Appendix 1
Notice of Preparation

ESA

City of Downey
NOTICE OF PREPARATION

To:	Responsible and Trustee Agencies and Other Interested Parties
Subject:	Notice of Preparation of an Environmental Impact Report
Project:	Downtown Downey Specific Plan
Lead Agency:	City of Downey
Date:	May 4, 2010
Public Review Period:	May 5, 2010 through June 3, 2010

This Notice of Preparation (NOP) has been prepared to notify agencies and interested parties that the City of Downey as the Lead Agency is preparing an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for the proposed Downtown Downey Specific Plan (proposed project).

This EIR will analyze the potential environmental effects of adopting a Specific Plan for Downey's downtown area. The proposed Specific Plan is designed to guide the growth and development in downtown, encourage its revitalization, and to create a lively center of activity for the City's residents and visitors. The City's general goals for the Specific Plan and the downtown include creating a diverse downtown with a variety of activities that would appeal to all ages; preservation and enhancement of the unique character of the buildings and structures existing in the downtown; establishment of a cultural center for Downey; the creation of new employment opportunities; the provision of a variety of housing types that would create a 24-hour presence in downtown; and strengthening pedestrian, bicycle, and transit-oriented facilities while ensuring vehicle access. Adoption of the Specific Plan would result in rezoning the downtown area with the Specific Plan, thereby replacing the Downtown Plan Overlay Zone and all underlying zoning designations.

Attachment A contains a more detailed project description and a summary of the possible environmental effects of the Specific Plan.

The City requests the views of responsible agencies and interested persons as to the scope and content of the EIR and the topics to be studied in the EIR. In accordance with CEQA, agencies are requested to review the project description provided in this NOP and provide comments on environmental issues related to the statutory responsibilities of the agency. The EIR will be used by the City of Downey when considering approval of the proposed Specific Plan.

In accordance with the time limits mandated by CEQA, comments on the NOP must be received no later than 30 days after receipt of this notice. In order to receive consideration in the Draft EIR, comments are due by 5:00 p.m. on June 3, 2010. Please send your comments to Mr. Mark Sellheim by mail, fax, or by e-mail as shown below. Please include a return address and contact name with your comments. Mr. Sellheim is also available during normal business hours to answer questions or provide additional information concerning the proposed project and the planned work program for environmental review.

City of Downey Planning Department
Attn: Mr. Mark Sellheim, Principal Planner
11111 Brookshire Avenue
Downey, CA 90241
Telephone: (562) 904-7154
Fax: (562) 622-4816
E-Mail: msellheim@downeyca.org
Hours: Monday through Friday, 7:30 am to 5:30 pm

The City of Downey will schedule a publicly noticed scoping meeting to receive public comments regarding the appropriate scope and content of the environmental information to be included in the Draft EIR. The public scoping meeting will be held on **Wednesday, May 26**, 2010 at 6:00 p.m. at the following location:

City of Downey Library
Cormack Room
11121 Brookshire Avenue
Downey, CA 90241

Written and oral comments will be accepted at this public meeting. Your participation in the public scoping meeting is welcome and voluntary. The project description, location and the areas of possible environment impact are discussed in Attachment A.

Date: MAY 4, 2010

William E. Davis, City Planner

ATTACHMENT A

I. PURPOSE OF NOTICE OF PREPARATION

The purpose of this NOP is to inform responsible agencies (i.e., public agencies that may have discretionary approval power over the proposed project) and interested individuals that an EIR will be prepared. The NOP solicits their concerns regarding the potential environmental effects of the proposed project. CEQA also encourages early consultation with private persons and organizations that may be concerned with the potential environmental effects of the proposed project. The NOP serves this purpose as well.

The *CEQA Guidelines* state that, to be considered in the preparation of the Draft EIR, responses to this NOP must address the potentially significant environmental issues related to the specific project. All written responses to this NOP will be included as an appendix in the Draft EIR and their contents considered in accordance with state and agency environmental guidelines. Those who respond to the NOP (respondents) will not receive an individual response. Instead, each agency respondent to the NOP receives a copy of the Draft EIR when it is distributed for public review and comments. Copies of the Draft EIR will be on file at the City of Downey Planning Department Counter (11111 Brookshire Avenue) and the City of Downey Library Reference Desk (11121 Brookshire Avenue) for non-agency respondents.

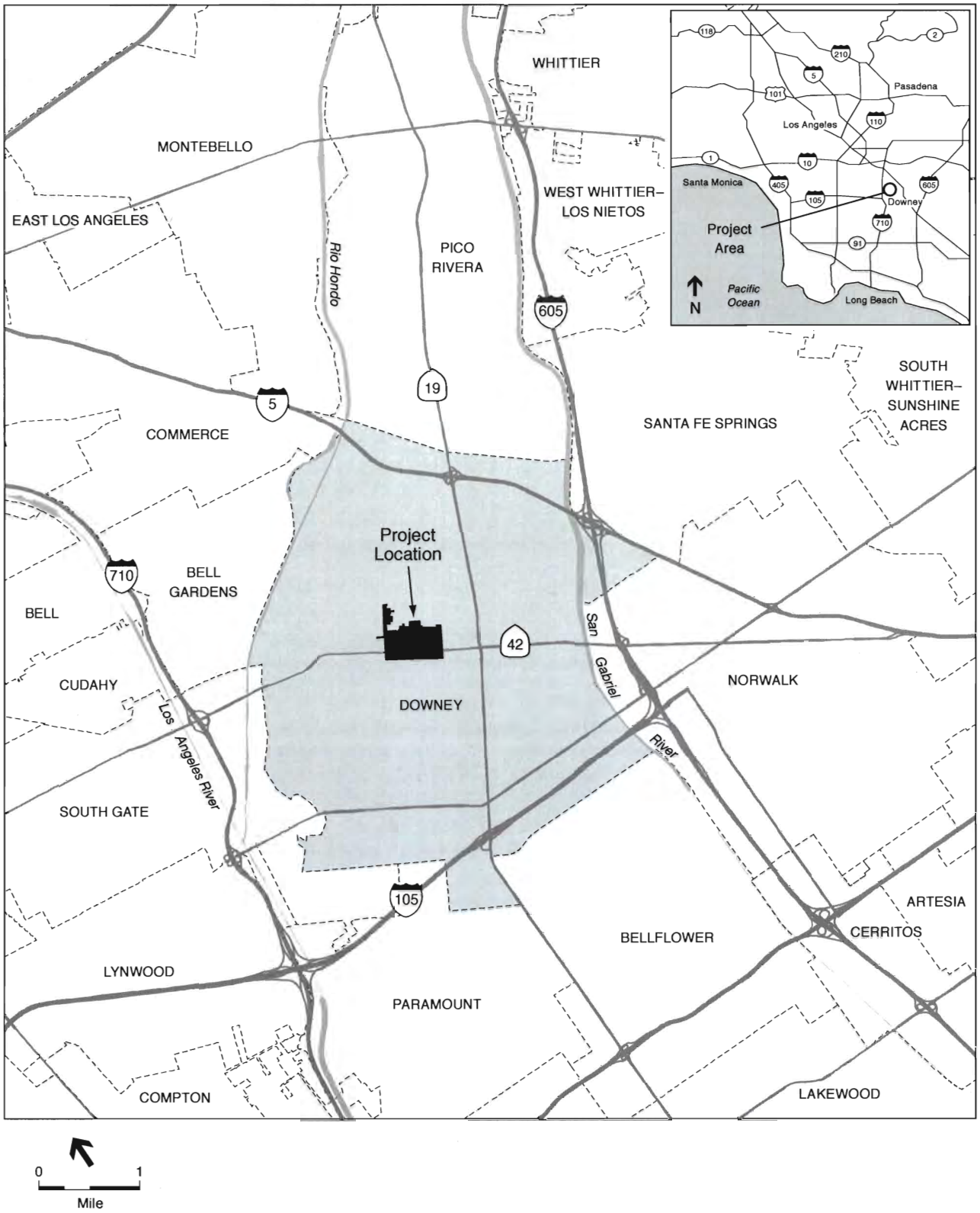
II. PROJECT LOCATION, BOUNDARIES AND EXISTING CHARACTERISTICS

The City of Downey is 12.8 square-mile community located in the southeastern part of Los Angeles County. The City of Downey is located about 12 miles southeast of downtown Los Angeles and is generally bounded by: the Rio Hondo River on the west; Telegraph Road on the north; the San Gabriel River on the east; and Gardendale Street and Foster Road on the south. Cities bordering Downey include Pico Rivera on the north, Santa Fe Springs on the northeast, Norwalk on the east, Bellflower and Paramount on the south, South Gate on the southwest and west and Commerce on the northwest.

Regional access to and from the City of Downey is provided by the Santa Ana (I-5) Freeway; Glen Anderson Freeway (I-105); the San Gabriel River Freeway (I-605); the Long Beach Freeway (I-710); and the MTA Green Line Light Rail passenger train services at the Lakewood Boulevard station.

The Specific Plan area (project site) is located within the central portion of the City of Downey. **Figure 1** provides the regional location of Downey and **Figure 2** shows the project site boundaries. The City of Downey's downtown is located nearly equidistant from the San Gabriel River (east) and Rio Hondo River (west), and a few blocks west of Lakewood Boulevard (formerly SR 19). Firestone Boulevard (formerly SR 42) runs through the southern downtown area. The project site, which encompasses much of the original downtown and surrounding areas, is roughly bound by:

North:	Various street-segments between Paramount Boulevard and Brookshire Avenue, including segments of Seventh, Fifth and Fourth Streets, and mid-block southern property lines on blocks in between;
South:	Union Pacific Railroad, which runs along the southern property lines of parcels located on the south side of Firestone Boulevard and Burns Avenue;
East:	Various street segments, including Brookshire Avenue, and segments along La Reina Avenue, Myrtle Street, Parrot Avenue, and other parcel lines; and
West:	The eastern side of Paramount Boulevard, with the exception of the Rives Mansion located on the northwest corner of Paramount Boulevard and Third Street.



SOURCE: City of Downey; ESA, 2010

Downey Downtown Specific Plan . 209167

Figure 1
Regional Location Map

SOURCE: City of Downey; GlobeXplorer; ESA, 2010

Downey Downtown Specific Plan . 209167

Figure 2
Project Site Map

III. PROJECT DESCRIPTION

The objective of the Downtown Downey Specific Plan is to create an active 24-hour downtown area with mixed uses that would appeal to families from all walks of life, incubator business entrepreneurs, and "empty nesters" seeking an urban lifestyle with a suburban location and amenities. The Specific Plan would create five districts in the downtown that together would achieve a mix of 40 percent residential uses and 60 percent commercial uses. Overall, the Specific Plan would increase existing residential uses from 197 units to approximately 931 units, and would increase commercial uses from 1,828,519 square feet to approximately 3,137,416 square feet.

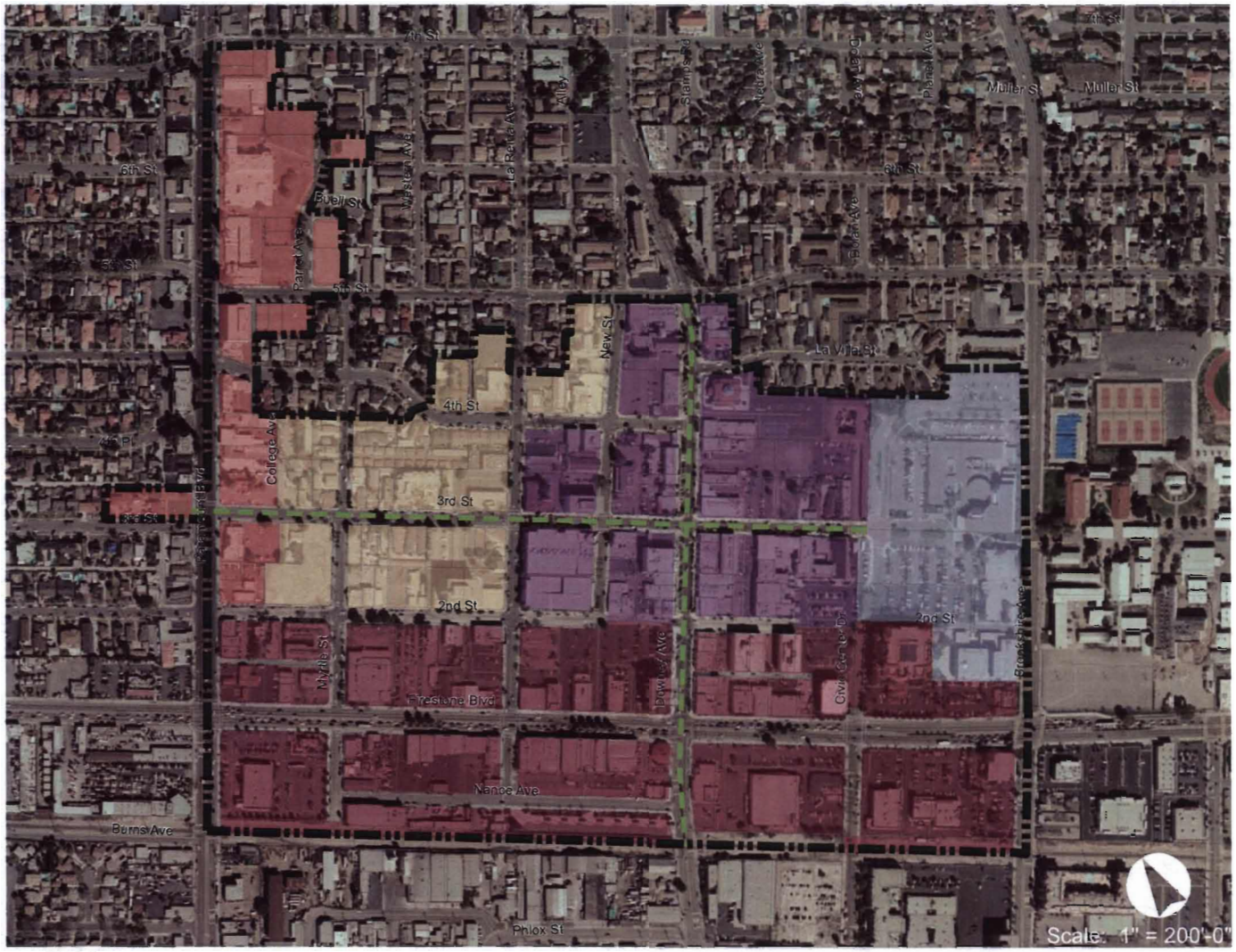
The five districts proposed as part of the Specific Plan consist of the following:

District Name	Approximate Acres	Existing Residential	Existing Commercial	Proposed Residential (40%)	Proposed Commercial (60%)
Paramount Boulevard Professional	12.0 acres	4 units	202,893 square feet	154 units	504,524 square feet
Downtown Residential	15.0 acres	154 units	169,795 square feet	187 units	153,038 square feet
Downtown Core Mixed Use	13.0 acres	39 units	492,997 square feet	168 units	411,072 square feet
Civic Center	13.0 acres	None	112,319 square feet	None	None
Firestone Boulevard Gateway	33.0 acres	None	850,515 square feet	422 units	2,068,782 square feet
Total	86.00 acres	197 units	1,828,519 square feet	931 units	3,137,416 square feet

The approximate proposed district boundaries are illustrated in **Figure 3**. Each district would have its own characteristics, while also being integrated into the downtown area. Higher densities (75 dwelling units per acre), taller buildings, ground-floor retail with residential uses above, and regional commercial uses are, for example, proposed for the Firestone Boulevard Gateway district. The Downtown Core Mixed Use district would have a three-story maximum height limit (45 feet), with ground floors reserved for retail uses, and uses that would feature dining, offices, and independently owned businesses. The Downtown Core Residential district would feature medium-density residential uses (45 dwelling units per acre) and allow a maximum building height of 3 stories (45 feet), with neighborhood service commercial such as dry cleaners, cafes, and markets. The Civic Center district would remain unchanged; and the Firestone Boulevard Gateway district would now allow a maximum building height of 6 floors (75 feet) except for most of the parcels fronting Second Street where a maximum 3 stories (45 feet) would be allowed. The Firestone Boulevard Gateway District would also allow apartments and condominiums with ground floor commercial uses, and live-work units.

The proposed project would include design guidelines, maximum densities and floor-to-area ratios, as well as a plan for infrastructure to serve the project area. The Specific Plan also proposes more open space for recreational and civic events in the downtown area.

Land uses adjacent to the Specific Plan area include single-family and multi-family residences, and commercial and institutional uses. The proposed project requires the preparation of an environmental document for a Specific Plan that would expand and replace the boundaries for Downey's current Downtown Plan Overlay Zone.



Downtown Downey Land Use Districts

- Specific Plan Boundary
- Core Mixed Use
- Core Residential
- Firestone Blvd Gateway
- Paramount Blvd Professional
- Civic Center
- Open Space Opportunities
- Green Pedestrian Corridor

0 125 250 500 Feet

SOURCE: Hogle Ireland, 2010

Figure 3
Proposed Conceptual Land Uses

IV. PROBABLY ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT

The EIR will assess the physical changes to the environment that would likely result from project implementation, including direct, indirect and cumulative impacts. The EIR will also discuss alternatives to the proposed project including the No Project Alternative and discuss potential growth-inducing effects of the proposed project. The EIR will address all of the environmental topics listed in Appendix G of the *CEQA Guidelines*. The proposed project may have the following potentially significant effects, either by itself or in conjunction with other existing and proposed development in the area.

Aesthetics: The Specific Plan will alter, over time, the appearance of the downtown, while maintaining its existing character in the Downtown Residential and Downtown Core districts. The Specific Plan would result in design consistency for each downtown district, and would include proposed building heights, landscaping, and densities that would influence building design in the future. Because downtown areas are made more appealing by lighting, lighting along buildings is likely to increase. The EIR will address the physical impacts of a potential long-term change in appearance of downtown and the potential for increased light and glare. The proposed project would not affect a Scenic Highway as designated by the California Scenic Highway Program.

Agriculture: None of the area within the Specific Plan area is designated for agricultural use, either by the state or by the City of Downey. As a result, the Specific Plan would have no impact on converting Prime Farmland, Unique Farmland or Farmland of Statewide Importance as designated by the Farmland Mapping and Monitoring Program; nor would it conflict with a Williamson Act Contract.

Air Quality: The Specific Plan would result in construction and increases in traffic that would affect the local air quality and may have impacts on the local air basin. In addition, the proposed mix of uses may result in odors that may affect residents living nearby. The EIR will address potential impacts to sensitive receptors (residents, schools, etc.), as well as potential increases in criteria pollutants for which the region may be in non-attainment, and conformance with regional and local plans that address air quality. This will include requirements set forth in Assembly Bill 32.

Biological Resources: In general, few biological resources are located within downtown areas, with the exception of trees and ornamental landscaping. The EIR will address the potential for native vegetation and/or species to occur within the Specific Plan area, and for migrating birds or bats to nest in the downtown area.

Cultural Resources: The Specific Plan would encompass an area that includes portions of Downey's original downtown. There is, therefore, some potential for

archaeological resources to be located in the downtown area. Development could be located in close proximity to Rives Mansion, which is listed in the National Registered Historical Places. The EIR will address the potential for any cultural (including historic, archaeological and Native American) resources to be located in the Specific Plan area. The EIR will include consultation with local Native American tribes identified by the Native American Heritage Commission, as required.

Geology & Soils:

The Specific Plan area is located in a seismically active area, as is most of Southern California. Although no faults run through Downey, the City is located near several faults and fault zones. The EIR will examine the potential for people or structures to be exposed to loss, injury or death from fault ruptures, strong seismic ground shaking, ground failure or liquefaction, soil erosion and expansive soils.

Hazards & Hazardous Materials:

The Specific Plan area is located in proximity to or in areas that have been in use since the mid-1800s and have included agricultural uses, and/or uses that likely required underground storage tanks and materials that could be a source of soil contamination. The EIR will examine whether known sources of possible contamination are located in the Specific Plan area. The EIR will also examine the potential for the transport, routine use, or accidental release of hazardous materials to affect the public, including schools. The proposed project would not be located within an airport approach zone, nor is it located in an area identified as a potential wildland fire area, and therefore those potential hazards would not apply to the Specific Plan area.

Hydrology & Water Quality:

Development in the Specific Plan area is unlikely to reduce the impervious surface area of the downtown area, because paved and developed surfaces exist throughout nearly the entire Specific Plan area. In addition, the City is located within a floodplain that is susceptible to 500-year floods. Firestone Boulevard, within the Specific Plan area, is particularly susceptible to flooding. The EIR will examine whether the Specific Plan could affect groundwater and/or the nearby rivers and drainages, including the Rio Hondo and the San Gabriel River.

Land Use & Planning:

Implementation of the Specific Plan would require an amendment to the Downey General Plan to allow for residential uses in the area. The land use designation and zoning would conform to policies in the General Plan for the downtown. The proposed Specific Plan would continue uses already established in the downtown area and therefore would not physically divide an existing neighborhood.

Mineral Resources: The Specific Plan area is not a source of mineral resources for the State of California or the City of Downey. This will be stated in the Geology & Soils section of the EIR.

Noise: The Specific Plan could result in short-term construction noise and long-term increases in ambient noise levels in the downtown area. The EIR will include measurements of existing noise and anticipated noise associated with increased traffic volumes and with construction. Sensitive receptors (residents, schools, child care facilities, etc.) will be located nearby during any construction in the Specific Plan area. The project site is not located within noise contours associated with an airport or landing strip.

Population & Housing: Development anticipated by the Specific Plan would increase the population in the downtown area and for Downey overall. Although not currently anticipated, development could include removal of existing units. The EIR will include population projections based on the proposed number of units, unit sizes and current household and family sizes. In addition, development of the Specific Plan could induce some growth throughout Downey. The EIR will examine the potential for growth inducement impacts resulting from the Specific Plan.

Public Services: The Specific Plan could result in the need for expanded facilities for public services, such as police and fire protection. The EIR will provide an analysis of whether or not expanded facilities could, in turn, result in environmental impacts.

Recreation: The Specific Plan would provide recreational space within the downtown area and the potential impacts of this proposed recreational space will be examined throughout the EIR. The increased population could result in additional use of recreational facilities outside of the downtown area. The EIR will examine whether new residents would increase the use of existing local and regional parks such that substantial physical deterioration of facilities would occur. This analysis will be provided in the of the section of the EIR that addresses Public Services.

Traffic and Circulation: Development anticipated by the Specific Plan could result in increased traffic in the downtown area during peak hours. However, the Specific Plan is designed to encourage pedestrians and bicyclists, and to eliminate any hazards associated with increasing pedestrian and bicycle traffic. The EIR will examine existing levels of service at key intersections and future levels of service as development of the Specific Plan takes place.

Utilities and Service Systems: Development anticipated by the Specific Plan would result in increased demand on water supplies and water facilities, as well as increased demand for wastewater treatment, gas, electricity, and solid waste disposal services. The EIR will examine the potential impact of the project on these utilities, including the adequacy of the water supply, and whether additional facilities would be required for any of the utility services.

The EIR will identify mitigation measures, if necessary, to minimize potentially significant impacts of the proposed Downey Downtown Specific Plan.

Appendix 2

Responses to Notice of Preparation

ESA

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

RECEIVED
MAY 10 2010
PLANNING

May 5, 2010

To: Reviewing Agencies

Re: Downtown Downey Specific Plan
SCH# 2010051008

Attached for your review and comment is the Notice of Preparation (NOP) for the Downtown Downey Specific Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Mark Sellheim
City of Downey
Department of Community Development
11111 Brookshire Avenue
Downey, CA 90241

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

for: Scott Morgan
Acting Director, State Clearinghouse

Attachments
cc: Lead Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2010051008
Project Title Downtown Downey Specific Plan
Lead Agency Downey, City of

Type NOP Notice of Preparation

Description The proposed Downtown Downey Specific Plan would guide growth and development in the downtown by establishing 131 acres as mixed use and creating districts with specific development and design guidelines. The Specific Plan would introduce a variety of housing types, promote the downtown as an economic core, and establish the downtown as a cultural center for Downey. The Specific Plan also would strengthen pedestrian, bicycle and transit-oriented characteristics, and ensure access for automobiles.

Lead Agency Contact

Name Mark Sellheim
Agency City of Downey
Phone 562-904-7158 **Fax**
email
Address Department of Community Development
11111 Brookshire Avenue
City Downey **State** CA **Zip** 90241

Project Location

County Los Angeles
City Downey
Region
Cross Streets Paramount Boulevard/Firestone Boulevard/Downey Avenue
Lat / Long 33° 56' 33.39" N / 118° 08' 01.48" W
Parcel No. Various
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports None
Railways UPRR
Waterways Rio Hondo River and the San Gabriel River
Schools Downey High School
Land Use Downtown land uses/Zoning: C-P, C-1, C-2, C-3, R-3, M-2, D-P, O-S/General Plan Land Use deisgnations: Mixed Use and Office

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Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects

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Reviewing Agencies Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; Public Utilities Commission; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 7; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4

Date Received 05/05/2010 **Start of Review** 05/05/2010 **End of Review** 06/03/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List

County: Los Angeles

Resources Agency

- [x] Resources Agency
  Nadell Gayou
- [ ] Dept. of Boating & Waterways
  Mike Sotelo
- [ ] California Coastal Commission
  Elizabeth A. Fuchs
- [ ] Colorado River Board
  Gerald R. Zimmerman
- [ ] Dept. of Conservation
  Rebecca Salazar
- [ ] California Energy Commission
  Eric Knight
- [ ] Cal Fire
  Allen Robertson
- [ ] Central Valley Flood Protection Board
  James Herota
- [ ] Office of Historic Preservation
  Wayne Donaldson
- [x] Dept of Parks & Recreation
  Environmental Stewardship Section
- [ ] California Department of Resources, Recycling & Recovery
  Sue O'Leary
- [ ] S.F. Bay Conservation & Dev't. Comm.
  Steve McAdam
- [x] Dept. of Water Resources
  Resources Agency
  Nadell Gayou
- [ ] _____
  Conservancy

Fish and Game

- [ ] Depart. of Fish & Game
  Scott Flint
  Environmental Services Division
- [ ] Fish & Game Region 1
  Donald Koch
- [ ] Fish & Game Region 1E
  Laurie Harnsberger
- [ ] Fish & Game Region 2
  Jeff Drongesen
- [ ] Fish & Game Region 3
  Charles Armor
- [ ] Fish & Game Region 4
  Julie Vance
- [x] Fish & Game Region 5
  Don Chadwick
  Habitat Conservation Program
- [ ] Fish & Game Region 6
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] Fish & Game Region 6 I/M
  Brad Henderson
  Inyo/Mono, Habitat Conservation Program
- [ ] Dept. of Fish & Game M
  George Isaac
  Marine Region

Other Departments

- [ ] Food & Agriculture
  Steve Shaffer
  Dept. of Food and Agriculture
- [ ] Depart. of General Services
  Public School Construction
- [ ] Dept. of General Services
  Anna Garbeff
  Environmental Services Section
- [ ] Dept. of Public Health
  Bridgette Binning
  Dept. of Health/Drinking Water

Independent Commissions,Boards

- [ ] Delta Protection Commission
  Linda Flack
- [ ] Cal EMA (Emergency Management Agency)
  Dennis Castrillo
- [ ] Governor's Office of Planning & Research
  State Clearinghouse
- [x] Native American Heritage Comm.
  Debbie Treadway
- [x] Public Utilities Commission
  Leo Wong
- [ ] Santa Monica Bay Restoration
  Guangyu Wang
- [ ] State Lands Commission
  Marina Brand
- [ ] Tahoe Regional Planning Agency (TRPA)
  Cherry Jacques

Business, Trans & Housing

- [ ] Caltrans - Division of Aeronautics
  Sandy Hesnard
- [ ] Caltrans - Planning
  Terri Pencovic
- [x] California Highway Patrol
  Scott Loetscher
  Office of Special Projects
- [x] Housing & Community Development
  CEQA Coordinator
  Housing Policy Division

Dept. of Transportation

- [ ] Caltrans, District 1
  Rex Jackman
- [ ] Caltrans, District 2
  Marcelino Gonzalez
- [ ] Caltrans, District 3
  Bruce de Terra
- [ ] Caltrans, District 4
  Lisa Carboni
- [ ] Caltrans, District 5
  David Murray
- [ ] Caltrans, District 6
  Michael Navarro
- [x] Caltrans, District 7
  Elmer Alvarez
- [ ] Caltrans, District 8
  Dan Kopulsky
- [ ] Caltrans, District 9
  Gayle Rosander
- [ ] Caltrans, District 10
  Tom Dumas
- [ ] Caltrans, District 11
  Jacob Armstrong
- [ ] Caltrans, District 12
  Chris Herre

Cal EPA

Air Resources Board

- [ ] Airport Projects
  Jim Lemer
  - [ ] Transportation Projects
    Douglas Ito
  - [ ] Industrial Projects
    Mike Tollstrup
- [ ] State Water Resources Control Board
  Regional Programs Unit
  Division of Financial Assistance
- [ ] State Water Resources Control Board
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] State Water Resouces Control Board
  Steven Herrera
  Division of Water Rights
- [x] Dept. of Toxic Substances Control
  CEQA Tracking Center
- [ ] Department of Pesticide Regulation
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] RWQCB 1
  Cathleen Hudson
  North Coast Region (1)
- [ ] RWQCB 2
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] RWQCB 3
  Central Coast Region (3)
- [x] RWQCB 4
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] RWQCB 5S
  Central Valley Region (5)
  - [ ] RWQCB 5F
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] RWQCB 5R
    Central Valley Region (5)
    Redding Branch Office
- [ ] RWQCB 6
  Lahontan Region (6)
  - [ ] RWQCB 6V
    Lahontan Region (6)
    Victorville Branch Office
- [ ] RWQCB 7
  Colorado River Basin Region (7)
- [ ] RWQCB 8
  Santa Ana Region (8)
- [ ] RWQCB 9
  San Diego Region (9)

- [ ] Other _____

Last Updated on 03/24/10

Southern California Gas Company

A Sempra Energy utility™

1919 S. State College Blvd.
Anaheim, CA 92806-6114

RECEIVED
MAY 1 1 2010
PLANNING

May76, 2010

City of Downey
11111 Brookshire Ave
Downey, CA 90241

Attention: Mr. Mark Sellheim

Subject: EIR for Downtown Downey Specific Plan.

Thank you for providing the opportunity to respond to this E.I.R. Document. We are pleased to inform you that Southern California Gas Company has facilities in the area where the aforementioned project is proposed. Gas service to the project can be provided from an existing gas main located in various locations. The service will be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission when the contractual arrangements are made.

This letter is not a contractual commitment to serve the proposed project but is only provided as an informational service. The availability of natural gas service is based upon conditions of gas supply and regulatory agencies. As a public utility, Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. Our ability to serve can also be affected by actions of federal regulatory agencies. Should these agencies take any action, which affect gas supply or the conditions under which service is available, gas service will be provided in accordance with the revised conditions.

This letter is also provided without considering any conditions or non-utility laws and regulations (such as environmental regulations), which could affect construction of a main and/or service line extension (i.e., if hazardous wastes were encountered in the process of installing the line). The regulations can only be determined around the time contractual arrangements are made and construction has begun.

Estimates of gas usage for residential and non-residential projects are developed on an individual basis and are obtained from the Commercial-Industrial/Residential Market Services Staff by calling (800) 427-2000 (Commercial/Industrial Customers) (800) 427-2200 (Residential Customers). We have developed several programs, which are available upon request to provide assistance in selecting the most energy efficient appliances or systems for a particular project. If you desire further information on any of our energy conservation programs, please contact this office for assistance.

Sincerely,

Paul Simonoff
Technical Services Supervisor
Pacific Coast Region - Anaheim

PS/mr
eir02.doc

Appendix 3

Draft Downtown Downey Specific Plan

ESA

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1

Introduction

City of Downey

Downtown Specific Plan

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1. Introduction

1.1. Vision

The Downtown Downey Specific Plan was initiated by the City to guide growth and development in Downtown, encourage economic revitalization and create a lively center of activity for the City. The Specific Plan establishes 131 acres as mixed use and looks to create unique districts with specific development standards and design guidelines. Downtown Downey is envisioned as a vibrant urban center providing a wide array of dining, working living, shopping, entertainment and cultural opportunities all within a short walking distance.

Downtown districts have been established based on the existing building patterns within each area. The Downtown Specific Plan seeks to preserve and enhance the features that provide each district with its unique character, while simultaneously improving the liveliness and aesthetics of the overall Downtown area. The overarching objectives for the Specific Plan area are to:

Downtown Downey Specific Plan Objectives

Establish Downtown as a diverse area with a variety of activities to support and entertain all ages;

Introduce a variety of housing types to establish a 24-hour downtown environment;

Promote Downtown Downey as an economic core creating new employment opportunities;

Strengthen pedestrian, bicycle, and transit-oriented characteristics while ensuring access for automobiles;

Preserve and enhance the unique character of existing structures;

Identify Downtown as a cultural center for Downey; and

Concentrate growth in Downtown while respecting and preserving surrounding residential neighborhoods.

1.2. History/Background

Image:
Crawford Street (Downey Ave.) at First Street (Firestone Blvd.) around 1880

(Courtesy Downey Historical

When Downey was founded in 1873, the developers might well have used the slogan of today's Chamber of Commerce: "Downey . . . Future Unlimited." The history of Downey begins with a 96-acre parcel of Rancho Santa Gertrudes that became the central district of a community called "Downey City". The town derived its name from John Gately Downey, an Irish immigrant who had come to California during the Gold Rush and succeeded to become Governor of California. He helped build the economic foundation of Southern California, effecting a transition from open cattle range to an agricultural district of small farms.

Downey's strategic location was and continues to be an important asset in its economic viability and growth. As early as 1889, when political factions from Santa Ana met with officials from Los Angeles County to discuss the creation of Orange County, Downey was chosen as the obvious meeting place. By the turn-of-the-century, Downey was the undisputed center for business and social life in the area.

Online Link:
For more information on Downey's history visit:

http://www.downeyhistoricalsociety.org/

Initially, much of the City's development patterns were determined by the expansion of the railroad. Development of the City proceeded slowly. The 1873 tract map established 16 blocks, reserving 10 acres for a railroad station for the Southern Pacific Railroad on its route between Los Angeles and San Diego. By the turn of the century, the native landscape had been cleared and roughly 300 homes had been established in the district. Over the years, Downtown Downey continued to grow to include a courthouse, post office, schools, churches, businesses and more houses located in Downtown near Downey Avenue and Firestone Boulevard (then Crawford and Front Streets). One of the first buildings in Downey was the Christian Church located on the lot on the corner of Fourth and New Streets. The construction of the church marked the beginning of the present Downtown.

By the turn of the twentieth century, many Downey pioneers had achieved success in business and politics in Los Angeles County. The years 1900 to1917 were perhaps the "Golden Age" of Downey. In this era, a citrus cooperative was formed, the Downey Board of Trade (later renamed the Downey Chamber of Commerce) was organized and the streets were lighted up with electricity. Around this time, World War I sparked local interest in the aviation branches of the military. The result was the establishment of a number of major aviation business enterprises in Downey.

Throughout the years a number of aviation companies operated in Downey, including: Vultee Aircraft, North American Aviation, and Rockwell International, which was later bought by the Boeing Company, whose facilities produced systems for the Apollo Project, as well as the space shuttle. This industry thrived in the City for 70 years, ending when the former Rockwell plant was converted to the Downey Landing development.

***Image**: Apollo 11 Space Capsule returns to Downey after its flight to the Moon, 1969*

(Courtesy of the Downey Historical Society)

Despite the introduction of the aviation industry and railroad station, the City of Downey remained an agricultural area, growing grain, corn, castor beans and various fruits well into the 1940s. Following the end of World War II, however, Downey, like many cities in the area, experienced significant population and economic growth with the end of the war. In 1940, the population of Downey was approximately 12,000 and by 1960, it had surpassed 86,000. The orange groves were rapidly replaced by light industry and tract homes. Downey was one of the first suburban "planned communities" with quality homes, schools, and retail centers. The movement toward incorporation escalated with the population explosion of the 1950s and 1960s.

***Image:** Downey Avenue looking south from above Fourth Street, around 1947*

(Courtesy Downey Historical

With the growth in population and new development in Downtown, one of the first significant investments in redevelopment occurred in 1967 with the widening of Downey Avenue. The realignment resulted in several blocks of new store fronts and landscape improvements. In the 1970s, the City began the first steps to confront the issue of downtown revitalization. In the years since the adoption of the Neighborhood Revitalization Strategy in 1978, several successful projects have been completed. Among these were the Embassy Suites/Mimi's Cafe and the Civic Center complex. In 1990, a $100 million remodel and expansion at Stonewood Center Mall was completed. Other recent additions to the City include the opening of the Green Line light rail station in 1994, the Gas Company's Energy Resource Center in 1995 and the Krikorian Theatre Complex and City parking structure in 1997.

