

Section Four:
DEVELOPMENT
PLANS

A. OVERVIEW

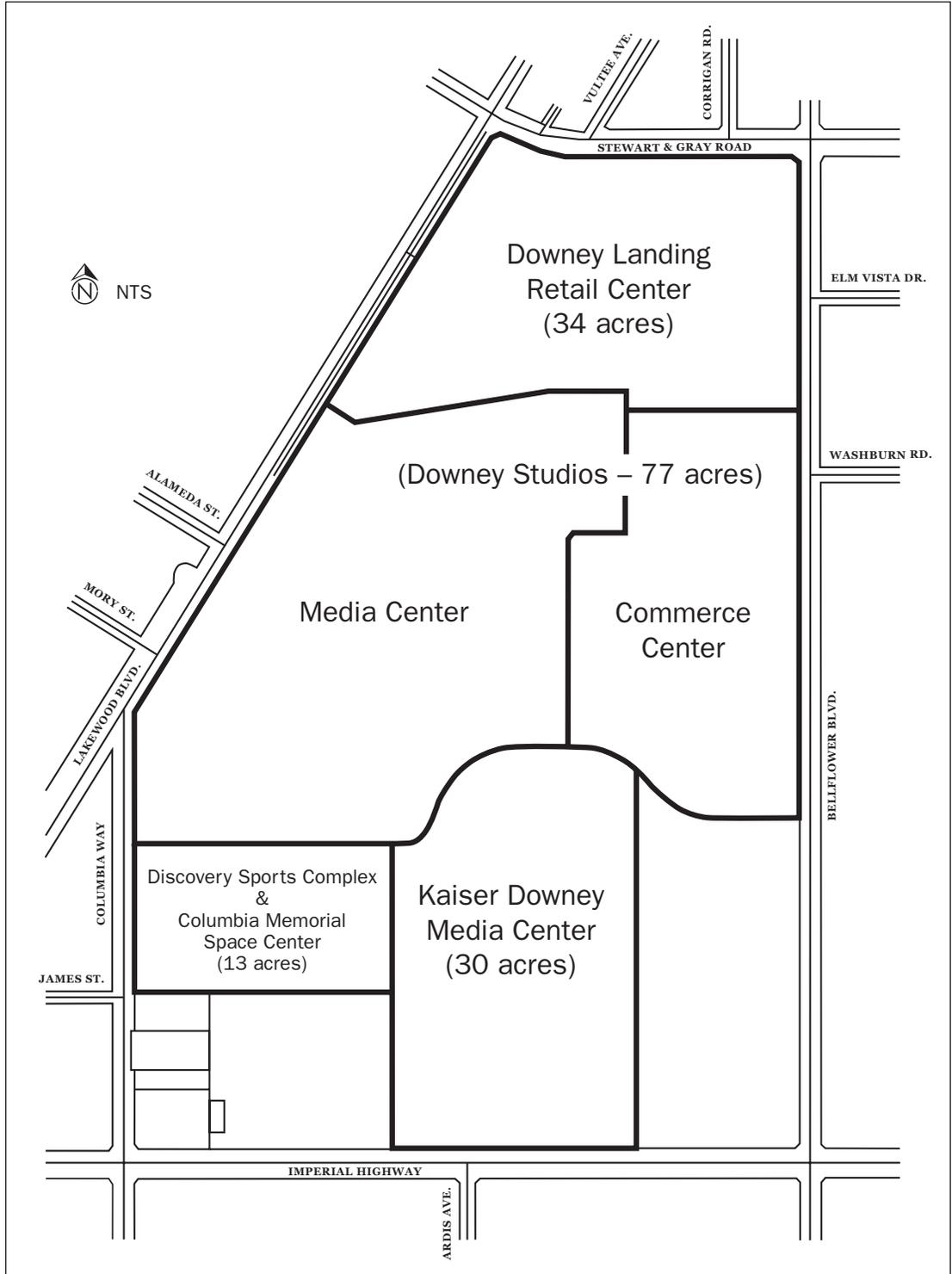
The purpose of the Development Plan Chapter in the Original Plan was to detail the proposed development scenario(s) that the City contemplated would occur within the 154-acre Site. Issues addressed in this chapter of the Original Plan included Land Use, Open Space, Circulation, Utility, and Public Services.

In the Original Plan, each section included both quantitative and qualitative descriptions of the existing condition and what is required to support the cumulative development program described in the Land Use section of this chapter. However, as stated previously in this Amended Plan, approximately half the Site has been successfully redeveloped with amenities for residents and visitors alike. The development of three of the four districts described below is largely complete. The Amended Plan details the proposed development scenario(s) for the Central Portion.

B. LAND USE

Districts

The Original Plan described four distinct districts to be developed within its 154 acres of property: Downey Landing Retail Center, Kaiser Downey Medical Center, the Park Complex, which includes the Discovery Sports Complex and the Columbia Memorial Space Center and Downey Studios (referred to in the Original Plan as the Commerce and Media Centers). (Figure 4.1) The first three districts are largely completed. This Amended Plan focuses on the redevelopment of Downey Studios into the Tierra Luna Marketplace in the Central Portion of the Site. The intent of the Original Plan was to provide flexibility in the location of these districts within the Site and to provide land use flexibility as well. It is the intent of this Amended Plan to also provide flexibility in order to be responsive to market conditions and to provide the best project for residents and visitors alike.



DOWNEY LANDING PROJECT DISTRICTS FIGURE 4.1

The Downey Landing Retail Center comprises approximately 34 acres and occupies the northern portion of the Site. This retail center orients to both Lakewood Boulevard and Stewart & Gray Road.

Downey Studios is located on the central approximately 77 acres of the Site (Central Portion). Under the Original Plan, Permitted Uses on the Central Portion were General Commercial and Retail, Assembly and Repair, Entertainment and Related Uses, Food Uses, Health and Medical Uses and Public and Semi-Public Uses.

Under the Amended Plan, the Marketplace is proposing approximately 1.5 million square-feet that is anticipated to include retail, office, restaurant, entertainment, theater and hotel and other related uses in a project program generally as depicted on Figure 4.2. Note, all Tierra Luna Marketplace graphics are to be considered for illustrative purposes only.

The conceptual breakdown of Tierra Luna Marketplace, in approximate square footage (sq. ft.) is provided below:

Retail: Total retail uses are capped at 1,035,000 sq. ft. There are three types of retail uses proposed: Large Format Retail (may include a grocery), 5,000 sq. ft. service station, bank/money center, 24-hour retail sales, sales of alcoholic beverages for off-site consumption, a garden center, a vision or optical center or dispensary, medical clinic, drug store/pharmacy, personal services (such as salon, photo processing, etc.), ancillary food services for on-site consumption, screened outdoor storage facilities (including a trash compactor, and bale and pallet recycling area), outdoor sales area (subject to approval of Community Development Director or designee), home improvement/hardware stores and/or tire sales and installation; Junior Anchor Retail (may include theaters, fitness centers, entertainment and other retail); and Shops (may include restaurants, financial institutions, drive-throughs and other related retail establishments).

Permitted Uses in the retail category also include sale of alcoholic beverages for off-site consumption, personal services such as salon or vision center, and ancillary food sales for on-site consumption.

Office/Medical Office: Approximately 300,000 sq. ft.

Hotel/Lodging: Approximately 116,000 sq. ft. (150 key)

Theater: Approximately 65,000 sq. ft.

Total Proposed Square Footage (Excluding Parking Structures): Not to exceed 1,516,000 sq. ft.

Office/Medical Office Space Flexibility – Tierra Luna Marketplace:

Office uses are permitted in only two locations on the Tierra Luna Marketplace Site. Those two locations are near the preserved historic portion of Building 1 (adaptive reuse of existing structures) and in a designated area within the south-central portion of the Site. (Figure 4.9)

Portions of Building 1 are designated by the MOA to be preserved in place. Those portions consist of the Gordon Kaufmann-designed office building, a portion of which has been restored in accordance with the Secretary of the Interior's Guidelines and is the crown jewel of the Central Portion. As such, the use in Building 1 could be office, medical office, retail, another commercial or public use. Most important is that the use chosen for the portion of Building 1 required to be preserved in place by the MOA should have appropriate synergies with the history of the site, should be a "good fit" in the building and should complement and, perhaps, enhance the restoration that has already been completed. One or more additional office/medical office buildings are proposed adjacent to and in the vicinity of Building 1. A restaurant(s) or retail use could also be appropriate for this commercial complex as well. The commercial square footage proposed for this area is 75,000 sq. ft.

The only other area of the 77-acre Site where office uses can be developed is shown on the bottom right side of Figure 4.9 and consists of the areas marked "Lots 4, 5, 6, 7 and 8". This office complex is located in the south central portion of the Site, adjacent to the proposed hotel.

Built into the project is the flexibility to develop up to 200,000 sq. ft. of retail space as office/medical office space if market conditions warrant. That is, instead of developing 1,100,000 sq. ft. of commercial/retail floor area and 300,000 sq. ft. of office/medical office floor area (as described above), the applicant/developer has the option to build up to 900,000 sq. ft. of commercial/retail floor area and up to 500,000 sq. ft. of office/medical office floor area, together with 116,000 sq. ft. of hotel space. Total development would still not exceed 1,516,000 sq. ft.. The Applicant must first obtain the approval of the City's Community Development Director if the Applicant wishes to deviate from the original project and develop 900,000 sq. ft. of commercial/retail uses and 500,000 sq. ft. of office/medical office uses.

Parking Structures Square Footage: Approximately 800,000 sq. ft. for the Marketplace.

The **Kaiser Downey Medical Center (KDMC)** occupies 30 acres on the southern portion of the Site. KDMC faces Imperial Highway, Caring Way (formerly Ardis Avenue) and Congressman Steve Horn Way and is located south of the Central Portion. The KDMC is connected to the neighboring Kaiser facilities at the corner of Bellflower Boulevard and Imperial Highway via a sidewalk along Imperial Highway and an internal walkway.

