Overlay District
"MU"	Mixed Use District
"FH"	Fence Height District
"SN"	Sign District
"RFA"	Residential Floor Area District
"NSO"	Neighborhood Stabilization Overlay District
"CPIO"	Community Plan Implementation Overlay District
"HS"	Hillside Standards Overlay District
"UV"	Jordan Downs Specific Plan Urban Village District

The "**Zoning Map**" is amended to indicate these districts and the boundaries of each district.

Land classified in one or more of the Supplemental Use Districts listed above shall be classified in one or more zones. Land classified in the "P" Automobile Parking Zone may also be classified in an "A" or "R" Zone.

These classifications are indicated on the "**Zoning Map**" with a combination of symbols, e.g., **R2-2-O, C2-4-S, M1-3-G, M1-1-P** and **R2-O, C2-G**, etc., where height districts have not been established.

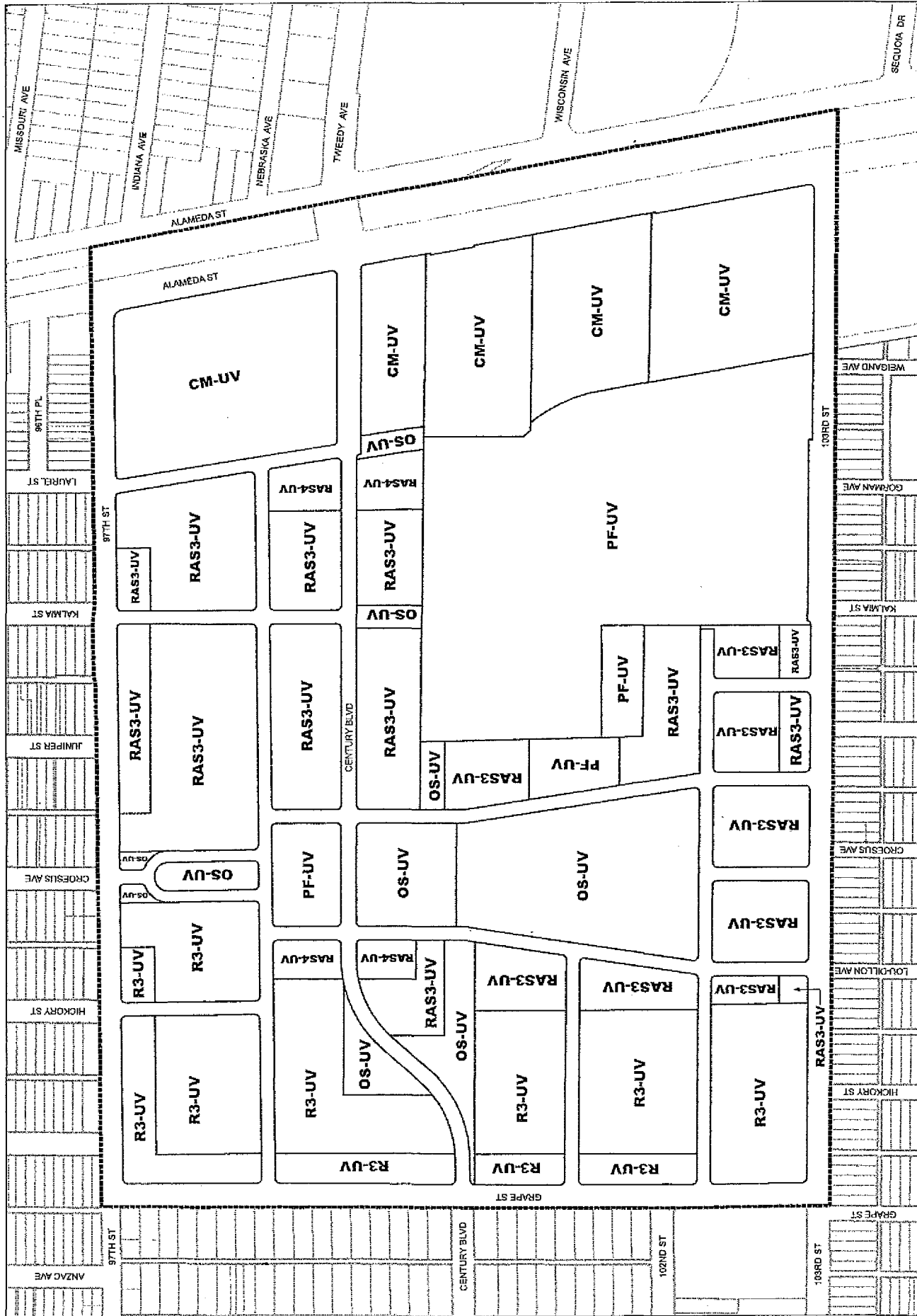
Section 4. SUSTAINABILITY. The Specific Plan shall achieve Stage 2 certification per the United States Green Building Council's Leadership in Energy and Environmental Design for Neighborhood Development rating system, based on the 2009 LEED standard, at the Certified level. The certification shall be completed prior to the issuance of any building permit by the Department of Building and Safety. The Jordan Downs development shall achieve Stage 3 LEED-ND Gold certification prior to commencement of construction of the units surpassing 90% of the total maximum allowable units by the Specific Plan, also based on the 2009 LEED Standard. Compliance shall be verified by the Department of Building and Safety.

Section 5. APPLICABILITY OF THE ZONING CODE. The regulations of this Ordinance are in addition to those set forth in the planning and zoning provisions of Chapter 1 of the Los Angeles Municipal Code and any other ordinances adopted by the City Council and do not contain any rights not otherwise granted under the provisions and procedures contained in that Chapter or other ordinances.

Section 6. SEVERABILITY. If any provision of this Ordinance is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect the remaining provisions of this Ordinance which can be implemented without the invalid provision, and, to this end, the provision of this Ordinance are declared to be severable.

Section 7. URGENCY CLAUSE. The City Council finds and declares that this Ordinance is required for the immediate protection of the public peace, health and safety for the following reasons: Jordan Downs has not seen major physical changes or financial investment in decades; the public housing component is in disrepair and in need of redevelopment, and thus the public health and general welfare of the existing residents is at risk. Further, the adoption of this ordinance is required before the City Planning Department can formally submit the application for the annexation of land from the County of Los Angeles, per regulations for the Local Agency Formation Commission (LAFCO) provided by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. Pursuant to Section 56375 of this Act, pre-zoning for the parcels subject to the annexation is required, which is accomplished by this ordinance. Thus, this ordinance adoption must be expedited so that the annexation review and approval, and thus the implementation of the Specific Plan, can occur.

For all of these reasons, the Ordinance shall become effective upon publication pursuant to Section 253 of the Los Angeles City Charter.



THE INTENT OF THIS ORDINANCE IS FOR THE BOUNDARIES OF THIS ZONE CHANGE TO COINCIDE WITH THOSE OF THE ADOPTED JORDAN DOWNS URBAN VILLAGE SPECIFIC PLAN INCLUDING AREAS APPROVED FOR ANNEXATION TO THE CITY OF LOS ANGELES.

ZONE CHANGE

Legend:
 Jordan Downs Urban Villages
 Specific Plan Boundary
 Proposed Zone Change



C.M. 091.5A 215, 091.5A 217

060712

AV

Sec. _____. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

JUNE A. LAGMAY, City Clerk

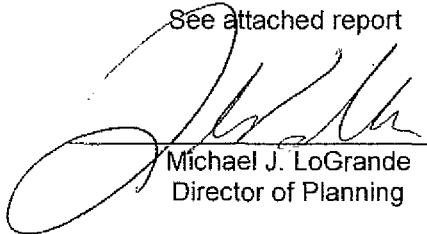
By _____
Deputy

Approved _____

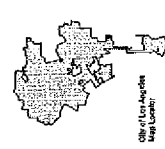
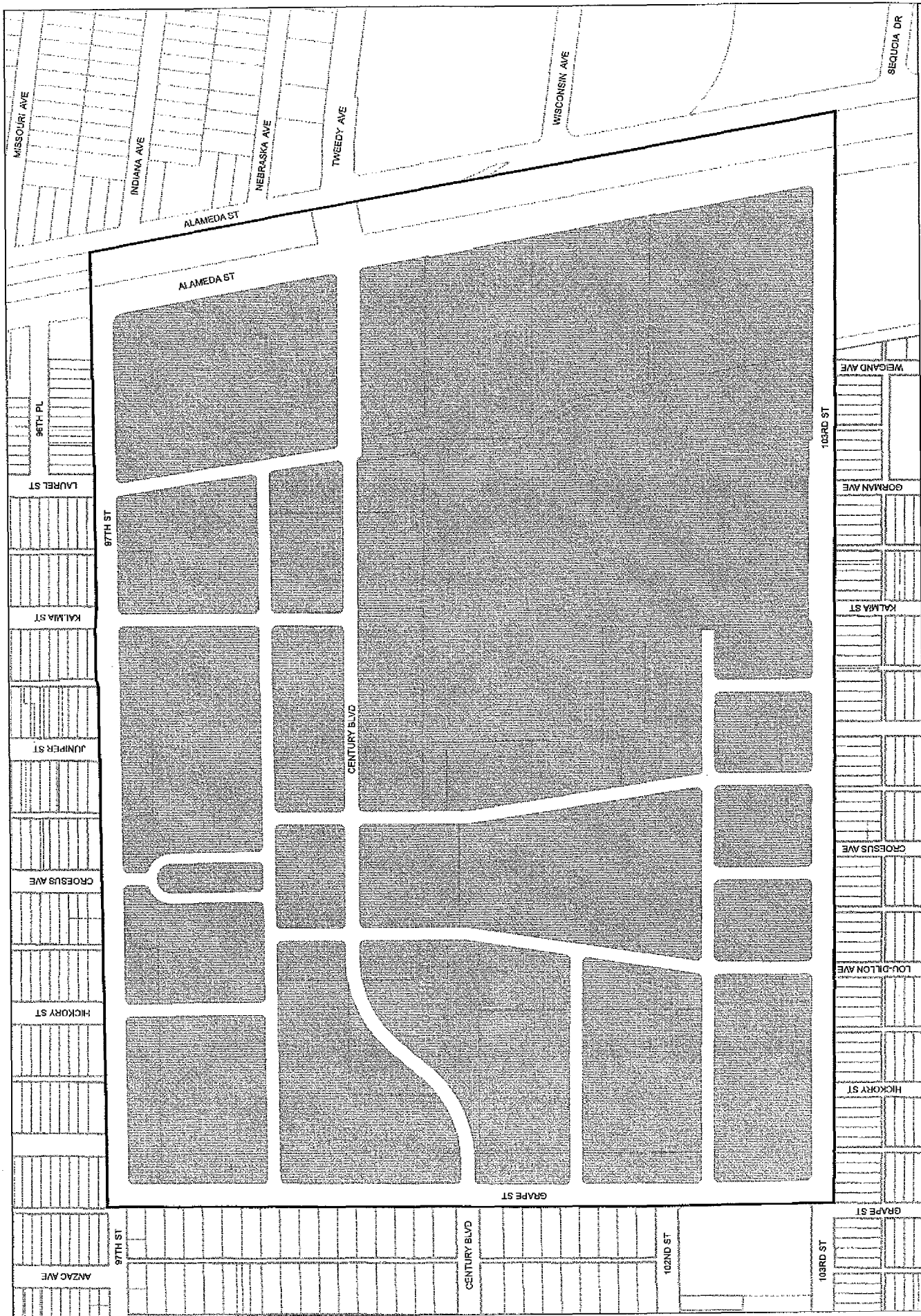
Mayor

Pursuant to Sec. 559 of the City Charter,
I approve this ordinance on behalf of the
City Planning Commission and
recommend that it be adopted....

File No. C.F.09-0186
CPC-2010-0031-SP-AD

See attached report

for HLG

Michael J. LoGrande
Director of Planning



JORDAN DOWNS SPECIFIC PLAN BOUNDARY



C.M. 091.5A 215, 091.5A 217
CPC-2010-0031-SP-AD
AA

080712

CONDITIONS OF APPROVAL

General Entitlement Conditions

1. Uses. All uses shall adhere to the uses allowed by the respective zones, as prescribed in the Specific Plan.
2. Sustainability. The Specific Plan shall achieve Stage 2 certification per the United States Green Building Council's Leadership in Energy and Environmental Design for Neighborhood Development rating system, based on the 2009 LEED standard, at the Certified level. The certification shall be completed prior to the issuance of any building permit by the Department of Building and Safety. The Jordan Downs development shall achieve Stage 3 LEED-ND Gold certification prior to commencement of construction of the units surpassing 90% of the total maximum allowable units by the Specific Plan, also based on the 2009 LEED Standard. Compliance shall be verified by the Department of Building and Safety.
3. Design Standards. All Projects within the Specific Plan shall utilize Mediterranean-influenced architectural elements, or contemporary interpretations of Mediterranean architecture, for all buildings and building elements.
4. Tract Map. The applicant or any successor in interest shall comply with all of the Advisory Agency requirements contained within the subsequent tract map for the Jordan Downs Specific Plan that is being processed concurrently with this Specific Plan and any subsequent modifications thereto, to the satisfaction of the Director of Planning.
5. Metro Re-Route. The applicant, any successor in interest, or project developer shall make a good faith effort to partner with the LA County Metropolitan Transit Authority and satisfy their street design requirements for the re-route of Local Bus Line 117 so that it runs through the Specific Plan boundary. Said bus line shall run on Century Boulevard and adjacent to the proposed Central Park, in order to maximize accessibility.
6. Annexation. Annexation approval from the Local Agency Formation Commission (LAFCO) shall be required prior to the parcel recording by the County, for all parcels subject to the annexation.
7. The total residential build-out of the Specific Plan shall not exceed 1,800 dwelling units.
8. Existing Industrial Uses. Existing industrial uses within Subarea 2, as specified in the Specific Plan, shall adhere to the existing operational conditions provided in Attachment A of the Specific Plan appendix. Subarea 3 shall adhere to the conditions within Attachment B.
9. All street locations, designs, and maintenance program shall be reviewed and approved by the Los Angeles Department of Transportation and the Bureau of Public Works.
10. All utilities installed within the Specific Plan boundary shall be placed underground, where feasible.

Environmental Conditions

11. The Applicant shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department requiring the Applicant to identify mitigation monitors who shall provide periodic status reports on the implementation of applicable mitigation items required by Mitigation Conditions of the Project's approval satisfactory to the Department of City Planning. The mitigation monitors shall be identified as to their areas of responsibility, and phase of intervention (pre-construction, construction, post-construction/ maintenance) to ensure continued implementation of the below mentioned mitigation items.

The EIR found that the following environmental impacts of the Project will be less than significant either as designed with the project design features, or as a result of the impact reductions achieved by the implementation of mitigation measures and conditions of approval:

- MM-1 The proposed project shall incorporate design features to lessen the visual contrast with existing residences on 97th and Grape Streets. The design features to be implemented include, but are not limited to, varying building height, sloped roof design, and landscaping, all of which shall be consistent with the proposed project elevations.
- MM-2 The buildings constructed along 97th Street that exceed 30 feet in height shall be designed either with increased (greater than 10 feet) setbacks or with a sloped roof for the first level and a second level that is stepped back to create a more visually consistent street view.
- MM-3 Lighting fixtures constructed as part of the proposed project shall be oriented and focused onto the specific onsite location intended for illumination (e.g., parking lots, driveways, and walkways) and shielded away from adjacent sensitive uses (e.g., schools, other residential properties) and public rights of way to minimize light spillover onto off-site areas
- MM-4 Where appropriate and feasible, incorporate project design features to shield light and/or glare from vehicles entering or existing parking lots and structures that face sensitive uses by providing barriers so that light from vehicle headlights would not illuminate off-site sensitive uses.
- MM-5 Where appropriate and feasible, incorporate project design features to provide landscaping, physical barriers, screening, or other buffers to minimize project-generated illumination from entering off-site areas and to prevent glare or interfere with vehicular traffic.
- MM-6 Where appropriate and feasible, locate and orient driveways into parking lots, parking structures, and semi-subterranean garages in a manner that will not result in headlights from vehicles entering or exiting the parking areas directly lighting any off-site sensitive uses.
- MM-7 Where appropriate and feasible, proposed new structures shall be designed to maximize the use of textured or other non-reflective exterior surfaces and non-reflective glass.
- MM-8 Informational signs shall be provided that locate nearby public transportation options.
- MM-9 The surface parking area for the employment uses shall provide charging stations for electric vehicles.
- MM-10 Equipment (e.g., forklifts and carts) used during operations of the employment uses shall use alternative power (e.g., electricity or propane) instead of diesel fuels.
- MM-11 Delivery trucks shall be prohibited from idling in excess of five minutes.
- MM-12 The Applicant shall require by contract specifications that electrical outlets are included in the building design of the loading docks to allow use by refrigerated delivery trucks. If loading and/or unloading of perishable goods would occur for more than five minutes, and continual refrigeration is required, all refrigerated delivery trucks shall use the electrical outlets to continue powering the truck refrigeration units when the delivery truck engine is turned off.

- MM-13 Automatic lighting on/off controls and energy-efficient lighting shall be installed at the employment uses.
- MM-14 Residential units shall include Heating, Ventilation, and Air Conditioning Systems with a minimum efficiency reporting value of 13.
- MM-15 HACLA shall continue coordinating with responsible agencies to study ways to increase job opportunities and regional transit in the vicinity of the Specific Plan area.
- MM-16 Ground-disturbing and vegetation removal activities associated with construction of the project shall be performed outside of the breeding season for birds, or between September 1 and January 31. If these project activities cannot be implemented during this time period, the City should retain a qualified biologist to perform preconstruction nest surveys to identify active nests within and adjacent to (up to 500 feet) the project area. If the preconstruction survey is conducted early in the nesting season (February 1–March 15) and nests are discovered, a qualified biologist may remove the nests only after it has been determined that the nest is not active (i.e., the nest does not contain eggs, nor is an adult actively brooding on the nest). Any active non-raptor nests identified within the project area or within 300 feet of the project area should be marked with a 300-foot buffer, and the buffer area would need to be avoided by construction activities until a qualified biologist determines that the chicks have fledged. Active raptor nests within the project area or within 500 feet of the project area should be marked with a 500-foot buffer and the buffer avoided until a qualified biologist determines that the chicks have fledged. If the 300-foot buffer for non-raptor nests or 500-foot buffer for raptor nests cannot be avoided during construction of the project, the City should retain a qualified biologist to monitor the nests on a daily basis during construction to ensure that the nests do not fail as the result of noise generated by the construction. The biological monitor shall be authorized to halt construction if the construction activities cause negative effects, such as the adults abandoning the nest or chicks falling from the nest.
- MM-17 To ensure that historic buildings are appropriately renovated and maintained, the preservation, rehabilitation, restoration, reconstruction or adaptive reuse of known historic resources shall meet the U.S. Secretary of the Interior's Standards for Rehabilitation (Secretary's Standards). Any proposal to preserve, rehabilitate, restore, reconstruct, or adaptively reuse a known historic resource in accordance with the Interior Secretary's Standards shall be deemed to not be a significant impact under CEQA and, in such cases, no additional mitigation measures will be required.
- MM-18 The Applicant shall work with qualified preservation professionals to ensure Standards-compliant projects, including the design of rehabilitation project, compatibility of new construction with historic structures, and periodic site visits to monitor construction adjacent to historic structures to ensure that such activities comply with the Secretary of the Interior's Standards. Historic professionals shall meet the National Park Service standards.

- MM-19 HACL A shall coordinate with the City of Los Angeles Department of Water and Power (LADWP) to determine the specific on-site electricity transformation facility requirements for the proposed project.
- MM-20 HACL A shall coordinate with LADWP to determine if any required improvements to the LADWP electricity distribution system are needed to accommodate the proposed project. HACL A shall create a fund to finance the costs of infrastructure improvements to the electricity distribution system to accommodate the proposed project. The type, quantity, and costs of any required infrastructure improvements shall be set forth in a Memorandum of Understanding (MOU) that shall be agreed on by HACL A and LADWP.
- MM-21 HACL A shall incorporate into building and electrical plans any necessary on-site transformation facility infrastructure and be subject to review and approval by the LADWP prior to construction.
- MM-22 HACL A shall incorporate into the guidelines of the Specific Plan electrical generating solar panels for streetscape pedestrian lighting, gateway lighting, and other passive outdoor lighting.
- MM-23 HACL A shall coordinate with the Southern California Gas Company (SoCalGas) to determine if any required improvements to the SoCalGas natural gas distribution system are needed to accommodate the proposed project. HACL A shall create a fund to finance the costs of infrastructure improvements to the SoCalGas natural gas distribution system to accommodate the proposed project. The type, quantity, and costs of the infrastructure improvements shall be in agreed on in accordance with SoCalGas' policies and extension rules on file with the California Public Utilities Commission at the time contractual agreements are made.
- MM-24 Building and natural gas connection plans shall be subject to review and approval by the SoCalGas prior to construction.
- MM-25 HACL A shall set aside a percentage of roof floor area for installation of water-heating solar panels.
- MM-26 Seismic design for structures and foundations shall comply with the most current seismic building code standards for site-specific soil conditions.
- MM-27 The proposed project shall demonstrate compliance with specific recommendations for grading guidelines, foundation design, retaining wall design, temporary excavations, slabs on grade, site drainage, design review, construction monitoring and geotechnical testing to the satisfaction of the City of Los Angeles Department of Building and Safety, as conditions to issuance of any grading and building permits.
- MM-28 During inclement periods of the year, when rain is threatening (between November 1 and April 15 per the Los Angeles Building Code, Sec. 7002.), an erosion control plan that identifies Best Management Practices (BMPs) shall be implemented to the satisfaction of the City of Los Angeles Department of Building and Safety to minimize potential erosion during construction. The erosion control plan shall be a condition to issuance of any grading permit.

- MM-29 To the extent feasible, grading shall be scheduled for completion prior to the start of the rainy season (between November 1 and April 15 per the Los Angeles Building Code, Sec. 7002), or detailed temporary erosion control plans shall be implemented in a manner satisfactory to the City of Los Angeles Department of Building and Safety.
- MM-30 Appropriate erosion control and drainage devices shall be incorporated to the satisfaction of the City of Los Angeles Department of Building and Safety. Such measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures.
- MM-31 Provisions shall be made for adequate surface drainage away from the areas of excavation as well as protection of excavated areas from flooding. The grading contractor shall control surface water and the transportation of silt and sediment.
- MM-32 HACLA shall retain a Certified Asbestos Consultant to determine the presence of asbestos and asbestos containing materials (ACM) within buildings to be demolished. If asbestos is discovered, a Licensed Asbestos Abatement Contractor shall be retained to safely remove ACM in accordance with the 1994 Federal Occupational Exposure to Asbestos Standards. ACM removal will be monitored by a Certified Technician.
- MM-33 For all buildings to be demolished, lead-based paint testing shall be conducted. If lead-based paint is discovered, a licensed lead-based paint/materials abatement contractor shall be retained to safely remove lead-based paint in accordance with United States Department of Housing and Urban Development (HUD) Lead-Based Paint Guidelines.
- MM-34 HACLA shall not disturb the ground surface nor remove any foundations or other structures on the 9901 S. Alameda Street site without prior approval of the California Department of Toxic Substances Control (DTSC).
- MM-35 HACLA shall provide DTSC with all background information, sample analysis results, environmental assessment reports and any other information pertinent to the hazardous substance management and/or release, characterization, and cleanup of the site. DTSC will review the information to identify areas and media of concern, and to determine additional work, if any, required to complete the investigation/remediation of the site. Following DTSC's initial review a scoping meeting will be held to discuss whether further site characterization is necessary, and, if so, how the characterization will be conducted and implemented.
- MM-36 HACLA shall submit a Remedial Investigation Workplan that describes the activities to further characterize soil, soil gas, surface water, and/or groundwater. The workplan shall include a site health and safety plan, quality assurance/quality control plan, sampling plan, and implementation schedule.
- MM-37 HACLA shall submit a Site Characterization Report that presents the data, summarizes the findings of the investigations, validates the data, and includes recommendations and conclusions.

- MM-38 HACL A shall prepare a Feasibility Study to evaluate feasible remediation and response alternatives. Reasonable potential alternatives for the remediation of the site shall be evaluated, including the "no action" alternative. The evaluation shall (1) identify the goals for the cleanup based upon current and projected future land uses; (2) evaluate feasible alternatives to meet these goals, including their effectiveness, implementability and cost; and (3) recommend a preferred alternative.
- MM-39 DTSC shall determine the appropriate removal action for the site, and HACL A shall prepare a Removal Action Workplan (RAW) in accordance with Health and Safety Code sections 25323.1 and 25356.1. If the proposed RAW does not meet the requirements of Health and 25356.1(h), HACL A shall prepare a Remedial Action Plan (RAP) in accordance with Health and Safety Code sections 25356.1(c).
- MM-40 In order to meet its CEQA obligation, DTSC shall prepare the necessary CEQA documents. If required, HACL A shall submit the information necessary for DTSC to prepare these documents.
- MM-41 Within 30 days of completion of field activities, HACL A shall submit an Implementation Report documenting the implementation of the final RAW or RAP and noticing any deviations from the approved plan. During implementation of the final RAW or RAP, DTSC may specify such addition, modifications and revisions to the RAW or RAP as deem necessary to protect human health and safety or the environment or to implement the RAW or RAP.
- MM-42 HACL A shall work with DTSC to ensure that the interested public and community are involved in the DTSC decision-making process. Public Participation activities shall be conducted in accordance with Health and Safety Code Section 25358.7 and DTSC's Public Participation Policy and Procedures Manual.
- MM-43 A Land Use Covenant may be required in the final RAW by DTSC pursuant to California Code of Regulation, Title 22 Section 67391.1 to ensure full protection of the environment and human health.
- MM-44 HACL A shall comply with any and all operation and maintenance requirements in accordance with the final RAW or RAP or Operation and Maintenance Plan.
- MM-45 Any remedial technology employed in implementation of the final RAW or RAP shall be left in place and operated by HACL A until DTSC authorizes HACL A to discontinue.
- MM-46 HACL A shall retain a Certified Asbestos Consultant to determine the presence of asbestos and asbestos containing materials (ACM) within buildings to be demolished. If asbestos is discovered, a Licensed Asbestos Abatement Contractor shall be retained to safely remove ACM from the site in accordance with the 1994 Federal Occupational Exposure to Asbestos Standards. ACM removal will be monitored by a Certified Technician.
- MM-47 For all buildings to be re-used or demolished, lead-based paint testing shall be conducted. If lead based paint is discovered, a licensed lead-based paint/materials abatement contractor shall be retained to safely remove lead-based paint in accordance with HUD Lead-Based Paint Guidelines.

- MM-48 Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible.
- MM-49 A ten-foot solid wall shall be constructed between the employment uses, including the recycling facility, and the residences and David Starr Jordan High School.
- MM-50 Residential units adjacent to the employment uses, including the recycling facility, shall be constructed with materials capable of reducing exterior-to-interior noise levels by at least 19 dBA.
- MM-51 Prior to building approval, a site-specific noise study shall be completed for the elementary school based on the project design. The noise study shall ensure that noise levels at the school meet all relevant local and State guidelines.
- MM-52 Residential land uses facing 103rd Street shall be constructed with single-glazed windows that are at least 5/16-inches thick. Alternatively, double-glazed windows may be used if the glass is at least 3/32-inches thick with four inches of airspace.
- MM-53 HACLA shall prepare and implement an existing tenant relocation plan whereby all of the existing tenants of the Jordan Downs public housing complex would be relocated either on site or in the vicinity of the site to affordable housing equal to their existing conditions.
- MM-54 HACLA shall coordinate with the Department of Building and Safety to designate the replacement public housing units per the new vesting tract map, in order to properly identify and process the new Certificates of Occupancy, and ensure the conservation of these public housing units.
- MM-55 Project plans shall be submitted to the City of Los Angeles Fire Department (LAFD) for review and approval to ensure that all new structures would comply with current fire codes and LAFD requirements.
- MM-56 HACLA shall consult with the LAFD and incorporate fire protection and suppression features that are appropriate for the design of the proposed project.
- MM-57 HACLA shall consult with the LAFD to ensure the proper emergency access points and routes are provided.
- MM-58 HACLA shall prepare, in consultation with the City of Los Angeles Police Department (LAPD) and the HACLA Public Safety Department a comprehensive safety and security plan for the Specific Plan area which would include, but would not be limited to:
- The preparation and implementation of a safety education material and training for residents of the Specific Plan area,
 - A neighborhood watch program,
 - Security plan for all buildings within the Specific Plan area,
 - Periodic safety meetings between Specific Plan area residents and business owners and representatives of HACLA, LAPD, and the HACLA Public Safety Department to assess current level of safety of residents and visitors to Specific Plan area, as well as current crime rate

- MM-59 HACL A shall submit building plans to the LAPD Crime Prevention Unit to identify appropriate crime prevention features for the proposed project. Any design features identified by the LAPD shall be incorporated into the proposed project's final design and to the satisfaction of the LAPD.
- MM-60 HACL A and the HACL A Public Safety Department shall coordinate with the LAPD to develop a video monitoring system monitoring to supersede the existing video monitoring system at the existing Jordan Downs public housing project. The HACL A Public Safety Department shall have access to the on-site video monitoring system.
- MM-61 All parking garages, entrances, hallways, and parking facilities shall be well-illuminated and designed to eliminate areas of concealment.
- MM-62 HACL A shall consult with the LAPD to develop a plan to build a police station or sub-station onsite that will serve the Specific Plan area.
- MM-63 HACL A shall consult with the LAPL to develop plan to build a library sub-branch on-site that will serve the residents of the Specific Plan area.
- MM-64 An additional northbound left turn lane shall be provided by restriping the existing painted roadway median to convert the Wilmington Avenue and I-105 EB Ramps intersection into a second northbound left turn lane. Minor signal modifications may be required to align the northbound left turn signal head.
- MM-65 The Applicant shall, under guidance from LADOT, design and construct signalization at the following intersections:
- Intersection #36– Alameda Street (W)/97th Street
 - Intersection #41 – Wilmington Avenue/Century Boulevard
- MM-66 The Applicant shall work with Metro to incorporate the B-TAP program for all residents and employees associated with the Specific Plan. The B-TAP program would provide Metro transit passes that can be renewed each calendar year. The program would apply to residents living in and employees working within the Specific Plan area.
- MM-67 Building plans and water connection plans developed during specific project design review shall be subject to review and approval by the LADWP. If additional water connections and/or improvements to off-site water distribution infrastructure are necessary to serve the proposed project, such improvements shall be implemented to the satisfaction of LADWP.

12. Construction Mitigation Conditions - Prior to the issuance of a grading or building permit the Applicant shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the Applicant and all successors to the following:

- CM-1 Temporary fencing (e.g., chain link or wood) with screening material shall be used around the perimeter of a development site to buffer views of construction equipment and materials. In addition, the following fencing requirements shall be implemented:
- The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS"
 - Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
 - The applicant shall be responsible for maintaining the visibility of required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.
 - A sign shall be posted with the contact number of the construction manager so that he/she may address safety and other issues related to construction.
- CM-2 HACLA shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that such temporary barriers and walkways are maintained in a visually attractive manner, including the prompt removal of graffiti, throughout the construction period.
- CM-3 The construction area and all accessible areas (public streets, sidewalks, etc.) within 100 feet of the Specific Plan area shall be swept (preferably with water sweepers) and watered at least twice daily.
- CM-4 Construction contractors shall utilize at least one of the following measures at each vehicle egress from the Specific Plan area to a paved public road:
- Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long;
 - Pave the surface extending at least 100 feet and at least 20 feet wide;
 - Utilize a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or
 - Install a wheel washing system to remove bulk material from tires and vehicle undercarriages.
- CM-5 Site access points shall be swept/washed within thirty minutes of visible dirt deposition. Street sweepers that comply with SCAQMD Rule 1186 and 1186.1 shall be used to sweep site access points or reclaimed water shall be used to wash site access points.
- CM-6 All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).