Image: *Avenue Theater on Downey Avenue, between Second and Third Street, 1960s*

(Courtesy of the Downey Historical Society)

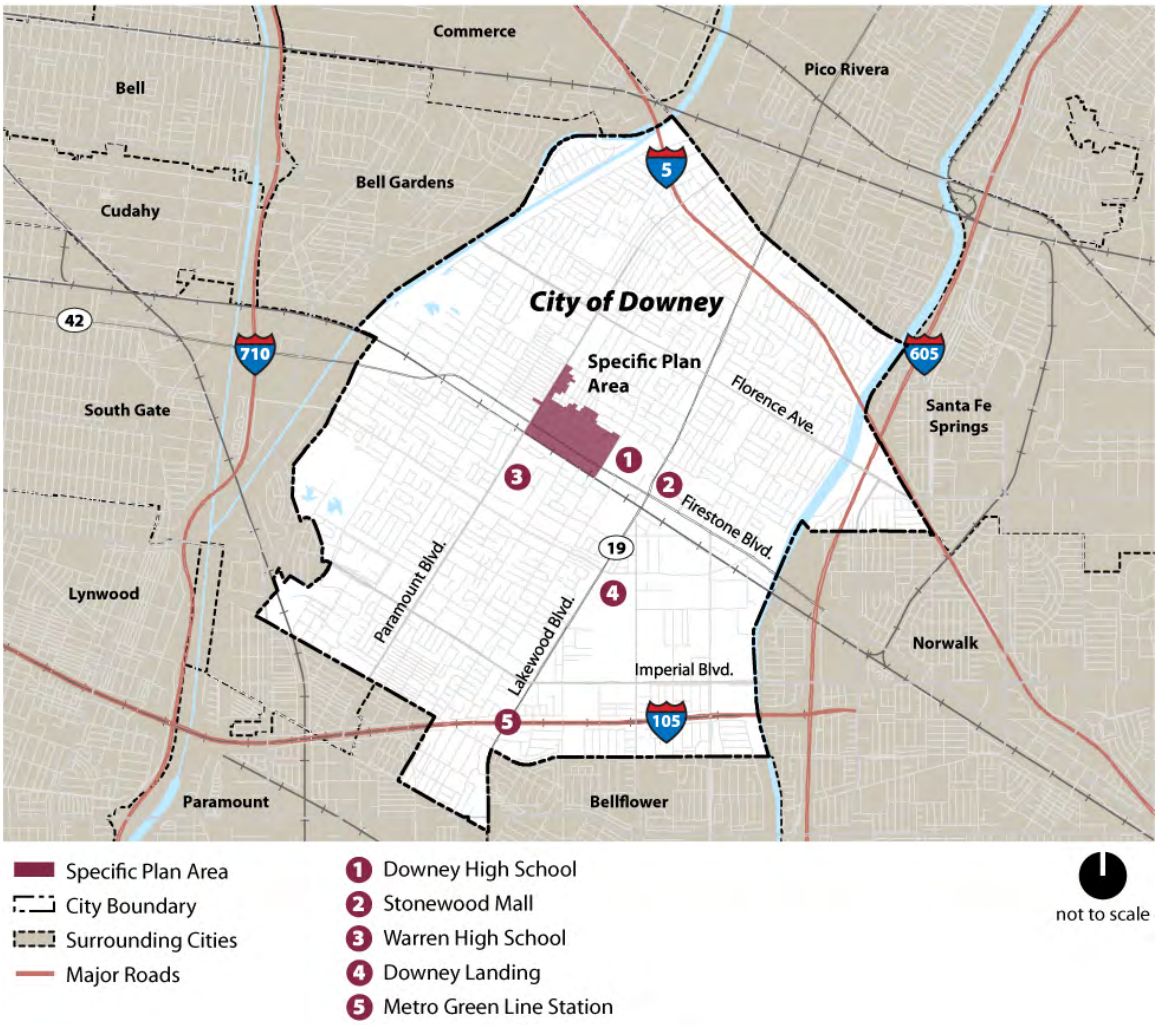
In the 1990s Downey again faced the challenge of revitalizing Downtown. A Blue Ribbon Committee made up of City representatives, business leaders and residents analyzed the downtown area in 1991. The result was the creation of the Downey Avenue Street Fair, started by the Chamber of Commerce in 1994, which now draws over 20,000 people to Downtown each spring. The revitalization of Downtown has become one of the City's greatest priorities to ensure that Downey flourishes in the twenty-first century.

1.3. Project Setting

1.3.1. Regional Context

The City of Downey is located approximately 13 miles southeast of Downtown Los Angeles in southern central Los Angeles County. Downey is a mid-size city of approximately 130,000 residents, occupying approximately 13.6 square miles. Jurisdictions neighboring Downey include the cities of Paramount, Bellflower, Norwalk, Santa Fe Springs, Pico Rivera, Commerce, Bell Gardens and South Gate. Downey has convenient access to several major freeways, including the Interstate 5, Interstate 105, Interstate 710, and Interstate 605, drawing businesses and offering housing opportunities for commuters working in Downtown Los Angeles. Throughout the years, Downey has been highly recognized for its centralized location, top medical facilities, quality residential neighborhoods and schools, and an unmatched family lifestyle. Exhibit 1.1 illustrates the regional context of the Specific Plan area.

Exhibit 1.1: Regional Context Map

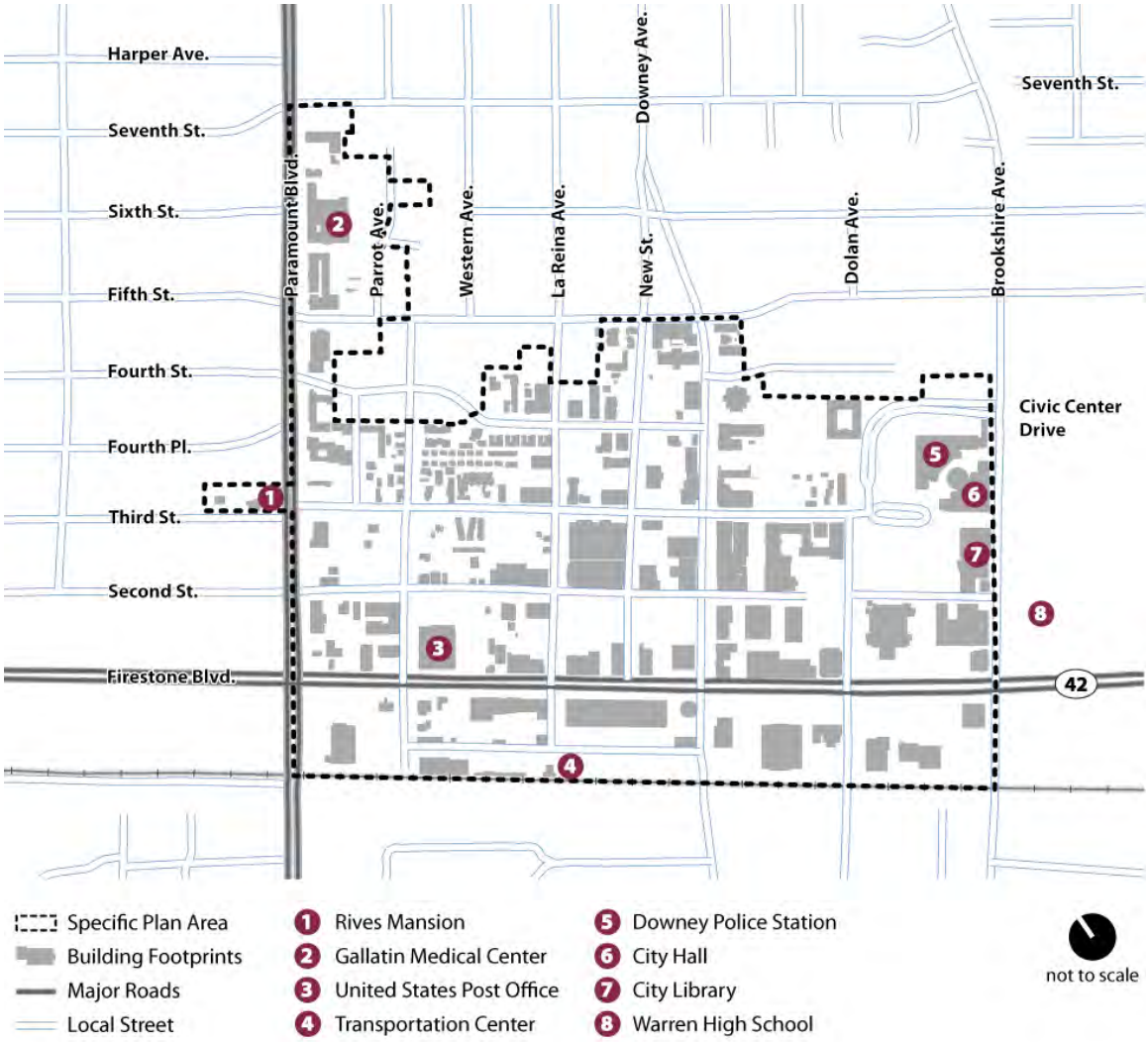


1.3.2. Community Context

Historically, the area around Downey Avenue from Firestone Boulevard to Fifth Street has been identified as the Downtown district of Downey. Downtown Downey is in the center of the community, containing major landmarks such as City Hall, the City Library, the Civic Theater, the Downey Transportation Center, and the Rives Mansion. The Specific Plan boundaries are loosely formed by Brookshire Avenue to the east, Burns Avenue on the south, Paramount Boulevard to the west with an irregular northern boundary along Fourth Street, extending to Fifth Street in areas and including the former Gallatin Medical Center. The Rives Mansion located at the corner of Third Street and Paramount has also been included in the project area. The Specific Plan area consists of approximately 131 acres situated near the geographic center of the City of Downey. Exhibit 1.2 illustrates the location and boundaries for Downtown Downey.

Exhibit 1.2: *Community Context*

Exhibit 1.2: Community Context Map



1.4. Planning Authority

1.4.1. State of California Government Code Consistency

Section 65451 of the Government Code requires that specific plans include text and diagrams that specify all of the following:

Online Link: *For information on the State of CA Government Code visit:*

http://www.ca.gov

The distribution, location and the extent of the uses of land, including open space within the area covered by the plan

The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan

Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable

A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the specific plan

A statement of the relationship of the specific plan to the general plan.

This Specific Plan is designed to meet the requirements of the State of California Government Code. The Specific Plan is adopted by City Council ordinance and thereby establishes the zoning regulations for the development of the Specific Plan area.

1.4.2. 2025 General Plan Consistency

To view the 2025 City of Downey General Plan visit:

http://www.downeyca.org/city_planning_gp.php

According to the City of Downey 2025 General Plan, the Specific Plan area is currently designated as Mixed Use (MU), with the exception of the Gallatin Medical Center and the Rives Mansion, which are designated Office (O). The MU designation was established through the 2025 General Plan update to allow for flexibility of land uses in specific areas of the City. In Downtown, this land use designation is intended to help create communities that combine industrial, commercial and residential uses, implementing Smart Growth strategies. A significant change allowed through the Mixed Use land use designation is the addition of residential units into Downtown. Prior to the creation of the zone, Downtown was designated commercial with no opportunity for residential development. The Mixed Use designation allows for residential densities of up to 24 dwelling units per acre.

A second challenge facing the development is the demand for parking in the eastern portion of Downtown, and overabundance in the western half. Consequently, the Mixed Use designation was also created to establish flexible parking standards, generally reducing the number of spaces required based on the assumption that within Downtown, residents are able to park once to visit multiple tenants. To further enhance the effectiveness of the flexible parking

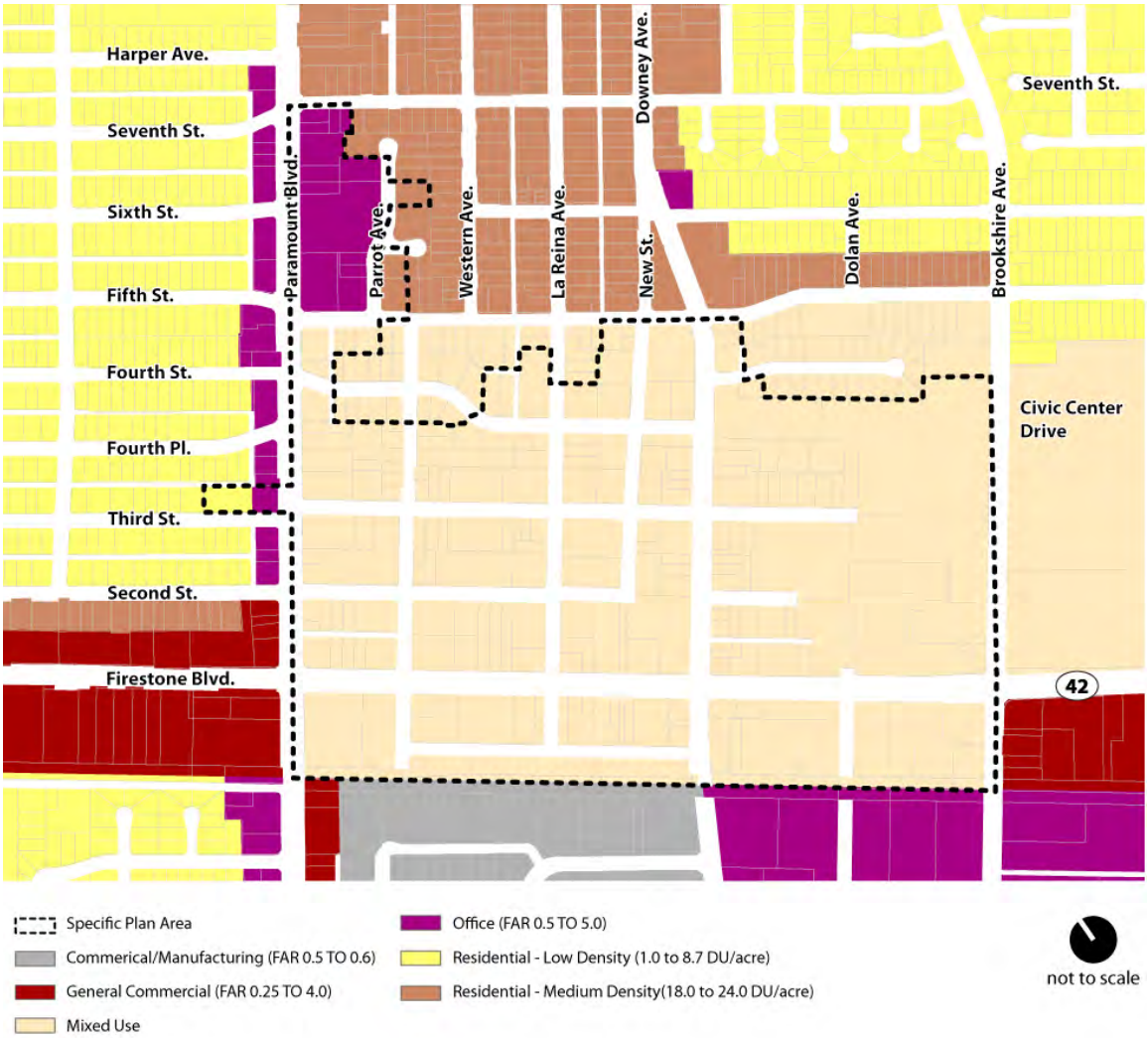
standards, the City has taken an active role in providing public parking both on street and in structures, thereby reducing the parking requirements for tenants operating in the area.

In contrast to the Downtown core, the Gallatin Medical Center and the Rives Mansion are designated Office (O) in the 2025 General Plan. This designation is generally designed to promote the development of professional and medical offices. The Office designation in the Gallatin area is more specifically intended to allow for the redevelopment of medical uses on the site, maintaining the jobs and services that were historically provided to the community.

A General Plan Amendment will be prepared to modify land use designations from Mixed Use and Office to Downtown Downey Specific Plan. As such, a General Plan Amendment will be adopted concurrently with the adoption of this Specific Plan. Please refer to Appendix A for a detailed description of Specific Plan consistency with additional elements of the General Plan.

Exhibit 1.3: *General Plan Land Use Designations*

Exhibit 1.3: Existing General Plan Land Use Designations



1.4.3. City of Downey Zoning Code Consistency

The Specific Plan area currently includes a virtual plethora of zoning. The existing Downtown includes zones ranging from Multi-family Residential to General Commercial and Professional Office to General Manufacturing. Majority of the parcels in the Specific Plan area are zoned commercial, specifically Central Business District (C-3) with a few small sections on the northern end of the area zoned General Commercial (C-2) and Multiple Family Residential (R-3) as shown in Exhibit 1.4.

Exhibit 1.4: Existing Specific Plan Zoning

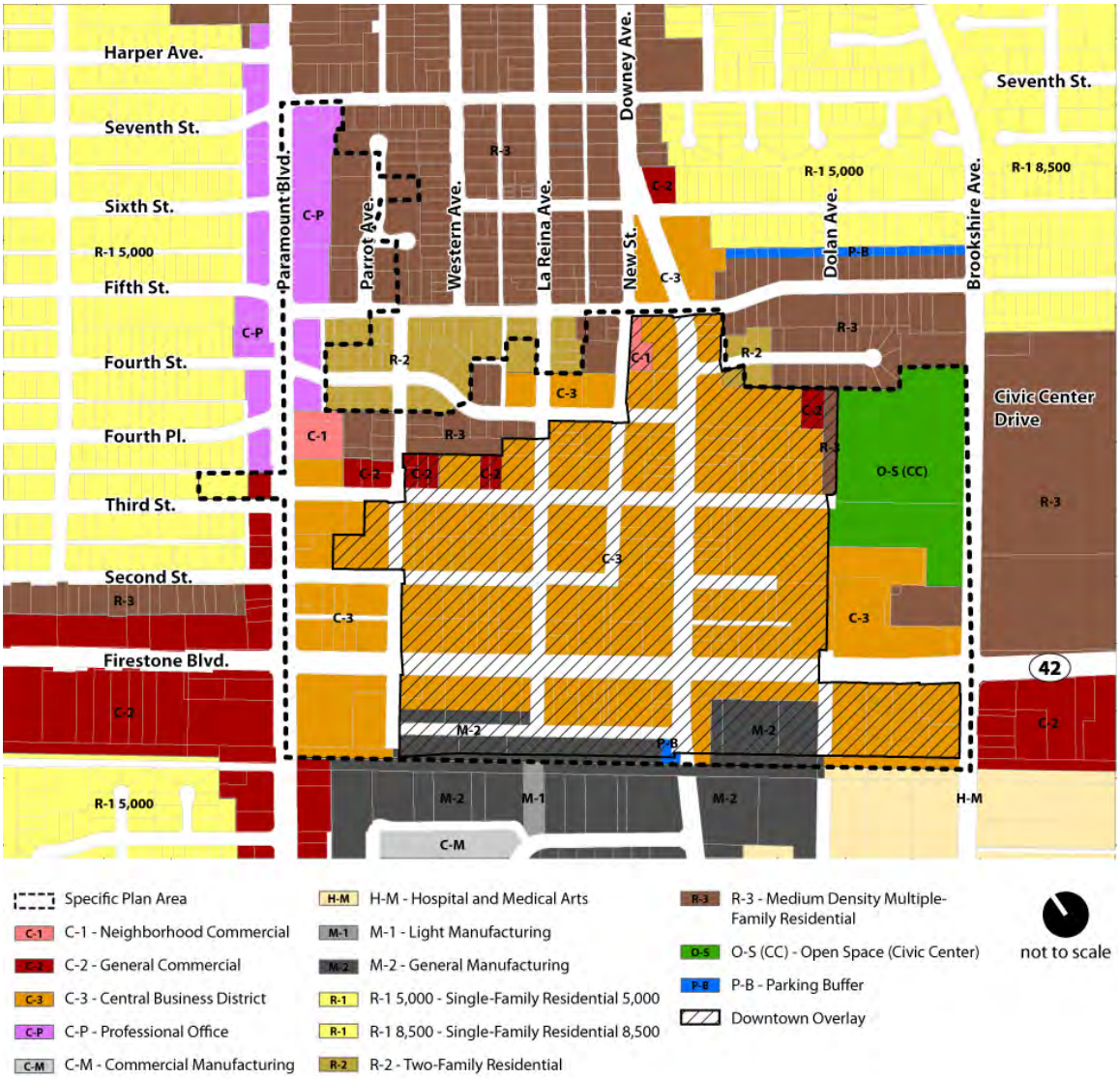


Exhibit 1.4: *Existing Specific Plan Zoning*

intense commercial and service uses in the City. The zone is intended to provide a wide variety of goods and services in establishments whose operating characteristics attract them to a central location in the City and which require

good exposure in a readily identifiable and accessible setting. The existing development standards for the zone are focused on the compatibility of downtown uses with abutting noncommercial development and ensuring that the impacts of older development, heavy traffic, or other operating characteristics are minimized. South of Firestone Boulevard, along the railroad tracks there are a few parcels zoned General Manufacturing (M-2) including the Downey Transit Center. Additionally along Paramount Boulevard, the Gallatin Medical center area is currently zoned Professional Office (C-P) which outlines specific uses that are allowed focusing on medical and professional office uses.

DEFINITION
Mixed Use: *Is a single unified development that incorporates two or more different uses within walking distance of one another and may include office, hotel, retail, public entertainment and public uses, and a variety of housing types.*

In October of 2000, the Downey City Council approved the creation of a mixed use zone to be applied to specific sections of the City. In Downtown this zone is referred to as the Downtown Overlay. Generally, the Downtown overlay was established to:

Encourage mixed-use buildings with retail, office, service, and/or other uses on the ground floor and residential units above the nonresidential space;

Facilitate development that exhibits the physical design characteristics of pedestrian-oriented, storefront-style shopping streets, creating an active and vibrant street life;

Strengthen the City's economic base, and provide employment opportunities close to home for residents of the City; and to

Promote the health and welfare of City residents by encouraging physical activity, reducing vehicular traffic, encouraging alternative transportation where possible, and promoting greater social interaction.

The implementation of a Specific Plan will require a Zone Amendment from the current mix of zones to Downtown Downey Specific Plan. The Downtown Downey Specific Plan zoning districts will establish regulations which implement the General Plan goals, objectives and policies which provides for superior development by allowing a greater degree of design and land use flexibility within the framework of a site specific development plan.

1.5. Document Organization

The Downtown Downey Specific Plan includes seven chapters, each providing information and guidelines for the development and implementation of the uses within the boundaries of the Specific Plan area. A title and a brief description of each chapter are provided below.

Introduction: This first chapter provides general information about specific plan documents, the history and location of Downtown, a project summary and discussion of consistency with State law and local governing documents.

Land Use Districts: The land use chapter describes the five land use districts identified for Downtown, and provides a land use district map and a table of permitted uses for each individual district.

Design Guidelines and Standards: The design guidelines and standards chapter provides specific standards for how buildings in the Specific Plan area can be developed, including setbacks, parking requirements, as well as guidelines to enhance the architectural style of existing and future buildings. This chapter provides guidelines for design features including: streetscapes, signage, lighting, rooflines, and other design elements found Downtown.

Mobility Plan: The mobility chapter identifies established and planned conditions for roadways within the Specific Plan area, including contextual exhibits and conceptual street sections. This chapter also explores options for alternative forms of transportation in Downtown, including bicycles, buses, and walking.

Parking Plan: The parking chapter identifies parking strategies for the Downtown Specific Plan area and addresses how the City can better utilize over-parked districts and create shared parking opportunities for under-parked areas.

Infrastructure Plan: The infrastructure chapter provides information about accessibility to key utilities and public services including water, sewer, energy, police, fire and other services necessary to develop the area.

Administration and Implementation: The implementation chapter identifies strategies to execute the recommendations put forth in the Specific Plan. This chapter also includes the necessary steps to implement the Specific Plan document and the actions required to modify the Plan.

Appendices: Four appendices accompany the Specific Plan. The first compares the goals and policies of the adopted 2025 Downey General Plan to the goals and guidelines found in the Specific Plan. The second provides definitions of terms used in the document. The third and fourth chapters contain the Traffic Impact Analysis and the Parking Study, respectively.

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2

Land Use Districts

City of Downey

Downtown Specific Plan

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2. Land Use Districts

2.1. Catalytic Opportunities and Recommendations

Six catalytic strategies are envisioned to transform Downtown Downey into a vibrant, family-oriented and pedestrian-friendly town center:

Religious Institutions as Stakeholders and Catalysts: As major property owners within Downtown, and non-profit organizations and anchors in the community, religious institutions and faith based organizations can leverage their assets to further the vision for Downtown.

Retail Development: A strategy to retain and strengthen local merchants while attracting new retailers to Downtown.

Housing Development: A plan to attract a wide range of housing types to provide a customer base for retail and create a 24-hour environment in Downtown.

Park-Once System: An approach to consolidate parking, generate revenue and share parking requirement among different land uses.

Public Gathering Spaces: A policy to provide parks and public spaces for residents, workers and visitors to enjoy and function with various events in Downtown.

Sense of Identity: Recommended investments to distinguish Downtown as a destination.

2.1.1. Religious Institutions and Faith Based Organizations

Places of worship have been a significant land use in Downtown since the City's incorporation. In fact, one of the first buildings in the City of Downey was the Christian Church located on the corner of Fourth and New Streets. The construction of the church marked the beginning of the present Downtown.

Image: *First Baptist Church of Downey located between Second and Third Streets.*

Religious institutions and other faith-based organizations have and will continue to maintain a significant presence in Downtown. At least six such uses are active within the Specific Plan area, and these organizations own a significant amount of property within Downtown. Some of these properties are large in size, as is the number of people who congregate on Sundays.

Opportunities and Recommendations:

Places of worship or fellowship attract hundreds on weekends for services. Retail establishments and restaurants should take advantage of this potential customer base.

The existing religious uses and their facilities include large surface parking lots which could be developed with other uses shared parking strategies were integrated in Downtown.

Religious institutions are active community members offering various services such as ministries, education, social services (i.e. day care and homeless services) and sports leagues. Properties could be developed as planned campuses rather than isolated structures with parking in between.

2.1.2. Retail Development

Images: *Retail development should reflect a main street feel, with specialty retail store and restaurants promoting a lively environment.*

The retail core of a downtown is typically located around a pattern of streets accommodating cars and on-street parking. Off-street parking is typically located in a parking structure or lot, where spaces are convenient, but compatible with the scale of "Main Street". A retail center typically includes one anchor tenant and a mix of national, regional and local vendors. What makes this type of retail appealing to consumers is the overall pedestrian experience and mix of uses.

Retail cores with a historic and pedestrian-friendly character are rare, which is one of the reasons developers try to re-create them in newer center such as Victoria Gardens in Rancho Cucamonga, The Grove in Los Angeles, and Americana at Brand in Glendale. Downtown has relatively large lots of land and buildings offering attractive opportunities for retailers. The introduction of new housing and office development, as well as new residents and workers in Downtown, strengthens existing businesses and attracts new retailers to the area. The retail core will focus on Downey Avenue and the area around its intersection with Firestone Boulevard.

The first priority should be placed on achieving significant transformation in the center of Downtown, around the intersection of Downey Avenue and Third Street. Once the revitalization of this central area is visibly underway, the perceived

value and attraction of nearby properties will increase dramatically. The City of Downey should be an early investor in its own revitalization effort by participating in key projects or opportunity sites that will make a difference in Downtown. Specifically, these projects include the development of a major retail and entertainment anchor to showcase Downtown's retail potential.

During the public outreach process for the Specific Plan, many residents indicated they would spend more time and money in Downtown if the mix of retail businesses were expanded. The following opportunities and recommendations are aimed at strengthening existing retailers and attracting new businesses to Downtown.

Opportunities and Recommendations:

Formalize a Business Improvement District or Merchants Association to unite existing business owners in Downtown to improve the area and create opportunities for new business development.

Ensure a diversity of retail businesses that complement one another and encourage residents to engage in multiple activities while visiting Downtown.

2.1.3. Housing Development

A variety of housing choices is necessary for vitality of Downtown over the long term. It is not unusual to encounter studios, lofts, live/work units, condominiums, townhomes, duplexes and courtyard or small lot single-family homes in developed districts. All of these dwelling types can and should provide renter or ownership housing opportunities.

Downtown Downey possesses a number of characteristics that makes it an attractive location for introducing a variety of housing choices. Downey has the advantage of being in close proximity to employment-rich centers such as Long Beach and Los Angeles. Downey is central to major transportation corridors including the I-605, I-5, I-710 and the I-105 freeways, in addition to the Metro light rail Green Line. Downey Regional Medical Center is expanding and will continue to attract doctors, nurses, and other healthcare workers looking for a wide range of housing locally. Furthermore, the redevelopment of Downey Landing with a mix of uses, including Kaiser Downey Medical Center, Downey Studios, and the Columbia Memorial Science Learning Center, will attract employees to the area who will seek housing choices nearby. There is available land in Downtown to accommodate a greater variety of housing than currently exists, including more ownership opportunities, more upscale housing, and affordable units for young professionals, families, and empty nesters.

Images: *Housing opportunities in the downtown may include a range of product types, including townhomes, live-work units and courtyard housing.*

Opportunities and Recommendations:

The City of Downey should be an early investor in its own revitalization effort by participating in key projects or opportunity sites that will make a difference in Downtown. Specifically, these projects should include the development of one or several major housing projects in Downtown to demonstrate the possibility of housing in a downtown context.

Introduce residential uses into mixed-use developments in conjunction with retail and office development.

Use vacant lots, City-owned lots, and parking lots to develop a wide range of housing types.

Provide a mix of residential types that respond to both the regional market demand (upscale townhomes) and Downey public policy (rental and ownership for moderate and low-income families).

Image: *Well - integrated parking structures, with retail opportunities on the ground floor are crucial to a successful "park once" strategy.*

2.1.4. Park Once System

A Park-Once System consists of several well-designed parking structures integrated into a town center that serve to significantly reduce the number of vehicle trips for a given amount of activity. In the conventional sprawl development pattern, the disconnected nature of destinations requires every visit to be a separate trip. With the Park-Once System, trips are combined or replaced by walking trips to multiple stores or multiple destinations. Similarly, the number of parking spaces required is reduced or shared among the different uses. Finally, parking spaces are used more efficiently in shared parking structures – for shopping and working during the day, for cultural and entertainment activities in the evening and by residents at night.

In the Park-Once System, parking is dispersed in a number of parking structures and visible parking entrances and signage that direct drivers to available parking within a manageable walking distance to multiple destinations. A critical element

to the Park-Once System is locating the actual parking structures in the interior of blocks where possible, designing the exterior to disguise the interiors, fronting the structure with other uses such as retail or residential and most importantly, providing ample, visible signage. In Downtown, the transformation of drivers into walkers begins with the design of parking structures which are compatible with retail, residential, office and civic buildings. Structures can be built on existing parking lots, vacant properties and City-owned land.

Opportunities and Recommendations:

Construct a Park-Once structure on the east side of Downtown utilizing existing surface parking lots or City-owned land.

Line parking garages with retail and commercial uses that are compatible with surrounding building.

Increase security and maintenance in the existing parking structure on the west side of Downtown.

2.1.5. Public Gathering Spaces

To create a strategy for public open spaces within Downtown, we must begin by taking into consideration the character and location of existing public spaces. The City of Downey has a limited amount of open space. Eleven parks attract over 800,000 visitors a year. Downey's goal of providing 1.5 acres of open space per 1,000 residents falls short by approximately 50 acres. As redevelopment occurs, it will be critical to provide a variety of public open spaces not only for the residents who live within Downtown, but for people who visit as well.

Image: *Open space areas in Downtown should entertain all ages and provide opportunities for a variety of outdoor entertainment.*

Parks are the most identifiable public spaces, but attention should be given to public streets – primarily Downey Avenue and Third Street. The “greening” of streets and the provision of seating areas can transform an otherwise mundane public right-of-way into an enjoyable pedestrian experience.

Opportunities and Recommendations:

Third Street as a primary open space – Through the addition of new public places, new street furnishings and improved materials, Third Street can be transformed from its current condition as a throughway to a centerpiece and focal destination. Improvements to Third Street will establish it as a place for people – a public room where residents can meet up with their neighbors, where visitors window shop, and where friends can meet up for a bite to eat. Wide sidewalks, landscape amenities, and a pedestrian scale will shift the character of the right-of-way, creating a walkable backbone for pedestrian-oriented Downtown Core redevelopment.

Open Spaces – Gathering spaces for the community. Open Spaces for gathering and for recreation should be increased and improved throughout Downtown. The center of Downtown should feature a number of small public spaces distributed along Downey Avenue and Third Street. These will support commercial activities with space for outdoor cafes and vendor and create pocket plazas to provide gathering places.

Bike Routes – Bicycle lanes should be provided throughout Downtown where possible. Striped lanes are recommended for…. In addition, route signs to clearly mark the overall bike network are recommended.

Pedestrian Realm – The pedestrian realm should be enhanced through street improvements along existing streets and a series of paseos that provide connections between major public spaces within Downtown.

2.1.6. Sense of Identity

A destination is attractive to people, activities and development when it has a sense of identity. A place with a sense of identity has character and is memorable to those experience it. A number of elements contribute to a sense of identity, including architecture, scale of buildings, landscaping, sidewalks and overall pedestrian amenities. Energy emerges out of the mix of land uses for shopping, working, living and relaxing. At the same time, little details such as lighting, street furniture and music or sounds can affect the character of a place as much as the quality of architecture.

Downtown possesses many assets: a grid system of interconnected streets, compact blocks which are easily walkable, an abundance of parking, distinct civic services and an overall pedestrian-scale urban fabric. Many of these qualities are lost in the shuffle of vacant stores and lots, an excessive number of surface parking lots, inadequate supply of housing and retail destinations, issues with

unsafe sidewalks and unkempt parking structures, and inconsistent design quality both in buildings and in landscape.

Opportunities and Recommendations:

Identify the gateways into Downtown by designing landmarks and special pavings at the major intersections of:

- Firestone Boulevard. and Downey Avenue
- Firestone and Paramount Boulevards
- Firestone Boulevard and Brookshire Avenue
- Brookshire Avenue and Civic Center Drive
- Third Street and Downey Avenue
- Third Street and Paramount Boulevard
- Fifth Street and Downey Avenue

Improve the landscape quality of Downtown through the planting of more street trees, new parks and public gathering spaces.

Improve the design quality of Downtown through enforcement of the Specific Plan and a design review process for modification of structures and construction of new ones.

Program events, festivals and fairs within the Specific Plan area, particularly along Downey Avenue and Third Avenue, to attract people to Downtown.

Incorporate public art, especially by local artists, in the form of mural, statues, and sculptures at key intersections, public gathering spaces, and near parking.

Increase safety in Downtown by attracting more residents and “eyes on the streets”, external lighting at night on each store/building, increased number of visitors through destination-type stores, and more safety patrols.

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2.2. Downtown Districts

This chapter introduces the five land use districts established to guide unique development approaches within specific areas of Downtown. The five districts are: Downtown Core, Downtown Residential, Firestone Boulevard Gateway, Paramount Boulevard Professional and Civic Center. Development standards and design guidelines are provided for each district in Chapter 3.

Exhibit 2.1: Downtown Downey Specific Plan Land Use Districts

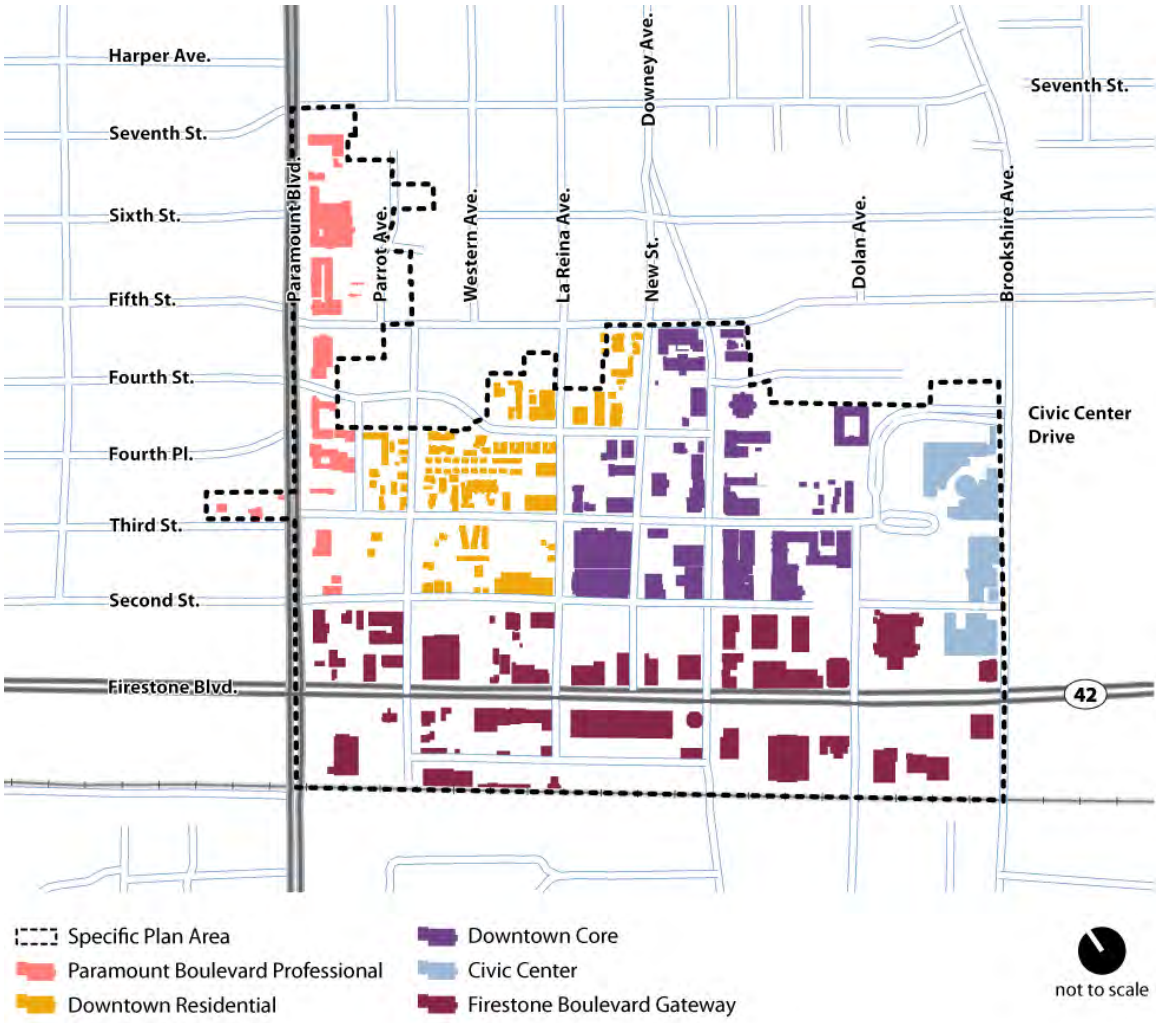


Exhibit 2.1: *Downtown Downey Specific Plan Land Use Districts*

2.2.1. Downtown Core

The Downtown Core district is generally located north of Second Street and south of Fifth Street between La Reina Avenue and Civic Center Drive. The Downtown Core is approximately 20 acres in size, and includes the businesses and buildings directly surrounding the central intersection of Downey Avenue and Third Street. This central area has a number of small, locally owned restaurants, various retail and service vendors, financial institutions and a several large religious organizations. The First Baptist Church of Downey, St. George Greek Orthodox Church, Pacific Methodist Church, and the Downey United Masonic Lodge are all located within the Downtown Core district within one to two blocks walking distance to the main intersection of Downey Avenue and Third Street. The Avenue Theater, as well as a mix of restaurants, hair salons, real estate agents and other service-oriented businesses, line Downey Avenue. From Downey Avenue, Third Street hosts a number of financial institutions and professional offices, the Krikorian Theater, and a City-owned parking structure.

