

II. PROJECT DESCRIPTION

A. INTRODUCTION

In 2008, Mayor Antonio Villaraigosa launched a five-year, \$5 billion housing plan for the City of Los Angeles called “Housing that Works.” A cornerstone of that plan is the revitalization of the Jordan Downs public housing complex located in the Watts neighborhood of Los Angeles. The Housing Authority of the City of Los Angeles (HACLA), the state-chartered public agency tasked with administering U.S. Department of Housing and Urban Development (HUD) housing programs in the City, has initiated a program to rebuild Jordan Downs and transform the area into a mixed-use, transit-oriented development with new homes, jobs, schools, parks and social facilities. Towards this end, on April 1, 2008, HACLA purchased three parcels of land totaling approximately 21.08 acres adjacent to the Jordan Downs public housing complex within unincorporated Los Angeles County. HACLA plans to replace the existing 700 public housing units, one-for-one, and build up to 1,100 additional affordable and market-rate units. The plan was modeled on HUD’s successful HOPE VI Program of public housing replacements that were initiated during the Bill Clinton presidential administration to rebuild the most distressed public housing facilities.

Over the past year, HACLA has engaged community stakeholders and residents of the Jordan Downs public housing complex in a master planning process by conducting workshops and meetings to develop the Jordan Downs Master Plan (Master Plan). This Master Plan was certified by the HACLA Board of Commissioners on January 15, 2010. The City of Los Angeles Department of City Planning (DCP) is preparing the Jordan Downs Specific Plan (Specific Plan) to serve as the implementation tool for the Master Plan, and has conducted a number of “Focus Group” meetings on the Specific Plan. There were five (5) focus groups identified that needed or requested presentations/meetings that addressed focus issues relevant to these groups. They are the Jordan Downs Community Advisory Committee (JDCAC), Watts Neighborhood council, Youth (Jordan and Youth Opportunity High Schools, Non-HACLA Owned Property Owners, and Spanish-Speaking residents/community. An additional Senior Focus Group was addressed by members of the JDCAC.

In their development of the Specific Plan, DCP has included publicly- and privately-owned properties located within unincorporated Los Angeles County. Before the properties located within unincorporated Los Angeles County can be transferred to the City of Los Angeles and included in the Specific Plan, the Local Agency Formation Commission (LAFCO) for the County of Los Angeles must approve the annexation of these properties. This EIR is intended to assist both DCP and LAFCO in making decisions with regards to the adoption and implementation of the Specific Plan, as well as the annexation of approximately 41.74 acres of land from unincorporated Los Angeles County to the City of Los Angeles.

B. PROJECT OBJECTIVES

Specific Plan Objectives

HACLA’s vision for the Master Plan is to create a vibrant urban village that incorporates a one-for-one replacement of public housing units and the development of up to 1,100 additional affordable and market-rate housing units. The Specific Plan provides the land use framework for the redevelopment of the Specific Plan area to accommodate the development envisioned in the Master Plan by modifying the existing land use and zoning designations to accommodate a mix of residential, retail, parks, schools, employment center, social service, and civic uses. By establishing new zones and architectural design guidelines, the Specific Plan provides the regulatory controls and guidelines that would be used by architects and developers to guide the physical development of the Specific Plan area as envisioned in the Master Plan.

Both the Master Plan and the Specific Plan also includes a Human Capital Plan (HCP), which has now been officially called “Family First Plan” intended to assist Jordan Downs residents to increase their economic self-sufficiency and live successfully in a new mixed-income community. In addition, implementation of the Specific Plan is intended to serve as the catalyst for economic revitalization that could potentially improve the greater Watts community. The following objectives have been developed for the Specific Plan:

- 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.

Annexation Objectives

The Specific Plan area is located at the intersection of several different local jurisdictions that include the cities of Los Angeles, Lynwood, and South Gate, and the County of Los Angeles. Approximately 41.74 acres of land within the proposed Specific Plan area is located in unincorporated Los Angeles County. LAFCO must approve the annexation of this property before this land can be transferred to the City of Los Angeles and included within the Specific Plan. In addition to the approximately 21.08 acres of land that HACLA purchased adjacent to the Jordan Downs public housing complex, LAFCO’s preliminary review of the annexation proposal recommended that the City of Los Angeles also pursue the annexation of 13 additional publicly- and privately-owned parcels totaling approximately 14.95 acres. Approximately 5.71 acres of public right-of-way along 97th, 103rd, and Alameda Streets, including the Alameda Corridor railroad trench, were also recommended to be included as part of the annexation proposal. The following objectives have been developed for the annexation component of the proposed project:

- Create a logical boundary between the cities of Los Angeles, South Gate, and Lynwood; and
- Reduce the cost of providing services to the area.

C. PROJECT LOCATION AND SURROUNDING LAND USES

The Specific Plan area is located approximately eight miles south of downtown Los Angeles, one mile north of the Glenn Anderson Freeway (I-105) in the Watts neighborhood of the City Los Angeles. As shown in **Figure II-1**, the Specific Plan area is generally bound by 97th Street to the north, Alameda Street to the east, 103rd Street to the south, and Grape Street to the west. Although the majority of the Specific Plan area is within the Southeast Los Angeles Community Plan Area (CPA) of the City of Los Angeles, approximately 41.74 acres are within unincorporated Los Angeles County. In total, the Specific Plan area encompasses approximately 118.5 acres, inclusive of streets, and includes the Jordan Downs Public Housing Complex and Recreation Center, Mudtown Farms (an approximately 2.5-acre community garden), David Starr Jordan High School, and Annexation Area. These components are shown in **Figure II-2** and are discussed in more detail in Section III Environmental Setting of this Draft EIR.

The Specific Plan area is surrounded by a residential neighborhood consisting primarily of one- or two-story single-family residences with some one-way streets to the north, west, and south. To the east of the Specific Plan area, facing Alameda Street, is mainly industrial, and separated from the adjoining communities by the ten-mile long Alameda Corridor railroad trench that allows the frequent passage of the 40 to 50 long-distance freight trains each day traveling from the Ports of Long Beach and Los Angeles. Tweedy Avenue located immediately to the east of the Specific Plan area is one of the few nearby locations with a road crossing over the railroad trench. A more detailed description of the surrounding land uses is provided in Section III Environmental Setting of this Draft EIR.

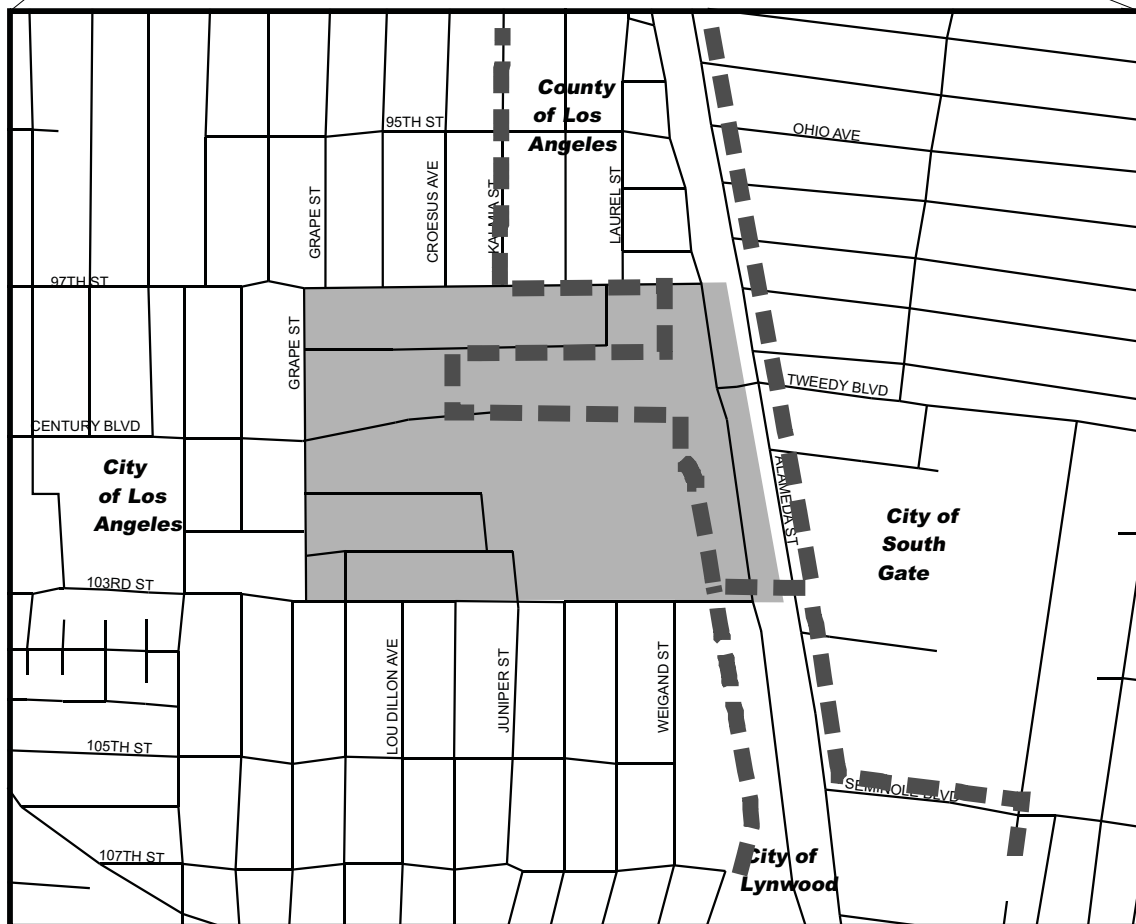
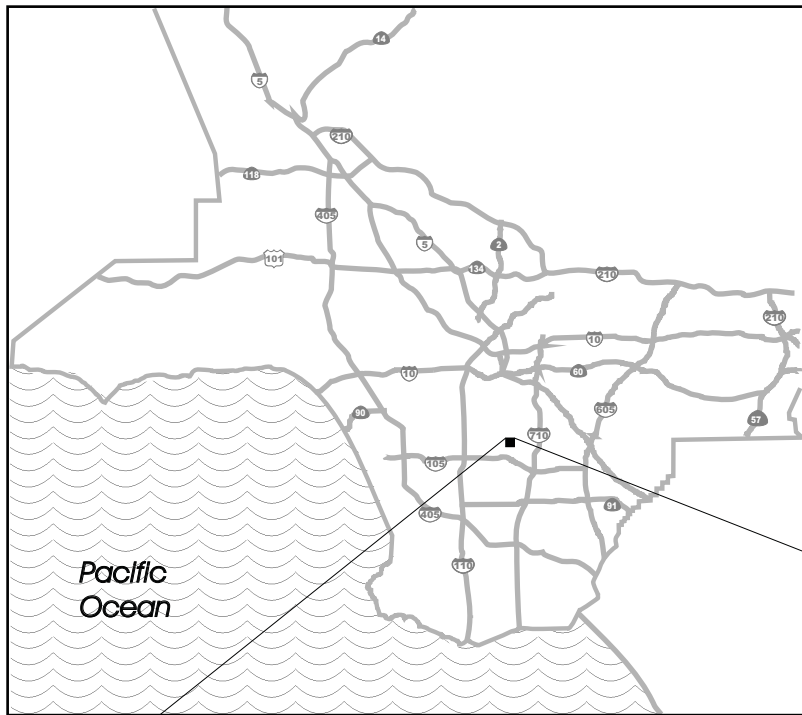
D. PROJECT DESCRIPTION

