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Date: August 15, 2013

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

Honorable City Council  
City of Los Angeles  
City Hall, Room 340  
Los Angeles, CA 90012

**A PROPOSED GENERAL PLAN AMENDMENT AND ZONE CHANGE FOR PROPERTY LOCATED SOUTH OF 92<sup>ND</sup> STREET, NORTH OF 103<sup>RD</sup> STREET, EAST OF GRAPE STREET AND WEST OF ALAMEDA STREET (AKA JORDAN DOWNS AND SURROUNDING ENVIRONS).**

Pursuant to the provisions of Sections 551, 555 and 558 of the City Charter, transmitted herewith is the March 8, 2012 action of the City Planning Commission approving the adoption of a proposed Specific Plan, as well as various General Plan Amendments to the Southeast Los Angeles Community Plan, in the manner set forth in the attached documents, and Zone Changes, also in the manner set forth in the attached documents. The approved General Plan Amendment and Zone Change allow for a significant redevelopment of the existing Jordan Downs housing project, in a manner that will include up to 1,800 dwelling units, a community center, approximately 10 acres of park space, and construction of approximately 250,000 square feet of commercial floor area.

The City Planning Commission, as evidenced by the attached findings has determined that the proposed Specific Plan, General Plan Amendments, and Zone Changes will conform to the City's General Plan, will be compatible with adjacent land uses and is appropriate for the site.

The proposed General Plan Amendment was submitted to the Mayor whose recommendation was previously be forwarded to you, on August 9, 2013 as specified by 11.5.6 of the Los Angeles Municipal Code. Additionally, the City Council re-certified the project's EIR, and adopted the Specific Plan ordinance on August 14, 2013.

Recommendation:

That the Council:

1. Concur in the attached Action of the City Planning Commission relative to its approval of the proposed General Plan Amendments for the subject properties;
2. Concur in the attached Action of the City Planning Commission relative to its approval of the requested Zone Changes for the subject properties; and
3. Adopt by Resolution, the General Plan Amendment, as shown in the attached exhibit;
4. Adopt, by Ordinance, the Specific Plan and Zone Changes, as shown in the attached exhibit; and
5. Adopt the attached, revised, Findings of the Department of City Planning as the Findings of the City Council;
6. Re-Certify the project's Environmental Impact Report (ENV-2010-0032-EIR);
7. Adopt the project's Mitigation Monitoring and Reporting Program and Statement of Overriding Consideration.

Sincerely,

Michael J. LoGrande  
Director of Planning



Craig Weber  
Senior City Planner

ML/AB/KB/CW

Attachments:

1. Revised Findings
2. Resolution Amending the General Plan
3. General Plan Amendment Map
4. Zone Change Ordinance

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## Findings

### **City Charter Findings**

#### City Charter Sections 556 and 558

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

### **General Plan Findings**

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

#### Framework Element

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

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

### **Land Use**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Housing**

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

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

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

## **Urban Form & Neighborhood Design**

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

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

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

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

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

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

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

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

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

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

The proposed Specific Plan establishes a UV suffix designation, which is used to carry over the theme of the Master Plan through the use of mixed-use, mixed-income residential, pedestrian oriented streets, large central park, open space connectors, public facilities and commercial development with associated parking. The proposed Urban Village Specific Plan will enable the HACLA and/or master developer to construct up to 1,800 residential units, 250,000 square feet of new commercial office/retail floor area on seven acres of existing industrial land along the Alameda Street Corridor, plus up to 20,000 gross square feet of community-serving retail and services ground-floor in mixed-use building along the Century Boulevard Extension. The residential uses are proposed to be developed in different typologies throughout the Specific Plan. These units are proposed to include 700 public housing units throughout, 700 work-force housing units, and 400 market-rate units for a total of 1,800 dwelling units. The Specific Plan also establishes a network of parks and open space totaling approximately 8.9 acres featuring the Central Park and connecting paths.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### Housing Element