The **Discovery Sport Complex and the Columbia Memorial Space Center** are located on the west side of the Site directly south of the Central Portion, along Columbia Way (formerly Clark Avenue).

Boundaries

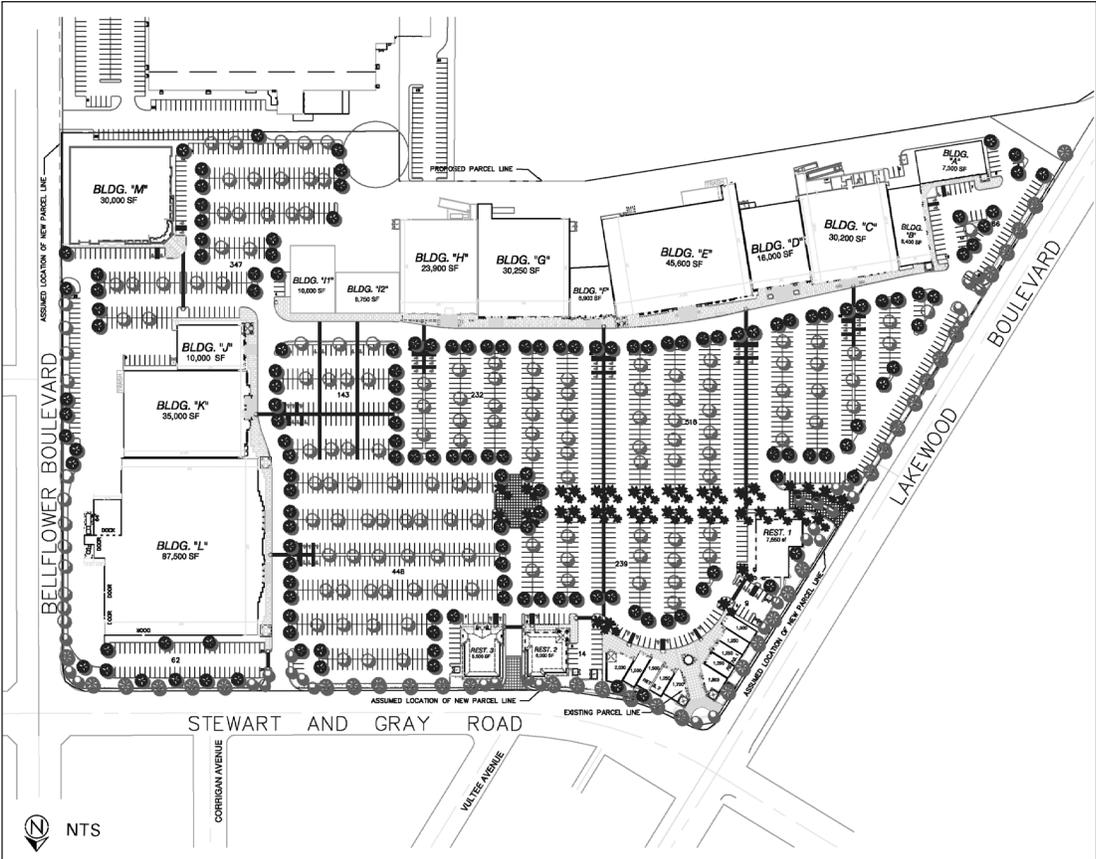
The 34-acre **Downey Landing Retail Center** is bounded by Lakewood Boulevard on the west, Stewart & Gray Road on the north, Bellflower Boulevard on the east, and a common property line with the Central Portion on its south.



TIERRA LUNA MARKETPLACE SITE PLAN FIGURE 4.2

The proposed **Tierra Luna Marketplace** is south of the existing Downey Landing Retail Center and north of Kaiser Downey Medical Center. The Tierra Luna Marketplace will front Congressman Steve Horn Way, Lakewood and Bellflower Boulevards and Columbia Way (formerly Clark Avenue).

The **Kaiser Downey Medical Center** is located on a 30-acre parcel that faces Imperial Highway and is located south of the Tierra Luna Marketplace.

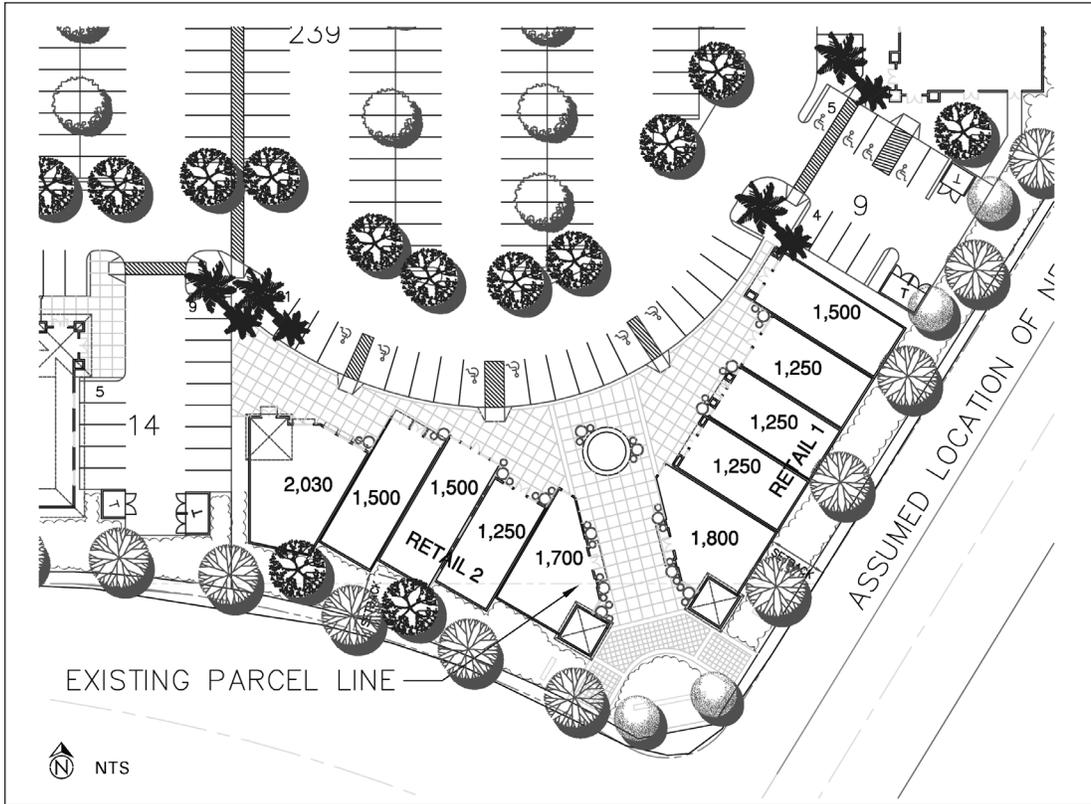


DOWNEY LANDING RETAIL CENTER SITE PLAN FIGURE 4.3

The **Discovery Sports Complex and the Columbia Space Science Learning Center** are located on a 13-acre parcel on the west side of the Site directly south of the Central Portion, along Columbia Way (formerly Clark Avenue).

Land Use Summary

Downey Landing includes 154 acres of which the dominant uses are retail, commercial, office, medical and open space. The proposed Master Plan for the Tierra Luna Marketplace is shown as Figure 4.2 and is summarized below.



DETAIL OF DOWNEY LANDING RETAIL CENTER FOOD COURT FIGURE 4.4

Permitted Uses

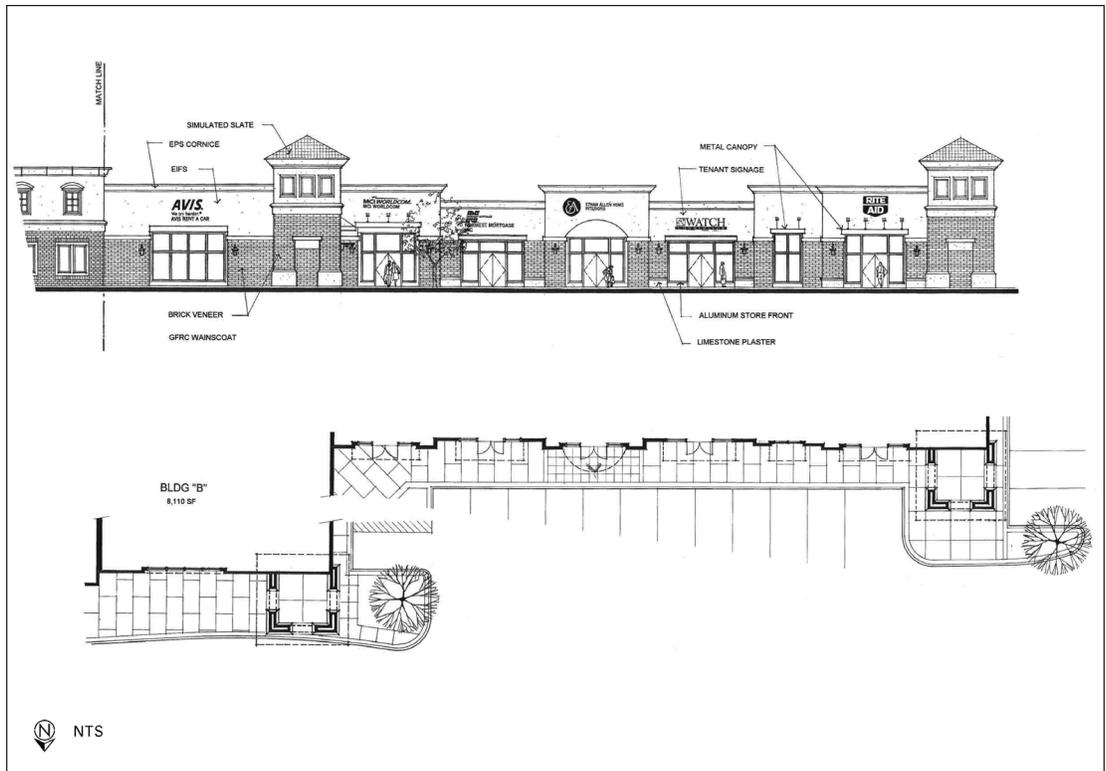
Under the Amended Plan, the permitted and conditional uses for Downey Landing Retail Center and Kaiser Downey Medical Center will be retained, while the uses for the Tierra Luna Marketplace will replace the uses in the Original Plan specified for the Media and Commerce Centers. The land uses permitted for each district are shown in Appendix A.

