

IV.J LAND USE AND PLANNING

INTRODUCTION

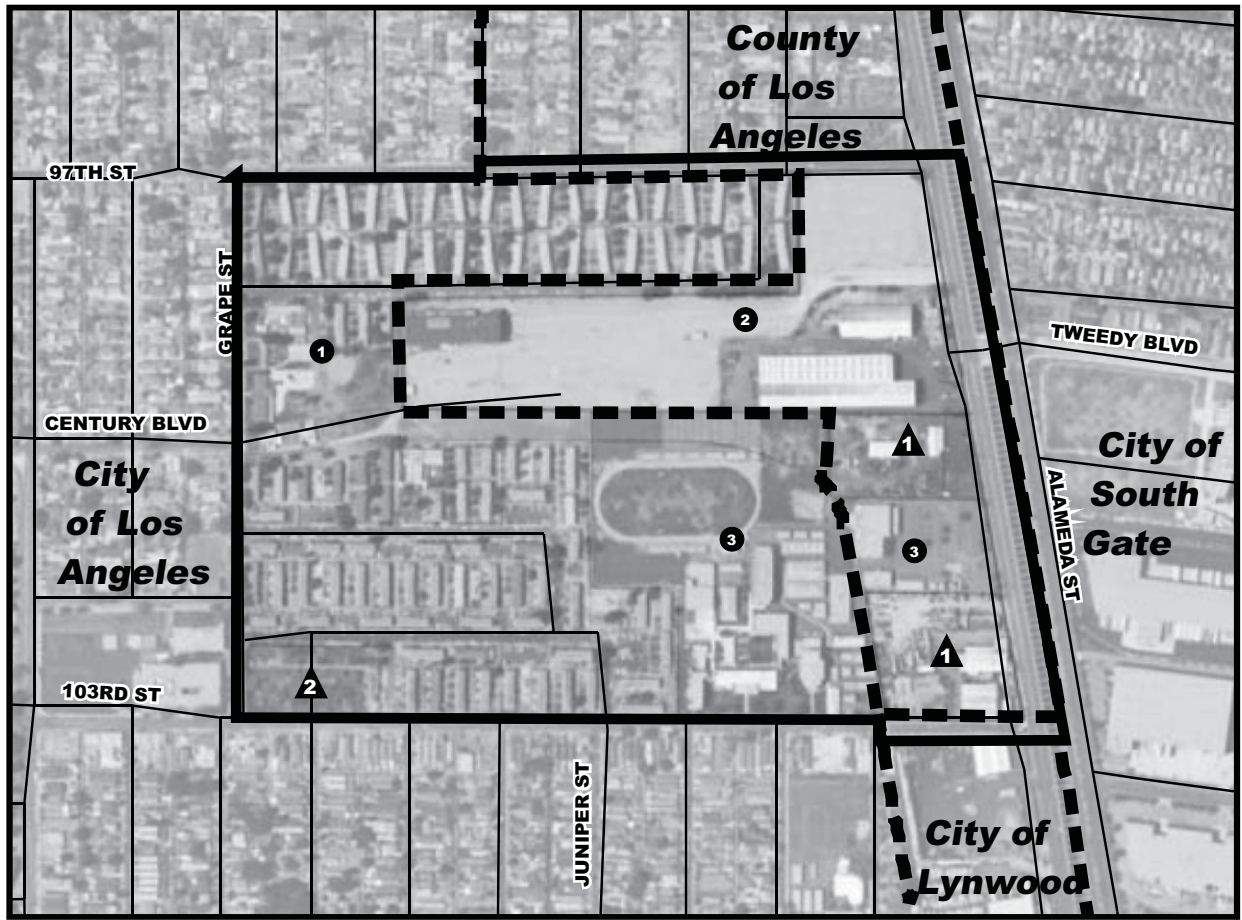
This section examines the proposed project to determine whether it would be consistent with local and regional land use plans and policies, and analyzes potential conflicts between existing and proposed land uses in and around the Specific Plan area. Specifically, this section evaluates the proposed project's consistency with the City of Los Angeles Planning and Zoning Codes, General Plan, and Southern California Association of Governments (SCAG) planning documents. Local policies for land use and development, such as specific plans, regulate the types of uses allowed, height, and building envelope, as well as the intensity of development. The purpose of this section is to provide baseline data on the existing land use characteristics of the Specific Plan area, including the annexation of 41.74 acres of unincorporated Los Angeles County land. As new development results in changes to land use patterns, the character of an area can be affected and impacts to the environment may occur. Consistency of the proposed project with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) is discussed in Section IV.C Air Quality.

ENVIRONMENTAL SETTING





The Specific Plan area is located in the Watts neighborhood of Los Angeles, approximately eight miles south of downtown Los Angeles and approximately one mile north of the Glenn Anderson Freeway (I-105). The Specific Plan area contains approximately 118.5 acres of land area, inclusive of streets, and is generally bounded by 97th Street to the north, Alameda Street to the east, 103rd Street to the south, and Grape Street to the west. The majority of the Specific Plan area is within the Southeast Los Angeles Community Plan Area (CPA) of the City of Los Angeles; however, the Specific Plan area is located at a nexus of several different local jurisdictions, including the cities of Lynwood and South Gate and the unincorporated areas of the County of Los Angeles. Approximately 41.74 acres of the Specific Plan area are within the unincorporated County of Los Angeles Florence-Firestone community. **Figure IV.J-1** shows the regional location, the Specific Plan area and annexation areas, and the surrounding jurisdictions.

City of Los Angeles

Jordan Downs Public Housing Complex. The Jordan Downs public housing complex is approximately 49.5 acres in size and includes 700 residential units, owned by the Housing Authority of the City of Los Angeles (HACLA). All of the Jordan Downs residences are in attached, two-story, townhouse-style buildings originally intended as military work-force housing. These buildings are made of a concrete block foundation and painted in a cream color with red/rust trim. The 400 residences located between 97th and 99th Streets were constructed in 1943 and converted to public housing in the early 1950s. An additional 300 units were added to the public housing complex in 1954 directly to the south of the 400 original units. The 700 residences provide a total of 1,791 bedrooms in 81 one-bedroom units, 257 two-bedroom units, 276 three-bedroom units, 62 four-bedroom units, and 24 five-bedroom units. The residences have both front and rear entrances accessed by walkways. The front entrance walkway is typically shared by two units. The fronts of the units contain turf and in some units, large trees. Each rear entrance has its own walkway, which includes metal poles with clothes-lines for outdoor drying. Play structures and picnic areas are located between the rear entrances. There are ten of these play/picnic areas within the Jordan Downs public housing complex. No private yard space is provided for any of the units at the Jordan Downs public housing complex. **Figures IV.J-2** and **IV.J-3** show street-level views of the existing uses on the Specific Plan area.



LEGEND:

-  Specific Plan Area
-  Political Jurisdiction Boundaries
-  Publicly-owned Properties
-  Privately-Owned Properties
- 1. Jordan Downs Public Housing Complex and Recreation Center
- 2. Industrial Uses along Alameda
- 2. HACLA-owned 21-acres
- 3. LAUSD (David Starr Jordan High School)
- 2. Mudtown Farms

SOURCE: TAHA, 2010.





View of fencing surrounding Jordan Downs.



View of walkway between buildings in Jordan Downs.



View of two-story townhouse style public housing.



View of play area between buildings in Jordan Downs.



View of Mudtown Farms.



View of David Starr Jordan High School.

SOURCE: TAHA, 2010.



Jordan Downs Specific Plan
Environmental Impact Report

taha 2008-079

CITY OF LOS ANGELES DEPARTMENT OF CITY PLANNING

FIGURE IV.J-2

STREET-LEVEL VIEWS OF
SPECIFIC PLAN AREA 1



View of Jordan Downs Community Center.



View of field behind Jordan Downs Recreation Center.



View of abandoned steel mill on HACLA-owned property.



View of abandoned steel mill adjacent to public housing.



View of privately-owned property within annexation area.



View of privately-owned property within annexation area.

SOURCE: TAHA, 2010.

Jordan Downs Recreation Center. The Jordan Downs Recreation Center, which is located at 9900 Grape Street, is situated in the center of the Jordan Downs public housing complex and separates the 400 residences that were constructed in 1943 from the 300 residences to the south that were constructed in 1954. The recreation center is the main City-owned open space for the residents of the Jordan Downs public housing complex and the larger Watts community. The Jordan Downs Recreation Center includes a children's playground, picnic tables, barbecue pits, a baseball field, outdoor basketball courts, an indoor gymnasium, and a Teen Center and is operated by the City of Los Angeles Department of Recreation and Parks (LARAP). The Jordan Downs Recreation Center also provides social services and outreach to the residents of both the Jordan Downs public housing complex and of Watts. The Jordan Downs Community Advisory Council, which is made of up local residents and stakeholders, hold monthly meetings at the Jordan Downs Recreation Center to provide outreach to residents and communicate their concerns to HACLA. The Jordan Downs Recreation Center also has a work source center, and serves as a meeting place for other events and activities.

David Starr Jordan High School. David Starr Jordan High School, which is located at 2265 East 103rd Street, is owned and managed by the Los Angeles Unified School District (LAUSD). The 20-acre Jordan High School property is located adjacent to the Jordan Downs public housing complex to the south. Access to Jordan High School is off of the main entrance on 103rd and the school parking lot on Alameda Street. Jordan High School was founded in 1923 and was reconstructed as a Works Projects Administration (WPA) project in the late 1930s. Jordan High School has athletic fields and sports courts which are not currently accessible by the residents of the Jordan Downs public housing complex.

Mudtown Farms. Mudtown Farms is a 2.5-acre community garden, consisting of 124 plots tended to by 118 local residents, most of whom live in the Jordan Downs public housing complex. Mudtown Farms is located at the southwest corner of the Specific Plan area, at the northeast corner of the Grape Street/103rd Street intersection. The community garden is owned by the Trust for Public Land and the Watts Labor Community Action Committee (WLCAC).

County of Los Angeles

Jordan Downs Annexation Area. The annexation area includes a 21-acre property that HACLA purchased in 2008 adjacent to the Jordan Downs public housing complex, all of the public and privately owned parcels along the Alameda Street, and right-of-way parcels, including the Alameda Corridor and portions of portions of 97th, 103rd, and Alameda Streets. The annexation area consists of 16 parcels of land totaling 36.03 acres including 5.71 acres of right-of-way, for a total of 41.74 acres of land.

HACLA-Owned Properties. In April 2008, HACLA purchased three parcels of land totaling approximately 21 acres adjacent to the north and east of the Jordan Downs public housing complex. A steel mill formerly occupied the entire 21-acre site from the 1940s until the 1980s. The site is currently vacant with an abandoned steel mill structure located in the northwest corner. A truck driving training school will temporarily occupy the southeast corner of this property until construction of the proposed project begins. The truck driving school will consist of a temporary building, above-ground planter boxes, a parking lot, and above-ground utilities.

Privately-Owned Properties. Based upon a preliminary review of the annexation proposal for the 21-acre property that HACLA purchased, the Local Agency Formation Commission (LAFCO) for the County of Los Angeles recommended that the City of Los Angeles also pursue the annexation of 13 additional public- and privately-owned parcels along Alameda street to create a linear boundary between the cities of Los Angeles, South Gate, and Lynwood, and reduce the cost of providing services to these parcels. The industrial parcels to the north of the LAUSD-owned parcel are currently developed with two structures and a storage yard that is occupied by Atlas Iron and Metal Company, a recycling facility. The

industrial parcels to the south are currently occupied by three light industrial structures with associated yards and parking areas.