Exhibit 2.2: *Downtown Core Land Use District*

Exhibit 2.2: Downtown Core Land Use District

EXISTING CONDITIONS

Image (top left): A variety of restaurants exist along Downey Avenue between Second and Third Streets that primarily serve employees working in and around Downtown.

Image (top, right): St. George Greek Orthodox Church, located on the corner of Downey Avenue and La Villa Street is one of many religious institutions located in Downtown.

Image (middle, left): Krikorian Theater, located on the southwest corner of Third Street and La Reina Avenue, is a primary entertainment venue in Downtown.

VISION

As illustrated in the image to the left, the intent of this district is to create a vibrant, pedestrian - oriented downtown with a mix of uses. The objective is to produce a unique walkable shopping, dining, working and living experience. The ground floor is reserved for commercial uses (boutique retail stores- books, hobbies and crafts, toys- cafes, art galleries, coffee and wine bars) with office and/or residential on the second and third floors.

2.2.2. Downtown Residential

The Downtown Residential district is located north of Second Street and south of Fifth Street between College Avenue and La Reina Avenue. The Downtown Residential district is approximately 14.5 acres in size and supports a variety of residential, commercial and professional office uses. Existing housing types include: detached single family units, duplexes, and a multifamily senior complex know as the Heritage Court Apartments. In addition to housing, several law, insurance, and medical offices function well, as do daycare centers in the northern portion of the district.

Image (right): *New Commercial Development along Myrtle Street between Second and Third Streets.*

EXISTING CONDITIONS

Image (middle, left): Heritage Court Senior Apartments on Third Street

Image (bottom, left): Existing multi-family courtyard housing in the Downtown Residential land use district

Image (bottom, right): Existing single-family home in the Downtown Residential land use district

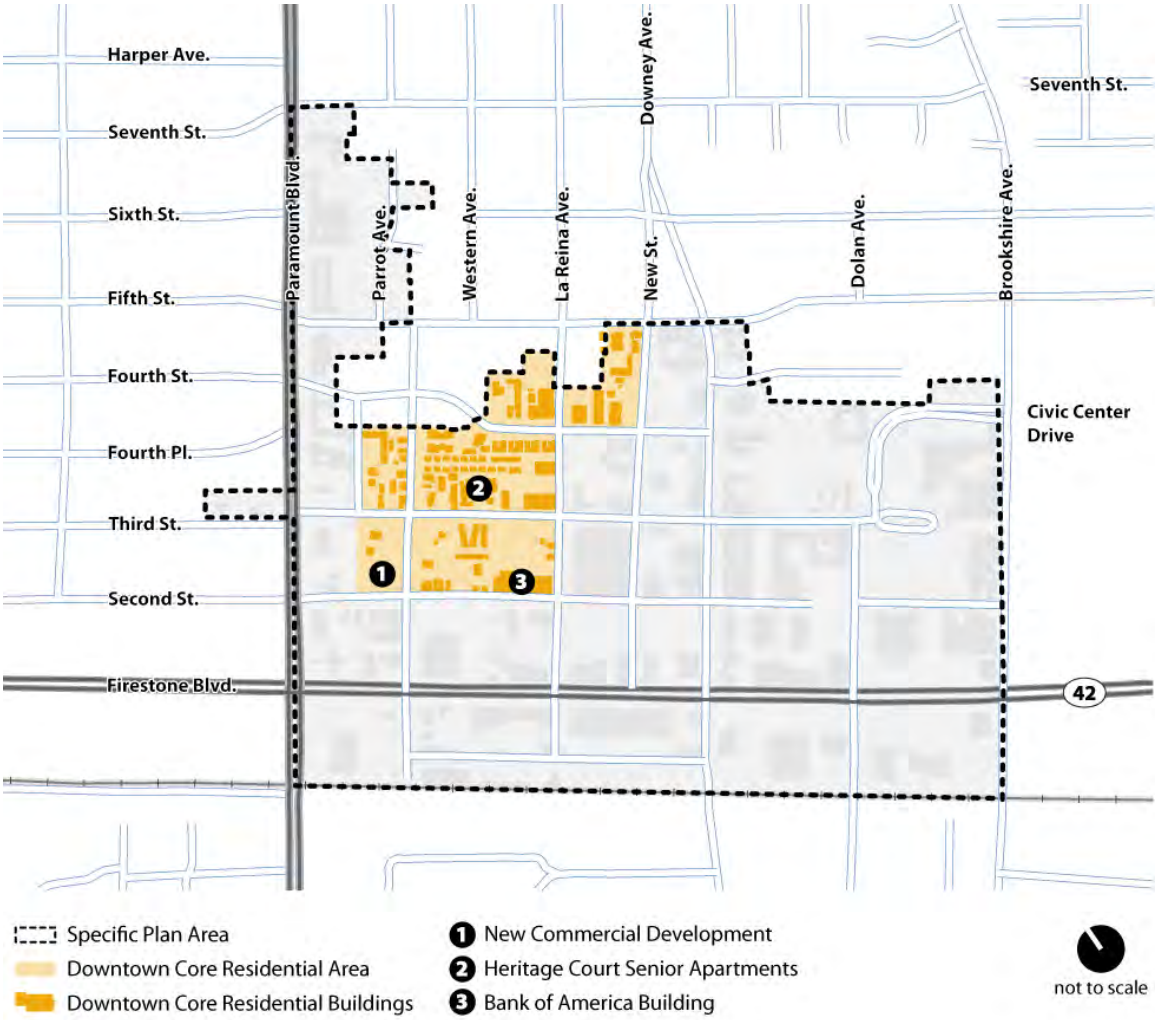


Exhibit 2.3: *Downtown Core Residential Land Use District*

VISION

The primary intent of this district is to establish a residential neighborhood within the downtown. Neighborhood-serving commercial uses such as dry cleaners, markets, coffee shops, hair/nail salons and newsstands are permitted on the ground floor only.

Image (center, right): The Downtown Residential district promotes service-oriented commercial uses with residential uses above.

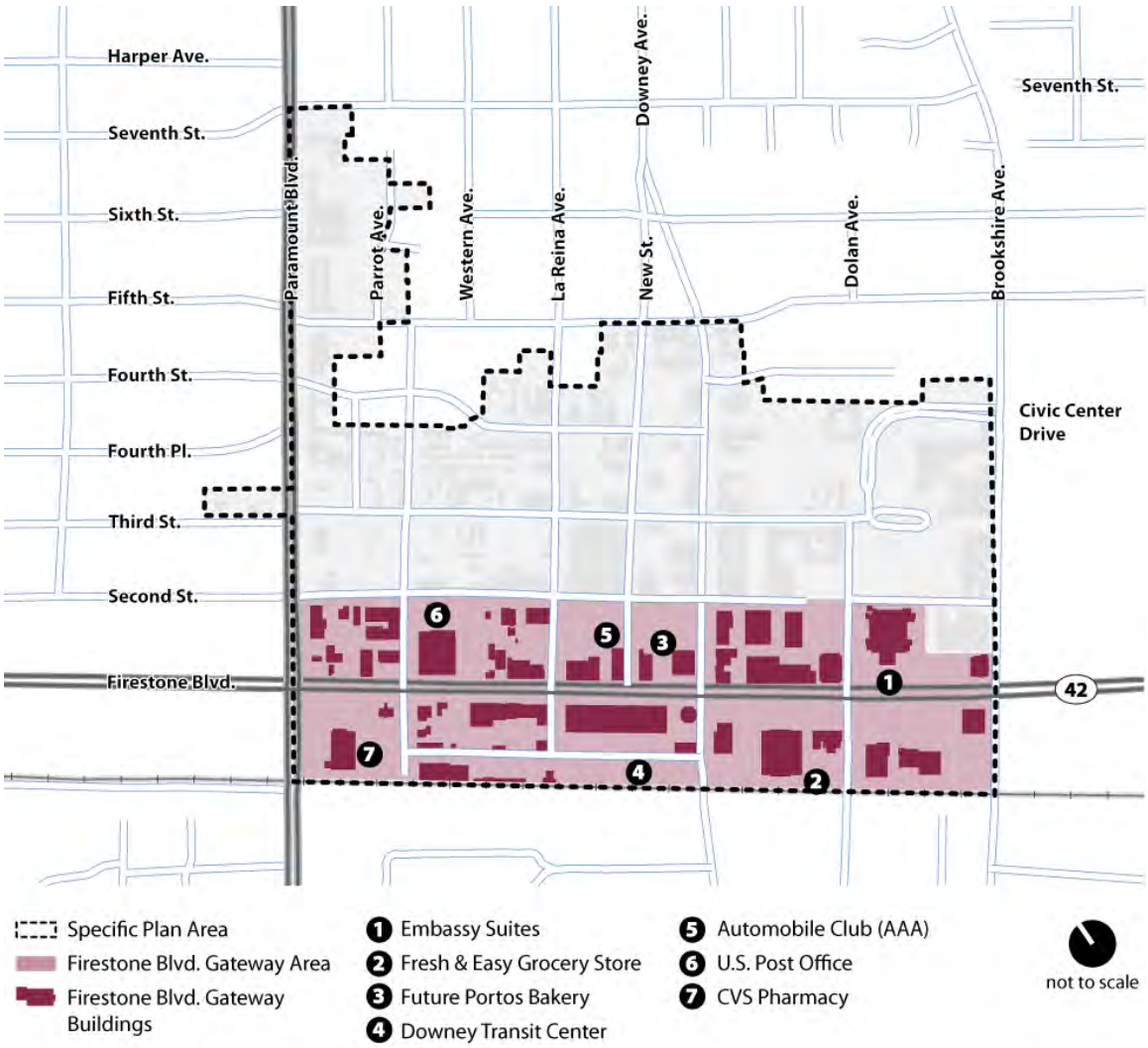
Image (bottom, right): Compact residential development, such as courtyard housing, is encouraged.

2.2.3. Firestone Boulevard Gateway

The Firestone Boulevard Gateway district is primarily north of Burns Avenue, south of Second Street between Paramount Boulevard and Brookshire Avenue. Firestone Boulevard Gateway District is approximately 39 acres in size. Established uses include: general commercial, ranging from locally owned stores to larger chain retailers, from grocery stores to furniture wholesale to a variety of restaurants and financial institutions. Many of these businesses are located in small strip mall structures facing the street with parking in rear of the building, although some of the larger retailers are housed in stand-alone structures with parking directly in front of their store. Major retailers and employers along the corridor include Embassy Suites, two CVS Pharmacies, a Fresh and Easy Market, Portos Bakery, AAA, and a U.S. Post Office. The Downey Transportation Center is located behind Firestone Boulevard at Third Street, along Nance Avenue, bringing residents from the surrounding community to Downtown. Generally, Firestone Boulevard serves as a major corridor through the City, with fast-moving traffic and commercial uses capable of supporting the region.

Exhibit 2.4: *Firestone Boulevard Gateway Land Use District*

Exhibit 2.4: Firestone Boulevard Gateway Land Use District



EXISTING CONDITIONS

Image (top left): The Embassy Suites Hotel located at Firestone Boulevard and Civic Center Drive is a main hotel in the City and is utilized by companies conducting business in the Los Angeles region

Image (top, right): A typical streetscape along Firestone Boulevard with small retail stores fronting the street

Image (middle, left): The Downey Depot transit center on Nance Avenue serves Metro buses as well as the Downey Link

VISION

The intent of the Firestone Boulevard district is to create a lively atmosphere consisting of high-intensity/density development with flexible retail, office and residential space. Entertainment uses such as bowling, sports bars, live music, and dancing may be located in this district with appropriate development approaches to provide compatibility with established uses. Along Firestone Boulevard, the ground floor is reserved for office and commercial uses; residential uses may be located on the second floor and above. More rental opportunities and creative residential products such as live work units, lofts and studios are encouraged. While Firestone Boulevard will continue to facilitate through traffic, special attention will be given to roadway treatments that encourage pedestrian connections to the downtown core (Downey Avenue) and that make walking along Firestone a pleasant experience. Plazas and paseos are highly encouraged.

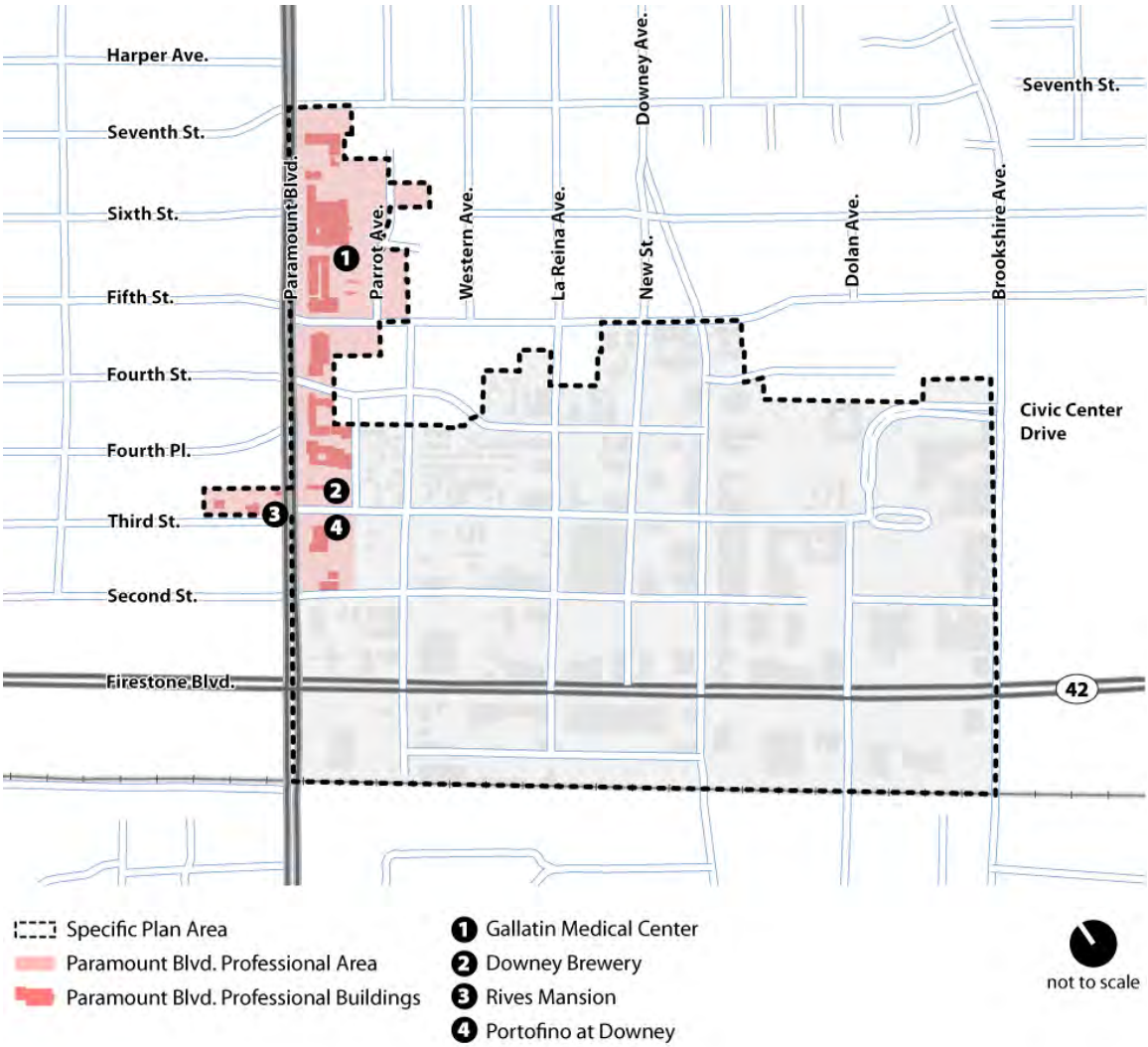
Image (bottom, left): Development along Firestone Boulevard should include higher density buildings with retail uses on the ground floor and office or residential units on the second floor and up.

2.2.4. Paramount Boulevard Professional

The Paramount Boulevard Professional district is east of Paramount Boulevard and generally west of Parrot Avenue between Second and Seventh Streets. Within Downtown, the Paramount Boulevard Professional district includes approximately 12 acres and hosts a variety of commercial and professional office uses. The northern half of Paramount Boulevard consists primarily of the abandoned Gallatin Medical Center, which is comprised of vacant medical office buildings and surface parking lots. In recent years there has been discussions regarding the future of the site and potential redevelopment opportunities. The City ideally would like the site to remain primarily as professional office uses, although the incorporation of residential would be considered. Farther south along Paramount is a mix of professional office (e.g. escrow and law offices, and real estate brokers) as well as a number of popular local restaurants. The Rives Mansion, which has most recently been used as an event space, is also included in Paramount Boulevard district.

Exhibit 2.5: *Paramount Boulevard Professional Land Use District*

Exhibit 2.5: Paramount Boulevard Professional Land Use District



EXISTING CONDITIONS

Image (top): The Rives Mansion, located on Paramount Blvd at Third Street, has historical significance for many long-time residents

Image (bottom, left): The vacant Gallatin Medical Center on Paramount Boulevard north of Fifth Street

Image (bottom, right): Professional office building in the Paramount Blvd Professional district

VISION:

The primary intent of this district is to create a professional office environment (medical/law offices) with related service uses (quick lunch dining, coffee and juice bars). While the ground floor is reserved for office and commercial uses for properties fronting Paramount Boulevard, residential uses may be located on the second and third floors, as illustrated in the image to the right.

2.2.5. Civic Center

The Civic Center district is primarily west of Brookshire and east and south of Civic Center Drive. The Civic Center area is approximately 13 acres in size and was created with the intention to provide for civic-related uses in Downey. Existing uses include City Hall, the Library, the Police Department, and the Downey Civic Theater. A significant amount of area provides surface parking spaces for the high traffic uses in the area.

EXISTING CONDITIONS

Image (top): City Hall located between Civic Center Drive and Brookshire Avenue
Image (bottom, left): The Downey Civic Theater
Image (bottom, right): The Downey City Library

Exhibit 2.6: *Civic Center Land Use District*

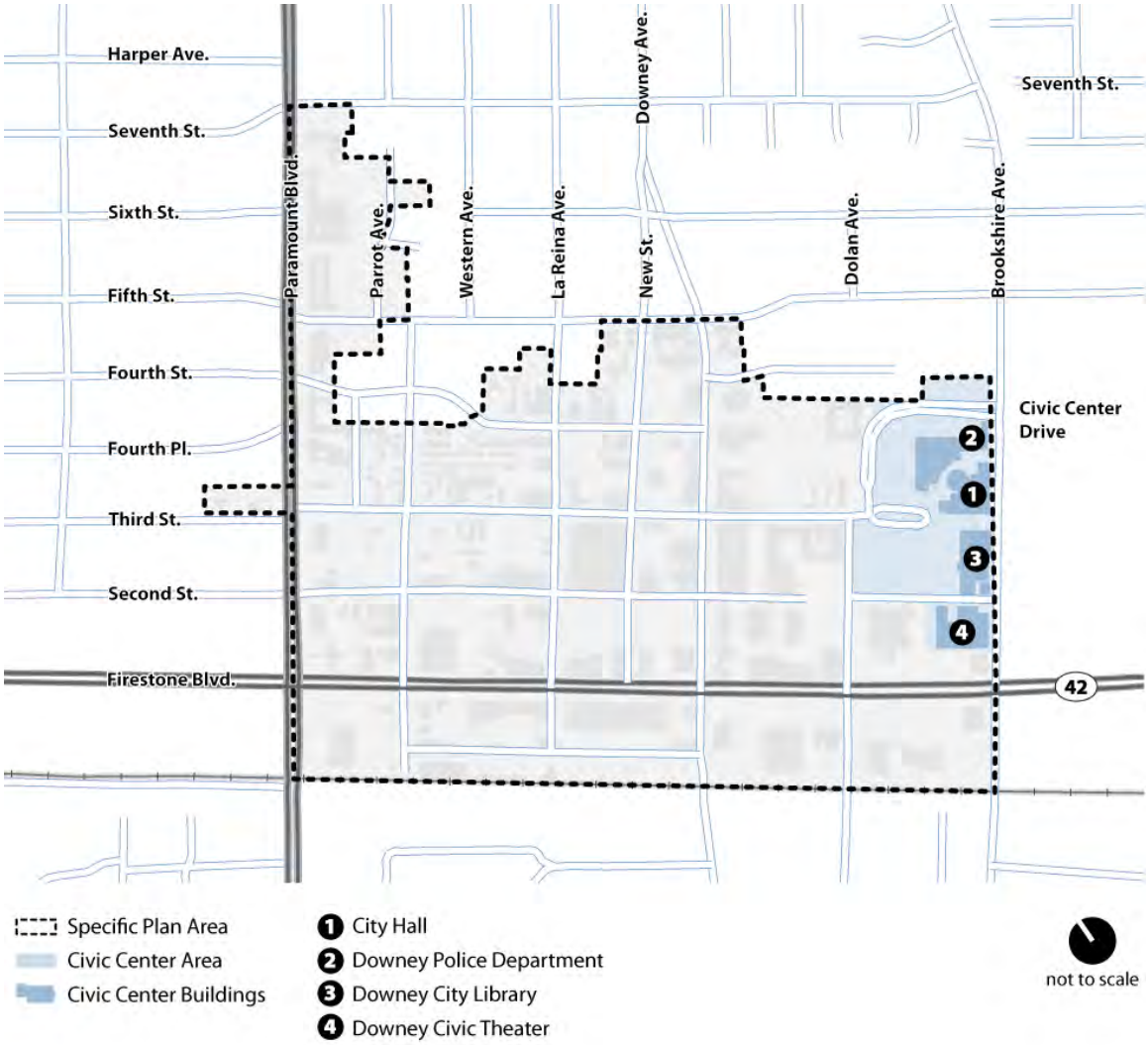


Exhibit 2.6: Civic Center Land Use District

VISION

The Civic Center district permits government facilities, public parks, and a transit center. Envisioned embellishments include a large public gathering space, similar to the example shown in the image to the left, to provide a space for community festivals, fairs and events; constructing a parking structure; and relocating the transit center to this district.

2.3. Permitted Uses

Exhibit 2-1 shows the location and extent of land use districts within the Downtown Downey Specific Plan area. The five land use districts that compose the Specific Plan are as follows:

Downtown Core

Downtown Residential

Firestone Boulevard Gateway

Paramount Boulevard Professional

Civic Center

Permitted uses for each land use district are identified in this section. Following an application submittal, the Community Development Director or designee shall make the determination as to whether the proposed use is permitted, conditionally permitted, prohibited, or allowed as a temporary or accessory use to a permitted use.

A Permitted Use (P) is one that can be established as the primary use of a building without discretionary approval.

A Second Floor Permitted Use (P^2) is a primary use that can be established only on the second floor or above of a building fronting Firestone Boulevard, Downey Avenue or Paramount Boulevard, without discretionary approval. The ground floor of buildings along these major roadways shall be reserved for non-residential uses only.

A Conditionally Permitted Use (C) requires discretionary approval in the form of a Conditional Use Permit approved by the Planning Commission following review and a determination that the nature of the proposed use, at the location proposed, is subject to conditions of use and occupancy that may be set, and can be conducted without detriment to nearby properties and uses.

A Prohibited use (*) refers to a use or activity that is not permitted.

A Temporary Use (T) refers to a use of limited duration that may be permitted as a primary or accessory use of a property. A temporary use shall require approval by the Community Development Director or designee prior to issuance of a temporary use permit and/or special event permit. A temporary use permit and/or special event permit application shall be submitted no later than two (2) weeks prior to the opening date of the temporary use and/or event.

An Accessory Use (A) refers to a use customarily incidental and subordinate to the primary use of the land or building and located on the same lot with the primary use or building. If exterior modifications and/or new construction is anticipated, an accessory use shall require approval by the City of Downey Planning Department prior to issuance of a building permit.

Table 2.1: Permitted Uses by Land Use District

Table 2.1: *Permitted Uses by Land Use District*

	Permitted Uses by District				
Permitted Uses Key: **C – Conditionally Permitted** **P – Permitted Use** **P^2 – Permitted Use on Second Floor or above** *** – Use Not Permitted** **T – Temporary Use** **A – Accessory Use**	**Downtown Core**	**Downtown Residential**	**Firestone Boulevard Gateway**	**Paramount Boulevard Professional**	**Civic Center**
EATING AND DRINKING ESTABLISHMENTS					
Alcohol Sales (50% or less of total)	P	P	P	P	*
Alcohol Sales (50% or more of total)	C	*	C	C	*
Catering Services	C	*	P	C	*
Dine-In Restaurant	P	P	P	P	*
Eating Establishment/Coffee Shop/Bakery	P	P	P	P	P
Fast Food/Drive-Thru Restaurant	*	*	C	C	*
Outdoor Patio Seating or Dining	P	P	P	P	P
Take-Out Restaurant	P	P	P	P	*
EDUCATIONAL USES					
Colleges (private)	*	*	P	P	*
Cultural Institutions	P	P	*	*	P
Schools, (Business, Professional, Trade, Medical)	*	*	P	P	*
ENTERTAINMENT USES					
Conference Facilities/Convention Centers	*	*	*	C	C
Commercial Recreation Facilities	*	*	P	*	*
Fitness Studio	P	P	P	P	*

	Permitted Uses by District				
Permitted Uses Key: **C – Conditionally Permitted** **P – Permitted Use** **P^2 – Permitted Use on Second Floor or above** *** – Use Not Permitted** **T – Temporary Use** **A – Accessory Use**	**Downtown Core**	**Downtown Residential**	**Firestone Boulevard Gateway**	**Paramount Boulevard Professional**	**Civic Center**
Recording Studios, Radio, Television	*	*	P	P	*
FINANCIAL AND PROFESSIONAL OFFICE USES					
Financial Services/Banks/Credit Unions	P	P	P	P	*
Laboratories	*	*	P^2	P	*
Office, Business and Professional	P^2	P^2	P^2	P	P
Office, Medical and Dental	P^2	P^2	P^2	P	*
Research and Development	*	*	*	P	*
PUBLIC/INSTITUIONAL USES					
Government Facilities	*	*	*	*	P
Open Space	P	P	P	P	P
Parks and Recreational facilities	P	P	P	P	P
Public Utilities	*	*	*	*	P
Transit Center (City-owned and operated)	P	*	*	*	P
RESIDENTIAL USES					
Apartments	P^2	P	P^2	P^2	*
Condominiums	P^2	P	P^2	P^2	*
Courtyard Housing	*	P	*	P	*
Daycare Home (Large, 9 to14 children)	*	P	*	*	*
Daycare Home (Small, 8 or fewer children)	*	P	*	*	*
Duplex Dwelling Units	*	P	*	*	*
Live/Work Units	P	P	P	P	*
Residential Care Facility (Small, 6 or fewer)	*	P	*	*	*
Second Unit Development	*	P	*	*	*

	Permitted Uses by District				
Permitted Uses Key: **C – Conditionally Permitted** **P – Permitted Use** **P^2 – Permitted Use on Second Floor or above** *** – Use Not Permitted** **T – Temporary Use** **A – Accessory Use**	**Downtown Core**	**Downtown Residential**	**Firestone Boulevard Gateway**	**Paramount Boulevard Professional**	**Civic Center**
Single-Family Dwelling Units (detached)	*	P	*	*	*
Townhomes	*	P	*	P^2	*
Home Occupations (Subject to DMC Section 9408)	P^2	P	P^2	P^2	*
RETAIL COMMERCIAL USES					
Adult-Oriented Businesses	*	*	*	*	*
Alcoholic Beverage Sales, off-premises	C	C	C	C	*
Animal Sales/Feed and Supplies/Pet Stores	P	P	P	*	*
Antique and Collectible Stores	P	*	*	*	*
Art Galleries	P	P	P	P	P
Bicycle Sales and Repair Shops	P	*	P	*	*
Bookstores (New and used)	P	P	P	P	*
Convenience Stores/Markets	P	P	P	P	*
Drug Stores/ Pharmacies	P	P	P	P	*
Florist Shops	P	P	P	P	*
Grocery Stores	*	*	P	*	*
General Retail /Specialized Retail	P	P	P	P	*
Hardware/Home improvement Stores	P	*	P	*	*
Jewelry Stores	P	*	P	*	*
Nurseries and Garden Supply Stores	*	*	C	*	*
Smoke, Cigar, Hookah Lounges	C	*	*	*	*
SERVICE COMMERCIAL USES					
Animal Boarding Facilities/Doggie Daycare	*	*	C	*	*
Animal Grooming	P	P	P	*	*

	Permitted Uses by District				
Permitted Uses Key: **C – Conditionally Permitted** **P – Permitted Use** **P^2 – Permitted Use on Second Floor or above** *** – Use Not Permitted** **T – Temporary Use** **A – Accessory Use**	**Downtown Core**	**Downtown Residential**	**Firestone Boulevard Gateway**	**Paramount Boulevard Professional**	**Civic Center**
Clinic (Medical or Dental)	P^2	*	P	P	*
Cyber Cafes	P	P	P	*	*
Day Care Center	*	C	C	C	*
Dry Cleaning and Laundry Cleaning Services	P	P	P	*	*
General Commercial Services	P	P	P	P	*
Hair /Nail Salons, Day Spas	P	P	P	*	*
Hospitals	*	*	C	C	*
Hotels/Motels	*	*	C	*	*
Mail and Shipping Services/Post Box Rentals	P	P	P	P	*
Personal Improvement Services	P	*	P	P	*
Personal Services	P	P	P	P	*
Printing and Photocopy Services	P	P	P	P	*
Tailor Services/Shoe Repair Shops	P	P	P	*	*
Tanning Salons	*	C	*	*	*
Travel Agencies	P	P	P	P	*
Veterinary Offices	*	*	C	C	*
TEMPORARY USES					
Arts and Crafts Fairs	T	*	*	*	*
Christmas Tree and Pumpkin Sales	T	*	T	*	*
Circuses and Carnivals	T	*	*	*	*
Farmer's Market	T	*	*	*	*
Fireworks Stands	*	*	T	*	*
Swap Meets/Flea Markets	T	*	*	*	*

	Permitted Uses by District				
Permitted Uses Key: **C – Conditionally Permitted** **P – Permitted Use** **P^2 – Permitted Use on Second Floor or above** *** – Use Not Permitted** **T – Temporary Use** **A – Accessory Use**	**Downtown Core**	**Downtown Residential**	**Firestone Boulevard Gateway**	**Paramount Boulevard Professional**	**Civic Center**
ACCESSORY USES					
Kiosks (permanent and temporary)	A	*	*	*	*
Newstands	A	A	*	*	*

2.3.1. Permitted Uses within Live/Work Units

The following permitted uses may be incorporated into live/work units:

Art and/or graphic design studios

Professional and administrative offices

Business services, such as but not limited to accounting, bookkeeping, advertising and public relations agencies, commercial photography, word processing, web site publishing, travel agencies, and party and event planning

Financial services, including credit reporting and collection services, escrow services, financial planning and investment services, mortgage brokers and similar uses

Insurance agents and brokers, real estate agents and brokers, title services

Social services, including individual and family counseling, group counseling, academic counseling, or other similar services

Limited retail uses such as art galleries, interior design studios, specialty antiques or collectibles dealers, tailor, dressmaker, specialty clothing, jewelry or millinery design studio, catering (preparation for off-site consumption only), and other similar services

Beauticians and barbers, limited to one chair

Other similar uses as permitted by the Community Development Director, other than those identified as prohibited

The following uses are prohibited in live/work units:

Secondary living quarters (designated ground floor work space shall not be converted into living quarters)

Secondary work space (designated above ground floor living quarters shall not be converted into additional work space)

Medical offices or practices

Food services for on-site consumption

Child day care facilities

Adult businesses

Motor vehicle maintenance or repair

Welding and/or machining

Dry cleaning

Other similar uses as determined by the Community Development Director as prohibited, other than those identified as permitted

2.3.2. Temporary Uses and Special Events

The Specific Plan allows for and permits opportunities for a variety of temporary uses, within the Downtown Core and Firestone Boulevard Gateway districts. Some of these uses are associated with the adjoining businesses and/or churches that create activity to encourage pedestrian uses. Temporary uses may include: civic ceremonies, farmers markets, festivals, carnivals with rides, promotional events, live performances, fairs, and seasonal events and activities, such as sporting exhibitions, competitions, and other similar activities found in regional indoor and outdoor malls. Temporary uses shall require approval by the Community Development Director or his/her designee, and a temporary use and/or special event permit application shall be submitted no later than two (2) weeks prior to the opening date of the temporary use and/or event. In addition to the standards presented in the City of Downey Municipal Code, temporary uses must comply with the following provisions, as applicable:

The period of operation of festivals, carnivals, fairs, expositions, civic ceremonies, promotional events, live performances, lectures, religious assemblies or other similar activities shall not exceed ten (10) consecutive days and shall not occur me than four (4) times in a calendar year

Weekly farmers' markets, flea markets, art walks/sales, or antique sales shall not exceed two (2) days per week

Expected gatherings of over one hundred fifty (150) persons shall be required to obtain a Temporary Use Permit and/or Encroachment Permit per Downey Municipal Code Section 9420.18. Weekly farmers' markets, flea markets, art or antique sales are exempt from this provision.

Additional information on temporary uses can be found in Section 9424.02 and 9420.08 of the Downey Municipal Code.

2.3.3. Outdoor Vendors/Carts/Kiosks

In an effort to create an atmosphere that encourages pedestrian traffic and invites people to walk between uses, outdoor vendors are permitted as an accessory use throughout the Downtown Core district. While the vendors' carts or kiosks may appear to be temporary in nature, they shall be designed to complement the architectural style of the other buildings in the Downtown Core and be integrated into the overall design to provide for easy pedestrian access. Moving vendor carts require written approval by the City of Downey Planning Department to operate. The size and location of vendor carts shall be limited to ensure that each is oriented to the pedestrian and not the surrounding streets and to provide for adequate pedestrian circulation around the use. Additional information and standards not addressed in the Specific Plan can be found in Section 6545 of the City of Downey Municipal Code.

2.3.4. Encroachments

Encroachments are allowed subject to the following criteria:

The following architectural elements are allowed to encroach into the required setbacks: awnings, galleries, balconies, bay windows, signs, cornices, eaves and similar projected elements.

Any object encroaching on the public right-of-way should have a minimum height clearance of 8 feet, and leave a public passage on the sidewalk of a minimum of 5 feet.

Outdoor dining may be allowed on sidewalks and pedestrian parkways by approval of the Director of Public Works.

The serving of alcohol is subject to the relevant regulations of the California Department of Alcohol Beverage Control and in compliance with applicable city ordinances.

2.4. Open Space Opportunities

The City of Downey has identified the need for a comprehensive open space system in Downtown to provide a variety of outdoor opportunities for residents, workers and visitors. To meet this need, the Specific Plan identifies areas with potential for conversation from their existing use to green space. Exhibit 2.7 below illustrates parcels that have potential to be converted from their existing use to a larger Downtown open space or a smaller pocket park.

Exhibit 2.7: *Open Space Opportunities Map*

Exhibit 2.7: Open Space Opportunities Map

Generally, open space opportunity sites identified in Exhibit 2.7, contain surface parking or are underutilized sites with buildings that are vacant or uses not appropriate for Downtown. As new green areas, plazas, and courtyards are established, these open spaces will be compatible and attractive spaces that are

a source of pride within the community. A description of different open space opportunities is provided.

2.4.1. Large Civic Open Space

Downtown Downey is in need of an outdoor "living room" that can accommodate a variety of outdoor activities for residents of all ages. Ideally this space will consist of a combination of a large green area, an amphitheater and a plaza to accommodate family events year round in the eastern portion of the Specific Plan area near City Hall. The Civic Center district is an ideal location for a civic park, which

Image: *A large civic park will be created to host citywide events.*

2.4.2. Pocket Parks and Small Open Space Areas

The Specific Plan outlines a variety of smaller open space opportunities for Downtown, including pocket parks, plaza areas, courtyards, and fountains on portions of blocks to supplement a larger green space area. Exhibit 2.7 offers several potential locations in the center of the Specific Plan area for small open space areas that offer residents and employees a space to relax, eat lunch or to walk around in Downtown. These spaces will provide relief for pedestrians walking through Downtown, reinforcing the park-once strategy.