The proposed project consists of both the adoption and implementation of the Specific Plan and the annexation of 41.74 acres of land from unincorporated Los Angeles County to the City of Los Angeles.¹ Currently, the Los Angeles Municipal Code (LAMC) lacks the appropriate zoning standards to allow for the mixed-use, mixed-income development envisioned in the Master Plan. The adoption of the Specific Plan is required to modify the existing zoning designations and establish design guidelines within the Specific Plan area to accommodate the development envisioned in the Master Plan. The Specific Plan allows the future development to use techniques such as variable setbacks to maximize usable public and private open space, multi-family homes, shared common open space and compact, clustered single-family homes encouraging pedestrian activity, all integrated within the same mixed-use community. By using a Specific Plan, the entire streetscape can be coordinated between all proposed land uses. In some cases the Specific Plan provides for stringent requirements along Alameda Street so as to be compatible with the residential neighborhood and educational facilities of the redeveloped project. Overall, the cohesiveness and enhanced design created by the Specific Plan is intended to maximize the ability to create a sustainable community.



Specific Plan

The portions of the Specific Plan area within the City of Los Angeles are currently designated Restricted Density Multiple Dwelling Zone (RD2) and Public Facilities (PF) and are within Height District No. 1. The portions of the Specific Plan area within unincorporated Los Angeles County are designated Heavy Manufacturing (M-2). **Figure II-3** identifies the proposed zoning designations for the Specific Plan area.

¹Provided that future development is consistent with the provisions of the Specific Plan, no further environmental analysis would be required.

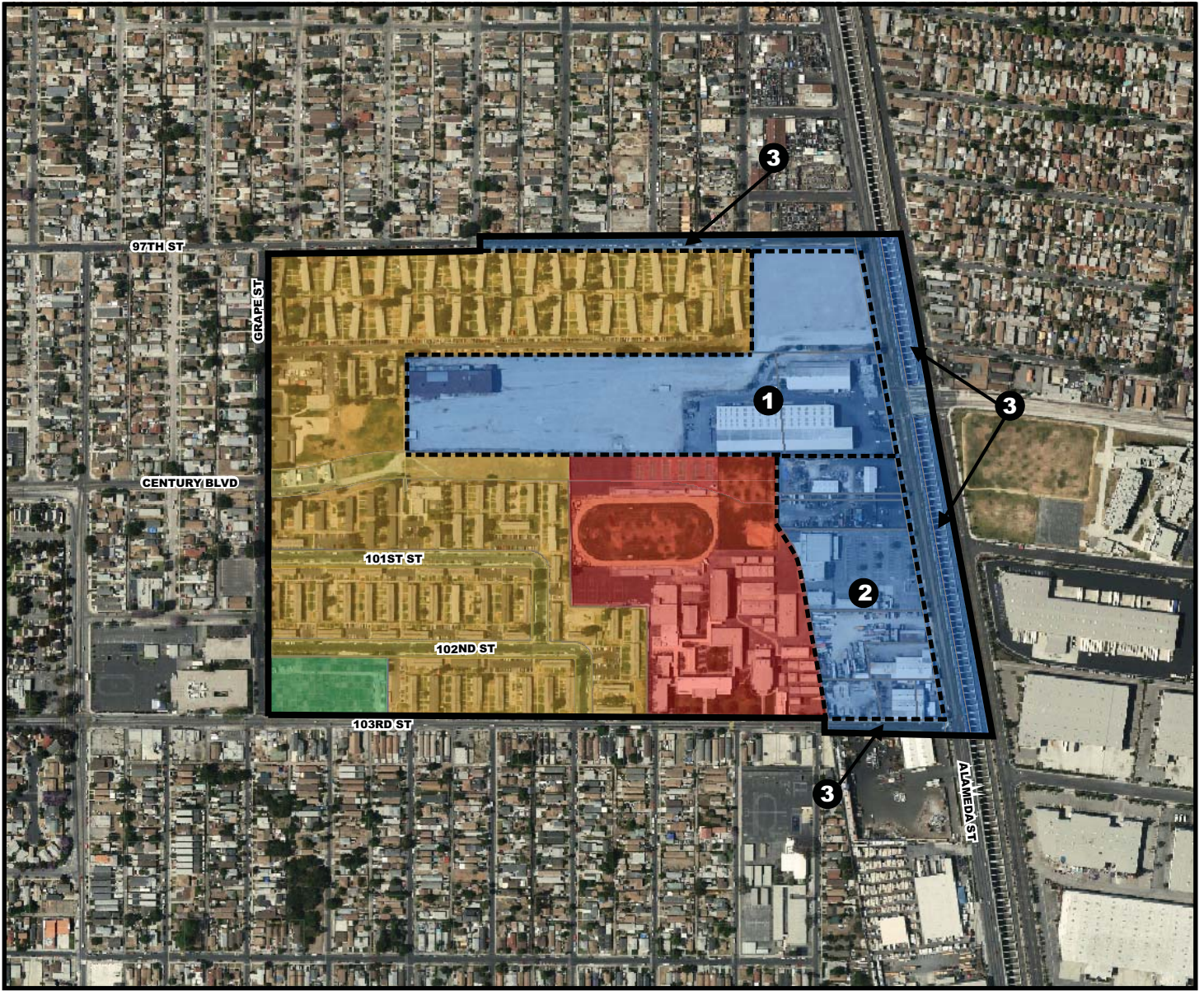


LEGEND:

-  Specific Plan Area
-  Political Jurisdiction Boundaries

SOURCE: TAHA, 2010.





LEGEND:

- Specific Plan Area
- Jordan Downs Public Housing Complex and Recreation Center
- Mudtown Farms
- David Starr Jordan High School
- Annexation Area

- # Annexation Area Components
- 1.** HACLA-owned 21-acres
- 2.** LAUSD- and privately-owned properties along Alameda Street
- 3.** Alameda Corridor, 97th Street and 103rd Street Right-of-Ways

SOURCE: TAHA, 2010.