LAUSD-Owned Parcel. The LAUSD-owned parcel fronting Alameda Street is approximately 3.36 acres and is currently occupied by a number of school buildings and surface parking. This parcel separates two groupings of privately-owned properties occupied with industrial uses. .

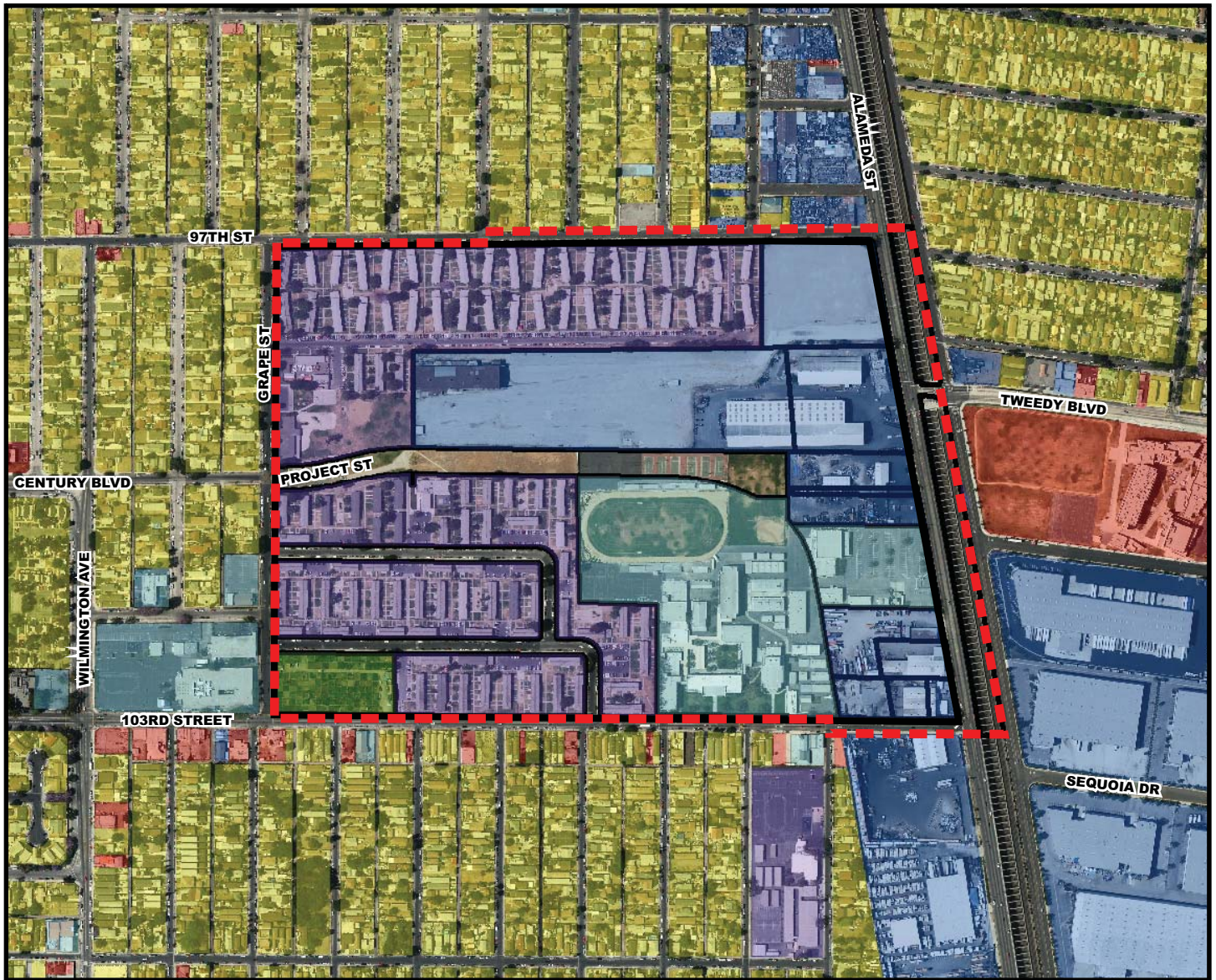
Surrounding Land Uses

The Specific Plan area is surrounded by a residential neighborhood consisting primarily of one- or two-story single-family residences with narrow one-way streets to the north, west, and south. The east, facing Alameda Street, is mainly industrial, and severed 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 traveling each day from the Ports of Long Beach and Los Angeles to bypass the site. Tweedy Avenue, located immediately to the east of the project site, is the nearest location for a road crossing over the railroad trench, which occur approximately every half-mile. **Figures IV.J-4** and **IV.J-5** show the existing land uses and General Plan land use uses for the Specific Plan area. When Jordan Downs was platted in the 1950s, a 114-foot-wide Class II Highway right-of-way was left undeveloped for a future extension of Century Boulevard across part of the project site. Century Boulevard only developed as a major highway with the development of Los Angeles International Airport eight miles to the west. Its extension to Alameda Street and Tweedy Avenue was never constructed and Century Boulevard (currently, the easement is not lined up with Tweedy Blvd.), was narrowed to a 60-foot wide neighborhood street two blocks before the project site, between Wilmington Avenue and Grape Street.


The street network of the Jordan Downs public housing complex does not integrate the public housing into the surrounding neighborhood. Whereas the neighborhoods to the north and south are oriented on a north-south street grid, the Jordan Downs public housing blocks are oriented with an east-west street grid, resulting in a lack of connectivity with the surrounding neighborhood. The entire Jordan Downs public housing complex site is also fenced, making access from the adjacent neighborhoods difficult and uninviting.









The residential neighborhoods to the north, west, and south are characterized by long rectangular blocks, typically 275 to 300 feet wide and over 800 feet long, served by narrow 20-foot-wide mid-block alleys, with 25- to 50-foot-wide single-family and low-density multi-family lots. The neighborhood streets are typically 50 to 60 feet wide, with a 30- to 40-foot curb-to-curb dimension and 10-foot-wide sidewalks on either side. Most neighborhood streets have parallel parking on both sides. Many of the residences have front-accessed driveways leading to side-drives, garages or car ports, so that the sidewalks have frequent curb-cuts and reduced on-street parking, especially because many of the blocks are divided into the minimum 25-foot-wide residential lots.

The Jordan Downs public housing units have an average density of 14 dwelling units (DUs) per acre. Residential uses to the north and south of the Specific Plan area are on small lots, approximately 3,375 square feet and have similar average densities of approximately 13 DUs per acre. Residential uses to the west of the Specific Plan area are on approximately 6,600-square-foot lots and have average densities of approximately seven DUs per acre.



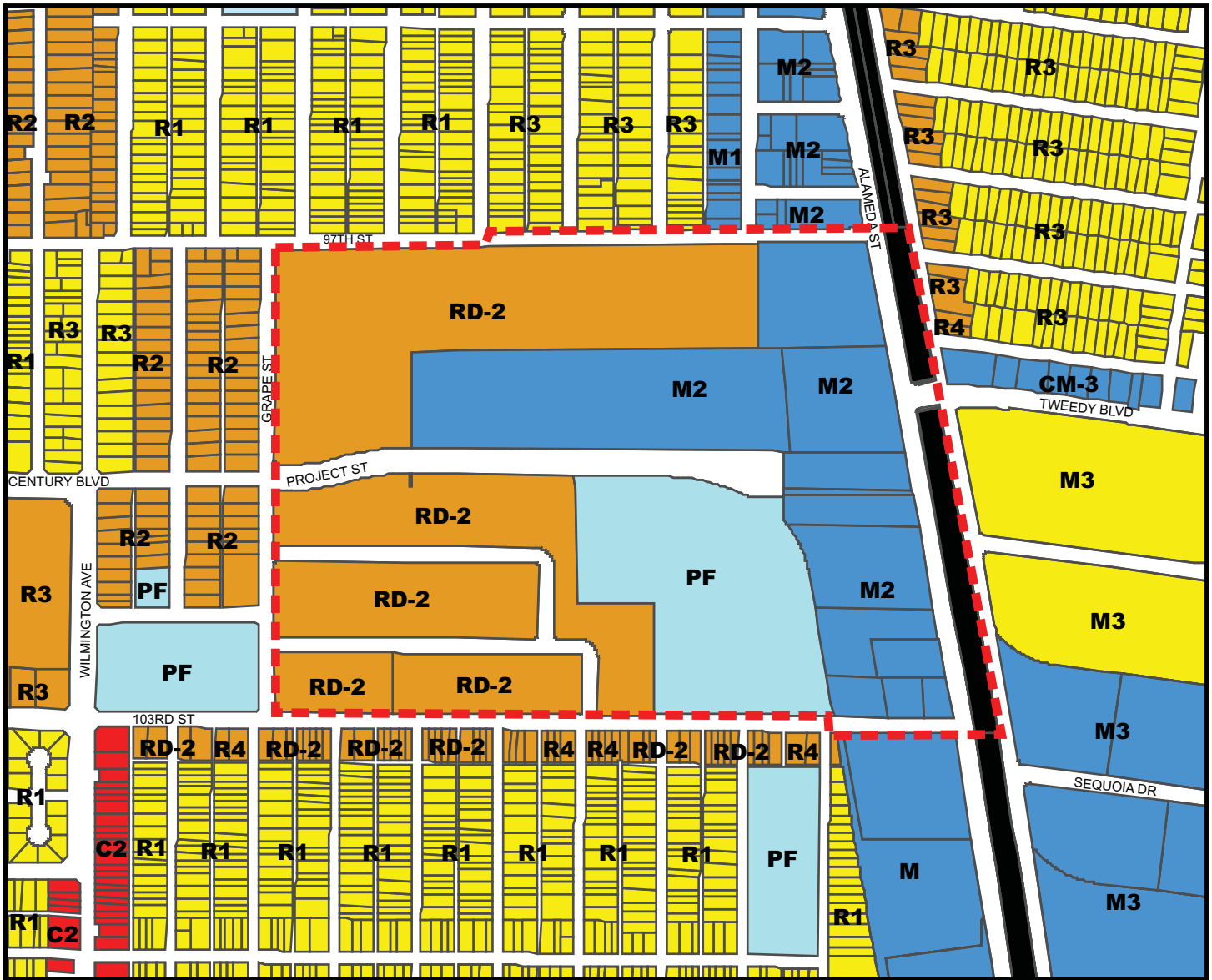
LEGEND:

 Specific Plan Area

- | | | |
|------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
|  Residential |  Institutional |  Government |
|  Commercial |  Alameda Street |  Agricultural |
|  Industrial |  Parking Lot | |



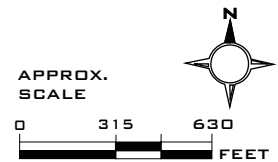
SOURCE: Los Angeles County Assessor, 2010.



LEGEND:

- Specific Plan Area
- Low Density Residential
- Medium Density Residential
- General Commercial
- Public Facilities
- Right-of-Way
- Industrial

SOURCE: TAHA, 2010.