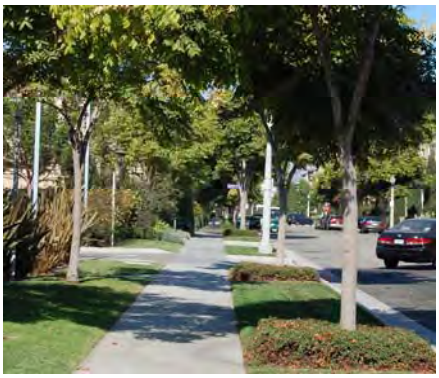
These smaller open space areas are crucial to meet the recreational needs of the residents living in the Downtown Residential and Downtown Core districts and are also popular with families wanting to enjoy an evening in the Downtown, outside where the children can safely run around

Image (Top): *Green parkways with shade trees will enhance the pedestrian experience in Downtown and encourage walking.*

Image (Bottom): *Open space areas should provide activities for residents of all ages*

2.4.3. Parkways and Green Streets

The pedestrian experience will be enhanced through the creation of green, tree-lined corridors and pocket parks along major roadways. Adding a variety of street trees and other greenery along major corridors such as Third Street identifies the Downtown streets as essential elements of the open space system and as tree lined open spaces and continuous recreational paths.



2.4.4. Parkland Acquisition Program

The City will establish a Parkland Acquisition Program to assemble spaces to establish multiple open space areas throughout Downtown. This program will utilize various techniques to acquire land to improve the area as a whole. Ideally, a large civic park with a large green space as well as a plaza/amphitheater area will be created by City Hall that is able to host city-wide events as well as smaller pocket parks and plazas all connected by parkways. The Parkland Acquisition Program will allow developers to develop higher density and intensity projects requiring that each development contribute an in lieu fee to the City to finance larger central public spaces.

3

Urban Design Standards and Guidelines

City of Downey

Downtown Specific Plan

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3. Urban Design Standards and Guidelines

3.1. Introduction

The application of the urban design standards and guidelines will result in a built environment that accommodates a diverse mix of uses and creates a vibrant landscape and enjoyable pedestrian experience.

3.1.1. Why Urban Design Standards and Guidelines?

Downtown Downey is a traditional suburban center that, with care, will evolve into a vibrant and active pedestrian-oriented town center. Over past years, new development has not always been compatible with the existing small town character nor fully realized the potential and opportunities this place presents. The design standards and guidelines of this Plan direct that the reuse of existing buildings and new development reflect the values of local residents and stakeholders. The outcome of applying the design standards and guidelines to new buildings and renovations will be a family-oriented, safe, walkable, and attractive environment that includes a mix of new, old, and human-scale commercial, residential, and mixed-use projects, and new open spaces, green streets, and landscape that Downey residents, Downtown shoppers, and visitors to this City all enjoy.

3.1.2. Projects Subject to these Urban Design Standards and Guidelines

Upon adoption, all repair, alteration, addition, construction, and development projects within the Downtown Specific Plan Area (see Exhibit 1.2) are subject to the standards and guidelines of this Plan.

3.1.3. Users of the Urban Design Standards and Guidelines

Individuals and entities, including landowners, developers, tenants, and their consultants, such as architects, who propose any repair, alteration, addition, construction, and development projects within the Downtown Specific Plan Area shall use these standards and guidelines. City staff shall use this Plan to review projects for 1) compliance with the design standards and 2) compliance with the intent of the design guidelines.

3.1.4. Early Consultation

Individuals and entities proposing projects within the Downtown Specific Plan Area should review and understand these standards and guidelines before initiating the design and development process. To facilitate project approvals, questions regarding the design standards and guidelines, as well as other development related questions, will be discussed with City Community Development and other staff as early as possible.

3.1.5. Effective Use of these Urban Design Standards and Guidelines

Image: *This three-story mixed-use development shows how sidewalks can be framed with landscape buffers.*

Individuals and entities proposing projects use these design standards and guidelines at each project stage to test concepts and thereby realize a compatible architecture and urban design approach that meets City of Downey requirements and expectations. City staff and others use these standards and guidelines to understand proposed projects within the context of approved design objectives and goals.

3.2. Established Conditions and Urban Design Opportunities

Image: *The small town legacy scale still remains the dominant built form in Downtown Downey, as shown by these stores along Downey Avenue*

Downtown Downey has many physical qualities that have created past successes and that will allow the revitalized district to thrive. The grid street pattern creates short blocks that encourage pedestrian movement. Buildings front immediately upon the sidewalk, providing storefronts that generate pedestrian interest. Building practices of the late twentieth century produced taller buildings, disrupting these patterns. However, the original suburban town scale is intact and forms a legacy backdrop.

At the turn of the 21st century, the City undertook downtown streetscape improvements, particularly along Downey Avenue. The new sidewalks, shade trees, and street furniture – public realm enhancements – encourage gathering, strolling, and shopping. Now, broader public realm treatments and greater attention to the private realm throughout Downtown will produce designs and amenities that create a welcome and thriving environment for the surrounding community. These initiatives include:

Image 1: *Firestone Boulevard is a heavily traveled arterial road ideal for new gateway elements*

1. Improve the gateway identity of Firestone Boulevard: Add street trees, medians, parkways, pedestrian lighting, and improved crosswalks. Increasing the scale of structures along this street will distinguish Downtown from surrounding districts, introduce Downtown as a unique center, and establish an outdoor living room that invites activity.

Image 2: *Establish a pedestrian connection and open spaces along Third Street, from the Civic Center to the Rives Mansion to reinforce the east-west connection within Downtown*

Image 3: *Public gathering areas and open spaces are as new construction and renovation occurs*

Image 4: *The Downey Deport transit center should be visible and accessible to the public*

Image 5: *The City's legacy scale is still preserved along Downey Avenue*

Image 6: *Outdoor eating areas contribute to active sidewalk environments*

2. Create a primary east-west pedestrian street: Downey Avenue connects neighborhoods north and south, but no equivalent east-to-west street exists. Improving Third Street as a pedestrian-oriented complement to Downey will better connect the latter to the theaters; link the Civic Center to the Rives Mansion, and highlight Downey and Third as the place to meet.

3. Create well-landscaped community gathering spaces: Downtown open space is dominated by surface parking and remaining vacant lots. On-site open space such as courtyards, and new pocket parks and greens will increase the sense of place and attractiveness of Downtown.

4. Increase transit connectivity - Both MTA buses and the Downey Link pass through the center of town. A transit way on Second Street will bring more people conveniently and directly into the center of town to take advantage of its many shops and services.

5. Conserve the legacy scale and encourage new infill construction: Existing buildings are a reminder of Downey's past and create right-sized spaces for local businesses. New and larger infill construction should be encouraged to mix with older structures, both to honor the familiar setting and provide space for local and new business.

6. Emphasize sidewalk vitality with each new building: Traditional commercial downtown construction incorporates sidewalk-hugging facades featuring storefronts that invite sidewalk activity. To further relate new to old, infill construction and repair projects should maintain this pattern.

The following vision, design standards and guidelines of this Plan build upon the existing legacy conditions and these urban design observations and opportunities.

3.3. Urban Design Guidelines Quick Reference Table

Design Standards and Guidelines	Downtown Core	Downtown Residential	Firestone Boulevard Gateway	Paramount Boulevard Professional	Civic Center
Maximum Floor Area Ratio (FAR) (Section 3.5.2, Exhibit 3.1)	1.5 FAR	1.5 FAR/ 0.5 Commercial FAR	3.0 FAR	2.0 FAR	N/A
Maximum Height Limit (Section 3.6.3, Exhibit 3.2)	3 stories/ 45 feet	3 stories/ 45 feet	6 stories/75 feet[1]	3 stories/ 45 feet	N/A
Required Step-backs (Section 3.6.4, Exhibit 3.3)	Minimum12 feet above 25 feet along Downy Avenue[2]	N/A	Minimum 12 feet above 45 feet along Firestone Blvd.[2]	N/A	N/A
Maximum Lot Coverage (Section 3.6.5, Exhibit 3.4)	80% Commercial 60% Residential	Lot Coverage Varies – See Exhibit 3.4	100%	80% Commercial 60% Residential	N/A
Build-to-Line and Setback Standards (Section 3.6.6)	Varies by Street – See Exhibit 3.5				N/A
Parkway Requirements (Section 3.6.7.F)	Varies by Street – See Exhibit 3.6				N/A
Landscape Requirements (Section 3.6.8)	Varies based on setback and build-to-line requirements – See section 3.6.8				N/A
Storefront Requirements (Section 3.6.9.C, Exhibit 3.7)	Varies by Land Use – See Exhibit 3.7 and Diagram 3.9				N/A

[1] Majority of the parcels in the Firestone Gateway district allow for 6 stories up to 75 feet with the exception of parcels fronting Second Street which allow 3 stories up to 45 feet. See Exhibit 3.2 for clarification.

[2] Step-backs are required to maintain the pedestrian scale along Downey Avenue and Firestone Boulevard. See Section 3.6.4 for more information and Exhibit 3.3 for the exact locations where step-backs are required.

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3.4. Downtown Downey Urban Design Vision and Principles

3.4.1. Urban Design Vision

Image: *A new parkway will be established along Third Street between the Civic Center and the Rives Mansion, with new mixed uses of residential units above storefronts seamlessly integrating with existing buildings.*

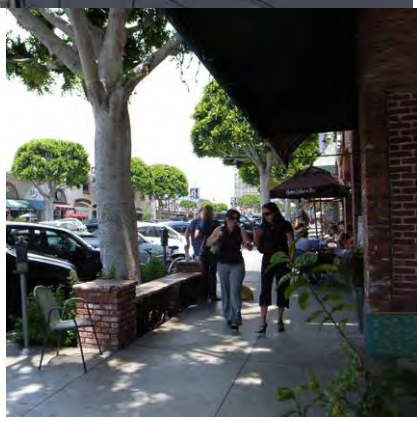


Image: *As an established "main street" Downey Avenue will adapted to accommodate*

Imagine Downtown Downey reinvented as a district where people shop, work, live, dine, and gather for spiritual, cultural, educational, and civic activities. Residents can easily walk to and from work or to the transit stop for work trips. People gather for conversation before City Council meetings or on their way to the theater. On weekends, members of the many vibrant churches and synagogues and other places of religious gathering located in Downtown stay in Downtown to shop and eat. What does this vision look and feel like? What do the streetscapes look like? What type of buildings do people live and work in?

These design standards and guidelines encourage new two- and three-story sidewalk-oriented buildings with well-detailed storefronts interspersed with older one-story buildings along Downey Avenue. A green linear pedestrian parkway will be established along Third Street between the Civic Center and the Rives Mansion; this parkway will accommodate pedestrian and serve as a place for activities such as concerts. Along this street, existing structures blend well with new two- and three-story building that combine residential uses over retail businesses. To the west of the movie theater, live–work housing and townhouses bring new residents to Downtown. A new gateway identity will be established, including improved medians and crosswalks linking Firestone Boulevard to Downtown. Here, four-, five-, and six-story office structures provide space for working professionals who shop and dine at Downtown businesses. Professional

services are located along Paramount Boulevard in two and three story structures with entrances facing the street, reaffirming this area as a center for medical services that serve the surrounding cities and region. Local residents and visitors find easy access to these services and Downtown activities by utilizing parking structures evenly distributed throughout the area. People park-once, walk, and enjoy Downtown Downey throughout the day and into the evening. More people ride their bicycles into the heart of the town along New Street. Others take transit to and from Downtown; both the Downey Link as well as MTA buses drop and pick up passengers along the Second Street Transit Way.

The standards and guidelines of this plan seek to mix the new with the old, maintain and encourage human scale, provide opportunities for pocket parks and shaded sidewalks, realize gathering spaces and detailed storefronts, ensure that the sidewalks and buildings are interesting, varied, and maintain the existing small town feel. This design vision mingles new with old, all together in one place. Through building design that relates to sidewalks and pedestrians, it encourages a daily mix of neighbors and communities in the vital center of Downey. This is the design vision.

3.5. Urban Design Principles for Downtown Downey

The design standards and guidelines within Downtown Downey are to be guided by the following principles:

Image (Top): *Wide sidewalks with landscaped bulb-outs and transparent storefronts create an inviting pedestrian environment.*

Image (Center): *New architecture matches the existing building scale including similar rooflines and width to height proportion.*

Image (Bottom): *Step-backs are used to reduce the visual impact of building height as viewed from the sidewalk.*

1. In the architecture of each new project, anticipate a pedestrian-oriented, ground-related, live and work, walk-to-work, and sustainable Downtown Downey - The design standards and guidelines of this plan direct property owners, developers, and individuals to contribute architecture that promotes activity at sidewalks through a creative building-by-building design of a compact, sidewalk-oriented town center.

2. Develop and revitalize with both new and old architecture - Design standards and guidelines encourage both the realization of new infill buildings and the reuse and revitalization of older structures.

3. Relate overall building scale to Downey's legacy townscape - design standards and guidelines advance the realization of new structures that acknowledge through setbacks, step-backs, and building detail the one and two

story legacy and scale of Downey's downtown.

4. Promote public and private greening with each private and public building project – design standards and guidelines encourage the creation of on-site landscaped open spaces such as courtyards, the greening of sidewalks, and the introduction of new open space.

5. Relate and link new architecture directly to sidewalks and right-of-ways - design standards and guidelines promote the realization of buildings that create street facades and architectural interest at the back of sidewalks. Standards and guidelines in particular support sidewalk interest at the first floor of new and renovated buildings through incorporation of well-detailed storefronts, building entries oriented to streets, and transitional spaces between sidewalks and entries such as terraces, landscape buffers, arcades, porches, stoops, recessed entries, and portals to courtyards.

6. Realize human-scale architectural detail in every project - design standards and guidelines demand incorporation of varied architectural components, material expressions, details, proportions, storefronts, windows, entries, and architectural expression to realize an eclectic and innovative human-scale townscape.

Image (Top): *Lush residential gardens at private residential common spaces.*

Image (Center): *Wide and transparent openings merge the sidewalk space and the interior store into an inviting place.*

Image (Bottom): *A variety of architectural expressions and materials contribute to a human-scaled building.*

3.6. Urban Design Standards and Guidelines

The following urban design standards and guidelines shall be utilized when undertaking new construction, alteration, and repair projects within the Downtown Specific Plan area as defined by Exhibit 1.2. Standards are identified in this Plan by use of the verbs "shall", or "shall be", and are design requirements that must be addressed in a project. Guidelines are identified in this plan by use of the

verbs “should”, or “should be”, and project proponents are strongly encouraged to affirmatively incorporate these ideas in their project designs.

3.6.1. Allowed Floor Area, Height, Lot Coverage, and Step-back Standards and Guidelines

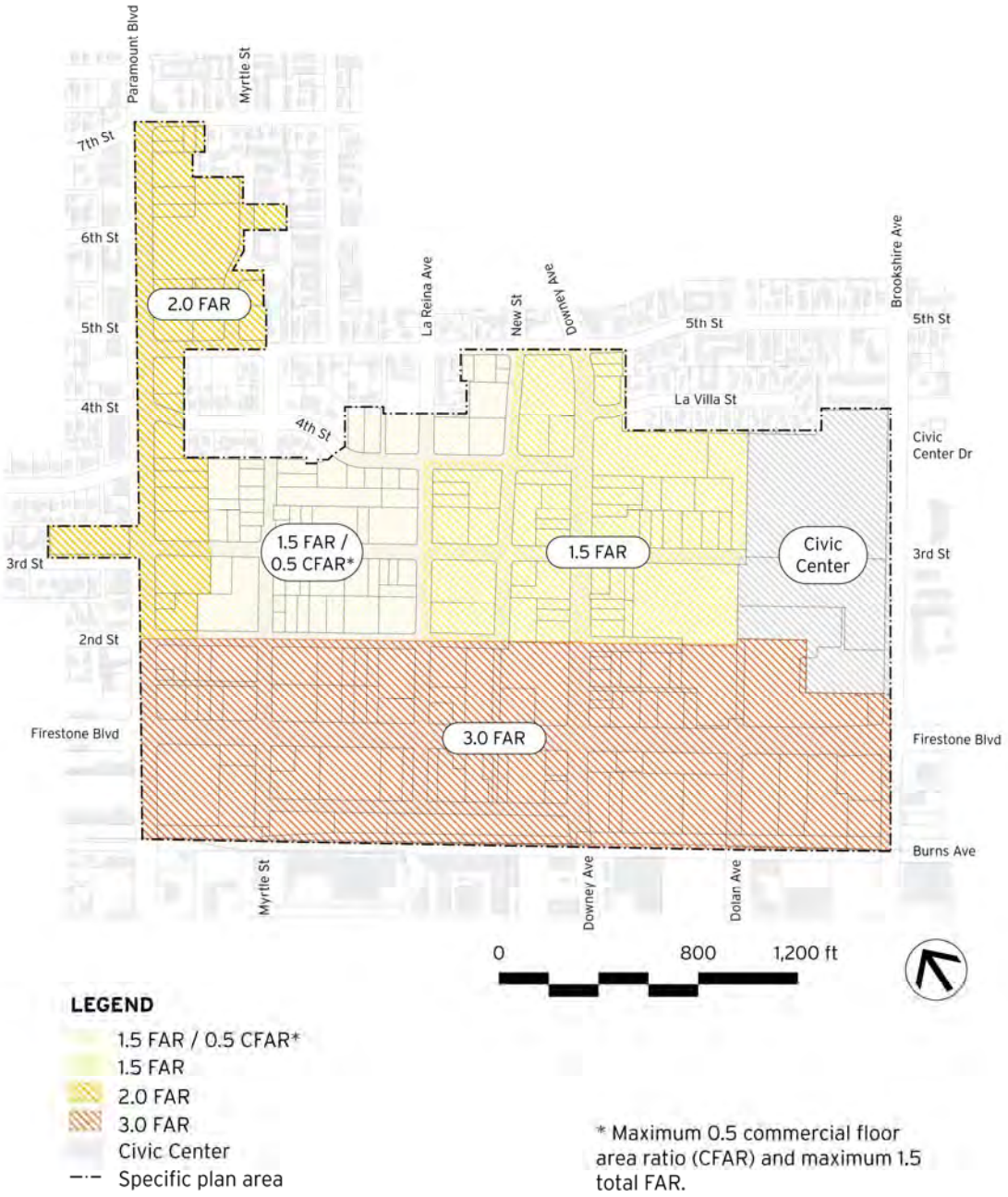
The following standards and guidelines for area, height, and step-backs regulate the square footage of buildings as a function of floor area ratio (FAR), the height of buildings, and in certain portions of the downtown, use of step-backs above defined heights in order to control building intensity from the point of view of the sidewalks and streets.

3.6.2. Allowed Floor Area Ratio

Floor area ratio controls the size of a structure in relationship to the size of the parcel. In Downtown, floor area ratios are established per Exhibit 3.1 that both relate to the existing intensity of uses and at the same time allow for new construction that increases activity in this district. The square footage of all buildings and additions on a parcel shall not exceed the allowed floor area ratio for the parcel as denoted on Exhibit 3.1. If a parcel straddles two or more floor area ratio designations, the allowed area of buildings and/or additions within a sub-area of the parcel shall not exceed the allowed floor area ratio within the sub-area.

Image: *Floor area rations along Downey Avenue will remain low to maintain the main street feel*

Exhibit 3.1: Allowable Floor-Area-Ratios in Downtown



LEGEND

- 1.5 FAR / 0.5 CFAR*
- 1.5 FAR
- 2.0 FAR
- 3.0 FAR
- Civic Center
- Specific plan area

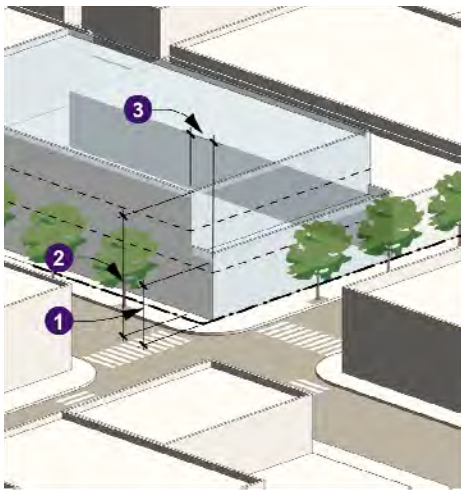
* Maximum 0.5 commercial floor area ratio (CFAR) and maximum 1.5 total FAR.

Exhibit 3.1: *Allowable Floor-Area-Ratios in Downtown*

3.6.3. Allowed Height and Number of Stories

The allowed heights and number of stories denoted in Exhibit 3.2 provide for a town-scale that through allowed medium-height structures identifies Firestone Boulevard as unique from its surrounds, while ensuring that existing one and two story buildings along other Downtown streets are not overwhelmed by new construction. The height and number of stories of new buildings and additions shall not exceed the limits noted on Exhibit 3.2 (Also See Diagrams 3.1 and 3.2 below).

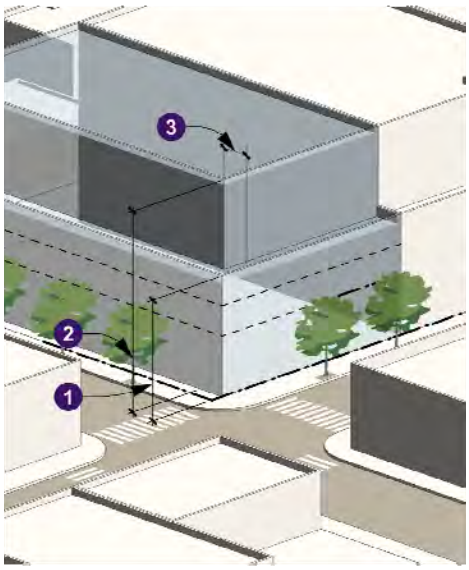
Diagram 3.1: *Maximum 45 feet height limit*



45 ft. Height Limit - Minimum 12 ft. Stepback Above 25 ft.

1. 25 ft. maximum height at build-to line
2. 45 ft. maximum building height
3. Minimum 12 ft. stepback above 25 ft.

Diagram 3.2: *Maximum 75 feet height limit*



75 ft. Height Limit - Minimum 12ft. Stepback Above 45 ft.

1. 45 ft. maximum height at build-to line
2. 75 ft. maximum building height
3. Minimum 12 ft. stepback above 45 ft.

Exhibit 3.2: Maximum Allowable Heights in Downtown

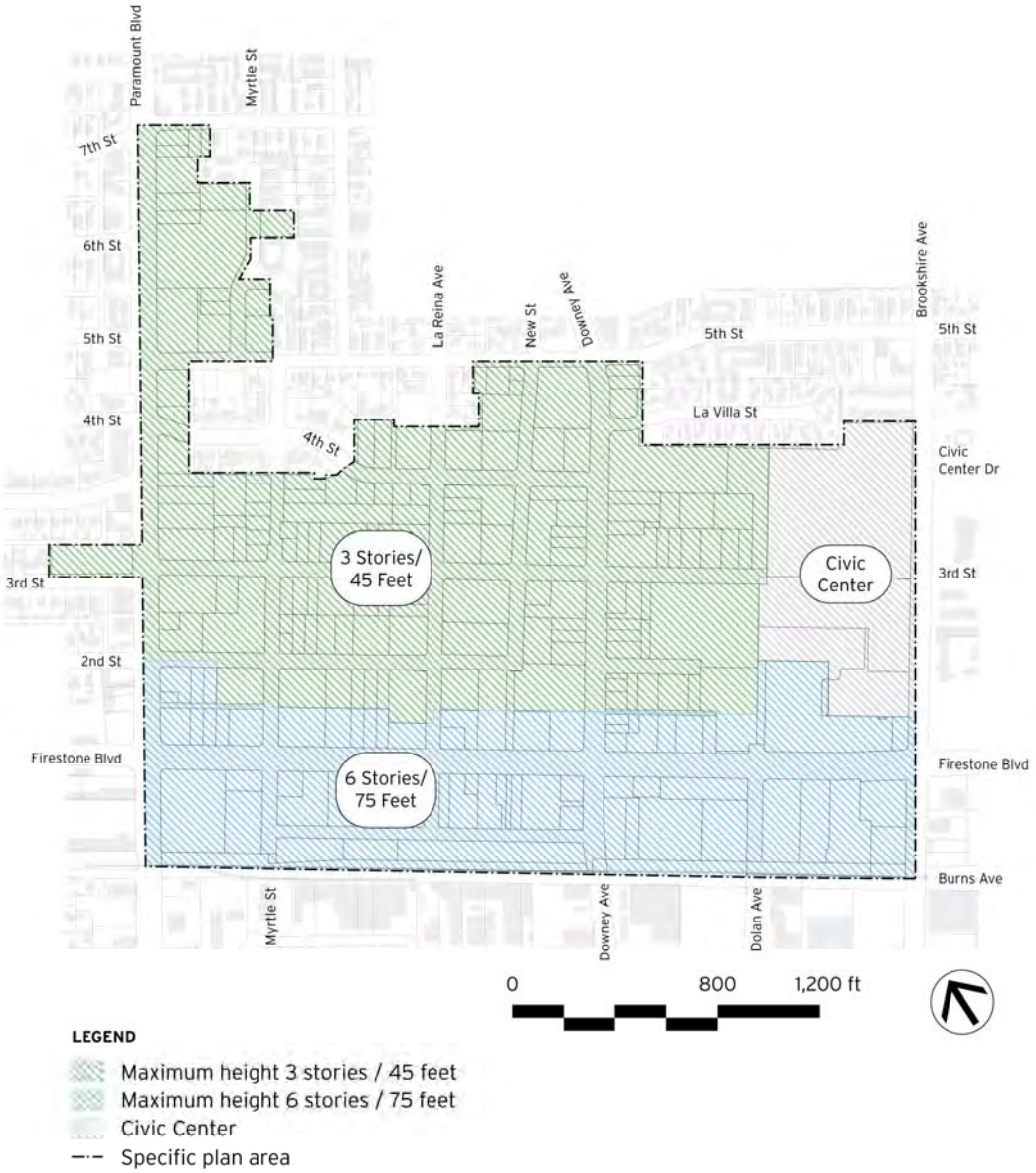


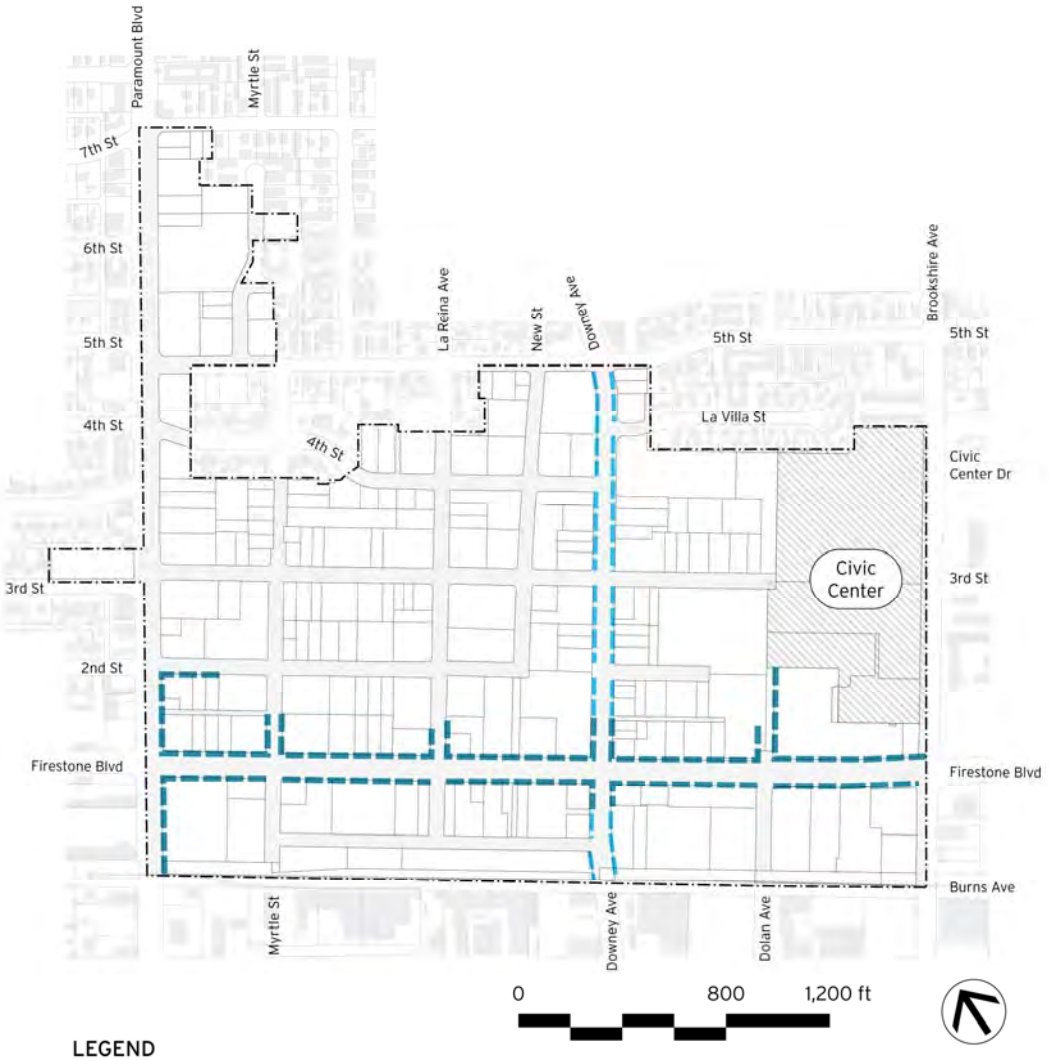
Exhibit 3.2: *Maximum Allowable Heights in Downtown*

3.6.4. Required Step-backs

Downtown Downey's legacy buildings form a comfortable one and two story townscape. While new infill buildings and additions may exceed this height, by incorporating step-backs above designated heights, the legacy character of key streets such as Downey Avenue can be maintained. Step-backs along Firestone Boulevard relate the potential taller scale of this street to the lower scale of the Downtown as a whole. Above designated heights, buildings shall incorporate façade step-backs measured perpendicularly from the property line along right-of-ways as shown on Exhibit 3.3.

Image: *Building step-backs are used to maintain a two-story scale along the sidewalk.*

Exhibit 3.3: Required Step-backs Along Major Downtown Roadways



LEGEND

- Minimum 12-foot stepback above 25 feet in height
- Minimum 12-foot stepback above 45 feet in height
- Specific plan area
- Civic Center

Exhibit 3.3: *Required Step-backs Along Major Downtown Roadways*

3.6.5. Allowed Lot Coverage

In Downey's past, one and two story commercial structures typically covered up to 100% of their lots. Residential buildings incorporated landscaping and the resulting lot coverage was less than seen at commercial uses. At the same time the overall size of buildings in Downtown Downey rarely exceeded one or two lots, lending some intimacy to the overall scene. The following standards seek to maintain a relationship to this built-form pattern:

3.6.5.A. Lot Coverage Allowance

The footprint of buildings and additions on a parcel shall not exceed the lot coverage allowances noted in Exhibit 3.4.

3.6.5.B. Ground floor Maximum Area

With the exception of buildings fronting Firestone Boulevard, the maximum area of any ground floor shall not exceed 20,000 square feet in size. Separations at ground floors may include, but are not limited to, open-to-the-air passages to courtyards, open-to-the-sky open spaces, and party walls with no connections or openings between adjacent spaces (Diagram 3.3).

3.6.5.C. Ground floor Maximum Area Approval Required

With the exception of buildings fronting Firestone Boulevard, and with the approval of the City, the maximum size of any ground floor may exceed 20,000 square feet in size but in no case shall exceed 40,000 square feet in area provide the standards and intent of this Specific Plan are otherwise met.

Diagram 3.3:
Lot Coverage

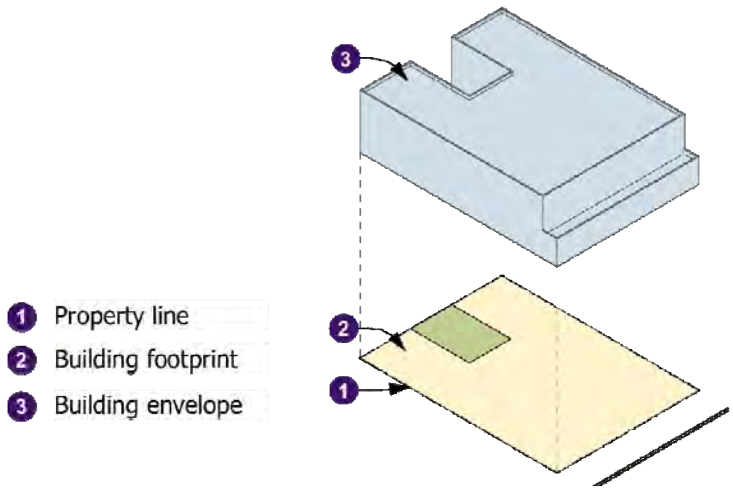


Exhibit 3.4: Maximum Lot Coverage in Downtown

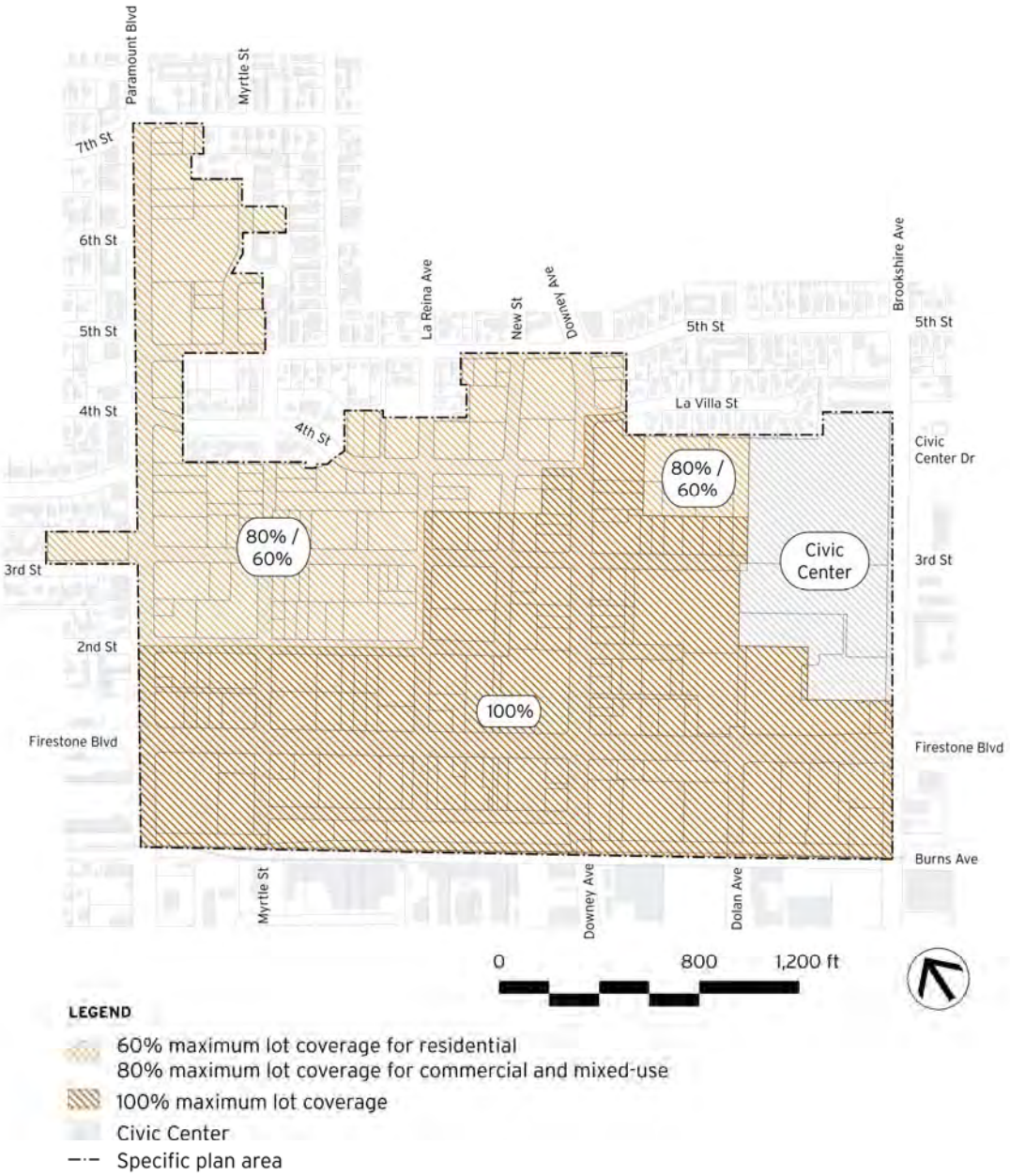
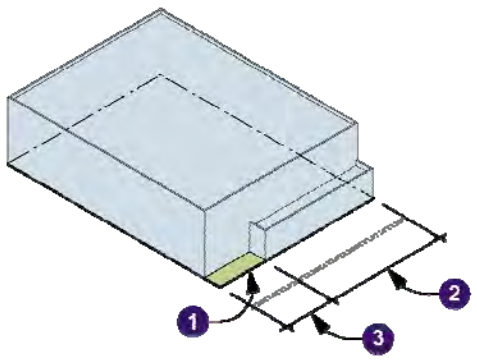


Exhibit 3.4: *Maximum Lot Coverage in Downtown*

3.6.6. Build-to Line Standards and Guidelines

Downtown Downey is characterized by commercial structures that squarely face the sidewalk, with street walls built to the front property line; this approach creates a lively interaction between storefronts, shop windows, ground floors, and pedestrians. A build-to Line is a line parallel to the front property line and marks the location from which the principle vertical plane of the front building elevation must be erected. Build-to lines are intended to create a continuous building façade along a street. If a street dedication is required, then the setback requirement shall be measured from the revised property line after the dedication. To maintain this street wall pattern and reinforce pedestrian orientation, the following standards are required.