Land Use Plan

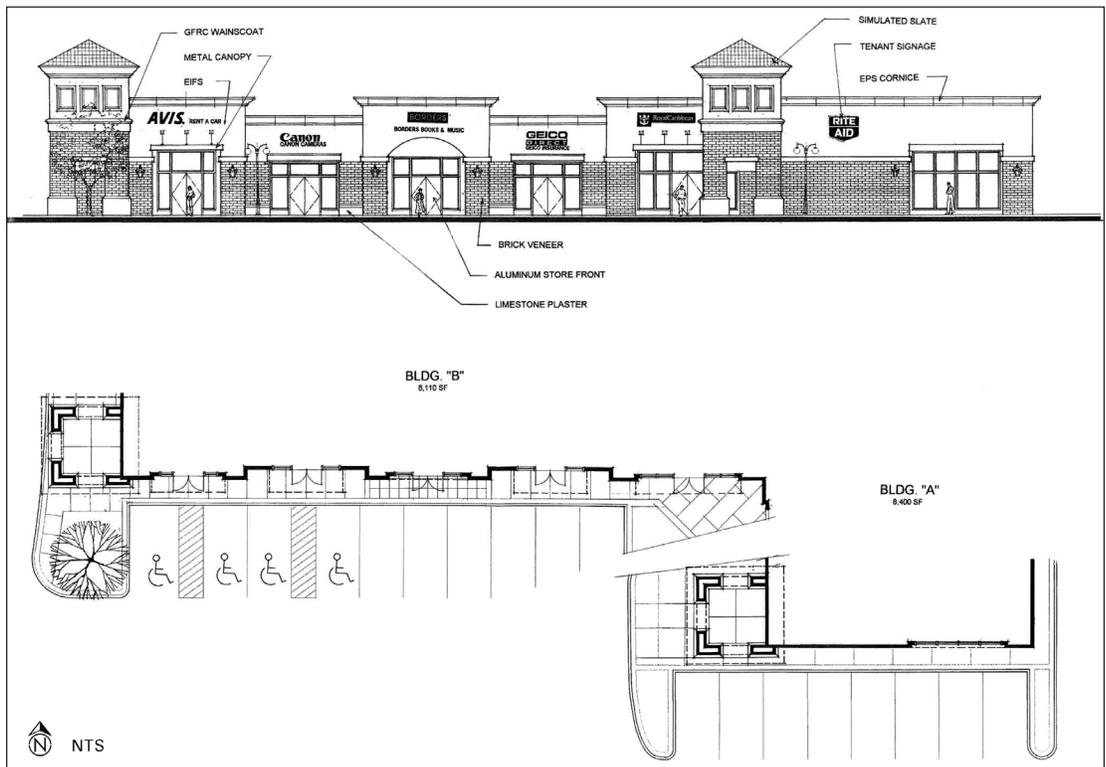
Downey Landing Retail Center

This area encompasses approximately 34 acres and occupies the northern portion of the Downey Landing site. Downey Landing Retail Center occupies this area and is oriented towards Lakewood Boulevard and Stewart & Gray Road. The Center features inline stores, free-standing buildings and parking. A maximum of 410,000 sq. ft. of retail space is permitted in this district. (Figure 4.3)

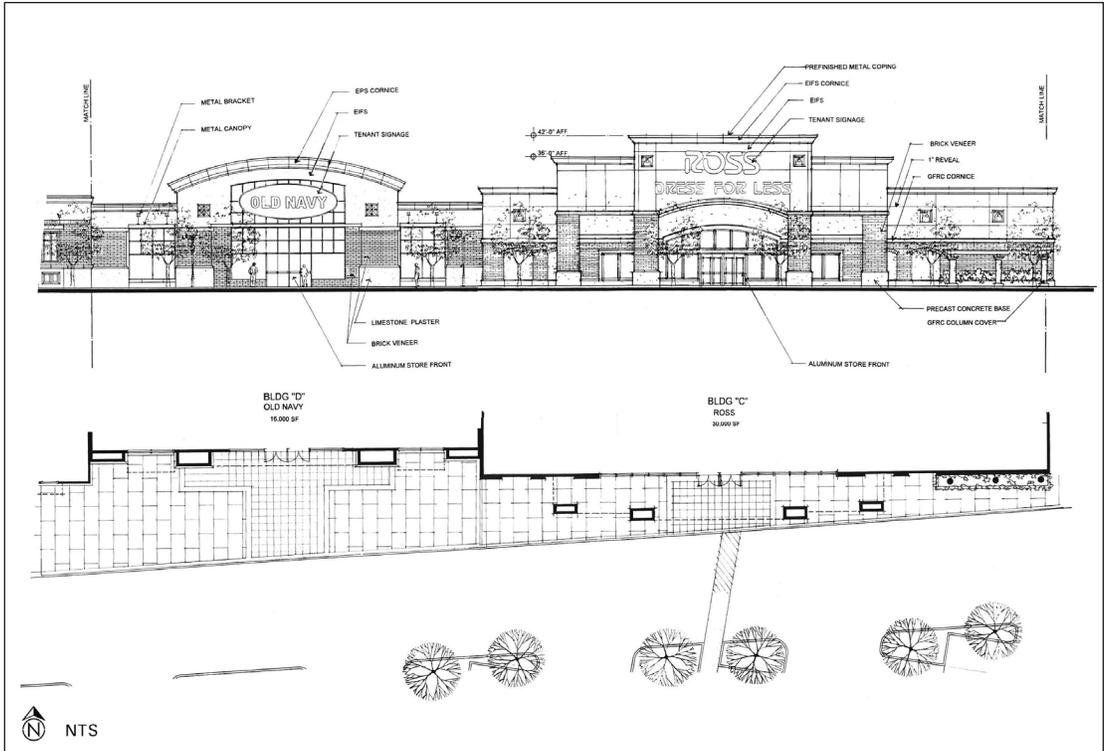
The primary building cluster is located on the southern end of the property and is oriented to Lakewood Boulevard and Stewart & Gray Road. Another cluster of buildings, whose rear elevations face Bellflower Boulevard, is located along the eastern side of the property. A food court is located at the corner of Lakewood Boulevard and Stewart & Gray Road. Details of the Retail Center food court are illustrated in Figure 4.4. Parking is provided in landscaped parking lots fronting all stores.