- CM-7 Construction contractor activity on unpaved surfaces shall be suspended when winds exceed 25 miles per hour.
- CM-8 Heavy-duty equipment operations shall be suspended during first and second stage smog alerts.
- CM-9 Ground cover in disturbed areas shall be replaced as quickly as possible.
- CM-10 Construction contractors shall utilize super-compliant architectural coatings as defined by the SCAQMD (VOC standard of less than ten grams per liter).
- CM-11 Construction contractors shall utilize materials that do not require painting, as feasible.
- CM-12 Construction contractors shall use pre-painted construction materials, as feasible.
- CM-13 Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.
- CM-14 All diesel-powered construction equipment shall meet USEPA Tier 2 or higher emissions standards according to the following schedule:
- April 1, 2010, to December 31, 2011: All offroad diesel-powered construction equipment greater than 50 horsepower shall meet Tier 2 offroad emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - January 1, 2012, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 horsepower shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- CM-15 Construction contractors shall use electricity from power poles rather than temporary gasoline or diesel power generators, as feasible.
- CM-16 Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.

- CM-17 Construction parking shall be configured to minimize traffic interference.
- CM-18 Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours.
- CM-19 Construction contractors shall coordinate with administrators at David Starr Jordan High School, Florence Griffith Joyner Elementary School, and Weigand Elementary School and to minimize student exposure to air pollution during periods of heavy construction activity (e.g., grading and excavation).
- CM-20 If a unique archeological resource is discovered during project construction activities, work in the area shall cease and deposits shall be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 would be implemented.
- CM-21 A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities where excavations of older soils may occur. The services of a qualified paleontologist shall be secured by contacting the Natural History Museum of Los Angeles County. The frequency of inspections will be based on consultation with the paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains.
- If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage. At the paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository. Any fossils collected should be donated to a public, nonprofit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository. If fossils are found, following the completion of the above tasks, the paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the applicant to the lead agency, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.
- CM-22 Upon DTSC approval of the final RAW or RAP, HACLA shall implement the removal action as approved.

- CM-23 All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.
- CM-24 Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than metal-tracked equipment).
- CM-25 The construction contractor shall locate construction staging areas away from sensitive uses.
- CM-26 The construction contractor shall schedule high noise-producing activities between the hours of 8:00 a.m. and 5:00 p.m. to minimize disruption to sensitive uses.
- CM-27 The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.
- CM-28 All residential units located within 500 feet of the construction site shall be sent a notice regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet, shall also be posted at the construction site. All notices and signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.
- CM-29 A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.
- CM-30 Prior to initiating construction for soil remediation and Phases 1, 2, and 4, the construction contractor shall coordinate with the site administrator for David Starr Jordan High School to discuss construction activities that generate high noise levels. Coordination between the site administrator and the construction contractor shall continue on an as-needed basis throughout the construction phase of the project to mitigate potential disruption of classroom activities.
- CM-31 Prior to initiating construction for Phases 3 and 4, the construction contractor shall coordinate with the site administrator for Florence Griffith Joyner Elementary School to discuss construction activities that generate high noise levels. Coordination between the site administrator and the construction contractor shall continue on an as-needed basis throughout the construction phase of the project to mitigate potential disruption of classroom activities.
- CM-32 Loading and unloading of trucks shall be prohibited between 10:00 p.m. and 7:00 a.m.

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) provided recommendations for a strong connection between the 103rd Station and Jordan Downs that will consist of street improvements to improve the pedestrian experience. Finally, Metro is engaging with Metro, 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 Works and Department of Transportation, and shall be downgraded to a "Modified Collector Street" 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 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).

PRC Section 21081 and CEQA Guidelines Section 15091 require a public agency, prior to approving a proposed project, to identify significant impacts of the proposed project and make one or more of three allowable findings for each of the significant impacts. The three findings are as follows:

1. The first allowable finding is that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR" (CEQA Guidelines Section 15091, subd. (a)(1)).
2. The second allowable finding is that "such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency" (CEQA Guidelines Section 15091, subd. (a)(2)).
3. The third allowable finding is that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the final environmental impact report" (CEQA Guidelines Section 15091, subd. (a)(3)).

Environmental Impacts Found to be Less-than-Significant after Mitigation

Based on the analysis contained in the EIR, a less-than-significant impact would occur with implementation of mitigation measures for the following environmental topics:

- **Aesthetics** (Visual Character and Light and Glare);
- **Biological Resources** (Migratory Fish or Wildlife);
- **Cultural Resources** (Historic, Archeological, and Paleontological Resources);
- **Energy** (Electricity and Natural Gas);
- **Geology and Soils** (Ground Shaking and Erosion);

- **Hazards and Hazardous Materials** (Contaminated Sites and Exposure to Hazardous Emissions);
- **Land Use and Planning** (Land Use Compatibility);
- **Noise** (Operational Noise Land Use Compatibility);
- **Public Services** (Police Protection - Crime Prevention and Libraries);
- **Traffic and Transportation** (Signalized and Unsignalized Intersections); and
- **Utilities and Service Systems** (Water Conveyance Infrastructure).

The EIR found that the abovementioned environmental impacts of the Project will be less-than significant or by the implementation of mitigation measures and conditions of approval.

Aesthetics- Visual Character

Description of Significant Effects

The proposed project would adversely alter the existing visual character of the Specific Plan area and its surroundings over the long-term because of the significant increase in building heights and massing compared to existing conditions and the surrounding uses. In addition, without the ability to make improvements, the privately held parcels could detract from the overall visual character of the Specific Plan area. Therefore, the proposed project would result in a significant impact related to visual character without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

In general, the proposed project would serve to improve the aesthetic character of the Specific Plan area given the architectural guidelines for the proposed project, the use of design elements such as landscaped corridors and walkways, and the new landscape features to be implemented. However, despite incorporation of the architectural guidelines and new landscaping, implementation of the proposed project would adversely alter the existing visual character of the Specific Plan area and its surroundings over the long-term because of the significant increase in building heights and massing compared to existing conditions and the surrounding uses.

Implementation of Mitigation Measures CM1 and CM2 would reduce construction-related impacts to a less-than-significant level. Implementation of Mitigation Measures MM1 and MM2 would reduce potentially significant visual character impacts associated with the visual contrast between the taller buildings associated with the proposed project and the existing single-family homes located along 97th and Grape Streets. These mitigation measures will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to visual character would be mitigated to a less-than-significant level.

Aesthetics- Light and Glare

Description of Significant Effects

The proposed project would increase ambient lighting in the project area and surrounding area. Lighting would be used to highlight architectural elements, landscaping and plazas and building exteriors. Security and safety lighting would also be provided, as necessary, in open areas and building exteriors. Further, increased vehicular traffic resulting from the increase in new

residential uses could result in more opportunities for vehicular headlights to affect existing light-sensitive uses along project area streets. Therefore, the proposed project would result in a significant impact related to light and glare without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

Currently, there is substantial nighttime lighting in the project area and the addition of new sources of permanent light would be subject to regulations in the LAMC and/or the proposed Specific Plan and be subject to the review and approval of the City. Implementation of Mitigation Measures AE5 through AE9 would reduce potentially significant impacts related to light and glare to a less-than-significant level. These mitigation measures will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to light and glare would be mitigated to a less-than-significant level.

Biological Resources-Migratory Fish or Wildlife

Description of Significant Effects

During project construction, there is the potential for violation of the federal Migratory Bird Treaty Act and other similar laws in the California Fish and Game Code protecting native birds, if any tree removal or other construction-related activities were to occur during the nesting season. Therefore, the proposed project would result in a significant impact related to migratory fish or wildlife without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

During project construction, several ornamental trees would be removed from the Specific Plan area, and some of the trees that would be removed could serve as habitat for migratory birds. Implementation of Mitigation Measure MM16 would reduce the impacts related to nesting birds to less than significant. This mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to biological resources would be mitigated to a less-than-significant level.

Cultural Resources-Historical Resources

Description of Significant Effects

The proposed project includes modifications to one known historic resource, David Starr Jordan High School, which is listed on the California Register and eligible for listing on the National Register of Historical Places. Removal of contributing buildings would result in a significant impact to a historic resource. The proposed project would include removal of buildings and parking on the east side of the high school campus. A significant impact could also occur if the immediate surroundings of the high school are altered such that the significance of the school is impaired. Implementation of the Specific Plan would remove the majority of the uses surrounding the high school, and the existing uses would be replaced with various types of

housing units. Therefore, the proposed project would result in a significant impact related to historical resources without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

An historic resource report was prepared to determine the significance of the existing Jordan Downs housing complex, and it was determined that Jordan Downs is not eligible for listing in the National or California Registers, nor as a Historic-Cultural Monument, individually or as a contributor to a larger historic district or thematic district. While the proposed project would include removal of buildings and parking on the east side of the high school campus, none of these building were determined to possess architectural significance. In addition, none of the seven architecturally significant buildings associated with the high school would be removed as part of the proposed project. As described above, implementation of the Specific Plan would remove the majority of the uses surrounding the high school, and the existing uses would be replaced with various types of housing units. The area that would be most likely to affect the high school would be the area immediately west of the main high school building and auditorium located on 103rd Street, as these buildings are visible from the street and demonstrate the PWA Moderne style. Implementation of Mitigation Measures MM17 and MM18 would reduce the impacts related to historical resources to less than significant. This mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to historical resources would be mitigated to a less-than-significant level.

Cultural Resources- Archeological Resources

Description of Significant Effects

If a unique archeological resource or human remains were discovered during construction of the proposed project, impacts would be significant without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

The Specific Plan area does not include reported archeological finds and the site has been highly disturbed over time. As such, it is unlikely that archeological surface finds would occur. Implementation of Mitigation Measure CM20 would reduce the impacts related to archeological resources to less than significant. This mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to archeological resources would be mitigated to a less-than-significant level.

Cultural Resources-Paleontological Resources

Description of Significant Effects

If paleontological resources are encountered during excavation and grading activities, impacts would be significant without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

The Specific Plan area is highly disturbed and any paleontological resources that may have existed at the surface at one time have likely been disturbed by past development. Therefore, the uppermost sediments are not likely to contain fossils. Implementation of Mitigation Measure CR4 would reduce the impacts related to paleontological resources to less than significant. This mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to human remains would be mitigated to a less-than-significant level.

Energy-Electricity

Description of Significant Effects

The estimated net electricity usage of the proposed project is approximately 11.40 GWh per year. LADWP has determined that the proposed project would require an on-site transformation facility to supply electricity to existing and future loads within the Specific Plan Area. Therefore, the proposed project would result in a significant impact related to electricity without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

LADWP would review the project developer's electrical drawings and load schedules, before making determination whether or not it may provide electricity service to the proposed project through existing infrastructure within the vicinity of the Specific Plan area. Implementation of Mitigation Measures MM19 through MM22 would ensure that adequate electricity distribution infrastructure is in place to accommodate the proposed project and reduce impacts related to electricity to less than significant. This mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to electricity would be mitigated to a less-than-significant level.

Energy-Natural Gas

Description of Significant Effects

The estimated net natural gas usage of the proposed project is approximately 5.8 million cubic feet per month, or 69.9 million cubic feet per year. Additional natural gas connections and/or improvements to the existing off-site natural gas distribution facilities could be required in order for the SoCalGas to adequately serve the proposed project. Therefore, the proposed project would result in a significant impact related to natural gas without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

SoCalGas has determined that it could supply natural gas to the proposed project without any significant impact to the environment. Implementation of Mitigation Measures MM23 through MM25 would ensure that adequate natural gas distribution infrastructure is in place to accommodate the proposed project and reduce impacts related to natural to less than significant. This mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to electricity would be mitigated to a less-than-significant level.

Geology and Soils- Ground Shaking

Description of Significant Effects

As with all properties in the seismically-active Southern California region, the Specific Plan area is susceptible to strong seismic ground shaking. Therefore, the proposed project would result in a significant impact related to ground shaking without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

Construction of the proposed project would be required to adhere to the seismic safety requirements contained in the Los Angeles Building Code, and the proposed buildings would be designed to resist ground shaking through modern construction techniques. The proposed project would neither cause nor accelerate geologic hazards that could result in substantial damage to structures or infrastructure or expose people to substantial risk of injury impacts from strong seismic ground shaking. Implementation of Mitigation Measures MM26 and MM27 would reduce the impacts related to ground shaking to less than significant. These mitigation measures will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to seismicity would be mitigated to a less-than-significant level.

Geology and Soils- Erosion

Description of Significant Effects

Implementation of the proposed project has the potential to result in the erosion of soil during site preparation and construction activities. Soil erosion after construction would be controlled by implementation of an approved landscape and irrigation plan. Nonetheless, the proposed project would result in a significant impact related to erosion without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

During the construction phases of the proposed project, activities are subject to requirements of the National Pollutant Discharge Elimination System (NPDES) Construction Permit. Compliance with the NPDES permit includes the implementation of Best Management Practices (BMPs), some of which are specifically implemented to reduce soil erosion or loss of topsoil. In addition to the NPDES permit, the Los Angeles Building Code also addresses grading, excavation, and fills and requires a local Storm Water Pollution Prevention Plan (SWPPP) and a Wet Weather Erosion Control Plan (WWECP) to be developed for the proposed project. The SWPPP would

require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. Any potential for erosion would be further controlled as mandated by SCAQMD Rule 403 dust prevention measures, and regulatory requirements as imposed by other responsible agencies, including the Los Angeles Regional Water Quality Control Board and conditions of the grading permits. Implementation of Mitigation Measures MM27 through MM31 would reduce the impacts related to erosion to less than significant. These mitigation measures will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to erosion would be mitigated to a less-than-significant level.

Hazards and Hazardous Materials- Contaminated Sites and Exposure to Hazardous Materials

Description of Significant Effects

There is a potential that asbestos containing materials (ACM) are present in the building on-site. The demolition of these buildings would have the potential to release asbestos fibers into the atmosphere if they are not properly stabilized or removed prior to demolition activities. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. In addition, several areas of concern were identified in connection with the historical steel milling at the HACLA-owned, 21.08-acre portion of the Specific Plan area. Therefore, the proposed project would result in a significant impact related to the release of hazardous materials into the environment without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

Based on the years of construction for some of the buildings within the Specific Plan area, there is a potential that asbestos containing materials (ACM) and lead-based paints are present on-site. In addition, HACLA has entered into a Voluntary Cleanup Agreement with DTSC to provide HACLA with oversight to develop and conduct a Remedial Investigation/Feasibility Study for any hazardous substance on, or emanating from the 21.08-acre property. Under the continued oversight of DTSC, HACLA will develop and conduct removal action. Upon the Satisfactory completion of the required work, DTSC will issue a "No further Action" letter and/or a "Remedial Action Certification." Implementation of Mitigation Measures MM32 and MM33 would ensure that impacts related to asbestos and lead-based paint as a result of the demolition of the existing buildings on the HACLA-owned property would be less than significant. Mitigation Measures MM34 through MM47 would ensure that the HACLA-owned, 21.08-acre property is properly remediated to DTSC's satisfaction, and impacts related to hazardous materials would be less than significant. These mitigation measures will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts to the release of hazardous materials into the environment would be mitigated to a less-than-significant level.

Land Use and Planning- Land Use Compatibility

Description of Significant Effects

The new residential uses under the Specific Plan would be incompatible with the existing industrial uses along Alameda Street. The new residences would be exposed to nuisances such as noise, traffic, odors, and blight that are typical of older industrial uses. Therefore, the

proposed project would result in a significant impact related to land use compatibility without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

The Specific Plan would change the current allowable residential density of 22 DUs per acre and allow for an average density of up to 48.9 DUs per acre and a maximum block density of 65 DUs per acre. The increase in allowable density for residential growth and development within the Specific Plan area is an important tool for the allocation of future growth that is occurring within the region. The design guidelines for the Specific Plan concentrate the higher-density residential uses (stacked apartments which may reach eight stories) toward the center of the Specific Plan area adjacent to the central park and community facilities. Building heights are also more restricted and setbacks are implemented towards the perimeter of the Specific Plan area where residences begin to transition to lower-density residential uses. The new residential uses under the Specific Plan would be incompatible with the existing industrial uses along Alameda Street. However, the Specific Plan would reduce this land use incompatibility by rezoning these industrial uses to commercial manufacturing uses, and these properties, if and when they are redeveloped, would be more compatible with adjacent residential, commercial, open space, and public facility uses.

Implementation of land use compatibility Mitigation Measures are discussed in the sections particular to the nature of the compatibility. Implementation of Mitigation Measures MM3 through MM7 would reduce significant impacts related to visual incompatibility of residential and industrial/commercial uses to a less-than-significant level. Mitigation Measures MM9 through MM14 would reduce residential exposure to contaminant emissions from the industrial uses along the Alameda Corridor and the new commercial manufacturing land uses to a less-than-significant level. Mitigation Measures CM32 and M49 through M52 would reduce significant impacts related operational noise to less than significant. These mitigation measures will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to land use compatibility would be mitigated to a less-than-significant level.

Noise and Vibration-Operational Noise Land Use Compatibility

Description of Significant Effects

Residential land uses towards the eastern portion of the Specific Plan area would be in close proximity to the Alameda Corridor and would be located adjacent to employment uses. Site visits confirmed that train noise is not audible at the Specific Plan area where residential land uses would be located. Noise sources associated with the employment uses would generally either generate low levels of noise (e.g., rooftop mechanical equipment) or occur during less sensitive daytime hours (e.g., parking noise). However, truck activity (e.g., loading) would potentially occur during sensitive early morning and late night hours. Trucks typically generate a noise level of 89 dBA Leq at 50 feet and include backup alarms typically capable of generating noise levels up to 100 dBA at four feet. Single-event noise levels would incrementally increase daytime noise levels by more than 15 dBA and nighttime noise level by up to 30 dBA. This periodic incremental increase in noise levels would disturb new residences, and would result in a potentially significant impact without mitigation.

A new elementary school site would potentially be located within the Specific Plan area on a three-acre parcel between 97th and 99th Streets, just east of Croesus Avenue. An alternative

school site is located at 103rd Street and Juniper Street. The ambient noise levels along 97th Street and 103rd Street would reach 75.1 and 75.6 dBA, respectively. The location of the new school in an area that exceeds 70 dBA would result in a potentially significant noise compatibility impact without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

The land use compatibility of the residences was based on the estimated CNEL. The maximum CNEL adjacent to proposed residences was estimated to be 64.9 dBA along 103rd Street. This noise level is within the 65 dBA "normally acceptable" range. However, rounding the number would result in a 65-dBA noise level which is the lower range of "conditionally acceptable" for new residential land uses. "Conditionally acceptable" means that new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. New residential land uses facing 103rd Street would potentially be exposed to noise levels that are considered conditionally compatible depending on noise reduction requirements. Implementation of Mitigation Measure CM 32 would ensure that truck activity does not disturb new residential land uses during early morning or late evening time periods. Mitigation Measures MM49 and MM50 would reduce truck activity and recycling facility equipment daytime noise levels at new residences by at least 5' and 19 dBA, respectively. Exposure to single-event noise levels would be reduced by 24 dBA to 65 dBA and would be consistent with the City's noise compatibility guidelines. Mitigation Measure MM51 would ensure that the elementary school would not be exposed to unacceptable noise levels. The glass windows required in Mitigation Measure MM52 would reduce interior mobile source noise levels below the 65 dBA "conditionally acceptable" range. Mitigation Measure MM52 would also ensure that residential land uses facing 103rd Street would not be exposed to unacceptable noise levels. These mitigation measures will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to operational noise would be mitigated to a less-than-significant level.

Public Services- Police Protection - Crime Prevention

Description of Significant Effects

The Specific Plan area is within a portion of the City where there is high unemployment, poverty, crime, and gang activity. Certain components of the proposed project, such as subterranean parking garages, parking structures, and shared hallways to stacked flats/apartments could contain areas of concealment and create opportunities for crime to occur. Therefore, the proposed project would result in a significant impact related to crime prevention without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

While the Specific Plan area is within a portion of the City where there is high unemployment, poverty, crime, and gang activity, building design features such as the creation of open line-of-sights of public right-of-ways could help create an environment that is safe. In addition,

implementation of Mitigation Measures MM58 through MM61 (crime prevention measures) will further reduce the demand for police protection services. Implementation of Mitigation Measure MM62 would ensure that the LAPD has an adequate inventory of equipment to serve the proposed project. Upon implementation of Mitigation Measures MM58 through MM62 impacts related to police protection services would be reduced to a less-than-significant level. These mitigation measures will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to crime prevention would be mitigated to a less-than-significant level.

Public Services- Libraries

Description of Significant Effects

The net population increase as a result of the proposed project is approximately 3,762 persons. At the time of the proposed project's buildout, the Specific Plan area will be primarily served by Watts Branch Library, which does not meet the City of Los Angeles Public Library (LAPL) Branch Facilities Plan Branch building size standards and is deficient by 2,000 square feet. In addition, there are no planned expansions of the Watts Branch Library or plans to construct an additional library to serve the Watts community. The County of Los Angeles Public Library (LACPL) Graham Public Library is also available to the residents of Specific Plan area. However, the Graham Library is currently operating below LACPL materials and facility size standards and, thus, is not operating at an adequate level of service. In addition, the LACPL does not have plans to expand the existing Graham Library nor construct an additional library within the vicinity of the Specific Plan area. Therefore, the proposed project would result in a significant impact related to library services without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

While both the Watts Branch Library and the LACPL Graham Public Library are currently operating below facility size standards, implementation of Mitigation Measure MM63, which requires the construction of an LAPL sub-branch to serve the Specific Plan area, would reduce impacts to a less-than-significant level. This mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to libraries would be mitigated to a less-than-significant level.

Traffic and Transportation-Signalized Intersections

Description of Significant Effects

The results of the signalized intersection analysis indicates that the proposed project would result in a significant impact to Intersection #12 (Wilmington Avenue/I-105 EB Ramps) without mitigation.

Finding

Implementation of Mitigation Measure MM64 would ensure that the project-related significant traffic impact identified at Intersection #12 (Wilmington Avenue/I-105 EB Ramps) would be less than significant. This mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to traffic and transportation would be mitigated to a less-than-significant level.

Traffic and Transportation-Unsignalized Intersections

Description of Significant Effects

The results of the unsignalized intersection analysis indicate that two of the five unsignalized study intersections are projected to operate at unacceptable LOS F during both the AM and PM peak hours. Therefore, the proposed project would result in a significant impact to Intersections #36 (Alameda Street (W)/97th Street) and #41 (Wilmington Avenue/Century Boulevard) without mitigation.

Finding

Implementation of Mitigation Measure MM65 would ensure that impacts related to traffic and transportation at the two unsignalized intersections located in the City of Los Angeles would be less than significant. This mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to traffic and transportation would be mitigated to a less-than-significant level.

Utilities and Service Systems-Water Conveyance Infrastructure

Description of Significant Effects

The number and size of water connections to the LADWP water distribution system and off-site water distribution infrastructure (i.e., water mains) were designed to serve the existing residential and industrial uses within the Specific Plan area. The proposed project would intensify the use of LADWP's existing water distribution infrastructure and could require construction of new or improvements to the existing water connections, and/or improvements to off-site water distribution infrastructure serving the proposed project. Therefore, the proposed project would have a significant impact related to water distribution infrastructure without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

Implementation of Mitigation Measure MM67 would ensure that impacts related to the water conveyance infrastructure would be less than significant. This mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to water conveyance infrastructure would be mitigated to a less-than-significant level.

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 Shadows);
- **Air Quality** (Construction Regional and Local Emissions, Operational Regional Emissions, and Greenhouse Gas Emissions);
- **Noise** (Construction Noise); and
- **Traffic and Transportation** (Signalized Intersections).

Aesthetics-Shade and Shadows

Description of Significant Effects

The analysis of potential shadow impacts determined that 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.

Finding

The City adopts CEQA Findings 1 and 3.

Facts in Support of Finding

The prevalence of shadow impacts are directly attributable to building heights, scale, massing, setback specifications, the angle of the sun, and location of a project relative to off-site shadow-sensitive uses. The proposed project would introduce new residential buildings throughout the site that would range from three to eight stories, depending on the building type (courtyard, stacked flat, etc). The concern related to shadows would be where the new buildings interface with the existing community, in particular along Grape and 97th Streets, as the Specific Plan would add new features that could contrast with existing residential uses.

During the Summer Solstice and Spring and Fall Equinoxes, the proposed project would not cast shadows onto shade-sensitive uses for more than three hours. However, during the Winter Solstice, shadows generated from the Specific Plan area would affect the front yards of residences on the north side of 97th Street for a period of more than three hours between 9:00 a.m. through 3:00 p.m. This would be a potentially significant impact. Mitigation Measures MM1 and MM2 would require building step-backs that would reduce the length of the shadows cast on nearby residences. In addition, regulatory controls included in the Specific Plan have substantially lessened the significant environmental effect of the proposed project with regards to shadow impacts, as the Specific Plan limits the majority of the building heights along 97th Street to 35 feet, and only a portion of the Specific Plan area along 97th Street at Croesus Avenue and at Alameda Avenue permits buildings to be a maximum of 45 feet in height. Nonetheless, a significant and unavoidable impact would remain.

It is found that the changes and the regulatory controls incorporated into the Specific Plan substantially lessen the significant shadow impact identified in the EIR. Based on the foregoing, the City finds that the proposed project would have significant and unavoidable impacts related to shadow impacts. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives identified in the Draft EIR.

Air Quality- Construction Regional and Local Emissions

Description of Significant Effects

The assessment of regional and localized air quality impacts, determined that 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.

Finding

The City adopts CEQA Findings 1 and 3.

Facts in Support of Finding

Construction of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Specific Plan area. Fugitive dust emissions would primarily result from demolition and site preparation (e.g., excavation) activities. NO_x emissions would primarily result from the use of construction equipment and truck trips. During the finishing phase, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release VOC. The assessment of construction air quality impacts considers each of these potential sources. Implementation of Mitigation Measures CM3 through CM9 would ensure compliance with SCAQMD Rule 403. Mitigation Measure CM10 would reduce architectural coating emissions by 96 percent, and would eliminate the unmitigated VOC impact. Mitigation Measures CM11 and CM12 would also reduce VOC emissions. Mitigation Measures CM13 through CM15, while difficult to quantify, would reduce exhaust emissions by at least five percent. Mitigation Measures CM16 and CM18 would also control exhaust emissions. Mitigation Measures CM19 would limit pollutant concentrations at educational facilities. Nonetheless, regional emissions and localized concentrations would still exceed the significance thresholds at off-site and on-site receptors, and construction emissions would result in an unavoidable significant impact. Based on the foregoing, the City finds that the proposed project would have significant and unavoidable impacts related to construction emissions. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives identified in the Draft EIR.

Air Quality- Operational Regional Emissions

Description of Significant Effects

Long-term project emissions would be generated by mobile sources and area sources, such as natural gas combustion. Motor vehicles that access the Specific Plan area would be the predominant source of long-term project emissions. The proposed project would generate 14,150 net daily vehicle trips, and regional operational emissions were determined to exceed the significance thresholds for VOC, NO_x, CO, and PM₁₀.

Finding

The City adopts CEQA Findings 1 and 3.

Facts in Support of Finding

While difficult to quantify, implementation of Mitigation Measures MM8 through MM13 would reduce regional emissions. The majority of emissions would result from mobile sources. Mobile source emissions cannot be substantially reduced through mitigation as the Applicant cannot reasonably impose mitigation on private vehicles. Therefore, regional operational emissions would result in an unavoidable significant impact. Implementation Mitigation Measure MM14 would reduce residential exposure to TAC emissions from the Alameda Corridor and light

industrial land uses to a less-than-significant level after mitigation. Based on the foregoing, the City finds that the proposed project would have significant and unavoidable impacts related to operational emissions. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives identified in the Draft EIR.

Air Quality- Greenhouse Gas Emissions

Description of Significant Effects

Greenhouse gas emissions were calculated for on-road mobile vehicle operations, general electricity consumption, electricity consumption associated with the use and transport of water, natural gas consumption, and solid waste decomposition. Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span. The proposed project would result in 6.2 metric tons of CO₂e per year per service population. GHG emissions would exceed the 4.6 metric tons of CO₂e per year per service population significance threshold, and would result in a significant impact.

Finding

The City adopts CEQA Findings 1 and 3.

Facts in Support of Finding

Implementation of mitigation Measure MM15 would ensure that efforts are continued to increase job opportunities and regional transit in the Specific Plan area and reduce regional vehicles miles traveled and associated GHG emissions. Nonetheless, the proposed project would still emit a substantial amount GHGs due to increased regional vehicle miles traveled. Global climate change and GHG emissions would result in an unavoidable significant impact. Based on the foregoing, the City finds that the proposed project would have significant and unavoidable impacts related to GHG emissions. Specific economic, legal, social, technological, or other considerations, including considerations identified the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives identified in the Draft EIR.

Noise and Vibration- Construction Noise

Description of Significant Effects

Construction of the proposed project would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. The highest noise levels are expected to occur during the grading/excavation and finishing phases of construction. The noise level during the construction period at each receptor location was calculated by (1) making a distance adjustment to the construction source sound level and (2) logarithmically adding the adjusted construction noise source level to the ambient noise level. Construction noise levels were determined to exceed the 5-dBA significance threshold at multiple sensitive receptors during all phases of construction.

Finding

The City adopts CEQA Findings 1 and 3.

Facts in Support of Finding

Implementation of Mitigation Measure CM23 would reduce noise levels by approximately 3 dBA. Mitigation Measures MM48 and CM27 through CM31 would also assist in attenuating construction noise levels. Nonetheless, mitigated construction noise levels would still exceed the 5-dBA significance threshold at multiple sensitive receptors during all phases of construction activity. Construction activity would result in an unavoidable significant impact. Based on the foregoing, the City finds that the proposed project would have significant and unavoidable impacts related to construction noise. Specific economic, legal, social, technological, or other considerations, including considerations identified in Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives identified in the Draft EIR.

Traffic and Transportation-Signalized Intersections

Description of Significant Effects

Project-related significant traffic impacts were identified at the following signalized intersections:

- **Alameda Street (W) and Firestone Boulevard** (County of Los Angeles, PM peak hour)
- **Alameda Street (W) and Century Boulevard/Martin Luther King Jr. Boulevard** (City of Lynwood, AM and PM peak hours)
- **Central Avenue and Century Boulevard** (City of Los Angeles, AM and PM peak hours)
- **Long Beach Boulevard and Tweedy Boulevard** (Cities of South Gate and Lynwood, AM and PM peak hours)

Finding

The City adopts CEQA Findings 1 and 3.

Facts in Support of Finding

No feasible physical mitigation measures were identified to reduce the significant impacts identified at the above intersections. The mitigation to reduce the significant impact at the Alameda Street (W) and Firestone Boulevard intersection is to widen Alameda Street to three lanes in each direction. However, this intersection is built out in terms of capacity and right-of-way constraints because the adjacent Alameda Corridor grade-separated rail line precludes any roadway or intersection widening. Likewise, the mitigation to reduce the significant impact at the Alameda Street (W) and Century Boulevard/Martin Luther King Jr. Boulevard intersection is to add a second westbound right turn lane on Century Boulevard/Martin Luther King Jr. Boulevard. However, this intersection is built out in terms of capacity and right-of-way constraints and the adjacent Alameda Corridor grade-separated rail line precludes any intersection widening. The mitigation to reduce the significant impacts at the Central Avenue and Century Boulevard intersection is to add a third northbound and southbound through lane on Central Avenue. However, due to right-of-way constraints, as well as potential impacts to the park located on the southeast corner, it was found that this mitigation would be infeasible. The mitigation to reduce significant impacts at the Long Beach Boulevard and Tweedy Boulevard intersection is to add a separate southbound right turn lane. However, this intersection is built out in terms of capacity, and due to right-of-way constraints, it was found that this mitigation measure would be infeasible. Implementation of Mitigation Measure MM66 would promote transit use and help reduce impacts to intersection LOS. However, unavoidable significant impacts would remain.

Based on the foregoing, the City finds that the proposed project would have significant and unavoidable impacts at the intersections identified above. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations.

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.

Description of Alternative

CEQA requires that environmental evaluations address, for comparative purposes, the No Project Alternative. Although development within the Specific Plan area could occur based on current plans, no development is reasonably expected as there is no incentive to redevelop the existing public housing complex or the vacant and blighted industrial properties, and the existing zoning limits the ability to increase the density. Section 15126.6(e)(3)(B) of the CEQA Guidelines states that, "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained." Accordingly, for the purposes of this analysis, the No 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

Most of the project-related impacts described throughout the Draft EIR would not would be less or similar to the proposed project. Impacts related to hazardous materials and recreation would be the exception. Under the No Project Alternative, there are no construction activities or excavation that would result in exposure of contaminated soils or hazardous waste which

requires remediation. The Specific Plan area would remain unchanged, including existing contaminated areas identified in connection with the historical steel milling at the HACLA-owned, 21.08-acre portion of the Specific Plan area, which would not be remediated. The Specific Plan area and the surrounding neighborhoods currently lack sufficient open space and recreational facilities for the existing population. Although demand for open space and recreation would not increase under the No Project Alternative, a deficiency in adequate open space would remain. Therefore, the open space and recreation deficiency would be worse than under the proposed project.