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

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

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

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

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

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

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

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

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

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

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

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

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



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

#### Land Use Element- Southeast Los Angeles Community Plan

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

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

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

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

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

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

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

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

The Proposed Specific Plan provides much needed housing in a low-income community. The Project locates higher densities within a new mixed use commercial corridor and provides a diversity of residential building types. The HACLA is committed to designating a portion of the dwelling units as senior and affordable housing, though the details of the housing program are undecided at this point.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### City of Los Angeles Department of City Planning Walkability Checklist

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

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

#### Century Boulevard Re-Designation

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

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

#### Environmental Findings

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

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

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

#### Environmental Impacts Found to Be Significant and Unavoidable

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

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

- **Aesthetics (Shade and Shadow)** – During the Winter Solstice, shadows generated from the implementation of the proposed project would impact the single-family residences on 97th Street, north of the Specific Plan area, for a period of more than three hours.
- **Air Quality (Construction, Operational, and Greenhouse Gas [GHG] Emissions)** – During construction, NOx and PM10 regional emissions, as well as PM2.5 and PM10 local concentrations, would exceed regional and local significance thresholds. Operational emissions would also exceed regional significance thresholds for VOC, NOX, CO, and PM10. Similarly, GHG emissions would exceed the 4.6 metric tons of CO2e per year per service population significance threshold.
- **Noise (Construction)** – Construction noise levels would exceed the 5-dBA significance threshold at multiple sensitive receptors during all phases of construction.
- **Traffic and Transportation** – The following intersection levels of service would be significantly impacted:
  1. Alameda Street and Century Boulevard/Martin Luther King Jr. Boulevard (AM and PM Peak Hours)
  2. Central Avenue and Century Boulevard (AM and PM Peak Hours)
  3. Long Beach Boulevard and Tweedy Boulevard (AM and PM Peak Hours),

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

### Alternatives to the Project

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

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

### General Environmental Findings

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

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

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

notice of preparation is published, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

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

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

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

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

#### 1. Alternative 1 – No Project Alternative.

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

#### Impact Summary.

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

the proposed project, and the significant shadow impacts would be avoided. Impacts to views and vistas and scenic resources would remain the same as the proposed project because there are no protected views or vistas or other scenic resources in the vicinity of the Specific Plan area.

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

#### Rationale for Finding.

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

#### 2. Alternative 2 – Reduced Annexation Area Alternative

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

#### Impact Summary

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

#### Finding

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

#### Rationale for Finding

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

### 3. Alternative 3- Reduced Height Alternative

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

#### Impact Summary

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

#### Rationale for Finding

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

### Alternative 4-Industrial Zone Alternative

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

#### Impact Summary

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



However, an M2 alternative could allow the expansion of industrial uses allowed that are incompatible with the multi-family housing that will be located throughout the proposed project and the existing operations of Jordan High School. Because of the nature of these uses, the Final EIR identified that this alternative would have new unavoidable significant impacts associated with visual character, hazards and hazardous materials, groundwater quality, and land use compatibility. Therefore, this alternative is not an environmentally superior alternative.

#### Rationale for Finding

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

#### Findings Regarding Other CEQA Considerations

##### 1. Growth Inducing Impacts of the Project

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

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

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

Since the Project Site is located in a highly urbanized setting, infrastructure already exists to support the Project at its full build out. The Project would constitute in-fill development which typically not growth-inducing. The Project does not propose vast improvements to the community's infrastructure. The Project does propose the improvement and extension of Century Boulevard and a new street grid of local streets; however these improvements are applied to Century Boulevard which currently is an unimproved "paper street" and the street improvements are limited to the Specific Plan boundary. In addition, the Specific Plan proposes a downgrade of Century Boulevard from its current designation as Major Highway Class II to a modified collector street. Finally, the improvements to Century Boulevard are focused on multi-modal opportunities through the dedicated bicycle lanes and pedestrian amenities that

supplement the vehicle travel lanes. As a result of these design considerations, Century Boulevard is not intended to carry outside traffic, and consequently, the proposed Project would not remove obstacles to new growth in the surrounding community by opening up areas to new development or by otherwise stimulating new population growth through increasing the infrastructure capacity.