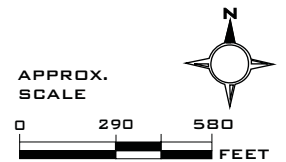
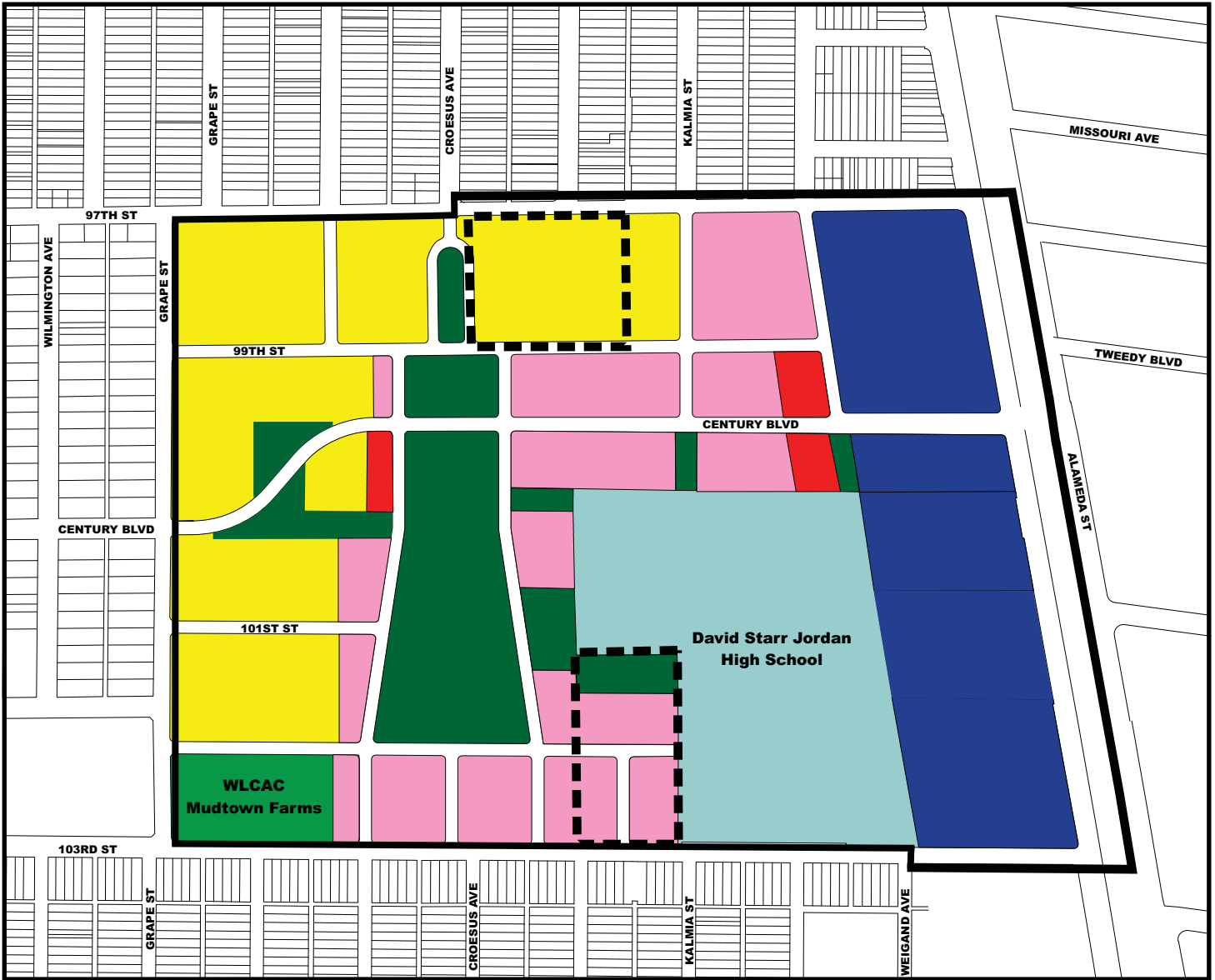




FIGURE II-2








SPECIFIC PLAN AND ANNEXATION AREA



LEGEND:

-  Specific Plan Area
-  Potential School Sites

Proposed Zoning Designations

- | | |
|---|---|
|  R3 - Multiple Dwelling Residential |  PF- Public Facilities |
|  RAS3 - Residential/Accessory |  OS - Open Space |
|  RAS4 - Residential/Accessory |  A - Agriculture |
|  CM-2 - Commercial Manufacturing | |

Note: Specific Plan zoning designations have an Urban Village, or "UV" suffix.
 SOURCE: TAHA, 2010.



FIGURE II-3

PROPOSED ZONING DESIGNATIONS

General descriptions of the proposed zoning designations for these land uses are as follows:

Agricultural Zone (A1). The A1 zone permits agricultural uses, limited to nurseries and the growing and harvesting of crops, orchards, and gardens. Accessory buildings, booths, and market facilities for the display and commercial sale of agricultural products are also permitted with certain restrictions.

Public Facilities Zone (PF). The purpose of the PF zone is to provide regulations for the use and development of publicly-owned land in order to implement the City's adopted General Plan, including the circulation, public recreation, and service systems elements.

Open Space (OS). The purpose of the OS zone is to provide regulations for publicly-owned land in order to implement the City's adopted General Plan, including the recreation, parks, and open space designations in the City's adopted district and community plans, and other relevant elements.

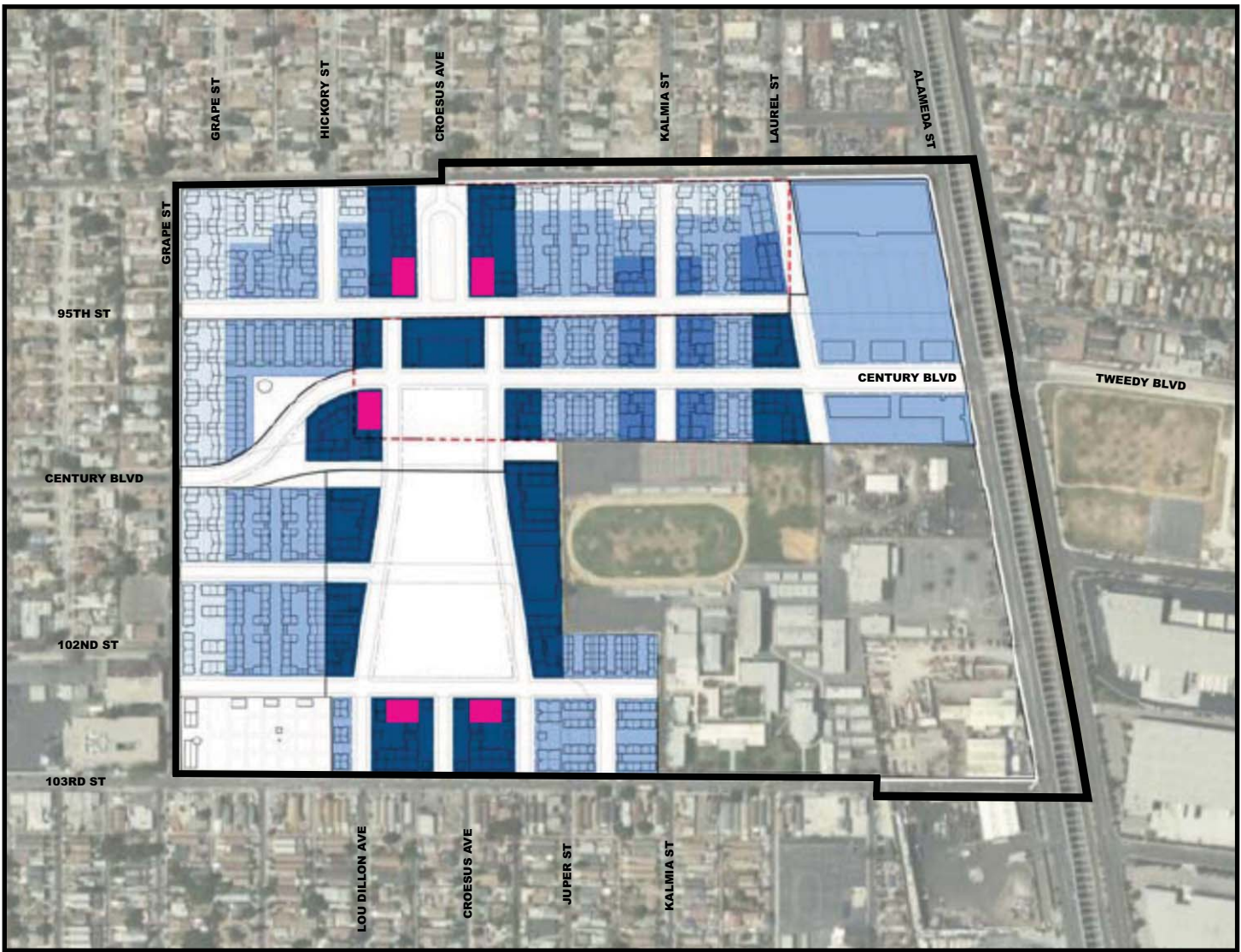
Residential/Accessory Zones (RAS3 and RAS4). The purpose of the RAS zones is to provide a mechanism to increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors. The RAS zone permits residential development in a commercial zone, increases potential building size by allowing greater floor area ratios (FAR), greater height, and reduced setbacks, and is intended to provide a tool to accommodate projected population growth in mixed use and residential projects. Permitted uses in the RAS3 zone include any use permitted in the R3 zone and limited ground floor commercial uses. Allowed uses in the RAS4 zone include any use permitted in the R4 zone and limited ground floor commercial uses.

Multiple Dwelling Zone (R3). Permitted uses in the R3 zone include single-family dwellings, two-family dwellings, group dwellings, multiple dwellings, or apartment houses. The R3 zone permits up to one dwelling unit per 800 square feet of lot area.


Commercial Manufacturing Zone (CM). The CM zone allows a wide range of commercial and limited manufacturing uses as well as residential uses. Lots must be a minimum of 5,000 square feet, and the residential density is up to one unit per 800 square feet of lot area.

Height Districts. Total floor area and height limitations are regulated by Section 12.21.1 of the LAMC. The properties within the Specific Plan area are proposed for Height District No. 1. The total floor area of all buildings within Height District No. 1 shall not exceed three times the buildable area. **Figure II-4** identifies the heights of the buildings across the Specific Plan area. Fifty- to sixty-foot-high buildings would be permitted on either side of the central park, while the typical residential streets would have three- to four-story buildings varying from 35 to 50 feet. Mid-block lanes have the lowest building heights, not exceeding 35 feet. As shown in **Figure II-5**, density would also vary across the Specific Plan area. Lower density buildings would line much of the perimeter of the Specific Plan area, while higher density buildings would be located to take advantage of community amenities, like the central park, the community center, and access to transit.