General Plan Land Use and Zoning

The portion of the Specific Plan area located within the City of Los Angeles has land use designations of Residential – Low Medium II and Public Facilities, as designated by the Southeast Los Angeles Community Plan, which serves as the General Plan Land Use Element for this portion of the City of Los Angeles. The portion of the Specific Plan area located within the City of Los Angeles is zoned RD2-1, Restricted Density Multiple Dwelling Zone and PF-1, Public Facilities Zone, both with Height District 1. Under the RD2-1 designation, a minimum 2,000 square feet of lot area is required per DU. This restriction results in a maximum of 22 DUs per acre. Uses allowed in the RD2-1 zone, include residential parks, playgrounds, community centers, and home occupation uses. Residential buildings within the RD zones and Height District 1 are restricted to a maximum height of 45 feet and 3:1 floor area ratio (FAR.). The David Starr Jordan High School site is zoned PF-1. The PF zone allows for agricultural, government, school, public services, and similar uses. Buildings within the PF zone and Height District 1 are restricted to 3:1 FAR, but height itself is not restricted. The portion of the Specific Plan area located in the County of Los Angeles has a General Plan land use designation of Industrial and is zoned M-2, Heavy Manufacturing Zone. This zone allows for a wide range of uses, except some heavy industries which require a conditional use permit. Residential uses and schools are prohibited within this zone. These properties are also subject to the limitations of the Florence-Firestone Community Standards District. There is a minimum required lot area of 15,000 square feet and height is restricted by the FAR, which is limited to 13:1. Los Angeles County is in the process of preparing the Florence-Firestone Community Plan, which is intended to provide detailed land use, transportation, and urban design regulations to guide new development within this area.

Surrounding Uses and Zones

Parcels to the north of the Specific Plan area are Low-Density Residential and are zoned R1-1, One-Family Dwelling, in the City of Los Angeles and R3, Limited Multiple Residence, and M-1, Light Manufacturing in the County of Los Angeles. The R1-1 zone is limited to a FAR of 3:1 and a density of nine DUs per acre and the R-3 zone is limited to a density of 30 DUs per acre. Residential buildings in the R1-1 zone are limited to a height of 33 feet and to a height of 35 feet in the R-3 zone. Parcels to the west of the Specific Plan area along Grape Street and Anzac Avenue are designated Low Medium I Density Residential and are zoned R2-1, Two-Family Dwelling. The R2-1 zone is limited to a FAR of 3:1 and a density of 17 DUs per acre and a height of 33 feet. Parcels to the west of the Specific Plan area along Century Boulevard and Wilmington Avenue are designated Medium-Density Residential and are zoned R3-1, multiple dwelling. The R3-1 zone is limited to a FAR of 3:1, a density of 54 DUs per acre and a height of 45 feet. The property to the west of the Specific Plan area along Grape Street between 102nd and 103rd Streets is designated Public Facilities, is zoned PF-1, and is occupied by the Florence Griffith Joyner Elementary School. **Figure IV.J-5** above, also shows the existing zoning designations for the Specific Plan area and surrounding areas.

A few individual parcels on 103rd and Grape Streets currently hold the R4 zoning designation. These parcels are church sites and their zoning designation is further regulated by a qualified condition, otherwise known as a Q-Condition. These Q-conditions are adopted by ordinance for specific blocks to take certain existing conditions, uses, or trends under consideration, and apply additional development standards/restrictions for these blocks. The R4 zoning would revert to the nearest adjacent zoning with any future change of use. There are no true R4 residential zones located in the vicinity of the project site. Commercially-zoned parcels on Wilmington Avenue are restricted in height to three stories or 45 feet by a Q-condition. A Q-condition limits residential development on commercial zones at Century Boulevard and Compton Avenue to the R3-density. All commercial zones within Height District 1, including the Martin Luther King Shopping Center at 103rd Street and Compton Avenue, are restricted to a FAR of 1.5:1.

Applicable Plans and Policies

General Plan

The General Plan is the basic planning document of a city or county and acts as a “blueprint” for development. Every city and county must adopt a general plan with seven mandatory elements: land use, circulation, housing, conservation, open space, noise, and safety. Depending on the community’s location, general plans also contain special topics, including local coastal plans, waste management, hazardous waste, seismic hazards, floodplain management, and airport land use.

The City of Los Angeles General Plan. The City of Los Angeles General Plan is a comprehensive, long-term declaration of purposes, policies and programs for the development of the City of Los Angeles. It sets forth goals, objectives and programs to provide a guideline for day-to-day land use policies and to meet the existing and future needs and desires of the community, while integrating a range of State-mandated elements including Transportation, Noise, Safety, Housing, and Conservation. The City of Los Angeles General Plan includes the following eight elements:

- Framework Element
- Infrastructure Element
- Land Use Element
- Environmental Element
- Housing Element
- Cultural Element
- Public Facilities and Service Systems Element
- Safety Element

The Framework Element establishes the conceptual basis for the General Plan of the City. The Land Use Element consists of 35 Community Plans and the Airport and Harbor Plans. The Environmental Element includes the Conservation, Open Space, Air Quality and Noise Plans.

County of Los Angeles General Plan. Los Angeles County is one of the nation's largest counties, encompassing approximately 4,081 square miles. It is bounded on the east by Orange and San Bernardino Counties, on the north by Kern County, on the west by Ventura County, and on the south by the Pacific Ocean. There are 88 cities within the County, each with its own city council. As stated earlier, approximately 41.74 acres of the project site are within unincorporated Los Angeles County under the Florence-Firestone Community Plan area.

Other Local Plans and Policies

Los Angeles Municipal Code. Chapter 1 of the City of Los Angeles Municipal Code (LAMC) contains the City’s Planning and Zoning Code. The Planning and Zoning Code sets forth developments standards and regulations for the City’s designated land use zones, and was drafted to designate, regulate, and restrict the location and use of buildings, structures ,and land for agriculture, residence, commerce, trade, industry, or other purposes. The LAMC seeks to encourage the most appropriate use of land, conserve and stabilize the value of property, provide adequate spaces for light and air, prevent and fight fire, prevent undue concentration of population, lessen congestion on streets, facilitate adequate provisions for community utilities and facilities, and promote health, safety, and general welfare in accordance with the comprehensive plan. Chapter 1, Article 2, Sections 12.10.5 and 12.11.5 of the *City of Los Angeles Municipal Code* describe RAS3 and RAS4 Residential/Accessory Services (RAS) Zones, respectively. The purpose of RAS zones is to provide a mechanism to increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors. The RAS3 and RAS4 zones are intended as tools to accommodate projected population growth in mixed-use and residential projects that is compatible with existing residential neighborhoods along existing transportation corridors.

City of Los Angeles Land Use/Transportation Policy. Adopted by the City Council in 1993, the City of Los Angeles and the Los Angeles County Metropolitan Transportation Authority (Metro) initiated a

cooperative planning effort to develop an integrated policy addressing land use, transportation and air quality issues related to the regional transportation system. It is a long-term strategy for integrating land use, housing, transportation, and environmental policies into the development of a city in a form or manner that complements and maximizes the utilization of the region's transit system. The Policy fosters the development of higher-density, mixed-use projects within 0.25 miles of rail and major bus facilities. Mixed-use projects generally include a combination of commercial, residential, civic, and employment-generating uses.

Southeast Los Angeles Community Plan. The Land Use Element of the City of Los Angeles uses Community Plans that establish policy and standards for each of the 35 geographic areas in the City. As such, the Community Plans are oriented toward specific geographic areas of the city, defining locally the General Plan's more general citywide policies and programs. The Southeast Community Plan (adopted March 2000) addresses the general land use guidelines that affect the project site and the surrounding area. The purpose of the Community Plan is to provide an official guide to the future development within the Plan area. The Community Plan promotes an arrangement of land use, circulation, and services that encourage and contribute to economic, social and physical health, safety, welfare, and convenience of the community. Additionally, it guides the development, betterment, and change of the community to meet existing and anticipated needs and conditions; balance growth and stability and land development trends.

The Southeast Community Plan has the intended purpose of providing for the proper location of a range of land uses and physical development, to be carried out in a manner consistent with the designated purposes of the Plan. The current land use designations for the existing housing complex in the Specific Plan area under the Southeast Community Plan are Restricted Density Multiple Dwelling and Public Facilities.

Conditional Use Approval for Sale of Alcohol Specific Plan. The Southeast Los Angeles CPA contains a disproportionately large number of establishments selling alcoholic beverages which may contribute to health, safety, and general welfare problems in the area. The existence of such problems creates serious impacts on the health, safety, and welfare of residents of nearby single- and multiple-family areas. This Specific Plan was adopted in 1987 and most recently revised in 1997 to regulate and restrict the development of these land uses. The Specific Plan area encompasses all of the Southeast Los Angeles CPA.

Watts Corridors Redevelopment Project. The existing Watts Corridors Recovery Redevelopment Project adopted on November 15, 1995 is approximately 245 acres and comprises ten non-contiguous subareas along segments of commercial corridors in southeast Los Angeles. The expansion of this project area to approximately 2,470 acres is currently being studied. The new area is generally bounded by 92nd Street to the north, Vermont Avenue to the west, Mona Boulevard to the east, and I-105 to the south. The expansion area includes commercial and residential areas, including the HACLA-owned Jordan Downs public housing project

Los Angeles Mayor's Housing Plan. The Mayor's housing plan, *Housing that Works 2008-2013*, seeks to transform existing public housing sites into vibrant mixed-income communities. This plan seeks to replace the existing deteriorating apartments with new, modern, mixed-income residential communities funded and developed through innovative public/private partnerships. A vital component of this plan is that all projects provide one-for-one replacement of existing units while providing increased resources and opportunities for residents.

County of Los Angeles Florence-Firestone Community Plan. The *Florence-Firestone Vision Plan* was developed between November 2008 and April of 2009 through a process of stakeholder interviews, public workshops, collaboration with County staff and an analysis of the community's existing conditions. Florence-Firestone is a 3.6-square-mile unincorporated community located approximately six

miles south of Downtown Los Angeles. The community is situated between the City of Los Angeles on the north, south, and west, and the cities of Huntington Park, South Gate and Lynwood on the east. Florence-Firestone is accessible by the Harbor Freeway (I-110) on the west, the I-105 on the south and the Santa Monica Freeway (I-10) on the north. Land uses policies are contained in the physical vision of the plan, which is a long-term strategy containing eight objectives for physical improvements within the community. The strategy includes the following seven objectives:

- Enhance Florence Mile as the main street of the community;
- Create a central area;
- Strengthen neighborhoods;
- Preserve and enhance jobs along Alameda Corridor and other industrial areas;
- Preserve the existing jobs and seeks ways to expand the employment base;
- Transform the corridors to improve the visual character and provide needed services (does not include the non-HACLA lots within the proposed annexation);
- Expand parks and open space; and
- Make the transportation system safer and more efficient.

The portion of the Specific Plan area located in the County of Los Angeles is along the Alameda Corridor, and is designated for the preservation and expansion of employment objective in the *Florence-Firestone Vision Plan*. Based upon the findings of the Vision Plan, the County will prepare the Florence-Firestone Community Plan, which will contain detailed regulations for future development within the area.

Florence-Firestone Community Standards District. The Florence-Firestone Community Standards District (CSD) is contained within Section 22.44.138 of the Los Angeles County Municipal Code. This CSD was established to improve the appearance of the community and to promote the maintenance of structures and surrounding properties. The CSD also establishes standards to improve the compatibility between residential uses and neighboring industrial uses. CSD regulations supplement the countywide zoning and subdivision regulations. Community Standards Districts are established as supplemental districts to provide a means of implementing special development standards contained in adopted neighborhood, community, area, specific, and local coastal plans within the unincorporated areas of Los Angeles County, or to provide a means of addressing special problems which are unique to certain geographic areas within the unincorporated areas of Los Angeles County.

Habitat Conservation Plan or Natural Community Conservation Plan. Habitat Conservation Plans (HCPs), designated under section 10(a)(1)(B) of the Endangered Species Act, are planning documents required when a project will affect a species identified as listed, non-listed, or eligible under the act and detail how those impacts will be minimized, or mitigated; and how the HCP is to be funded. Currently, there are no species identified in the Southeast Los Angeles or Specific Plan areas that are protected by the Endangered Species Act and thus, no applicable HCPs.