## 2. Significant Irreversible Impacts

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

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

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

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

### Other CEQA Considerations

#### 1. Recirculation of EIR

CEQA requires that the responses to comments in the EIR demonstrate good faith and a well-reasoned analysis, and not be overly conclusory. In response to the comments received, corrections and additions were made to the EIR. The Final EIR includes a Historic Significance Evaluation and a Health Risk Assessment that were not included in the Draft EIR. However, this additional information in the Final EIR demonstrated that no additional impacts beyond those already identified in the Draft EIR have been identified by the comments, and specifically, CEQA Guidelines Section 15088.5 does not require recirculation of the EIR based on the following:

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

Thus, recirculation of the EIR was deemed not necessary.

## 2. Mitigation Monitoring

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

## Statement of Overriding Considerations

The Final EIR has identified unavoidable significant impacts that would result from implementation of the Project. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when a public agency approves a project that will result in the occurrence of significant impacts that are identified in the EIR but are not at least substantially mitigated, the agency must state in writing the reasons to support its action

based on the certified EIR and/or other information in the record. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines require that the decision maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the EIR which cannot be avoided or substantially mitigated to an insignificant level. These findings and the Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the EIR, and documents, testimony, and all other materials that constitute the record of proceedings.

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

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

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

#### Mitigation Monitoring Program

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

#### Independent Judgment

The environmental consultants for the proposed project prepared the screencheck versions of the Draft EIR and Final EIR. All such materials and all other materials related to the EIR were extensively reviewed and, where appropriate, revised by the Planning Department. In addition, comments received during the DRAFT EIR circulation period were addressed in the Final EIR.

As such, the Draft EIR, Final EIR, and all other related materials reflect the independent judgment and analysis of the Lead Agency and adequately address the community concerns and meets CEQA review requirements.

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

According to SB 18, due to the proposed General Plan Amendment and the designation of new Open Space, the City shall conduct “meaningful consultations” with local Native American Tribes. Through the circulation of the EIR, the Native American Heritage Commission contacted the Department of City Planning staff to inform them of this federal requirement, and provided a list consisting of four tribe associations pertaining to local lands. These tribe associations were formally contacted to initiate a 90 day review period. The four tribe associations are the Ti’At Society/Inter-Tribal Council of Pimu, Gabrielino/Tongva San Gabriel Band of Mission, Gabrielino Tongva Nation, and Gabrielino-Tongva Tribe.

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

**Conclusion**

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

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

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

## ORDINANCE NO. \_\_\_\_\_

An ordinance amending Section 12.04 of the Los Angeles Municipal Code in order to amend the Zoning Map in correspondence with the Jordan Downs Urban Village Specific Plan ("Specific Plan").

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

**Section 1.** Subject to Sec. 3 of this Ordinance, Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone classification of property shown upon a portion of the Zoning Map incorporated therein and made a part of Article 2, Chapter 1 of the LAMC, so that such portion of the Zoning Map shall conform to the zoning on the map attached hereto and incorporated herein.

**Sec. 2.** The zones within the Specific Plan area (PF-UV, OS-UV, A1-UV, R3-UV, RAS3-UV, RAS4-UV, and CM-UV) are part of the new Urban Village ("UV") zoning district, and property designated as being in the "UV" zoning district shall comply with the land use regulations set forth in the Specific Plan. Subject to Sec. 3 of this Ordinance, Subsection D of Section 12.04 of the Los Angeles Municipal Code is amended to read:

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

- "O" Oil Drilling District
- "S" Animal Slaughtering
- "G" Surface Mining District
- "RPD" Residential Planned Development District
- "K" Equinekeeping District
- "CA" Commercial and Aircraft District
- "POD" Pedestrian Oriented District
- "CDO" Community Design Overlay District
- "MU" Mixed Use District
- "FH" Fence Height District

"SN"	Sign District
"RFA"	Residential Floor Area District
"NSO"	Neighborhood Stabilization Overlay District
"CPIO"	Community Plan Implementation Overlay District
"HS"	Hillside Standards Overlay District
"MPR"	Modified Parking Requirement District
"UV"	Jordan Downs Specific Plan Urban Village District