Diagram 3.4: *Front building plane requirement at build-to line*



1. Build-to line
2. Front building plane at build-to line
3. Front building plane interrupted

3.6.6.A. Build-to and Setback Standards

The street walls, facades, and front planes of new buildings and additions shall be constructed along building lines, as shown in Exhibit 3.5.

3.6.6.B. Front Building Plane Requirement at Build-to Line of 18 Inches

Where a build-to line of 18 inches is required, up to 30% of the length of a required façade and/or front building plane may be interrupted or set back to accommodate recessed entries, breaks in building plane, passages to courtyards, and other similar breaks in the street wall (see Diagram 3.4).

3.6.6.C. Front Building Plane Requirement at Build-to Line of 5 Feet

Where a build-to line of 5 feet is required, up to 50% of the length of a required façade and/or front building plane may be interrupted or set back to accommodate recessed entries, breaks in building plane, passages to courtyards, and other similar breaks in the street wall (see Diagram 3.4).

3.6.6.D. Front Building Plane Requirement at Build-to Line of 15 Feet

Where a build-to line of 15 feet is required, up to 60% of the length of a required façade and/or front building plane may be interrupted or set back to accommodate recessed entries, breaks in building plane, passages to courtyards, and other similar breaks in the street wall (see Diagram 3.4).

Exhibit 3.5: Maximum Build-to Line and Required Setbacks

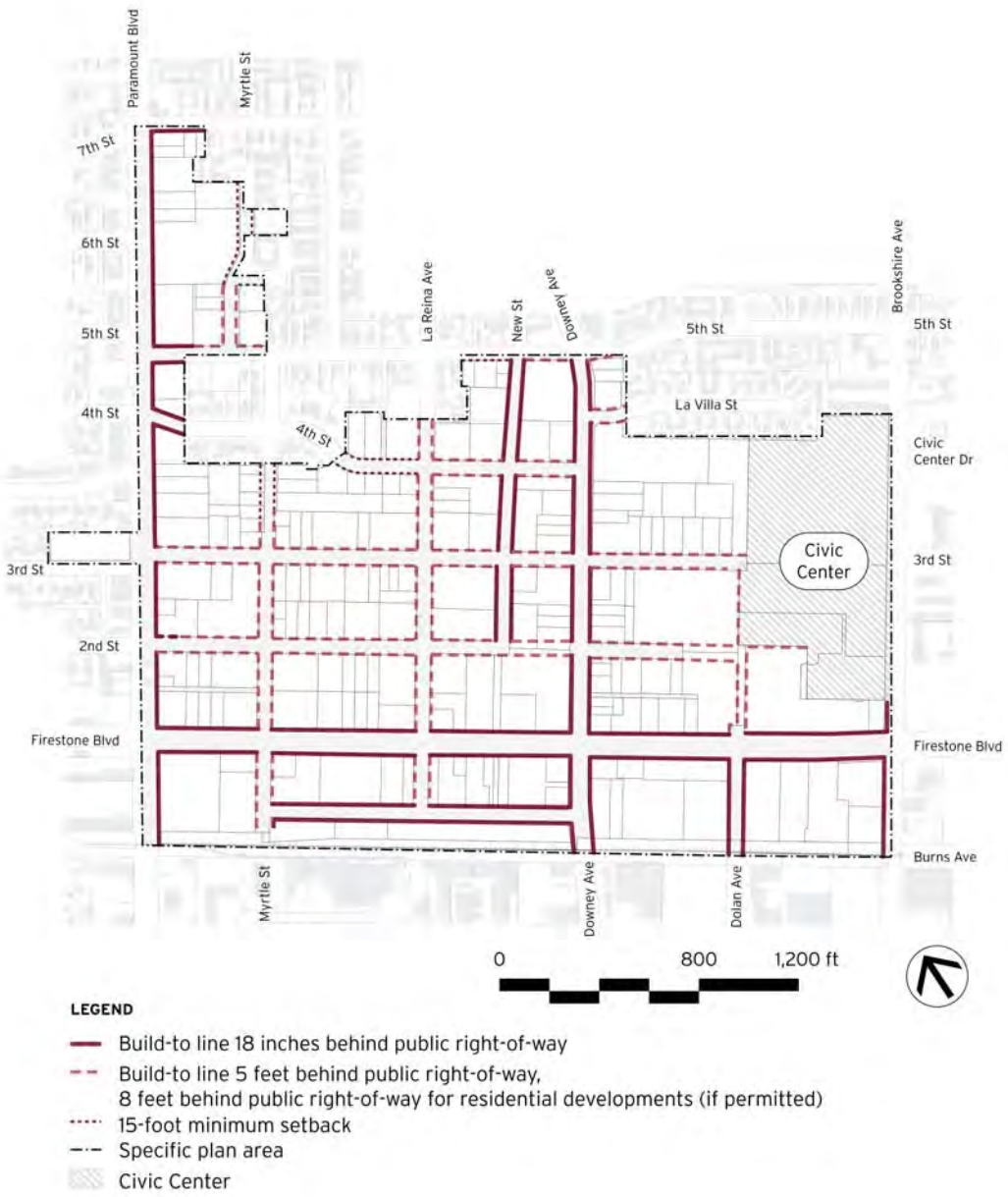


Exhibit 3.5: *Maximum Build-to Line and Required Setbacks*

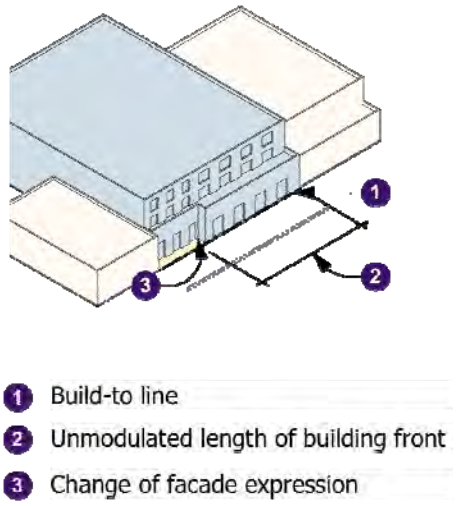
3.6.7. Building Modulation Standards and Guidelines

Downtown Downey has been developed incrementally; the result is a collection of individual building masses that together create a modulated human-scale townscape. The following building modulation standards and guidelines provide for the massing of new infill construction to continue to relate to the scale of the existing mix of small- and medium-scale structures that characterize the area.

ARCHITECTURAL MODULATION - Modulation of architecture breaks the mass and bulk of a building into smaller elements, creates visual variety and interest, and encourages architectural diversity.

3.6.7.A. Building Front Modulation at Build-to Line of 18 Inches

Diagram 3.5: *Building front modulation*



Along building frontages and sidewalks with a required build-to line of 18 inches (as noted on Exhibit 3.5), the architectural expression of facades facing these frontages shall express modulation and/or variation in the design of architectural massing and/or bulk at least once every 125 feet. This modulation may be attained through the use of breaks in building plane, major changes in massing, utilization of projecting bays or recesses, changes in material, differentiation of color, use of openings leading to ground level open space, and/or use of architectural detail, elements, and/or ornament (see Diagram 3.5).

3.6.7.B. Building Front Modulation at Build-to Line of 5 Feet or More

Along building frontages and sidewalks with a required build-to line of 5 feet or more (as noted on Exhibit 3.5), the architectural expression of facades facing these frontages shall express modulation and/or variation in the design of architectural massing and/or bulk at least once every 60 feet. This modulation may be attained through the use of breaks in building plane, major changes in massing, utilization of projecting bays or recesses, changes in material, differentiation of color, use of openings leading to ground level open space, and/or use of architectural detail, elements, and/or ornament (Diagram 3.5).

3.6.7.C. Building Modulation

New infill buildings should utilize modulation at sidewalks and street frontages to reference adjacent existing building heights and widths to create transitions and relationships between adjoining structures (Diagram 3.5).

3.6.7.D. Façade Modulation

Façade modulation may be realized through use of minimum 18 inch changes in building plane, incorporation of minimum 6-foot-deep stepbacks, material changes, use of detail such as horizontal banding, bulkheads at storefronts, window surrounds, vertical and horizontal articulation utilizing shading devices, ornament, and other similar architectural expressions (Diagram 3.5).

3.6.7.E. Façade Depth

Each building elevation that faces a sidewalk or street should have a quality of façade depth that is created by setting windows and storefronts back a minimum of 4 inches from the building plane and face (Diagram 3.6).

Diagram 3.6:
Façade depth

Image: Open space with interactive water features

3.6.7.F. On-site Open Space and Landscape Standards and Guidelines

The primary open space in Downtown Downey is the network of streets and sidewalks. In combination with the requirements of this Plan for active street walls that relate ground floor uses to passing pedestrians, improvement of streetscapes is the most immediate means to realize a green and vital Downtown. Landscape buffers shall be used at build-to lines to create additional open spaces, and the City will pursue development of pocket parks and public plazas to provide diverse, multi-functional open space resources. The following open space and landscape standards shall be required.

Image: *Landscaped parkways provide a buffer zone between vehicular roads and contribute to a visually pleasant pedestrian environment.*

3.6.7.G. Required Open Space

Notwithstanding any other provisions of the Downey Zoning Code, within the Downtown Specific Plan Area, on-site usable open space is not required. In lieu of private open space, the City will implement in-lieu open space fees associated with new construction and/or other means to assist in the funding of Downtown streetscape and open space improvements.

3.6.7.H. Landscaped Parkway Requirement

New building projects greater than 5,000 gross square feet in size, and reuse and rehabilitation projects greater than 10,000 square feet in size, shall provide landscaped and irrigated parkways a minimum of 30 inches wide for a minimum of 40% of the building frontage along curbsides of streets, as delineated in Exhibit 3.6.

Exhibit 3.6: Required Parkways

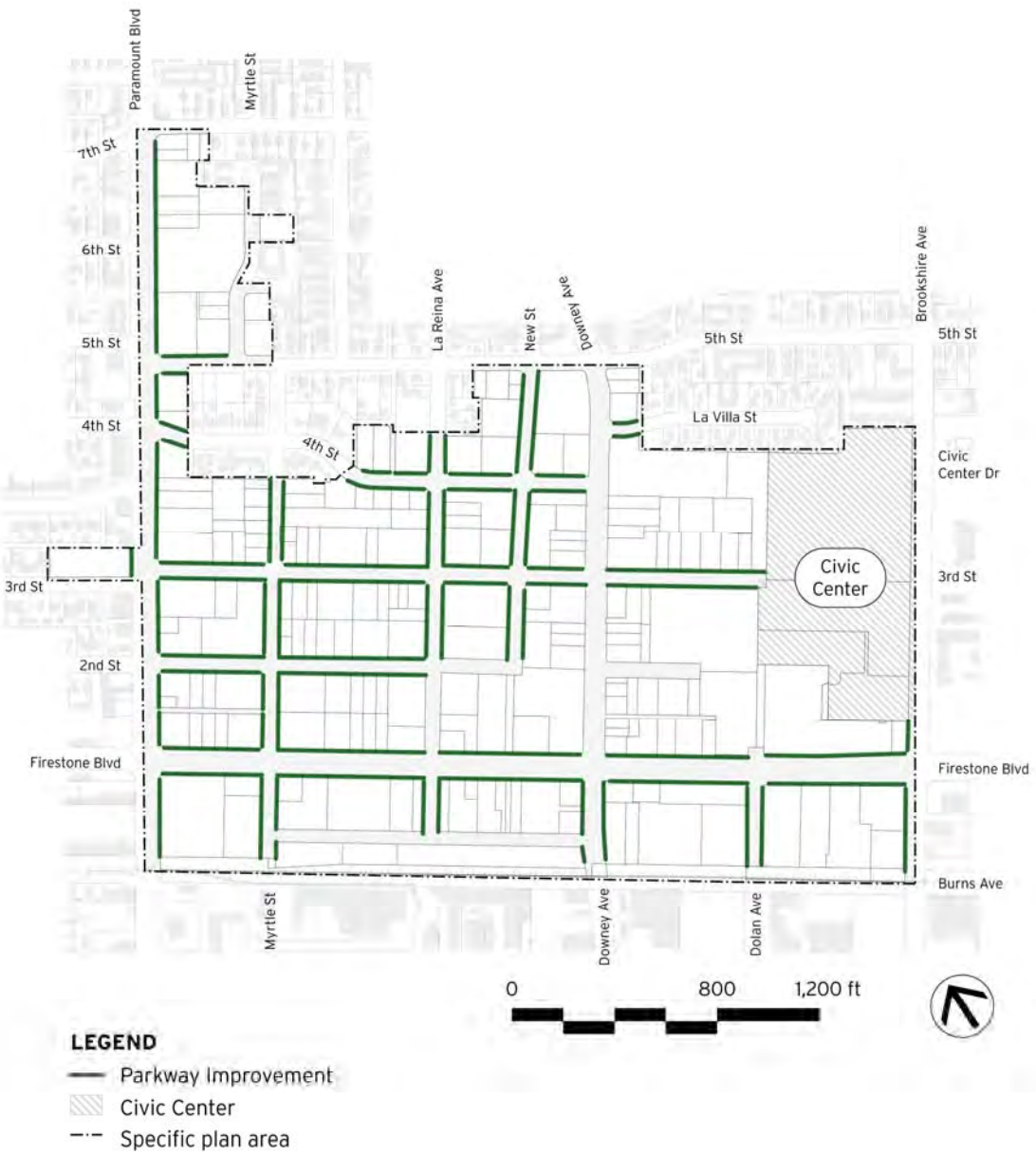


Exhibit 3.6: *Required Parkways*

3.6.8. Front of Building Landscape Buffer Requirement

3.6.8.A. Required Planting Area between Build-to Line and Back of Sidewalk at Build-to Lines of 18 Inches

Where build-to lines of 18 inches are required per Exhibit 3.5, the area between the build-to line and the back of sidewalk should be improved with a combination of softscape and hardscape including but not limited to planting beds and boxes, pavers, low shrubs, planter pots, and other landscape amenities (Diagram 3.8).

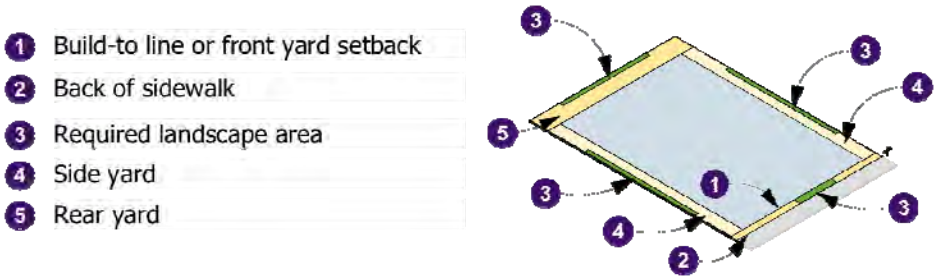
3.6.8.B. Required Planting Area between Build-to Line and Back of Sidewalk at Build-to Lines of 5 Feet

Where build-to lines of 5 feet are required per Exhibit 3.5, a minimum of 25% of the area between the build-to line and the back of sidewalk shall have an irrigated planting area. Planting areas may include raised planter boxes of a maximum of 30 inches high above adjacent sidewalks (Diagram 3.8).

3.6.8.C. Required Planting Area between Build-to Line and Back of Sidewalk at Build-to Lines of 15 Feet

Where build-to lines of 15 feet are required per Exhibit 3.5, a minimum of 60% of the area between the build-to line and the back of sidewalk shall have an irrigated planting area. Planting areas may include raised planter boxes of a maximum of 30 inches high above adjacent sidewalks (Diagram 3.8).

Diagram 3.7: *Planting areas at build-to lines and setbacks*



3.6.8.D. Required Planting Area within Side Yard Setbacks

Where side yard setbacks are required and/or provided, a minimum 3-foot-wide planting area shall be provided along at least 60% of the length of the side yard. Planting areas may include raised planter boxes a maximum of 30 inch high above the adjacent grade.

3.6.8.E. Required Planting Area within Rear Yard Setbacks

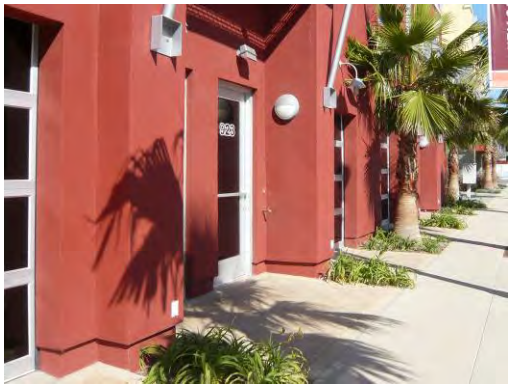
Where rear yard setbacks are required and/or provided and where the rear yard does not adjoin a right-of-way such as an alley, a minimum 3-foot-wide planting area shall be provided along at least 60% of the length of the rear yard. Planting areas may include raised planter boxes a maximum of 30 inches high above the adjacent grade.

3.6.8.F. Required On-site Trees

A minimum of one 24-inch box tree with a minimum mature canopy of 15 feet shall be planted on site for each 1,000 square feet of provided ground-level on-site open space.

3.6.8.G. Use of Hardscape

At on-site open space and areas between the front of buildings and the back of sidewalks, use of pavers, stone, colored concrete, scored concrete, brick and other high-quality materials that are compatible with the building architecture are encouraged.



3.6.8.H. Visibility To and From On-site Open Space

When on-site open space is provided that is internal to the block or behind the main building mass and volume, visibility to and from this open space to adjacent public sidewalks is encouraged and should take the form of covered passages and/or open-to-the-sky breaks in building massing. Visibility openings to internal courtyards and other such on-site open space should be a minimum of 10 feet wide, 12 feet in height, and no more than 40 feet in depth.

Image (Top): *Mature trees at required on-site open spaces*

Image (Center): *Colored paving is used to distinguish the space between the setback or built-to line and the property line*

Image (Bottom): *Open space visible and easily accessible from the sidewalk*

3.6.9. Architectural Standards and Guidelines

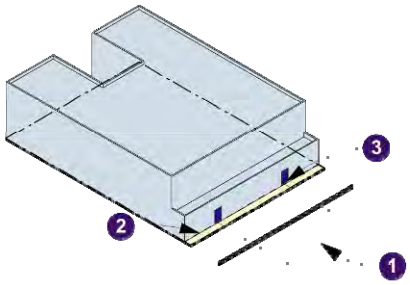
The following architectural standards and guidelines shape the character of new construction and additions and alterations to existing structures. The intent is to orient the architecture of buildings to sidewalks and rights-of-way in Downtown, increase the visual interest of buildings, relate new and old construction, and emphasize the incorporation and design of elements that create a sense of human-scale.

3.6.9.A. Building to Sidewalk Relationships

To enhance interaction and connectivity along sidewalks and streets in Downtown, ground-related entries are required and encouraged as follows.

Diagram 3.8: *Ground-related building entry*

Entry Frequency at Build-to Line of 18 Inches - Along street frontages with a required building line set 18 inches behind the public right-of-way, as required by Exhibit 3.5, a ground-related building entry leading to a building lobby, storefront entry, and/or entry to a ground-level open space such as a courtyard or terrace shall occur at least once every 75 feet. These ground-related entries shall be within 12 inches of the adjacent grade level (Diagram 3.9).



1. Minimum length between ground-related building entry
2. Build-to line or front yard setback
3. Maximum height from adjacent grade level

Entry Frequency at Build-to Line of 5 Feet or More - Along street frontages with a required building line set 5 feet or more behind the public right-of-way, as required by Exhibit 3.5, a ground-related building entry leading to a building lobby, storefront entry, residence, live-work unit, and/or entry to a ground-level open space such as a courtyard or terrace shall occur at least once every 50 feet. These ground-related entries shall be within 30 inches of the adjacent grade level (Diagram 3.9).

Building Entry Detail at Commercial and Mixed Use Buildings - To highlight the architecture of building entries in relationship to sidewalks encourage a sense of detail at the ground level of buildings, and create connection and transition at the ground floor of residential units in relationship to sidewalks, building entries should incorporate recesses and/or projections from building faces; architectural surrounds such as moldings; use of quality materials such as brick, stone, and cast concrete; awnings and canopies over entries; and other architectural elements that create a sense of transition and passage from the public realm to the private realm.

Image *Details include entries window and mo*

Image *Pedest are em through and ca*

3.6.9.B. Ground-floor Minimum Height Requirement

To ensure that new construction accommodates quality commercial and residential uses at the ground level, minimum first floor clear height requirements are required as follows.

Ground-floor Minimum Height at Commercial and Mixed-Use Buildings - The height of first floor storefront uses, as shown in and required by Exhibit 3.7, and first floor commercial uses throughout the Downtown Specific Plan Area shall not be less than 12 feet clear from top of floor to bottom of ceiling (Diagram 3.10).

Ground-floor Minimum Height at Residential Buildings - The height of first floor residential uses within the Downtown Specific Plan Area shall not be less than 9 feet clear from top of floor to bottom of ceiling except at kitchens, bathrooms, and non-inhabitable areas which shall not be less than 8 feet clear (Diagram 3.10).

3.6.9.C. Storefront Design

Well-detailed, transparent, and active storefronts are a hallmark of the Downtown pedestrian experience. To maintain and enhance this asset, storefronts are required as follows.

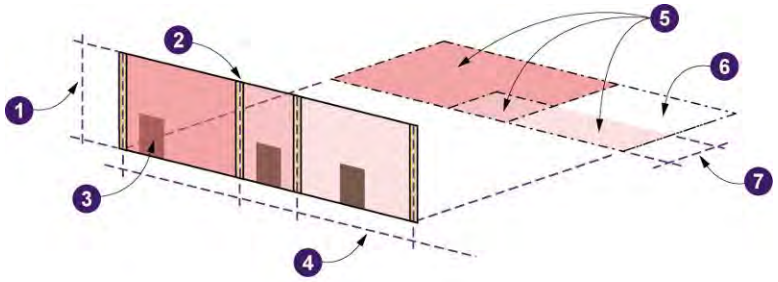
Diagram 3.9: *Storefront Elements*

1. Storefront frame
2. Cornice
3. Transom windows
4. Piers
5. Display windows
6. Bulkhead
7. Recessed entrance
8. Minimum stepback
9. Modulation at building plane
10. Awning
11. Sign band
12. Glazing
13. Mullion
14. Minimum facade depth
15. Minimum facade height
16. Minimum storefront vertical clearance
17. Maximum facade width
18. Maximum bay width
19. Sign band
20. Vertical elements between storefront bays
21. Variation in material

Storefront Depth - Minimum 40-foot deep storefronts oriented to sidewalks and public rights-of-way shall be provided at building frontages, as shown in and required by Exhibit 3.7. Storefront depth shall be measured from the front building plane and may include open-to-the air recessed areas behind the front building plane. In no case shall more than 15 feet of open-to-the-air recessed area behind the front building plane count towards the required storefront depth. The enclosed portion of the storefront depth shall open directly to the open-to-the-air recessed portion and the enclosure plane between the two shall meet the standards and guidelines of this Section (Diagram 3.11).

Diagram 3.10: *Minimum storefront depth and front plane height*

Storefront Façade Height - Where storefronts are required per Exhibit 3.7, the street walls, facades, and front planes of buildings shall be a minimum of 20 feet in height.



1. Storefront minimum height
2. Vertical elements between storefronts
3. Entries
4. Storefront maximum width
5. Storefront plan layout
6. Open-to-the-air recessed area
7. Storefront minimum depth

Storefront Primary Entrance - A primary entrance shall be provided at each storefront and premise related to a storefront within the Downtown Specific Plan Area. Such storefront and/or premise shall be open and accessible during normal business hours (see also Section 3.5.4.A.i for frequency of entrances and Diagram 3.11).

Storefront Façade Width - Where storefronts are required or provided, no single storefront, premise, or ground floor use shall exceed 75 linear feet of sidewalk frontage. Premises greater than 75 lineal feet in length are allowed but any additional length shall be placed behind a separate premise that independently meets the criteria of Exhibit 3.7.

Storefront Bay Width - Along sidewalks and streets with a required build-to line of 18 inches, as set forth in and required by Exhibit 3.5, a storefront, although not the premise behind a storefront, shall not exceed 25 feet in length and shall be separated from adjacent storefronts or other building components by columns, pilasters, vertical separations, and/or other architectural elements.

Grade to Ceiling Vertical Clearance - Storefronts shall be a minimum of 10 feet in height from finish grade at the sidewalk to the top of the storefront header, soffit, and/or fascia at the storefront opening (Diagram 3.12).

Storefront Bay Proportion - The overall proportion of storefront bays should be approximately square and should have a maximum ratio of 1.5 feet of width for each 1 foot of height (Diagram 3.12).

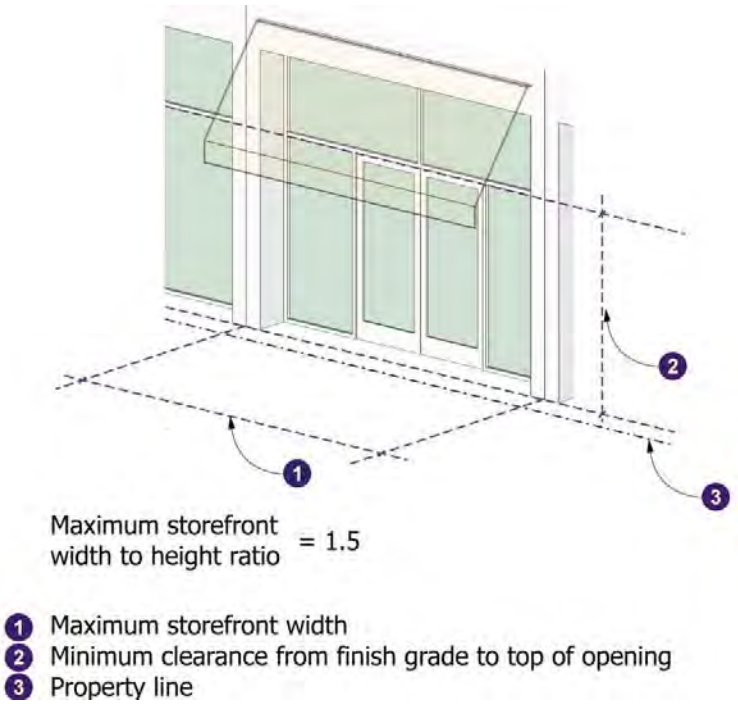
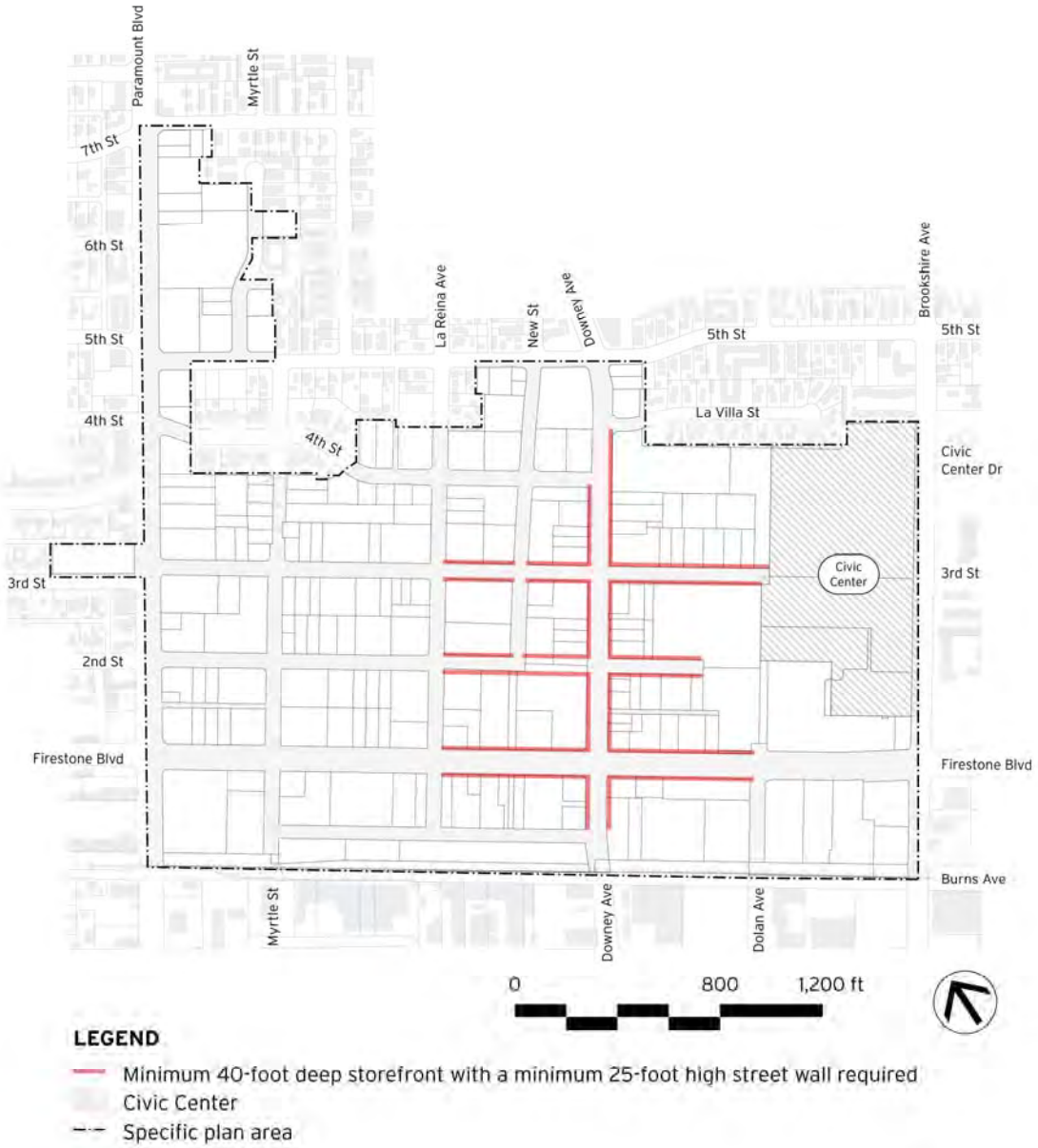


Diagram 3.11: *Storefront width, proportion, and opening height clearance*

Exhibit 3.7: *Required storefronts*

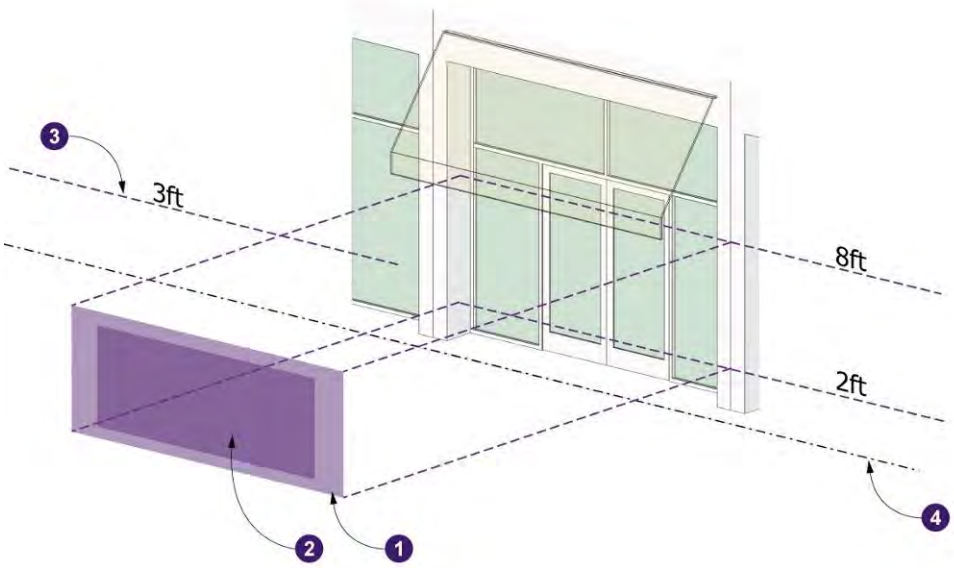
Exhibit 3.7: Required Storefronts



Minimum Glazing Area - A minimum of 80% of street-facing storefronts between 2 feet in height and 8 feet in height shall have clear glazing. Back painting, obscured glass, and any treatment of storefront glass that obstructs views into and out of storefront spaces and associated premises are not allowed. In cases where privacy or control is required at a premise, curtains, shades, shutters, and similar devices shall be utilized in such a manner that if removed, the integrity of the storefront is not damaged (Diagram 3.13).

Maximum Sill Height - The sill of storefronts and/or similar sidewalk facing window elements shall be no more than 3 feet above the adjacent sidewalk. (Diagram 3.13)

Diagram 3.13: *Glazing percentage and window sill height*

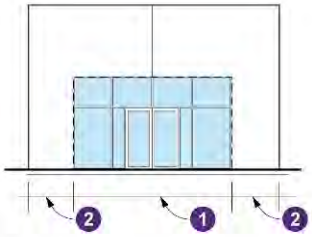


1. Area between 2 feet and 6 feet high
2. Minimum clear glazing required
3. Maximum window sill height
4. Property line

Length of Architectural Expression - Where storefronts are required and/or provided, up to 40% of the required storefront length may be utilized for additional architectural expression such as pilasters, walls, breaks in building massing, and entrances to other components of the building. The remaining 60% shall be a combination of glazing, doors, and associated mullions (Diagram 3.14).

Visual Interest at Storefront - Storefronts with recessed entries, recessed components, integral display windows, projecting bays, glazing that alternates between front and back of mullions, utilization of true dividing mullions, operable windows, fixed and operable transoms, integral signs and sign bands, and architectural elements and details that provide a sense of variety and interest within storefront bays and/or grouping of bays are encouraged. (Diagram 3.15)

Diagram 3.14
Minimum storefront glazing



1 Length of minimum glazing area for glazing, doors, and mullions

2 Length of architectural expression such as pilasters, walls, breaks in building massing, and entrances to other components of the building

Storefront Equivalent Opening Elements - In lieu of storefronts, bay windows, display windows, show windows, shadow boxes, and/or similar individually expressed opening elements that provide visual interest at the grade plane and sidewalk shall be permitted, provided that the storefront depth requirements of this section are maintained and that the alternative opening elements are adaptable and allow for the insertion of transparent storefront without demolition of any surrounding walls and/or structure (Diagram 3.10).

Architecturally and/or Historically Significant Storefronts - Architecturally and/or historically significant storefronts within the Downtown Specific Plan Area shall be maintained, restored, and/or rehabilitated in place. Moving of historic storefronts to other building locations for any purpose is not allowed. Any new use or renovation of a storefront shall retain to the maximum extent feasible historic features and spatial relationships that characterize a property.

Fences at Outdoor Dining - Notwithstanding any other provisions of the Downey Municipal Code, to the contrary, fences and barriers associated with outdoor dining are not required as long as such dining does not impede pedestrian movement, ADA access, and access to adjacent premises and properties. Review of outdoor dining shall require approval by the Director.

3.6.9.D. Security at Ground Floor Commercial Premises

Solid roll-down doors and poorly detailed grills mounted on the exterior of buildings create a forbidding sensibility within downtown areas that are already typically better lighted and with greater police presence than other districts. To contribute to the creation of an inviting family-oriented environment, security devices are allowed as follows.

Exterior Security Elements - Roll-down opaque doors and moveable and horizontally retractable security grills and bars of any type are not allowed at the exterior of buildings along sidewalks and street frontages in the Downtown Specific Plan Area. Notwithstanding this prohibition, roll-down grills that are

completely concealed when in a fully opened position within a soffit, ceiling fascia, or other architectural element are permitted at building exteriors (Diagram 3.16).

Interior Security Elements - Upward rolling, side folding, or rolling security grills at the interior of ground floor spaces are allowed and should be designed to be integral to the architecture of the building and storefront. Such devices should utilize dedicated interior side pockets and/or ceiling cavities such that the grill and all mechanisms associated with the grill are not visible from adjacent public right-of-ways and sidewalks when the grill is in an open position. Such security grills when deployed should have a minimum transparency of 70%.

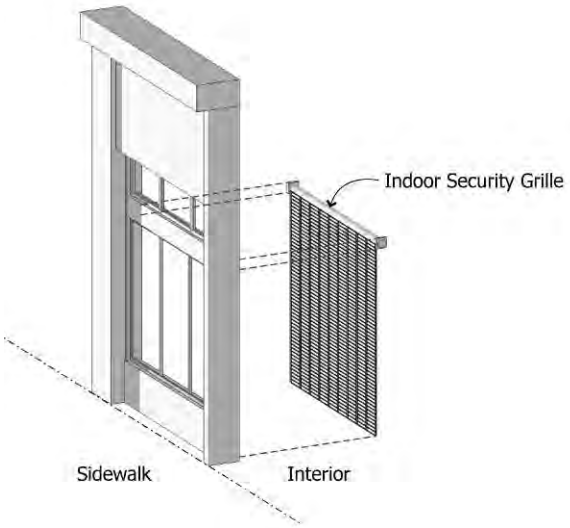
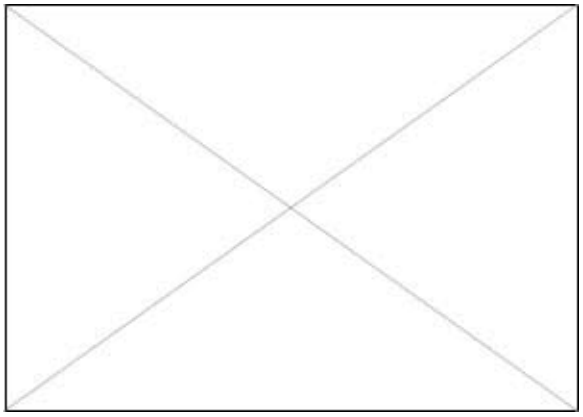


Diagram 3.15: *Indoor security grille at ground-level commercial spaces*

3.6.9.E. Parking Structure and Surface Lot Design Standards and Guidelines

Well-designed parking structures that blend in and contribute to the Downtown Downey scene are critical to the long-term success of this district. To realize high-quality parking structures, the following design standards and guidelines are provided (Diagram 3.17).