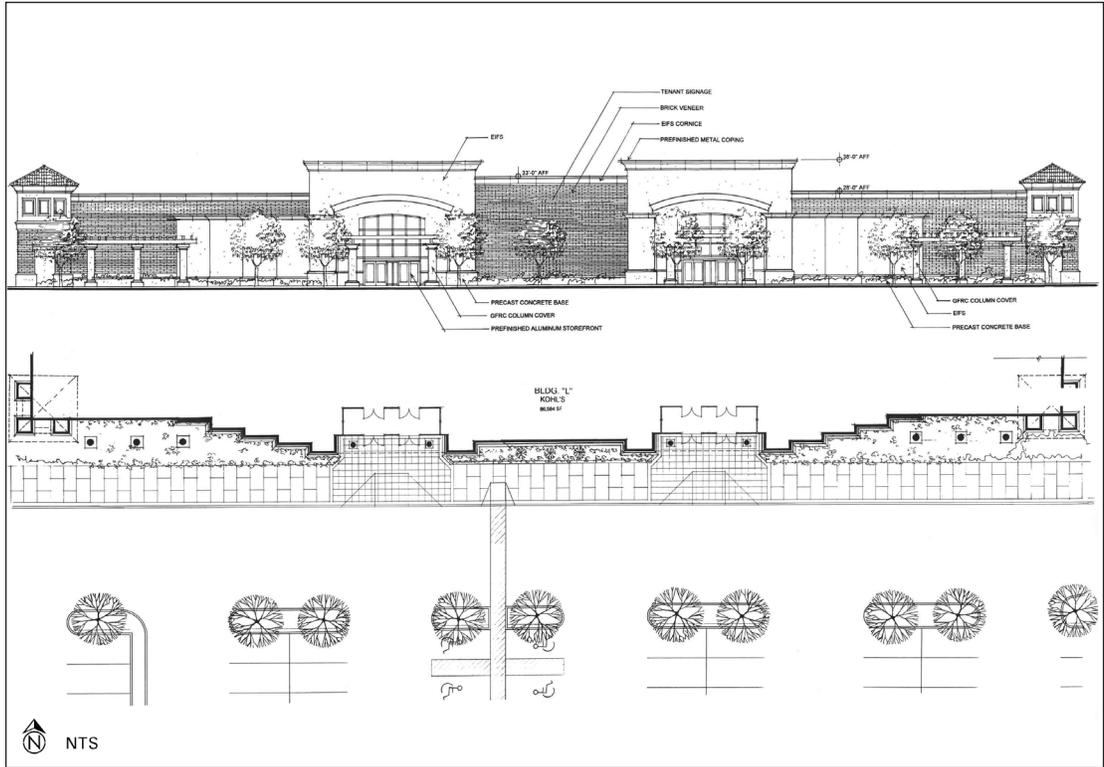
DOWNEY LANDING RETAIL CENTER - NORTH ELEVATION OF BUILDING 'A' FIGURE 4.5



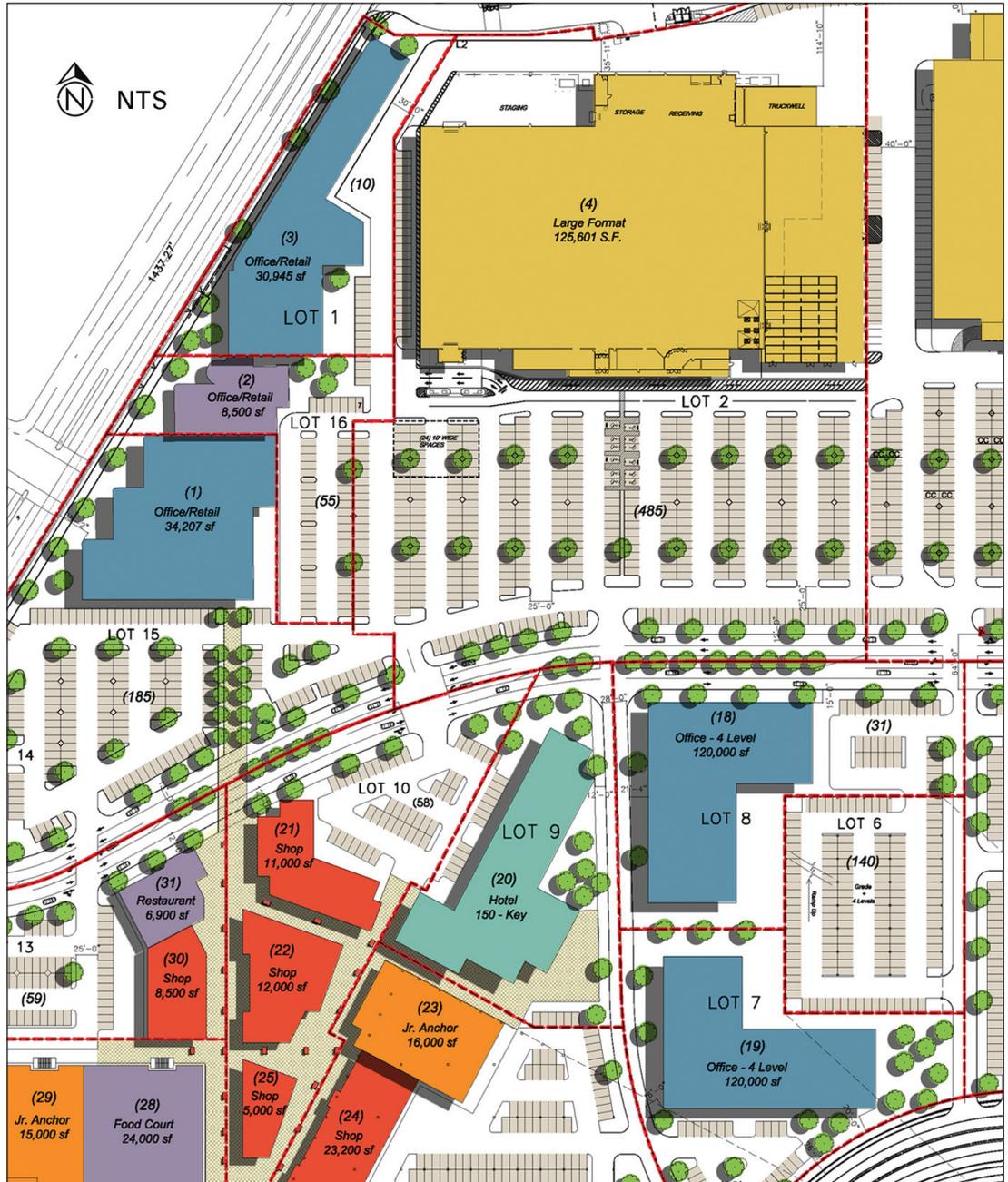
DOWNEY LANDING RETAIL CENTER - WEST ELEVATION OF BUILDING 'B' FIGURE 4.6



DOWNEY LANDING RETAIL CENTER - NORTH ELEVATION OF BUILDING 'C' AND 'D' FIGURE 4.7



DOWNEY LANDING RETAIL CENTER - WEST ELEVATION OF BUILDING 'L' FIGURE 4.8



TIERRA LUNA MARKETPLACE OFFICE AREAS (IN BLUE) FIGURE 4.9

Design Elements

Building materials at Downey Landing Retail Center include brick, glass, stucco, simple geometric forms, bold signage, and strong landscaping. Conceptual drawings of elevations are shown in Figures 4.5 through 4.8.

Tierra Luna Marketplace

The Central Portion where Downey Studios is currently located and operating will be renamed Tierra Luna Marketplace and will be a commercially oriented mixed-use center with retail, office, medical office, hotel, restaurant, entertainment and open spaces uses. Design intent for each area is described below.

Office/Medical Office

Emanating from the commercial complex around Building 1 will be a themed, landscaped pedestrian spine. Kiosks of many sorts will be strategically placed along this spine to create a festival interaction with shoppers. This pedestrian spine will pass through the retail/entertainment/hotel complex proposed to the south and terminate at the Columbia Memorial Space Center, located to south, beyond the retail/entertainment complex.

Design Elements - Office/Medical Office

As stated earlier, office uses are permitted in only two locations on the Tierra Luna Marketplace Site. Those two locations are near the preserved historic portion of Building 1 (adaptive reuse of existing structures) and in a designated area within the south-central portion of the Site. (Figure 4.9)

Portions of Building 1 are designated by the MOA to be preserved in place. Those portions consist of the Gordon Kaufmann-designed office building, a portion of which has been restored in accordance with the Secretary of the Interior's Guidelines and is the crown jewel of the Central Portion. As such, the use in Building 1 could be office, medical office, retail, another commercial or public use. Most important is that the use chosen for the portion of Building 1 required to be preserved in place by the MOA should have appropriate synergies with the history of the site, should be a "good fit" in the building and should complement and, perhaps, enhance the restoration that has already been completed. One or more additional office/medical office buildings are proposed adjacent to and in the vicinity of Building 1. A restaurant(s) or retail use could also be appropriate for this commercial complex as well. The commercial square footage proposed for this area is 75,000 sq. ft.

The only other area of the 77-acre Site where office uses can be developed is shown on the bottom right side of Figure 4.9 and consists of the areas marked "Lots 4, 5, 6, 7 and 8". This office complex is located in the south central portion of the Site, adjacent to the proposed hotel.

A range of approximately 300,000 to 500,000 sq. ft. of office/medical office uses is proposed for the Tierra Luna Marketplace. The Applicant proposes office buildings served by the both surface and structured parking onsite.



TIERRA LUNA MARKETPLACE RETAIL/ENTERTAINMENT/HOTEL COMPLEX FIGURE 4.10

As stated earlier, office uses are permitted in only two locations on the Tierra Luna Marketplace Site. Those two locations are historic Building 1 (adaptive reuse of existing structures) and in a designated area within the south-central portion of the Site.

There are two primary areas proposed for office/medical office uses. The area around and including Building 1 is comprised primarily of existing structures erected during this Site's manufacturing days. Additional structures in the vicinity of Building 1 and external design elements such as materials and patterns should strive to complement the exterior features of those portions of Building 1 required to be preserved in place by the MOA. It should be noted that complementing does not mean the same thing as copying.

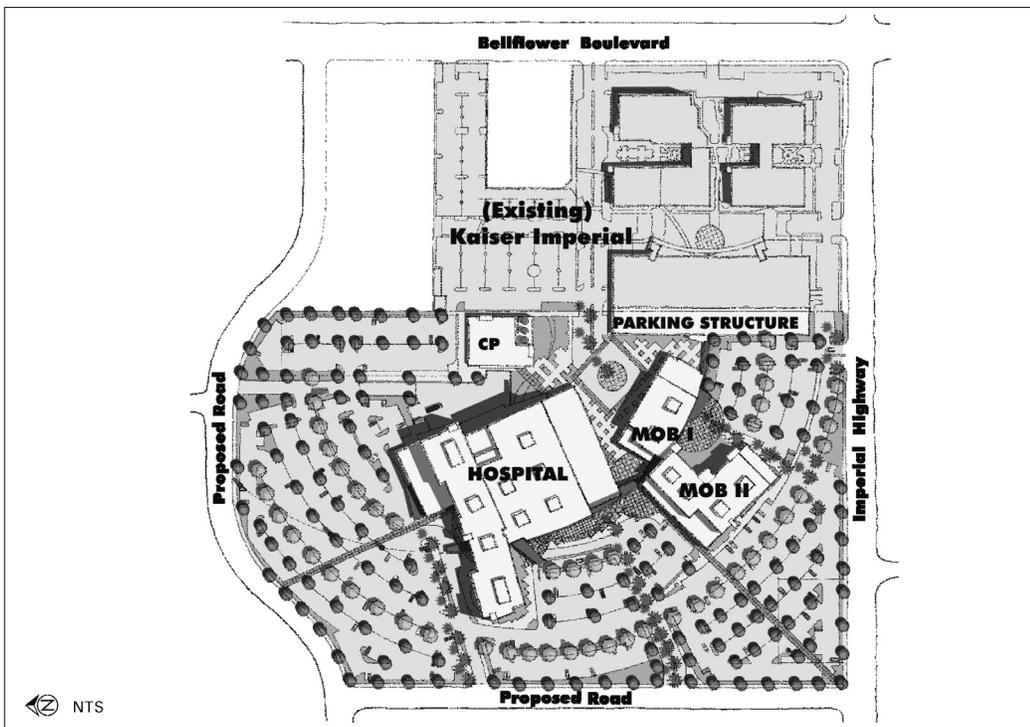
For any new office buildings, reflective glass shall not be permitted. Pedestrian gathering areas and the provision of outdoor shade structures is encouraged.

Retail/Entertainment/Hotel Complex

The Retail/Entertainment/Hotel Complex is comprised of retail, restaurants, a food court and shops in an outdoor setting and a 150-key hotel (116,000 sq. ft.). This activity complex also anticipates a 16-screen theater (65,000 sq. ft.) built on the second floor, over retail, and a food court. (Figure 4.10)

This complex is planned as the center of the community, particularly for shopping, dining and entertainment for residents, workers and visitors from surrounding neighborhoods and communities.

The themed landscaped spine bisects this district in a way that directs pedestrians through the entertainment core, linking the historic buildings to the entertainment complex.