The Natural Community Conservation Planning program of the Department of Fish and Game takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity.¹ A Natural Community Conservation Plan (NCCP) identifies and provides for the regional or areawide protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity. The primary objective of NCCPs is to conserve natural communities at the ecosystem scale while accommodating compatible land use. There are currently no NCCPs for the Specific Plan area.

¹California Department of Fish and Game, Natural Community Planning Program, available at <http://www.dfg.ca.gov/habcon/nccp/>, accessed March 5, 2009.

Regional Plans

SCAG Regional Comprehensive Plan, Regional Transportation Plan, and Growth Vision Report.

Southern California Association of Governments (SCAG) is the regional planning agency with responsibility for reviewing the consistency of local plans, projects, and programs with regional plans. It is a federally-designated metropolitan organization for six Southern California counties, including the County of Los Angeles. As such, SCAG is mandated to create regional plans that address transportation, growth-management, hazardous waste management, and air quality.

Regional Comprehensive Plan. The Regional Comprehensive Plan (RCP) is an advisory document that describes future conditions if current trends continue. It defines solutions to interrelated housing, traffic, water, air quality, and other regional challenges and is intended to provide a framework for decision making by local governments regarding growth and development. The RCP may be voluntarily used by local jurisdictions in developing local plans and addressing local issues of regional significance. RCP chapters are divided into three categories: core, ancillary, and bridge. The core chapters include Growth Management, Regional Transportation Plan (RTP), Air Quality, Hazardous Waste Management, and Water Quality. RCP ancillary chapters include the following: Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management. Bridge chapters include the Strategy and Implementation chapters, functioning as links between the Core and Ancillary chapters of the RCP.

Regional Transportation Plan. SCAG is mandated by the federal government to prepare the RTP every four years. The RTP was most recently updated in May 2008. The RTP provides a framework for the future development of the regional transportation system and addresses all modes of transportation within the region. The RTP policies are incorporated into the RCP. At the regional level, the goals, objectives, and policies in the RCP and RTP are used for measuring consistency with the adopted plan.

Growth Vision Report. SCAG has collaborated with interdependent sub-regions, counties, cities, communities and neighborhoods in a process referred to by the SCAG as Southern California Compass, which resulted in the development of a shared Growth Vision Report for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The shared regional vision sought to address issues such as congestion and housing availability, which may threaten the regions' livability. Principles established by the Growth Vision Subcommittee are intended to promote and maximize regional mobility, livability, prosperity and sustainability. Decisions regarding growth, land use, transportation and economic development should support and be guided by these principles.

State Enterprise Zone. California Enterprise zones were created to promote local job growth, and to retain and attract new businesses in economically distressed areas of California. Determination of eligibility rests with the State Department of Housing and Community Development. Currently, there are 42 Enterprise Zones in the State. The Specific Plan area is located within the Los Angeles SEZ, which was designated by the State on October 15, 2006, and is valid through October 15, 2021. Businesses located within a California Enterprise Zone are eligible to claim numerous tax credits designed to stimulate business growth.

ENVIRONMENTAL IMPACTS

Significance Thresholds

In accordance with Appendix G of the State CEQA Guidelines, the proposed project would have a significant impact on land use and planning if the proposed project were to:

- Physically divide an established community;

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or
- Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan.

Project Design Features

Implementation of the Specific Plan would include the demolition and reconstruction of the existing Jordan Downs public housing complex to include up to 1,800 new residential units built in a variety of residential building types. In addition, up to 210,000 gross square feet (gsf) of commercial and retail space could be developed 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 (**Table IV.J-1**).

The HACLA-owned properties are currently developed with 138,000 gsf of industrial land uses. Similarly, the privately-owned properties are presently developed with 292,000 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. 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 proposed site plan depicting the implementation of the Specific Plan as envisioned in the Master Plan is presented in **Figure IV.J-6**. The proposed project is organized around a new central park and the Family Resource Center, which would be home to HACLA programs and community services, within heart of the Specific Plan area.

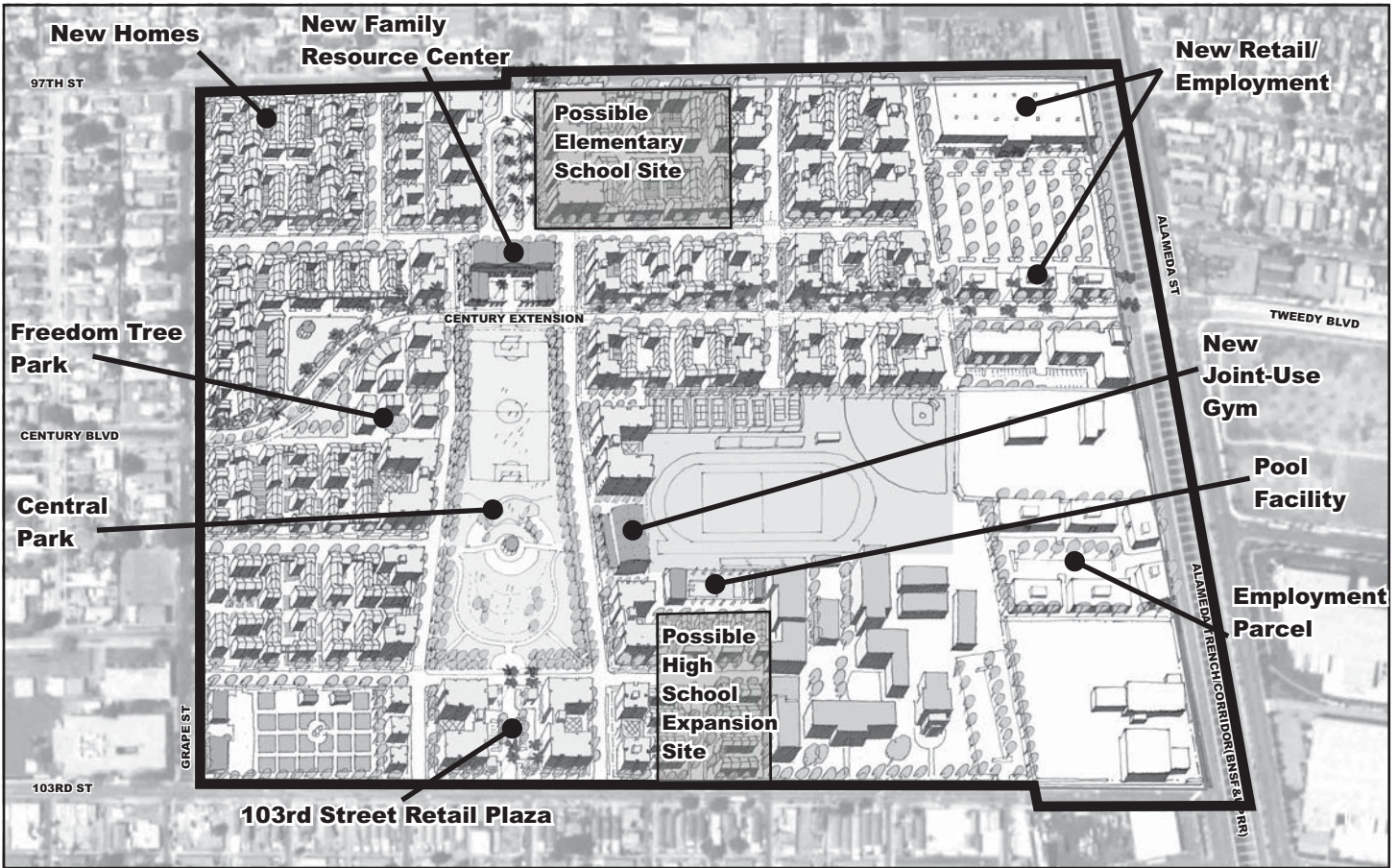
Entitlements

Annexation. The proposed project consists of both the adoption and implementation of the Specific Plan, and the annexation of 41.74 acres of land from the County of Los Angeles to the City of Los Angeles. **Table IV.J-2** identifies the assessor parcel numbers, owners, and size of the annexation area properties.


Tract Map. The tract map for the Specific Plan area would need to be redefined with the new parcel and street boundaries.

TABLE IV.J-1: SPECIFIC PLAN PROGRAM SUMMARY	
Uses	No. of Units, Size, or No. of Students
Residential (Multi-Family)	
Rentals (includes 100 senior units)	1,400 Units
Condominiums	400 Units
Total Residential	1,800 Units
Commercial/Retail/Light Industrial (Employment Uses)	
HACLA-Owned Properties	
Commercial/Retail	210,000 gsf
Mixed Use (Community Serving Retail and or Services)	20,000 gsf
LAUSD and Privately-Owned Properties	
Commercial/Light Industrial	292,000gsf
Total Employment	522,000 gsf
Community Facilities	
Family Resource Center	50,000 gsf
Gymnasium	17,000 gsf
Pool	3,000 gsf
Total Community Facilities	70,000 gsf
Schools	
Elementary School	650 Students
High School Expansion	750 Students
Total School	1,400 Students
Parks and Public Open Spaces	
Central Park	6.38 acres
Other Open Space and Plazas	2.57 acres
Total Parks and Public Open Spaces	8.95 acres
SOURCE: WRT Solomon E.T.C.	

TABLE IV.J-2: 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.		



LEGEND:

 Specific Plan Area

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



FIGURE IV.J-6

PROPOSED SITE PLAN

Reclassification of Century Boulevard. Century Boulevard is an east-west road classified as a Major Highway Class II in the City of Los Angeles Transportation Element. Currently, Century Boulevard is a four-lane roadway west of Wilmington Avenue, and a two-lane roadway from Wilmington Avenue to its termination at Grape Street. Under the Specific Plan, Century Boulevard would be extended from Grape Street eastward, curving around the new central park (new alignment from existing easement), ultimately connecting at the project site'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 would therefore, need to be reclassified with implementation of the Specific Plan. Designed to be 64 feet wide, the street right-of-way would be wide enough to accommodate buses. From Laurel Street to Alameda Street, Century Boulevard would be widened to four lanes, and improvements would be made at the intersection with Alameda Street to accommodate through traffic. 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 Standard Street design for a Non-Arterial Collector Street. Reclassification of Century Boulevard would require a General Plan Amendment and 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, and as a Modified Secondary Highway from Wilmington Avenue westerly to Success Avenue.

Zoning Amendments. Section 12.04 of the Los Angeles Municipal Code will be amended by adding the Specific Plan area to the zoning map and establishing the following additional zones for the Specific Plan area:²

- A (JD) – Agriculture Zone
- OS (JD) – Open Space Zone
- RAS3 and RAS4(JD) – Residential/Accessory Services Zones
- R3 and R4 (JD) – Multiple Dwelling Zones
- CM(JD) – Commercial Manufacturing Zone


In addition to these zones the PF – Public Facilities Zone would remain. The new zoning designations established for the Specific Plan area would set limits on the allowable density and development permitted in each defined block, including limits on building heights, massing, as well as yards and setbacks. The proposed zoning designations are shown in **Figure IV.J-7**.

The Key Plan presented in **Figure IV.J-8** shows the block locations within the Specific Plan area, while **Table IV.J-3** lists the existing and proposed land use and zoning designations for each block.









²Zoning definitions and development standards are defined in the Jordan Downs Specific Plan.