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

Description of 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 privately-owned properties, the public rights-of-way along Alameda Street, or the LAUSD-owned property fronting Alameda Street (Figure V-1). Consequently, these properties would not be included within the Specific Plan. Alternative 2 would result in the development of the same number of residential units (up to 1,800 units), and the same amounts of community facilities (70,000 square feet), of new school facilities (a 650-student elementary school and a 750-student high school expansion), and of open space (8.95 acres) as the proposed project. The primary difference between Alternative 2 and the proposed project is that Alternative 2 would result in less commercial development than the proposed project. Specifically, 230,000 square feet of commercial/retail uses would be developed under Alternative 2, as opposed to the 522,000 square feet under the proposed project.

Impact Summary

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, hydrology and water quality, land use compatibility, and operational noise are anticipated.

Rationale for Finding

It is found pursuant to PRC Section 21081 (a)(3), that specific economic, legal, social and technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make the Reduced Annexation Area Alternative infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative.

Under the Reduced Annexation Area Alternative, the industrial uses would remain within unincorporated Los Angeles County and maintain their industrial zoning. The Reduced Annexation Area Alternative would create a visual contrast between the new, modern development and the blighted look of the industrial uses along Alameda Street. Residences would be located in close proximity to these industrial uses and this would result in the continued conflict of incompatible land uses. Under Alternative 2, land use control would be limited to the parcels currently under City of Los Angeles jurisdiction and the HACLA-owned parcels formerly in the unincorporated County area. Alternative 2 does not include a buffer between sensitive uses (i.e., residences and schools) and industrial areas. The risk of exposure of residents to hazardous materials and potential contamination would be greater due to their close proximity to these industrial uses. In addition, under the proposed project, these industrial parcels would eventually be remediated if deemed necessary. Under the Reduced Annexation Area Alternative, these uses would not be remediated and any contamination from these uses could affect the groundwater. The Reduced Annexation Area Alternative would also not meet all of the project objectives, which include creating a logical boundary between the cities of Los Angeles, South Gate, and Lynwood, and reducing the cost of providing services to the area.

3. Alternative 3- Reduced Height Alternative

Description of Alternative

The Reduced Height Alternative would reduce the height of the buildings along 97th Street from 60 feet to 30 feet, and would relocate the 60-foot-tall buildings along 97th Street within the interior of the Specific Plan area such that shadows generated from within the Specific Plan area would not impact residences on 97th Street for a period of more than three hours. Similar to the proposed project, Alternative 3 would result in the development of the same number of residential units (up to 1,800 units), and the same amounts of commercial, retail and light industrial space (up to 520,000 square feet), of community facilities (70,000 square feet), of new school facilities (a 650-student elementary school and a 750-student high school expansion), and of open space (8.95 acres).

Impact Summary

The Reduced Height Alternative would have the same impacts as the proposed project but would avoid shade and shadow impacts to the exiting residences along 97th Street.

Rationale for Finding

It is found pursuant to PRC Section 21081 (a)(3), that specific economic, legal, social and technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make the Reduced Height Alternative infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative.

Under the Reduced Height Alternative, the 60-foot-tall buildings at the perimeter of the Specific Plan area along 97th Street would be relocated to the interior of the Specific Plan area and be replaced with 30-foot tall buildings. The 30-foot tall buildings would not cast shadows on the residences along 97th Street for more than three hours during Winter Solstice. From an environmental standpoint (excluding project objectives), the Reduced Height Alternative is environmentally superior to the proposed project because it avoids one significant impact (shade and shadow) and does not create additional adverse environmental impacts.

4. Alternative 4-Industrial Zone Alternative

Description of 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. The M2 zoning designation would allow the existing industrial uses to continue operating. Under Alternative 4, commercial uses would not be developed on these properties. However, the same amount of residential and community facilities as the proposed project would be developed under Alternative 4.

Impact Summary

The Industrial Zone Alternative would involve less development of the Specific Plan area, as it would eliminate commercial development on approximately 20 acres of land along Alameda Street. The Industrial Zone Alternative would reduce impacts associated with energy consumption, trip generation, and utilities and service systems. However, new unavoidable significant impacts associated with visual character, hazards and hazardous materials, groundwater quality, and land use compatibility are anticipated.

Rationale for Finding

It is found pursuant to PRC Section 21081 (a)(3), that specific economic, legal, social and technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make the Industrial Zone Alternative infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative.

Under the Industrial Zone Alternative, the industrial uses would remain and would continue to be zoned for industrial uses (M-2). The Industrial Zone Alternative would develop residences on the HACLA-owned parcel that would be annexed to the City of Los Angeles. Thus, residences would be located in close proximity to these industrial uses, and this would result in the continued conflict of incompatible land uses. Similar to the Reduced Annexation Area, the Industrial Zone Alternative does not include a buffer between sensitive uses (i.e., residences and schools) and industrial areas and the risk of exposure of residents to hazardous materials and potential contamination would be greater due to their close proximity to these industrial uses.

5. Environmentally Superior Alternative

Section 15126.6 of the State CEQA Guidelines requires that an "environmentally superior" alternative be selected among the alternatives that are evaluated in the EIR. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. If the No Project Alternative is identified as environmentally superior, then another environmentally superior alternative shall be identified among the other

alternatives. The No Project Alternative would have the least amount of impacts because there would be no construction or development on the Specific Plan area. Of the three build alternatives, Alternative 3 would be considered the environmentally superior alternative because it avoids one significant impact (shade and shadow) and does not create additional adverse environmental impacts.

Impact Summary

As discussed above, under the Reduced Height Alternative, the 60-foot-tall buildings at the perimeter of the Specific Plan area along 97th Street would be relocated to the interior of the Specific Plan area and be replaced with 30-foot tall buildings. The 30-foot tall buildings would not cast shadows on the residences along 97th Street for more than three hours during Winter Solstice.

Finding

The Specific Plan was developed to create an urban village based on a comprehensive, open space strategy and sustainable building design, while replacing the existing 700 Jordan Downs public housing units, one-for-one, and building up to 1,100 additional affordable and market rate units built in a variety of residential building types. An objective of Specific Plan is to determine the appropriate location and intensity of development, mix of land uses, and building heights to be constructed. As the new buildings would have larger parcels, larger floor plates, incorporate multiple housing units, and feature mixed-use buildings, the Specific Plan provides opportunities for buildings taller and denser than those in the community. Building height, massing, and architectural guidelines have been included in the Specific Plan to ensure that new buildings would be compatible with the existing community. The Reduced Height Alternative would require changes to the vision created by the Specific Plan, as building locations and building typologies planned for within the Specific Plan area would need to be altered to provide up to 1,800 units. The Reduced Height Alternative would also not allow for flexibility due to market demand, developers preference, or any other variables that could occur during a build out of the Specific Plan area. In addition, regulatory controls included in the Specific Plan have substantially lessened the significant environmental effect of the proposed project with regards to shadow impacts. Specifically, the Specific Plan limits the majority of the building heights along 97th Street to 35 feet, and only a portion of the Specific Plan area along 97th Street at Croesus Avenue and at Alameda Avenue permits buildings to be a maximum of 45 feet in height.

The changes incorporated into the Specific Plan substantially lessen the significant shadow impact identified in the EIR. It is found pursuant to PRC Section 21081 (a)(3), that specific economic, legal, social and technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make the Reduced Height Alternative infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative.

Findings Regarding Other CEQA Considerations

1. The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the proposed project, that the Draft EIR which was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of the City.
2. The City finds that the EIR provides objective information to assist decision-makers and the public at large in their consideration of the environmental consequences of the

project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.

3. The City evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the City prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The City reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The City has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.
4. The EIR evaluated the following environmental potential project and cumulative impacts: Aesthetics; Air Quality, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise and Vibration, Population, Housing and Employment, Public Services, Traffic and Transportation, and Utilities and Service Systems. The significant environmental impacts of the project and the alternatives were identified in the text and summary of the EIR.
5. While experts may disagree, substantial evidence in the record of proceedings located in City (i.e., the Draft EIR, Final EIR and EIR Appendices) supports the City's conclusions in the EIR.
6. The recommended mitigation measures which have been identified for the proposed project were identified in the text and summary of the EIR. The final mitigation measures are described in the MMRP. Each of the mitigation measures identified in the MMRP, and contained in the EIR, have been incorporated into the proposed project, to the extent feasible. The City finds that the indirect impacts of the proposed project have been mitigated to the extent feasible by the mitigation measures identified in the MMRP, and contained in the EIR.
7. Textual refinements and errata were compiled and presented as part of the Final EIR for review and consideration. The City has made every effort to notify the interested public/agencies of each textual change in the various documents associated with the project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents will contain errors and will require clarifications and corrections. Second, textual clarifications were necessitated in order to describe refinements suggested as part of the public participation process.
8. The responses to the comments on the Draft EIR, which are contained in the Final EIR, clarify and amplify the analysis in the Draft EIR.
9. Having reviewed the information contained in the Final EIR and in the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of EIRs, the City finds that there is no significant new information in the EIR such that recirculation of the Draft EIR, pursuant to the requirements outlined in Section 15088.5 of CEQA Guidelines, would be required.
10. 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.

11. 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 following impacts were not mitigated to a less-than-significant level:

- **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. Mitigation measure and regulatory controls included in the Specific Plan have substantially lessened the significant environmental effect of the proposed project with regards to shadow impacts; however shadow impacts were not reduced to a less-than-significant level.

- **Air Quality** (Construction Regional and Local Emissions, Operational Regional Emissions, and Greenhouse Gas Emissions). During construction, NOx and PM10 regional emissions, as

well as PM2.5 and PM10 local concentrations, would exceed regional and local significance thresholds. Operational emissions would also exceed regional significance thresholds for VOC, NOX, CO, and PM10. Similarly, GHG emissions would exceed the 4.6 metric tons of CO2e per year per service population significance threshold. No mitigation measures were identified to reduce these impacts to a less-than-significant level.

- **Noise (Construction).** Construction noise levels would exceed the 5-dBA significance threshold at multiple sensitive receptors during all phases of construction. No mitigation measures were identified to reduce this impact to a less-than-significant level.

- **Traffic and Transportation (Signalized Intersections).** The following intersection levels of service would be significantly impacted as a result of the proposed project:

- **Alameda Street (W) and Firestone Boulevard** (County of Los Angeles, PM peak hour)
- **Alameda Street (W) and Century Boulevard/Martin Luther King Jr. Boulevard** (City of Lynwood, AM and PM peak hours)
- **Central Avenue and Century Boulevard** (City of Los Angeles, AM and PM peak hours)
- **Long Beach Boulevard and Tweedy Boulevard** (Cities of South Gate and Lynwood, AM and PM peak hours).

The project alternatives would not satisfy the project objectives as effectively as the proposed project. Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts will result from implementation of the proposed project. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible alternatives to the proposed project discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the proposed project against the proposed project's significant and unavoidable impacts, the City hereby finds that the benefits outweigh and override the significant unavoidable impacts for the reasons stated below.

The reasons stated below summarize the benefits, goals, and objectives of the proposed project and provide the rationale for the benefits of the proposed project. These overriding considerations of economic, social, aesthetic, and environmental benefits for the proposed project justify adoption of the proposed project and certification of the EIR. Many of these overriding considerations individually would be sufficient to outweigh the adverse environmental impacts of the proposed project.

- The proposed project would generate economic benefits to the City through both its construction and its on-going operation. Using a proprietary economic impact model (IMPLAN), the analysis estimates that project construction would generate \$1.0 billion in total economic output and approximately 7,549 jobs through direct, indirect and induced economic activity to the City of Los Angeles. Upon completion and stabilized occupancy, the proposed project is expected to create 747 permanent direct jobs. Using the IMPLAN economic impact model, the analysis estimates these permanent jobs would create a recurring annual economic impact of \$215.5 million within the City of Los Angeles.

- The proposed project has been designed to meet Leadership in Energy and Environmental Design for Neighborhood Development LEED-ND sustainability goals.

- The proposed project would expand and improve the supply of affordable housing through the redevelopment of the Jordan Downs public housing community and serve as a model for future public housing redevelopments in the City of Los Angeles and throughout the country.

- The proposed project would provide quality affordable housing, and increase opportunities for home ownership. It will feature workforce housing units, market rate rental units and market rate homeownership units. The overall development would increase the total number of housing units and include a one-for-one replacement of existing public housing units. In addition to the mixed-income housing, there will be mixed-use opportunities with retail services, high-tech light industrial, educational and recreational facilities, as well as enhanced community programs.
- The proposed project would establish the appropriate location and intensity of development, mix of land uses to create a safe and inviting, pedestrian-oriented, regional retail destination not currently available in the area. The proposed project would serve as a catalyst for the creation of environmentally friendly housing in Watts and in Los Angeles as a whole that is efficient in its use of energy and water.
- The proposed project would help residents to increase their family economic self-sufficiency and live successfully in a new mixed-income community. HACLA plans to implement the Family First Plan (formerly known as the Human Capital Plan) for Jordan Downs. The Family First Plan is responsive to the needs of the current population and anticipates shifts in needs over time as Jordan Downs is redeveloped into a mixed-income community with a range of households and incomes.
- The proposed project would create a safe and inviting neighborhood that promotes reduced vehicle usage through improved walk-ability and transportation efficiency, and enhance the level of health and safety by creating residential units that are conducive to security and potentially reducing crime. Through improvements to the built environment the physical, social, and psychological well-being of the Jordan Downs community would improve.
- The proposed project would preserve land uses that have historic and social significance to the community, notably the Freedom Tree, Mudtown Farms Agricultural Education and Demonstration Center, and Jordan High School, while creating a transit oriented community that provides housing, employment, and educational land uses accessible by public transportation.
- The proposed project would create a logical boundary between the cities of Los Angeles, South Gate, and Lynwood and reduce the cost of providing services to the area. Approximately 41.74 acres of land within the Specific Plan area is located in unincorporated Los Angeles County.

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 30, 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.

RESOLUTION

WHEREAS, the articulated objectives and policies of the Southeast Los Angeles Community Plan, which was revised in March 2000, includes policies to promote safe, high quality residential uses to serve all demographics of the community; and

WHEREAS, the Jordan Downs Community currently consists of 700 public housing units constructed between 1942 and 1955 owned and operated by the Housing Authority of the City of Los Angeles (HACLA); and

WHEREAS, the HACLA has adopted a plan to construct 30,000 new dwelling units, while preserving its existing stock citywide during the next ten years; and

WHEREAS, Jordan Downs presents a unique opportunity to redevelop a neighborhood by replacing existing units as well as increasing housing stock, promoting mixed use opportunities, providing open space, and introducing social programs that are all focused on serving residents and families on a fixed income; and

WHEREAS, in 2008 Los Angeles Mayor Antonio Villaraigosa introduced *Housing That Works*, a five year housing initiative to promote housing in the City of Los Angeles through different goals and programs, including transforming public housing through projects such as Jordan Downs; and

WHEREAS, on March 6, 2009 the Los Angeles City Council adopted a Motion (09-0186) that instructed the Department of City Planning, in coordination with the HACLA and other City Agencies, to create a Specific Plan that shall provide a housing program, design standards, community amenities, and economic opportunities; and

WHEREAS, the Housing Element, a portion of the General Plan for the City of Los Angeles, contains policies and goals for the production of increased housing stock that may be directed to families and individuals across a wide demographic, ensuring stable and safe neighborhoods, and promoting home ownership; and

WHEREAS, the close proximity of numerous school facilities and the broad demographics of the community necessitate the development of a family-oriented neighborhood;

WHEREAS, a Hearing Officer, acting as a representative of the City Planning Commission, conducted a public hearing on October 5, 2011.

WHEREAS, the City Planning Commission conducted a public hearing on March 8, 2012 and subsequently recommended approval of the Specific Plan and presented their findings to the City Council.

WHEREAS, the City Planning Commission found that the Environmental Impact Report ENV-2010-0032-EIR, SCH No.: 2010021007 is adequate environmental clearance for this action, and recommend that the City Council make concurring findings.

NOW, THEREFORE, BE IT RESOLVED that Southeast Los Angeles Community Plan be amended as shown on the attached General Plan Amendment map and Ordinance.



RESOLUTION

WHEREAS, Century Boulevard is designated a Major Highway Class II by the Southeast Los Angeles Community Plan, which was revised in March 2000; and

WHEREAS, on March 6, 2009 the Los Angeles City Council adopted a Motion (09-0186) that instructed the Department of City Planning, in coordination with the HACLA and other City Agencies, to create a Specific Plan that shall provide a housing program, design standards, community amenities, economic opportunities, and a new mobility program that focuses on transforming Century Boulevard into a central corridor for the Specific Plan; and

WHEREAS, on October 1, 2010 the Los Angeles City Council adopted a Motion (09-0186-S1) that directed the Department of City Planning to partner with the Department of Transportation and the Bureau of Engineering 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; and

WHEREAS, the Southeast Los Angeles Community Plan contains objectives and policies to promote mobility and safety for all residents; and

WHEREAS, the Transportation Element of the City's General Plan provides objectives and policies to promote multi-modal transportation programs that support pedestrian and bicycle activity; and

WHEREAS, the Jordan Downs Urban Village Specific Plan proposes the transformation of Century Boulevard into a pedestrian friendly main street through a narrowed right of way, dedicated bicycle lanes, sidewalks, and other elements; and

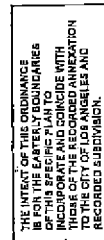
WHEREAS, the General Plan Amendment is in conformity with public necessity, convenience, general welfare and good zoning practice; and

WHEREAS, the City Planning Commission conducted a public hearing on March 8, 2012 and subsequently recommended approval of the Specific Plan and presented their findings to the City Council.

WHEREAS, the City Planning Commission found that the Environmental Impact Report ENV-2010-0032-EIR, SCH No.: 2010021007 is adequate environmental clearance for this action, and recommend that the City Council make concurring findings.

WHEREAS, the requested General Plan Amendment is consistent with the intent and purpose of the Southeast Los Angeles Community Plan, and the Transportation Element of the General Plan;

NOW, THEREFORE, BE IT RESOLVED that Southeast Los Angeles Community Plan and the Transportation Element of the General Plan be amended as shown on the attached General Plan Amendment map.



Century Blvd from Major Highway Class II to Modified Collector Street

C.M. 091.5A 215, 091.5A 217	CPC-2010-0031-SP-AD
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C.M. 091.5A 215, 091.5A 217

121

SOUTHEAST LOS ANGELES

Legend

Proposed Jordan Downs Specific Plan Boundary

Existing City Boundary Line
(See a BOE's City Boundary Map as of 7/2007
and Annexation Map as of 6/2005)



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

CONDITIONS OF APPROVAL

General Entitlement Conditions

1. **Uses.** All uses shall adhere to the uses allowed by the respective zones, as prescribed in the Specific Plan.
2. **Sustainability.** The Specific Plan shall achieve Stage 2 certification per the United States Green Building Council's Leadership in Energy and Environmental Design for Neighborhood Development rating system, based on the 2009 LEED standard, at the Certified level. The certification shall be completed prior to the issuance of any building permit by the Department of Building and Safety. The Jordan Downs development shall achieve Stage 3 LEED-ND Gold certification prior to commencement of construction of the units surpassing 90% of the total maximum allowable units by the Specific Plan, also based on the 2009 LEED Standard. Compliance shall be verified by the Department of Building and Safety.
3. **Design Standards.** All Projects within the Specific Plan shall utilize Mediterranean-influenced architectural elements, or contemporary interpretations of Mediterranean architecture, for all buildings and building elements.
4. **Tract Map.** The applicant or any successor in interest shall comply with all of the Advisory Agency requirements contained within the subsequent tract map for the Jordan Downs Specific Plan that is being processed concurrently with this Specific Plan and any subsequent modifications thereto, to the satisfaction of the Director of Planning.
5. **Metro Re-Route.** The applicant, any successor in interest, or project developer shall make a good faith effort to partner with the LA County Metropolitan Transit Authority and satisfy their street design requirements for the re-route of Local Bus Line 117 so that it runs through the Specific Plan boundary. Said bus line shall run on Century Boulevard and adjacent to the proposed Central Park, in order to maximize accessibility.
6. **Annexation.** Annexation approval from the Local Agency Formation Commission (LAFCO) shall be required prior to the parcel recording by the County, for all parcels subject to the annexation.
7. The total residential build-out of the Specific Plan shall not exceed 1,800 dwelling units.
8. **Existing Industrial Uses.** Existing industrial uses within Subarea 2, as specified in the Specific Plan, shall adhere to the existing operational conditions provided in Attachment A of the Specific Plan appendix. Subarea 3 shall adhere to the conditions within Attachment B.
9. All street locations, designs, and maintenance program shall be reviewed and approved by the Los Angeles Department of Transportation and the Bureau of Public Works.
10. All utilities installed within the Specific Plan boundary shall be placed underground, where feasible.

Environmental Conditions

11. The Applicant shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department requiring the Applicant to identify mitigation monitors who shall provide periodic status reports on the implementation of applicable mitigation items required by Mitigation Conditions of the Project's approval satisfactory to the Department of City Planning. The mitigation monitors shall be identified as to their areas of responsibility, and phase of intervention (pre-construction, construction, post-construction/ maintenance) to ensure continued implementation of the below mentioned mitigation items.

The EIR found that the following environmental impacts of the Project will be less than significant either as designed with the project design features, or as a result of the impact reductions achieved by the implementation of mitigation measures and conditions of approval:

- MM-1 The proposed project shall incorporate design features to lessen the visual contrast with existing residences on 97th and Grape Streets. The design features to be implemented include, but are not limited to, varying building height, sloped roof design, and landscaping, all of which shall be consistent with the proposed project elevations.
- MM-2 The buildings constructed along 97th Street that exceed 30 feet in height shall be designed either with increased (greater than 10 feet) setbacks or with a sloped roof for the first level and a second level that is stepped back to create a more visually consistent street view.
- MM-3 Lighting fixtures constructed as part of the proposed project shall be oriented and focused onto the specific onsite location intended for illumination (e.g., parking lots, driveways, and walkways) and shielded away from adjacent sensitive uses (e.g., schools, other residential properties) and public rights of way to minimize light spillover onto off-site areas
- MM-4 Where appropriate and feasible, incorporate project design features to shield light and/or glare from vehicles entering or existing parking lots and structures that face sensitive uses by providing barriers so that light from vehicle headlights would not illuminate off-site sensitive uses.
- MM-5 Where appropriate and feasible, incorporate project design features to provide landscaping, physical barriers, screening, or other buffers to minimize project-generated illumination from entering off-site areas and to prevent glare or interfere with vehicular traffic.
- MM-6 Where appropriate and feasible, locate and orient driveways into parking lots, parking structures, and semi-subterranean garages in a manner that will not result in headlights from vehicles entering or exiting the parking areas directly lighting any off-site sensitive uses.
- MM-7 Where appropriate and feasible, proposed new structures shall be designed to maximize the use of textured or other non-reflective exterior surfaces and non-reflective glass.
- MM-8 Informational signs shall be provided that locate nearby public transportation options.
- MM-9 The surface parking area for the employment uses shall provide charging stations for electric vehicles.
- MM-10 Equipment (e.g., forklifts and carts) used during operations of the employment uses shall use alternative power (e.g., electricity or propane) instead of diesel fuels.
- MM-11 Delivery trucks shall be prohibited from idling in excess of five minutes.
- MM-12 The Applicant shall require by contract specifications that electrical outlets are included in the building design of the loading docks to allow use by refrigerated delivery trucks. If loading and/or unloading of perishable goods would occur for more than five minutes, and continual refrigeration is required, all refrigerated delivery trucks shall use the electrical outlets to continue powering the truck refrigeration units when the delivery truck engine is turned off.

- MM-13 Automatic lighting on/off controls and energy-efficient lighting shall be installed at the employment uses.
- MM-14 Residential units shall include Heating, Ventilation, and Air Conditioning Systems with a minimum efficiency reporting value of 13.
- MM-15 HACLA shall continue coordinating with responsible agencies to study ways to increase job opportunities and regional transit in the vicinity of the Specific Plan area.
- MM-16 Ground-disturbing and vegetation removal activities associated with construction of the project shall be performed outside of the breeding season for birds, or between September 1 and January 31. If these project activities cannot be implemented during this time period, the City should retain a qualified biologist to perform preconstruction nest surveys to identify active nests within and adjacent to (up to 500 feet) the project area. If the preconstruction survey is conducted early in the nesting season (February 1–March 15) and nests are discovered, a qualified biologist may remove the nests only after it has been determined that the nest is not active (i.e., the nest does not contain eggs, nor is an adult actively brooding on the nest). Any active non-raptor nests identified within the project area or within 300 feet of the project area should be marked with a 300-foot buffer, and the buffer area would need to be avoided by construction activities until a qualified biologist determines that the chicks have fledged. Active raptor nests within the project area or within 500 feet of the project area should be marked with a 500-foot buffer and the buffer avoided until a qualified biologist determines that the chicks have fledged. If the 300-foot buffer for non-raptor nests or 500-foot buffer for raptor nests cannot be avoided during construction of the project, the City should retain a qualified biologist to monitor the nests on a daily basis during construction to ensure that the nests do not fail as the result of noise generated by the construction. The biological monitor shall be authorized to halt construction if the construction activities cause negative effects, such as the adults abandoning the nest or chicks falling from the nest.
- MM-17 To ensure that historic buildings are appropriately renovated and maintained, the preservation, rehabilitation, restoration, reconstruction or adaptive reuse of known historic resources shall meet the U.S. Secretary of the Interior's Standards for Rehabilitation (Secretary's Standards). Any proposal to preserve, rehabilitate, restore, reconstruct, or adaptively reuse a known historic resource in accordance with the Interior Secretary's Standards shall be deemed to not be a significant impact under CEQA and, in such cases, no additional mitigation measures will be required.
- MM-18 The Applicant shall work with qualified preservation professionals to ensure Standards-compliant projects, including the design of rehabilitation project, compatibility of new construction with historic structures, and periodic site visits to monitor construction adjacent to historic structures to ensure that such activities comply with the Secretary of the Interior's Standards. Historic professionals shall meet the National Park Service standards.

- MM-19 HACLA shall coordinate with the City of Los Angeles Department of Water and Power (LADWP) to determine the specific on-site electricity transformation facility requirements for the proposed project.
- MM-20 HACLA shall coordinate with LADWP to determine if any required improvements to the LADWP electricity distribution system are needed to accommodate the proposed project. HACLA shall create a fund to finance the costs of infrastructure improvements to the electricity distribution system to accommodate the proposed project. The type, quantity, and costs of any required infrastructure improvements shall be set forth in a Memorandum of Understanding (MOU) that shall be agreed on by HACLA and LADWP.
- MM-21 HACLA shall incorporate into building and electrical plans any necessary on-site transformation facility infrastructure and be subject to review and approval by the LADWP prior to construction.
- MM-22 HACLA shall incorporate into the guidelines of the Specific Plan electrical generating solar panels for streetscape pedestrian lighting, gateway lighting, and other passive outdoor lighting.
- MM-23 HACLA shall coordinate with the Southern California Gas Company (SoCalGas) to determine if any required improvements to the SoCalGas natural gas distribution system are needed to accommodate the proposed project. HACLA shall create a fund to finance the costs of infrastructure improvements to the SoCalGas natural gas distribution system to accommodate the proposed project. The type, quantity, and costs of the infrastructure improvements shall be in agreed on in accordance with SoCalGas' policies and extension rules on file with the California Public Utilities Commission at the time contractual agreements are made.
- MM-24 Building and natural gas connection plans shall be subject to review and approval by the SoCalGas prior to construction.
- MM-25 HACLA shall set aside a percentage of roof floor area for installation of water-heating solar panels.
- MM-26 Seismic design for structures and foundations shall comply with the most current seismic building code standards for site-specific soil conditions.
- MM-27 The proposed project shall demonstrate compliance with specific recommendations for grading guidelines, foundation design, retaining wall design, temporary excavations, slabs on grade, site drainage, design review, construction monitoring and geotechnical testing to the satisfaction of the City of Los Angeles Department of Building and Safety, as conditions to issuance of any grading and building permits.
- MM-28 During inclement periods of the year, when rain is threatening (between November 1 and April 15 per the Los Angeles Building Code, Sec. 7002.), an erosion control plan that identifies Best Management Practices (BMPs) shall be implemented to the satisfaction of the City of Los Angeles Department of Building and Safety to minimize potential erosion during construction. The erosion control plan shall be a condition to issuance of any grading permit.

- MM-29 To the extent feasible, grading shall be scheduled for completion prior to the start of the rainy season (between November 1 and April 15 per the Los Angeles Building Code, Sec. 7002), or detailed temporary erosion control plans shall be implemented in a manner satisfactory to the City of Los Angeles Department of Building and Safety.
- MM-30 Appropriate erosion control and drainage devices shall be incorporated to the satisfaction of the City of Los Angeles Department of Building and Safety. Such measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures.
- MM-31 Provisions shall be made for adequate surface drainage away from the areas of excavation as well as protection of excavated areas from flooding. The grading contractor shall control surface water and the transportation of silt and sediment.
- MM-32 HACLA shall retain a Certified Asbestos Consultant to determine the presence of asbestos and asbestos containing materials (ACM) within buildings to be demolished. If asbestos is discovered, a Licensed Asbestos Abatement Contractor shall be retained to safely remove ACM in accordance with the 1994 Federal Occupational Exposure to Asbestos Standards. ACM removal will be monitored by a Certified Technician.
- MM-33 For all buildings to be demolished, lead-based paint testing shall be conducted. If lead-based paint is discovered, a licensed lead-based paint/materials abatement contractor shall be retained to safely remove lead-based paint in accordance with United States Department of Housing and Urban Development (HUD) Lead-Based Paint Guidelines.
- MM-34 HACLA shall not disturb the ground surface nor remove any foundations or other structures on the 9901 S. Alameda Street site without prior approval of the California Department of Toxic Substances Control (DTSC).
- MM-35 HACLA shall provide DTSC with all background information, sample analysis results, environmental assessment reports and any other information pertinent to the hazardous substance management and/or release, characterization, and cleanup of the site. DTSC will review the information to identify areas and media of concern, and to determine additional work, if any, required to complete the investigation/remediation of the site. Following DTSC's initial review a scoping meeting will be held to discuss whether further site characterization is necessary, and, if so, how the characterization will be conducted and implemented.
- MM-36 HACLA shall submit a Remedial Investigation Workplan that describes the activities to further characterize soil, soil gas, surface water, and/or groundwater. The workplan shall include a site health and safety plan, quality assurance/quality control plan, sampling plan, and implementation schedule.
- MM-37 HACLA shall submit a Site Characterization Report that presents the data, summarizes the findings of the investigations, validates the data, and includes recommendations and conclusions.