Diagram 3.16: *Setback for parking structures*



Above-grade Parking Setback - Above-grade parking structures and uses on lots adjacent to Downey Avenue and Third Street shall be set back from required building lines a minimum of 40 feet as noted on Exhibit 3.5.

Above-grade Parking Architectural Expression - Above-grade parking structures that are adjacent to streets or

visible from streets shall be architecturally treated utilizing high-quality materials and architectural expression and shall meet the design standards and guidelines of this Plan.

Landscape at above-grade Parking - Any setback area fronting a portion of an above-grade parking structure or surface parking lot and adjoining a public sidewalk and/or street shall be fully landscaped with both hardscape and softscape. These landscape areas should be developed as pocket parks that are available for public use during normal business hours.

Retail Wrap at Above-grade Parking- To maintain pedestrian and visual interest along sidewalks, ground-floor retail incorporated within and/or placed in front of any grade-level parking is encouraged.

Image: *Parking structures will be street-oriented and include pedestrian-friendly façade design and signage*

3.6.9.F. Awning and Canopy Standards and Guidelines

Awnings and canopies protect storefronts and openings from direct sunlight and solar gain and add visual interest to sidewalk scenes. In addition to other City requirements for overhead structures, marquees, and awnings the following design standard is provided.

Integrated Awning and Canopy - Awnings and pole mounted canopies attached to building facades, storefronts and windows shall be integral to and fit within the shape, form, and dimension of the framing elements, openings, and/or building bay at the point of attachment to the building.

Image: *Awnings protect storefronts, frame storefront windows, and reinforce pedestrian-scale along Downey Avenue.*

3.6.9.G. Glazing Guidelines

Use of reflected glass and tinted glass at the first level of buildings facing public sidewalks and streets is prohibited. Use of reflected glass is prohibited throughout the Downtown Specific Plan Area.

3.6.9.H. Material Guidelines

High-quality and durable materials such as smooth finish stucco, brick, and stone are encouraged. Differentiation of materials should create visual interest by accentuating areas of architectural prominence including but not limited to entries, building bases, windows, and sign bands. Materials should be used in a manner that is consistent with the architectural style of the building; i.e a Spanish Colonial Revival style building should incorporate smooth finish cementations finishes.

3.6.10. Conservation of Existing Structures Standards and Guidelines

The overall intent of the design standards and guidelines is to both encourage new infill construction and retain and rehabilitate older structures towards the creation of an eclectic mix of new and old buildings that can accommodate the widest range of local and national businesses. To encourage this mix, the following standards and guidelines are provided:

3.6.10.A. Architecturally or Historically Significant Buildings as Defined by the City of Downey

If a building within the Downtown Specific Plan Area is determined by the City of Downey to be architecturally and historically significant, appropriate reuse, rehabilitation, and/or preservation of the structure may be required by the City in accordance with adopted ordinances.

3.6.10.B. Renovation of Existing Buildings

To the maximum extent feasible, when existing buildings are improved and/or repaired, character defining features such as ornament, proportions of windows, storefronts, and other original features should be retained and repaired.

Image: *The Rives Mansion is the only identified historically significant building in Downtown*

3.6.11. Signage Standards and Guidelines

Image: *Way finding signs are crucial to help pedestrians and motorists navigate Downtown*

High-quality signs contribute to the overall aesthetic of the district, help people find their way along streets and sidewalks, and clearly identify Downtown as a destination for entertainment, dining, and civic uses. Existing City codes shall be consulted when designing a project in Downtown to ensure compliance. The following standards and guidelines are in addition to other City requirements.

3.6.11.A. Freestanding and Monument Signs

Freestanding signs and monument signs, other than way-finding signs that are part of a Downtown way-finding and signage program, are not permitted within the Downtown Specific Plan Area.

3.6.11.B. Awning Signs

Awning signs shall be permitted only on the flap and/or valence of an awning element. In addition to one address number and one business identification logo, one sign identifying a business shall be permitted on any individual awning and/or canopy element. Sign elements on awning flaps and/or valances shall not exceed 15 inches in height.

3.6.11.C. Projecting Signs

Pedestrian-oriented projecting signs and blade signs oriented to sidewalks and streets are encouraged per the signage requirements of the City of Downey.

3.6.11.D. Window Signs

In addition to the City's temporary window sign regulations, all window sign contents shall be limited to text and images that relate to the operations of the on-site business. Window signs shall be located only on the interior glazing area of the window and shall not comprise more than 10 percent of the total area of the window on which the sign is located.

3.6.11.E. Sign Location

Signs shall be scaled and fit within the boundaries and modulations of storefronts, show windows, entries, and other building components and elements.

3.6.11.F. Way-finding Program

The City will develop and implement a way-finding program to brand Downtown and assist people seeking their way to and from Downtown Downey businesses, resources, and amenities. Elements that should be provided include:

Gateway elements that create a sense of entry and boundary to the Downtown district

Way-finding signage posted throughout the downtown that leads people to and from parking and other key downtown resources and amenities

Narrative, interpretive, and/or story-telling signage that describes the history, culture, landmarks and story of Downtown Downey

Coordination of the ongoing Downtown banner program with the way-finding program to maximize visual impact and cost benefit.

3.6.12. Public Art Guidelines

Image: *Murals depicting key historical moments in local history should be integrated into the design of Downtown*

Downey's public art program provides for "…outdoor artworks that are easily accessible to the general public." The City requires developers to pay in-lieu fees or to install public art on projects that involve a construction of commercial or light industrial buildings, residential projects with four or more dwelling units and a total cost of $500,000 or more, and on reconstruction projects that increase the value of the property by 50% or more within a year. A total of 1% of construction costs with a maximum of $150,000 must be reserved for this use.

4

Mobility

City of Downey

Downtown Specific Plan

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4. Chapter 4 – Mobility

Image: *Street sign at the intersection of Second Street and La Reina Avenue*

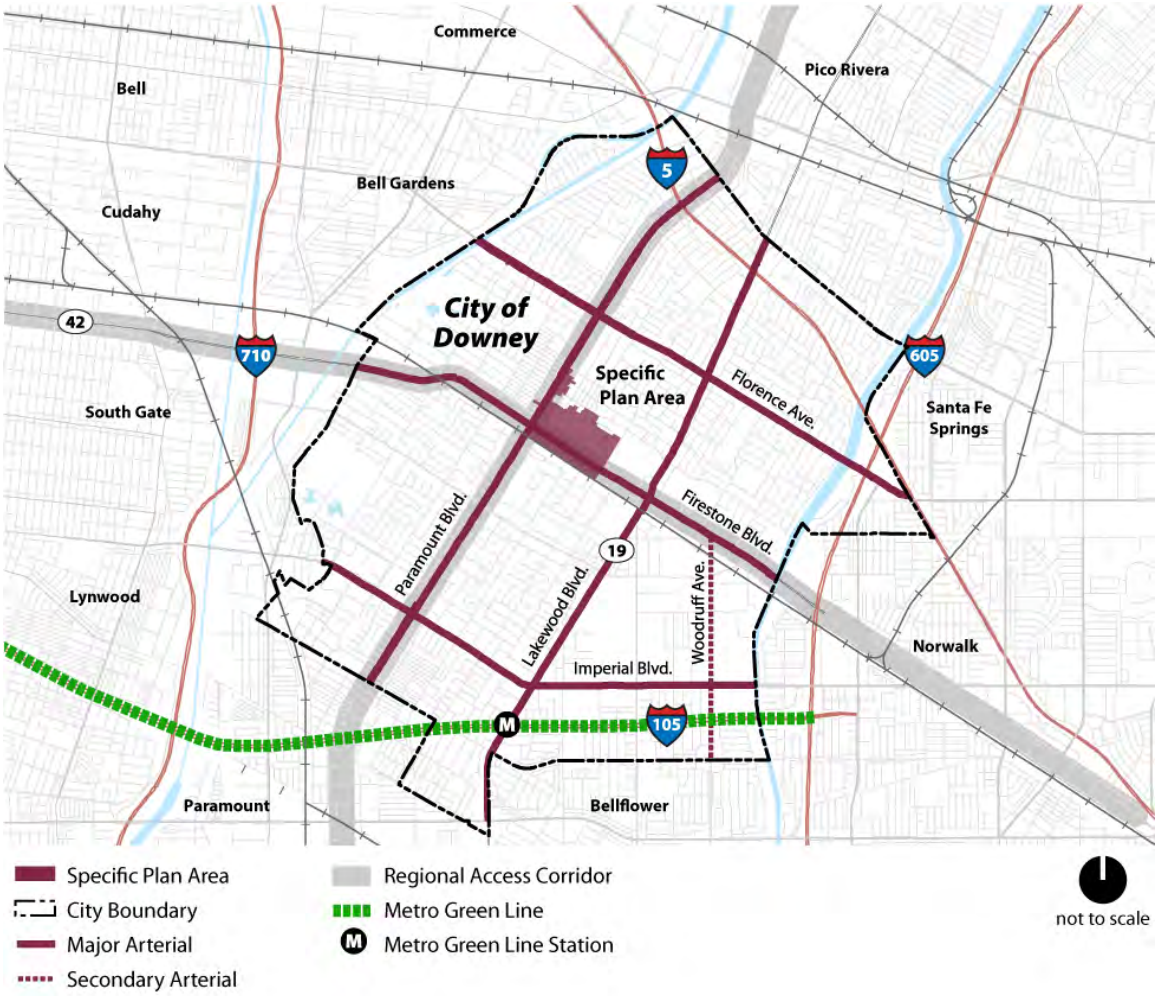
This chapter describes the established street network in the Specific Plan area, defines the improvement strategies for the transportation network to support the types and densities of new development allowed in Downtown, and introduces design standards for proposed street improvements and changes to the existing street system. Transportation facilities examined include roadways, intersections, pedestrian walkways, potential bicycle connections and the location of the transit center and bus routes within Downtown.

The Specific Plan area is well served by several freeways including, Interstate 5, Interstate 705, Interstate 605 Freeway, and Interstate 105. Firestone Boulevard and Paramount Boulevard are the primary arterial roadways serving as regional access corridors to the Specific Plan area. Downey Avenue and Brookshire Avenue also allow access into Downtown. In addition to the freeways and arterial roadways, a relatively well-developed transit system provides access and connectivity between Downtown Downey and the surrounding areas. Exhibit 4.1 illustrates the regional context of Downtown within the larger transportation network.

Image: *Metro bus stop along Firestone Boulevard*

Exhibit 4.1: *Regional Transportation Context*

Exhibit 4.1: Regional Transportation Context



Mobility Goal: *"Balance the needs of the various roadway users."*

From a transportation perspective, the Specific Plan is intended to balance the needs of the various roadway users. It is desirable to both serve the mobility needs of a wide range of potential modes of transportation and to create an urban space that is vibrant and enjoyable.

As outlined in Chapter 3, Design Standards and Guidelines, the planned land use densities are generally considered "urban" in nature, with two to three story buildings allowed throughout Downtown and buildings to a maximum of five stories along the major arterials. The project area is generally flat, and the climate is mild and conducive to outdoor activity during most months of the year. These characteristics (mild climate, flat terrain) are favorable for walking, bicycling, and the use of neighborhood electric vehicles.

An effective transportation system will recognize the great variety of users in a community and their differing needs. Some of the variables that influence the best type of transportation for a given user are:

Purpose of their trip (work, shopping, school, recreation, etc.)

Location of their destination (within Downtown, within the City of Downey, outside the City of Downey)

Physical condition and interest in exercise as a side-benefit of travel

Family context (part of a multi-purpose trip or stand-alone)

The emphasis within the planning community is to encourage a broad range of transportation opportunities, reflecting a desire to improve the sustainability of our communities. The provision of alternative modes choices will contribute to sustainable development patterns by allowing users to satisfy their functional travel needs while supporting their environmental, social, and recreational interests.

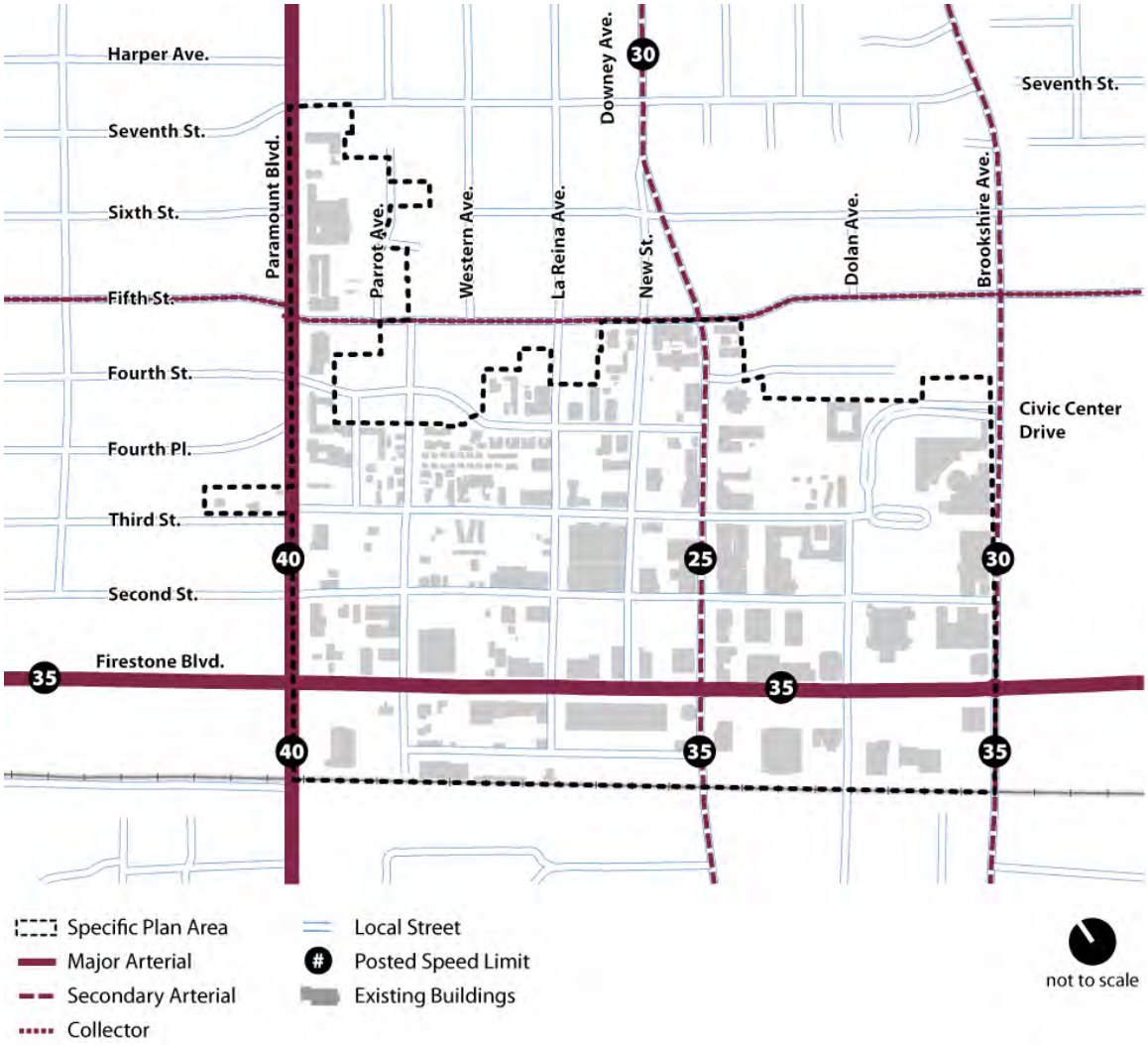
4.2. Established Street Network

The Downtown Downey street network was constructed based on a grid pattern, with a typical block size of approximately 300 hundred feet. The grid allows easy access for automobiles in and out of Downtown while maintaining the area as suitable for pedestrians. In 2001, the City of Downey completed the Downey Avenue Revitalization Project, which included both pedestrian and roadway improvements to the Avenue. In an effort to make Downey Avenue more pedestrian-friendly, the Revitalization Project included narrowing of the roadway and expanding the pedestrian sidewalks on both sides of the street, adding diagonal parking, street trees, landscaping and other pedestrian amenities.

In addition to Downey Avenue, a number of key roadways for Downtown access and circulation have been examined. Additional information on key intersections analyzed as well as existing traffic flow and level of service information, is provided in Appendix C, *Traffic Study and Parking Study*. Key roadways in the Specific Plan area include Firestone Boulevard, Paramount Boulevard, Brookshire Avenue, Downey Avenue, Third Street and La Reina Avenue. Exhibit 4.2 illustrates the established roadway network within the Specific Plan area.

Exhibit 4.2: *Established Roadways with Speed Limits*

Exhibit 4.2: Established Roadways with Speed Limits



4.3. Street Sections

4.3.1. Major Arterials

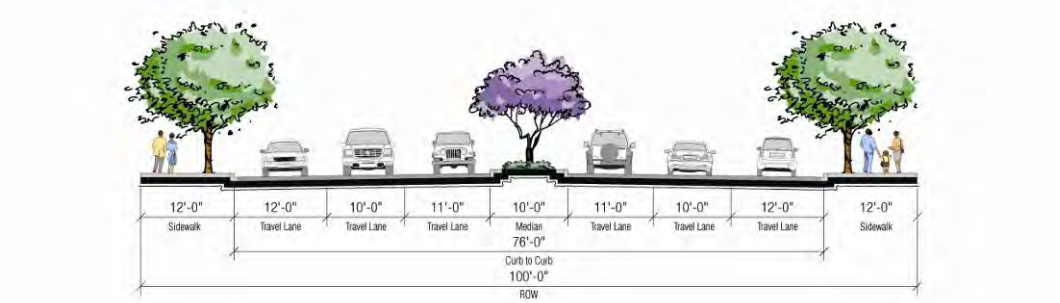
Within the Specific Plan area are two Major Arterial roadways: Firestone Boulevard and Paramount Boulevard. Firestone Boulevard is a six lane east west roadway with a center median, running centrally through the City and Downtown, providing access to both I-605 and I-710. Firestone Boulevard is a key commercial corridor, with businesses fronting the street, on-street parking, and access to the Stonewood Shopping Center, the Downey Medical Center and larger national chain retailers. As shown in Exhibit 4.2, Firestone Boulevard is a major access route to Downtown with speeds reaching 35 miles per hour.

Similarly, Paramount Boulevard is a four-lane roadway with a center turning lane, also designated as a Major Arterial in the City of Downey General Plan Circulation Element. As a major arterial, Paramount Boulevard provides north

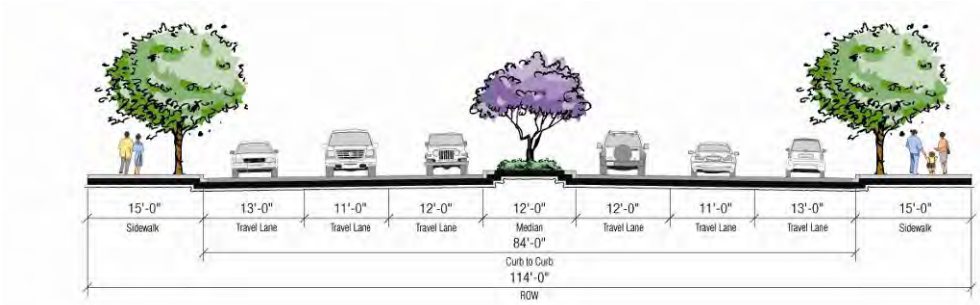
south access across the City and Downtown from Interstate 5 and Interstate 105. Paramount Boulevard, in contrast to Firestone, primarily serves residential neighborhoods, with some professional buildings and smaller commercial spaces fronting the street. Along Paramount Boulevard, through Downtown, speeds reach a maximum of 40 miles per hour.

As Major Arterials, Firestone Boulevard and Paramount Boulevard are anticipated to have a typical right-of-way width between 106 and 114 feet. The desired typical mid-block curb-to-curb width for a Major Arterial is 90 feet. Augmented roadway widths are anticipated at key intersections along both Firestone Boulevard and Paramount Boulevard, with an augmented right-of-way width of up to 146 feet and an augmented curb-to-curb width of up to 122 feet to accommodate additional turn lanes at the key intersections. The existing cross-sections of these roadways are generally substandard width, even at the mid-block locations.

Typical Right-of-Way for Major Arterial Streets (Existing)



Typical Right-of-Way for Major Arterial Streets (Recommended)



Most of Firestone Boulevard (generally the area west of Dolan Avenue) and all of Paramount Boulevard through Downtown consist of a 100-foot-wide right-of-way, with a curb-to-curb width that varies between 76 and 80 feet. Firestone Boulevard east of Dolan Avenue is slightly wider, with a 110-foot-wide right-of-way, and a curb-to-curb width of 88 feet. The previously completed City of Downey General Plan Update Traffic Study (Urban Crossroads, July, 2004) indicates that augmented intersection approach configurations will be necessary at each of the arterial intersections along Paramount Boulevard and Firestone Boulevard. The only instance of an augmented approach width at a key intersection under existing conditions is the westbound approach of Firestone Boulevard at Brookshire Avenue, where an additional right-turn lane is provided.

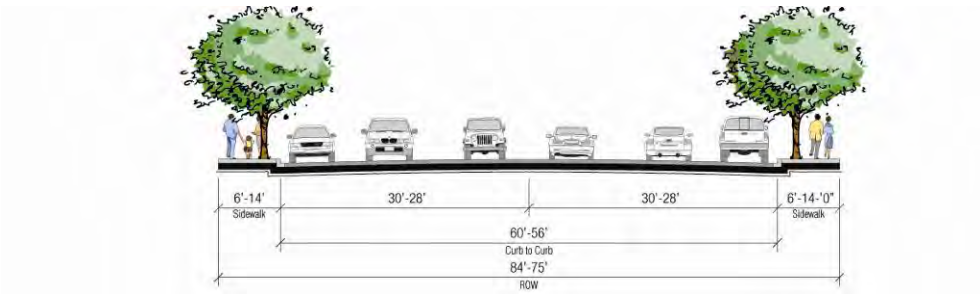
Street Sections: *Existing and recommended street sections for* ***Major Arterials***

4.3.2. Secondary Arterials

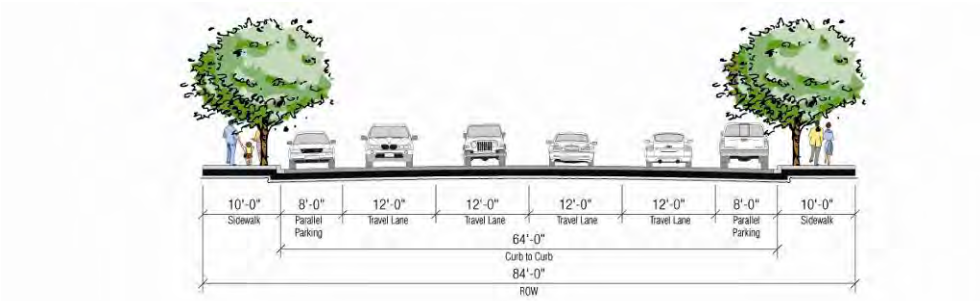
Within the Specific Plan area are two Secondary Arterial roadways: Downey Avenue and Brookshire Avenue. As Secondary Arterials, Downey Avenue and Brookshire Avenue are intended to provide access to destinations within the City. Downey Avenue underwent improvements as part of the Downey Avenue Revitalization Project and is considered a prominent roadway in the Specific Plan area. As part of the Revitalization Project, the City established traffic calming measures, reduced the street from four lanes to two, adding wider sidewalks and angled parking on the south side of the street. Along Downey Avenue in Downtown, one- and two-story buildings, with primarily retail businesses and restaurants, front the tree-lined avenue. Along Downey Avenue, through Downtown, speeds reach a maximum of 25 miles per hour while speeds along Brookshire range between 30 to 35 miles per hour.

Street Sections: *Existing and recommended street sections for* ***Secondary Arterials***

Right-of-Way for a Typical Secondary Arterial (Existing)



Right-of-Way for a Typical Secondary Arterial (Recommended)



The recommended mid-block configuration for a Secondary Arterial consists of a 64 foot curb-to-curb width within an overall right-of-way width of 80 feet. Brookshire Avenue is currently constructed to this standard. Downey Avenue has a variable right-of-way width within Downtown, ranging between 75 and 84 feet. The curb-to-curb cross section also varies extensively through the Specific Plan area, as Downey Avenue has been extensively reconstructed to provide a more traditional “downtown” ambience, with diagonal parking in some areas curb “bulb-outs” at intersections, and the occasional use of sidewalk or parkway extensions (for instance, in the vicinity of Fourth Street). Street section exhibits for Secondary Arterials are shown above.

4.3.3. Collector/Local Streets

Dolan Avenue from south of Firestone Boulevard, and Fifth Street through the Specific Plan area, are both designated as Collector roadways by the General Plan Circulation Element. A Collector Street consists of 44-foot-wide curb-to-curb section (two-lane roadway with parking) within a 60-foot-wide right-of-way width. Dolan Avenue currently conforms to the adopted standard for a Collector roadway. The right-of-way width along Fifth Street varies between 50 and 60 feet, while the curb-to-curb cross section is generally 40 feet wide.

Within the Specific Plan area are many local streets; however La Reina Avenue and Third Street are vital roadways. Third Street is a two-lane east-west roadway, while La Reina Avenue includes two-lanes oriented north-south. As Local Streets, Third Street and La Reina Avenue are designed to provide access to properties fronting the street and access to adjacent neighborhoods. Local Streets are intended to be narrow with slower traffic speeds. Speed on Local Streets within Downtown range between 25 to 30 miles per hour allowing for safer pedestrian movement and a local downtown feel. The General Plan Circulation Element does not specify a typical right-of-way or curb-to-curb width for Local Streets. As shown below, the existing right-of-way widths for Local Streets in Downtown range between 30 and 60 feet, while the existing curb-to-curb widths vary between approximately 24 and 42 feet. Parking is generally limited to one side of the street on the narrowest local streets (e.g. Myrtle Street, between Third and Fourth Streets.)

Street Sections: *Typical Street sections for* ***Local/ Collector Streets***

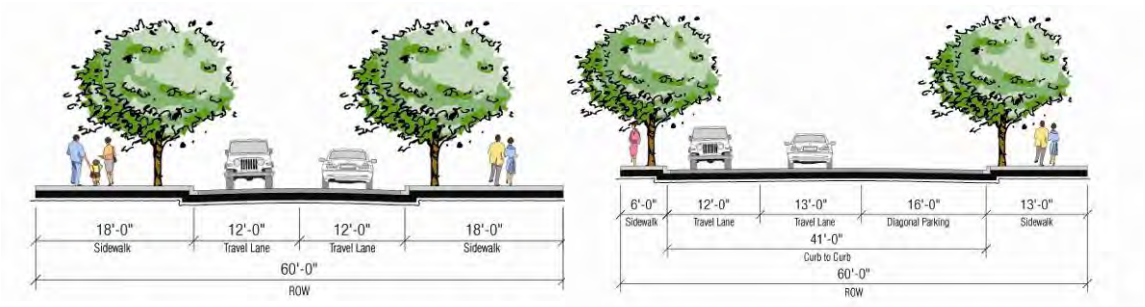
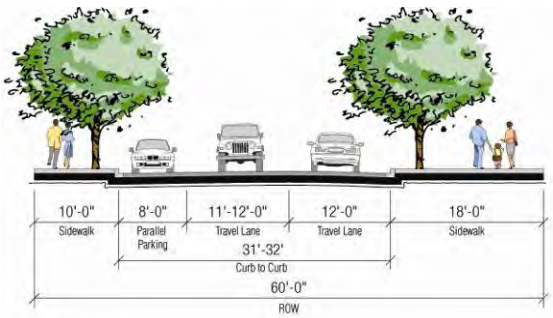


Image (Left): Typical Right-of-Way (60') for Collector/Local Streets with no on-street parking

Image (Right): Typical Right-of-Way (60') for Collector/Local Streets with diagonal

*Typical 60-foot street sections for **Collectors and Local Streets***



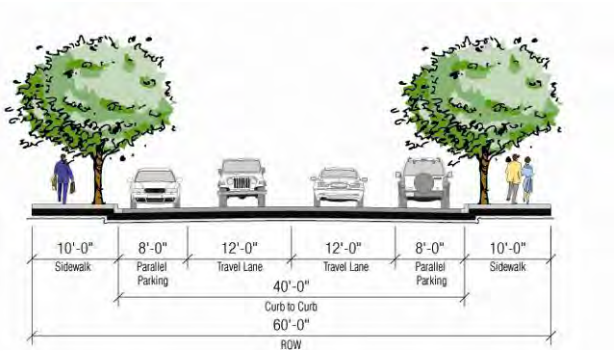


Image (Top, Left): Typical Right-of-Way (60') for Collector/Local Streets with parking on one-side

Image (Top, Right): Typical Right-of-Way (60') for Collector/Local Streets with parking on

Street Sections: *Typical 50-foot street sections for **Local Streets***

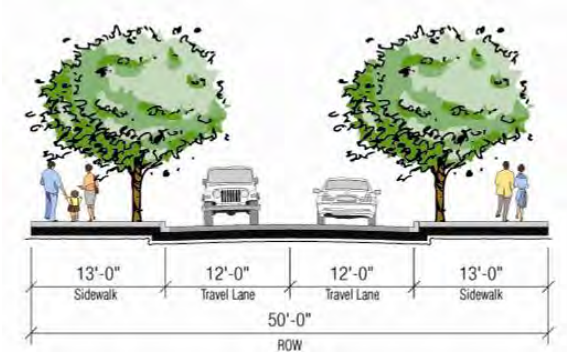


Image: Typical Right-of-Way (50') for Local Streets with no parking.

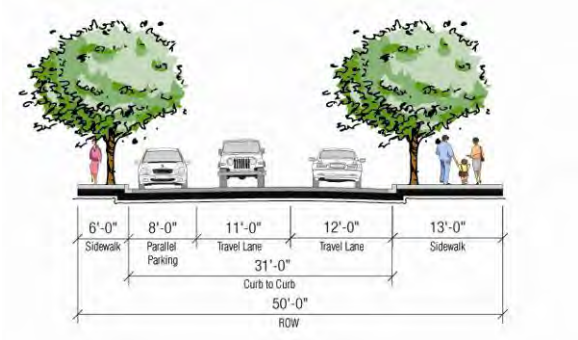


Image: Typical Right-of-Way (50') for Local Streets with parking on one side of the street.

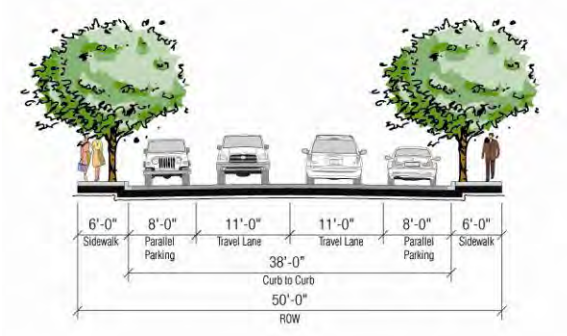


Image: Typical Right-of-Way (50') for Local Streets with parking on both sides of the street.

4.4. Public Transportation

Within the City are several well-established public transportation options that provide access and connectivity between Downtown Downey and surrounding areas. Exhibit 4.3 shows the Metro bus and rail system that is maintained by the Los Angeles County, Metropolitan Transportation Authority. Both local and rapid line services are available from the Downey Depot transit station, which is located in the southern portion of the Specific Plan area along Nance Avenue. The 266, 265, 115 and the 127 bus lines are all easily accessible from stops in or near the Specific Plan area. Bus services are also available to connect Downtown to the Metro Green Line (light rail service) from both the Lakewood and Norwalk stations.

Image: *Metro Rapid Line bus picking up passengers at the Downey Depot*

Exhibit 4.3: Metro Bus and Metro Rail System Map – Downey Area

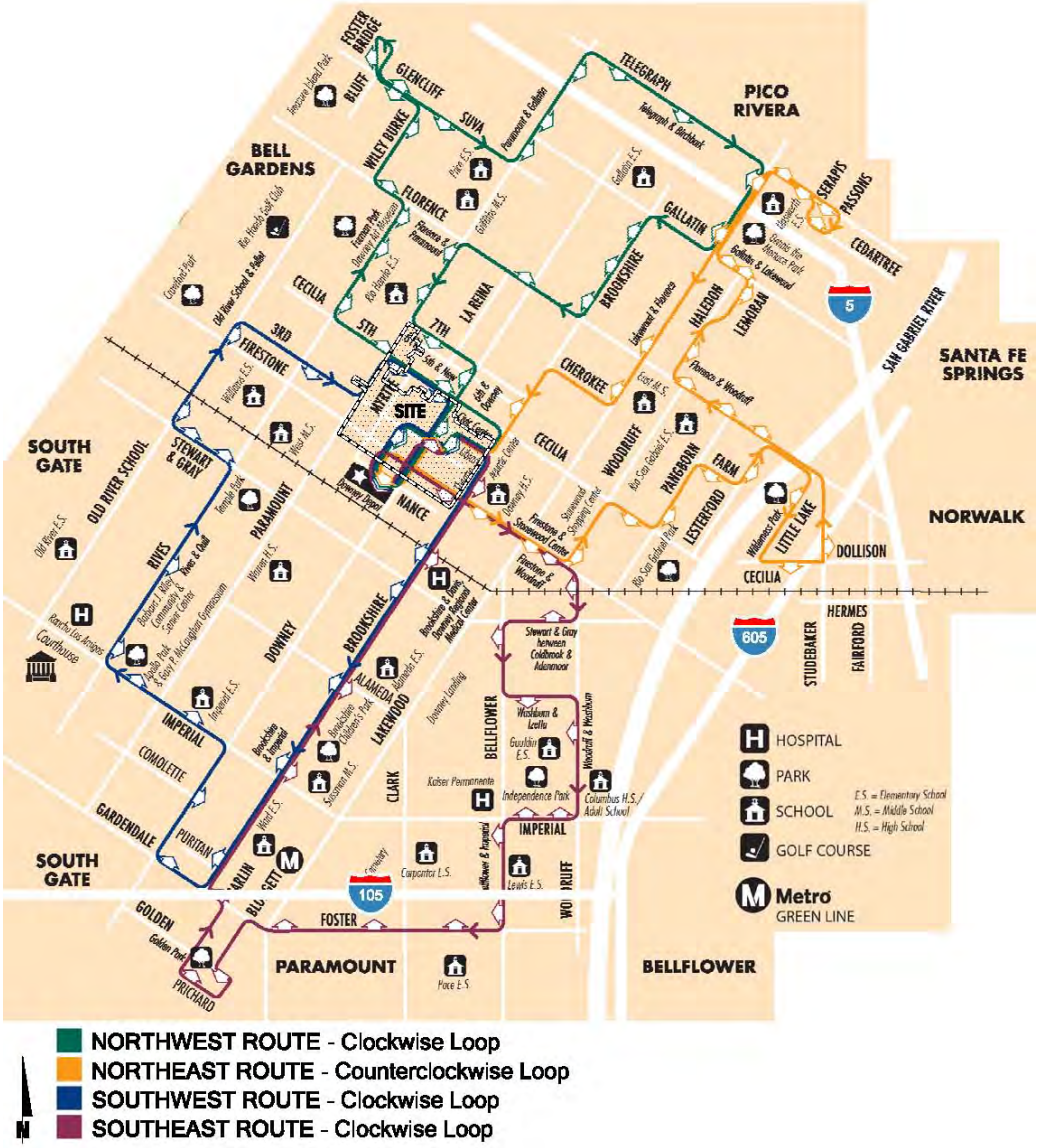
Exhibit 4.3: *Metro Bus and Metro Rail System Map – Downey Area*

Image: *Downey Link bus traveling through the City*

In addition to the Metro-operated bus and rail lines, the City of Downey also provides a local bus shuttle known as the Downey Link. There are four established routes within the City, each covering a different quadrant. The Downey Link provides crucial access to all areas of the Specific Plan area, from the center of Downtown to Paramount or Brookshire or Firestone. The presence of the Downey Link serves to decrease the need for automobiles and parking in Downtown. Each route, as shown in Exhibit 4.4, is based out of the Downey Depot located on Nance Ave and travels through Downtown as it starts its route.

Exhibit 4.4: Downey Link Bus Routes

Exhibit 4.4: *Downey Link Bus Routes*



4.5. Pedestrian Mobility

Alternative modes of transport generally provide a more efficient, less costly method of providing for the mobility needs of the residents and workers of a community. It is necessary to provide both adequate facilities and a carefully considered (planned) mix and density of land uses to maximize the efficiency of the transportation system. The following recommendations address the needs of a variety of alternative transportation modes that can increase mobility and reduce potential environmental impacts.