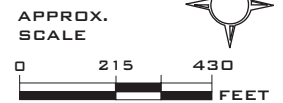
LEGEND:

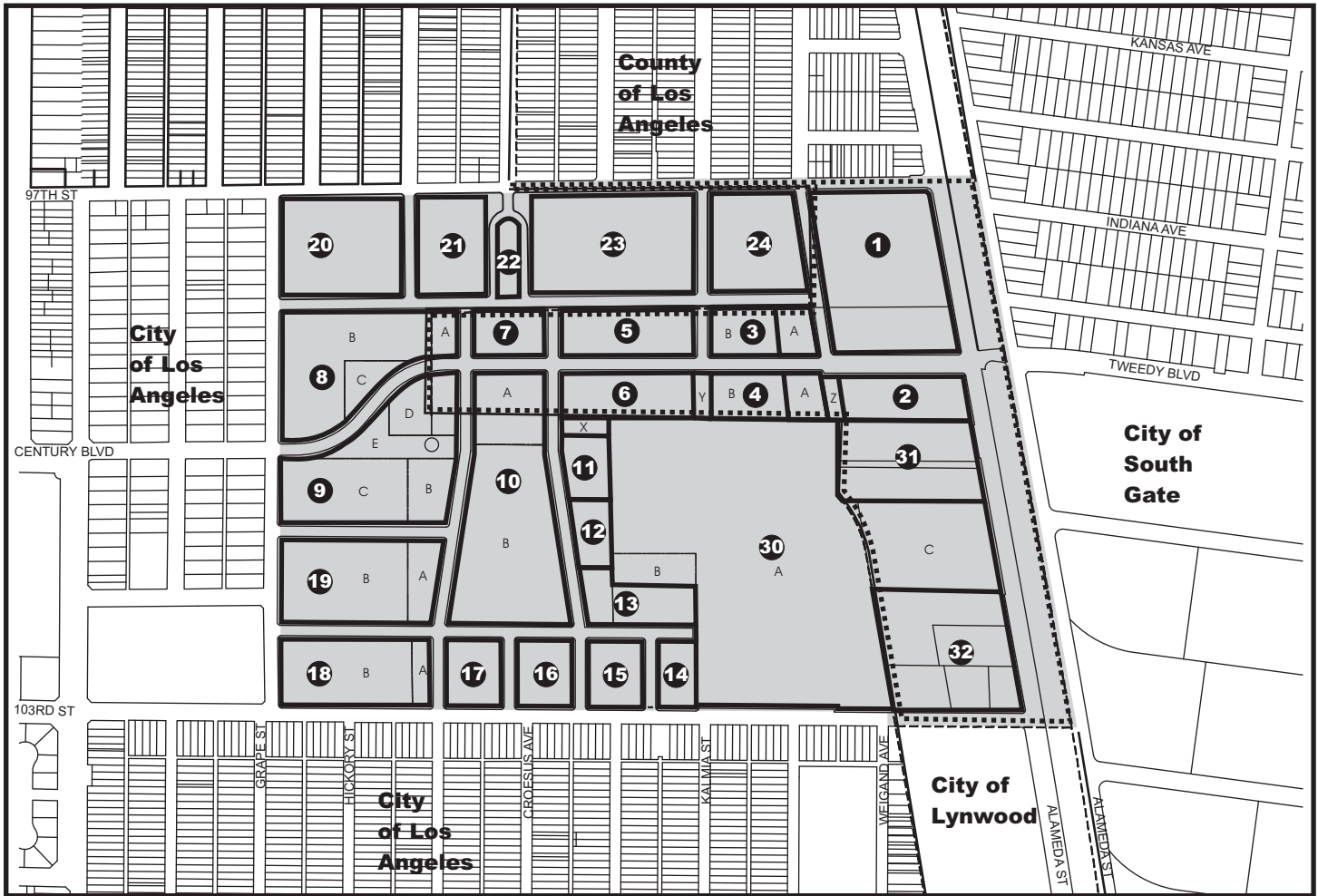
 Specific Plan Area

Proposed Land Uses




- | | |
|------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
|  Residential |  Public Facilities |
|  Mixed-use |  Open Space |
|  Commercial |  Agriculture |
|  Industrial |  Potential Expansion of School or New School, PF-1 |

Note: All Specific Plan zoning designations have an Urban Village, or "UV" suffix. Not Shown Here.
SOURCE: TAHA, 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.

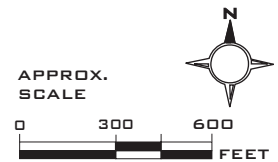


FIGURE IV.J-8

KEY MAP

TABLE IV.J-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	0.50	Industrial	Residential	M-2	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- UV
TOTAL	118.5	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.

Architectural Design Guidelines

The architectural guidelines for the Specific Plan define the specific architectural tools that should be used by architects, developers, and the community to create and assess architectural compatibility between buildings within the Jordan Downs community, and compatibility between these new buildings and the buildings and places of the surrounding area. The Architectural Design Guidelines have the following goals:

- Relate the scale of new buildings to the existing community;
- Orient new buildings to pedestrians;
- Ensure that new buildings and residences are ground-related;
- Provide a range of unit types;
- Create a vibrant urban village; and
- Express region-related architectural character and identity.

Open Space

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 be over six acres in size, 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. The Freedom Tree is a community landmark that would be protected as an important cultural feature. 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, grilling, reading, etc. Plazas, which would be primarily comprise 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. The Specific Plan identifies two potential locations for a new elementary school and an expansion to Jordan High School. If either of these school options are implemented, the total number of residential units would remain the same; however, the 1,600 to 1,800 residential units would be redistributed more densely over the project site. 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.

Circulation/Mobility

Street Types and Network Connections. The proposed project would include a neighborhood pattern of streets that reconnect Jordan Downs with the surrounding neighborhood. The existing fencing surrounding Jordan Downs would be removed and new streets would lead into and through the project site, some of them aligning with existing streets outside the Specific Plan area, allowing for the community to be connected with 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 project site 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.

As mentioned previously, Century Boulevard would be extended from Grape Street eastward, curving around the new central park and connecting at the project site's eastern edge with Tweedy Boulevard where it crosses the Alameda Corridor. The typical residential street is the street design most commonly

planned for use throughout the project site. 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 the 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 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. Off-street parking for the residential uses 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 perimeters, 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, and to the rear of storefronts when designed with mix-use. Private parking would be accommodated at a rate of 1.5 parking spaces per residential unit. Visitor parking would be accommodated on-street. Implementation of the proposed project would also include one off-street parking space for every 200 square feet of gross floor area for any restaurant, coffee shop, or similar establishment. Larger retail establishments, above 1,000 square feet would provide a minimum of three off-street parking spaces for each 1,000 square feet of gross floor area.

Sustainability

The sustainability goals that have been incorporated into the Specific Plan 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;
- Significant reduction in potable water used for irrigation through native and drought-tolerant plants and drip irrigation;
- Reduction of the 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 will provide irrigation to landscaping, thus potentially reducing some landscaped areas of the project site 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;
- Reduce energy consumption of infrastructure of the project by providing energy-efficient street lights and traffic lights;
- 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;
- Incorporate Bike Plan Strategies.

Analysis of Proposed Project Impacts

Division of an Established Community. The existing Jordan Downs public housing complex, similar to other public housing projects, is a distinct land use with differing physical aspects within the Watts

community. The complex has distinct building types and higher density which is different than the surrounding community. The existing housing units have a fenced perimeter and are within a street network that does not integrate the community into the surrounding neighborhood. The neighborhoods to the north and south are oriented on a north-south street grid, while the Jordan Downs public housing blocks are oriented with an east-west street grid, resulting in a lack of connectivity with the surrounding neighborhood. Implementation of the Specific Plan would result in a more unified configuration of streets that reconnect Jordan Downs with the surrounding neighborhoods. New streets would lead into and through the project site, allowing for the community to be connected with Watts and to South Gate through Tweedy Boulevard. 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 project site 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.

The Specific Plan allows for the development of multi-story residential buildings that would also differ in scale and massing from the existing primarily single-story, single-family residences to the north. The design guidelines of the Specific Plan provide setbacks and lower densities on the perimeter of the site to reduce this change in scale as the Specific Plan area transitions to the surrounding neighborhoods. The resulting contrast in scale would not result in a perceived division of the community. The Specific Plan would make the Jordan Downs public housing and Central Park more accessible to the surrounding Watts community and no physical division of a community would occur. A Streetscape section being considered for the Specific Plan area would soften and buffer the effects of the new development onto the existing neighborhood, and at the same time, provide an inviting pedestrian link into the new development.

The area of the Specific Plan area currently located within unincorporated Los Angeles County does not include any housing and is not part of any established community. The addition of commercial/industrial uses within this area would add to the economic development potential of the Jordan Downs community. Increased development density would enhance consistency with surrounding land uses by revitalizing buildings and activating streets. Currently, land uses within the Specific Plan area are highly segmented; with increased development, underutilized areas would become active. The proposed land use designations under the Specific Plan would help to create a functional community whose needs would be met through a well-developed mix of land uses. Therefore, impacts from the division of an established community would be less than significant.

Adopted Plans and Policies

Local Plans and Policies

Table IV.J-4 summarizes the proposed project's consistency with the applicable local plans and policies.

TABLE IV.J-4: PROJECT CONSISTENCY WITH LOCAL PLANS AND POLICIES	
Applicable Goal/Objective/Policy	Consistency of Specific Plan
City of Los Angeles General Plan	
Provide open space opportunities to serve the needs of existing and future residents.	The proposed project would provide existing and future residents with open space opportunities by creating 8.95 acres of parks and open space within the Specific Plan area, including a 6.38-acre central park and 2.57 acres of other open space and plazas. Therefore, the proposed project would be consistent with this policy.
Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth.	The proposed project would ensure that the available range of housing opportunities is sufficient to accommodate future population growth. The proposed project would include one-for one replacement of the existing 700 Jordan Downs public housing units, 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 variety of housing units provided would include 700 public housing units, 700 affordable rental units (including 100 senior housing units), and 400 market-rate condominium units. New commercial and retail uses are designed to serve surrounding neighborhoods and provide employment opportunities would be provided on-site and integrated with the housing.. Further, the Specific Plan area is located within one mile of two light rail transit stations and therefore would provide current and future residents with access to transportation. Therefore, the proposed project would be consistent with this policy.
Establish community plans and other implementing tools that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.	The proposed project would be implemented through a Specific Plan that would serve as a tool to guide orderly development of growth by integrating of a wide variety of land uses within a residential development. The housing within the development would consist of various densities and be integrated with new commercial and retail uses designed to serve the Jordan Downs residents, as well as the surrounding neighborhoods. In addition, the proposed project would create employment opportunities within the Specific Plan area. Therefore, the proposed project would be consistent with this policy.
Encourage the development of new commercial uses that primarily are oriented to the residents of adjacent neighborhoods and promote the inclusion of community services.	Implementation of the Specific Plan would provide new commercial uses that are oriented to the residents of adjacent neighborhoods. The proposed project includes retail uses which would serve the existing residents, as well as surrounding neighborhoods. In addition, the proposed project provides new community services such as a new family resource center, pool and gymnasium. Therefore, the proposed project would be consistent with this policy.