KAISER DOWNEY MEDICAL CENTER SITE PLAN FIGURE 4.11

Retail Pads

Three types of retail uses are proposed within the Tierra Luna Marketplace. They are large format retail, junior anchors and shops.

Large Format Retail

Large format retailers are freestanding buildings ranging in size from 100,000 sq. ft. to 200,000 sq. ft. Each building will have its own parking field in front of it. Up to two such structures are proposed for the Tierra Luna Marketplace for a total of up to approximately 280,000 sq. ft. of building area.

Junior Anchor Retail

Junior Anchors are medium-sized retail users (ranging in size from approximately 13,000 sq. ft. to 65,000 sq. ft. in size). Most of the proposed Junior Anchors are proposed along Bellflower Boulevard, Congressman Steve Horn Way and the retail/entertainment/hotel complex.

Shops/Freestanding Restaurants

Shops in the Tierra Luna Marketplace may be small retail spaces that provide convenient retail uses to bolster foot traffic. Shops may be woven throughout and include freestanding buildings that could be restaurants, financial institutions and other related retail establishments.

Kaiser Downey Medical Center

Program

The Kaiser Downey Medical Center (KDMC) occupies 30 acres on the southern portion of Downey Landing and will consist of two medical office buildings, a hospital, central plant, and parking structure (Figure 4.11). The program defined for the Medical Center is as follows:

PHASE 1

Building	Sq. Footage	Height	Parking Required
Medical Office Building (MOB) 1	97,500	4 stories	390 spaces
Total Phase 1		97,500	390 spaces

PHASE 2

Building	Sq. Footage	Height	Parking Required
Medical Office Building (MOB) 2	185,000	4 stories	740 spaces
Hospital	600,000	6 stories	1,068 spaces
Central Plant	27,300	2 stories	
Parking Structure	600,000	6 levels	
Total Phase 2	812,300		1,808 spaces

PHASE 3

Building	Sq. Footage	Height	Parking Required
Medical Office Building (MOB)	10,200	4 stories	41 spaces
Hospital	80,000	6 stories	192
Parking Structure	81,550	6 levels	
Total Phase 3	90,200		233 spaces

PROJECT TOTAL

(Excluding Parking Structures)	1,000,000		2,431 spaces
Total Parking Structures	681,550		



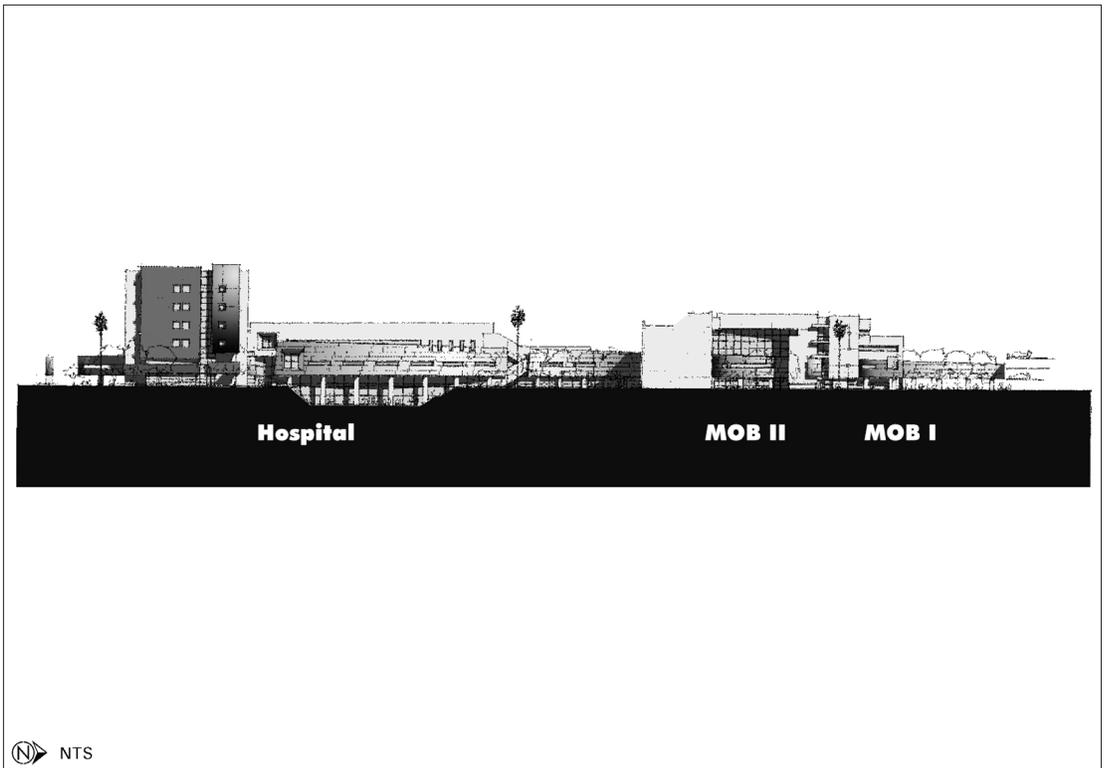
KAISER DOWNEY MEDICAL CENTER - MAIN ENTRANCE FIGURE 4.12



KAISER DOWNEY MEDICAL CENTER - LOBBY VIEW FIGURE 4.13



KAISER DOWNEY MEDICAL CENTER - EXTERIOR OF DINING PLACE FIGURE 4.14



KAISER DOWNEY MEDICAL CENTER - WEST ELEVATION FIGURE 4.15

Design Elements

The KDMC is oriented to Imperial Highway, Caring Way (formerly Ardis Avenue) and Congressman Steve Horn Way. The hospital and office buildings flank a grand entry. Figure 4.12 illustrates how the main entrance is designed and illustrates conceptually how the hospital appears from the street. Figures 4.13 and 4.14 illustrate the view of lobby and the exterior of dining place.

The hospital and medical office buildings will be built over time but designed as one complex. Design elements, materials, and colors will be coordinated throughout the complex. Figure 4.15 illustrates the conceptual west elevations of the hospital and medical office buildings.

A parking structure will be built at the rear of the property facing Congressman Steve Horn Way. A large plaza/courtyard, serving both patients and hospital staff will link the future parking structure and hospital/medical office complex. The Central Plant is located east of the hospital and south of the future parking structure.

C. OPEN SPACE

An existing park is situated on the west side of the Site along Columbia Way (formerly Clark Avenue). The park complex includes the Discovery Sports Complex and the Columbia Memorial Space Center that measures 20,000 sq. ft.

D. CIRCULATION

Existing Circulation

As noted earlier, regional vehicular access to Downey Landing is provided by the Century Freeway (I-105), which is located approximately one-quarter mile south of the project Site, the San Gabriel River Freeway (I-605), which is located approximately one mile east of the project Site, and the Santa Ana Freeway (I-5), which is located approximately two miles north of the project Site.

Within the project vicinity, the Century Freeway has interchanges at Lakewood Boulevard and Bellflower Boulevard, the I-605 Freeway has interchanges at Imperial Highway and Firestone Boulevard, and the I-5 has an interchange at Lakewood Boulevard.

The streets that provide direct access to the Site are Lakewood Boulevard, Stewart & Gray Road, Bellflower Boulevard, Imperial Highway, Caring Way (formerly Ardis Avenue), Congressman Steve Horn Way and Columbia Way (formerly Clark Avenue). Lakewood Boulevard is a six lane north-south arterial street that abuts the northwest side of the Site. Stewart & Gray Road is a four-lane east-west street that abuts the north side of the Site. Bellflower Boulevard is a four-lane north-south arterial street that abuts the east side of the Site. Columbia Way is a two-lane north-south street that also abuts the west side of the Site. Streets that provide direct access to the Central Portion are Lakewood Boulevard, Bellflower Boulevard, Congressman Steve Horn Way and Columbia Way.

Other regional streets that serve as access routes to the Site are Firestone Boulevard, Woodruff Avenue, Washburn Road and Alameda Street.

Regional-serving MTA buses, local-serving Downey LINK, and bicycle paths along the San Gabriel and Rio Hondo Rivers provide non-vehicular access to Site.

Site Access

Downey Landing Retail Center

The Downey Landing Retail Center is accessed from Lakewood Boulevard, Stewart & Gray Road, and Bellflower Boulevard. A description of the circulation improvements are listed below:

Primary Retail Entrance on Lakewood Boulevard

- Distance from Stewart & Gray Road: minimum of 500 feet, optimum distance: 650 feet (from centerline) (COMPLETED - 550 feet actual)
- Southbound left-turn pocket required, recommended length: 150 feet (plus transition) (COMPLETED - 70 feet actual)
- Northbound right-turn pocket required, recommended length: 150 feet (plus transition) (COMPLETED - 173 feet actual)
- Traffic signal required, with left-turn phase for southbound traffic (COMPLETED)

Retail Entrance on Stewart & Gray Road

- Westbound left-turn pocket required, recommended length: 150 feet (plus transition) (COMPLETED - 300 feet actual)
- Eastbound right-turn pocket required, recommended length: 150 feet (plus transition) (COMPLETED - 150 feet actual)

Retail Entrance on Bellflower Boulevard

- Southbound right-turn pocket, minor entrance with low traffic volumes (COMPLETED)

Downey Studios

Mory Street Extension

- Southbound left-turn pocket required, recommended length: 150 feet (plus transition) (COMPLETED – 180 feet actual)

Kaiser Downey Medical Center

New Intersection at Bellflower and Congressman Steve Horn Way

- Aligns with existing traffic signal at Bellflower Boulevard (COMPLETED)
- Northbound left-turn pocket required, recommended length: 300 feet (plus transition) or double left-turn lanes at 150 feet each (COMPLETED - 210 feet actual)

- Southbound right-turn pocket required, recommended length: 150 feet (plus transition) (COMPLETED - 150 feet actual)
- Traffic signal upgrade/modification required, with left-turn phase for northbound traffic (COMPLETED)
- Three eastbound egress lanes required, recommended lane configuration is a left-turn lane, a through lane and a right-turn land (COMPLETED)

Imperial Highway/Ardis Avenue/Caring Way

- Align Caring Way with Ardis Avenue at Imperial Highway and modify traffic signal
- Provide three southbound egress lanes: right-turn lane, a through lane and a left-turn lane
- Provide two northbound ingress lanes

Tierra Luna Marketplace

New intersection at Bellflower Boulevard/Aviation Boulevard/Project Entrance

- Northbound Approach: Two through lanes, one left-turn lane.
- Southbound Approach: Two through lanes, one right-turn only lane.
- Eastbound Approach: One left-turn lane, one optional left-turn lane or optional right-turn lane and one right-turn only lane.