Architectural, Landscape, and Open Space Design Guidelines. Design guidelines included in the Specific Plan define the specific architectural tools on a building-by-building basis and set standards for the locations of new buildings, height transitions and building stepbacks, building massing and articulation, materials and colors, landscape features, street furniture and amenities, and locations of open space within the Specific Plan area. The Specific Plan includes general architectural design guidelines, as well as design guidelines for both residential and non-residential buildings to ensure that these facilities relate well with one another and contribute to the creation of a high quality walkable community. Site-specific architectural guidelines are also included in the Specific Plan to delineate particular site conditions and opportunities that would be reflected in the architecture of the buildings that are in landmark locations.





LEGEND:


 Specific Plan Area

Building Heights

 25 to 35 Feet, Mix of Two to Three Stories

 Up to 35 Feet, Three Stories

 Up to 50 feet, Three to Four Stories

 Up to 60 Feet, Three to Five Stories

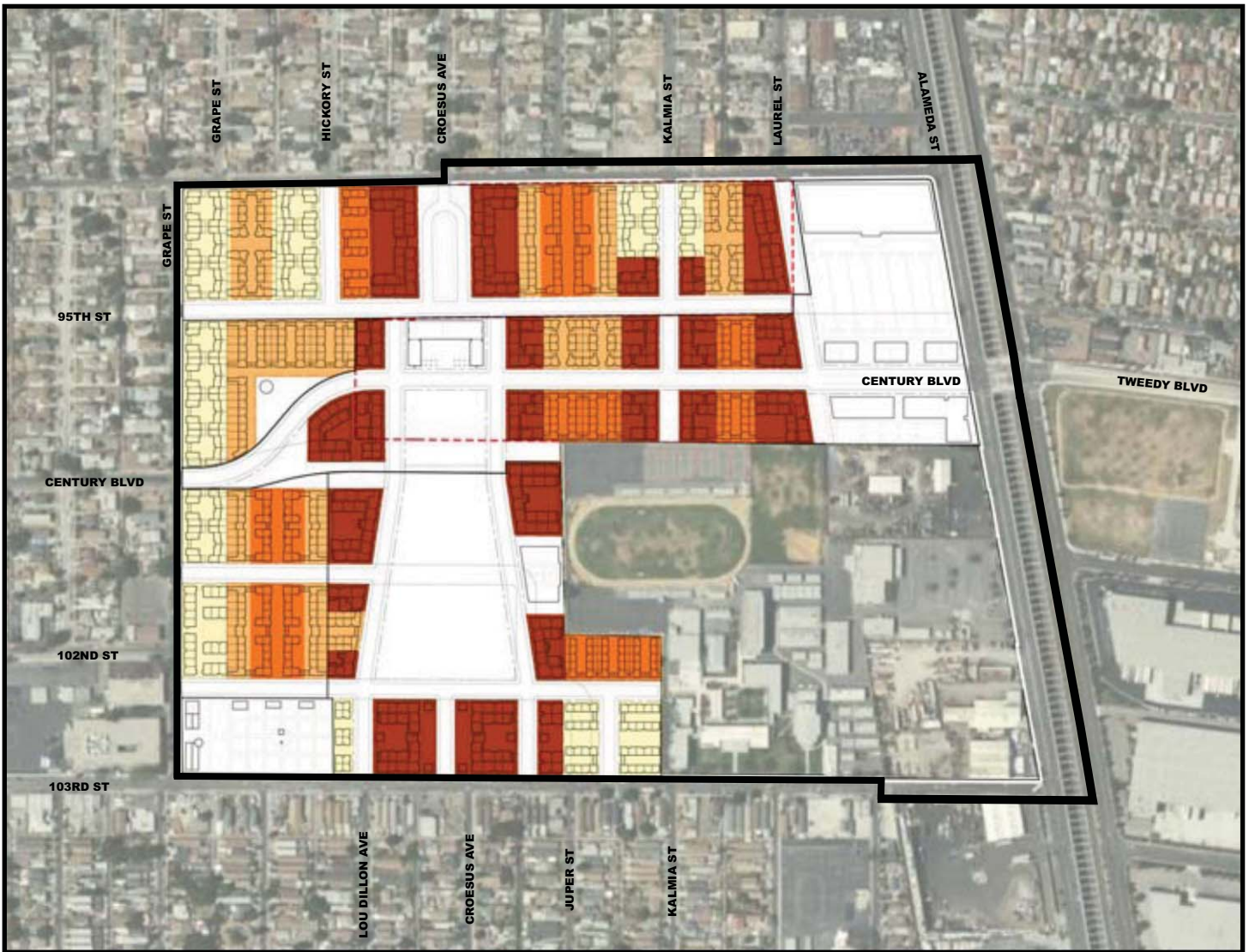
 Up to 90 Feet - Potential Mid-Rise Locations, up to Eight Stories

SOURCE: WRT/Solomon E.T.C., 2010.




FIGURE II-4





PROPOSED BUILDING HEIGHTS



LEGEND:

 Specific Plan Area

Dwelling Units Per Acre

-  Up to 35 Dwelling Units per Acre
-  35 to 45 Dwelling Units per Acre
-  45 to 55 Dwelling Units per Acre
-  Over 55 Dwelling Units per Acre

SOURCE: WRT/Solomon E.T.C., 2010.

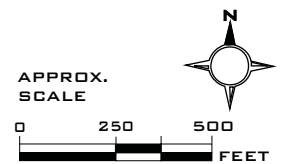


FIGURE II-5

DENSITY

Annexation

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

TABLE II-1: ANNEXATION AREA PROPERTIES		
Assessor Parcel Number (APN)	Owner	Size (Acres)
6046-019-904	HACLA	4.27
6046-019-905	HACLA	12.81
6046-019-906	HACLA	4.00
6046-020-001	Gary Weisenberg Family Trust/10019 S Alameda	1.57
6046-020-002	Gary Weisenberg Family Trust	0.29
6046-020-003	Gary Weisenberg Family Trust	1.38
6046-020-007	John Hook	1.91
6046-020-008	Robert Moehlman	0.88
6046-020-009	Northern Trust	0.32
6046-020-010	Robert Moehlman	0.59
6046-020-011	Robert Moehlman	0.77
6046-020-901	LAUSD	3.36
6205-031-914	City of Long Beach	0.99
6205-031-915	City of Los Angeles	
6207-036-910	City of Los Angeles	2.89
6207-036-911	City of Long Beach	
N/A	Right-Of-Way	5.71
TOTAL		41.74
SOURCE: Hogle-Ireland, 2010.		

E. IMPLEMENTATION OF THE SPECIFIC PLAN

Implementation of the Specific Plan would replace the existing 700 Jordan Downs public housing units, one-for-one, and build up to 1,100 additional affordable and market rate units built in a variety of residential building types, including townhouses and stacked flats in multiple and varied configurations. The 1,800 residential units include 700 public housing units, 700 affordable rental units, which include 100 senior housing units, and 400 ownership market rate condominium units. In addition, implementation of the Specific Plan could also include up to 522,000 gross square feet (gsf) of employment uses. Specifically, 502,000 gsf of commercial, retail and light industrial space would be located on approximately seven acres along Alameda Street, and 20,000 gsf of community-serving retail and services would be located in mixed-use buildings along the Century Boulevard extension and at

Croesus Avenue at 103rd Street. Up to 230,000 gsf of new commercial and retail space would be developed on HACLA-owned property, and an additional 292,000 gsf of commercial and light industrial uses could also be developed on the LAUSD- and privately-owned parcels along Alameda Street.

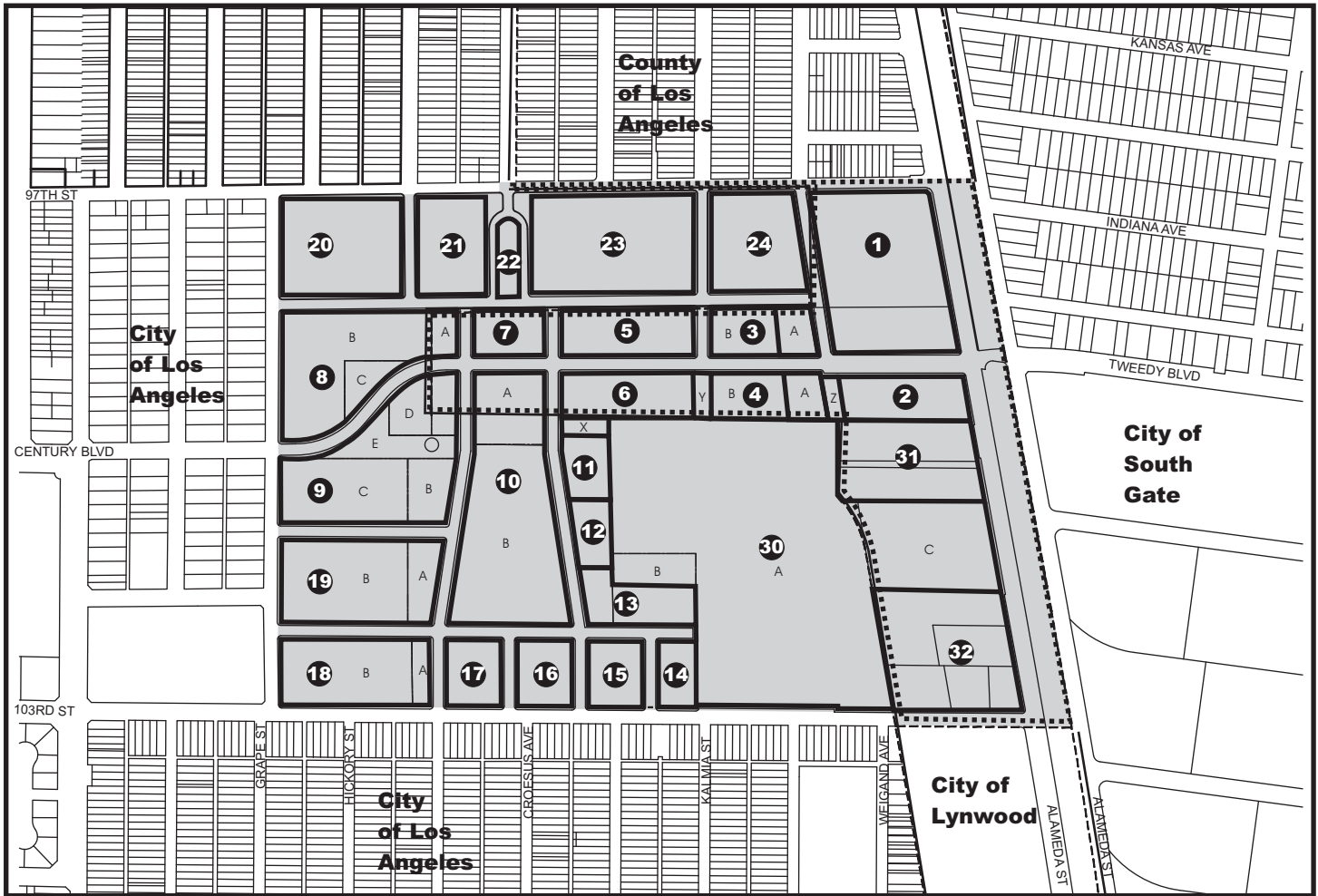
Table II-2 provides a general breakdown of the existing and proposed land use program for the Specific Plan area. As shown, the HACLA-owned properties are currently developed with 138,000 gsf of industrial land uses. Similarly, the privately-owned properties are presently developed with 124,000 gsf of industrial land uses. Therefore, implementation of the proposed project would result in the addition of 260,000 gsf of new employment uses. Similarly, the existing Jordan Downs Recreation center, which is approximately 7,000 gsf, would be replaced with a new Family Resource Center. Therefore, implementation of the proposed project would result in the addition of 63,000 gsf of additional community facilities. As discussed below, the Specific Plan also identifies two potential locations for a new elementary school and an expansion to Jordan High School which could accommodate up to 1,400 additional students. In addition, there are currently 3.16 acres of parks and open space areas associated with the existing recreation center. Therefore, implementation of the proposed project would provide an additional 5.79 acres of parks and public open space.