TABLE IV.J-4: PROJECT CONSISTENCY WITH LOCAL PLANS AND POLICIES	
Support the development of recreational and small parks in areas developed with mixed-use structures.	The Specific Plan area is currently developed with single use structures and has little recreational space. Implementation of the proposed project would include 20,000 square feet of mixed-use development that includes community serving retail and other services. In addition, the proposed project would provide open space opportunities that serve the needs of the existing and future residents by creating 8.95 acres of parks and open space, including a 6.38-acre central park and 2.57 acres of other open space and plazas throughout the project site. Therefore, the proposed project would be consistent with this policy.
Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City sub-region to meet housing needs.	Implementation of the Specific Plan would provide an adequate supply of housing units by type and cost. For instance, 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. This is consistent with the HACLA Strategic Plan which intends to preserve the existing affordable housing supply and increase the supply of affordable housing in the City by 30,000 units within 15 years. The proposed project is also consistent with the City of Los Angeles Housing That Works Plan which is a 5-year plan intended to double the supply of affordable housing in the City. Therefore, the proposed project would be consistent with this policy.
Encourage the location of new multi-family housing development to occur in proximity to transit stations, and buffers between higher density development and surrounding lower density residential neighborhoods, such as a streetscape with plenty of landscape and foliage.	The proposed project is located within a mile of two light rail transit stations. In addition, the proposed project include design, streetscape and landscaping guidelines that emphasize creating an attractive and orderly transition from the project site to the surrounding residential neighborhoods. Therefore, the proposed project would be consistent with this policy.
Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	The proposed project includes architectural design guidelines that would ensure high quality development, streetscape guidelines that would improve the visual character of the site, and landscaping guidelines that would contribute to the overall livability of the project site. Therefore, the proposed project would be consistent with this policy.
Encourage increases in parks and other open space lands where deficiencies exist, such as South East and South Los Angeles neighborhoods.	The proposed project would result in an increase in the amount of parks and open space in South Los Angeles by providing 8.95 acres of parks and open space. Therefore, the proposed project would be consistent with this policy.

TABLE IV.J-4: PROJECT CONSISTENCY WITH LOCAL PLANS AND POLICIES	
Accommodate a diversity of uses that support the needs of the City's existing and future residents.	The proposed project would accommodate a diversity of land uses designed to support the needs of the City's existing and future residents by providing up to 1,800 multi-family residential units, 522,000 square feet of commercial, retail, and light industrial space, 70,000 square feet of community facilities, including a family resource center, gymnasium and pool, an elementary school for 650 students and expanded high school for 750 students, and 8.95 acres of parks and open space. Therefore, the proposed project would be consistent with this policy.
County of Los Angeles General Plan	
Promoting compact, sustainable, self-sufficient, walkable, and orderly land use development.	The proposed project would promote compact, sustainable, self-sufficient, walkable and orderly development. The housing on the project site would consist of multi-family units of various densities integrated with new commercial and retail uses. The new development would include an extensive system of walkways throughout to accommodate pedestrians and provide an efficient means of transportation to and from the variety of on-site uses, thereby promoting sustainable, self-sufficient development. Therefore, the proposed project would be consistent with this policy.
Conserve resources, protect the environment, and improve public health.	The proposed project would be developed on a site that is located in an urban area and currently developed with residential uses and would not require the development of an existing "greenfield" or other natural site. Furthermore, the site is located close to public transportation and would be designed to be compact and walkable, with ample open space and recreational areas to promote public health. Therefore, the proposed project would be consistent with this policy.
Development that is compatible with surrounding neighborhood character and the natural environment.	The proposed project includes architectural design guidelines which would ensure that development is compatible with the surrounding neighborhood character. The project site is located in an urban area and would not disturb any natural areas. Therefore, the proposed project would be consistent with this policy.
Effective inter-jurisdictional coordination and collaboration in all aspects of land use planning.	The proposed project includes the annexation of land that is currently in the County of Los Angeles, into the City of Los Angeles, requiring inter-jurisdictional coordination and planning. In addition, the proposed project also includes a potential joint-use school facility which requires collaboration with the LAUSD. The effective collaboration of jurisdictions is vital to the success of the project. Therefore, the proposed project would be consistent with this policy.

TABLE IV.J-4: PROJECT CONSISTENCY WITH LOCAL PLANS AND POLICIES	
Los Angeles Municipal Code	
Encourage the most appropriate use of land, conserve and stabilize the value of property, provide adequate spaces for light and air, prevent and fight fire, prevent undue concentration of population, lessen congestion on streets.	Architectural guidelines prepared as part of the proposed project would ensure that buildings would be designed with adequate spacing for light and air. In addition, the project applicant will continue to work closely with the local fire department to ensure the needs of the fire department, including adequate access and space for residents would be met. Although the overall development would be more compact than the development currently on-site, the 1,800 units would be located on a 118-acre site resulting in a housing density of 15.3 units-per-acre and therefore would provide adequate space and would not result in the undue concentration of population. Therefore, the proposed project would be consistent with this policy.
City of Los Angeles Land Use/Transportation Policy	
Create a pedestrian-oriented environment in the context of an enhanced urban environment.	The proposed project would create a pedestrian-oriented environment by transforming the existing area into a mixed-use development with new homes, jobs, schools, commercial development, parks, and community facilities all located within a mile of two light rail transit stations. Implementation of the Specific Plan would also include the development of an extensive system of walkways throughout the development which would provide a safe, pedestrian-oriented lifestyle. Therefore, the proposed project would be consistent with this policy.
Accommodate mixed commercial/residential use development.	The proposed project includes 20,000 square feet of mixed-use development that includes community serving retail and other services all designed to accommodate the residents on-site. Therefore, the proposed project would be consistent with this policy.
Provide for places for employment.	The proposed project would create a variety of temporary and permanent new jobs in construction, administration, property management, retail, and community services. Many of these jobs, including the retail and service jobs would be permanent jobs located on-site. Therefore, the proposed project would be consistent with this policy.
Provide for a wide variety of housing for a substantial portion of the projected population.	Implementation of the Specific Plan would result in a population growth of 3,762 persons. Implementation of the Specific Plan would provide a wide variety of housing opportunities for the projected population because 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. Therefore, the proposed project would be consistent with this policy.

TABLE IV.J-4: PROJECT CONSISTENCY WITH LOCAL PLANS AND POLICIES	
Residential/Accessory Services (RAS) Zones	
Provide a mechanism to increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors.	The proposed project would increase the available housing by approximately 1,100 units and would provide opportunities to enhance the Watts community by revitalizing the Jordan Downs neighborhood. Although no commercial corridors are located within the Specific Plan boundaries, the proposed project would provide opportunities to revitalize Alameda Street, an older industrial corridor. Therefore, the proposed project would be consistent with this policy.
Southeast Los Angeles Community Plan	
Designate specific lands to provide for adequate multi-family residential development.	The proposed project would designate land for multi-family residential development through a Specific Plan. The housing units would consist of various densities that are integrated with new commercial and retail uses designed to serve surrounding neighborhoods and provide employment opportunities within the Specific Plan area. Therefore, the proposed project would be consistent with this policy.
Locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.	The proposed project would reduce vehicular trips and make services and facilities accessible by creating a pedestrian-oriented environment and locating housing in close proximity to schools, commercial development, parks, and community facilities. In addition, the project site is located within one mile of two light rail transit stations. Therefore, the proposed project would be consistent with this policy.
Promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.	The proposed project would ensure adequate housing opportunities for all persons. In particular, 700 housing units would be provided as affordable rental units, including 100 senior housing units. Therefore, the proposed project would be consistent with this policy.
Conserve, maintain, and better utilize existing recreation and park facilities which promote the recreational needs of the community.	The proposed project includes 70,000 square feet of community facilities such as a family resource center, gymnasium and pool. The proposed project also contains 8.95 acres of parks and open space, including tot lots, courtyards and other pocket parks, as well as passive recreational areas such as walkways. Therefore, the proposed project would be consistent with this policy.
Preserve existing open space resources and, where possible, develop new open space.	The proposed project would create 8.95 acres of parks and open space. Therefore, the proposed project would be consistent with this policy.
Maximize the use of local schools for community use and local open space for school use.	The proposed project includes a new elementary school for 650 students and an expanded high school for 750 students. The Specific Plan also includes 8.95 acres of parks and open-space which are available to the entire community including public schools. The Specific Plan includes goals to operate these schools as joint-use facilities, if approved by the LAUSD. Therefore, the proposed project would be consistent with this policy.

TABLE IV.J-4: PROJECT CONSISTENCY WITH LOCAL PLANS AND POLICIES	
Florence-Firestone Vision Plan	
Build near transit.	The proposed project is located within one mile of two light rail transit stations and is well-served by bus lines. Therefore, the proposed project would be consistent with this policy.
Enhance Neighborhoods.	The proposed project would enhance the Jordan Downs neighborhood directly through the construction of high quality housing and services. The project would be built in accordance with architectural guidelines that emphasize compatibility and overall visual integrity. The project also includes public streetscape improvements and other open space improvements that would help to enhance the larger Watts neighborhood. Therefore, the proposed project would be consistent with this policy.
Green the community.	The proposed project includes 8.95 acres of parks and open space both in active and passive configurations. The proposed project also contains landscaping and pedestrian circulation improvements to create a greener community. Therefore, the proposed project would be consistent with this policy.
Attract more commercial development.	The proposed project would provide new commercial development oriented to the residents of Jordan Downs, as well as adjacent neighborhoods. Therefore, the proposed project would be consistent with this policy.
Improve Parks and Open Spaces, Develop Affordable Houses.	The proposed project 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. In addition, implementation the proposed project includes the creation of 8.95 acres of parks and open space. Therefore, the proposed project would be consistent with this policy.
Enhance pedestrian circulation.	The proposed project would enhance pedestrian circulation by creating a pedestrian-oriented environment and locating housing in close proximity to jobs, schools, commercial development, parks, and community facilities. The proposed project also includes landscape and streetscape guidelines to ensure that pedestrian circulation would be safe and attractive. Therefore, the proposed project would be consistent with this policy.
Conditional Use Approval for Sale of Alcohol Specific Plan	
Restrict development of alcohol sale uses by requiring a Specific Plan Exception.	The Jordan Downs Specific Plan prohibits the types of uses listed in the Southeast Los Angeles Specific Plan that primarily sell alcohol. Should the project attract a grocery store that could potentially sell alcohol, a Specific Plan Amendment and Conditional Use Permit would be required. Therefore, the proposed project would be consistent with this policy.

TABLE IV.J-4: PROJECT CONSISTENCY WITH LOCAL PLANS AND POLICIES	
Florence-Firestone Community Standards District	
Improve the appearance of the community and promote the maintenance of structures and surrounding properties, with an emphasis on addressing incompatible land use.	The proposed project would improve the appearance of the community as new development constructed as a part of the Specific Plan would constructed in accordance with the architectural guidelines developed as part of the project. The proposed project would also rezone the industrial parcels on the project site to address the incompatible land uses. Therefore, the proposed project would be consistent with this policy.
Watts Corridor Redevelopment Program	
Encourage rehabilitation of existing housing and development of additional affordable housing and provide living-wage jobs and training for local residents, attract commercial and industrial development on vacant or underutilized property.	Implementation of the Specific Plan would maintain the existing public housing stock and provide up to 1,100 additional affordable and market rate housing units developed on or adjacent to ground floor commercial uses. The project would also redevelop industrial uses on the eastern portion of the Specific Plan area with commercial uses that would be more compatible with residential uses and provide needed goods and services. The Specific Plan also includes the "Family First Plan" which is 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. Therefore, the proposed project would be consistent with this policy.
Los Angeles Housing Plan	
Replace the existing deteriorating apartments with new, modern, mixed-income residential communities funded and developed through innovative public/private partnerships.	The proposed project would replace the deteriorating units at Jordan Downs with new, modern-mixed income residential development. Therefore, the proposed project would be consistent with this policy.
Provide one-for-one replacement of existing units while providing increased resources.	The proposed project would provide one-for-one replacement of existing affordable housing units, as well as up to 1,100 additional affordable and market-rate units. Therefore, the proposed project would be consistent with this policy.
Habitat Conservation Plan	
Detail how impacts to a species identified as listed, non-listed or eligible will be minimized, or mitigated; and how the plan will to be funded.	There are no impacts to a species identified as listed, non-listed or eligible due to the proposed project. This policy is not applicable to the proposed project.
SOURCE: TAHA, 2010	

City of Los Angeles General Plan. The City of Los Angeles General Plan encourages the establishment of parks and open space, especially in South and Southeast Los Angeles neighborhoods lacking such amenities. The Specific Plan would provide a total of 8.95 acres of parks and open space within the Specific Plan area, including a 6.38-acre central park and 2.57 acres of other open space and plazas. A total of approximately 1,800 affordable and market-rate multi-family residential units will be available for rent or purchase within the development. The existing public housing units would be replaced one for one, and up to 1,100 additional units would be built to provide a variety of residential building types to attract and accommodate a diverse future population. The housing within the development would be integrated with new commercial and retail uses which would serve surrounding neighborhoods and provide employment opportunities within the proposed Specific Plan area. The Specific Plan is located within a mile of two light rail transit stations and would improve the quality of the area by improving the

integration of a wide variety of land uses within a residential development. Elements of the Specific Plan are consistent with the City of Los Angeles General Plan policies to provide open space and adequate housing with adjacent goods and services that is near transit.