Lakewood Boulevard/Site Entrance Intersection

- Northbound Approach: Three through lanes and one right-turn only lane.
- Southbound Approach: Two through lanes and two left-turn lanes.
- Westbound Driveway Departure: Two left-turn lanes and a single right-turn only lane.

Street Design

Congressman Steve Horn Way

Congressman Steve Horn Way is the primary means of vehicular circulation within Downey Landing. The configuration of the street is described below.

The lane configuration on the eastbound portion of Congressman Steve Horn Way (between Caring Way and Bellflower Boulevard) is five lanes (two lanes in each direction, and a center median/left-turn lane). The curb-to curb width is 64 feet (13-foot outside lanes, 12-foot inside lanes, and a 14-foot median/left-turn lane). A 16-foot parkway on each side results in a 96-foot right-of-way. Parking is not permitted on this street.

Caring Way (formerly Ardis Avenue) - North of Imperial Highway

The required lane configuration for Caring Way, between Imperial Highway and Congressman Steve Horn Way is five lanes (two lanes in each direction, and a center median/left-turn lane). The curb-to curb width is 64 feet (13-foot outside lanes, 12-foot inside lanes, and a 14-foot median/left-turn lane). A 10-foot parkway on each side results in an 84-foot right-of-way. Parking is not permitted on this street.

Proposed Aviation Boulevard

Aviation Boulevard is proposed as the primary internal street for Tierra Luna Marketplace. Plans show it aligned in an east/west direction, extending from the project's entrance at the intersection of Lakewood Boulevard/Mory Street to the entrance at Bellflower Boulevard. The street's alignment would nearly halve the Site and its configuration is described below:

It will consist of four (4) lanes — two lanes in each direction with left-turn pockets, plus a median and parkways. The curb to curb width is 64 feet (13-foot outside lanes, 12-foot inside lanes and a 14-foot raised landscape median/left-hand turn lanes). Also, a 12-foot parkway on each side results in an 88-foot right-of-way.

Traffic Signals on Bellflower Boulevard

Traffic signals are currently in place on Bellflower Boulevard at Imperial Highway, at Bellflower Boulevard and Congressman Steve Horn Way, at Bellflower Boulevard and Washburn Road and Bellflower Boulevard and Stewart & Gray Road.

Secondary Driveways

- Right-turn only signs have been installed at the secondary driveway egress points.
- Right-turn pockets are not recommended at the secondary driveways.

Off-Site Street Improvements

2002 Final EIR for the Downey Landing Specific Plan (Original Plan)

Downey Landing Retail Center and Kaiser Downey Medical Center

The development of Downey Landing will cause increased congestion at a number of intersections near the project Site. The firm Stevens-Garland Associates prepared the traffic impact analysis for the 2002 EIR and the Original Plan. The analysis indicated that the following intersections would be impacted and will require improvements.

The Lakewood/Firestone, Lakewood/Stewart & Gray, Lakewood/Imperial, and Bellflower/Imperial intersections would be significantly impacted during the morning and afternoon peak periods, and the Lakewood/Bellflower and Bellflower/Stewart & Gray intersections would be significantly impacted during the morning peak period.

Recommended improvements at these intersections are as follows, although these measures are subject to modification depending on the actual intensity, layout, and phasing of the project

development. If these improvements are deemed infeasible (i.e. they could not be completed within existing right-of-way) project applicant shall contribute to a fair-share funding program administered by the City of Downey to be applied as a partial payment of the roadway improvement or traffic signal coordination system that the City may ultimately install at the locations.

- Right-turn lanes at the Lakewood Boulevard/Firestone Boulevard intersection in the northbound, southbound and eastbound directions and double left-turn lanes in the eastbound and westbound directions. (COMPLETED)
- An additional northbound through lane on Lakewood Boulevard at the Lakewood/Bellflower intersection. (COMPLETED)
- An additional northbound and southbound through lane on Lakewood Boulevard at the Lakewood/Stewart & Gray intersection. (COMPLETED)
- An eastbound-to-southbound right-turn lane on Imperial Highway at the Imperial/Bellflower intersection. (PENDING)
- A southbound-to-westbound right-turn lane on Bellflower Boulevard at the Bellflower/Stewart & Gray intersection. (COMPLETED)

Pedestrian

Tierra Luna Marketplace

A landscape sidewalk adjacent to Congressman Steve Horn Way provides a pedestrian connection to Bellflower Boulevard. An enhanced pedestrian spine is proposed to originate at historic Building 1, pass through the retail / entertainment / hotel complex and terminate at the Columbia Memorial Space Center and Discovery Sports Complex.

Public Transportation

Los Angeles County Metropolitan Transportation Authority (MTA) buses operate on all of the streets that surround the Site. In cooperation with the MTA, the Original Plan contemplated that the developers would create a comprehensive bus stop plan. In addition, bus and transit shelters are required at all bus stops.

The Original Plan also contemplated that the developers will coordinate with Downey LINK, the fixed route local transit provider to create service for the Site. It is preferred that Downey LINK and MTA utilize common facilities.

E. UTILITY PLANS

Utilities include the provision of storm water management, water, sanitary sewer, and dry utilities including electricity, gas, and telephone services.

Storm Drain System

The Site is located within the Los Angeles-San Gabriel Hydrologic Unit as defined by the California Regional Water Quality Control Board (“RWQCB”), Los Angeles Region (4), and is tributary to the San Gabriel River. Generally, on-site storm runoff follows site topography southerly and westerly.

The RWQCB Water Quality Control Plan for the Los Angeles Region addresses water quality objectives for both surface and groundwater. The surface water sources in and around the Site are minor and are not identified in the Basin Plan for specific water quality objectives or for beneficial uses. Water quality discharge requirements meeting area wide surface water use objectives are established as permit requirements by the RWQCB, Standard Urban Storm Water Mitigation Plan (SUSMP), and NPDES (National Pollutant Discharge Elimination System) permitting for construction and operations of proposed development projects.

Existing Conditions

The Site is located within the Los Angeles-San Gabriel Hydrologic Unit as defined by the California Regional Water Quality Board, Los Angeles Region (4), and is tributary to the San Gabriel River. Generally, onsite storm water runoff follows Site topography southerly and westerly. The Site is drained by an existing system of underground storm drains that collect the onsite runoff and carry it southward either through the Site or westerly to Lakewood and Columbia Way (formerly Clark Avenue) then southerly into Imperial Highway. From Imperial Highway, the existing storm drain system converges and continues southerly along Ardis Avenue, eventually entering the San Gabriel River.

Regional Flooding

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Maps, the project is located in a special study area. On May 24, 2001, FEMA changed the Site’s flood zone designation to “X”, which distinguishes the area as either of the following:

- An area of 500-year flood; an area of 100-year flood with average depths of less than one foot; and an area protected by levees from 100-year flood
- An area determined to be outside the 500-year flood plain

This change was confirmed by FEMA on January 11, 2002. The Site has been determined to be within the 500-year flood plain (Brian Ragland, Downey Public Works, July 2001).

Surface Water Quality

Various point- and non-point-source pollutants affect surface water quality in urban areas. Point source pollutants are those emitted from a discrete or a specific point, such as a pipe, while non-point source pollutants are typically generated by less confined sources, such as streets, building sites or agricultural areas.

The drainage facilities within the City of Downey receive runoff from a variety of non-point sources. As a general rule, point source pollutants are more easily monitored; thus pollutant discharge standards are more easily enforced, while non-point source pollutants, such as those found in runoff, are more difficult to identify. Even though non-point-source pollutants are difficult to monitor, they are important contributors to surface water quality, especially in urban areas.

Constituents of runoff water, and their concentrations, vary with surrounding land uses, topography, and amount of impervious cover, as well as intensity and frequency of irrigation or rainfall. Runoff may typically contain oil, grease, and metals accumulated on streets, as well as pesticides, herbicides, particulate matter, nutrients, animal wastes and other oxygen-demanding substances from landscaped and agricultural areas.

Concentrations of pollutants in runoff generated during the dry season by landscape irrigation and street washing (dry-weather runoff) are typically lower than concentrations found at the start of wet-weather runoff (runoff generated by precipitation during the wet season). The highest pollutant concentrations are found in storm water runoff generated at the beginning of the wet season, during the so-called "first-flush." Approximately 90 percent of total accumulated pollutants are removed within the first 0.75-inch of rainfall, with street surfaces as the primary source of pollution in urban areas.

Proposed Improvements

There are several existing storm drain lines throughout this Site that run both on and off the Site. The proposed storm drainage system will utilize the 96-inch RCP (reinforced concrete pipe) that runs on-site just north of the intersection between Imperial Highway and Caring Way (formerly Ardis Avenue), the 81-inch RCP that runs along Bellflower Boulevard, and 45-inch RCP that runs along Lakewood Boulevard. Final storm drain sizes will be determined when final design calculations are performed.

Best management practices (BMP) were implemented on this Site. This ensured that the storm water runoff was managed and treated for oil, grease, sediment, trash, and debris contamination.