- MM-38 HACL A shall prepare a Feasibility Study to evaluate feasible remediation and response alternatives. Reasonable potential alternatives for the remediation of the site shall be evaluated, including the "no action" alternative. The evaluation shall (1) identify the goals for the cleanup based upon current and projected future land uses; (2) evaluate feasible alternatives to meet these goals, including their effectiveness, implementability and cost; and (3) recommend a preferred alternative.
- MM-39 DTSC shall determine the appropriate removal action for the site, and HACL A shall prepare a Removal Action Workplan (RAW) in accordance with Health and Safety Code sections 25323.1 and 25356.1. If the proposed RAW does not meet the requirements of Health and 25356.1(h), HACL A shall prepare a Remedial Action Plan (RAP) in accordance with Health and Safety Code sections 25356.1(c).
- MM-40 In order to meet its CEQA obligation, DTSC shall prepare the necessary CEQA documents. If required, HACL A shall submit the information necessary for DTSC to prepare these documents.
- MM-41 Within 30 days of completion of field activities, HACL A shall submit an Implementation Report documenting the implementation of the final RAW or RAP and noticing any deviations from the approved plan. During implementation of the final RAW or RAP, DTSC may specify such addition, modifications and revisions to the RAW or RAP as deem necessary to protect human health and safety or the environment or to implement the RAW or RAP.
- MM-42 HACL A shall work with DTSC to ensure that the interested public and community are involved in the DTSC decision-making process. Public Participation activities shall be conducted in accordance with Health and Safety Code Section 25358.7 and DTSC's Public Participation Policy and Procedures Manual.
- MM-43 A Land Use Covenant may be required in the final RAW by DTSC pursuant to California Code of Regulation, Title 22 Section 67391.1 to ensure full protection of the environment and human health.
- MM-44 HACL A shall comply with any and all operation and maintenance requirements in accordance with the final RAW or RAP or Operation and Maintenance Plan.
- MM-45 Any remedial technology employed in implementation of the final RAW or RAP shall be left in place and operated by HACL A until DTSC authorizes HACL A to discontinue.
- MM-46 HACL A shall retain a Certified Asbestos Consultant to determine the presence of asbestos and asbestos containing materials (ACM) within buildings to be demolished. If asbestos is discovered, a Licensed Asbestos Abatement Contractor shall be retained to safely remove ACM from the site in accordance with the 1994 Federal Occupational Exposure to Asbestos Standards. ACM removal will be monitored by a Certified Technician.
- MM-47 For all buildings to be re-used or demolished, lead-based paint testing shall be conducted. If lead based paint is discovered, a licensed lead-based paint/materials abatement contractor shall be retained to safely remove lead-based paint in accordance with HUD Lead-Based Paint Guidelines.

- MM-48 Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible.
- MM-49 A ten-foot solid wall shall be constructed between the employment uses, including the recycling facility, and the residences and David Starr Jordan High School.
- MM-50 Residential units adjacent to the employment uses, including the recycling facility, shall be constructed with materials capable of reducing exterior-to-interior noise levels by at least 19 dBA.
- MM-51 Prior to building approval, a site-specific noise study shall be completed for the elementary school based on the project design. The noise study shall ensure that noise levels at the school meet all relevant local and State guidelines.
- MM-52 Residential land uses facing 103rd Street shall be constructed with single-glazed windows that are at least 5/16-inches thick. Alternatively, double-glazed windows may be used if the glass is at least 3/32-inches thick with four inches of airspace.
- MM-53 HACLA shall prepare and implement an existing tenant relocation plan whereby all of the existing tenants of the Jordan Downs public housing complex would be relocated either on site or in the vicinity of the site to affordable housing equal to their existing conditions.
- MM-54 HACLA shall coordinate with the Department of Building and Safety to designate the replacement public housing units per the new vesting tract map, in order to properly identify and process the new Certificates of Occupancy, and ensure the conservation of these public housing units.
- MM-55 Project plans shall be submitted to the City of Los Angeles Fire Department (LAFD) for review and approval to ensure that all new structures would comply with current fire codes and LAFD requirements.
- MM-56 HACLA shall consult with the LAFD and incorporate fire protection and suppression features that are appropriate for the design of the proposed project.
- MM-57 HACLA shall consult with the LAFD to ensure the proper emergency access points and routes are provided.
- MM-58 HACLA shall prepare, in consultation with the City of Los Angeles Police Department (LAPD) and the HACLA Public Safety Department a comprehensive safety and security plan for the Specific Plan area which would include, but would not be limited to:
- The preparation and implementation of a safety education material and training for residents of the Specific Plan area,
 - A neighborhood watch program,
 - Security plan for all buildings within the Specific Plan area,
 - Periodic safety meetings between Specific Plan area residents and business owners and representatives of HACLA, LAPD, and the HACLA Public Safety Department to assess current level of safety of residents and visitors to Specific Plan area, as well as current crime rate

- MM-59 HACL A shall submit building plans to the LAPD Crime Prevention Unit to identify appropriate crime prevention features for the proposed project. Any design features identified by the LAPD shall be incorporated into the proposed project's final design and to the satisfaction of the LAPD.
- MM-60 HACL A and the HACL A Public Safety Department shall coordinate with the LAPD to develop a video monitoring system monitoring to supersede the existing video monitoring system at the existing Jordan Downs public housing project. The HACL A Public Safety Department shall have access to the on-site video monitoring system.
- MM-61 All parking garages, entrances, hallways, and parking facilities shall be well-illuminated and designed to eliminate areas of concealment.
- MM-62 HACL A shall consult with the LAPD to develop a plan to build a police station or sub-station onsite that will serve the Specific Plan area.
- MM-63 HACL A shall consult with the LAPL to develop plan to build a library sub-branch on-site that will serve the residents of the Specific Plan area.
- MM-64 An additional northbound left turn lane shall be provided by restriping the existing painted roadway median to convert the Wilmington Avenue and I-105 EB Ramps intersection into a second northbound left turn lane. Minor signal modifications may be required to align the northbound left turn signal head.
- MM-65 The Applicant shall, under guidance from LADOT, design and construct signalization at the following intersections:
- Intersection #36– Alameda Street (W)/97th Street
 - Intersection #41 – Wilmington Avenue/Century Boulevard
- MM-66 The Applicant shall work with Metro to incorporate the B-TAP program for all residents and employees associated with the Specific Plan. The B-TAP program would provide Metro transit passes that can be renewed each calendar year. The program would apply to residents living in and employees working within the Specific Plan area.
- MM-67 Building plans and water connection plans developed during specific project design review shall be subject to review and approval by the LADWP. If additional water connections and/or improvements to off-site water distribution infrastructure are necessary to serve the proposed project, such improvements shall be implemented to the satisfaction of LADWP.

12. Construction Mitigation Conditions - Prior to the issuance of a grading or building permit the Applicant shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the Applicant and all successors to the following:

- CM-1 Temporary fencing (e.g., chain link or wood) with screening material shall be used around the perimeter of a development site to buffer views of construction equipment and materials. In addition, the following fencing requirements shall be implemented:
- The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS"
 - Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
 - The applicant shall be responsible for maintaining the visibility of required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.
 - A sign shall be posted with the contact number of the construction manager so that he/she may address safety and other issues related to construction.
- CM-2 HACLA shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that such temporary barriers and walkways are maintained in a visually attractive manner, including the prompt removal of graffiti, throughout the construction period.
- CM-3 The construction area and all accessible areas (public streets, sidewalks, etc.) within 100 feet of the Specific Plan area shall be swept (preferably with water sweepers) and watered at least twice daily.
- CM-4 Construction contractors shall utilize at least one of the following measures at each vehicle egress from the Specific Plan area to a paved public road:
- Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long;
 - Pave the surface extending at least 100 feet and at least 20 feet wide;
 - Utilize a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or
 - Install a wheel washing system to remove bulk material from tires and vehicle undercarriages.
- CM-5 Site access points shall be swept/washed within thirty minutes of visible dirt deposition. Street sweepers that comply with SCAQMD Rule 1186 and 1186.1 shall be used to sweep site access points or reclaimed water shall be used to wash site access points.
- CM-6 All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).

- CM-7 Construction contractor activity on unpaved surfaces shall be suspended when winds exceed 25 miles per hour.
- CM-8 Heavy-duty equipment operations shall be suspended during first and second stage smog alerts.
- CM-9 Ground cover in disturbed areas shall be replaced as quickly as possible.
- CM-10 Construction contractors shall utilize super-compliant architectural coatings as defined by the SCAQMD (VOC standard of less than ten grams per liter).
- CM-11 Construction contractors shall utilize materials that do not require painting, as feasible.
- CM-12 Construction contractors shall use pre-painted construction materials, as feasible.
- CM-13 Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.
- CM-14 All diesel-powered construction equipment shall meet USEPA Tier 2 or higher emissions standards according to the following schedule:
- April 1, 2010, to December 31, 2011: All offroad diesel-powered construction equipment greater than 50 horsepower shall meet Tier 2 offroad emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - January 1, 2012, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 horsepower shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- CM-15 Construction contractors shall use electricity from power poles rather than temporary gasoline or diesel power generators, as feasible.
- CM-16 Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.

- CM-17 Construction parking shall be configured to minimize traffic interference.
- CM-18 Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours.
- CM-19 Construction contractors shall coordinate with administrators at David Starr Jordan High School, Florence Griffith Joyner Elementary School, and Weigand Elementary School and to minimize student exposure to air pollution during periods of heavy construction activity (e.g., grading and excavation).
- CM-20 If a unique archeological resource is discovered during project construction activities, work in the area shall cease and deposits shall be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 would be implemented.
- CM-21 A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities where excavations of older soils may occur. The services of a qualified paleontologist shall be secured by contacting the Natural History Museum of Los Angeles County. The frequency of inspections will be based on consultation with the paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains.
- If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage. At the paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository. Any fossils collected should be donated to a public, nonprofit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository. If fossils are found, following the completion of the above tasks, the paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the applicant to the lead agency, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.
- CM-22 Upon DTSC approval of the final RAW or RAP, HACLA shall implement the removal action as approved.

- CM-23 All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.
- CM-24 Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than metal-tracked equipment).
- CM-25 The construction contractor shall locate construction staging areas away from sensitive uses.
- CM-26 The construction contractor shall schedule high noise-producing activities between the hours of 8:00 a.m. and 5:00 p.m. to minimize disruption to sensitive uses.
- CM-27 The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.
- CM-28 All residential units located within 500 feet of the construction site shall be sent a notice regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet, shall also be posted at the construction site. All notices and signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.
- CM-29 A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.
- CM-30 Prior to initiating construction for soil remediation and Phases 1, 2, and 4, the construction contractor shall coordinate with the site administrator for David Starr Jordan High School to discuss construction activities that generate high noise levels. Coordination between the site administrator and the construction contractor shall continue on an as-needed basis throughout the construction phase of the project to mitigate potential disruption of classroom activities.
- CM-31 Prior to initiating construction for Phases 3 and 4, the construction contractor shall coordinate with the site administrator for Florence Griffith Joyner Elementary School to discuss construction activities that generate high noise levels. Coordination between the site administrator and the construction contractor shall continue on an as-needed basis throughout the construction phase of the project to mitigate potential disruption of classroom activities.
- CM-32 Loading and unloading of trucks shall be prohibited between 10:00 p.m. and 7:00 a.m.

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) provided recommendations for a strong connection between the 103rd Station and Jordan Downs that will consist of street improvements to improve the pedestrian experience. Finally, Metro is engaging with Metro, 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 Works and Department of Transportation, and shall be downgraded to a "Modified Collector Street" 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 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).

PRC Section 21081 and CEQA Guidelines Section 15091 require a public agency, prior to approving a proposed project, to identify significant impacts of the proposed project and make one or more of three allowable findings for each of the significant impacts. The three findings are as follows:

1. The first allowable finding is that "changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR" (CEQA Guidelines Section 15091, subd. (a)(1)).
2. The second allowable finding is that "such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency" (CEQA Guidelines Section 15091, subd. (a)(2)).
3. The third allowable finding is that "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the final environmental impact report" (CEQA Guidelines Section 15091, subd. (a)(3)).

Environmental Impacts Found to be Less-than-Significant after Mitigation

Based on the analysis contained in the EIR, a less-than-significant impact would occur with implementation of mitigation measures for the following environmental topics:

- **Aesthetics** (Visual Character and Light and Glare);
- **Biological Resources** (Migratory Fish or Wildlife);
- **Cultural Resources** (Historic, Archeological, and Paleontological Resources);
- **Energy** (Electricity and Natural Gas);
- **Geology and Soils** (Ground Shaking and Erosion);
- **Hazards and Hazardous Materials** (Contaminated Sites and Exposure to Hazardous Emissions);
- **Land Use and Planning** (Land Use Compatibility);
- **Noise** (Operational Noise Land Use Compatibility);
- **Public Services** (Police Protection - Crime Prevention and Libraries);
- **Traffic and Transportation** (Signalized and Unsignalized Intersections); and
- **Utilities and Service Systems** (Water Conveyance Infrastructure).

The EIR found that the abovementioned environmental impacts of the Project will be less-than significant or by the implementation of mitigation measures and conditions of approval.

Aesthetics- Visual Character

Description of Significant Effects

The proposed project would adversely alter the existing visual character of the Specific Plan area and its surroundings over the long-term because of the significant increase in building heights and massing compared to existing conditions and the surrounding uses. In addition, without the ability to make improvements, the privately held parcels could detract from the overall visual character of the Specific Plan area. Therefore, the proposed project would result in a significant impact related to visual character without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

In general, the proposed project would serve to improve the aesthetic character of the Specific Plan area given the architectural guidelines for the proposed project, the use of design elements such as landscaped corridors and walkways, and the new landscape features to be implemented. However, despite incorporation of the architectural guidelines and new landscaping, implementation of the proposed project would adversely alter the existing visual character of the Specific Plan area and its surroundings over the long-term because of the significant increase in building heights and massing compared to existing conditions and the surrounding uses.

Implementation of Mitigation Measures CM1 and CM2 would reduce construction-related impacts to a less-than-significant level. Implementation of Mitigation Measures MM1 and MM2 would reduce potentially significant visual character impacts associated with the visual contrast between the taller buildings associated with the proposed project and the existing single-family homes located along 97th and Grape Streets. These mitigation measures will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to visual character would be mitigated to a less-than-significant level.

Aesthetics- Light and Glare

Description of Significant Effects

The proposed project would increase ambient lighting in the project area and surrounding area. Lighting would be used to highlight architectural elements, landscaping and plazas and building exteriors. Security and safety lighting would also be provided, as necessary, in open areas and building exteriors. Further, increased vehicular traffic resulting from the increase in new residential uses could result in more opportunities for vehicular headlights to affect existing light-sensitive uses along project area streets. Therefore, the proposed project would result in a significant impact related to light and glare without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

Currently, there is substantial nighttime lighting in the project area and the addition of new sources of permanent light would be subject to regulations in the LAMC and/or the proposed Specific Plan and be subject to the review and approval of the City. Implementation of Mitigation Measures AE5 through AE9 would reduce potentially significant impacts related to light and glare to a less-than-significant level. These mitigation measures will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to light and glare would be mitigated to a less-than-significant level.

Biological Resources-Migratory Fish or Wildlife

Description of Significant Effects

During project construction, there is the potential for violation of the federal Migratory Bird Treaty Act and other similar laws in the California Fish and Game Code protecting native birds, if any tree removal or other construction-related activities were to occur during the nesting season. Therefore, the proposed project would result in a significant impact related to migratory fish or wildlife without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

During project construction, several ornamental trees would be removed from the Specific Plan area, and some of the trees that would be removed could serve as habitat for migratory birds. Implementation of Mitigation Measure MM16 would reduce the impacts related to nesting birds to less than significant. This mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to biological resources would be mitigated to a less-than-significant level.

Cultural Resources-Historical Resources

Description of Significant Effects

The proposed project includes modifications to one known historic resource, David Starr Jordan High School, which is listed on the California Register and eligible for listing on the National Register of Historical Places. Removal of contributing buildings would result in a significant impact to a historic resource. The proposed project would include removal of buildings and parking on the east side of the high school campus. A significant impact could also occur if the immediate surroundings of the high school are altered such that the significance of the school is impaired. Implementation of the Specific Plan would remove the majority of the uses surrounding the high school, and the existing uses would be replaced with various types of housing units. Therefore, the proposed project would result in a significant impact related to historical resources without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

An historic resource report was prepared to determine the significance of the existing Jordan Downs housing complex, and it was determined that Jordan Downs is not eligible for listing in the National or California Registers, nor as a Historic-Cultural Monument, individually or as a contributor to a larger historic district or thematic district. While the proposed project would include removal of buildings and parking on the east side of the high school campus, none of these building were determined to possess architectural significance. In addition, none of the seven architecturally significant buildings associated with the high school would be removed as part of the proposed project. As described above, implementation of the Specific Plan would remove the majority of the uses surrounding the high school, and the existing uses would be replaced with various types of housing units. The area that would be most likely to affect the high school would be the area immediately west of the main high school building and auditorium located on 103rd Street, as these buildings are visible from the street and demonstrate the PWA Moderne style. Implementation of Mitigation Measures MM17 and MM18 would reduce the impacts related to historical resources to less than significant. This mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to historical resources would be mitigated to a less-than-significant level.

Cultural Resources- Archeological Resources

Description of Significant Effects

If a unique archeological resource or human remains were discovered during construction of the proposed project, impacts would be significant without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

The Specific Plan area does not include reported archeological finds and the site has been highly disturbed over time. As such, it is unlikely that archeological surface finds would occur. Implementation of Mitigation Measure CM20 would reduce the impacts related to archeological resources to less than significant. This mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to archeological resources would be mitigated to a less-than-significant level.

Cultural Resources-Paleontological Resources

Description of Significant Effects

If paleontological resources are encountered during excavation and grading activities, impacts would be significant without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

The Specific Plan area is highly disturbed and any paleontological resources that may have existed at the surface at one time have likely been disturbed by past development. Therefore, the uppermost sediments are not likely to contain fossils. Implementation of Mitigation Measure CR4 would reduce the impacts related to paleontological resources to less than significant. This

mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to human remains would be mitigated to a less-than-significant level.

Energy-Electricity

Description of Significant Effects

The estimated net electricity usage of the proposed project is approximately 11.40 GWh per year. LADWP has determined that the proposed project would require an on-site transformation facility to supply electricity to existing and future loads within the Specific Plan Area. Therefore, the proposed project would result in a significant impact related to electricity without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

LADWP would review the project developer's electrical drawings and load schedules, before making determination whether or not it may provide electricity service to the proposed project through existing infrastructure within the vicinity of the Specific Plan area. Implementation of Mitigation Measures MM19 through MM22 would ensure that adequate electricity distribution infrastructure is in place to accommodate the proposed project and reduce impacts related to electricity to less than significant. This mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to electricity would be mitigated to a less-than-significant level.

Energy-Natural Gas

Description of Significant Effects

The estimated net natural gas usage of the proposed project is approximately 5.8 million cubic feet per month, or 69.9 million cubic feet per year. Additional natural gas connections and/or improvements to the existing off-site natural gas distribution facilities could be required in order for the SoCalGas to adequately serve the proposed project. Therefore, the proposed project would result in a significant impact related to natural gas without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

SoCalGas has determined that it could supply natural gas to the proposed project without any significant impact to the environment. Implementation of Mitigation Measures MM23 through MM25 would ensure that adequate natural gas distribution infrastructure is in place to accommodate the proposed project and reduce impacts related to natural to less than significant. This mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to electricity would be mitigated to a less-than-significant level.

Geology and Soils- Ground Shaking

Description of Significant Effects

As with all properties in the seismically-active Southern California region, the Specific Plan area is susceptible to strong seismic ground shaking. Therefore, the proposed project would result in a significant impact related to ground shaking without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

Construction of the proposed project would be required to adhere to the seismic safety requirements contained in the Los Angeles Building Code, and the proposed buildings would be designed to resist ground shaking through modern construction techniques. The proposed project would neither cause nor accelerate geologic hazards that could result in substantial damage to structures or infrastructure or expose people to substantial risk of injury impacts from strong seismic ground shaking. Implementation of Mitigation Measures MM26 and MM27 would reduce the impacts related to ground shaking to less than significant. These mitigation measures will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to seismicity would be mitigated to a less-than-significant level.

Geology and Soils- Erosion

Description of Significant Effects

Implementation of the proposed project has the potential to result in the erosion of soil during site preparation and construction activities. Soil erosion after construction would be controlled by implementation of an approved landscape and irrigation plan. Nonetheless, the proposed project would result in a significant impact related to erosion without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

During the construction phases of the proposed project, activities are subject to requirements of the National Pollutant Discharge Elimination System (NPDES) Construction Permit. Compliance with the NPDES permit includes the implementation of Best Management Practices (BMPs), some of which are specifically implemented to reduce soil erosion or loss of topsoil. In addition to the NPDES permit, the Los Angeles Building Code also addresses grading, excavation, and fills and requires a local Storm Water Pollution Prevention Plan (SWPPP) and a Wet Weather Erosion Control Plan (WWECP) to be developed for the proposed project. The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. Any potential for erosion would be further controlled as mandated by SCAQMD Rule 403 dust prevention measures, and regulatory requirements as imposed by other responsible agencies, including the Los Angeles Regional Water Quality Control Board and conditions of the grading permits. Implementation of Mitigation Measures MM27 through MM31 would reduce the impacts related to erosion to less than significant. These mitigation measures will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to erosion would be mitigated to a less-than-significant level.

Hazards and Hazardous Materials- Contaminated Sites and Exposure to Hazardous Materials

Description of Significant Effects

There is a potential that asbestos containing materials (ACM) are present in the building on-site. The demolition of these buildings would have the potential to release asbestos fibers into the atmosphere if they are not properly stabilized or removed prior to demolition activities. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. In addition, several areas of concern were identified in connection with the historical steel milling at the HACLA-owned, 21.08-acre portion of the Specific Plan area. Therefore, the proposed project would result in a significant impact related to the release of hazardous materials into the environment without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

Based on the years of construction for some of the buildings within the Specific Plan area, there is a potential that asbestos containing materials (ACM) and lead-based paints are present on-site. In addition, HACLA has entered into a Voluntary Cleanup Agreement with DTSC to provide HACLA with oversight to develop and conduct a Remedial Investigation/Feasibility Study for any hazardous substance on, or emanating from the 21.08-acre property. Under the continued oversight of DTSC, HACLA will develop and conduct removal action. Upon the Satisfactory completion of the required work, DTSC will issue a "No further Action" letter and/or a "Remedial Action Certification." Implementation of Mitigation Measures MM32 and MM33 would ensure that impacts related to asbestos and lead-based paint as a result of the demolition of the existing buildings on the HACLA-owned property would be less than significant. Mitigation Measures MM34 through MM47 would ensure that the HACLA-owned, 21.08-acre property is properly remediated to DTSC's satisfaction, and impacts related to hazardous materials would be less than significant. These mitigation measures will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts to the release of hazardous materials into the environment would be mitigated to a less-than-significant level.

Land Use and Planning- Land Use Compatibility

Description of Significant Effects

The new residential uses under the Specific Plan would be incompatible with the existing industrial uses along Alameda Street. The new residences would be exposed to nuisances such as noise, traffic, odors, and blight that are typical of older industrial uses. Therefore, the proposed project would result in a significant impact related to land use compatibility without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

The Specific Plan would change the current allowable residential density of 22 DUs per acre and allow for an average density of up to 48.9 DUs per acre and a maximum block density of 65 DUs per acre. The increase in allowable density for residential growth and development within the Specific Plan area is an important tool for the allocation of future growth that is occurring within the region. The design guidelines for the Specific Plan concentrate the higher-density residential uses (stacked apartments which may reach eight stories) toward the center of the Specific Plan area adjacent to the central park and community facilities. Building heights are also more restricted and setbacks are implemented towards the perimeter of the Specific Plan area where residences begin to transition to lower-density residential uses. The new residential uses under the Specific Plan would be incompatible with the existing industrial uses along Alameda Street. However, the Specific Plan would reduce this land use incompatibility by rezoning these industrial uses to commercial manufacturing uses, and these properties, if and when they are redeveloped, would be more compatible with adjacent residential, commercial, open space, and public facility uses.

Implementation of land use compatibility Mitigation Measures are discussed in the sections particular to the nature of the compatibility. Implementation of Mitigation Measures MM3 through MM7 would reduce significant impacts related to visual incompatibility of residential and industrial/commercial uses to a less-than-significant level. Mitigation Measures MM9 through MM14 would reduce residential exposure to contaminant emissions from the industrial uses along the Alameda Corridor and the new commercial manufacturing land uses to a less-than-significant level. Mitigation Measures CM32 and M49 through M52 would reduce significant impacts related operational noise to less than significant. These mitigation measures will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to land use compatibility would be mitigated to a less-than-significant level.

Noise and Vibration-Operational Noise Land Use Compatibility

Description of Significant Effects

Residential land uses towards the eastern portion of the Specific Plan area would be in close proximity to the Alameda Corridor and would be located adjacent to employment uses. Site visits confirmed that train noise is not audible at the Specific Plan area where residential land uses would be located. Noise sources associated with the employment uses would generally either generate low levels of noise (e.g., rooftop mechanical equipment) or occur during less sensitive daytime hours (e.g., parking noise). However, truck activity (e.g., loading) would potentially occur during sensitive early morning and late night hours. Trucks typically generate a noise level of 89 dBA Leq at 50 feet and include backup alarms typically capable of generating noise levels up to 100 dBA at four feet. Single-event noise levels would incrementally increase daytime noise levels by more than 15 dBA and nighttime noise level by up to 30 dBA. This periodic incremental increase in noise levels would disturb new residences, and would result in a potentially significant impact without mitigation.

A new elementary school site would potentially be located within the Specific Plan area on a three-acre parcel between 97th and 99th Streets, just east of Croesus Avenue. An alternative school site is located at 103rd Street and Juniper Street. The ambient noise levels along 97th Street and 103rd Street would reach 75.1 and 75.6 dBA, respectively. The location of the new school in an area that exceeds 70 dBA would result in a potentially significant noise compatibility impact without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

The land use compatibility of the residences was based on the estimated CNEL. The maximum CNEL adjacent to proposed residences was estimated to be 64.9 dBA along 103rd Street. This noise level is within the 65 dBA "normally acceptable" range. However, rounding the number would result in a 65-dBA noise level which is the lower range of "conditionally acceptable" for new residential land uses. "Conditionally acceptable" means that new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. New residential land uses facing 103rd Street would potentially be exposed to noise levels that are considered conditionally compatible depending on noise reduction requirements. Implementation of Mitigation Measure CM 32 would ensure that truck activity does not disturb new residential land uses during early morning or late evening time periods. Mitigation Measures MM49 and MM50 would reduce truck activity and recycling facility equipment daytime noise levels at new residences by at least 5 and 19 dBA, respectively. Exposure to single-event noise levels would be reduced by 24 dBA to 65 dBA and would be consistent with the City's noise compatibility guidelines. Mitigation Measure MM51 would ensure that the elementary school would not be exposed to unacceptable noise levels. The glass windows required in Mitigation Measure MM52 would reduce interior mobile source noise levels below the 65 dBA "conditionally acceptable" range. Mitigation Measure MM52 would also ensure that residential land uses facing 103rd Street would not be exposed to unacceptable noise levels. These mitigation measures will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to operational noise would be mitigated to a less-than-significant level.

Public Services- Police Protection - Crime Prevention

Description of Significant Effects

The Specific Plan area is within a portion of the City where there is high unemployment, poverty, crime, and gang activity. Certain components of the proposed project, such as subterranean parking garages, parking structures, and shared hallways to stacked flats/apartments could contain areas of concealment and create opportunities for crime to occur. Therefore, the proposed project would result in a significant impact related to crime prevention without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

While the Specific Plan area is within a portion of the City where there is high unemployment, poverty, crime, and gang activity, building design features such as the creation of open line-of-sights of public right-of-ways could help create an environment that is safe. In addition, implementation of Mitigation Measures MM58 through MM61 (crime prevention measures) will further reduce the demand for police protection services. Implementation of Mitigation Measure MM62 would ensure that the LAPD has an adequate inventory of equipment to serve the proposed project. Upon implementation of Mitigation Measures MM58 through MM62 impacts related to police protection services would be reduced to a less-than-significant level. These mitigation measures will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to crime prevention would be mitigated to a less-than-significant level.

Public Services- Libraries**Description of Significant Effects**

The net population increase as a result of the proposed project is approximately 3,762 persons. At the time of the proposed project's buildout, the Specific Plan area will be primarily served by Watts Branch Library, which does not meet the City of Los Angeles Public Library (LAPL) Branch Facilities Plan Branch building size standards and is deficient by 2,000 square feet. In addition, there are no planned expansions of the Watts Branch Library or plans to construct an additional library to serve the Watts community. The County of Los Angeles Public Library (LACPL) Graham Public Library is also available to the residents of Specific Plan area. However, the Graham Library is currently operating below LACPL materials and facility size standards and, thus, is not operating at an adequate level of service. In addition, the LACPL does not have plans to expand the existing Graham Library nor construct an additional library within the vicinity of the Specific Plan area. Therefore, the proposed project would result in a significant impact related to library services without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

While both the Watts Branch Library and the LACPL Graham Public Library are currently operating below facility size standards, implementation of Mitigation Measure MM63, which requires the construction of an LAPL sub-branch to serve the Specific Plan area, would reduce impacts to a less-than-significant level. This mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to libraries would be mitigated to a less-than-significant level.

Traffic and Transportation-Signalized Intersections**Description of Significant Effects**

The results of the signalized intersection analysis indicates that the proposed project would result in a significant impact to Intersection #12 (Wilmington Avenue/I-105 EB Ramps) without mitigation.

Finding

Implementation of Mitigation Measure MM64 would ensure that the project-related significant traffic impact identified at Intersection #12 (Wilmington Avenue/I-105 EB Ramps) would be less than significant. This mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to traffic and transportation would be mitigated to a less-than-significant level.

Traffic and Transportation-Unsignalized Intersections**Description of Significant Effects**

The results of the unsignalized intersection analysis indicate that two of the five unsignalized study intersections are projected to operate at unacceptable LOS F during both the AM and PM peak hours. Therefore, the proposed project would result in a significant impact to Intersections

#36 (Alameda Street (W)/97th Street) and #41 (Wilmington Avenue/Century Boulevard) without mitigation.

Finding

Implementation of Mitigation Measure MM65 would ensure that impacts related to traffic and transportation at the two unsignalized intersections located in the City of Los Angeles would be less than significant. This mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to traffic and transportation would be mitigated to a less-than-significant level.

Utilities and Service Systems-Water Conveyance Infrastructure

Description of Significant Effects

The number and size of water connections to the LADWP water distribution system and off-site water distribution infrastructure (i.e., water mains) were designed to serve the existing residential and industrial uses within the Specific Plan area. The proposed project would intensify the use of LADWP's existing water distribution infrastructure and could require construction of new or improvements to the existing water connections, and/or improvements to off-site water distribution infrastructure serving the proposed project. Therefore, the proposed project would have a significant impact related to water distribution infrastructure without mitigation.

Finding

The City adopts CEQA Finding 1.

Facts in Support of Finding

Implementation of Mitigation Measure MM67 would ensure that impacts related to the water conveyance infrastructure would be less than significant. This mitigation measure will be enforced by the City as described in the MMRP. Based on the foregoing, the City finds that impacts related to water conveyance infrastructure would be mitigated to a less-than-significant level.

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 Shadows);
- **Air Quality** (Construction Regional and Local Emissions, Operational Regional Emissions, and Greenhouse Gas Emissions);
- **Noise** (Construction Noise); and
- **Traffic and Transportation** (Signalized Intersections).

Aesthetics-Shade and Shadows

Description of Significant Effects

The analysis of potential shadow impacts determined that 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.

Finding

The City adopts CEQA Findings 1 and 3.

Facts in Support of Finding

The prevalence of shadow impacts are directly attributable to building heights, scale, massing, setback specifications, the angle of the sun, and location of a project relative to off-site shadow-sensitive uses. The proposed project would introduce new residential buildings throughout the site that would range from three to eight stories, depending on the building type (courtyard, stacked flat, etc). The concern related to shadows would be where the new buildings interface with the existing community, in particular along Grape and 97th Streets, as the Specific Plan would add new features that could contrast with existing residential uses.

During the Summer Solstice and Spring and Fall Equinoxes, the proposed project would not cast shadows onto shade-sensitive uses for more than three hours. However, during the Winter Solstice, shadows generated from the Specific Plan area would affect the front yards of residences on the north side of 97th Street for a period of more than three hours between 9:00 a.m. through 3:00 p.m. This would be a potentially significant impact. Mitigation Measures MM1 and MM2 would require building step-backs that would reduce the length of the shadows cast on nearby residences. In addition, regulatory controls included in the Specific Plan have substantially lessened the significant environmental effect of the proposed project with regards to shadow impacts, as the Specific Plan limits the majority of the building heights along 97th Street to 35 feet, and only a portion of the Specific Plan area along 97th Street at Croesus Avenue and at Alameda Avenue permits buildings to be a maximum of 45 feet in height. Nonetheless, a significant and unavoidable impact would remain.

It is found that the changes and the regulatory controls incorporated into the Specific Plan substantially lessen the significant shadow impact identified in the EIR. Based on the foregoing, the City finds that the proposed project would have significant and unavoidable impacts related to shadow impacts. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives identified in the Draft EIR.

Air Quality- Construction Regional and Local Emissions

Description of Significant Effects

The assessment of regional and localized air quality impacts, determined that during construction, NOx and PM10 regional emissions, as well as PM2.5 and PM10 local concentrations, would exceed regional and local significance thresholds.