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

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

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

**Sec. 3.** Any and all amendments set forth in this Ordinance shall be operative only at such a time as 1) all of the land shown on the map attached hereto, a portion of which is currently within the County of Los Angeles, is within the City of Los Angeles through the completion of an annexation process and 2) all of the land shown on the map attached hereto is subdivided in a manner contemplated in the Specific Plan. Land within the Specific Plan area that is within the City limits shall be governed by the existing Zoning Code until the aforementioned annexation and subdivision have been completed.

**Sec. 4.** The City Council finds that the adoption and efficacy of this Ordinance are required for the immediate protection of public peace, health and safety for the following reason: implementation of the development contemplated in the Specific Plan requires funding from a variety of local, state and federal sources, and it is essential that this Ordinance takes effect in time to accommodate the applications for those funding sources. For that reason, this Ordinance shall become effective upon publication, pursuant to Section 253 of the Los Angeles City Charter.

**Sec. 5.** The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of

Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles, **by a vote of not less than three-fourths** of all of its members, at its meeting of \_\_\_\_\_.

JUNE LAGMAY, City Clerk

By \_\_\_\_\_

Deputy

Approved \_\_\_\_\_

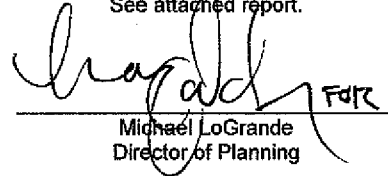
\_\_\_\_\_

Mayor

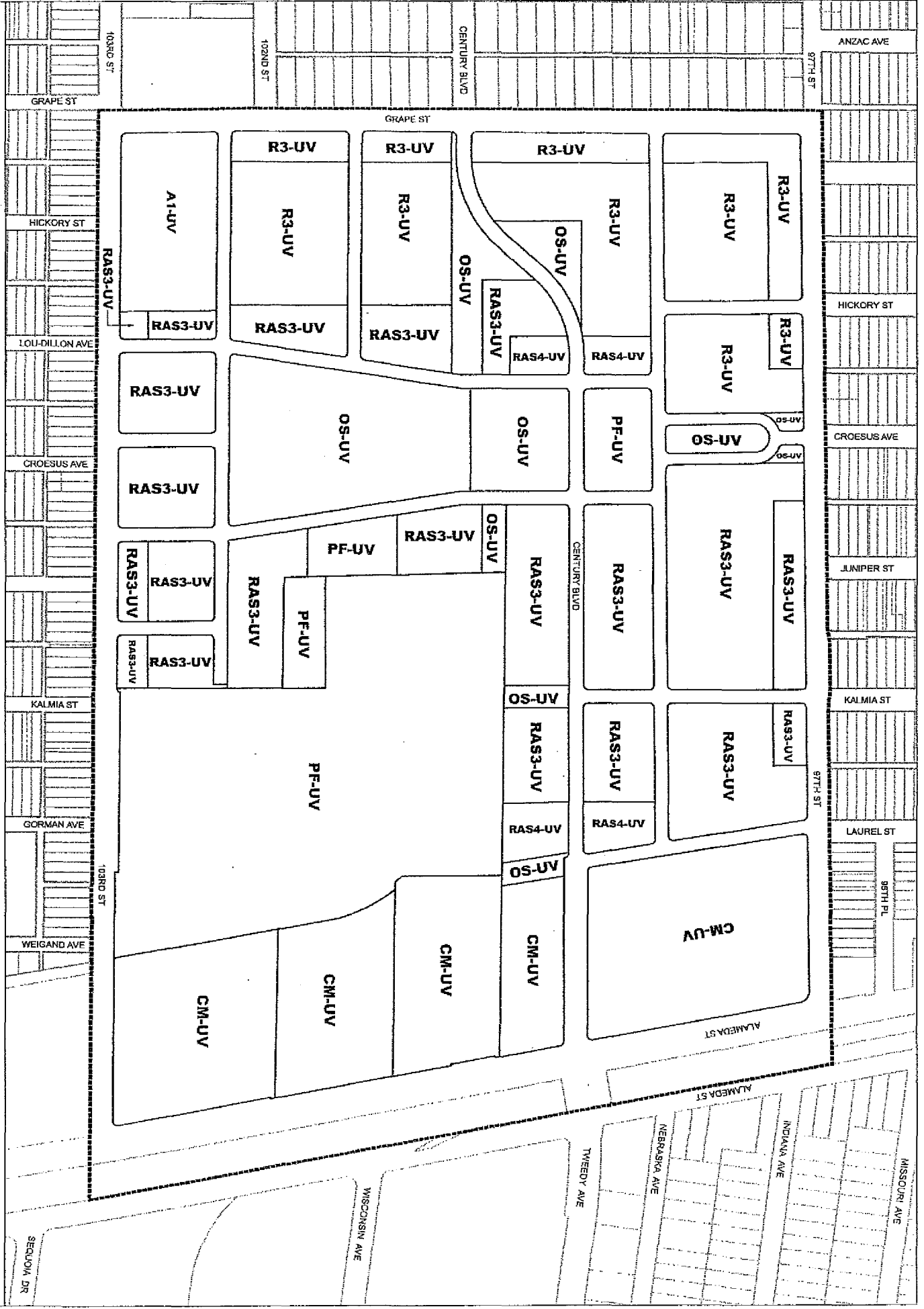
File No. C.F. 13-0174

Pursuant to Charter Section 559, I approve this ordinance on behalf of the City Planning Commission . . . . .

JULY 31, 2013  
See attached report.

  
\_\_\_\_\_  
Michael LoGrande  
Director of Planning





Legend:

- Jordan Downs Urban Village Specific Plan Boundary
- Proposed Zone Change

## ZONE CHANGE

C.M. 081.5A.216, 091.5A.217      CPC-2010-0031-SF-AD

AAV      080712

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



## RESOLUTION

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

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

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

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

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

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

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

**WHEREAS**, on March 6, 2009 the Los Angeles City Council adopted a Motion that instructed the Department of City Planning, in coordination with the HACLA and other City Agencies, to create a Specific Plan for the Jordan Downs Community; and

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

**WHEREAS**, the requested General Plan Amendment will create land use designations that are consistent with the intent and purposes of the Southeast Los Angeles Community Plan to designate land use in an orderly and unified matter; and