Implementation Measures - 2002 Final EIR (Original Plan)

Downey Landing Retail Center and Kaiser Downey Medical Center

- Prior to issuance of a grading permit, a final grading plan, final drainage plan, and final hydrologic/hydraulic analysis shall be submitted to the City of Downey for review and approval. Final design of the project storm drain system shall be consistent with the recommendations of the final hydrologic/hydraulic analysis and in conformance with the requirements of the City of Downey.
- Prior to the issuance of grading permits for each phase, the applicant shall submit and obtain approval of construction drainage and erosion control plans for each phase of grading. The control measures contained in the plan shall be approved by the City of

Downey prior to any construction activities. The plans shall serve as the basis for the construction portion of the Storm Water Pollution Prevention Plan (SWPPP) and shall include the applicable measures such as the following:

- ◆ Diversion of off-site runoff away from the construction site.
- ◆ Diversion of off-site runoff away from the construction site.
- ◆ Prompt revegetation of proposed landscaped areas.
- ◆ Perimeter sandbagging or temporary basins to trap sediment.
- ◆ Regular sprinkling of exposed soils during construction phases.
- ◆ Installation of a minor retention basin(s) to alleviate discharge of increased flows.
- ◆ Specifications for construction waste handling and disposal.
- ◆ Erosion control measures maintained throughout the construction period.
- ◆ Prior to the issuance of a grading permit, the project applicants shall file a Notice of Intent (NOI) with the State and comply with the requirements of the NPDES General Construction Permit, including the preparation of a SWPPP and a SUSMP incorporating BMPs (Best Management Practices) for construction and post-construction control of run-off. The SWPPP and SUSMP shall be prepared for review and approval by the City of Downey. The plans shall reduce the discharge of pollutants to the maximum extent practical using management practices, control techniques and systems, design and engineering methods and such other provisions that are appropriate.

The plans shall include:

- Control of impervious area runoff, including installation of detention basins, retention areas, filtering devices, energy dissipaters, pervious drainage systems, porous pavement alternatives.
- Implement regular sweeping of impervious surfaces such as parking lots and entry drives.
- Use of efficient irrigation practices.
- Provision of infiltration trenches and basins.
- Linings for urban runoff conveyance channels.
- Vegetated swales and strips.
- Protection of slopes and channels.
- Landscape design such as Xeriscape or other designs minimizing use of fertilizers.

- Minimize storm water runoff through site design.
- Minimize outdoor storage, including trash container areas.
- Prior to the issuance of building permits for the project, the project applicants shall implement conditions of the City of Downey regarding storm drainage improvements that shall include, but not be limited to: construct the necessary storm drainage improvements (including detention basins if needed) to handle increased flows and provide BMPs.

Water System

Existing Conditions

Domestic Water

The City of Downey uses groundwater to provide 100 percent of the potable water needs to the City. The City's Utility Division operates 21 groundwater wells, which pump the groundwater from the Central Groundwater Basin. The Water Replenishment District of Southern California maintains these groundwater levels. The City both owns and leases groundwater-pumping rights, which allow the City to pump water from the Central Basin. Connections to the Metropolitan Water District of California's ("MWD") Feeder Main can be opened in an emergency to provide a backup supply of potable water.

MWD's 79-inch water main runs along the northeastern and northern boundary of the Site under Bellflower Boulevard and Stewart & Gray Road. The City of Downey's water system connects to this main line near the intersection of Lakewood Boulevard and Stewart & Gray Road. The City's water system includes a 16-inch water main in Stewart & Gray Road, 6-inch and 10-inch water lines in Lakewood Boulevard, and 12-inch and 16-inch water lines in Imperial Highway. The City recently constructed a 20-inch domestic water main in Lakewood Boulevard.

The on-site water system connects to the City of Downey public system on Stewart & Gray Road, Lakewood Boulevard, Columbia Way, Imperial Highway, and Bellflower Boulevard.

Reclaimed Water

The Central Basin Municipal Water District supplies reclaimed water to portions of the City of Downey. Recycled water lines were constructed adjacent to the Site and provide reliable access to recycled water for the Site.

Groundwater

One hundred percent (100%) of the City of Downey's water supply is pumped from the Central Groundwater Basin. The Water Replenishment District of Southern California maintains these groundwater levels.

Fire Service Water

The Site's existing fire system is connected to the City of Downey's public domestic water system. The Site has an existing network of water lines that serve the buildings and connect to

the City of Downey water systems in Stewart & Gray Road, Lakewood Boulevard, Columbia Way and Imperial Highway.

A 12-inch line is located in Lakewood Boulevard, with 8-inch to 10-inch lines in Stewart & Gray Road and Imperial Highway connecting to the Site. For Downey Studios, the onsite fire service system utilizes pump houses on-site to lift the on-site water pressure in the event that it drops below effective fire-fighting levels. Power pumps augment the underground fire looped system.

Existing Improvements

Two separate, looped water systems were implemented, all of them tying into existing or new water lines bordering streets or onsite.

The first system serves Downey Landing Retail Center at the north end of the Site. The system is tied into an existing 16-inch line in Stewart & Gray Road, an existing 10-inch line that runs along Lakewood Boulevard and a 12-inch line that extends the length of the center's southerly boundary.

The second looped system serves Kaiser Downey Medical Center and connects to 12-inch lines in Imperial Highway, Bellflower Boulevard, Caring and Columbia Ways and Congressman Steve Horn Way.

Tierra Luna Marketplace

Proposed Improvements:

- Onsite looped water system will be installed on the Site.

Implementation Measures - 2002 Final EIR (Original Plan)

Downey Landing Retail Center and Kaiser Downey Medical Center

- Prior to the issuance of building permits on each separate project, the project applicant shall demonstrate to the City's Public Works Department, the installation of ultra low-flow toilets, water-conserving faucets, and other appropriate water-conserving appliances, as appropriate.
- Prior to final design, the project applicants shall coordinate with the City of Downey to determine if the anticipated project water needs exceed supply. If the demand exceeds supply, appropriate measures shall be implemented to provide adequate water supply to the Site.
- Prior to the completion of the final design, the project applicants shall design an on-site public water loop system that joins main water lines on Lakewood Boulevard, Bellflower Boulevard, and Columbia Way (formerly Clark Avenue).
- Prior to the final design, the project applicants shall coordinate with the City of Downey and the Central Basin Water District to determine if the provision of reclaimed water is a desirable action. If the use of reclaimed water in Downey Landing is a desired goal of the City and the Central Basin Water District, the applicant shall do the following:

- ◆ Submit a final reclaimed water usage analysis plan and final public reclaimed water extension plan.
- ◆ Design and install a double piping system in or around the proposed buildings, as feasible, for the use of reclaimed water for non-potable plumbing, landscaping, cooling towers and industrial uses per Sections 13550/13556 of the California Water Code.

Sanitary Sewer System

Existing Conditions

Downey Landing is within the jurisdictional boundaries of the County of Los Angeles Sanitation Districts (“LACSD”) District No. 2. Two City of Downey 8-inch sanitary sewer lines currently collect wastewater from north and east of the Site and carry the flow southerly down Bellflower Boulevard and Lakewood Boulevard.

On the westerly border of the Site, LACSD maintains a 21-inch sewer, known as the Downey-Bellflower Trunk Sewer. This line begins north of the Site, continues adjacent to the site southerly along Lakewood Boulevard and southerly along Columbia Way. This Downey-Bellflower Trunk Sewer collects wastewater from the Site and areas north and west of the Site.

Either the Joint Water Pollution Control Plant in the City of Carson or the Los Coyotes Water Reclamation Plant in Cerritos treats wastewater. The County Sanitation Districts dispose of the effluent and solids from this 21-inch Trunk Sewer in compliance with the requirements set by the RWQCB. Although the City has a wastewater system adjacent to the Site within Bellflower Boulevard, analysis of the on-site wastewater systems shows that the project wastewater drains southerly and westerly through a series of on-Site wastewater lines to the 21-inch Trunk Sewer that lies within Lakewood Boulevard and Columbia Way. This on-Site system currently connects to the trunk sewer in Lakewood and Columbia Way in as many as 12 separate locations.

The north end of the Site is serviced by a proposed sewer line, with diameter sizes that vary from 8-inch to 21-inch, that will be connected to the existing 15-inch sewer that runs along Lakewood Boulevard. A second sewer line, with sizes that vary from 6-inch to 15-inch, serves the east end of the Site and is connected to the existing sewer on Bellflower Boulevard. The Kaiser Downey Medical Center site is serviced by sewer lines, with sizes that vary from 18-inch to 21-inch, that connect to the existing 21-inch sewer main on Columbia Way.

Implementation Measures - 2002 Final EIR (Original Plan)

Downey Landing Retail Center and Kaiser Downey Medical Center

- Prior to the issuance of building permits, the project applicant shall, as part of the construction drawings, specify City of Downey and County Sanitation District of Los Angeles County measures that apply to wastewater improvements. These measures shall include, but not be limited to the

design and installation of necessary wastewater improvements (including on-site treatment facilities if necessary) to handle any increased flows beyond measured capacities.

- Prior to the issuance of building permits, the project applicants shall obtain appropriate clearances from the City of Downey and the County Sanitation Districts of Los Angeles County LACSD regarding proposed wastewater improvements to ensure that adequate wastewater services are maintained and provided.
- See Appendix D (Additional Wastewater Memo)

Dry Utilities

Existing Conditions

Electricity

The primary electricity provider for the City of Downey is Southern California Edison. Five, 12,000-volt electrical lines feed into the Site, two located in Lakewood Boulevard, two in Imperial Highway, and one in Bellflower Boulevard. Southern California Edison has provided a will-serve letter dated June 27, 2001, stating its readiness to install electrical distribution facilities within the proposed project.

Gas

The primary natural gas supplier for the City of Downey is the Southern California Gas Company. The Site is serviced by 2-inch to 8-inch gas lines in Bellflower Boulevard, Imperial Highway, Stewart & Gray Road, Lakewood Boulevard, and Columbia Way.

Proposed Improvements

Downey Landing currently has gas, telephone, and electric services on site. All proposed connections would be made within the right of ways on Lakewood Boulevard, Columbia Way, Imperial Highway, Bellflower Boulevard, and Stewart & Gray Road.

Implementation Measures - 2002 Final EIR (Original Plan)

Downey Landing Retail and Kaiser Downey Medical Center

- Business tenants shall develop and implement energy conservation programs, as feasible.