Finding

The City adopts CEQA Findings 1 and 3.

Facts in Support of Finding

Construction of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Specific Plan area. Fugitive dust emissions would primarily result from demolition and site preparation (e.g., excavation) activities. NOX emissions would primarily result from the use of construction equipment and truck trips. During the finishing phase, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release VOC. The assessment of construction air quality impacts considers each of these potential sources. Implementation of Mitigation Measures CM3 through CM9 would ensure compliance with SCAQMD Rule 403. Mitigation Measure CM10 would reduce architectural coating emissions by 96 percent, and would eliminate the unmitigated VOC impact. Mitigation Measures CM11 and CM12 would also reduce VOC emissions. Mitigation Measures CM13 through CM15, while difficult to quantify, would reduce exhaust emissions by at least five percent. Mitigation Measures CM16 and CM18 would also control exhaust emissions. Mitigation Measures CM19 would limit pollutant concentrations at educational facilities. Nonetheless, regional emissions and localized concentrations would still exceed the significance thresholds at off-site and on-site receptors, and construction emissions would result in an unavoidable significant impact. Based on the foregoing, the City finds that the proposed project would have significant and unavoidable impacts related to construction emissions. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives identified in the Draft EIR.

Air Quality- Operational Regional Emissions

Description of Significant Effects

Long-term project emissions would be generated by mobile sources and area sources, such as natural gas combustion. Motor vehicles that access the Specific Plan area would be the predominant source of long-term project emissions. The proposed project would generate 14,150 net daily vehicle trips, and regional operational emissions were determined to exceed the significance thresholds for VOC, NOX, CO, and PM10.

Finding

The City adopts CEQA Findings 1 and 3.

Facts in Support of Finding

While difficult to quantify, implementation of Mitigation Measures MM8 through MM13 would reduce regional emissions. The majority of emissions would result from mobile sources. Mobile source emissions cannot be substantially reduced through mitigation as the Applicant cannot reasonably impose mitigation on private vehicles. Therefore, regional operational emissions would result in an unavoidable significant impact. Implementation Mitigation Measure MM14 would reduce residential exposure to TAC emissions from the Alameda Corridor and light industrial land uses to a less-than-significant level after mitigation. Based on the foregoing, the City finds that the proposed project would have significant and unavoidable impacts related to operational emissions. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives identified in the Draft EIR.

Air Quality- Greenhouse Gas Emissions

Description of Significant Effects

Greenhouse gas emissions were calculated for on-road mobile vehicle operations, general electricity consumption, electricity consumption associated with the use and transport of water, natural gas consumption, and solid waste decomposition. Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span. The proposed project would result in 6.2 metric tons of CO₂e per year per service population. GHG emissions would exceed the 4.6 metric tons of CO₂e per year per service population significance threshold, and would result in a significant impact.

Finding

The City adopts CEQA Findings 1 and 3.

Facts in Support of Finding

Implementation of mitigation Measure MM15 would ensure that efforts are continued to increase job opportunities and regional transit in the Specific Plan area and reduce regional vehicles miles traveled and associated GHG emissions. Nonetheless, the proposed project would still emit a substantial amount GHGs due to increased regional vehicle miles traveled. Global climate change and GHG emissions would result in an unavoidable significant impact. Based on the foregoing, the City finds that the proposed project would have significant and unavoidable impacts related to GHG emissions. Specific economic, legal, social, technological, or other considerations, including considerations identified the Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives identified in the Draft EIR.

Noise and Vibration- Construction Noise

Description of Significant Effects

Construction of the proposed project would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. The highest noise levels are expected to occur during the grading/excavation and finishing phases of construction. The noise level during the construction period at each receptor location was calculated by (1) making a distance adjustment to the construction source sound level and (2) logarithmically adding the adjusted construction noise source level to the ambient noise level. Construction noise levels were determined to exceed the 5-dBA significance threshold at multiple sensitive receptors during all phases of construction.

Finding

The City adopts CEQA Findings 1 and 3.

Facts in Support of Finding

Implementation of Mitigation Measure CM23 would reduce noise levels by approximately 3 dBA. Mitigation Measures MM48 and CM27 through CM31 would also assist in attenuating construction noise levels. Nonetheless, mitigated construction noise levels would still exceed the 5-dBA significance threshold at multiple sensitive receptors during all phases of construction activity. Construction activity would result in an unavoidable significant impact. Based on the foregoing, the City finds that the proposed project would have significant and unavoidable impacts related to construction noise. Specific economic, legal, social, technological, or other

considerations, including considerations identified in Statement of Overriding Considerations, make infeasible additional mitigation measures or project alternatives identified in the Draft EIR.

Traffic and Transportation-Signalized Intersections

Description of Significant Effects

Project-related significant traffic impacts were identified at the following signalized intersections:

- **Alameda Street (W) and Firestone Boulevard** (County of Los Angeles, PM peak hour)
- **Alameda Street (W) and Century Boulevard/Martin Luther King Jr. Boulevard** (City of Lynwood, AM and PM peak hours)
- **Central Avenue and Century Boulevard** (City of Los Angeles, AM and PM peak hours)
- **Long Beach Boulevard and Tweedy Boulevard** (Cities of South Gate and Lynwood, AM and PM peak hours)

Finding

The City adopts CEQA Findings 1 and 3.

Facts in Support of Finding

No feasible physical mitigation measures were identified to reduce the significant impacts identified at the above intersections. The mitigation to reduce the significant impact at the Alameda Street (W) and Firestone Boulevard intersection is to widen Alameda Street to three lanes in each direction. However, this intersection is built out in terms of capacity and right-of-way constraints because the adjacent Alameda Corridor grade-separated rail line precludes any roadway or intersection widening. Likewise, the mitigation to reduce the significant impact at the Alameda Street (W) and Century Boulevard/Martin Luther King Jr. Boulevard intersection is to add a second westbound right turn lane on Century Boulevard/Martin Luther King Jr. Boulevard. However, this intersection is built out in terms of capacity and right-of-way constraints and the adjacent Alameda Corridor grade-separated rail line precludes any intersection widening. The mitigation to reduce the significant impacts at the Central Avenue and Century Boulevard intersection is to add a third northbound and southbound through lane on Central Avenue. However, due to right-of-way constraints, as well as potential impacts to the park located on the southeast corner, it was found that this mitigation would be infeasible. The mitigation to reduce significant impacts at the Long Beach Boulevard and Tweedy Boulevard intersection is to add a separate southbound right turn lane. However, this intersection is built out in terms of capacity, and due to right-of-way constraints, it was found that this mitigation measure would be infeasible. Implementation of Mitigation Measure MM66 would promote transit use and help reduce impacts to intersection LOS. However, unavoidable significant impacts would remain.

Based on the foregoing, the City finds that the proposed project would have significant and unavoidable impacts at the intersections identified above. Specific economic, legal, social, technological, or other considerations, including considerations identified in the Statement of Overriding Considerations.

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.

Description of Alternative

CEQA requires that environmental evaluations address, for comparative purposes, the No Project Alternative. Although development within the Specific Plan area could occur based on current plans, no development is reasonably expected as there is no incentive to redevelop the existing public housing complex or the vacant and blighted industrial properties, and the existing zoning limits the ability to increase the density. Section 15126.6(e)(3)(B) of the CEQA Guidelines states that, "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained." Accordingly, for the purposes of this analysis, the No 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

Most of the project-related impacts described throughout the Draft EIR would not would be less or similar to the proposed project. Impacts related to hazardous materials and recreation would be the exception. Under the No Project Alternative, there are no construction activities or excavation that would result in exposure of contaminated soils or hazardous waste which requires remediation. The Specific Plan area would remain unchanged, including existing contaminated areas identified in connection with the historical steel milling at the HACLA-owned, 21.08-acre portion of the Specific Plan area, which would not be remediated. The Specific Plan area and the surrounding neighborhoods currently lack sufficient open space and recreational facilities for the existing population. Although demand for open space and

recreation would not increase under the No Project Alternative, a deficiency in adequate open space would remain. Therefore, the open space and recreation deficiency would be worse than under the proposed project.

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

Description of 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 privately-owned properties, the public rights-of-way along Alameda Street, or the LAUSD-owned property fronting Alameda Street (Figure V-1). Consequently, these properties would not be included within the Specific Plan. Alternative 2 would result in the development of the same number of residential units (up to 1,800 units), and the same amounts of community facilities (70,000 square feet), of new school facilities (a 650-student elementary school and a 750-student high school expansion), and of open space (8.95 acres) as the proposed project. The primary difference between Alternative 2 and the proposed project is that Alternative 2 would result in less commercial development than the proposed project. Specifically, 230,000 square feet of commercial/retail uses would be developed under Alternative 2, as opposed to the 522,000 square feet under the proposed project.

Impact Summary

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, hydrology and water quality, land use compatibility, and operational noise are anticipated.

Rationale for Finding

It is found pursuant to PRC Section 21081 (a)(3), that specific economic, legal, social and technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make the Reduced Annexation Area Alternative infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative.

Under the Reduced Annexation Area Alternative, the industrial uses would remain within unincorporated Los Angeles County and maintain their industrial zoning. The Reduced Annexation Area Alternative would create a visual contrast between the new, modern development and the blighted look of the industrial uses along Alameda Street. Residences would be located in close proximity to these industrial uses and this would result in the continued conflict of incompatible land uses. Under Alternative 2, land use control would be limited to the parcels currently under City of Los Angeles jurisdiction and the HACLA-owned parcels formerly in the unincorporated County area. Alternative 2 does not include a buffer between sensitive uses (i.e., residences and schools) and industrial areas. The risk of exposure of residents to hazardous materials and potential contamination would be greater due to their close proximity to these industrial uses. In addition, under the proposed project, these industrial parcels would eventually be remediated if deemed necessary. Under the Reduced Annexation Area Alternative, these uses would not be remediated and any contamination from these uses could affect the groundwater. The Reduced Annexation Area Alternative would also not meet all of the project objectives, which include creating a logical boundary between the cities of Los Angeles, South Gate, and Lynwood, and reducing the cost of providing services to the area.

3. Alternative 3- Reduced Height Alternative

Description of Alternative

The Reduced Height Alternative would reduce the height of the buildings along 97th Street from 60 feet to 30 feet, and would relocate the 60-foot-tall buildings along 97th Street within the interior of the Specific Plan area such that shadows generated from within the Specific Plan area would not impact residences on 97th Street for a period of more than three hours. Similar to the proposed project, Alternative 3 would result in the development of the same number of residential units (up to 1,800 units), and the same amounts of commercial, retail and light industrial space (up to 520,000 square feet), of community facilities (70,000 square feet), of new school facilities (a 650-student elementary school and a 750-student high school expansion), and of open space (8.95 acres).

Impact Summary

The Reduced Height Alternative would have the same impacts as the proposed project but would avoid shade and shadow impacts to the existing residences along 97th Street.

Rationale for Finding

It is found pursuant to PRC Section 21081 (a)(3), that specific economic, legal, social and technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make the Reduced Height Alternative infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative.

Under the Reduced Height Alternative, the 60-foot-tall buildings at the perimeter of the Specific Plan area along 97th Street would be relocated to the interior of the Specific Plan area and be replaced with 30-foot tall buildings. The 30-foot tall buildings would not cast shadows on the residences along 97th Street for more than three hours during Winter Solstice. From an

environmental standpoint (excluding project objectives), the Reduced Height Alternative is environmentally superior to the proposed project because it avoids one significant impact (shade and shadow) and does not create additional adverse environmental impacts.

4. Alternative 4-Industrial Zone Alternative

Description of 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. The M2 zoning designation would allow the existing industrial uses to continue operating. Under Alternative 4, commercial uses would not be developed on these properties. However, the same amount of residential and community facilities as the proposed project would be developed under Alternative 4.

Impact Summary

The Industrial Zone Alternative would involve less development of the Specific Plan area, as it would eliminate commercial development on approximately 20 acres of land along Alameda Street. The Industrial Zone Alternative would reduce impacts associated with energy consumption, trip generation, and utilities and service systems. However, new unavoidable significant impacts associated with visual character, hazards and hazardous materials, groundwater quality, and land use compatibility are anticipated.

Rationale for Finding

It is found pursuant to PRC Section 21081 (a)(3), that specific economic, legal, social and technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make the Industrial Zone Alternative infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative.

Under the Industrial Zone Alternative, the industrial uses would remain and would continue to be zoned for industrial uses (M-2). The Industrial Zone Alternative would develop residences on the HACL A-owned parcel that would be annexed to the City of Los Angeles. Thus, residences would be located in close proximity to these industrial uses, and this would result in the continued conflict of incompatible land uses. Similar to the Reduced Annexation Area, the Industrial Zone Alternative does not include a buffer between sensitive uses (i.e., residences and schools) and industrial areas and the risk of exposure of residents to hazardous materials and potential contamination would be greater due to their close proximity to these industrial uses.

5. Environmentally Superior Alternative

Section 15126.6 of the State CEQA Guidelines requires that an "environmentally superior" alternative be selected among the alternatives that are evaluated in the EIR. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. If the No Project Alternative is identified as environmentally superior, then another environmentally superior alternative shall be identified among the other alternatives. The No Project Alternative would have the least amount of impacts because there would be no construction or development on the Specific Plan area. Of the three build alternatives, Alternative 3 would be considered the environmentally superior alternative because it avoids one significant impact (shade and shadow) and does not create additional adverse environmental impacts.

Impact Summary

As discussed above, under the Reduced Height Alternative, the 60-foot-tall buildings at the perimeter of the Specific Plan area along 97th Street would be relocated to the interior of the Specific Plan area and be replaced with 30-foot tall buildings. The 30-foot tall buildings would not cast shadows on the residences along 97th Street for more than three hours during Winter Solstice.

Finding

The Specific Plan was developed to create an urban village based on a comprehensive, open space strategy and sustainable building design, while replacing the existing 700 Jordan Downs public housing units, one-for-one, and building up to 1,100 additional affordable and market rate units built in a variety of residential building types. An objective of Specific Plan is to determine the appropriate location and intensity of development, mix of land uses, and building heights to be constructed. As the new buildings would have larger parcels, larger floor plates, incorporate multiple housing units, and feature mixed-use buildings, the Specific Plan provides opportunities for buildings taller and denser than those in the community. Building height, massing, and architectural guidelines have been included in the Specific Plan to ensure that new buildings would be compatible with the existing community. The Reduced Height Alternative would require changes to the vision created by the Specific Plan, as building locations and building typologies planned for within the Specific Plan area would need to be altered to provide up to 1,800 units. The Reduced Height Alternative would also not allow for flexibility due to market demand, developers preference, or any other variables that could occur during a build out of the Specific Plan area. In addition, regulatory controls included in the Specific Plan have substantially lessened the significant environmental effect of the proposed project with regards to shadow impacts. Specifically, the Specific Plan limits the majority of the building heights along 97th Street to 35 feet, and only a portion of the Specific Plan area along 97th Street at Croesus Avenue and at Alameda Avenue permits buildings to be a maximum of 45 feet in height.

The changes incorporated into the Specific Plan substantially lessen the significant shadow impact identified in the EIR. It is found pursuant to PRC Section 21081 (a)(3), that specific economic, legal, social and technological, or other considerations, including considerations identified in the Statement of Overriding Considerations, make the Reduced Height Alternative infeasible. Therefore, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative.

Findings Regarding Other CEQA Considerations

1. The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the proposed project, that the Draft EIR which was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of the City.
2. The City finds that the EIR provides objective information to assist decision-makers and the public at large in their consideration of the environmental consequences of the project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.

3. The City evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the City prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The City reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The City has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.
4. The EIR evaluated the following environmental potential project and cumulative impacts: Aesthetics; Air Quality, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise and Vibration, Population, Housing and Employment, Public Services, Traffic and Transportation, and Utilities and Service Systems. The significant environmental impacts of the project and the alternatives were identified in the text and summary of the EIR.
5. While experts may disagree, substantial evidence in the record of proceedings located in City (i.e., the Draft EIR, Final EIR and EIR Appendices) supports the City's conclusions in the EIR.
6. The recommended mitigation measures which have been identified for the proposed project were identified in the text and summary of the EIR. The final mitigation measures are described in the MMRP. Each of the mitigation measures identified in the MMRP, and contained in the EIR, have been incorporated into the proposed project, to the extent feasible. The City finds that the indirect impacts of the proposed project have been mitigated to the extent feasible by the mitigation measures identified in the MMRP, and contained in the EIR.
7. Textual refinements and errata were compiled and presented as part of the Final EIR for review and consideration. The City has made every effort to notify the interested public/agencies of each textual change in the various documents associated with the project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents will contain errors and will require clarifications and corrections. Second, textual clarifications were necessitated in order to describe refinements suggested as part of the public participation process.
8. The responses to the comments on the Draft EIR, which are contained in the Final EIR, clarify and amplify the analysis in the Draft EIR.
9. Having reviewed the information contained in the Final EIR and in the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of EIRs, the City finds that there is no significant new information in the EIR such that recirculation of the Draft EIR, pursuant to the requirements outlined in Section 15088.5 of CEQA Guidelines, would be required.

10. 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.

11. 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 following impacts were not mitigated to a less-than-significant level:

- **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. Mitigation measure and regulatory controls included in the Specific Plan have substantially lessened the significant environmental effect of the proposed project with regards to shadow impacts; however shadow impacts were not reduced to a less-than-significant level.

- **Air Quality** (Construction Regional and Local Emissions, Operational Regional Emissions, and Greenhouse Gas 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. No mitigation measures were identified to reduce these impacts to a less-than-significant level.

- **Noise (Construction).** Construction noise levels would exceed the 5-dBA significance threshold at multiple sensitive receptors during all phases of construction. No mitigation measures were identified to reduce this impact to a less-than-significant level.
- **Traffic and Transportation (Signalized Intersections).** The following intersection levels of service would be significantly impacted as a result of the proposed project:

- **Alameda Street (W) and Firestone Boulevard** (County of Los Angeles, PM peak hour)
- **Alameda Street (W) and Century Boulevard/Martin Luther King Jr. Boulevard** (City of Lynwood, AM and PM peak hours)
- **Central Avenue and Century Boulevard** (City of Los Angeles, AM and PM peak hours)
- **Long Beach Boulevard and Tweedy Boulevard** (Cities of South Gate and Lynwood, AM and PM peak hours).

The project alternatives would not satisfy the project objectives as effectively as the proposed project. Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts will result from implementation of the proposed project. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible alternatives to the proposed project discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the proposed project against the proposed project's significant and unavoidable impacts, the City hereby finds that the benefits outweigh and override the significant unavoidable impacts for the reasons stated below.

The reasons stated below summarize the benefits, goals, and objectives of the proposed project and provide the rationale for the benefits of the proposed project. These overriding considerations of economic, social, aesthetic, and environmental benefits for the proposed project justify adoption of the proposed project and certification of the EIR. Many of these overriding considerations individually would be sufficient to outweigh the adverse environmental impacts of the proposed project.

- The proposed project would generate economic benefits to the City through both its construction and its on-going operation. Using a proprietary economic impact model (IMPLAN), the analysis estimates that project construction would generate \$1.0 billion in total economic output and approximately 7,549 jobs through direct, indirect and induced economic activity to the City of Los Angeles. Upon completion and stabilized occupancy, the proposed project is expected to create 747 permanent direct jobs. Using the IMPLAN economic impact model, the analysis estimates these permanent jobs would create a recurring annual economic impact of \$215.5 million within the City of Los Angeles.
- The proposed project has been designed to meet Leadership in Energy and Environmental Design for Neighborhood Development LEED-ND sustainability goals.
- The proposed project would expand and improve the supply of affordable housing through the redevelopment of the Jordan Downs public housing community and serve as a model for future public housing redevelopments in the City of Los Angeles and throughout the country.
- The proposed project would provide quality affordable housing, and increase opportunities for home ownership. It will feature workforce housing units, market rate rental units and market rate homeownership units. The overall development would increase the total number of housing units and include a one-for-one replacement of existing public housing units. In addition to the

mixed-income housing, there will be mixed-use opportunities with retail services, high-tech light industrial, educational and recreational facilities, as well as enhanced community programs.

- The proposed project would establish the appropriate location and intensity of development, mix of land uses to create a safe and inviting, pedestrian-oriented, regional retail destination not currently available in the area. The proposed project would serve as a catalyst for the creation of environmentally friendly housing in Watts and in Los Angeles as a whole that is efficient in its use of energy and water.
- The proposed project would help residents to increase their family economic self-sufficiency and live successfully in a new mixed-income community. HACLA plans to implement the Family First Plan (formerly known as the Human Capital Plan) for Jordan Downs. The Family First Plan is responsive to the needs of the current population and anticipates shifts in needs over time as Jordan Downs is redeveloped into a mixed-income community with a range of households and incomes.
- The proposed project would create a safe and inviting neighborhood that promotes reduced vehicle usage through improved walk-ability and transportation efficiency, and enhance the level of health and safety by creating residential units that are conducive to security and potentially reducing crime. Through improvements to the built environment the physical, social, and psychological well-being of the Jordan Downs community would improve.
- The proposed project would preserve land uses that have historic and social significance to the community, notably the Freedom Tree, Mudtown Farms Agricultural Education and Demonstration Center, and Jordan High School, while creating a transit oriented community that provides housing, employment, and educational land uses accessible by public transportation.
- The proposed project would create a logical boundary between the cities of Los Angeles, South Gate, and Lynwood and reduce the cost of providing services to the area. Approximately 41.74 acres of land within the Specific Plan area is located in unincorporated Los Angeles County.

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 30, 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 as allowed by building codes, 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.

City Planning Staff have revised specific zoning, building heights, and land use provisions of the Plan to address the concerns of Atlas. These revisions are specified in the transmittal to PLUM.

In addition, City Planning Staff have agreed to address some concerns specific to the operations of Atlas that could be included in a future tract map approval. The HACLA has not formally filed for a tract map as of the date of this letter of determination, but as these provisions are discretionary, cover the operations of Jordan Downs, and cannot be fully adopted without a tract map filing, they are most suitable for adoption by the Advisory Agency.

These possible tract map conditions of approval are listed below:

Tract Map Condition: Phasing

However, Atlas has made a request that any proposed phasing plan included in the tract map conditions should regulate the timing of the construction of the proposed housing units closest to the Atlas property. Atlas states that the units closest to Atlas property should be built last during the projected phasing and build-out of the Specific Plan.

DCP agrees to consider the Atlas comment during the subdivision process that the housing units closest to Atlas should be reviewed critically during the tract map approval process and timed appropriately during the phasing of construction of the Specific Plan.

Tract Map Condition: Screening

Additionally there is mutual agreement on a possible condition that could be adopted by the Advisory Agency to ensure visual impacts of Atlas' operations to future residential units are addressed:

"A row of trees shall be planted along the southern property lines of Blocks 2, Y, 4, 4A, and Z to act as a visual screen from the industrial operations at Block 31. Trees shall be placed as dense as possible to achieve this purpose. Species shall be densely foliated trees, such as Italian Cypress. Trees shall have a minimum 3-inch diameter trunk at time of planting and automatically irrigated. This condition shall be met prior to a Certificate of Occupancy for any residential on Blocks 3, 3A, 4, or 4A."

Tract Map Condition: Screening

There is mutual agreement on a possible tract map condition to ensure that noise mitigation measures are incorporated to minimize the noise impacts of the Atlas operations.

"Residential units on Specific Plan Blocks 3, 3A, 4, and 4A shall be constructed with materials, including sound insulated windows, capable of reducing interior noise levels not exceeding 45dba in any habitable room to be consistent with the City's Building Code."

The Environmental Impact Report (EIR) for the Jordan Downs Specific Plan determined that Atlas (Block 31) generates a noise level of approximately 89 dBA at 50 feet. The nearest future residential use to Atlas was calculated as an adjacent noise source at 50 feet. This original analysis was conservative given that the nearest residential use will actually be located more than 100 linear feet from areas of the Atlas property where most noise-generating activities occur, considering the existing 50-foot buffer for operating uses on the Atlas property and the proposed buffer provided on Block Z. The identified noise level is not consistent with the City's noise compatibility guidelines of 65 dBA for multi-family residences. Therefore, the EIR states that there would be a significant impact without the implementation of mitigation measures. The EIR concludes that with implementation of Mitigation Measures N12 and N13 noise impacts associated with Atlas would be reduced to a less-than-significant level.

Mitigation Measure N12 requires a ten-foot solid wall to be constructed. Typically, this wall would be constructed along the property line of the specific plan area. The wall would reduce noise levels from Atlas by 5 dBA. In addition, Mitigation Measure N13 requires residential units adjacent to Atlas to be constructed with materials capable of ensuring that interior noise levels do not exceed 45 dBA which would achieve the Department of Housing and Urban Development's goal of 45 decibels for interior noise levels. While Mitigation Measure N13 states that it shall apply to "adjacent" residential uses, it does not specifically identify which Blocks this measure would apply, leaving the application of this mitigation measure to Jordan Downs open to interpretation. To avoid confusion, Mitigation Measure N13 applies to Blocks 3, 3A, 4, and 4A, as stated above.

Tract Map Condition: Tenant Lease Agreements

There is mutual agreement on a possible tract map condition for a lease agreement for the tenants that acknowledges the existing operations of Atlas in close proximity to Jordan Downs. At this time DCP will not commit to requiring such a condition because it is operational in nature, and may be subject to a performance and legal review by the City Attorney at the time of an actual file for the Tract Map, but stated below is the intent of such tract map condition.

"All tenants of residential and commercial buildings on Specific Plan Blocks 2, 3, 3A, 4, and 4A, shall be notified of Atlas' operations in leases or similar documents that require tenants to knowingly accept and understand that they will be located near long-standing

industrial land uses that may cause truck traffic, noise, vibrations, odors, and other such impacts common to industrial uses."

**RECOMMENDED
CHANGES**

TO THE

**JORDAN DOWNS
SPECIFIC PLAN**

Attachment A

The following is a list of changes to the Specific Plan requested by the HACLA and Atlas Iron and Metal Company. The official request from these respective departments/incorporation are attached as Exhibits 1 (HACLA) and 2 (Atlas).

Correction 1: Atlas Iron and Metal Company (Atlas)

Section 2.1, Subsection B.7:

~~The Specific Plan supersedes LAMC Section 12.21 A.18(f)(1) only, to ensure that existing recycling operations can continue. Sections 12.21 A.18(f)(2-16) are not superseded by the Specific Plan.~~

The Specific Plan supersedes LAMC Section 12.21 A.18(f) for Subarea 2, to ensure that existing recycling operations can continue. Sections 12.21 A.18(f)(2-16) are not superseded by the Specific Plan for any new recycling operations not in existence at the time this Specific Plan is adopted.

Environmental Finding: This revision is consistent with the EIR, as this is only a technical correction. The full impacts of the existing operations of Atlas are covered in the EIR.

Correction 2: (Loading Spaces)

Section 7.8, Subsection K:

~~No more than 20% of a block's street frontage shall be comprised of garages, loading docks, or service bays, and these areas shall not exceed 30' in width. Otherwise, loading spaces shall be the same as required by Subsection C-6 of Section 12.21 of the Code. No loading space required if tenant space is less than 5,000 square feet.~~

Except for uses permitted in the CM-UV zone pursuant to Specific Plan Sections 7.8.B2, D, and E, no more than 20% of a block's street Frontage shall be comprised of garages, loading docks, or service bays, and these bays shall not exceed 30' in width.

Environmental Finding: This revision is consistent with the EIR, as this is only a technical correction.

Correction 3: Adjacent Manufacturing Uses

Section 16, Subsection G:

~~The Specific Plan acknowledges that proposed land uses may conflict with the existing manufacturing operations located on Alameda Street on blocks 31 and 32. These blocks are divided into parcels that are privately owned and have hosted heavy industrial operations for many years. To mitigate the impacts of locating multi-family residential next to heavy industrial uses, abundant landscaping on Block Z and on the perimeter of Blocks 4 and 4A and solid masonry sound walls shall be utilized as a buffer. In addition, residential buildings on Blocks 4A and 4B shall minimize any transparent elements that have a direct line of site to Block 31 by restricting transparent elements to openings that face directly south or east, thereby avoiding direct views of Block 31.~~

The Specific Plan acknowledges that proposed land uses may conflict with the existing manufacturing operations located on Alameda Street on Blocks 31 and 32. These blocks are

uses, abundant landscaping on Block Z and on the southerly perimeter of Blocks Y, 4, 4A, and Z shall be planted and mitigation measures in the Final EIR shall be implemented, including the installation of solid masonry sound walls a minimum of 10 feet in height. At a minimum, a continuous landscape buffer of Cypress trees (or any other species of tree that provides an equally effective buffer) shall be provided along the southern edge of Blocks Y, 4, 4A, Z, and 2 to further buffer future residential and commercial uses from existing industrial businesses. In addition, residential buildings on Blocks 4 and 4A shall be designed so that no balconies face the existing industrial business on Block 31 and so that any transparent elements (i.e., windows) that have a direct line of site to Block 31 will be minimized to the maximum extent feasible as permitted under applicable building, safety, and fire codes.

Environmental Finding: This revision is consistent with the EIR, as this is an additional mitigation measure to address potential impacts of Atlas.

Correction 4: (Proposed Building Heights for Blocks 3, 3A, 4, & 4A)

Map 8: Height District Map is hereby revised:

<u>Block No.</u>	<u>Original Height</u>	<u>Revised Maximum Height</u>
Block 3	Max. height: 75', or 6 stories; min. height: 32'	Max. height: 45', or 4 stories; min. height: 30'
Block 3A	Max. height: 75', or 6 stories; min. height: 32'	Max. height: 45', or 4 stories; min. height: 30'
Block 4	Max. height: 75', or 6 stories; min. height: 32'	Max. height: 45', or 4 stories; min. height: 30'
Block 4A	Max. height: 75', or 6 stories; min. height: 32'	Max. height: 45', or 4 stories; min. height: 30'

Environmental Finding: This revision is consistent with the EIR, as these revised height limits are less than the maximum heights studied in the EIR.

Correction 5: Relationship to the Los Angeles Municipal Code

Section 2.1, Subsection 11

~~11. Low and Moderate Income Housing. The Specific Plan supersedes those requirements found under LAMC 12.39, as the HACLA shall continue to operate Jordan Downs as a public housing complex upon the adoption of the Specific Plan, and the HACLA or any sub-developer shall record a covenant so that a housing agreement ensuring its operation as public housing is attached to the land.~~

Environmental Finding: Unresolved; this revision is not consistent with the EIR, as the EIR states there shall be one for one replacement of all existing public housing units. Further, this revision was not present to the City Planning Commission.

Section 6, Subsection B

The majority use of the Specific Plan is residential development, consisting of the replacement of the existing 700 dwelling units, plus a proposal for up to 1,100 new dwelling units to

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

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

Environmental Finding: Unresolved; this revision is not consistent with the EIR, as the EIR states there shall be one for one replacement of all existing public housing units.

Correction 6: Specific Plan Vision

Section 6, Subsection 6.D

The Housing Authority (HACLA) and the Los Angeles Department of City Planning have a goal that the Jordan Downs ~~Community Specific Plan~~ be designed to meet the LEED- ND ~~certified at the~~ Gold Level.

Environmental Finding: This revision is consistent with the EIR, as the EIR states "the proposed project has been designed to meet LEED-ND sustainability goals at the Gold certification level or higher." *Jordan Downs Specific Plan Draft EIR, pg. II-23*

Correction 7: PF-UV: Public Facilities Urban Village Zone-Subarea 1

Section 7.3, Subsection B

Add new Paragraph under Subsection B:

8. Alternative Development Scenarios pursuant to Section 19 of this Specific Plan.

Environmental Finding: This new scenario is consistent with the EIR.

Correction, OS-UV: Open Space Urban Village Zone-Subarea 1

Section 7.4, Subsection B

Add new Paragraph under Subsection B:

4. Alternative Development Scenarios pursuant to Section 19 of this Specific Plan.

Environmental Finding: This new scenario is consistent with the EIR.

Correction 8: R3-UV: Multiple Family Dwelling Zone-Subarea 1

Section 7.5, Subsection B

Add new Paragraph under Subsection B:

7. Alternative Development Scenarios pursuant to Section 19 of this Specific Plan.

Environmental Finding: This new scenario is consistent with the EIR.