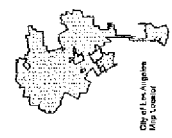
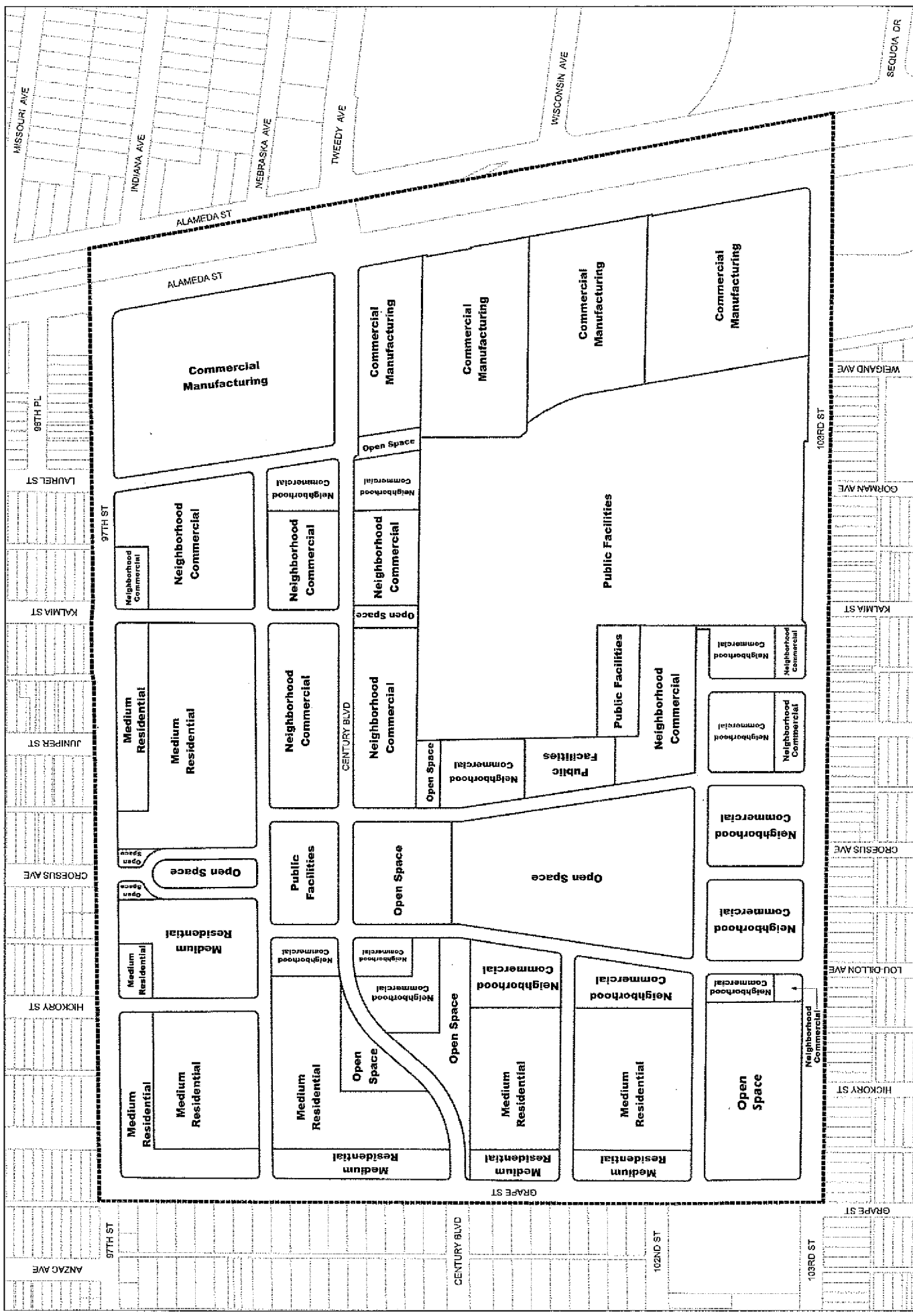
**WHEREAS**, portions of land within the Jordan Downs Urban Village Specific Plan area are currently within the County of Los Angeles, and general plan land use designations and

zones are required to be established before annexation of this land into the City of Los Angeles can be completed; and

**WHEREAS**, the Jordan Downs Urban Village Specific Plan envisions re-subdivision of the specific plan area in a certain manner, which re-subdivision is yet to be completed; and

**WHEREAS**, it is the intent of the City of Los Angeles that land within the Jordan Downs Urban Village Specific Plan area that is within the City limits be governed by the existing general plan provisions, zoning provisions, and Los Angeles Municipal Code, until such a time as the aforementioned annexation and re-subdivision have been completed.

**NOW THEREFORE BE IT RESOLVED** that: (i) the Southeast Los Angeles Community Plan be amended as shown on the attached General Plan Amendment Map contingent upon the completion of annexation of portions of the Jordan Downs Specific Plan area that are currently within the County of Los Angeles and contingent upon the completion of re-subdivision of land within the Specific Plan area in a manner that correlates with the subdivision contemplated in the Specific Plan; and (ii) land within the Jordan Downs Urban Village Specific Plan area that is within the City limits shall be governed by the existing general plan provisions, zoning provisions, and Los Angeles Municipal Code, until the aforementioned annexation and re-subdivision have been completed.



# PLAN AMENDMENT

C.M. 091.5A 215, 091.5A 217  
CPC-2010-0031-SP-AD  
060712

SOUTHEAST LOS ANGELES

- Legend:**
- Jordan Downs Urban Village Specific Plan Boundary
  - Proposed Plan Amendment