County of Los Angeles General Plan. The County of Los Angeles General Plan promotes compact, sustainable, self-sufficient, walkable and orderly land use development. The Specific Plan would create a variety of uses within a compact residential area. The development could contain up to 1,800 multi-family residential units, 522,000 gsf of commercial, retail, and light industrial space, community facilities including a family resource center, gymnasium and pool, an elementary school and expanded high school, and 8.95 acres of parks and open space. Implementation of the Specific Plan would also include an extensive system of walkways throughout the development to accommodate pedestrians and provide an efficient means of transportation to and from the variety of available uses. The close proximity of uses within the Specific Plan area would contribute to the sustainability of the development and would be consistent with the applicable policies of the County of Los Angeles General Plan that promotes resource conservation, improved public health and protection of the environment. In addition, following the annexation of the proposed project into the City of Los Angeles, the County of Los Angeles General Plan would no longer apply.

City of Los Angeles Industrial Land Use Policy. The City's Industrial Land Use Policy was primarily adopted to avoid adverse economic effects of losing industrially-zoned land. The economic purpose of the Industrial Land Use Policy is to preserve industrial land, thereby maintaining an industrial employment base. Environmental effects of converting industrially-zoned land to commercial or residential uses include conflicts between industrial and non-industrial land uses, the indirect impacts of the development of industrial land elsewhere to replace lost industrial land, and the added transportation impacts of sending uses suitable for blue-collar employment farther away from the urban core. Implementation of the proposed project would not involve the removal of industrial zoned land from the City of Los Angeles; however, the proposed project would remove a small area of industrial zoned land (less than ten acres) from the County of Los Angeles. The HACLA-owned industrial zoned property within the County of Los Angeles is currently vacant, underutilized, and in need of reinvestment. The uses on the privately-owned industrial properties within Los Angeles County that currently have a heavy manufacturing zoning would become legal non-conforming uses upon annexation. Implementation of the Specific Plan would not result in a significant reduction in the inventory of industrial land in the County of Los Angeles, nor a significant degradation of an industrial district. Therefore, the Specific Plan would be consistent with the City of Los Angeles Industrial Land Use Policy.

Zoning Ordinance. The Los Angeles Municipal Code contains the zoning ordinance, which is an implementation tool for the policies contained in the City of Los Angeles General Plan. Under the City of Los Angeles Municipal Code, the land annexed from the County to the City of Los Angeles would be rezoned to a CM-2, RAS3-1 and RAS4-1 designation. The Los Angeles Municipal Code lacks the appropriate zoning standards to allow for the mixed-use, mixed-income development. The Specific Plan would be an additional implementation tool for the City of Los Angeles General Plan. The adoption of the Specific Plan is required to change the existing zoning designations and establish design guidelines within the Specific Plan area to accommodate the appropriate level of development. Adoption of the Specific Plan would also require an amendment of the existing Community Plan. This amendment would integrate the Specific Plan into the Zoning Ordinance and replace the existing zoning designations. A new tract map would also be required to redefine the street and parcel boundaries of the Specific Plan area and provide a street vacation for the unused portion of Century Boulevard where it will be reconfigured from 100 to 64 feet.

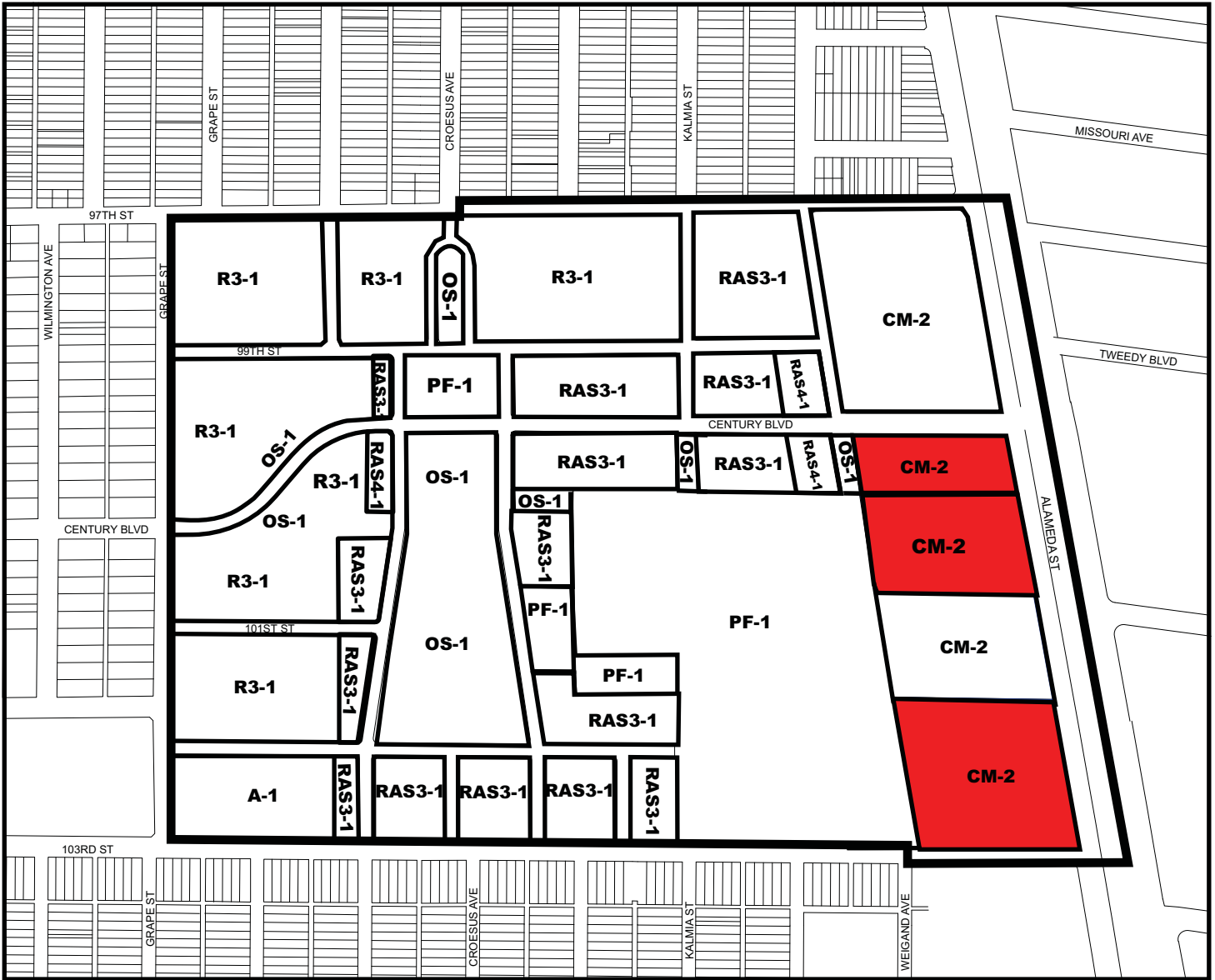
The new zoning designations would replace restricted residential development with increased residential density that allows for mixed uses that would allow for a better utilization of land uses. This would be consistent with the goals of the City of Los Angeles General Plan. In addition, the existing heavy

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

TABLE IV.J-5: NON-CONFORMING USES WITH PROPOSED ZONING DESIGNATIONS					
Block	Size (Acres)	Address	Existing Land Use	Existing Zoning	Proposed Zoning
31	3.24	10127, 10211 Alameda Street	Industrial (Recycling and Pipe Fabrication)	M-2	CM-2-UV
32	4.43	10229 Alameda Street, 2401, 2475 103 rd Street	Industrial (Automobile)	M-2	CM-2-UV
<small>UV = Jordan Downs Specific Plan suffix; CM= Commercial Manufacturing; M-2 = Heavy Manufacturing Zone. SOURCE: WRT Solomon E.T.C. and City of Los Angeles Department of City Planning, January 2010.</small>					


City of Los Angeles Land Use/Transportation Policy. The proposed project aims to rebuild Jordan Downs and transform the area into a mixed-use development with new homes, jobs, schools, commercial development, parks, and social facilities that are located within one-half-mile the Metro Blue Line 103rd/Kenneth Hahn Light Rail Station. The implementation of the proposed project would potentially create hundreds of jobs in construction, administration, property management, retail, and community services providing nearby job opportunities for community residents.

A key element of the Specific Plan involves the development of an extensive system of walkways throughout the development which would provide a safe, pedestrian-oriented mode of transportation to and from a variety of commercial and residential uses throughout the plan area. Implementation of the Specific Plan would provide for a variety of housing for the projected population, as it 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. These components of the Specific Plan would be consistent with the applicable policies of the City of Los Angeles Land Use/Transportation Policy.



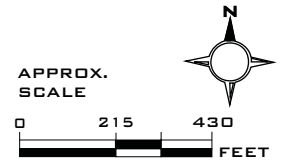
LEGEND:

 Specific Plan Area

 Non-conforming

- A-1** Agricultural
- CM-2** Commercial Manufacturing
- OS-1** Open Space
- PF-1** Public Facilities
- RAS3-1** Residential Accessory Zone
- R3-1** Public Facilities

SOURCE: TAHA, 2010.



Southeast Los Angeles Community Plan. The Specific Plan provides for up to 1,100 additional affordable and market-rate units to accommodate a variety of income levels, including multi-family rental units that would be within a mile of two light rail transit stations. The Specific Plan also includes a pedestrian walkway throughout the proposed SPA and public open space, including a Family Resource Center, a gymnasium, community garden, and a joint-use pool facility. These components would be consistent with the policies of the Southeast Los Angeles Community Plan.

Florence-Firestone Vision Plan. A portion of the proposed Specific Plan area located within the jurisdiction of the County of Los Angeles would be annexed with the proposed project. The annexation of this area would not conflict with any of the policies contained in the Florence-Firestone Vision Plan. In addition, the proposed project would be located within a mile of two light rail transit stations, and improve the quality of the existing neighborhood by providing new, affordable residences, open space, community facilities, and commercial goods and services. The proposed project also contains landscaping and pedestrian circulation guidelines to create a more livable and sustainable community.