The Key Plan presented in **Figure II-6** identifies the program information for each block within the Specific Plan area, while **Table II-3** provides the size and existing and proposed land use and zoning designations for each block. An illustrative site plan depicting the implementation of the Specific Plan is presented in **Figure II-7**. As shown, the proposed project is organized around a new central park and the Family Resource Center that would be home to HACLA programs and community services.




Residential Uses. The existing 700 existing Jordan Downs public housing residences would be demolished and replaced with up to 1,800 residential units to be built in a variety of residential building types to accommodate different family sizes, household types, and preferences. The various residential building types are described below, and five of the most typical building types are shown in **Figure II-8**.

- **Courtyard houses (with Open-to-the-Air Parking Court to Rear).** Courtyard houses are characterized by attached, two- and three-story (up to 35 feet) townhouses positioned around a common private courtyard. Entry to units would be from public streets and sidewalks. The courtyard would be used as shared space and for access to private garages incorporated into each townhouse.
- **Courtyard houses (with Semi-Subterranean Parking).** The courtyard house type is characterized by attached, two- and three-story (up to 35 feet) townhouses positioned around a common private courtyard that would be visible from surrounding public streets and sidewalks. Except for those units that face public streets, entry to units would typically be from the courtyard. Parking would be placed below the units in a commonly accessed garage.
- **Townhouses (with Rear Tuck-under Parking).** The townhouse type is characterized by attached, two- and three-story (up to 35 feet) townhouses placed along an alley. The front of each townhouse and its entry would be from public sidewalks and would feature small semi-private front yard areas and stoops. Parking would be provided at the rear of the townhouses tucked under the units.
- **Alley Townhouses (with Front-Loaded Parking at Alley and Rear Yards at Units).** The alley townhouse type is characterized by attached two- and three-story (up to 35 feet) townhouses placed along a private mew/alley. Except for those units that face public streets, townhouse entries and garages face the common alley. Each townhouse features a private rear yard and/or a roof deck.

TABLE II-2: SPECIFIC PLAN PROGRAM SUMMARY	
Uses	Quantity
Residential (Multi-Family)	
Existing	
Jordan Downs Public Housing Complex	700 dwelling units
<i>Total Existing Residential Development</i>	<i>700 dwelling Units</i>
Proposed	
Rentals (includes 100 senior units)	1,400 Units
Condominiums	400 Units
Total Proposed Residential Development	1,800 Units
Less Existing Residential Development	(700) units
Net Increase of Residential Development	1,100 Units
Commercial/Retail/Light Industrial (Employment Uses)	
A. HACLA-Owned Properties	
Existing	
Commercial/Light Industrial	138,000 gsf
<i>Total HACLA-Owned Existing Employment Uses</i>	<i>138,000 gsf</i>
Proposed	
Commercial/Retail	210,000 gsf
Mixed Use (Community Serving Retail and/or Services)	20,000 gsf
<i>Total Proposed HACLA-Owned Employment Uses</i>	<i>230,000 gsf</i>
B. LAUSD and Privately-Owned Properties	
Existing	
Commercial/Light Industrial	124,000 gsf
<i>Total LAUSD and Privately-Owned Existing Employment Uses</i>	<i>124,000 gsf</i>
Proposed	
Commercial/Light Industrial	292,000 gsf
<i>LAUSD and Privately-Owned Total Proposed Employment Uses</i>	<i>292,000 gsf</i>
Total A+B Proposed Employment Uses	522,000 gsf
Less A+B Existing Employment Uses	(262,000) gsf
Net Increase of Employment Uses	260,000 gsf
Community Facilities	
Existing	
Jordan Downs Recreation Center building	7,000 gsf
<i>Total Existing Community Facilities</i>	<i>7,000 gsf</i>
Proposed	
Family Resource Center	50,000 gsf
Joint-use Gymnasium	17,000 gsf
Pool	3,000 gsf
Total Proposed Community Facilities	70,000 gsf
Less Existing Community Facilities	(7,000) gsf
Net Increase of Community Facilities	63,000 gsf
Schools	
Existing	
David Starr Jordan High School	1,832 Students
<i>Total Existing Student Population</i>	<i>1,832 Students</i>
Proposed	
Elementary School	650 Students
High School Expansion	750 Students
Total Proposed Student Population	1,400 Students
Plus Existing Student Population	1,832 students
Total Student Population	3,232 Students
Parks and Public Open Spaces	
Existing	
Jordan Downs Recreation Center	3.16 acres
<i>Total Existing Parks and Public Open Space</i>	<i>3.16 acres</i>
Proposed	
Central Park	6.38 acres
Other Open Space and Plazas	2.57 acres
Total Proposed Parks and Public Open Spaces	8.95 acres
Less Existing Parks and Public Open Space	(3.16) acres
Net Increase of Parks and Open Space	5.79 acres
SOURCE: WRT Solomon E.T.C., 2010.	



LEGEND:

-  Specific Plan Area
-  Annexation Area
-  Block Number, refer to Table II-3 for the size and proposed land use and zoning of the block

SOURCE: WRT/Solomon E.T.C., 2009.

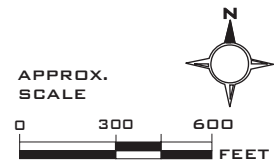
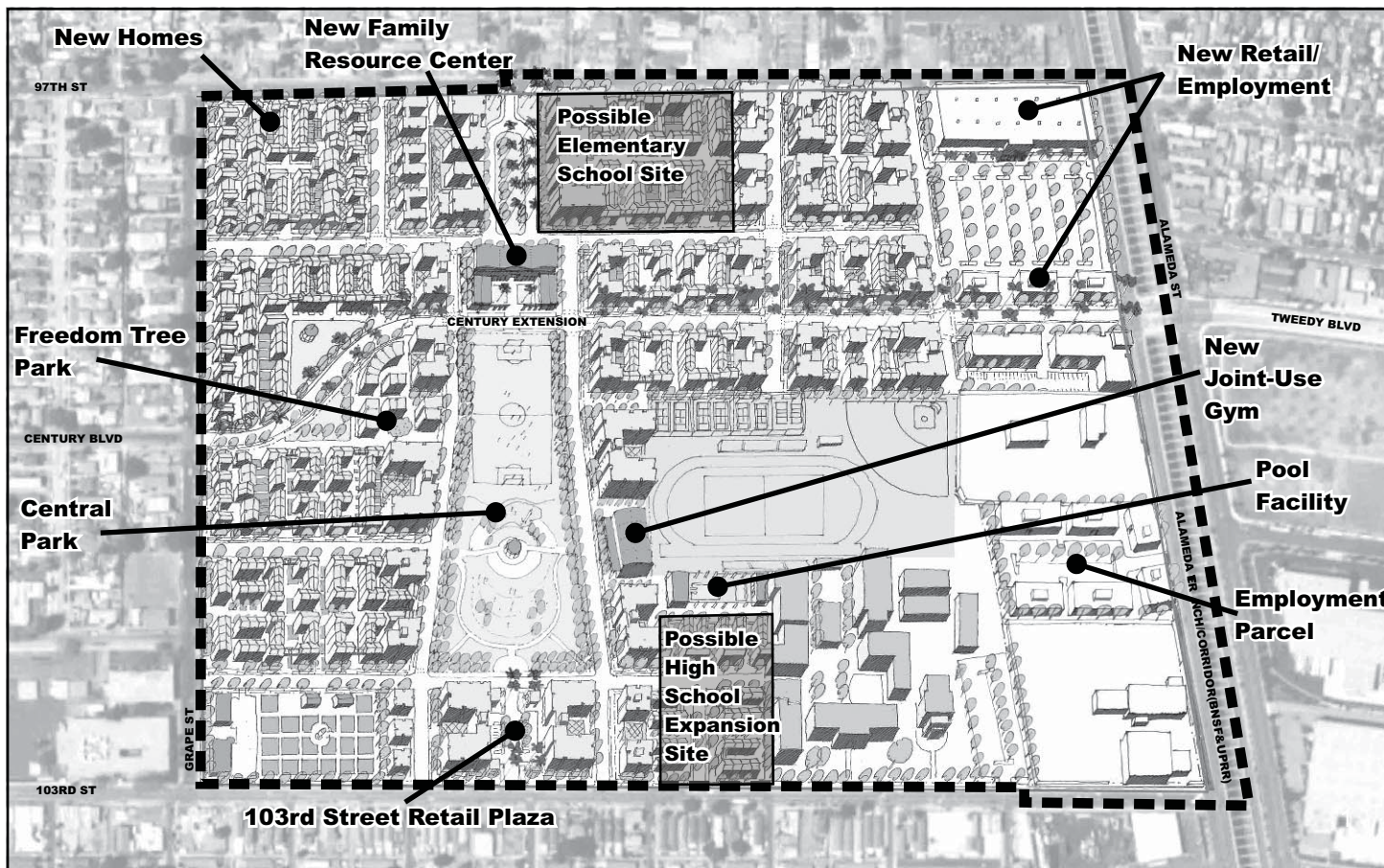