Correction 9: RAS3-UV Residential/Accessory Services Urban Village Zone-Subarea 1

Section 7.6, Subsection A:

The requirements of the RAS3 Zone, as modified by the provisions herein, shall apply to all lots zoned RAS3-UV within Subarea 1 of the Specific Plan area. Notwithstanding the uses identified in this Section, Alternative Development Scenarios identified in may be approved pursuant to Section 19 of this Specific Plan shall also be permitted in the RAS3-UV Zone.

Environmental Finding: This new scenario is consistent with the EIR.

Correction 10: RAS3-UV Residential/Accessory Services Urban Village Zone-Subarea 1 -

Section 7.6, Subsection C:

Revise last paragraph:

~~No residential uses are allowed on the Ground Floor of buildings that contain Frontage along Century Boulevard. Otherwise, r~~ Residential uses may occupy all floors of a building.

Environmental Finding: This new scenario is consistent with the EIR, as it reduces the amount of commercial square footage analyzed by the EIR. However, removal of ground floor commercial uses has the potential to jeopardize future LEED-ND score, as early LEED analysis accounted for points credited towards the project for mixed-use boulevards. In addition, the urban village concept was praised by the City Planning Commission.

Correction 11: RAS4-UV Residential/Accessory Services Urban Village Zone-Subarea 1

Section 7.7, Subsection A:

The requirements of the RAS4-UV Zone, as modified by the provisions herein, shall apply to all lots zoned RAS4.UV within Subarea 1 which is within the Specific Plan area. Notwithstanding the uses identified in this Section, Alternative Development Scenarios identified in may be approved pursuant to Section 19 of this Specific Plan shall also be permitted in the RAS4-UV Zone.

Environmental Finding: This new scenario is consistent with the EIR.

Correction 12: RAS4-UV Residential/Accessory Services Urban Village Zone-Subarea 1 - Subsection B

Section 7.7, Subsection B:

- B. Permitted Non-Residential Uses. Only the non-residential uses allowed in the RAS3-UV are permitted, shall be limited to the ground floor only, and may be limited to one type of use per block, street, or entire specific plan boundaries. (See Section ~~10~~ 16 – Implementation of “duplicate uses”)

Environmental Finding: This new scenario is consistent with the EIR.

Correction 13: RAS4-UV Residential/Accessory Services Urban Village Zone-Subarea 1 - Subsection C

Section 7.7, Subsection C:

Revise last sentence:

~~No Residential uses are allowed on the ground~~ may occupy all floors of a buildings that front Century Boulevard.

Environmental Finding: This new scenario is consistent with the EIR, as it reduces the amount of commercial square footage analyzed by the EIR. However, as noted earlier, this revision could affect LEED-ND credits, and the urban village concept was highly praised by the City Planning Commission.

Correction 14: RAS4-UV Residential/Accessory Services Urban Village Zone-Subarea 1 -

Section 7.7, Subsection E:

- E. Density - Residential Uses. The minimum lot area per dwelling unit shall be ~~600~~400 square feet.

Environmental Finding: This revision is consistent with the EIR, as long as total residential build out analyzed by the EIR is not exceeded.

Correction 15: Building Typologies

Section 11, Subsection A

- A. Building Typologies:** The following building typologies and design standards are intended to create clear and predictable design and development of the buildings that will comprise Jordan Downs, consistent with the vision created by the Master Plan. Refer to Map 9 and Table 4 5 for block assignments. One or more of the typologies provided herein shall be used in various combinations for each residential block. Each of the following typologies may be used within zones RAS3, RAS4, and R3, but must adhere to their respective height district. The typologies are not assigned to any particular zone or subarea, thereby creating flexibility due to market demand, sub-developers preference, or any other variables that can occur during a build out that will occur over many years. The building typologies described in this Section are illustrative, and additional building typologies may be permitted provided the Director of Planning finds that such additional building typologies are consistent with the purpose and intent of this Specific Plan.

Environmental Finding: This new scenario is consistent with the EIR as it regards building design only.

Correction 16: Streets and Mobility

Section 14:

The Specific Plan features a range of street classifications and amenities to create a clear hierarchy of circulation opportunities to maximize efficiency, create a clear and organized neighborhood, encourage alternative transportation, and promote public safety. Refer to Map 10, Jordan Downs Specific Plan Street Classifications Map, for an illustration of these street classifications. The locations and classifications of streets shown on Map 10 may be changed if required in connection with any specific development proposal, provided that the Director of Planning finds that any such change is consistent with the purpose and intent of this Specific Plan. This section is intended to create standards for Jordan Downs, and to guide the HACLA, as the Master Developer, to work with the City of Los Angeles Department of Transportation (DOT), Department of Public Work-Bureau of Engineering (BOE), Sub-Developers, and any other agencies/entities to ensure that these standards are implemented during the tract map and construction process.

Environmental Finding: The EIR analyzed traffic outside the Specific Plan boundary, and not the new interior street grid. Street revisions would be consistent with the EIR so long as there is no increase in residential units and commercial/industrial square footage, etc.

Correction 17: Implementation

Section 16, Subsection A.

4. Additional Alternative Development Scenarios

In addition to the five alternative development scenarios identified in Section 19 of this Specific Plan, adjustments to Subarea boundaries and designations identified in Tables 3 and 5 and Maps 5 through 9 required in connection with a Project may be approved by the Director of Planning, subject to the following procedures. The Applicant shall file an Environmental Assessment Form for the Project accompanied by the required fee. The Director of Planning shall then conduct an environmental review in compliance with the California Environmental Quality Act. If the Director of Planning finds that the Project will not result in any significant environmental impacts beyond those identified in the Final Environmental Impact Report for the Jordan Downs Specific Plan (September 2011) (the "FEIR") and that it otherwise complies fully with the Development Standards contained herein and complies substantially with the Design Standards contained within this Specific Plan, the Director of Planning may clear a Building Permit administratively for such Project. If the Director of Planning finds that the Project would

result in new significant environmental impacts not previously identified in the FEIR, then the appropriate CEQA clearance shall be prepared and the Project shall be reviewed through a Project Permit Compliance Review pursuant to the provisions set forth in LAMC Section 11.5.7.

Environmental Finding: Alternative scenarios would be consistent with the EIR as long as there are no major changes to the Project Description.

Correction 18: Transfer of Development Rights

Section 16, Subsection D.1

Purpose: Transfer of Development Rights (TDR) is established to provide development flexibility by permitting shifts of permitted density between specific blocks and subareas over the life of the Specific Plan. Whenever a specific block/sub-area does not achieve the maximum dwelling unit yield allowed by the Specific Plan, the remaining balance of dwelling units, up to the maximum unit yield allowed for that block/sub-area, may be transferred to another block or sub-area. The transfer of units may result in the maximum dwelling unit yield allowed by the Specific Plan to be exceeded in the Recipient block, while maintaining the intent and regulatory requirements of the Plan. Refer to Table 4 for the TDR chart.

~~3.a. Whenever a specific block/sub-area achieves only the minimum dwelling unit yield allowed by the Specific Plan, the remaining balance of dwelling units, up to the maximum unit yield allowed for that block/sub-area, may be transferred to another block or sub-area, so long as the Donor and Recipient are within the same Phase of the Specific Plan.~~

~~3.b.a.~~ In no event shall the Recipient exceed the height allowed by its respective height district.

~~3.e.b.~~ All other zoning and floor area ratio regulations apply to both Donor and Recipient.

~~3.d.c.~~ Under no circumstance shall the total yield of the Specific Plan exceed 1,800 dwelling units.

3d. Notwithstanding the density limits prescribed in Sections 7.5, 7.6 and 7.7 of this Specific Plan, in no event shall the transfer of dwelling units result in a density that is greater than one unit for each 400 square feet of lot area (108 dwelling units per acre).

Environmental Finding: Revisions to language governing transfer of units within the Specific Plan is consistent with the EIR, as long as the maximum building heights and maximum unit count for the Plan are not exceeded.

Table 9: Transfer of Development Rights- Maximum and Minimum Units

Delete Table 9.

Environmental Finding: Removal of this table is consistent with the EIR, as the total maximum unit count and maximum building heights are not increasing.

Correction 20: LEED-Neighborhood Development

Section 20, Subsection A

As mentioned in Section 6.D, the goal of the Specific Plan ~~is committing to satisfying the~~ Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND)

Attachment A

requirements at the Gold level, ~~at a minimum~~. This objective will promote Jordan Downs as a housing development that features sustainable strategies throughout its design.

Environmental Finding: This revision is consistent with the EIR, as the EIR states "the proposed project has been designed to meet LEED-ND sustainability goals at the Gold certification level or higher." *Jordan Downs Specific Plan Draft EIR, pg. II-23*

Correction 21: Building Typologies

Section 11, Subsection B

Add new building typologies 13-17 as shown on the attached exhibits.

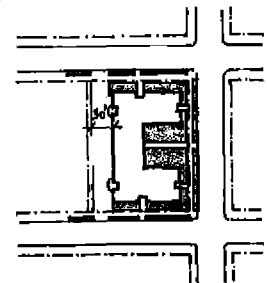
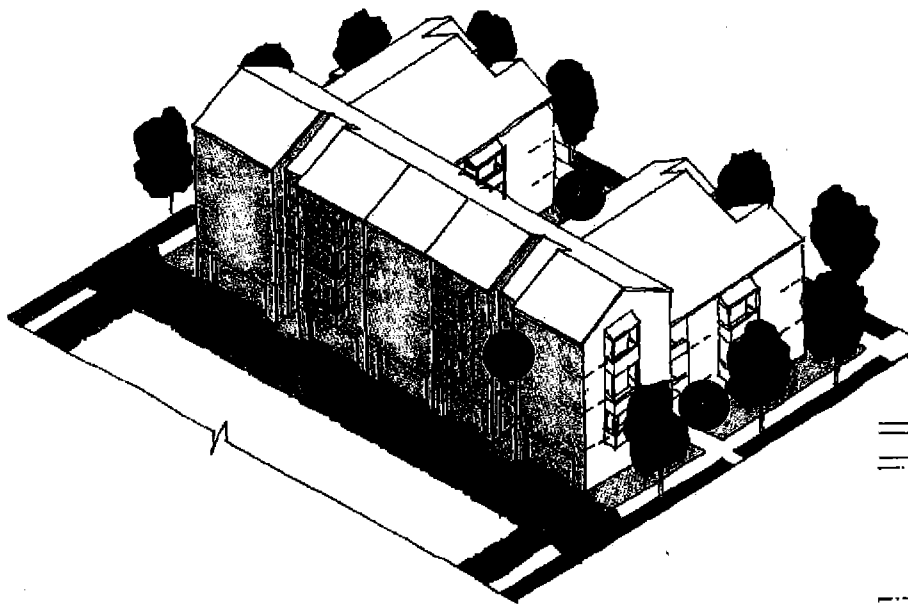
Environmental Finding: These new building typologies are consistent with the EIR, as they introduce new building design and a residential program that gives the HACLA flexibility on housing products based on demographics, utility, and suitability.

DRAFT: March 8, 2012

13. Walk-up Stacked Townhouses and Flats over Garages

Description: This type is characterized by stacked townhouses and flats over garages which are accessed from a rear lane. All units can be walk-up. Some parking may be surface.

- Rear Lane serving garages
- Stair access to upper levels
- Pedestrian entries from street
- Courtyard fronting onto street



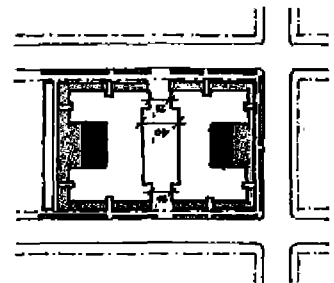
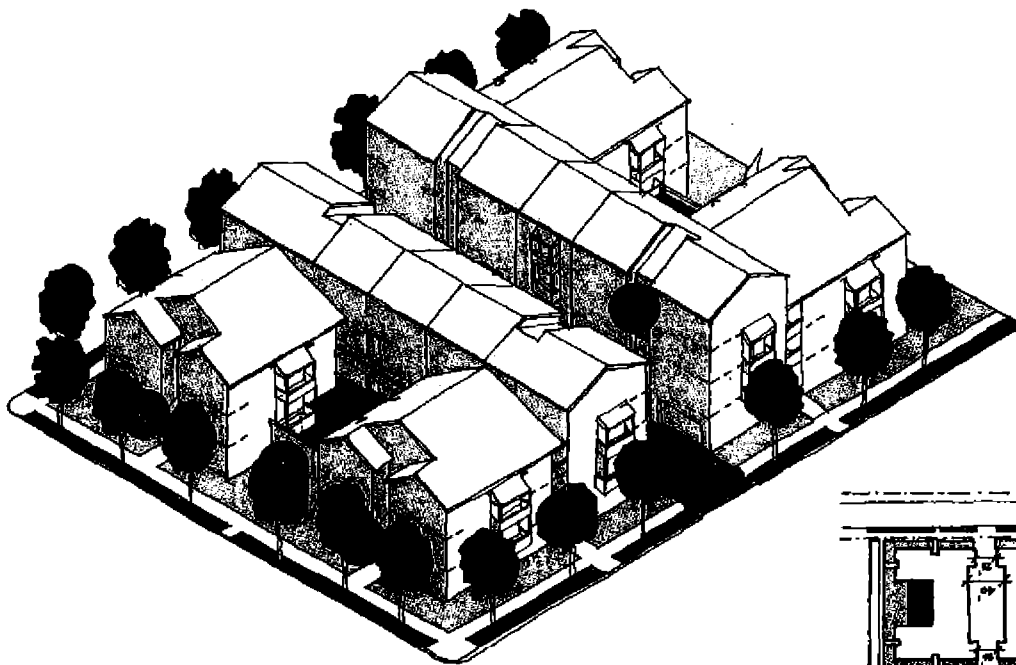
Note: Not Drawn to Scale

DRAFT: March 8, 2012

14. Walk-up Stacked Townhouses & Flats over Shared Garage

Description: This type is characterized by 3 and 4 stories of stacked townhouses and flats over communal garages. The garages are wrapped with ground floor units facing the streets. All units can be walk-up.

- Rear Lane access garages
- Stair access to upper levels
- Pedestrian entries from street
- Courtyard & upper level deck fronting onto the street



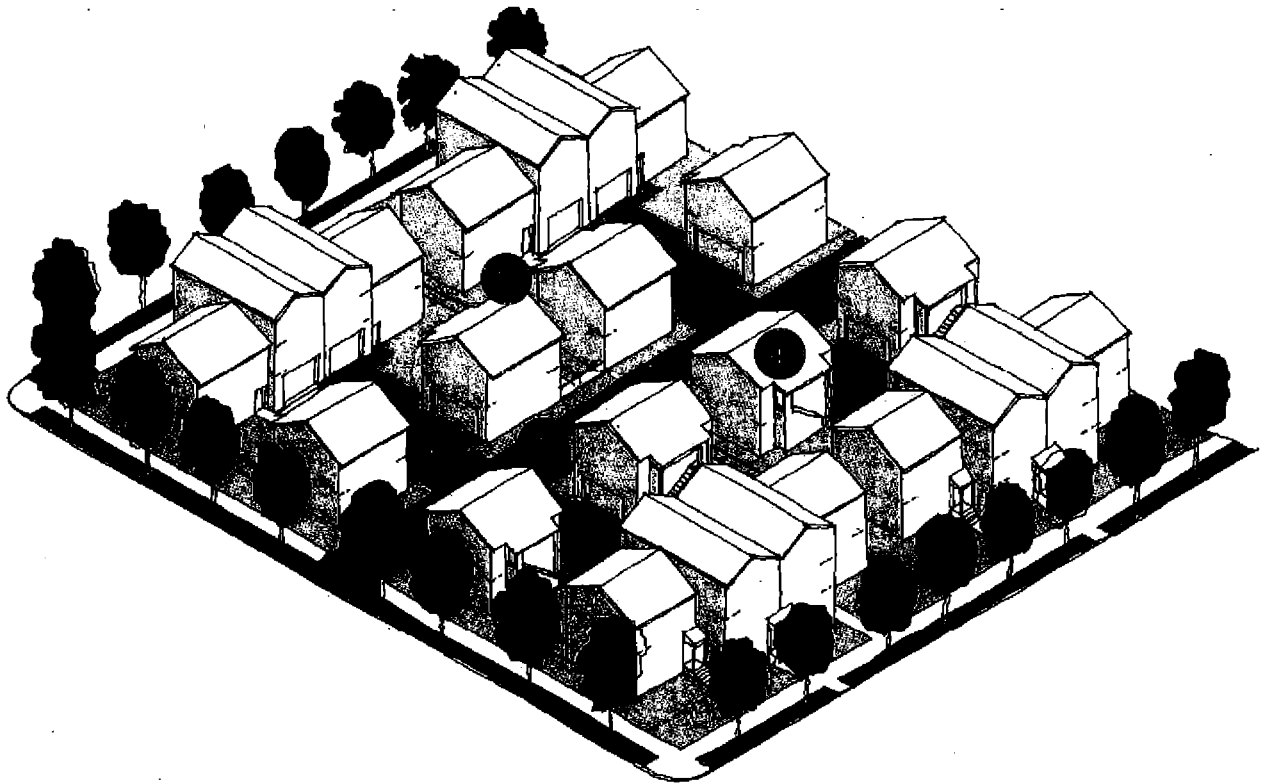
Note: Not Drawn to Scale

DRAFT: March 8, 2012

15. Townhomes with Shared Garage Courts; Alley Loaded

Description: This type is characterized by 2 & 3 stories of townhouses and flats arranged around a shared parking court. Parking is in garages or surface accessed from a rear alley.

- Alley serving garages
- Garage courts
- Intimate rear gardens
- Flats over garages



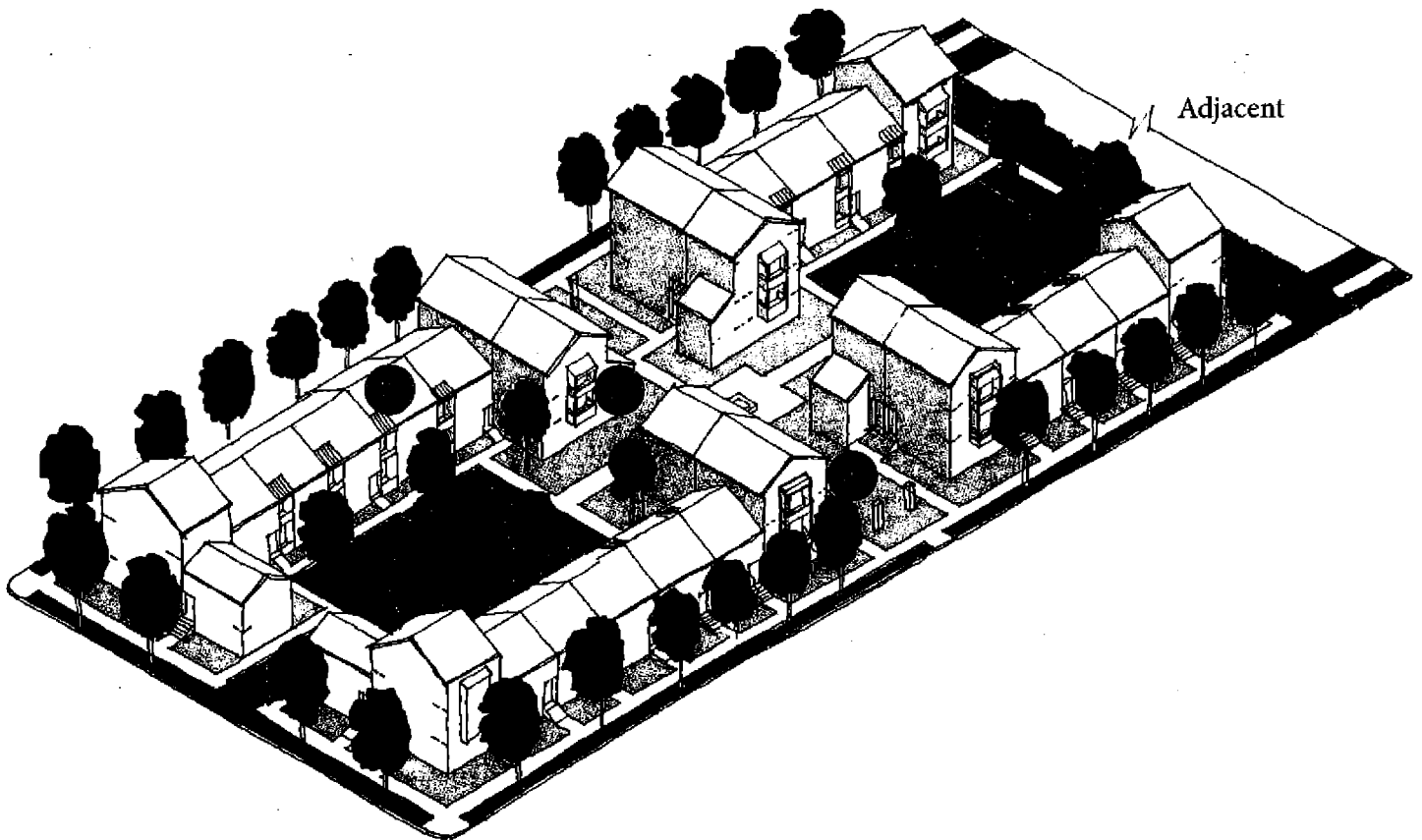
Note: Not Drawn to Scale

DRAFT: March 8, 2012

16. Townhomes with Surface Parking in the Rear

Description: This type is characterized by 2 & 3 stories of townhouses with rear accessed surface parking.

- Surface parking courts, screened from street
- Townhouses
- Private balconies
- Shared Common Court



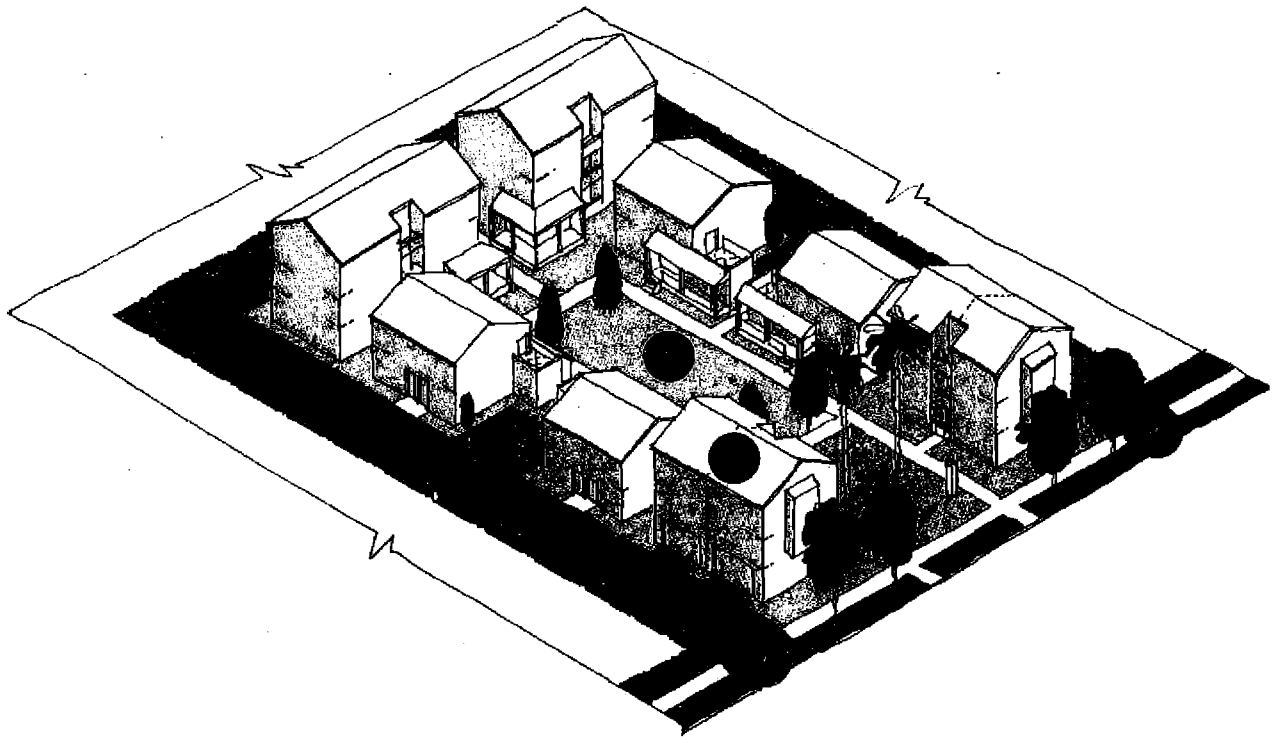
Note: Not Drawn to Scale

DRAFT: March 8, 2012

17. Los Angeles Courtyard Housing

Description: This type is characterized by 2 & 3 stories of grouped townhouses arranged around a common courtyard fronting onto the street. Parking is accessed from the sides and rear of the parcel.

- Common courtyards
- Townhouses over garages
- Surface parking
- Parking Access



Note: Not Drawn to Scale

Correction 19: Alternative Development Scenarios**Section 19:**

The Specific Plan allows land use flexibility in certain areas within the Plan boundary, to allow for different outcomes from the original Plan, based on the long-term objectives of the Project ~~that may change over time~~. These scenarios supersede Tables 3 and 5 and allow flexibility during the projected 10 year build out of the pProject. The Plan offers three-five alternative scenarios, which are focused on two educational, ~~and one two~~ commercial, ~~and one alternate land use alternative uses~~. The zoning contained within the Plan allows for each of these alternative uses; no zone change is required. The purpose of these scenarios is to provide the HACLA and their respective developer's guidance on potential uses that are an alternative to the original uses specified in the Specific Plan. Notwithstanding the four alternative development scenarios identified in this Section, additional alternative development scenarios may be approved, taking into account market conditions and economic considerations, in accordance with the procedures specified in Section 16 of this Specific Plan. ~~In each of these scenarios the dwelling units proposed would need to be transferred to other area of the Specific Plan in order to produce sufficient units to satisfy the goals of the Plan. The minimum and maximum unit counts per Sub Area are waived for these two scenarios due to the unpredictability of this transfer.~~

Scenario 1A: Commercial Option 1

The Specific Plan was based on a Master Plan vision that captures one vision of how the future retail market will turn out during the long term build-out of the Specific Plan. The alternative scenario attempts to create a second vision of the same commercial market but with a different layout of several parcels. This alternative scenario is limited to the northeast portion of the Specific Plan shown on Map 45-11 due to its focus on commercial uses, and does not affect the overall residential unit build-out. This scenario is included to allow more accommodating commercial development based on projected real world market conditions. This scenario combines Subareas and alters heights, hence the need for Maps ~~45-20-11-16~~. This alternative scenario also includes those changes identified in Scenario 4 below.

Map not to be used for official recording purposes

Open Space

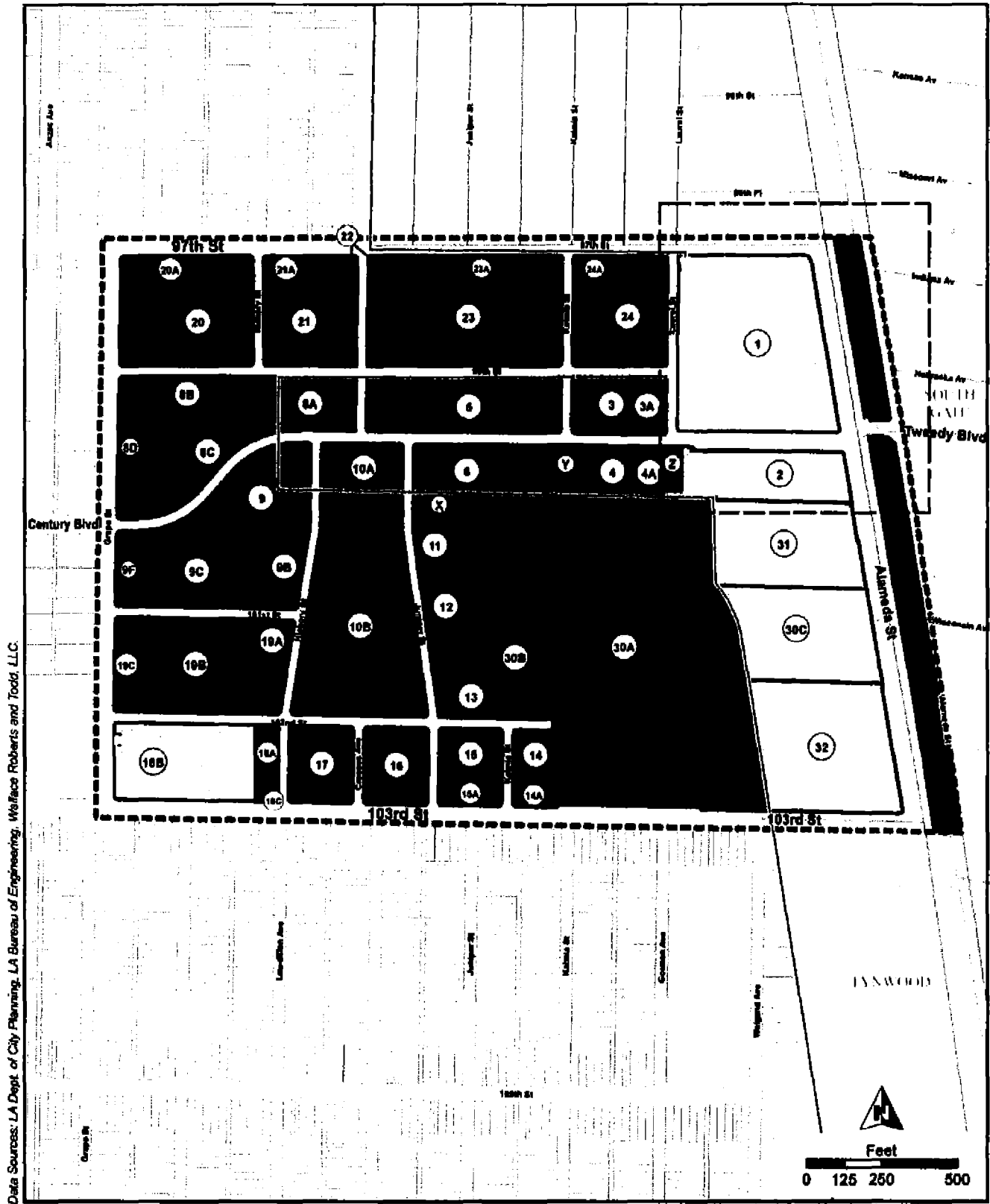
Public Facilities

Scenario 1B: Commercial Option 2

This alternative scenario proposes that Laurel Street run perpendicular to Century Boulevard instead of parallel to Alameda Boulevard. This scenario is included to allow a more efficient layout for the commercial development based on projected real world market conditions. This alternative scenario is limited to the northeast portion of the Specific Plan shown on Map 17 due to its focus on commercial uses, and does not affect the overall residential unit buildout. This scenario combines Subareas and alters heights as shown on Map 17. This alternative scenario also includes those changes identified in Scenario 4 below.

DRAFT: March 8, 2012

Scenario 1B, Commercial Option 2



Map not to be used for official recording purposes

Scenario 2: School Site-Option 1

This scenario proposes a new elementary school on most of Subareas 23 and 23A. This elementary school could accommodate approximately 550-650 students. Notwithstanding Section 7.6.B of this Specific Plan, school uses shall not be limited to the Ground Floor. The location is illustrated on Map 24-18.

Scenario 3: School Site-Option 2

This scenario proposes a new high school to be located immediately adjacent to the existing Jordan High School, on Subareas 15, 15A, 14, 14A, 13, and 30B. This new high school could accommodate 500-750 students, and would form part of an education campus with Jordan High School that ~~would~~ could new include shared facilities, including sports fields. Notwithstanding Section 7.6.B of this Specific Plan, school uses shall not be limited to the Ground Floor. The location is illustrated on Map 24-18.