Conditional Use Approval for Sale of Alcohol Specific Plan. The proposed project would also prohibit the types of uses listed in the Conditional Use Approval for Sale of Alcohol Specific Plan that primarily sell alcohol and would be consistent with this Specific Plan. Should the Specific Plan attract a grocery store that could potentially sell alcohol, a Specific Plan Amendment and Conditional Use Permit would be required by the Specific Plan.

Watts Corridors Redevelopment Project. The proposed project would maintain the existing public housing stock and provide up to 1,100 additional affordable and market rate housing units developed on or adjacent to ground floor commercial uses. The project would also redevelop industrial uses on the eastern portion of the proposed Specific Plan area with commercial uses that would be more compatible with residential uses and provide needed goods and services.

Los Angeles Mayor's Housing Plan. The proposed Specific Plan area was identified as a targeted area for new mixed-use residential community that preserves public housing. The proposed project would achieve this objective and, therefore, be consistent with the Mayor's Housing Plan.

Habitat Conservation and Natural Community Conservation Plans. The Specific Plan area is located in an urbanized area. There is no adopted habitat conservation plan or natural community conservation plan that would be affected by the Specific Plan. Therefore, no impact with established conservation plans would occur.

Regional Plans and Policies

Table IV.J-6 summarizes the proposed project's consistency with the applicable regional policies.

TABLE IV.J-6: PROJECT CONSISTENCY WITH REGIONAL PLANS	
Applicable Goal/Objective/Policy	Consistent with Annexation and Specific Plan
Regional Comprehensive Plan	
Improve the Standard of Living	
Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.	The proposed project would be constructed on a site that is currently utilized with a combination of residential and industrial uses. The site is served by existing streets, utilities, etc. and would not require the extension of new infrastructure. In addition, the proposed project would better utilize the site by creating a compact, mixed-use development in close proximity to transit. Therefore, the proposed project would be consistent with this policy.
Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	The proposed project would be implemented through a Specific Plan, which supersedes applicable sections of the LAMC and, as a result, minimizes red tape and expedites the permitting process. For example, the Specific Plan would supersede the Site Plan Review Ordinance and the Commercial Centers and Mini-Shopping Centers Ordinance. In addition the Specific Plan supersedes LAMC requirements pertaining to developments combining residential and commercial uses, regulations pertaining to floor area averaging, and regulations pertaining to guest room and dwelling unit densities. In addition, fees and the dedication of land for recreation purposes that are associated with approvals pursuant to the LAMC would be waived because the Specific Plan includes a predetermined allowance of land for recreation. Therefore, the proposed project would be consistent with this policy.
Maintain Quality of Life	
Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	The proposed project would be consistent with local jurisdictions' plans as described above. Furthermore, the proposed project would be located in an urbanized area and would place housing in close proximity to transit. Therefore, the proposed project would be consistent with this policy.
Support and encourage settlement patterns which contain a range of urban densities.	The proposed project would include housing in a range of densities, including townhome and stacked flat configurations. Therefore, the proposed project would be consistent with this policy.
Provide Social, Political, Cultural Equity	
Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.	The proposed project would be consistent with local jurisdictions' programs and policies as described above. In addition, the proposed project would provide one-for-one replacement of 700 affordable housing units, as well as an additional 1,100 units of mixed income housing. Therefore, the proposed project would be consistent with this policy.
Develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, child care, social services, recreational facilities, law enforcement, and fire protection.	The proposed project would include equitable access to services for residents through the inclusion of on-site education and training services, as well as 8.95 acres of parks and open space. Therefore, the proposed project would be consistent with this policy.

TABLE IV.J-6: PROJECT CONSISTENCY WITH REGIONAL PLANS	
Applicable Goal/Objective/Policy	Consistent with Annexation and Specific Plan
Regional Transportation Plan	
Identify strategic opportunity areas for infill development of aging and underutilized areas and increased investment in order to accommodate future growth	The proposed project would redevelop an underutilized site to accommodate future growth. In addition to the housing that would be replaced (one-for-one) on-site, opportunities would be provided for the redevelopment of several underutilized industrial parcels. Therefore, the proposed project would be consistent with this policy.
Create mixed-use districts or “complete communities” in strategic growth areas through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity.	The proposed project would create a mixed-use district by concentrating mixed income housing in close proximity to retail and services. In addition, the proposed project would provide employment opportunities in close proximity to housing. Therefore, the proposed project would be consistent with this policy.
Focus housing and employment growth in transit-accessible locations.	The proposed project would contain a mix of employment and housing within one mile of two transit stations and served by many bus lines. Therefore, the proposed project would be consistent with this policy.
Increase multi-family and infill housing in central locations to appeal to the needs and lifestyles of the population.	The proposed project would provide multi-family housing on an infill site that is centrally located close to transit and major freeways. Therefore, the proposed project would be consistent with this policy.
Focus growth in centers and corridors to make the most efficient use of developed land and minimize encroachment on public open space and natural habitat.	The proposed project would be located on a previously developed site in an area surrounded by a mix of residential and industrial uses. The proposed project would not encroach on any public open space or natural area and would instead provide new parkland and open space in an area of the City with few open space opportunities.
Vision Growth Report	
Focusing growth in existing and emerging centers and along major transportation corridors.	The proposed project is located along a major transportation corridor and is centrally located near several major freeways. In addition, the proposed project is located within one mile to two transit stations. Therefore, the proposed project would be consistent with this policy.
Creating significant areas of mixed-use development and walkable communities.	The proposed project would create a mixed-use development by locating housing, retail and services on the site. In addition, the proposed project would include safe, pedestrian-friendly pathways to encourage walkability. Therefore, the proposed project would be consistent with this policy.
Targeting growth around existing and planned transit stations.	The proposed project would include the development of 1,800 housing units, commercial and retail development and several other services all located within one mile of two transit stations. Therefore, the proposed project would be consistent with this policy.
Preserving existing open space and stable residential areas.	The proposed project is located in an urbanized area and does not contain any open space. Design guidelines are included as part of the project to ensure the existing single-family neighborhoods that border the project would not be adversely affected through a change in overall character of the neighborhood. Therefore, the proposed project would be consistent with this policy.

TABLE IV.J-6: PROJECT CONSISTENCY WITH REGIONAL PLANS	
Applicable Goal/Objective/Policy	Consistent with Annexation and Specific Plan
State Enterprise Zone	
Promote local job growth, and to retain and attract new businesses.	The proposed project would include opportunities for new businesses through the addition of commercial and retail services to the project site. In addition, the proposed project would promote local job growth through on-site training for residents. Therefore, the proposed project would be consistent with this policy.
SOURCE: TAHA, 2010	

Vision Growth Report. The Specific Plan modifies the existing land use and zoning designations to accommodate a mix of residential, retail, parks, schools, employment center, social service, and civic uses. The annexation of adjacent unincorporated Los Angeles County land is intended to provide access to jobs and supportive services; guide the character of the land planning to ensure that improvements are made to create a safe and inviting, pedestrian-oriented, regional retail destination not currently available in the area and create a green, sustainable, vibrant urban village. The proposed project has been developed with regard to the principles set forth in the Growth Vision Report, and is, therefore, consistent with the applicable policies of the plan.

State Enterprise Zone. The proposed project would provide an economically distressed area with new homes, jobs, schools, commercial development, parks and social facilities. The implementation of the proposed project would create many of jobs in construction, administration, property management, retail, and community services providing nearby job opportunities for community residents. The creation of these additional jobs would be consistent with the goal of the California Enterprise Zone.

Land Use Compatibility

The Specific Plan would remove and replace the existing 700 public housing units on a one-for-one basis, provide an up to 1,100 additional residential units, provide additional open space and community facilities, and allow for commercial development. 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 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. Mixed-used buildings and commercial development would provide the community with needed goods and services which are largely devoid in the surrounding area. Currently, the residents of the Jordan Downs public housing units are isolated from surrounding communities through the discontinuous street system, perimeter fence, and lack of nearby goods and services for residents. Street reconfigurations and extensions under the Specific Plan would physically unite similar land uses and provide enhanced circulation and access to the surrounding communities. All new development and infill within the Specific Plan area would be compatible with building standards and surrounding uses and would not result in any land use incompatibilities. 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.

There are existing incompatible land uses on the eastern edge of the Specific Plan area where heavy industrial uses are located adjacent to residential uses and a school. The Specific Plan would reduce this land use incompatibility by rezoning these industrial uses to commercial manufacturing uses, which are much less intensive and these properties, if and when they are redeveloped, would be more compatible

with adjacent residential, commercial, open space, and public facility uses. Similar to the existing setting, the new residential uses under the Specific Plan would also 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, significant impacts related to land use compatibility would occur without mitigation measures.

CUMULATIVE IMPACTS

A cumulative impact would occur if the proposed project, in combination with other projects, would contribute to changes in land uses that would be inconsistent with existing plans and zoning. Although the proposed project would result in higher intensity of land use, it would provide open space, community facilities, and commercial goods and services. Development of the Specific Plan area would allow for an increased density of residential development, but would advance the fundamental goals of the Framework Element for the City of Los Angeles General Plan by focusing growth, increasing mobility, reducing air pollution, and establishing a higher quality built environment for the City's residents.

Development of the Specific Plan area would result in a lower density of industrial development, from primarily heavy manufacturing to lower intensity of commercial manufacturing uses. The City of Los Angeles Industrial Land Use Policy Plan seeks to preserve existing industrial land within the City. The County of Los Angeles and City of Los Angeles community plans also have policies for preserving industrial land. The Specific Plan would designate a buffer of mixed-use commercial-residential zoning that would facilitate the transition between residential uses to the west and industrial uses to the east along the Alameda Corridor. Although the industrial parcels along Alameda Street would be zoned for more compatible light industrial use, they would remain industrial and would not result in a substantial reduction of industrial land within the region.

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

MITIGATION MEASURES

Division of an Established Community

No mitigation measures are required.

Consistency with Applicable Plans and Policies

No mitigation measures are required.

Land Use Compatibility

Mitigation Measures for land use compatibility are discussed in the sections particular to the nature of the compatibility. Refer to Mitigation Measures **AE5** through **AE9** in Section IV.A Aesthetics, Mitigation Measures **AQ19** through **AQ24** in Section IV.C Air Quality, and Mitigation Measures **N11** through **N15** in Section IV.L Noise and Vibration.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Division of an Established Community

Impacts related to the division of an established community would remain less than significant.

Consistency with Applicable Plans and Policies

Impacts related to consistency with applicable plans and policies would remain less than significant.

Land Use Compatibility

Implementation of Mitigation Measures **AE5** through **AE9** would reduce significant impacts related to visual incompatibility of residential and industrial/commercial uses to a less-than-significant level.

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

Mitigation Measure **N11** would ensure that truck activity does not disturb new residential land uses during early morning or late evening time periods. Mitigation Measures **N12** and **N13** 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 L_{eq} . This would be consistent with the City's noise compatibility guidelines. Residences located adjacent to the employment uses would not be exposed to unacceptable noise levels, and this impact would be less than significant. Mitigation Measure **N14** would ensure that the elementary school would not be exposed to unacceptable noise levels, and this impact would be less than significant. The glass windows required in Mitigation Measure **N15** would reduce interior mobile source noise levels by at least 4 dBA when compared to standard single-glazed windows (e.g., glass with 1/8 thickness). This reduction would be similar to reducing the noise at the source and would result in a noise level of 60.9 dBA, which is well below the 65 dBA "conditionally acceptable" range. Mitigation Measure **N15** would ensure that residential land uses facing 103rd Street would not be exposed to unacceptable noise levels, and this impact would be less than significant.