FIGURE II-6

KEY MAP

TABLE II-3: EXISTING AND PROPOSED LAND USE AND ZONING DESIGNATIONS					
Block	Size (Acres)	Existing Land Use Designation	Proposed Land Use Designation	Existing Zoning	Proposed Zoning
1	5.62	Industrial	Commercial	M-2	CM-2-UV
2	1.59	Industrial	Commercial	M-2	CM-2-UV
3	1.00	Residential	Residential	RD2-1	RAS3-1-UV
3A	0.4	Residential	Residential	RD2-1	RAS4-1-UV
4	1.00	Industrial	Residential	M-2	RAS3-1-UV
4A	0.5	Industrial	Residential	RD2-1	RAS4-1-UV
5	1.75	Residential	Residential	RD2-1	RAS3-1-UV
6	1.70	Industrial	Residential	M-2	RAS3-1-UV
7	0.91	Industrial	Community Facility	M-2	PF-1-UV
8A	0.33	Residential	Residential	RD2-1	RAS3-1-UV
8B	3.44	Residential	Residential	RD2-1	R3-1-UV
8C	0.53	Residential	Open Space	RD2-1	OS-1-UV
X	0.25	Residential	Open Space	RD2-1	OS-1-UV
Y	0.22	Commercial/Industrial	Open Space	M-2	OS-1-UV
Z	0.22	Commercial/Industrial	Open Space	M-2	OS-1-UV
9A	0.46	Residential	Residential	RD2-1	RAS4-1-UV
9B	0.81	Residential	Residential	RD2-1	RAS3-1-UV
9C	2.36	Residential	Residential	RD2-1	R3-1-UV
9D	0.63	Residential	Residential	RD2-1	RAS3-1-UV
9E	0.95	Residential	Open Space	RD2-1	OS-1-UV
10A	1.45	Residential	Open Space	RD2-1	OS-1-UV
10B	4.93	Residential	Open Space	RD2-1	OS-1-UV
11	0.84	Residential	Residential	RD2-1	RAS3-1-UV
12	0.73	Residential	Community Facility	RD2-1	PF-1-UV
13	1.42	Public Facility	Residential	PF-1	RAS3-1-UV
14	0.70	Public Facility	Residential	PF-1	RAS3-1-UV
15	1.01	Public Facility	Residential	PF-1	RAS3-1-UV
16	1.03	Residential	Residential/Mixed	RD2-1	RAS3-1-UV
17	1.03	Residential	Residential/Mixed	RD2-1	RAS3-1-UV
18A	0.34	Residential	Residential	RD2-1	RAS3-1-UV
18B	2.48	Open Space	WLCAC (Mudtown Farms)	RD2-1	A1-1-UV
19A	0.70	Residential	Residential	RD2-1	RAS3-1-UV
19B	3.02	Residential	Residential	RD2-1	R3-1-UV
20	3.33	Residential	Residential	RD2-1	R3-1-UV
21	1.91	Residential	Residential	RD2-1	R3-1-UV
22	0.40	Residential	Open Space	RD2-1	OS-1-UV
23	4.59	Residential	Residential	RD2-1	R3-1-UV
24	2.52	Residential	Residential	RD2-1	RAS3-1-UV
30A	17.26	Public Facility	Public Facility	PF-1	PF-1-UV
30B	0.77	Public Facility	Public Facility	M-2	PF-1-UV
30C	3.28	Industrial	Public Facility	RD2-1	CM-1-UV
31	3.24	Industrial	Commercial/Industrial	M-2	CM-1-UV
32	4.43	Industrial	Commercial/Industrial	M-2	CM-1-UV
ROW	28.54	ROW	ROW	n/a	n/a
Alameda ROW	3.88	ROW	ROW	M-2	PF-1-JD
TOTAL	118.5	n/a	n/a	n/a	n/a

UV = Jordan Downs Specific Plan suffix; A1-1 = Agricultural; RD2-1 = Restricted Density Multiple Dwelling Zone; R3-1 = Multiple Dwelling; RAS3-1/RAS4-1 = Residential/Accessory; CM2-2= Commercial Manufacturing; M-2 = Heavy Manufacturing Zone; and PF-1 = Public Facilities Zone.
SOURCE: WRT Solomon E.T.C. and City of Los Angeles Department of City Planning, January 2010.



LEGEND:

 Specific Plan Area

SOURCE: WRT/Solomon E.T.C., 2009.



Jordan Downs Specific Plan
Environmental Impact Report

taha 2008-079

CITY OF LOS ANGELES DEPARTMENT OF CITY PLANNING

FIGURE II-7

ILLUSTRATIVE SITE PLAN



TYPE A: Townhome
Typically 2, 3, or 4 Bedrooms



TYPE B: Townhome over Flat
Typically 2, 3, 4, or 5 bedrooms
(Upper levels in picture – access by center doors)

TYPE C: Flat under Townhome
Typically 1 or 3 bedrooms
(Lower level in picture – access by center doors)



TYPE D: Townhome beneath Stacked Flat
Typically 2 bedrooms
(Lower 1 and 2 levels in picture.)



TYPE E: Stacked Flats
Typically 1, 2, 3, 4, or 5 bedrooms

SOURCE: WRT/Soloman E.T.C., 2010.

- **Townhouses over Flats (with Rear-Loaded Alley Parking).** The townhouse over flat type is characterized by three-story (up to 35 feet) buildings with no elevators. Two-story townhouses are placed over ground-level apartments. Entry to both townhouses and apartments is at grade and passes through small semi-private front yard areas separating the units from the public streets and sidewalks. Parking would be provided at the rear of the townhouses tucked under the units along alleys and private drives.
- **Stacked Flat Apartments (with Ground Floor Stoop-Accessed Units or Ground Floor Retail).** The stacked flat apartment type is characterized by three-, four-, and five-story (up to 60 feet) 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, units, live-work units, offices, and services. Parking is provided within a common garage screened from view by building uses.
- **Stacked Flat Apartments over Townhouses (or Ground Floor Retail with Wrapped and/or Below-Grade) Parking.** The stacked flat apartment over townhouse type is characterized by three-, four-, and five-story (up to 60 feet) 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.
- **Mid-Rise Stacked Flat Apartments (with Parking Below and at Podium).** 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 of up to eight floors in height (up 90 feet).
- **Mixed-Use (Residential over Commercial).** The proposed project provides several locations for mixed-use buildings. The mixed-use residential over commercial type places stacked flat units over ground floor commercial uses. Oriented to the sidewalk, the commercial spaces would provide an opportunity to bring local retail uses into the community to serve the residents. The mixed-use buildings would have a maximum height of 60 feet and would be five stories tall.

Employment Uses (Commercial, Retail, and Light Industrial). Commercial and retail uses include up to 210,000 gsf of commercial and retail space along Alameda Street, plus up to 20,000 gsf of community-serving retail and services in mixed-use buildings on HACLA-owned property. An additional 292,000 gsf of commercial and light industrial uses could also potentially be developed on the LAUSD- and privately-owned parcels along Alameda Street. Commercial buildings would provide retail and job opportunities. Two- and three-story commercial buildings would be sited to maximize visibility from surrounding streets, intensify sidewalk activity, and continue the use of architectural precedents incorporated into the residential structures. The maximum height of the two- to three-story commercial buildings would be 35 feet.