Exhibit 4.5: Street Design Features

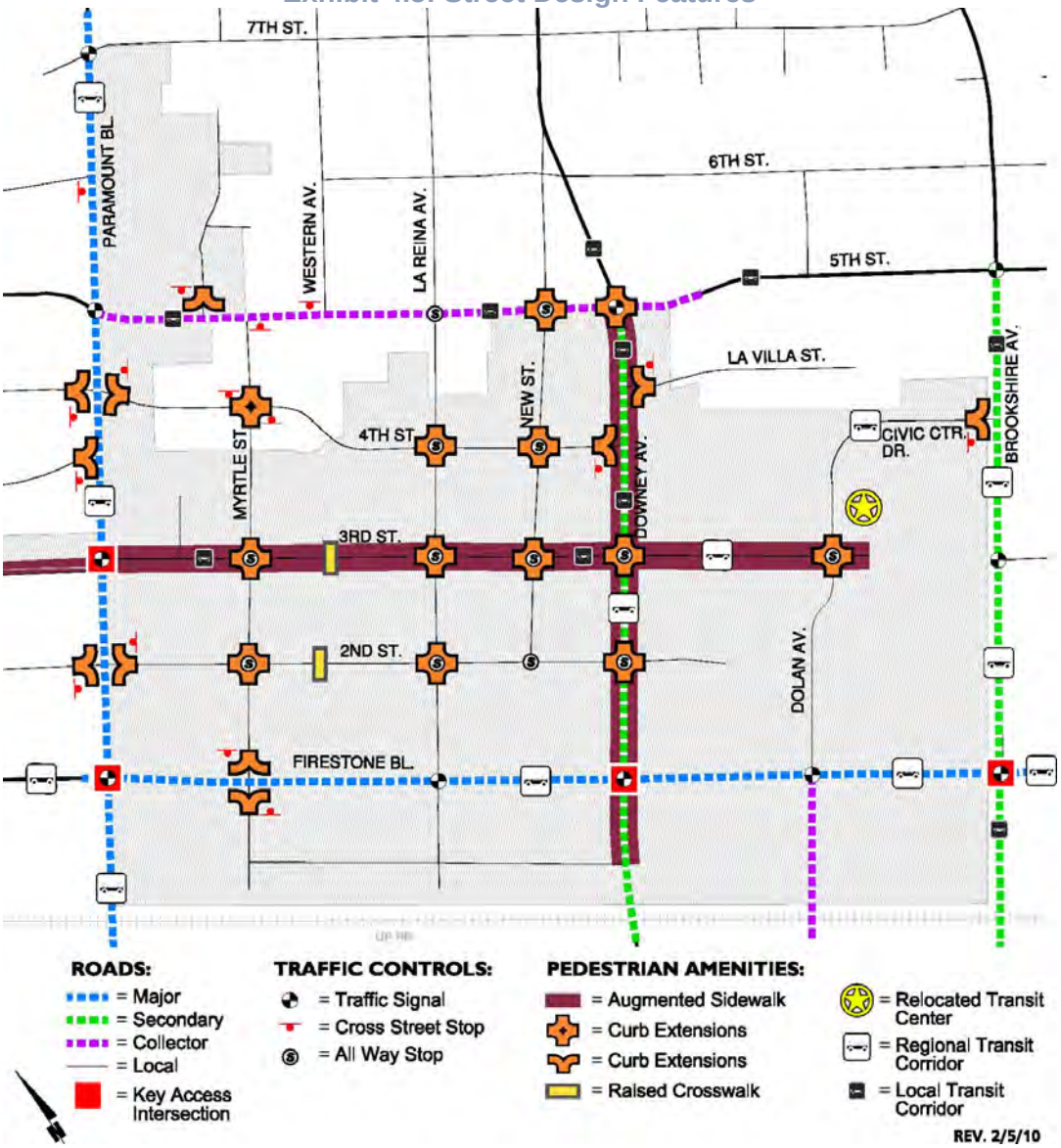


Exhibit 4.5: *Street Design Features*

Pedestrian facilities should be provided throughout Downtown. A comprehensive sidewalk system promotes pedestrian safety and access to help ensure that the community will be a safe, convenient, and attractive place to walk. Providing sidewalks along all of the roadways within Downtown and through the Civic Center area establishes a pedestrian network emphasizing safe routes to school and connections to transit. The routes include walkways that connect schools, parks, neighborhoods, and commercial districts throughout Downtown. Exhibit 4.5 presents the planned Downtown Downey street features. These features provide specific large-scale infrastructure improvements that can enhance mobility throughout the project area.

Exhibit 4.5 identifies two key pedestrian corridors, Downey Avenue and Third Street. Sidewalks along these routes should be maximized or augmented to reinforce their role as “people spaces” that encourage vibrant, mixed-use activities. Downey Avenue’s current design already reflects this type of emphasis. Exhibit 4.5 also identifies regional and local transit corridors, indicating the current location of the transit center from the southern edge of the Downtown Downey Specific Plan area to a more central/accessible location near the Civic Center. Consequently, roadways identified as regional transit corridors should be designed to accommodate Metro buses, while the local transit corridors should be designed to accommodate the vehicles used by the Downey Link system.

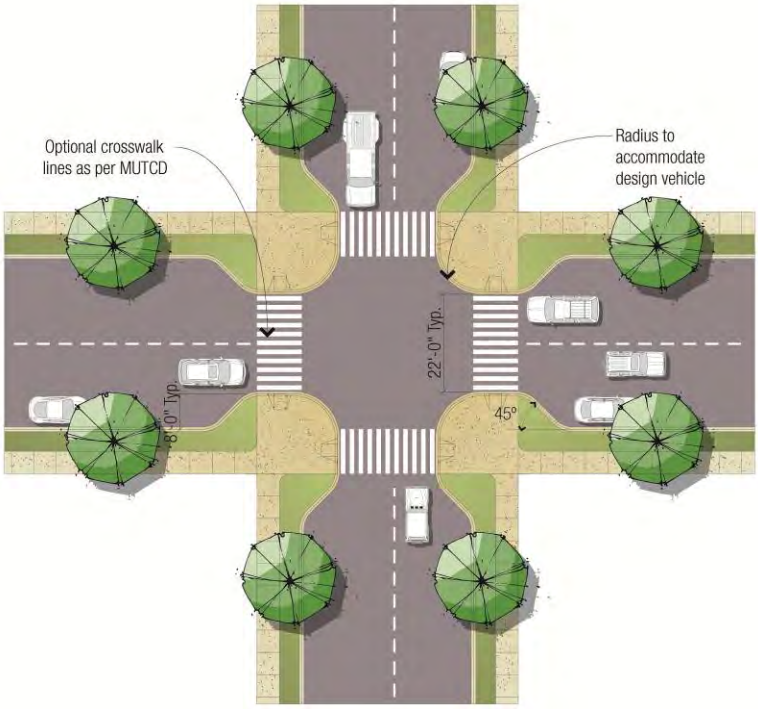
Recommendation: *Raised crosswalks are recommended on Second Street and Third Street between Myrtle Street and La Reina Avenue*

Street design features to calm traffic, identified in Exhibit 4.5, are illustrated in Exhibit 4.6. Sample measures include intersection curb extensions and raised crosswalks. Intersection curb extensions are recommended at most of the roadway intersections within Downtown. These extensions both promote pedestrian activity (by reducing the crossing distance at intersections) and also serve as traffic calming devices (by reducing the width of the roadway). Raised crosswalks can also enhance pedestrian safety and reduce vehicular speeds. Raised crosswalks are recommended on Second Street and Third Street between Myrtle Street and La Reina Avenue, as the distance between cross streets is long and the roadways in question are within the Downtown Core.

Exhibit 4.6: Detailed Street Design Features

Exhibit 4.6: *Detailed Street Design Features*

Image (right): To promote safe pedestrian crossing at major intersections in the Specific Plan area, sidewalk bulb-outs will be incorporated into sidewalk design and crosswalk lines will be added to communicate to drivers that pedestrians have the right-of-way.



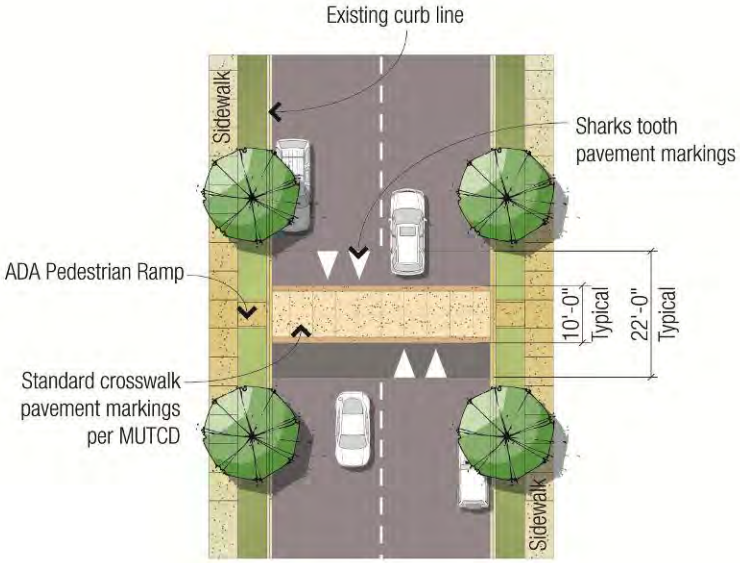


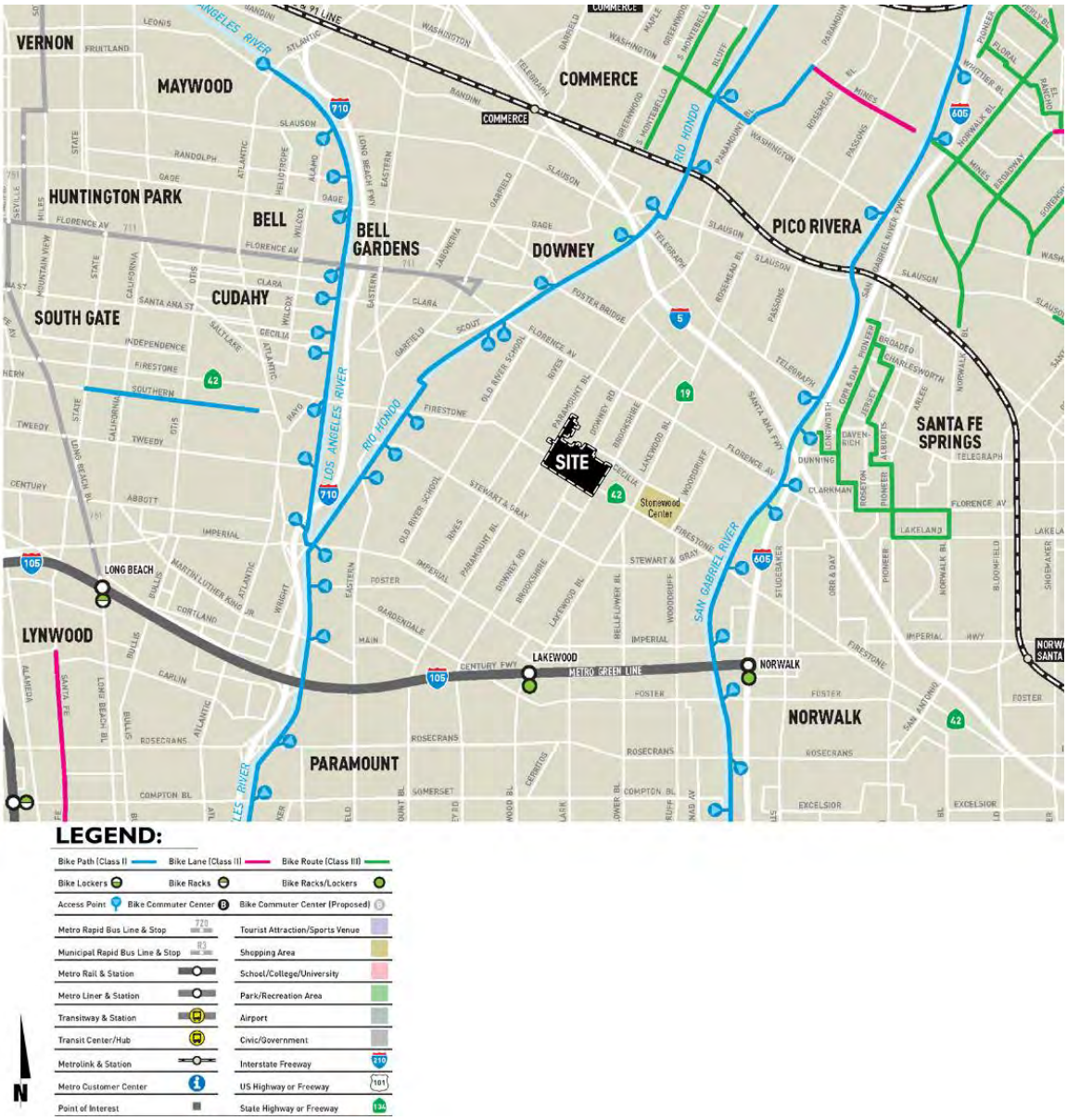
Image (left): To promote safe pedestrian crossing across roadways in the Specific Plan area, unique paving will be used to communicate to drivers that pedestrians have the right-of-way. Adding sharks tooth pavement markings will serve notify drivers of the location of crosswalks and service as a traffic-calming device.

4.6. Bicycle Mobility

Bicycle use in Southern California generally has been limited to recreational and exercise use, however an increasing number of residents are beginning to commute to work by bike. Exhibit 4.5 illustrates the existing bicycle trail system within the region, which includes the Rio Hondo River trail and San Gabriel River trail.

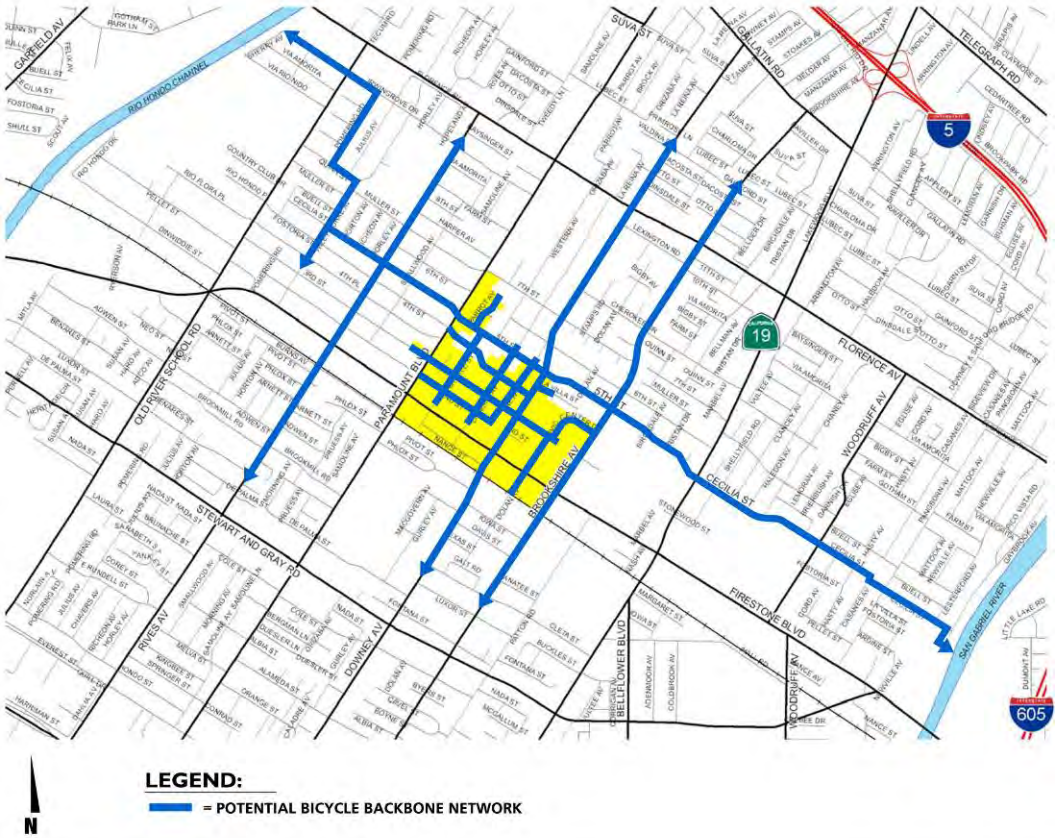
Exhibit 4.7: *Regional Bicycle Trails and Connections*

Exhibit 4.7: Regional Bicycle Trails and Connections



Although the City of Downey has not developed a bicycle facilities plan, the Downtown Downey Specific Plan can serve as a catalyst for creating such a plan. Exhibit 4.8 depicts a recommended bicycle backbone network that would provide access from the greater City of Downey community into the downtown area. Bicycling is an economical and healthy alternative mode of transportation. The outstanding local climate and relatively flat topography makes bicycling an attractive alternative to local residents and visitors.

Exhibit 4.8: Proposed Downtown Bicycle Network



Design standards for bikeways are primarily based upon guidelines established by Chapter 1000 – "Bikeway Planning and Design" of the Caltrans Highway Design Manual. The Caltrans manual includes the following types of bikeways:

Class I Bikeway: Provides for bicycle travel on a paved right-of-way completely separated from streets or highways. Often referred to as an off-street bike trail.

Class II Bikeway: A striped on-street bike lane for one-way bicycle travel within the roadway.

Exhibit 4.8: *Proposed Downtown Bicycle Network*

Class III Bikeway: An on-street bike lane for one-way bicycle travel within the roadway that is identified solely by signage and allow for bicyclists to use streets jointly with motor vehicle traffic.

Image: *Bicycle lanes incorporated into an urban neighborhood*

The majority of the routes depicted on Exhibit 4.8 are Collector/Local Streets, and treatment as Class III (signed) bike routes is expected to provide adequate safety for all road users. Bicycle routes along Downey Avenue and Brookshire Avenue would benefit from more positive identification/ control measures. The most prevalent/ traditional method of accommodating bicyclists on this type of roadway is through providing an explicit (striped) Class II bike lane. However, alternatives such as the concept of "shared space" which has been implemented by the City of Long Beach and includes additional pavement markings that emphasize the shared nature of the roadway, are also worthy of consideration within and around the Specific Plan area. The east-west facilities depicted along Fifth Street and Cecilia Street east and west of Downtown are intended to provide access to the Class I facilities along the San Gabriel River and Rio Hondo Channel.

Image: *Bicycle lanes incorporated into a suburban area*

Bicyclists vary significantly in their skill level, comfort with cars and traffic, reasons for bicycling, and common destinations. All of these factors can affect what facilities a cyclist will use and value, and how a cyclist will use those facilities. The following definitions help to describe and assess the different needs of the cycling public; however, most bicyclists have attributes of multiple types of bicyclists.

Casual Bicyclist. Includes those who feel less comfortable negotiating traffic, often bicycle shorter distances than experienced riders, and may be unfamiliar with many of the rules of the road. Casual bicyclists benefit from route markers and way finding signage, bicycle lanes, wider curbs, and educational programs.

Commuter Bicyclist: Employee. Bicycle commuters who ride to work, making their entire commute by bicycle or by using their bicycle to link with other modes of transportation including buses, trains, or

carpools and rideshares. Commuter bicyclists value direct routes between residential and employment areas, safe and secure bicycle parking facilities, and locker and shower facilities at their place of employment.

Commuter Bicyclist: Student. Bicyclists who travel to and from their home and their grade school, college, or university. Grade school bicycle commuters typically commute less than five miles to school, cross few arterials, and often use the sidewalk. College and university students are likely to bicycle less than five miles as well, but may travel as long as ten to fifteen miles. Like employee commuters, student commuters are likely to value direct routes, and may be more likely than employee commuters to prefer routes with less traffic and arterial crossings.

Image: *Signage directing drivers and bicyclists*

Experienced Bicyclist. Includes those who prefer the most direct route between origin and destination and prefer riding within or near the vehicle travel lanes. Experienced bicyclists negotiate streets in much the same manner as motor vehicles, merging across traffic to make left turns, and avoiding bicycle lanes and shoulders that contain gravel and glass. Experienced bicyclists benefit from wider curb lanes and bicycle-actuated loop detectors at signals.

Recreation Bicyclists: Casual Bicyclist. Casual recreational cyclists are those who generally want to ride on off-street bikeways and cover shorter trip distances at slower speeds. Casual cyclists will tend to take trips of less than 10 miles in length, and may ride as a family group with children. Recreational destinations are also important for casual cyclists, as they provide a place to stop and get off the bike. To this end, having secure bicycle parking at destinations is important.

Recreational Bicyclists: Road Bicyclist. Road cyclists bicycle almost exclusively on roadways, which accommodate higher speeds, longer distances, and few conflicts with other recreational users. Typical trip distances for the road cyclist can range from 10 miles to over 50 miles. While the average road cyclist would likely prefer to ride on roads with little or no traffic, they are generally comfortable riding in traffic if necessary. To this end, a road cyclist will tend to ride in a manner similar to a motor vehicle (e.g., when approaching traffic signals or making left turns). Road cyclists are typically not seeking a recreational destination along the route, as a ride itself is the recreation.

Bicycle amenities are physical items provided to serve the bicycling community and enhance safety and enjoyment. Bicycle amenities include landscaping, lighting, rest stops, and end-of-trip facilities. The following definitions are used to describe the types of amenities recommended within Downtown:

Class I Bicycle Parking Facilities. Class I bicycle racks are stationary storage racks designed to secure the frame and both wheels of the bicycle, where the

cyclist supplies only a padlock. Additionally, enclosed bicycle lockers, staffed bicycle "barns" or bicycle parking lots, unstaffed bicycle "barns" or lots that are accessible only to an exclusive set of users, or any other facilities with a locking mechanism that is not provided by the bicycle user are also considered Class I bicycle parking facilities. Class I bicycling parking facilities are recommended at the existing or proposed Transit Station.

End of Trip Facilities. Includes bicycle lockers, bicycle racks, and locker rooms and shower rooms that bicyclists may require at their destinations. End of trip facilities are especially important to bicycle commuters and are usually provided by employers.

Rest Amenities. Includes drinking fountains, benches, picnic tables and lawn areas that directly serve users of the on-street or off-street bikeway system. Rest amenities are important for less experienced bicyclists, families bicycling with children, walkers, joggers, and seniors using the bikeway to network. These facilities should be provided within the various park and open space amenity areas.

Image (left): A Bike Station offering bicycle storage, showers and other end of ride facilities

Image (right): Bicycle lockers for storage while at work, school or in between rides

4.7. Neighborhood Electric Vehicles

An innovative alternative mode of transport recommended for consideration for Downtown is the neighborhood electric vehicle (NEV). Section 385.5 of the California Vehicle Code (CVC) defines a Low Speed Vehicle (LSV) as a motor vehicle, other than a motor truck, having four wheels on the ground that is capable of propelling itself at a lowest maximum speed of 20 miles per hour and a highest maximum speed of 25 miles per hour, on a paved level surface. Because only electric-powered LSVs are sold in California, all LSVs in California are also referred to as "Neighborhood Electric Vehicles." A potential NEV backbone network is illustrated in Exhibit 4.9.

Image: *The GEM Peapod Neighborhood Electric Vehicle made by Chrysler*

Exhibit 4.9: Proposed Neighborhood Electric Vehicle Network

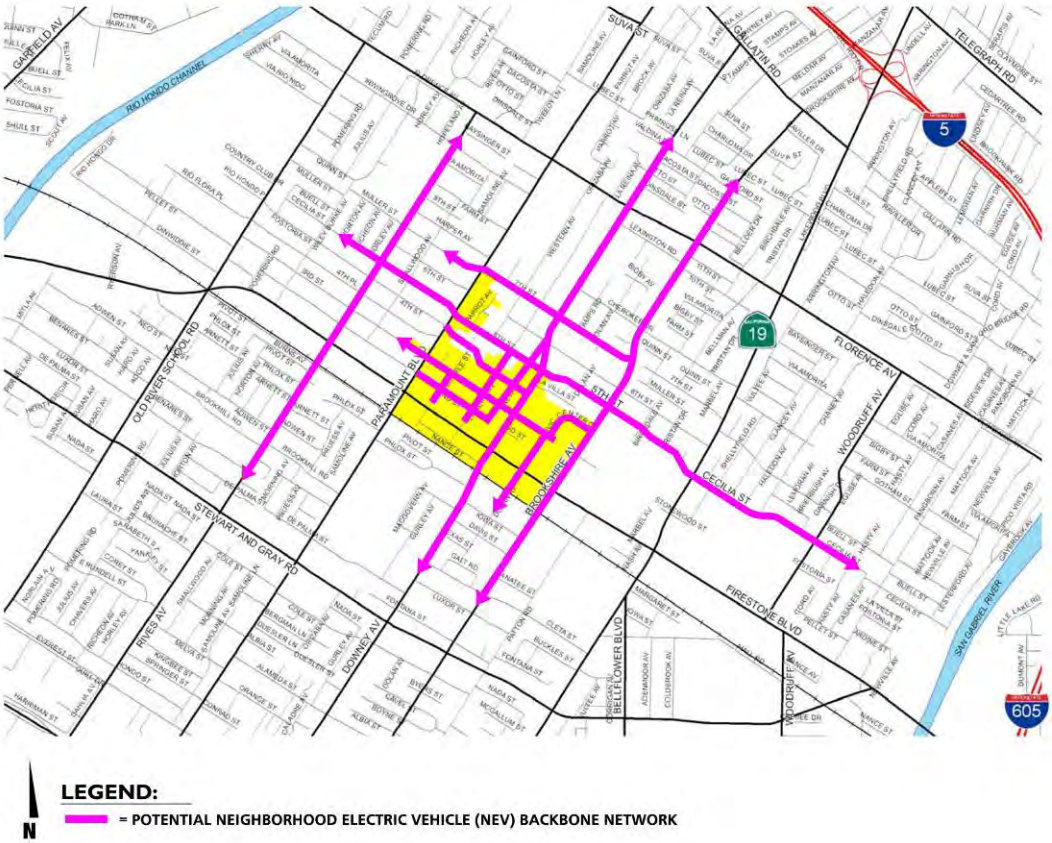


Exhibit 4.9: *Proposed Neighborhood Electric Vehicle Network*

CVC Section 2160 (a) notes that NEVs cannot be operated on any roadway with a speed limit in excess of 35 miles per hour (unless allowed by separate legislative action). None of the backbone facilities shown on Exhibit 4.9 have a speed limit in excess of 35 MPH.

CVC Section 2160 (l) allows NEVs to cross a roadway with a speed limit in excess of 35 miles per hour if the crossing begins and ends on a roadway with a speed limit of 35 miles per hour or less and occurs at an intersection of approximately 90 degrees. However, NEVs can only cross a state highway with the approval of the agency having primary traffic enforcement responsibilities.

CVC Section 21266 (b) enables local law enforcement or the California Highway Patrol to prohibit the operation of NEVs on any roadway under its jurisdiction in the interest of public safety. Signs must be erected giving notice that NEVs are prohibited. Drivers of NEVs must hold a valid California Drivers License. NEVs must be registered and licensed with California State Department of Motor Vehicles

Assembly Bill No. 2353 was enacted in September 2004 to allow specified cities to develop "Neighborhood Electric Vehicle Plans" so that the NEVs could operate on public streets with speed limits greater than 35 miles per hour. Only two cities are currently named in AB 2353, the City of Lincoln and the City of Rocklin. NEVs operated on streets with speed limits greater than 35 mph must be operated in their own striped lane separate from general traffic. Again, none of the backbone facilities shown on Exhibit 4.9 have a speed limit in excess of 35 MPH.

Jurisdictions that are interested in allowing NEVs to operate on streets with greater than 35 miles per hour limits (subject to a community NEV plan), must have legislative approval. No plan or approval is necessary for operation on streets of 35 miles per hour or less.

The NEV has the potential to be a valued local transportation component within Downtown. It will offer residents the ability to circulate within Downtown and also to access Downtown from other parts of City without having to start an internal combustion powered automobile engine. The NEV will be an enjoyable mode to reach nearby commercial and activity centers in Downtown, and to visit neighbors.

The benefits of NEVs include the following:

- Relatively inexpensive vehicle to own and operate
- Particularly well suited to trip lengths of 10 miles or less
- NEVs do not contribute to the air pollution caused by the cold-starts and operation of typical high speed autos
- NEVs achieve an "energy equivalent" of 150 mpg (based upon 2002 California Energy Commission report)

- By using solar or wind power to generate the electricity for these vehicles, they have potential to run fossil fuel free

***Image**: The E-Car-01 Neighborhood Electric Vehicle made by Roketa offers many features of a regular car, including air conditioners and a CD player*

In the future, there will be an expanded array of mobility options for residents to travel beyond the community. The NEV can play a central role in reaching the Downey Depot to conveniently access these mobility extensions.

A typical golf cart is 47 inches wide. By comparison, the commonly available NEVs range in width from 47 inches (Columbia) to 59 inches (Zenn). As the NEV infrastructure (lanes and parking) is being designed to accommodate the current range of NEVs, it is appropriate to limit the width of future NEVs that will use this infrastructure. The preferred limit on vehicle width is 55 inches, with an absolute maximum of 60 inches.

The modern NEV can travel 30 miles between charges. They plug into any 110V outlet, in a garage, or at an outlet at a neighborhood commercial center. Any NEV parking site that would have NEVs parked for several hours would likely benefit from available charging infrastructure. Visitors driving their NEV to a neighbor's house for an afternoon party would enjoy having an external electric outlet to charge from as well.

***Image:** The GEM six-passenger NEV allows for larger groups to traverse a neighborhood to run errands or go out to dinner*

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5

Parking

City of Downey

Downtown Specific Plan

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5. Chapter 5 – Parking

This chapter addresses the existing and future parking requirements for the Specific Plan area. Parking demand varies greatly by time of day and day of week and is influenced by numerous factors, including the types and quantities of land uses within an area, the cost of parking, and the availability of alternative modes of transport to the automobile. An area such as Downtown Downey is characterized by a variety of land uses located in close proximity to one another. This provides an opportunity for shared parking, as the peak parking demand for different types of land use often occurs at different times of day or days of the week.

Typical parking code requirements, including the City of Downey parking code, require that each individual use provide adequate parking to meet its own individual peak parking demand. This approach is appropriate for suburban or other settings where large areas of relatively homogenous land use occur. Applying this approach to a downtown or other mixed use setting results in excess land and infrastructure devoted to parking, with too much land devoted to parking.

The objective of the parking study section of the Specific Plan is to establish an appropriate and efficient approach to providing adequate parking for the overall downtown area and the anticipated mix of land uses within the area. In order to accomplish this objective, this section presents existing and projected future demand for the study area and provides adjustments to the City of Downey parking code requirements to meet the needs of the downtown area.

The approach to estimating existing and future parking demand explicitly accounts for the land use specific peaking characteristics of parking demand. Parking is a key element in any project design. Shared parking occurs when a single parking space is used to serve two or more individual land uses without conflict or encroachment. The shared parking concept reflects the fact that parking requirements for different land uses vary by time of day (hourly), day of the week, and seasonally (month of the year). Interactions amongst mixed land uses within a project site, the location of the project with respect to other potential modes of transportation and even a project's interaction with surrounding land uses can also reduce the on-site parking needs of an individual project. This concept has been applied to the overall City of Downey downtown area.

Data contained in the publication Shared Parking 2nd Edition (Urban Land Institute, 2005) has been used to establish the hourly, daily, and monthly variation in parking demand for the various land uses currently in place or contemplated in the downtown Downey project area. This data, combined with data collected or estimated pertaining to local decisions regarding mode choice and internal capture of trips, has been used to estimate the peak parking demand

for the overall project (downtown) area under existing conditions and future conditions with the proposed Specific Plan land uses.

The resulting information has then been used to develop a recommended strategy for accommodating the projected future parking demand through a combination of public and private parking supply.

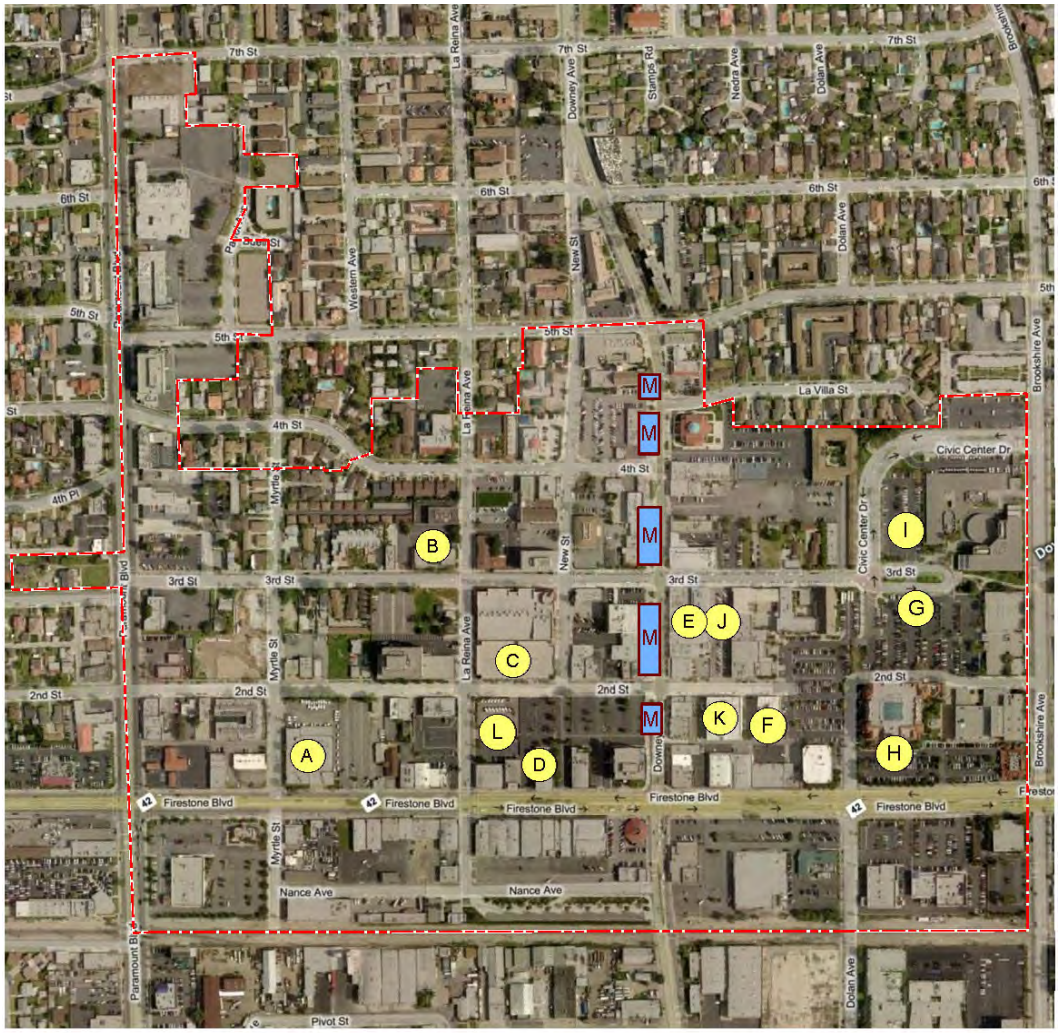
5.1. Existing Conditions

Existing parking conditions in the project area have been evaluated in terms of a survey quantifying the existing supply of and demand for public parking spaces, an estimate of the overall downtown parking requirement in accordance with City of Downey parking code requirements, as well as estimating the overall shared parking demand for the Downtown Downey Specific Plan area.

5.1.1. Existing Public Parking Supply and Parking Requirements

The existing public parking supply and demand data was collected under the direction of City of Downey staff. The locations of the various public parking lots within the downtown area are shown on Exhibit 5.1. The largest public parking lot is a parking structure that includes 399 parking spaces and is located north of 2nd Avenue between La Reina Avenue and New Street. The other general use parking lots shown on Exhibit 5.1 provide between 21 parking spaces (Verizon Building lot) and 94 parking spaces (Post Office lot). The total capacity of these public parking lots is 684 parking spaces.