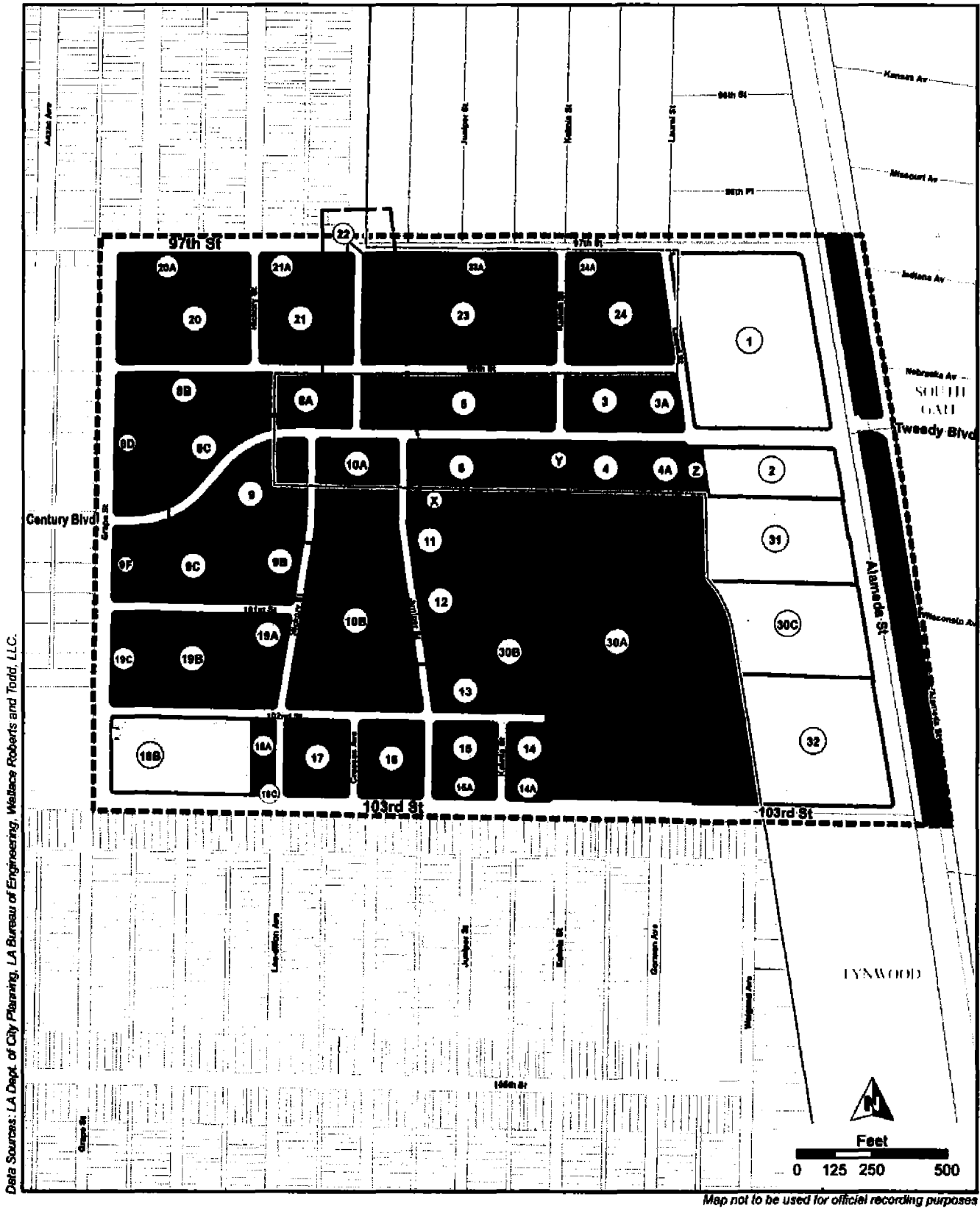
Scenario 4: Alternate Land Use

This scenario proposes to relocate the Family Resource Center from Subarea 7 to Subarea 10A so it adjoins the Central Park and reconfigure it to include the gymnasium from Subarea 12. Other related adjustments include the expansion of Subareas 5 and 8A to provide for residential uses, the re-designation of Subareas 9A and 9D as Open Space, the redesignation of Subarea 12 to provide for residential uses, reconfiguration of Subarea 22, and redesignation of Height Districts related to these changes. Alternative development scenario 4 is illustrated on Map 19.

Environmental Finding: The abovementioned alternative development scenarios are consistent with the EIR, as they merely transfer land uses to different locations. Further, there is no decrease in the square footage of open space, and there is no increase in maximum building heights or maximum residential units.

DRAFT: March 8, 2012

Scenario 4



Jordan Downs Specific Plan- Proposed Land Use Map Alternative Scenario

Legend

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

Correction 20: Revisions to Existing Building Typologies

Section 11, Subsection B.3- Townhouses, with Rear tuck-under parking

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

Correction 21: Revisions to Existing Building Typologies

Section 11, Subsection B.5-Stacked Flat Apartments, with Ground Floor stoop-accessed units or Ground Floor Retail

Description: The stacked flat apartment type is characterized by 3-, 4-, and 5-story elevator buildings which may be wrapped around a courtyard. Upper level Apartment access is from shared entries or a lobby oriented to a public sidewalk or the courtyard which may be private. Ground floor units are accessed directly from public streets or the courtyard. Ground floors may incorporate stores, residential units, live-work units, offices, and services. Parking is provided within a common garage screened from view by building uses.

Correction 22: Revisions to Existing Building Typologies

Section 11, Subsection B.6- Stacked Flat Apartments over Townhouses, Ground Floor Retail with Wrapped and/or Below-grade parking

Typology deleted, in its entirety.

Correction 23: Revisions to Existing Building Typologies

Section 7, Subsection B.7- Mid-Rise Stacked Flat Apartments, with Ground Floor Retail, featuring Parking Below and at Podium.

Description: ~~The mid-rise stacked flat apartments over stacked flat apartment base building type is similar to the stacked flat apartment over townhouse type and incorporates limited area residential towers.~~ Buildings up to 75' in height may contain stacked flats or multi-level units. Maximum floor plate above 45' is 9,000 square feet gross area.

- ~~1) Stacked flat apartments with parking below grade or in wrapped parking podium.~~
 - 1) Parking must be below grade, partially below grade, or wrapped with other uses.
- ~~2) Community service, office, and local retail use opportunities at ground floor~~
 - 2) Ground floor uses allowed: residential, live-work, retail, office, community services, management.

Correction 24: Revisions to Existing Building Typologies

Section 11, Subsection B.8- Family Resource Center

- 1) Family Resource Center set at northern edge of new Central Park. The organization of the building, its entrances, and courtyard should acknowledge the important north/south axis extending from 97th Street to 103rd Street.

Attachment A

Environmental Finding: These new building typologies are consistent with the EIR, as they introduce new building design and a residential program that gives the HACLA flexibility on buildings based on utility, site design, ease of use, and suitability.



HOUSING AUTHORITY OF THE CITY OF LOS ANGELES
AN EQUAL EMPLOYMENT OPPORTUNITY- AFFIRMATIVE ACTION EMPLOYER
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TTY (213) 252-5313

August 28, 2012

Mr. Faisal Roble
Senior City Planner
City of Los Angeles
Department of City Planning
City Hall
200 N. Spring Street, #667
Los Angeles CA 90012

Transmitted Via Electronic Mail

Re: Proposed Modifications to the 3/8/2012 Draft Jordan Downs Specific Plan

Dear Faisal,

In response to your request made in our meeting at your office on August 21, 2012, HACLA and its Master Development partner are pleased to submit a series of proposed modifications to the Draft Jordan Downs Specific Plan. The intent of these modifications is to provide sufficient flexibility to be able to respond to evolving resident and community needs and desires, implement lessons learned and adjust to changing market conditions as the project moves forward. We believe these modifications respect the spirit of the Community-Based Master Plan and the final Environmental Impact Report.

The modifications are outlined in the accompanying text and updated illustrations and include:

I. Jordan Downs Specific Plan - Proposed Modifications to 3/8/2012 Draft - 8/28/2012

This narrative document supersedes a previous version which we shared with you by email on August 16, 2012 and Doug Guthrie separately mailed to Michael LoGrande.

II. Alternative Building Typologies

These renderings include five additional building typologies which will expand the library of options for future developers in order to meet the needs of the affordable housing residents. These should be added to section 11. B. BUILDING TYPOLIGIES.

III. Alternative Land Use Scenarios

These renderings include some minor modifications to the commercial parcels at the intersection of Century Boulevard and Alameda Street, and a proposed relocation of the Family Resource Center and Gymnasium in relation to Central Park. The latter shows the Family Resource Center on the south side of Century Boulevard adjoining the park and combining with a new Gymnasium. This modification change will allow the existing gymnasium on Grape Street to be replaced at an earlier stage and eliminate the need for HACLA to rely on a joint facility with the Starr Jordan High School. As a result of relocating the Family Resource, the park area to the west of the Family Resource Center is reconfigured in order to achieve the same overall acreage of public open space. These should be added to section 19 ALTERNATIVE DEVELOPMENT SCENARIOS.

IV. Minor Corrections and Clarifications to Previous Building Typologies

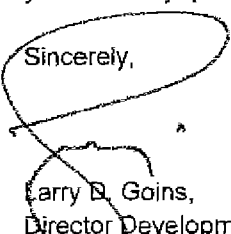
At the request of the Master Developer and its design consultant, Daniel Solomon Design Partners, these recommended corrections address minor errors and redundancies reflected in section 11.B of the original text of the 3/8/2012 Draft Specific Plan. These modifications could help clarify and eliminate some discrepancies. Please consider making these revisions at your discretion if doing so would not delay scheduling a hearing at the Planning and Land Use Management committee.

Please note that the page numbers or references on the attached renderings may not represent the final and correct values. As such, please make certain to review and update the entire document's page numbers and references accordingly.

We believe that these proposed changes fully honor the spirit and intent of the Specific Plan and will aid greatly in its early and successful implementation.

Faisal, you and your team's assistance are greatly appreciated. Please do not hesitate to contact me if you have any questions.

Sincerely,


Larry D. Goins,
Director Development Services

Cc: Alan Bell
Douglas Guthrie
Ed Gipson
Jason Chan
Louie Rodriguez
Ramin Kianfar
Michael Nytzen

Attachments

I. Jordan Downs Specific Plan - Proposed Modifications to 3/8/2012 Draft - 8/28/2012

JORDAN DOWNS SPECIFIC PLAN

Proposed Modifications to 3/8/2012 Draft

8/28/12

1. P. 12 - §2.1, Relationship to the Los Angeles Municipal Code – Subsection B.11

~~11. Low and Moderate Income Housing. The Specific Plan supersedes those requirements found under LAMC 12.30, as the HACLA shall continue to operate Jordan Downs as a public housing complex upon the adoption of the Specific Plan, and the HACLA or any sub-developer shall record a covenant so that a housing agreement ensuring its operation as public housing is attached to the land.~~

2. P. 29 – §6, Development Program - Subsection B

Revise second paragraph:

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

Add new third paragraph:

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

3. P. 31 - §6, Specific Plan Vision – Subsection 6.D

The Housing Authority (HACLA) and the Los Angeles Department of City Planning have a goal that the Jordan Downs ~~Community Specific Plan~~ be designed to meet the LEED- ND ~~certified at the Gold Level~~.

4. P. 36 - §7.3, PF-UV: Public Facilities Urban Village Zone-Subarea 1 – Subsection B

Add new Paragraph 8:

8. Alternative Development Scenarios pursuant to Section 19 of this Specific Plan.

5. P. 37 - §7.4, OS-UV: Open Space Urban Village Zone-Subarea 1 - Subsection B

Add new Paragraph 4:

4. Alternative Development Scenarios pursuant to Section 19 of this Specific Plan.

6. P. 38 - §7.5, R3-UV: Multiple Family Dwelling Zone-Subarea 1 – Subsection B

Add new Paragraph 7:

7. Alternative Development Scenarios pursuant to Section 19 of this Specific Plan.

7. P. 39 - §7.6, RAS3-UV Residential/Accessory Services Urban Village Zone-Subarea 1 - Subsection A

Add new sentence following the current sentence:

Notwithstanding the uses identified in this Section, Alternative Development Scenarios identified in ~~may be approved pursuant to~~ Section 19 of this Specific Plan shall also be permitted in the RAS3-UV Zone.

8. P. 41 - §7.6, RAS3-UV Residential/Accessory Services Urban Village Zone-Subarea 1 - Subsection C

Revise last paragraph:

~~No residential uses are allowed on the Ground Floor of buildings that contain Frontage along Century Boulevard. Otherwise, r~~Residential uses may occupy all floors of a building.

9. P. 42 - §7.7, RAS4-UV Residential/Accessory Services Urban Village Zone-Subarea 1 - Subsection A

Add new sentence following the current sentence:

Notwithstanding the uses identified in this Section, Alternative Development Scenarios identified in ~~may be approved pursuant to~~ Section 19 of this Specific Plan shall also be permitted in the RAS4-UV Zone.

10. P. 42 - §7.7, RAS4-UV Residential/Accessory Services Urban Village Zone-Subarea 1 - Subsection B

- B. Permitted Non-Residential Uses. Only the non-residential uses allowed in the RAS3-UV are permitted, shall be limited to the ground floor only, and may be limited to one type of use per block, street, or entire specific plan boundaries. (See Section ~~10 16~~ - Implementation of "duplicate uses")

11. P. 43 - §7.7, RAS4-UV Residential/Accessory Services Urban Village Zone-Subarea 1 - Subsection C

Revise last paragraph:

~~No~~ Residential uses ~~are allowed on the ground~~ may occupy all floors of a buildings ~~that front Century Boulevard.~~

12. P. 43 - §7.7, RAS4-UV Residential/Accessory Services Urban Village Zone-Subarea 1 - Subsection E

- E. Density - Residential Uses. The minimum lot area per dwelling unit shall be ~~600~~400 square feet.

13. P. 56 - §11, Building Typologies - Subsection A

- A. **Building Typologies:** The following building typologies and design standards are intended to create clear and predictable design and development of the buildings that will comprise Jordan Downs, consistent with the vision created by the Master Plan. Refer to Map 9 and Table ~~4-5~~ for block assignments. One or more of the typologies provided herein shall be used in various combinations for each residential block. Each of the following typologies may be used within zones RAS3, RAS4, and R3, but must adhere to their respective height district. The typologies are not assigned to any particular zone or subarea, thereby creating flexibility due to market demand, sub-developers preference, or any other variables that can occur during a build out that will occur over many years. The building typologies described in this Section are illustrative, and additional building typologies may be permitted provided the Director of Planning finds that such additional building typologies are consistent with the purpose and intent of this Specific Plan.

14. P. 57 - §11, Building Typologies - Subsection B

Add new building typologies as shown on the attached exhibits.

15. P. 104 - §14, Streets And Mobility

The Specific Plan features a range of street classifications and amenities to create a clear hierarchy of circulation opportunities to maximize efficiency, create a clear and organized neighborhood, encourage alternative transportation, and promote public safety. Refer to Map 10, Jordan Downs Specific Plan Street Classifications Map, for an illustration ~~on of~~ these street

classifications. The locations and classifications of streets shown on Map 10 may be changed if required in connection with any specific development proposal, provided that the Director of Planning finds that any such change is consistent with the purpose and intent of this Specific Plan. This section is intended to create standards for Jordan Downs, and to guide the HACLA, as the Master Developer, to work with the City of Los Angeles Department of Transportation (DOT), Department of Public Work-Bureau of Engineering (BOE), Sub-Developers, and any other agencies/entities to ensure that these standards are implemented during the tract map and construction process.

16. P. 119 - §16, Implementation – Subsection A

Add new Paragraph 4:

4. Additional Alternative Development Scenarios

In addition to the five alternative development scenarios identified in Section 19 of this Specific Plan, adjustments to Subarea boundaries and designations identified in Tables 3 and 5 and Maps 5 through 9 required in connection with a Project may be approved by the Director of Planning, subject to the following procedures. The Applicant shall file an Environmental Assessment Form for the Project accompanied by the required fee. The Director of Planning shall then conduct an environmental review in compliance with the California Environmental Quality Act. If the Director of Planning finds that the Project will not result in any significant environmental impacts beyond those identified in the Final Environmental Impact Report for the Jordan Downs Specific Plan (September 2011) (the "FEIR") and that it otherwise complies fully with the Development Standards contained herein and complies substantially with the Design Standards contained within this Specific Plan, the Director of Planning may clear a Building Permit administratively for such Project. If the Director of Planning finds that the Project would result in new significant environmental impacts not previously identified in the FEIR, then the appropriate CEQA clearance shall be prepared and the Project shall be reviewed through a Project Permit Compliance Review pursuant to the provisions set forth in LAMC Section 11.5.7.

17. P. 121 – §16, Transfer of Development Rights - Subsection D

Revise Paragraph 1 as follows:

1. Purpose: Transfer of Development Rights (TDR) is established to provide development flexibility by permitting shifts of permitted density between specific blocks and subareas over the life of the Specific Plan. Whenever a specific block/sub-area does not achieve the maximum dwelling unit yield allowed by the Specific Plan, the remaining balance of dwelling units, up to the maximum unit yield allowed for that block/sub-area, may be transferred to another block or sub-area. The transfer of units may result in the maximum dwelling unit yield allowed by the Specific Plan to be exceeded in the Recipient block, while maintaining the intent and regulatory requirements of the Plan. ~~Refer to Table 4 for the TDR chart.~~

Delete Paragraph 3.a, renumber Paragraphs 3.b, 3.c and 3.d as 3.a, 3.b and 3.c, and add new Paragraph 3.d as follows:

3.a. ~~Whenever a specific block/sub-area achieves only the minimum dwelling unit yield allowed by the Specific Plan, the remaining balance of dwelling units, up to the maximum unit yield allowed for that block/sub-area, may be transferred to another block or sub-area, so long as the Donor and Recipient are within the same Phase of the Specific Plan.~~

3.b.a. In no event shall the Recipient exceed the height allowed by its respective height district.

3.c.b. All other zoning and floor area ratio regulations apply to both Donor and Recipient.

3.d.c. Under no circumstance shall the total yield of the Specific Plan exceed 1,800 dwelling units.

3d. Notwithstanding the density limits prescribed in Sections 7.5, 7.6 and 7.7 of this Specific Plan, in no event shall the transfer of dwelling units result in a density that is greater than one unit for each 400 square feet of lot area (108 dwelling units per acre).

18. P. 122 – Table 9: Transfer of Development Rights- Maximum and Minimum Units

Delete Table 9.

19. P. 131 - §19, Alternative Development Scenarios

The Specific Plan allows land use flexibility in certain areas within the Plan boundary, to allow for different outcomes from the original Plan, based on the long-term objectives of the Project ~~that may change over time~~. These scenarios supersede Tables 3 and 5 and allow flexibility during the projected 10 year build out of the ~~p~~Project. The Plan offers ~~three~~ five alternative scenarios, which are focused on two educational, ~~and one~~ two commercial, ~~and one alternate land use~~ alternative uses. The zoning contained within the Plan allows for each of these alternative uses; no zone change is required. The purpose of these scenarios is to provide the HACLA and their respective developers guidance on potential uses that are an alternative to the original uses specified in the Specific Plan. Notwithstanding the four alternative development scenarios identified in this Section, additional alternative development scenarios may be approved, taking into account market conditions and economic considerations, in accordance with the procedures specified in Section 16 of this Specific Plan. ~~In each of these scenarios the dwelling units proposed would need to be transferred to other area of the Specific Plan in order to produce sufficient units to satisfy the goals of the Plan. The minimum and maximum unit counts per Sub Area are waived for these two scenarios due to the unpredictability of this transfer.~~

Scenario 1A: Commercial Option 1

The Specific Plan was based on a Master Plan vision that captures one vision of how the future retail market will turn out during the long term buildout of the Specific Plan. The alternative scenario attempts to create a second vision of the same commercial market but with a different

layout of several parcels. This alternative scenario is limited to the northeast portion of the Specific Plan shown on Map ~~15-11~~ due to its focus on commercial uses, and does not affect the overall residential unit buildout. This scenario is included to allow more accommodating commercial development based on projected real world market conditions. This scenario combines Subareas and alters heights, hence the need for Maps ~~15-2011-16~~. This alternative scenario also includes those changes identified in Scenario 4 below.

Scenario 1B: Commercial Option 2

This alternative scenario proposes that Laurel Street run perpendicular to Century Boulevard instead of parallel to Alameda Boulevard. This scenario is included to allow a more efficient layout for the commercial development based on projected real world market conditions. This alternative scenario is limited to the northeast portion of the Specific Plan shown on Map 17 due to its focus on commercial uses, and does not affect the overall residential unit buildout. This scenario combines Subareas and alters heights as shown on Map 17. This alternative scenario also includes those changes identified in Scenario 4 below.

Scenario 2: School Site-Option 1

This scenario proposes a new elementary school on most of Subareas 23 and 23A. This elementary school could accommodate approximately 550-650 students. Notwithstanding Section 7.6.B of this Specific Plan, school uses shall not be limited to the Ground Floor. The location is illustrated on Map ~~2118~~.

Scenario 3: School Site-Option 2

This scenario proposes a new high school to be located immediately adjacent to the existing Jordan High School, on Subareas 15, 15A, 14, 14A, 13, and 30B. This new high school could accommodate 500-750 students, and would form part of an education campus with Jordan High School that ~~would could now include~~ shared facilities, including sports fields. Notwithstanding Section 7.6.B of this Specific Plan, school uses shall not be limited to the Ground Floor. The location is illustrated on Map ~~2118~~.

Scenario 4: Alternate Land Use

This scenario proposes to relocate the Family Resource Center from Subarea 7 to Subarea 10A so it adjoins the Central Park and reconfigure it to include the gymnasium from Subarea 12. Other related adjustments include the expansion of Subareas 5 and 8A to provide for residential uses, the redesignation of Subareas 9A and 9D as Open Space, the redesignation of Subarea 12 to provide for residential uses, reconfiguration of Subarea 22, and redesignation of Height Districts related to these changes. Alternative development scenario 4 is illustrated on Map 19.

20. P. 140 - §20, LEED-Neighborhood Development – Subsection A

As mentioned in Section 6.D, the goal of the Specific Plan is ~~committing~~ to satisfying the Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) requirements at the Gold level, ~~at a minimum~~. This objective will promote Jordan Downs as a housing development that features sustainable strategies throughout its design.

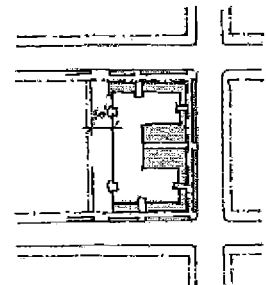
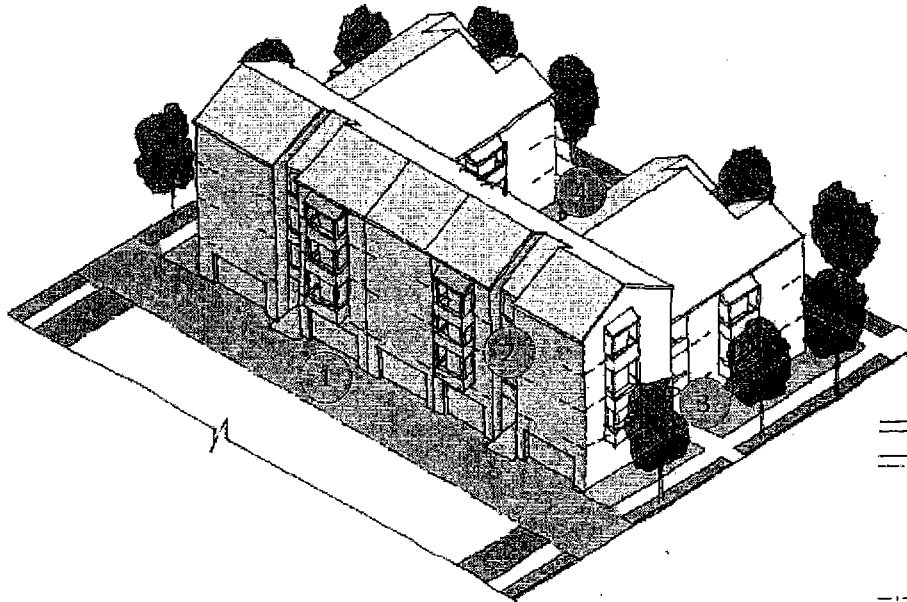
II. Alternative Building Typologies

DRAFT: March 8, 2012

13. Walk-up Stacked Townhouses and Flats over Garages

Description: This type is characterized by stacked townhouses and flats over garages which are accessed from a rear lane. All units can be walk-up. Some parking may be surface.

- ① Rear Lane serving garages
- ② Stair access to upper levels
- ③ Pedestrian entries from street
- ④ Courtyard fronting onto street



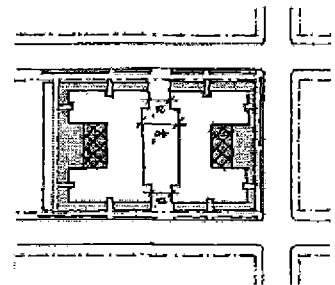
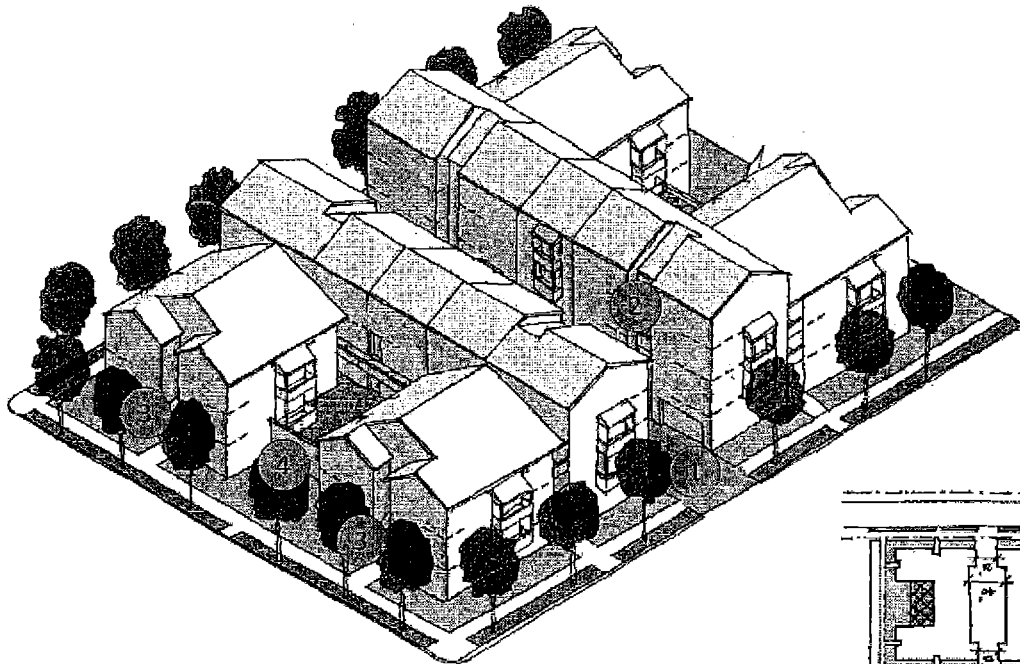
Note: Not Drawn to Scale

DRAFT: March 8, 2012

14. Walk-up Stacked Townhouses & Flats over Shared Garage

Description: This type is characterized by 3 and 4 stories of stacked townhouses and flats over communal garages. The garages are wrapped with ground floor units facing the streets. All units can be walk-up.

- ① Rear Lane access garages
- ② Stair access to upper levels
- ③ Pedestrian entries from street
- ④ Courtyard & upper level deck fronting onto the street



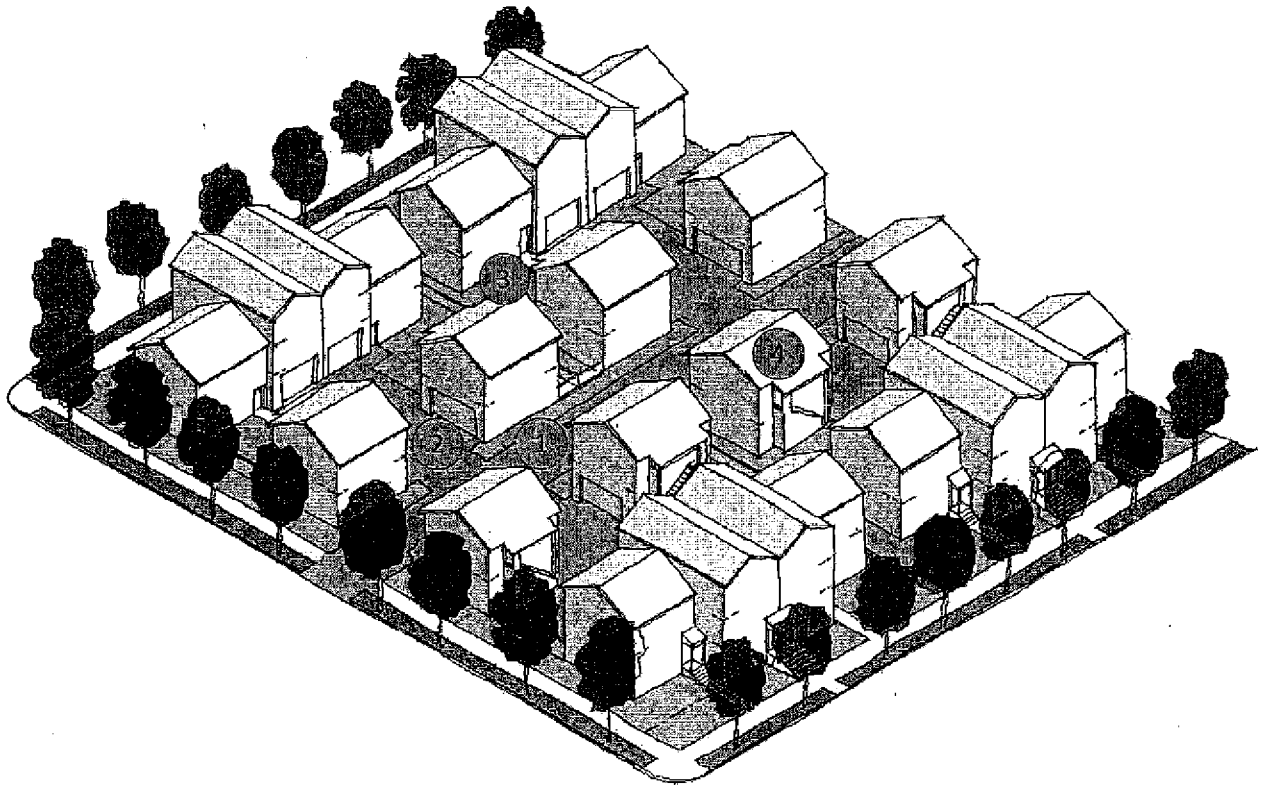
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DRAFT: March 8, 2012

15. Townhomes with Shared Garage Courts; Alley Loaded

Description: This type is characterized by 2 & 3 stories of townhouses and flats arranged around a shared parking court. Parking is in garages or surface accessed from a rear alley.