F. PUBLIC SERVICE PLANS

Public services include solid waste collection, schools, police, and fire protection.

Solid Waste

Existing Conditions at the Time the Original Plan was Adopted

The Calsan Disposal Company provides solid waste disposal service for the City of Downey. The Downey Area Recycling and Transfer Station, F.R. Bowerman Landfill, and Puente Hills Landfill service the project area. The Downey Area Recycling Center (DART) is permitted for 5,000 tons per day (TPD), F.R. Bowerman Landfill is permitted for 8,500 TPD, and the Puente Hills Landfill is permitted for 13,200 TPD.

Hazardous Waste

Hazardous waste disposal service for the current Kaiser Bellflower facility (used as a baseline for expected generation by Kaiser Downey Medical Center) is provided by either Thomas Gray & Associates, Inc., or Evergreen. The Kaiser Bellflower Hospital facility produced less than 220 pounds (0.11 tons) per month of hazardous waste, which consists of mercury, waste oil, reagents, and bulk chemotherapy products, and is considered a small hazardous waste generator. All hazardous waste handled by Thomas Gray & Associates is transported and disposed of out of state. Waste oil handled by Evergreen is transported to its Newark refinery, where it is recycled and processed.

Biohazardous waste produced by the Kaiser Bellflower facility is picked up by Steri-Cycle. Sharps are autoclaved at the Steri-Cycle facility and are then disposed of in area landfills. Waste to be incinerated, such as pharmaceutical, pathological, and trace biohazardous waste, are picked up by Steri-Cycle and transported to Chandler, Arizona. Kaiser also has an autoclave on-site for sterilization of bandages and suction canisters, which are then picked up by Steri-Cycle and taken to area landfills. Total biohazardous waste produced by Kaiser Bellflower is approximately 10 tons per month.

Proposed

The existing service providers within the City will handle solid waste disposal.

Implementation Measures - 2002 Final EIR (Original Plan)

Downey Landing Retail Center and Kaiser Downey Medical Center

- Business tenants shall develop and implement appropriate recycling programs.

Schools

Existing Conditions at the Time the Original Plan was Adopted

Three schools, all within the Downey Unified School District, currently serve the project area. Existing schools serving the project area include

- Gauldin Elementary—design capacity 660, current enrollment 848 (128%) December 2001.
- East Middle School—design capacity 1,344, current enrollment 1,282 (95%) December 2001.
- Downey High School—design capacity 2,800, current enrollment 3,150 (113%) January 2002.

Sources: Sally McCarthy, Downey Unified School District, 562.904.3500; and <http://downey.dusd.net/prin.htm> for the enrollment number of Downey High School.

Police

Existing Conditions at the Time of the Original Plan Adoption

The Downey Police Department (DPD) is located near the center of the City at 10911 Brookshire Avenue. The department is comprised of 182 total employees, which includes 115 sworn officers. This staff includes three Captains, six Lieutenants, 14 Sergeants, 24 Detectives, seven motorcycle officers, four administrative officers, and the remainder assigned to patrol.

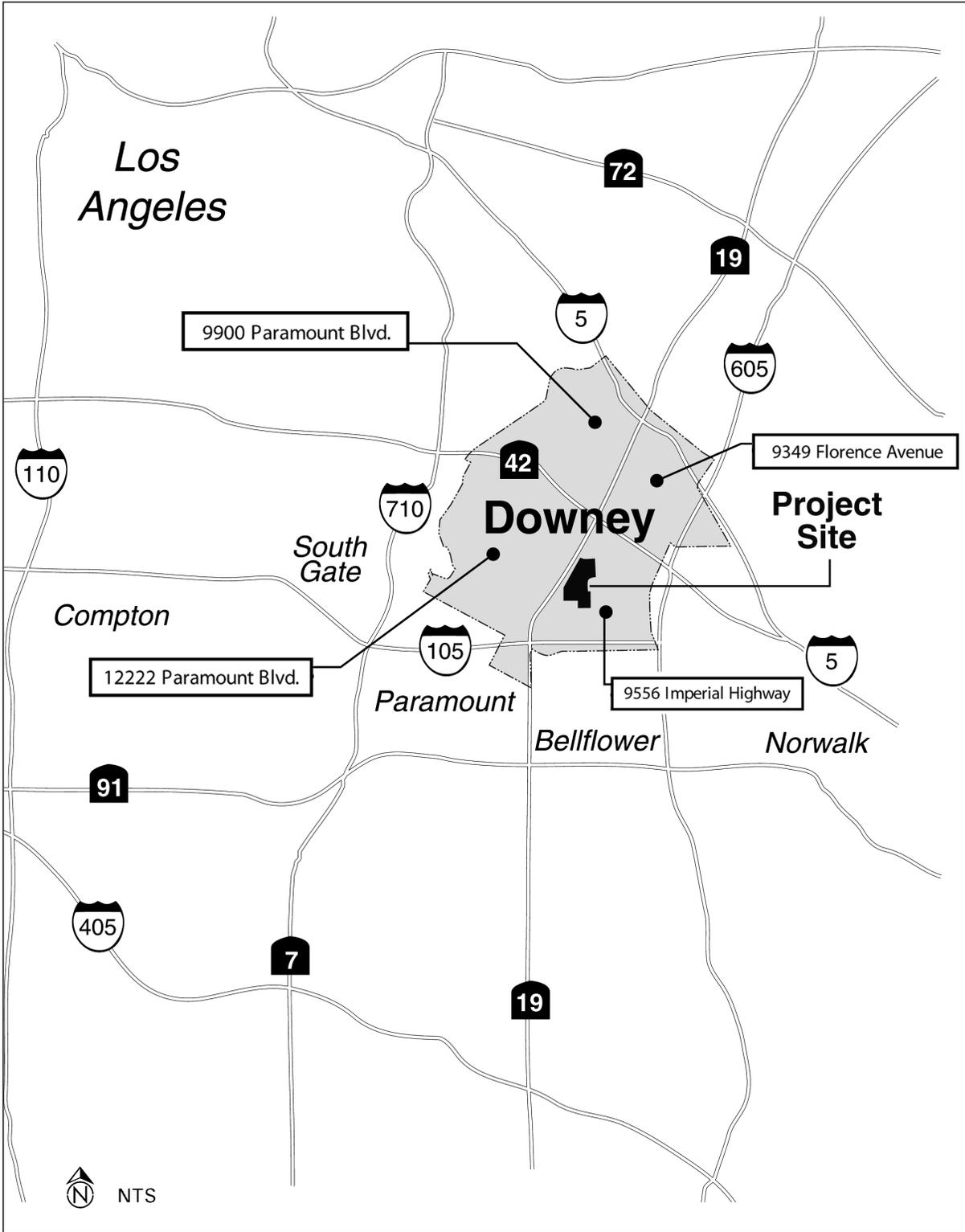
While predetermined patrol routes do not exist, the City of Downey officers patrol all of the areas of the City that are accessible to them. To provide balanced enforcement, the City has been divided into quadrants, and at least one officer is assigned to each area. In addition, traffic enforcement officers and detective personnel supplement Downey patrol officers.

Fire

Existing Conditions at the Time of the Original Plan Adoption

There are four City of Downey fire stations and additional support provided by Los Angeles County Fire Station #98 in Bellflower. The Downey stations house four engines, one ladder truck, two paramedic rescue squads, one civilian ambulance squad, and one USAR (Urban Search and Rescue) vehicle. The Downey Fire Department (DFD) responded to 7,530 emergencies in 2000.

Of the total, 2,062 calls were for fire or hazardous condition-related incidents, 4,776 were emergency medical responses, and 692 were mutual aid responses. Department suppression and rescue training is facilitated by a centrally located, in-city training tower, as well as a closed cable television network, which allows classes, meetings, or training films to be broadcast into any fire station within the City.



LOCATION OF FIRE STATIONS FIGURE 4.16

Standard structure fire response in the project area is from Stations #1 and #2, with three fire engines, one ladder truck, one paramedic rescue ambulance, and one battalion commander, totaling a minimum of 16 personnel. Each engine company has a minimum staffing of three personnel: one captain, one engineer, and one firefighter. The ladder truck has a minimum staffing of four personnel: one captain, one engineer, and two firefighters. The rescue ambulance has a minimum of two personnel, both certified paramedics. One battalion chief staffs the command vehicle. The initial response from stations #1 and #2 is backed up by Downey Fire Stations #3 and #4, with preset mutual aid responses from the Fire Departments of Compton, Montebello, Santa Fe Springs, Vernon, and Los Angeles County. All DFD personnel are "HazMat first responder" certified, specially trained to handle toxic, flammable, or other hazardous materials. Figure 4.16 shows the locations of four fire stations.

The DFD focuses its resource pool and training in six budgeted programs: administration, fire suppression, emergency medical response and basic life support, joint fire communications, fire prevention/arson, and emergency preparedness. Management structure within the organization includes the Fire Chief, Assistant Fire Chief, four Battalion Chiefs, sixteen Captains, and a Deputy Fire Marshal/Hazardous Materials Specialist. The Department has a total of 69 firefighters and rescue personnel to cover an area of 12.8 square miles. Minimum staffing requirement for fire suppression is 21 firefighters.

Implementation Measures - 2002 Final EIR (Original Plan)

Downey Landing Retail Center and Kaiser Downey Medical Center

- Prior to submittal of final designs to the City of Downey, the project applicant shall coordinate with the City of Downey Public Works and/or Fire Department to:
 - ◆ Determine current fire flow data based on specific project plans including; fire flow, on-site fire hydrant, and building sprinkler requirements for each portion of the project
 - ◆ Certify existing building sprinkler systems and/or required modifications, if any.
 - ◆ Develop an interim fire system plan to provide protection during demolition of the current on-site system, including the removal of existing pump houses.
- Prior to the issuance of building permits, the project applicants shall submit a final on-site fire system plan to the City of Downey Public Works Department and the Fire Department for review and approval.
- The applicant/project developer shall comply with the provisions set forth in local, state, and national fire codes and regulations.