Community Facilities. Community facilities include a Family Resource Center, a gymnasium, and pool facility to be jointly used with Jordan High School. The new gymnasium, which would be 25 to 35 feet in height and oriented towards the new central park, would include locker rooms, and associated offices to serve the Jordan Downs community. The Family Resource Center would anchor the redeveloped Specific Plan area and would 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 would serve as both a major entrance oriented to the central park, and a secured area for larger events and festivities. The Family Resource Center would be a community hub of activity and learning for residents

and is planned to be two to three stories tall (up to 45 feet) and approximately 50,000 square feet. It is anticipated to include the following programs and services:

Direct Services

- Early Childhood
- Childcare/Infant Care
- Health/Wellness
- Fitness Center
- Employment Training
- Youth Programs
- Education and Literacy
- Arts and Culture
- Computer/Technical Lab

Other Functions

- Community Kitchen
- Storage
- Shared Offices for Partner Agencies (e.g., Recreation and Parks)
- Flexible Conference Room(s)
- Meeting Rooms
- Shared Reception, Lobby/Waiting Room Area
- Computer Room(s)
- Recycling Area
- Limited Retail/Café with Outdoor Seating/Post Office or Mailing Services
- Arts and Cultural Exhibit Showcasing Local Artists
- Informational Kiosks

Schools. The Specific Plan identifies two potential locations for a new elementary school and an expansion to Jordan High School. The new elementary school site, which is planned for 550 to 650 students, would potentially be located on a three-acre parcel between 97th and 99th Streets, just east of Croesus Avenue. The high school expansion site would potentially be located adjacent to Jordan High School to the southwest, on a three-acre parcel along 103rd Street with the enabling proposed zone of R3. The new high school expansion site is planned for 500 to 750 students, and would form part of an educational campus with Jordan High School that would share facilities. If either of these school options are implemented, the total number of residential units would remain the same; however, the residential units would be redistributed more densely over the Specific Plan area.

Parks and Public Open Spaces. A new central park would be the center of a network of parks, greenways, and other open spaces for use by the residents and the Watts community. The central park would cover over six acres and would include a variety of passive and active recreational areas. The central park would be the symbolic front lawn of the new Family Resource Center and would be lined with mixed-use residential buildings and community amenities, including a new community center and a joint-use gymnasium. An illustrative view of central park with the Family Resource Center along the northern edge is presented in **Figure II-9**.

The Freedom Tree is a community landmark that would be protected as an important cultural feature to the residents of Jordan Downs Housing Complex. The Freedom Tree is a local gathering place for residents, where information is shared regarding local resident and community activities, events, and sometimes a rallying point for support of families who have lost a loved one. Freedom Tree Park would provide areas for passive recreation and would reflect the cultural heritage of the community. The park would be designed to support passive activities such as walking, picnicking, barbecuing, reading, etc. Plazas, which would be primarily composed of hardscape surfaces, would be incorporated to provide areas for civic engagement and commercial activity. Adjacent buildings would orient entrances toward the plazas to create active urban spaces and connections between indoor and outdoor spaces. The plazas would include enhanced paving and landscape as well as safe street crossings, benches, ample lighting, litter receptacles/ash urns, etc. Joint-use of school fields and playgrounds would play an integral role in the open space strategy. Joint-use facilities would provide the community with broader, more balanced opportunities for active recreation.



Illustrative view of the central park looking north toward the community center.

SOURCE: WRT/Soloman E.T.C., 2010.

Street Types. The proposed project would include a neighborhood pattern of streets that connects Jordan Downs with the surrounding neighborhood. New streets would lead into and through the Specific Plan area, allowing for the Jordan Downs community to be connected with the rest of Watts. The new street network would be lined on both sides with a continuous network of sidewalks and walkways. The sidewalks would vary in width and design according to their location in the Specific Plan area and anticipated uses. The network of sidewalks would allow for multiple routes to get to and from destinations, allowing for variety and safety, with homes overlooking the public walkways.

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

The typical residential street is the street design most commonly planned for use throughout the Specific Plan area. Typical residential streets would be 60 feet wide and generally lined with two- to four-story residential buildings on both sides. Most of the residential streets are continuously lined with sidewalks, street trees, and on-street parking along both sides. Pedestrian safety and traffic-calming measures at intersections include stop signs and sidewalk bulb-outs. This street would be similar in design to LADPW's Standard Street design for a Non-Arterial Local Street.

Typical residential streets would have a ten-foot setback from the public right-of-way intended to accommodate front door entrances, stoops, porches and outdoor landscaping and patio spaces. Frequent entrances replicate the pattern of traditional neighborhoods and enliven the streetscape. The ground related units of multi-story stacked residential buildings are encouraged to have entrances directly from the street in addition to any entrances from the building corridors or parking garages.

Parking. Implementation of the proposed project would employ a variety of parking strategies in accordance with the parking requirements as prescribed in the Specific Plan. Parking requirements for the residential uses would range from 1 to 1.5 parking spaces per unit, based on the number of bedrooms. Non-residential uses would have similar parking requirements under the Specific Plan as under the Los Angeles Municipal Code (LAMC). In total, the Specific Plan would require a total of 3,231 parking spaces for all uses. The Specific Plan parking requirements are shown in **Table II-4**.

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



Illustrative view looking east along the proposed extension of Century Boulevard. Most of Century Boulevard would have street parking along both sides.

SOURCE: TAHA, 2010.

Implementation of the Specific Plan involves developing the existing LAUSD parking lot fronting Alameda Street that is currently used for student parking with commercial uses. LAUSD would provide replacement parking as part of their facilities planning effort for Jordan High School when the existing parking is developed with commercial uses.

TABLE II-4: SPECIFIC PLAN PARKING REQUIREMENTS		
Zone	Land Use	Specific Plan
A1-UV	Agriculture	The Specific Plan states that there would be designated off-street parking. However, a ratio to determine parking requirements is not stated
PF-UV	Community Facilities	There are no off-street parking requirements for this zone.
OS-UV	Park & Recreation Space	There are no off-street parking requirements for this zone.
R3-UV, RAS3-UV, RAS4-UV	Residential	(1) A maximum of one parking space is required for each dwelling unit that has with fewer than three habitable rooms. (2) A maximum of one and one-half parking space is required for each dwelling unit with three or more habitable rooms.
RAS3, RAS4	Commercial/ Retail	Two parking spaces per 1,000 square feet of floor area.
CM-UV	Commercial/ Office	Two parking spaces are required for every 1,000 square feet of floor area within all office, commercial, research and development buildings on a lot.
CM-UV	Commercial/ Industrial	Two parking spaces per 1,000 square feet of floor area.
SOURCE: City of Los Angeles Department of City Planning, <i>Draft Jordan Downs Specific Plan</i> , 2010.		

F. HUMAN CAPITAL PLAN

The Master Plan includes a Human Capital Plan (HCP) for Jordan Downs that was the result of a comprehensive needs assessment process that included: 1) resident focus groups, 2) a household-level planning survey, 3) meetings with the Jordan Downs Community Action Council (CAC), 4) meetings with the Mayor’s Human Capital Working Group, 5) meetings with residents and community stakeholders, 6) an analysis of HACLA occupancy data for Jordan Downs residents, 7) an analysis of community-wide programs, data, and services, and 8) interviews with HACLA staff and other key stakeholders in and around the neighborhood. The planning process revealed a range of resident needs that are addressed in the HCP, including General Educational Development (GED) and English as a Second Language (ESL) education training, employment and job training, childcare and early childhood education, health and wellness, and gang and violence reduction, among others. The HCP addresses these needs with a combination of intensive and targeted case management, coordinated service delivery from a network of local providers and dedicated funding that fills gaps between what local providers can contribute and what the community needs.

The new Family Resource Center would be essential for implementation of the HCP and for the overall redevelopment of Jordan Downs. The Family Resource Center would be constructed in the first phase of development and, when completed, would house several services and organizations in one convenient location. In addition, implementation of the proposed project would potentially create hundreds of jobs in construction, administration, property management, retail, and community services providing an opportunity to establish mechanisms to capture jobs for community residents. Some of these jobs would be provided within the commercial areas being created within the Specific Plan area.

G. SUSTAINABILITY

The proposed project has been designed to meet Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND). LEED-ND is a rating system that integrates the principles of smart growth, new urbanism, and green building into the first national standard for neighborhood design. Using the framework of other LEED rating systems, LEED-ND recognizes development projects that successfully protect and enhance the overall health, natural environment, and quality of life of communities. The rating system encourages smart growth and new urbanism best practices, promoting the location and design of neighborhoods that reduce vehicle miles traveled and communities where jobs and services are accessible by foot or public transit. Under the LEED-ND version 2009 program, there are 110 points available, divided into 12 prerequisites and 51 credits across five categories: 1) Smart Location and Linkage, 2) Neighborhood Pattern and Design, 3) Green Infrastructure and Buildings, 4) Innovation and Design, and 5) Regional Priority.

The proposed project has been designed to meet LEED-ND sustainability goals at the Gold certification level or higher (97 points). Highlights of the sustainability goals that have been incorporated into the proposed project include:

- Appropriate building massing and density to create a human-scaled community that relates to the scale of the surrounding communities;
- Walkable, pedestrian-friendly streets to promote socializing and physical activity;
- Capitalizing on public transportation to reduce vehicle usage;
- Significant reduction in potable water used for irrigation through native and drought-tolerant plants and drip irrigation;
- Reduction of heat island effect through appropriate placement of trees to provide shading to hardscape areas that are prone to collect heat;
- Stormwater retention to reduce stormwater runoff and pollutants;
- Stormwater retention tanks providing irrigation to landscaping, thus potentially reducing some landscaped areas of the Specific Plan area to no potable water use for irrigation;
- On-site renewable energy source implemented as solar hot water panels on the rooftops to provide domestic hot water;
- Reduction of energy consumption of project infrastructure by providing energy-efficient street lights and traffic lights; and
- Reuse of existing material on site for building new infrastructure, including crushing of existing asphalt paving and concrete sidewalks to be reused in new infrastructure.