-  Alley serving garages
-  Garage courts
-  Intimate rear gardens
-  Flats over garages



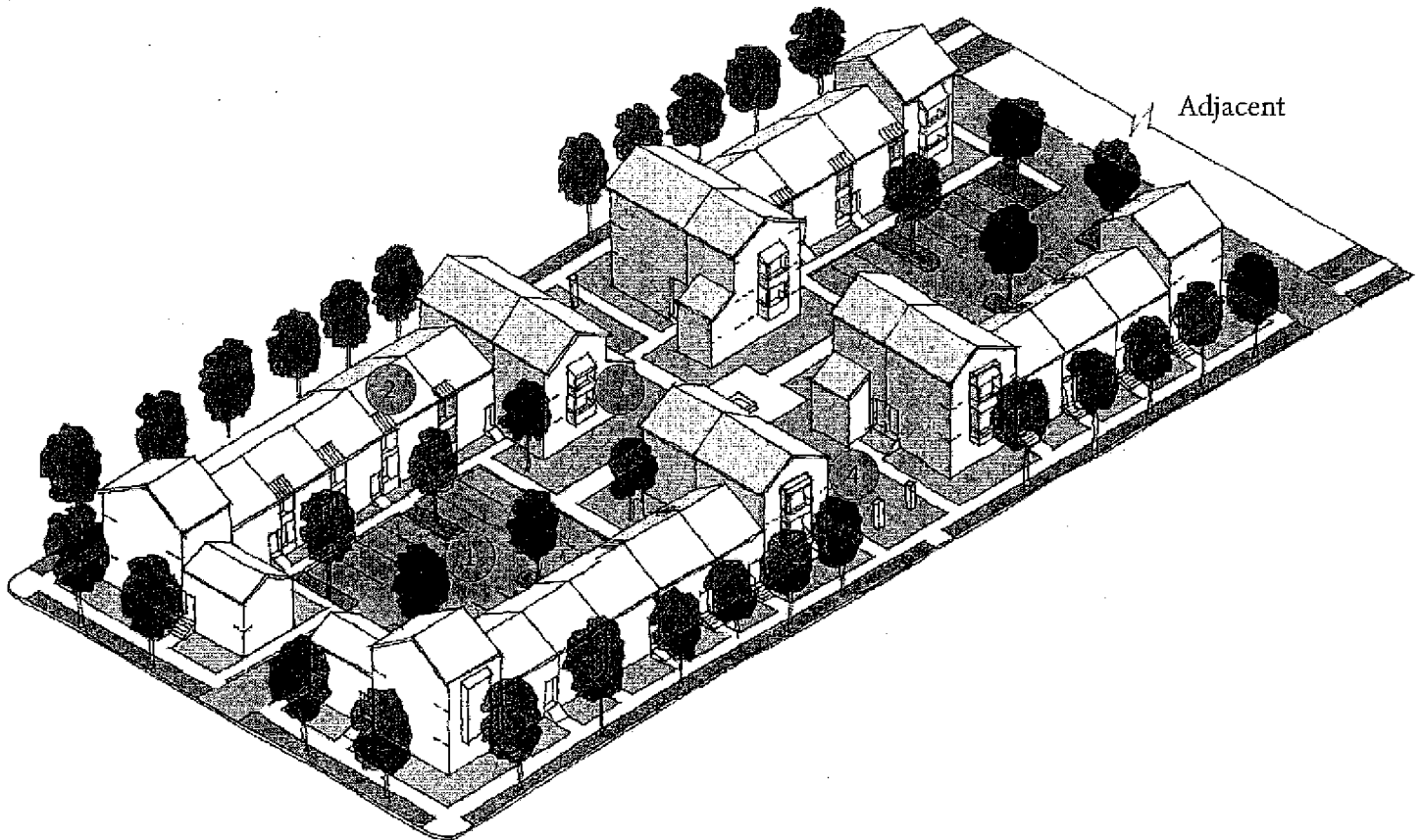
Note: Not Drawn to Scale

DRAFT: March 8, 2012

16. Townhomes with Surface Parking in the Rear

Description: This type is characterized by 2 & 3 stories of townhouses with rear accessed surface parking.

- ① Surface parking courts, screened from street
- ② Townhouses
- ③ Private balconies
- ④ Shared Common Court



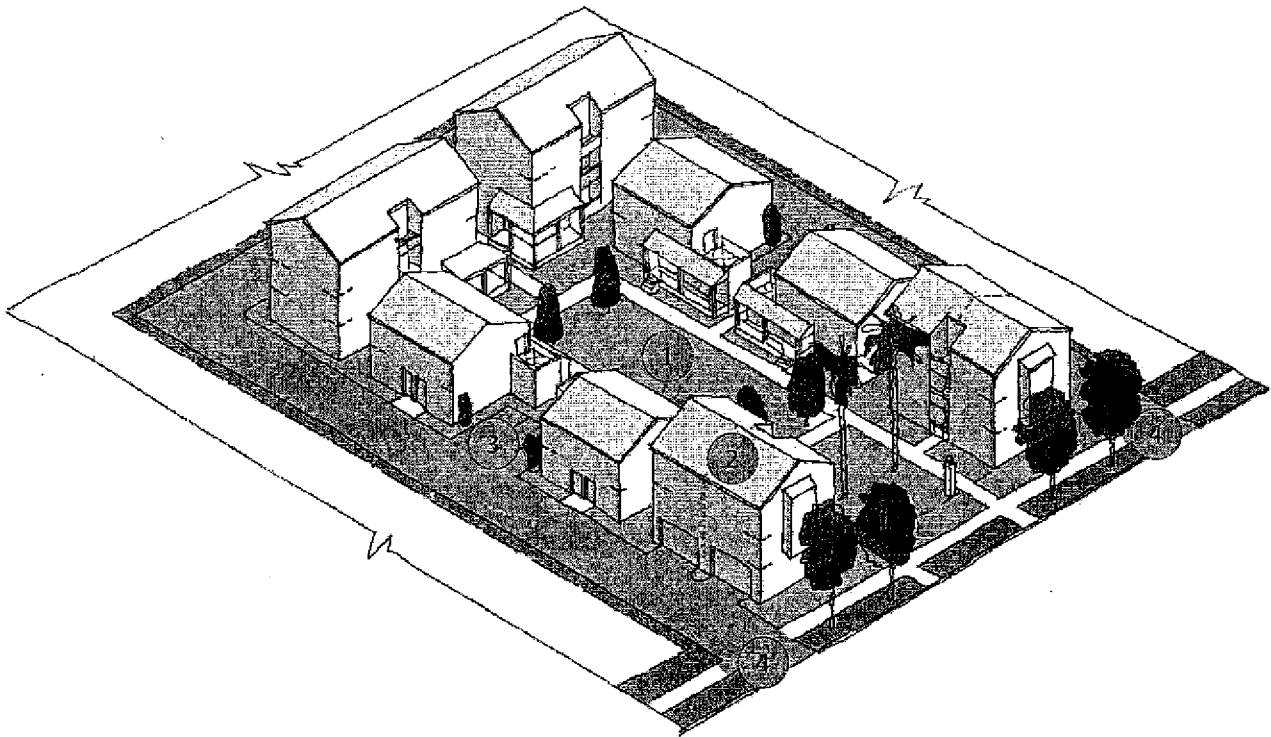
Note: Not Drawn to Scale

DRAFT: March 8, 2012

17. Los Angeles Courtyard Housing

Description: This type is characterized by 2 & 3 stories of grouped townhouses arranged around a common courtyard fronting onto the street. Parking is accessed from the sides and rear of the parcel.

- ① Common courtyards
- ② Townhouses over garages
- ③ Surface parking
- ④ Parking Access



Note: Not Drawn to Scale

III. Alternative Land Use Scenarios



Map not to be used for official recording purposes

Public Facilities

DRAFT: March 8, 2012

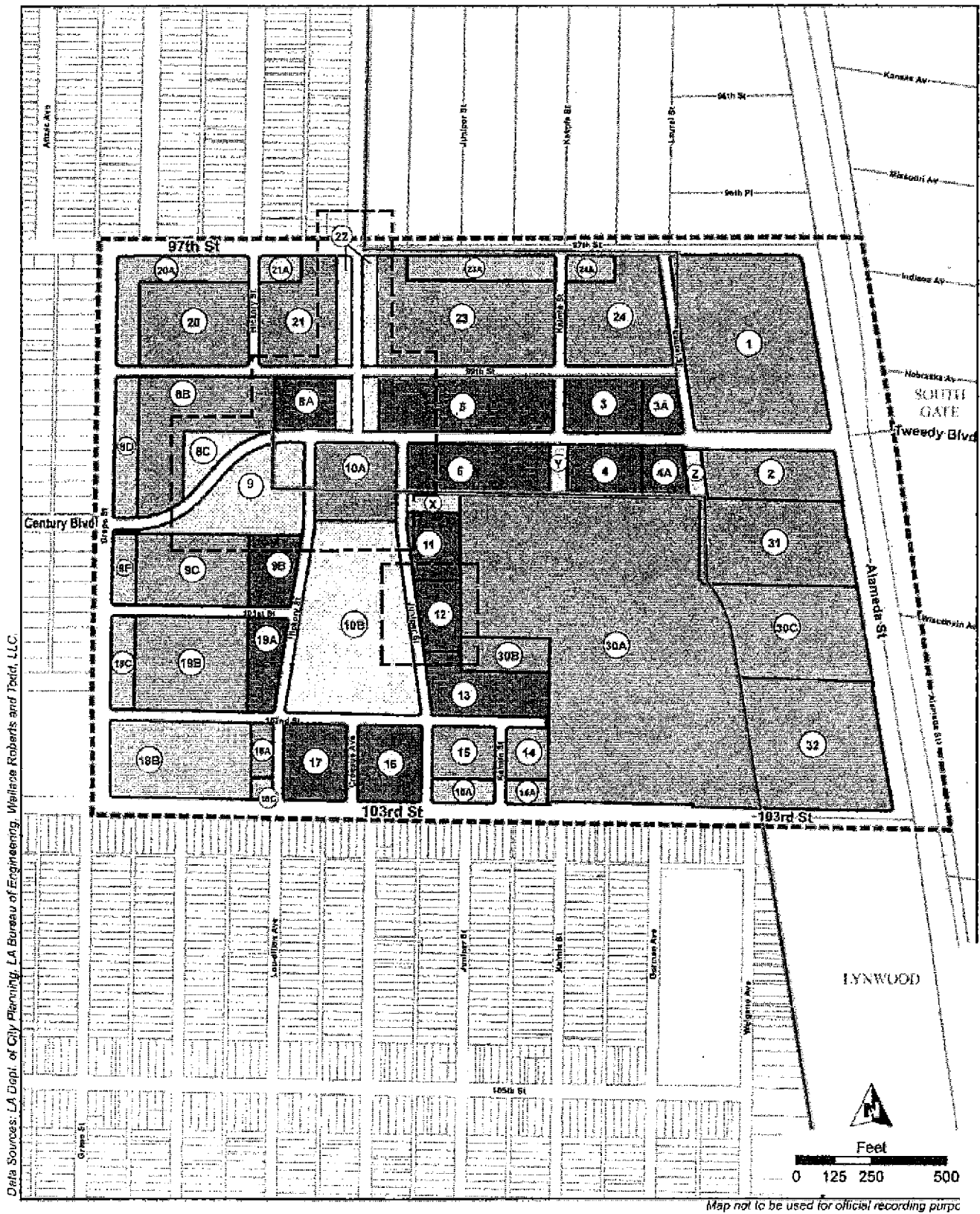


Exhibit 1

IV. Minor Corrections and Clarifications to Previous Building Typologies

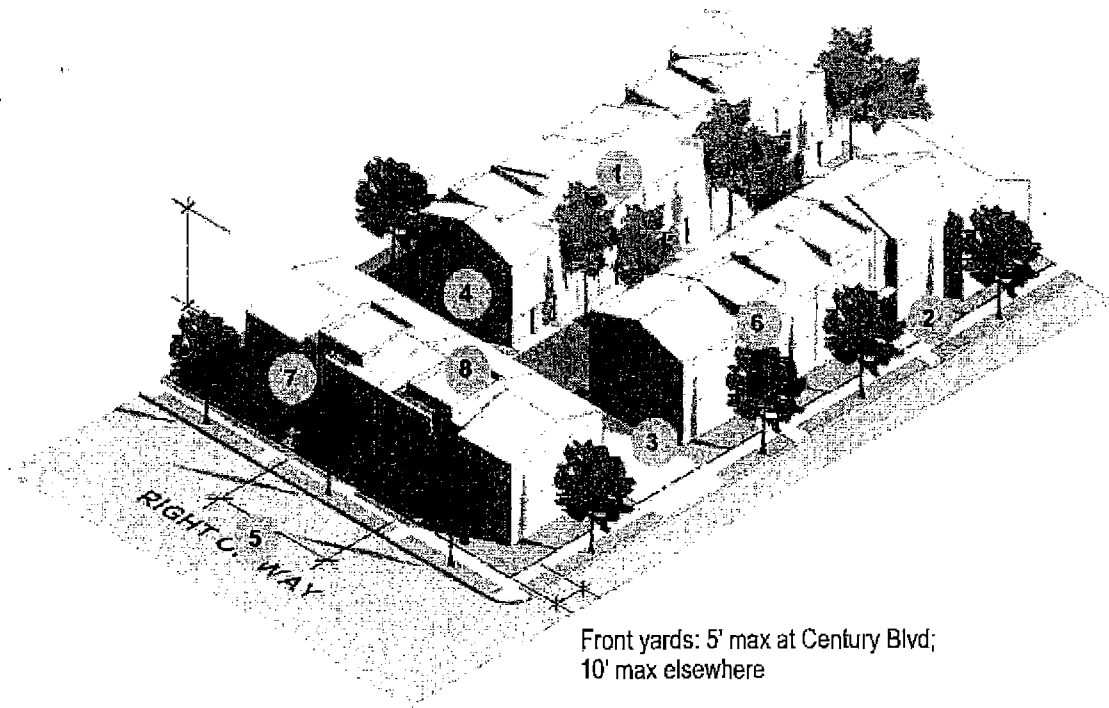
DRAFT: March 8, 2012

3. Townhouses, with Rear Tuck-Under Parking

Description: The townhouse type is characterized by attached 2- and 3- story townhouses placed along an alley. The front of each townhouse and its entry is from public sidewalks and features small semi-private front yard areas and stoops. The rear of townhouses, along the alley, provides for parking tucked under the units.

STREET FRONTAGES SHOULD BE FACED WITH BUILDINGS AS SHOWN AND PARKING DRIVES LINED WITH GARAGE DOORS SHOULD NOT BE OPEN TO STREETS.

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



Front yards: 5' max at Century Blvd;
10' max elsewhere

Note: Image not drawn to scale

DRAFT: March 8, 2012

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

WHICH MAY BE

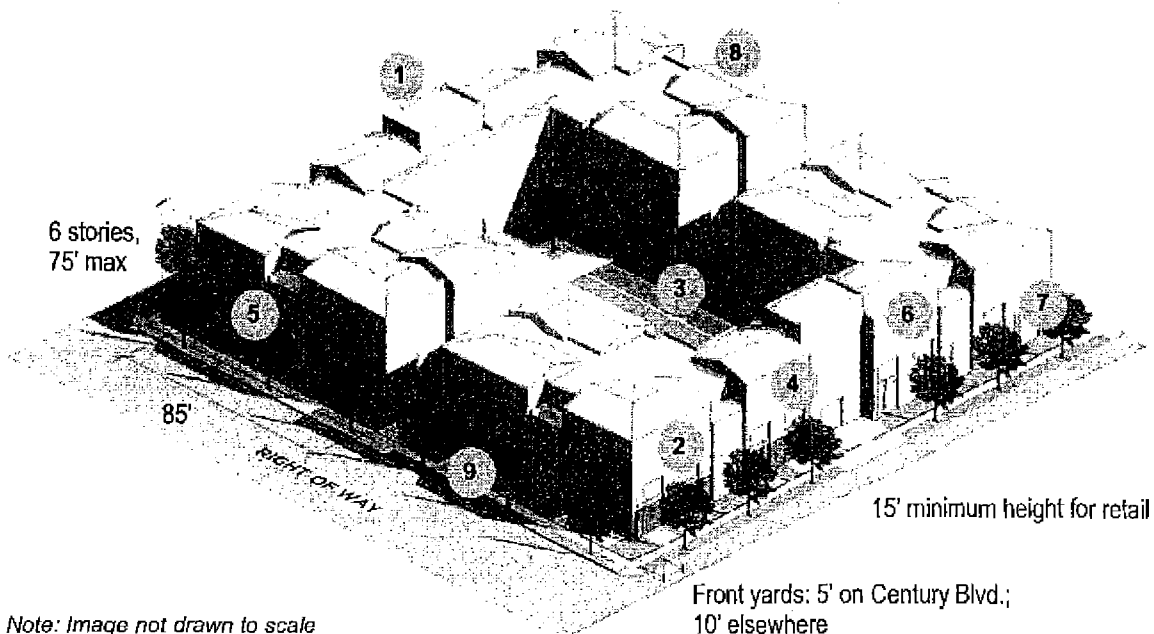
UPPER LEVEL

WHICH MAY BE PRIVATE.

Description: The stacked flat apartment type is characterized by 3-, 4-, and 5-story elevator buildings wrapped around a courtyard. Apartment access is from shared entries or a lobby oriented to a public sidewalk or the courtyard. Ground floors may incorporate stores, residential units, live-work units, offices, and services. Parking is provided within a common garage screened from view by building uses.

GROUND FLOOR
UNITS ARE
ACCESSED DIRECTLY FROM
PUBLIC STREETS OR THE
COURTYARD.

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



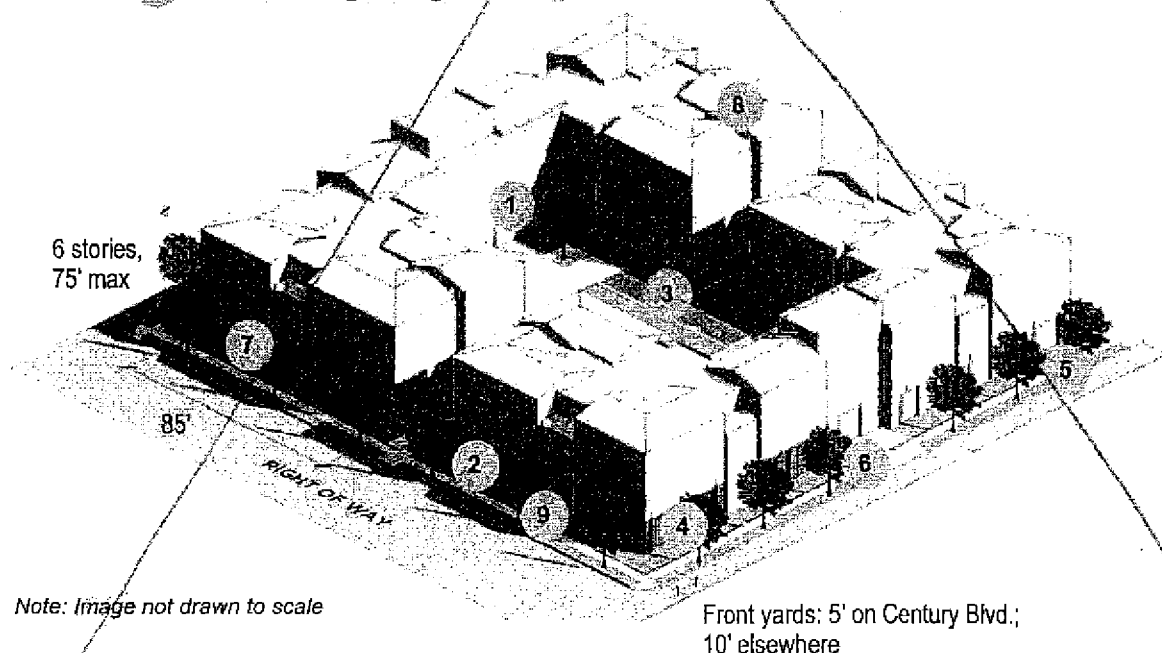
Note: Image not drawn to scale

Front yards: 5' on Century Blvd.;
10' elsewhere

DRAFT: March 8, 2012**6. Stacked Flat Apartments over Townhouses, Ground Floor Retail with Wrapped and/ or Below-Grade Parking**

Description: The stacked flat apartment over townhouse type is characterized by 3-, 4-, and 5-story buildings wrapped around a courtyard. Apartments sit over townhouses that are oriented to public streets and sidewalks. Apartment access is by elevator from shared entries or a lobby facing a public sidewalk or the courtyard. Ground floors may incorporate stores, residences, live-work units, offices, and services. Parking is provided within a common garage screened from view by building uses.

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



Note: Image not drawn to scale

Front yards: 5' on Century Blvd.;
10' elsewhere

DRAFT: March 8, 2012

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

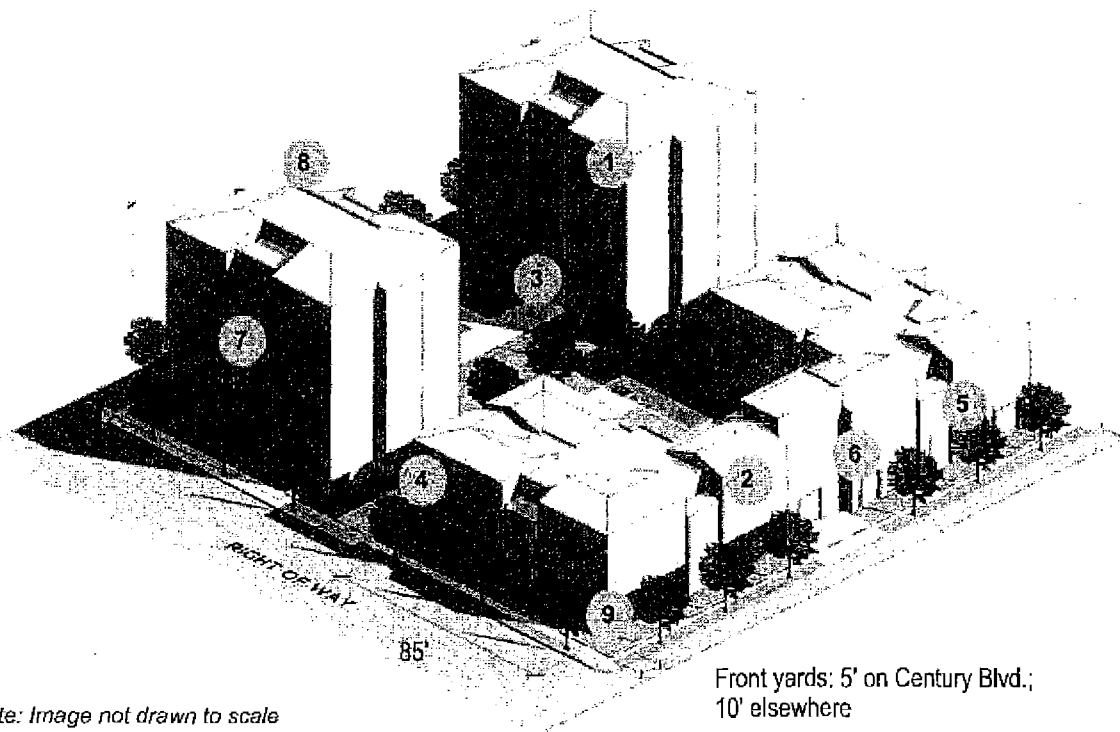
Description: The mid-rise stacked flat apartments over stacked flat apartment base building type is similar to the stacked flat apartment over townhouse type and incorporates limited area residential towers.

BUILDING UP TO 75' IN HEIGHT MAY CONTAIN STACKED FLATS OR MULTI-LEVEL UNITS. MAX FLOOR PLATE ABOVE 45' IS 5,000 SF GROSS AREA.

PARKING MUST BE BELOW GRADE, PARTIALLY BELOW GRADE OR WRAPPED WITH OTHER USES.

GROUND FLOOR USES ALLOWED: RESIDENTIAL, LIVE-WORK, RETAIL, OFFICE, COMMUNITY SERVICES, MANAGEMENT

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



Note: Image not drawn to scale

Front yards: 5' on Century Blvd.; 10' elsewhere

DRAFT: March 8, 2012

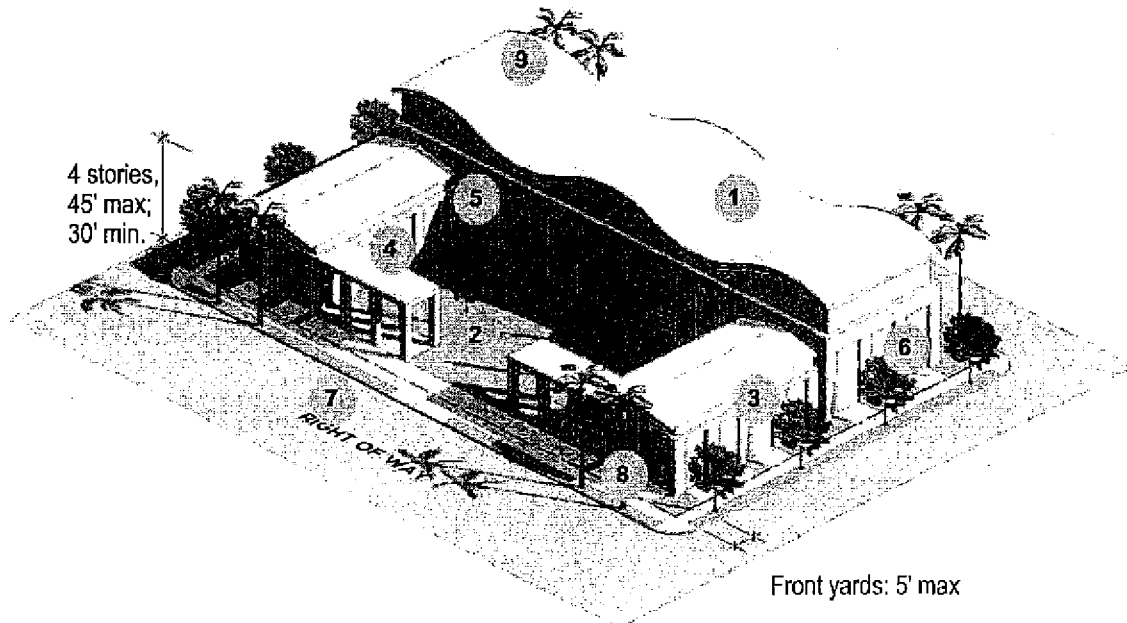
8. Family Resource Center

Description: The Family Resource Center will anchor the redeveloped Jordan

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

THE ORGANIZATION OF THE BUILDING, ITS ENTRANCES AND COURTYARD SHOULD ACKNOWLEDGE THE IMPORTANT NORTH/SOUTH AXIS EXTENDING FROM 97th ST TO 103rd ST.

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



Note: Image not drawn to scale

LATHAM & WATKINS LLP

July 24, 2012

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Mr. Jason Chan
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File No. 048010-0000

Re: Jordan Downs Specific Plan Corrections

Dear Faisal and Jason:

Thank you for your continued cooperation and efforts to address Atlas Iron & Metal's ("Atlas") concerns regarding the proposed Jordan Downs Specific Plan (the "Specific Plan"). We have reviewed your July 3, 2012, letter (the "July Letter"), and believe that it sufficiently addresses the majority of Atlas' concerns that we articulated in our April 12, 2012, letter (the "April Letter"), as well as in our previous communications with the Planning Department. However, we have identified four outstanding issues in the July Letter that Atlas believes the Planning Department has not adequately addressed and that need to be resolved prior to the upcoming hearing on the Specific Plan before the City Council's Planning & Land Use Management ("PLUM") Committee.

For convenience, we have identified these outstanding issues below based on the "Requested Correction" number we assigned to them in our April Letter. Of the 12 Requested Corrections we identified in that letter, we confirm that Atlas agrees with your positions and responses concerning Requested Correction Nos. 2, 5, 7, 8, 9, 10 and 12.¹ We ask that you please address those Requested Corrections in the manner you proposed in your July Letter. In order to reach a mutual resolution regarding Atlas' outstanding concerns involving Requested Corrections 1, 4, 6 and 11, we respectfully request that you read our explanation of these issues below and confirm how Planning staff proposes to resolve Atlas' concerns. We have requested an in-person meeting with you to discuss these issues prior to your sending us a written response.

- **Correction # 1:** In the April Letter, Atlas proposed the following correction to Specific Plan Section 2.1.B.7 (Recycling Materials Processing Facilities – General Provisions):
 - "The Specific Plan Supersedes LAMC Section 12.21 A.18(f)(4) only for Subarea 2, to ensure that existing recycling operations can continue. Sections 12.21 A.18(f)(2-

¹ Atlas withdrew Requested Correction # 3 in the April Letter at Planning staff's request.

16) are not superseded by the Specific Plan for any new recycling operations not in existence at the time this Specific Plan is adopted.

In your July Letter you responded to this request with the word "Acceptable." However, unlike most of your other responses to Atlas' requests, you did not provide the agreed-upon language. Accordingly, we ask that you please confirm that the corrected language Atlas has proposed will be included in the Specific Plan before it is presented to PLUM.

- **Correction # 4:** In the April Letter, Atlas proposed the following correction to Specific Plan Section 7.8.K (Loading Spaces):
 - "Except for uses permitted in the CM-UV zone pursuant to Specific Plan Sections 7.8.B.2, D and E, Nno more than 20% of a block's street frontage shall be comprised of garages, loading docks, or service bays, and these bays shall not exceed 30' in width"

In your July Letter you responded to this request with the word "Acceptable." However, unlike most of your other responses to Atlas' requests, you did not provide the agreed-upon language. Accordingly, we ask that you please confirm that the corrected language Atlas has proposed will be included in the Specific Plan before it is presented to PLUM.

- **Correction #6 (Building Heights and Tract Map Conditions):** At Planning staff's request, Atlas has agreed to recommend to the PLUM Committee that the proposed building heights on Blocks 3A and 4A be reduced to 45 feet to help resolve Atlas' concerns about the current proposal to locate the tallest buildings in the Specific Plan area closest to Atlas' property. However, Atlas has several concerns with Planning staff's response to this issue. First, your July Letter states only that the Planning Department will "acknowledge the request" at the PLUM Committee hearing. Since Atlas is agreeing to make this request at staff's direction, and Atlas has already agreed to drop its related request to reduce building heights on Blocks 3 and 4 in order to reach a mutually acceptable compromise with staff, Atlas would like staff to confirm that it will support the request to reduce building heights on Blocks 3A and 4A in its Staff Report and at the PLUM hearing.

In addition, and as part of Atlas' compromise to request height reductions only on Blocks 3A and 4A, Atlas asked Planning staff to agree to impose three tract map conditions in the Specific Plan's tract map approval when that tract map is proposed and considered in the future. These tract map conditions are intended to reduce potential land use conflicts between Atlas and future Jordan Downs residents and businesses, and to avoid potentially significant environmental impacts under the California Environmental Quality Act. At our April 4 and May 8, 2012, in-person meetings, staff neither rejected these conditions nor suggested they were unacceptable. However, in your July Letter, you have either rejected outright or made substantial modifications to Atlas' conditions. So that we may resolve these issues, we have addressed each condition below using the same headings provided in your July Letter.

LATHAM & WATKINS LLP

- Tract Map Conditions – Transparent Elements for Future Residential Buildings: Atlas agrees with Planning staff's proposal to address its concerns about windows and balconies in both the Specific Plan and in a tract map condition, subject to the **bold and underlined** revisions we have provided below to your proposed language. Please confirm that these changes are acceptable:
 - Revisions to Specific Plan Section 16G: *The Specific Plan acknowledges that proposed land uses may conflict with the existing manufacturing operations located on Alameda Street on blocks 31 and 32. These blocks are divided into parcels that are privately owned and have hosted heavy industrial operations for many years. To mitigate the impacts of locating multifamily residential next to heavy industrial uses, abundant landscaping on Block Z and on the southerly perimeter of Blocks Y, 4, 4A and Z shall be planted and mitigation measures required in the Final EIR shall be implemented, **including the installation of solid masonry sound walls a minimum of 10-feet in height.** At a minimum, a continuous landscape buffer of Cypress trees shall be provided along the southern edge of Blocks Y, 4, 4A, Z, and a portion of Block 2 to further buffer future residential uses from existing industrial businesses. In addition, residential buildings on Blocks 4 and 4A shall be designed so that no balconies face the existing industrial business on Block 31 and so that any transparent elements (i.e., windows) that have a direct line of site to Block 31 will be minimized to the maximum extent feasible as permitted under applicable building, safety and fire codes.*
 - Revisions to Staff's Proposed Tract Map Condition: *A row of trees shall be planted along the southern edge of Blocks Y, ~~4 and~~ 4A and Z, and the southern edge of Block 2, **from the southwestern corner of the block, to the blocks' midpoint,** to act as a visual screen from the industrial operations at Block 31. Trees shall be placed as dense as possible to achieve this purpose. Species shall be densely foliated trees, such as Italian Cypress. Trees shall have a minimum 3' diameter trunk at time of planting and irrigated. This condition shall be met prior to a Certificate of Occupancy for any residential on Blocks 3, 3A, 4, or 4A.*
- Tract Map Conditions -- Noise Mitigation: Atlas appreciates that Planning staff and the EIR preparers revisited the noise data collected during the EIR process and confirmed that potentially significant noise impacts could occur on Blocks 3, 3A, 4 and 4A. While Atlas agrees with Planning staff's proposal to address its concerns about these noise impacts through mitigation measures rather than through a tract map condition, Atlas does not believe staff's proposed condition adequately addresses its concerns. Specifically, staff has proposed that condition N12 from the Final EIR be imposed on Blocks 3, 3A, 4 and 4A. Condition N12 requires that "[a] ten-foot solid wall shall be constructed between the employment uses, including the recycling facility, and the residences and David Starr Jordan High School." Atlas does not believe that a 10-foot solid wall alone will reduce potentially significant noise impacts in the interiors of future residences. In order to resolve this issue, Atlas

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