The infill location of the proposed project has many inherent qualities that are the “building blocks” to creating a sustainable neighborhood in an urban setting. These qualities have been embraced and strengthened in the proposed project and promote one of the primary goals for a LEED-ND project, which is to reduce vehicle miles traveled. The neighborhood pattern and design encompasses many sustainability strategies that would further reduce the carbon footprint of the community while creating healthier, cleaner environments for the residents and neighbors. Strengthening the neighborhood sustainability qualities of Jordan Downs enhances the opportunities for implementing sustainability in future developments in the surrounding Watts area.

The LA Green Building Code includes a series of requirements and incentives for developers to meet the US Green Building Council's Energy and Design standards for LEED-NC (New Construction), Core & Shell, or Homes. These requirements would apply to Jordan Downs, and buildings that meet the following criterion must meet the equivalent to LEED certified level:

- New mixed-use and residential building, consisting of at least 50 dwelling units in a building which has at least 50,000 square feet of floor area, and in which 80 percent of the buildings' floor area is dedicated to residential.

Building energy efficiency, water efficiency, indoor environmental quality, and resource conservation will be key areas to address during the design and construction of the buildings to achieve sustainability goals and meet the City requirements. In meeting these aggressive sustainability goals, the proposed project will also support the City of Los Angeles in the Green LA Action Plan that calls for reducing greenhouse gas emissions to 35 percent below 1990 levels by 2030.

H. CONSTRUCTION SCHEDULE AND PHASING

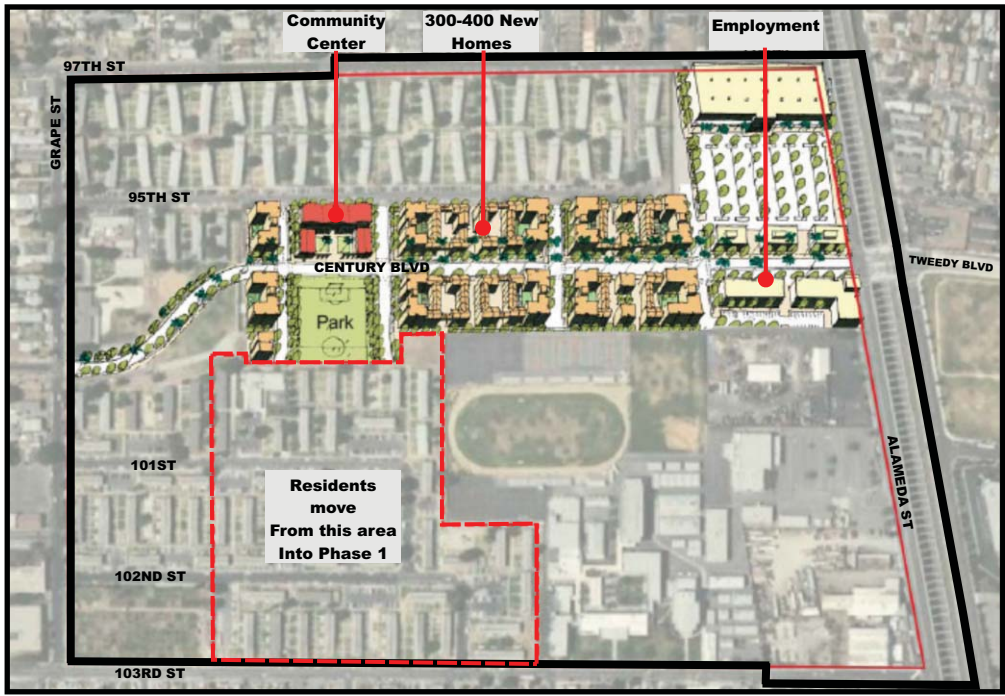
Construction of the proposed project would occur in four phases, and build-out of all phases of the proposed project is anticipated to take seven years and be completed by 2020. **Figures II-11** and **II-12** illustrate the four construction phases.

Phase 1: Homes, Services, Open Space, Employment. The first phase includes four key community redevelopment components: the Family Resource Center, an urban park, seven acres reserved for employment land, 350 to 400 new residences and a new street connecting Century Boulevard to Tweedy Boulevard.

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

Phase 2: Completing the Park. The second phase completes the central park and includes a mixed-use retail plaza along 103rd Street and 350 to 400 new residences. After the second phase is complete, key community resources and facilities that would be in place include: the Family Resource Center, the complete central park, and the joint-use gymnasium. Phase 2 also completes north-south street network, reconnecting Jordan Downs with the surrounding neighborhoods. As shown in **Figure II-2**, residents within the eastern portion Jordan Downs would be relocated prior to the start of Phase 3.

Phase 3: Grape Street & Freedom Tree Park. The third phase is focused on a small new park around the Freedom Tree. This phase would include 400 to 450 new residences on three blocks along Grape Street. As shown in **Figure II-12**, residents within the northern portion Jordan Downs would be relocated prior to the start of Phase 4.



PHASE 1



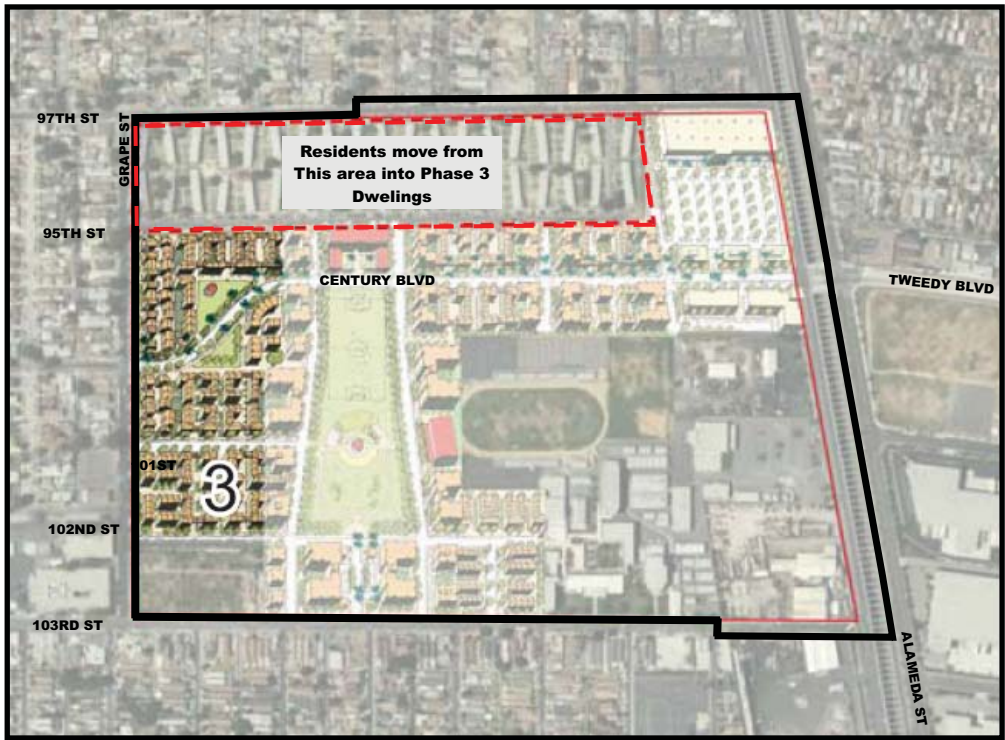
PHASE 2

LEGEND:

 Specific Plan Area

SOURCE: WRT/Soloman E.T.C., 2010.





PHASE 3

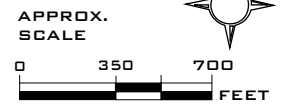


PHASE 4

LEGEND:

 Specific Plan Area

SOURCE: WRT/Soloman E.T.C., 2010.



Phase 4: The Northern Edge. The fourth phase completes the residential redevelopment, adding four blocks with 550 to 600 new residences. This phase may also include investments in school grounds and the redevelopment of employment parcels along Alameda Street.

I. REQUIRED DISCRETIONARY APPROVALS

Approvals required for development of the proposed project may include, but are not limited to, the following:

- Jordan Downs Specific Plan to establish the land use and regulatory framework for the physical development of the project site. The Jordan Downs Specific Plan would provide detailed standards for the development of the project site, and would eliminate the need to obtain separate entitlements where such would otherwise be required under the current applicable zoning regulations;
- Project Permit Compliance Review for individual development projects pursuant to the Jordan Downs Specific Plan;
- Vesting Tentative Tract Map(s) to create ground and airspace lots and vacant street;
- LAFCO approval of the annexation proposal;
- General Plan Amendment and related amendments to show the Jordan Downs Specific Plan designation and add the annexation area to the Southeast Los Angeles Community Plan;
- General Plan Amendment and related amendments to downgrade Century Boulevard from a Major Highway Class II Arterial Street to a Collector Street from Wilmington Avenue to Grape Street, and from Grape Street to Alameda Street (currently a paper street), and as a Modified Secondary Highway from Wilmington Avenue westerly to Success Avenue;
- Demolition, grading, excavation, and building permits;
- Haul Route Approval, as necessary; and
- Any additional actions or permits as may be determined necessary

In order to implement the proposed project, various other approvals, permits and actions will be required by the City of Los Angeles and other responsible agencies. City departments and commissions that may use this EIR in their decision-making process include the Department of Building and Safety, the Department of City Planning, the Department of Public Works, the Planning Commission, the City Council, and the Community Redevelopment Agency. Other responsible agencies may include the Regional Water Quality Control Board, the South Coast Air Quality Management District and the Department of Toxic Substance Control.