Exhibit 5.1: Existing Parking Lots / Structures



LEGEND:

- (A) POST OFFICE
- (B) BANK OF AMERICA BUILDING
- (C) KRIKORIAN STRUCTURE
- (D) AAA
- (E) AVENUE THEATER
- (F) VERIZON BUILDING
- (G) PARKING LOT # 3
- (H) EMBASSY
- (I) PARKING LOT # 2
- (J) PARKING LOT # 5
- (K) PARKING LOT # 10
- (L) PARKING LOT # 9
- (M) DOWNEY AVENUE ON-STREET PARKING (SEE EXISTING ON-STREET PARKING LOCATIONS DETAILED DOWNEY AVENUE INFORMATION)

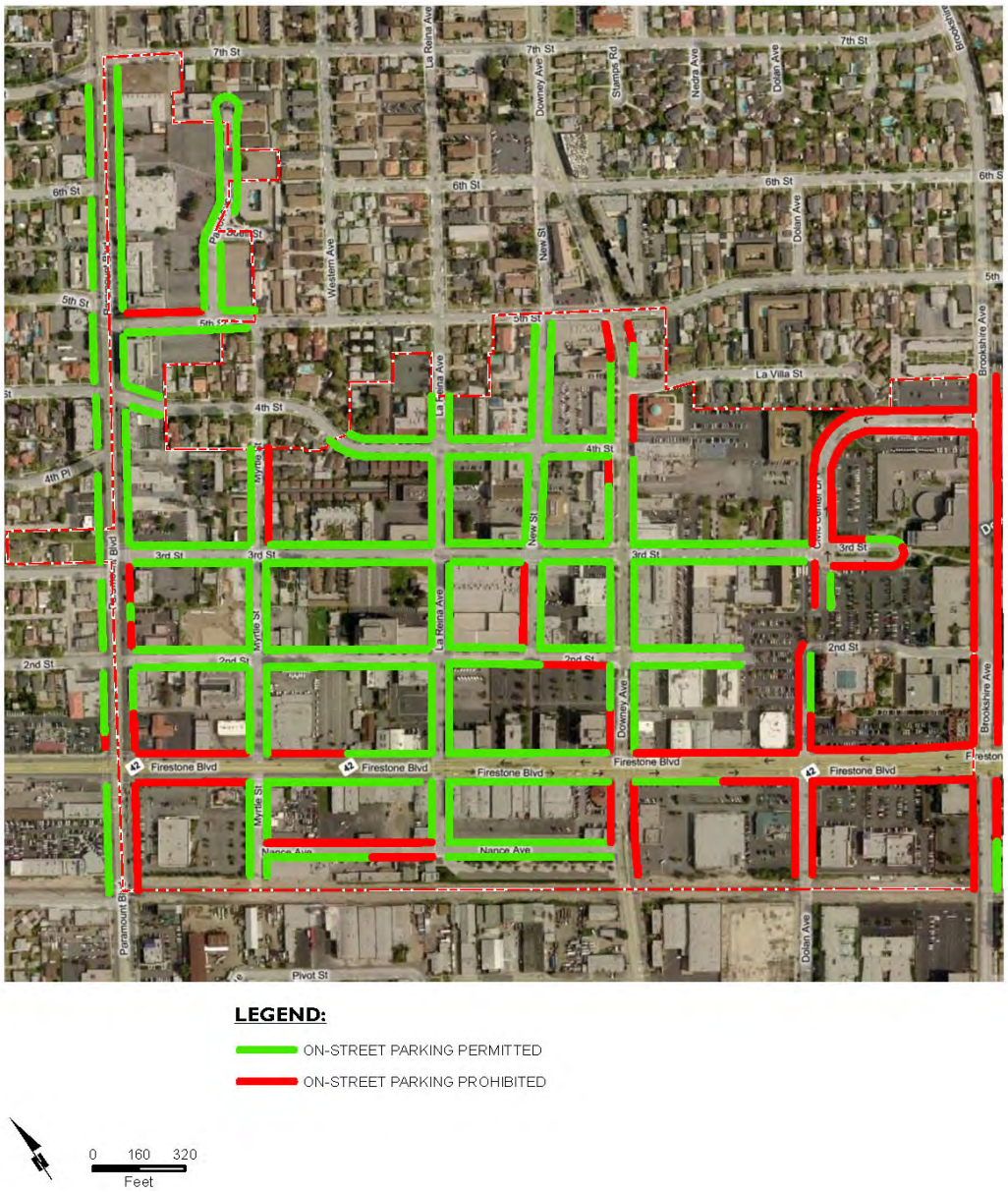
0 140 280
Feet

There are several parking lots in the vicinity of the Civic Center complex that are also shown on Exhibit 5.1. These lots are intended for use by employees of and visitors to the Civic Center complex and / or employees and guests at the adjacent Embassy Suites hotel, which is why they are not included in the overall summary of public lots shown on Exhibit 5.1. These lots are typically heavily utilized during normal business hours, as well as during special events either at City hall or at the adjacent church.

Additional public parking is provided along the various public streets within the downtown area. Exhibit 5.2 depicts the locations where parking is and is not allowed within the downtown area. Parking is allowed along at least one side of

most of the streets in the downtown area. Locations where parking is prohibited on both sides of the street include portions of Brookshire Avenue, Firestone Boulevard, Downey Avenue (south of Firestone Boulevard), Dolan Avenue, and Civic Center Drive. The total capacity for parking within the public right of way is 356 parking spaces. In combination with the public parking lots / structures, a total of 985 public parking spaces are currently provided within the Downtown Downey Specific Plan area.

Exhibit 5.2: Existing On-Street Public Parking Locations



The overall supply of parking within the downtown area is regulated by the City of Downey through its zoning code. Table 5.1 summarizes the City of Downey zoning code relevant to parking requirements for the downtown area.

Table 5.1: City of Downey Parking Code Summary

Land Use	Required # Parking Spaces	Per Listed Unit[1]	Notes
Single Family Residential	2 to 4	DU	Parking space requirement depends on square footage (2 spaces required for < 2,999 SF). Assume 2 spaces per DU is generally applicable to single family homes in the downtown area
Multi-Family Residential	2.5	DU	Requirement is 2 covered spaces within a garage; plus 0.5 guest parking spaces per unit
General Commercial	1	250 SF	--
Hotel	see notes	ROOM	1 per each room; plus 1 per each 5 rooms
Movie Theatre	1	per 4 seats	--
Restaurant	1	100	For Restaurants > 200 SF
Church	1	4 seats	Churches should ideally have their own parking lots and should not be considered for this calc.
Medical Office	1	200	--
Professional Office	1	300	--
Industrial	1	300	--

[1] DU = Dwelling Units; SF = Square Feet

Parking requirements vary by type of land use. The requirement for single family dwelling units varies from 2 to 4 parking spaces, depending on the size of the dwelling unit. Single family housing units within the downtown area are generally smaller and would be subject to the 2 parking spaces per unit requirement. The requirement for multi-family dwelling units (apartments, condominiums, duplexes, etc.) is 2 spaces per unit, plus 0.5 guest parking spaces for every unit.

The parking requirement for non-residential uses that currently exist or are anticipated within the downtown area is typically a function of the square footage of land use. Restaurants require the most parking, with one (1) parking space for every 100 square feet of development. Medical office uses are also subject to relatively substantial parking requirements, with one parking space required for every 200 square feet of development. General commercial uses require one parking space for every 250 square feet of development, while general office uses require one parking space for every 300 square feet of development.

Certain uses within the downtown area have parking requirements based on different explanatory variables. Key examples include hotels (1.2 parking space per every room), movie theaters (1 space for every 4 seats) and churches (1 space for every 4 seats). In general, the parking spaces for residential uses are typically reserved for the residents and are not amenable to shared parking arrangements (with the exception of guest parking). Therefore, residential parking is treated separately from the remaining non-residential parking requirements.

Churches are also a special case with respect to parking. The key time frame for church parking is typically on Sundays. The ULI Shared Parking report cited previously indicates that weekend parking demand typically peaks on either Friday evening (considered as part of the weekend) or during the day on Saturday. For this reason, church parking requirements are not considered explicitly (other than in the context of special events) in the Specific Plan parking recommendations. Also, the church uses within the downtown area already exist, and substantial new church related development is not anticipated in the context of the Downtown Downey Specific Plan.

The parking that would be required for non-residential, non-church uses in the overall downtown area under existing conditions has been calculated and is summarized on Table 5.2. The total required parking supply for these uses is 5,966 spaces.

Table 5.2: Downtown Downey Existing Non-Residential Land Use and Parking Code Based Parking Requirements [1]

LAND USE	UNITS IN THOUSAND SQUARE FEET (TSF)	OTHER UNITS	Required # of Spaces
General Commercial	665,023	--	2,660
Hotel	205,881	219 ROOMS	263
Movie Theater	41,500	2,000 SEATS	500
Restaurant	79,259	--	793
Medical Office	192,405	--	962
Professional Office	221,300	--	738
Industrial	24,956	--	50
TOTAL[1]	**1,430,324**	--	**5,966**

[1] Excludes Churches (285.876 TSF)

The ULI share parking report also includes recommended parking ratios. Table 5.3 summarizes the ULI recommended parking ratios. The ULI parking ratios generally correspond to City parking requirements. However, the ULI parking ratios, published in 2005, reflect the latest research into changing trends in parking requirements. For instance, the ULI recommended parking ratios for cineplex movie theaters recommend a lower maximum parking ratio of 0.20 spaces per seat (total) for weekday conditions (compared to the equivalent City requirement of 0.25 spaces per seat). The weekend parking ratio is nearly identical (0.26 for ULI compared to 0.25 for the City parking requirement).

Table 5.3: Urban Land Institute (ULI) Recommended Parking Ratios

LAND USE	WEEKDAY		WEEKEND		UNIT
	VISITOR	EMPLOYEE	VISITOR	EMPLOYEE	
Super Regional Shopping Center (>600 ksf)	3.20	0.80	3.60	0.90	/ksf GLA
Fine/Casual Dining Restaurant	15.25	2.75	17.00	3.00	/ksf GLA
Family Restaurant	9.00	1.50	12.75	2.25	/ksf GLA
Fast Food Restaurant	12.75	2.25	12.00	2.00	/ksf GLA
Cineplex	0.19	0.01	0.26	0.01	/seat
Hotel-Business	1.00	0.25	0.90	0.18	/room
Office 100 to 500 ksf	Linear 0.25<x<0.2				/ksf GLA
Medical/Dental Office	3.00	1.50	3.00	1.50	/ksf GLA

The maximum parking requirement (in the absence of shared parking and other mitigating factors) per the ULI recommended parking ratios is presented on Table 5.4. ULI has separate ratios for weekday and weekend conditions. Table 5.4 shows both the weekday and weekend maximum supply for each individual use, as well as an overall maximum that reflects the highest of the weekday or weekend parking supply requirement. The weekday maximum supply requirement at any time of the day is 6,134 spaces, while the weekend maximum supply requirement (again at any time of the day) is 6,006 spaces. When the maximum for either weekday or weekend is considered, the overall maximum for the downtown no-residential uses (excluding churches) is 6,777 parking spaces.

The overall City of Downey parking requirement is similar to the weekday and weekend maximum supply requirement per ULI. The ULI parking requirement is over 800 spaces higher when the overall maximum parking without regard for day of the week is considered.

Table 5.4: Existing Downtown Downey Urban Land Institute (ULI) Maximum Parking Demand

Land Use	Quantity		Max Parking Spaces		
			Weekday	Weekend	Overall
Super Regional Shopping Center (>600 ksf)	665,023	sf GLA	2,128	2,394	2394
Employee			532	599	599
Fine/Casual Dining Restaurant	26,155	sf GLA	399	445	445
Employee			72	78	78
Family Restaurant	26,155	sf GLA	235	333	333
Employee			39	59	59
Fast Food Restaurant	26,949	sf GLA	344	323	344
Employee			61	54	61
Cineplex	2,000	seats	380	520	520
Employee			20	20	20
Hotel-Business	219	rooms	219	197	219
Employee			56	39	56
Office 100 to 500 ksf	246,256	sf GLA	57	6	57
Employee			726	73	726
Medical/Dental Office	192,405	sf GLA	577	577	577
Employee			289	289	289
Subtotal Customer/Guest Spaces			4,339	4,795	4889
Subtotal Employee/Resident Spaces			1,795	1,211	1888
Subtotal Reserved Spaces			0	0	0
Total Parking Spaces			**6,134**	**6,006**	**6,777**

5.2. Existing Public Parking Demand

Existing parking demand for the various public parking facilities previously presented on Exhibit 5.1 and Exhibit 5.2 was collected in August, 2008. Data was collected during representative hours of the day for both weekday and weekend conditions. Data was collected for mid-morning (10:00 AM), mid-afternoon (3:00 PM) and evening (8:00 PM) conditions.

Table 5.5 summarizes the existing public parking supply and demand for both weekday and weekend conditions.

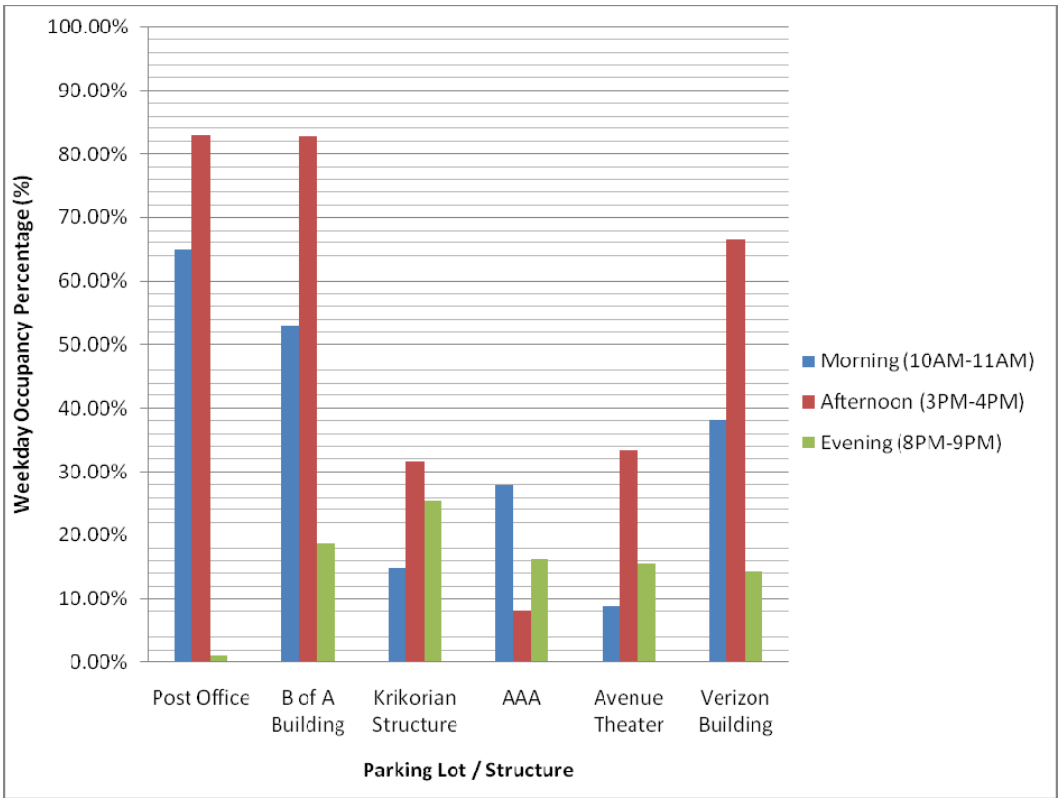
Table 5.5: Existing Public Parking Supply and Demand Summary

ALL PUBLIC PARKING LOTS AND STRUCTURES	WEEKDAY TIME OF DAY		
	10AM - 11AM	3PM - 4PM	8PM-9PM
AVAILABLE SPACES	1040	1040	1040
OCCUPIED SPACES	299	442	213
% OCCUPIED	28.75%	42.50%	20.48%

ALL PUBLIC PARKING LOTS AND STRUCTURES	WEEKEND TIME OF DAY		
	10AM - 11AM	3PM - 4PM	8PM-9PM
AVAILABLE SPACES	1040	1040	1040
OCCUPIED SPACES	331	314	265
% OCCUPIED	31.83%	30.19%	25.48%

Exhibit 5.3 and Exhibit 5.4 illustrate the relative utilization of the various components of the public parking system for existing weekday and existing weekend conditions, respectively. The total supply of public parking surveyed is 1,040 parking spaces.

Exhibit 5.3: Existing Weekday Public Parking Utilization



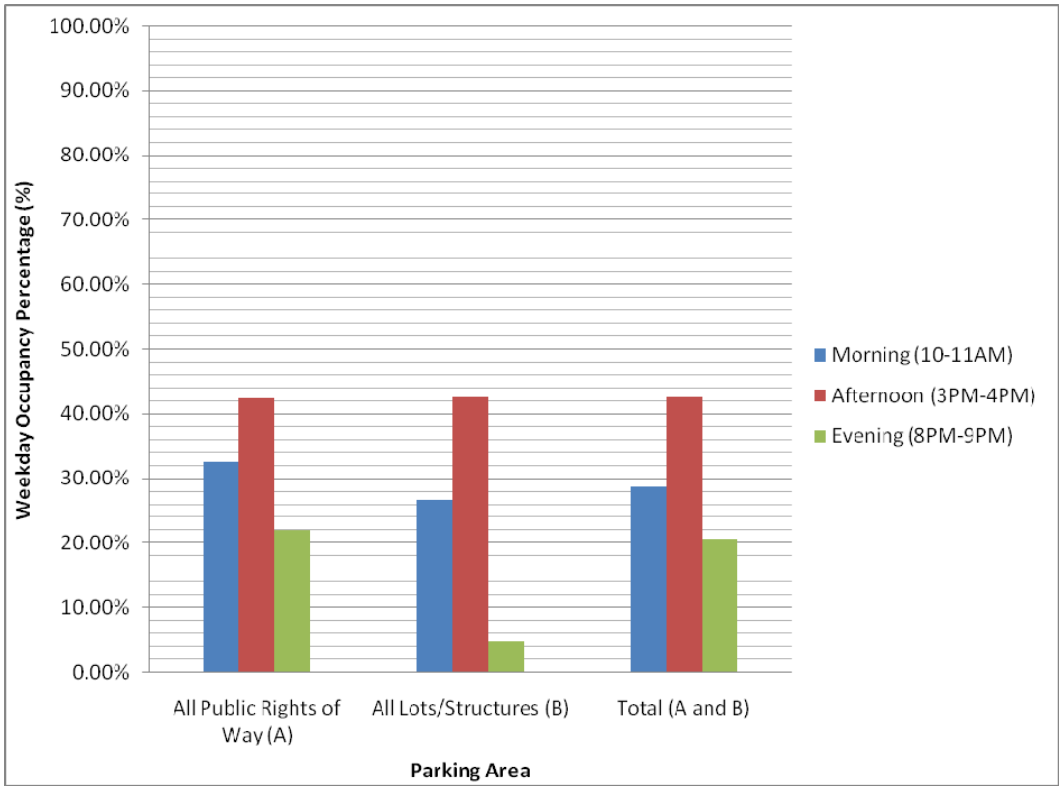
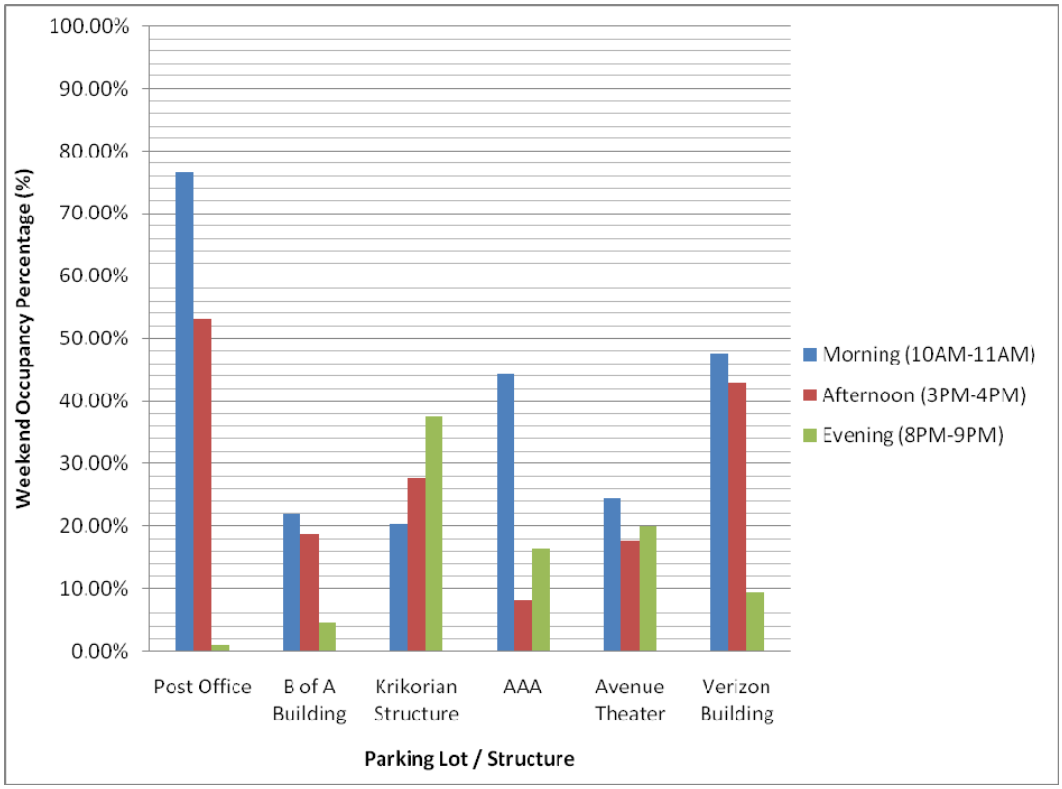
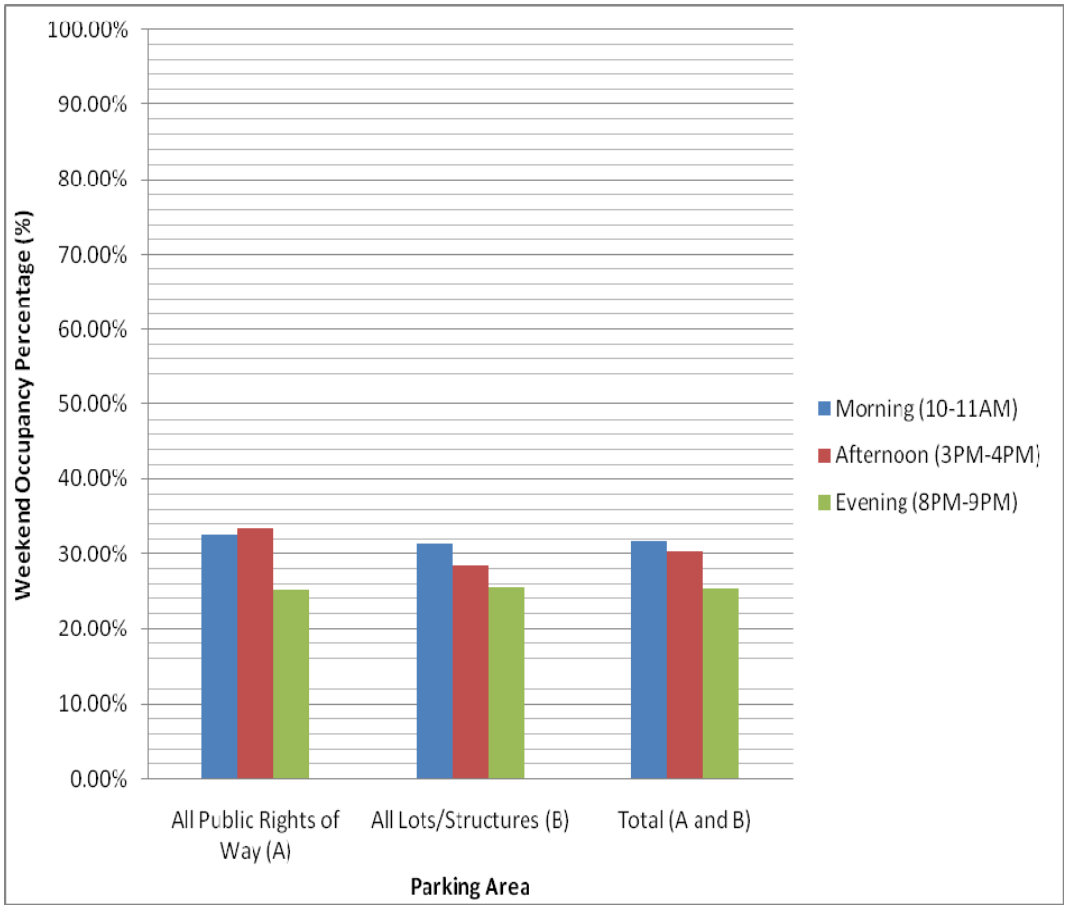


Exhibit 5.4: Existing Weekend Public Parking Utilization





The peak weekday demand occurs during the early afternoon, with a total demand of 442 parked vehicles. This represents approximately 42.5% utilization of the overall public parking supply. A surplus of at least 598 public parking spaces is present in the downtown area throughout the typical weekday. The utilization varies by location, with the Post Office and Bank of America (B of A) Building lots being the most highly utilized and the Krikorian Structure and AAA Building lots being the least utilized during most times of the day. The Krikorian Structure becomes the most utilized during the weekday evening hours, reflecting the proximity of this parking structure to the movie theater cineplex.

The peak weekend demand occurs during the morning time frame, with a better balance of demand occurring throughout the day. The peak (morning) total demand is 331 parked vehicles in public parking spaces. This represents approximately 32% utilization of the overall public parking supply during peak weekend conditions. A surplus of at least 709 public parking spaces is present in the downtown area throughout the typical weekend day. The Post Office lot and Verizon Building lot are most heavily utilized during the weekend daytime, with the Krikorian Structure again being the most heavily utilized public parking facility in the weekend evening.

5.3. Existing Non-residential Shared Parking Estimate

The ULI shared parking methodology has been applied to the existing non-residential uses (excluding churches) in the downtown area to determine the overall estimated parking demand by time of day. Since the ULI maximum parking ratio requirement exceeds that included in the City of Downey zoning code, the ULI parking ratios were used in the analysis.

The ULI methodology also allows the user to estimate and input factors related to the proportion of activities within the project (downtown) area that will be served by modes of transport other than the automobile. The proportion of overlapping activities (non-captive ratio) that would result in double-counting of parked vehicles is also an allowed user input. Based on regional travel demand data model data, the mode choice proportion for patrons of most of the various downtown uses has been set at 85% for the automobile (15% transit and non-motorized trips). The exception is hotel guests, who are all assumed to arrive via automobile. The mode choice proportion for employees has been set at 90% for the automobile and 10% for other modes of transport.

Table 5.6 summarizes the results of the existing conditions shared parking analysis, while Exhibit 5.5 shows the hourly variation for both weekday and weekend conditions. The total peak parking demand at any given time occurs at 2:00 PM on a weekday, when a total demand of 4,651 parked vehicles is estimated. This represents a reduction of 31% compared to the maximum demand of 6,134 spaces presented previously for each individual use at any given time of day. This represents the demand for both public and private parking spaces throughout the downtown area (whereas the previously presented parking survey data was only for public parking spaces). The time of day for the peak correlates well with the observed public parking demand survey peak of 3:00 PM.

Table 5.6: Estimated Existing Non-Residential Shared Parking Demand

PEAK MONTH: DECEMBER -- PEAK PERIOD: 2 PM, WEEKDAY

Land Use	Project Data		Weekday			Weekend		
			Peak Hr Adj	Peak Mo Adj	Estimated Parking	Peak Hr Adj	Peak Mo Adj	Estimated Parking
	Quantity	Unit	2 PM	December	Demand	12 PM	December	Demand
Super Regional Shopping Center (>600 ksf)	665,023	sf GLA	1.00	1.00	1,809	0.85	1.00	1,730
Employee			1.00	1.00	479	1.00	1.00	539
Fine/Casual Dining Restaurant	26,155	sf GLA	0.65	1.00	220	0.50	1.00	189
Employee			0.90	1.00	58	0.75	1.00	53
Family Restaurant	26,155	sf GLA	0.50	1.00	100	1.00	1.00	283
Employee			1.00	1.00	35	1.00	1.00	53
Fast Food Restaurant	26,949	sf GLA	0.90	1.00	263	1.00	1.00	275
Employee			0.95	1.00	52	1.00	1.00	49
Cineplex	2,000	seats	0.55	0.23	41	0.20	0.67	59
Employee			0.60	0.50	5	0.50	0.80	7
Hotel-Business	219	rooms	0.60	0.67	88	0.55	0.67	73
Employee			1.00	1.00	50	1.00	1.00	35
Office 100 to 500 ksf	246,256	sf GLA	1.00	1.00	48	0.90	1.00	5
Employee			1.00	1.00	653	0.90	1.00	59
Medical/Dental Office	192,405	sf GLA	1.00	1.00	490	0.30	1.00	147
Employee			1.00	1.00	260	1.00	1.00	260
			Customer		3,059	Customer		2,761
			Employee		1,592	Employee		1,055
			Reserved		0	Reserved		0
			Total		**4,651**	**Total**		**3,816**

Exhibit 5.5: Estimated Existing Hourly Parking Variation

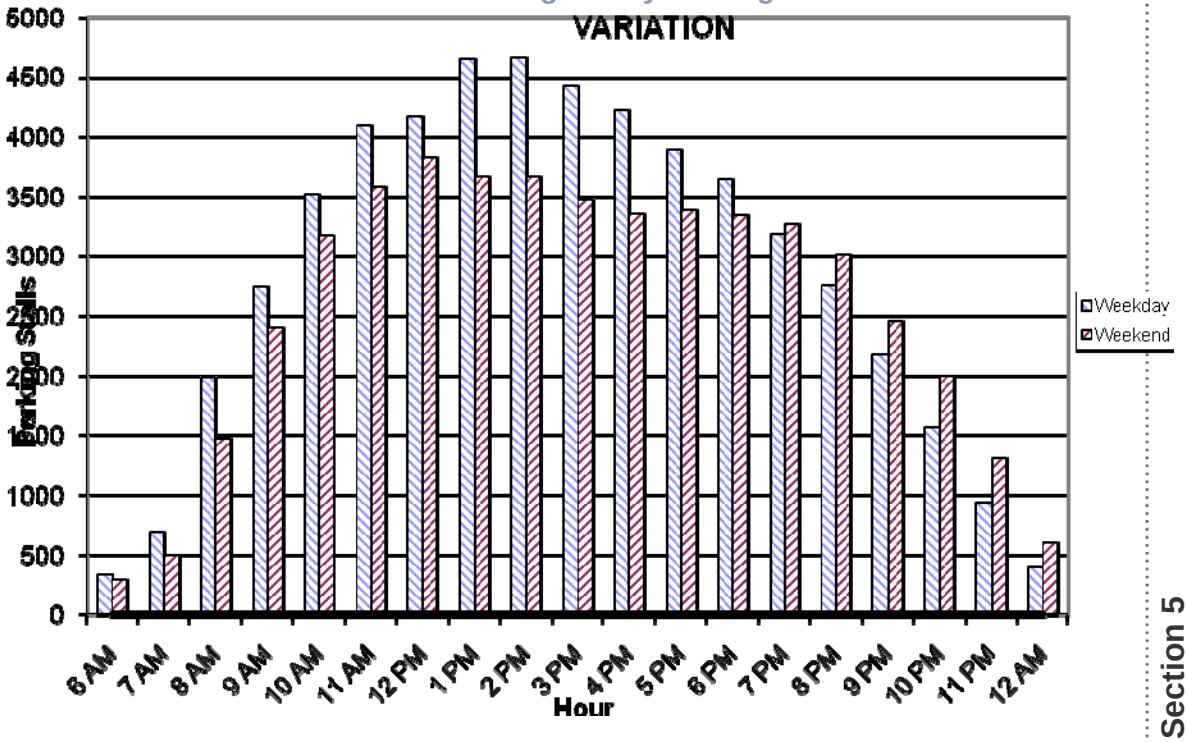


Table 5.6 also presents the weekend peak parking demand results. The highest weekend parking demand occurs at Noon, however, the demand remains high throughout the afternoon and into the evening, with a decrease of only 15% by 8:00 PM (compared to the weekend peak at Noon). This result again correlates well to the actual survey of parking demand that was conducted by the City, which showed that the peak occurs during the late morning (and was the data closest in time to the estimated peak). The relationship between the weekday and weekend peak also exhibits trends that are similar to the survey data. The weekend peak to weekday peak ratio for the estimated demand is 82%, while the survey data relationship is 75%. As mentioned previously, the survey data does not include parking activities occurring in private parking lots, which are often more conveniently located than the available public parking.

5.4. Future Conditions

Future parking conditions in the project area with implementation of the proposed Downtown Downey Specific Plan have been evaluated in much the same manner that was used to evaluate existing conditions. The parking requirement per the City Downey parking code has been calculated. The future parking demands based upon the ULI shared parking methodology have also been evaluated for the Downtown Downey Specific Plan land uses.

5.4.1. City of Downey and ULI Parking Ratio Future Parking Requirements

The parking that would be required for non-residential, non-church uses in the overall downtown area under proposed Downtown Downey Specific Plan conditions has been calculated and is summarized on Table 5.7. The total required parking supply for these uses is 14,066 spaces. This represents an increase of 8,100 parking spaces compared to the existing requirement of 5,966 parking spaces. The majority of the increased parking requirement is attributable to general commercial (over 1.6 million square feet) and restaurant (over 293,000 square feet) land uses.

Table 5.7: Downtown Downey Proposed Specific Plan Non-Residential Land Use and Parking Code Based Parking Requirements

LAND USE	UNITS IN THOUSAND SQUARE FEET (TSF)	OTHER UNITS	REQUIRED # OF SPACES
General Commercial	1,665,861	--	6,663
Hotel	205,881	219 ROOMS	263
Movie Theater	41,500	2,000 SEATS	500
Restaurant	293,976	--	2,940
Medical Office	359,785	--	1,799
Professional Office	570,414	--	1,901
TOTAL1	**3,137,417**	--	**14,066**

[1] Excludes Churches (285.876 TSF)

The maximum parking requirement (in the absence of shared parking and other mitigating factors) per the ULI recommended parking ratios for the proposed Downtown Downey Specific Plan non-residential uses (excluding churches) is presented on Table 5.8. Table 5.8 shows both the weekday and weekend maximum supply for each individual use, as well as an overall maximum that reflects the highest of the weekday or weekend parking supply requirement. The weekday maximum supply requirement at any time of the day is 14,818 spaces, while the weekend maximum supply requirement (again at any time of the day) is 14,851 spaces. When the maximum for either weekday or weekend is considered, the overall maximum for the downtown no-residential uses (excluding churches) is 16,427 parking spaces.

Table 5.8: Downtown Downey Proposed Specific Plan Urban Land Institute (ULI) Maximum Parking Demand

Land Use	Quantity		Max Parking Spaces		
			Weekday	Weekend	Overall
Super Regional Shopping Center (>600 ksf)	1,665,861	sf GLA	5,331	5,997	5,997
Employee			1,333	1,499	1,499
Fine/Casual Dining Restaurant	97,982	sf GLA	1,494	1,666	1,666
Employee			269	294	294
Family Restaurant	97,982	sf GLA	882	1,249	1,249
Employee			147	220	220
Fast Food Restaurant	98,012	sf GLA	1,250	1,176	1,250
Employee			221	196	221
Cineplex	2,000	seats	380	520	520
Employee			20	20	20
Hotel-Business	219	rooms	219	197	219
Employee			56	39	56
Office >500 ksf	570,414	sf GLA	114	11	114
Employee			1,483	148	1,483
Medical/Dental Office	359,785	sf GLA	1,079	1,079	1,079
Employee			540	540	540
Subtotal Customer/Guest Spaces			10,749	11,895	12,094
Subtotal Employee/Resident Spaces			4,069	2,956	4,333
Subtotal Reserved Spaces			0	0	0
Total Parking Spaces			**14,818**	**14,851**	**16,427**

Similar to the result for existing conditions, the overall City of Downey parking requirement is similar to the weekday and weekend maximum supply requirement per ULI. For this reason, the ULI parking ratios, which are slightly more conservative, have been used to calculate the overall shared parking demand.

5.4.2. Proposed Downtown Downey Specific Plan Non-residential Shared Parking Estimate

The ULI shared parking methodology has been applied to the existing non-residential uses (excluding churches) in the downtown area to determine the overall estimated parking demand by time of day. The same factors applied to existing conditions related to the proportion of activities within the project (downtown) area that will be served by modes of transport other than the automobile and the proportion of overlapping activities (non-captive ratio) that would result in double-counting of parked vehicles have been used in the future shared parking evaluation.

Table 5.9 summarizes the results of the shared parking analysis for proposed Downtown Downey Specific Plan conditions, while Exhibit 5.6 shows the hourly variation for both weekday and weekend conditions. The total peak parking demand at any given time occurs at 1:00 PM on a weekday, when a total

demand of 11,695 parked vehicles is estimated. This represents a reduction of 29% compared to the ULI maximum demand of 14,818 spaces presented previously for each individual use at any given time of day. The time of day for the peak is driven largely by the large quantity of general commercial uses anticipated.

Table 5.9: Downtown Downey Proposed Specific Plan Shared Parking Demand

PEAK MONTH: DECEMBER -- PEAK PERIOD: 1 PM, WEEKDAY

Land Use	Project Data		Weekday			Weekend		
			Peak Hr Adj	Peak Mo Adj	Estimated Parking	Peak Hr Adj	Peak Mo Adj	Estimated Parking
	Quantity	Unit	1 PM	December	Demand	12 PM	December	Demand
Super Regional Shopping Center (>600 ksf)	1,665,861	sf GLA	1.00	1.00	4,531	0.85	1.00	4,333
Employee			1.00	1.00	1,200	1.00	1.00	1,349
Fine/Casual Dining Restaurant	97,982	sf GLA	0.75	1.00	952	0.50	1.00	708
Employee			0.90	1.00	218	0.75	1.00	198
Family Restaurant	97,982	sf GLA	0.90	1.00	675	1.00	1.00	1,062
Employee			1.00	1.00	132	1.00	1.00	198
Fast Food Restaurant	98,012	sf GLA	1.00	1.00	1,063	1.00	1.00	1,000
Employee			1.00	1.00	199	1.00	1.00	176
Cineplex	2,000	seats	0.45	0.23	33	0.20	0.67	59
Employee			0.60	0.50	5	0.50	0.80	7
Hotel-Business	219	rooms	0.55	0.67	81	0.55	0.67	73
Employee			1.00	1.00	50	1.00	1.00	35
Office >500 ksf	570,414	sf GLA	0.45	1.00	44	0.90	1.00	8
Employee			0.90	1.00	1,201	0.90	1.00	120
Medical/Dental Office	359,785	sf GLA	0.90	1.00	825	0.30	1.00	275
Employee			1.00	1.00	486	1.00	1.00	486
			Customer		8204	Customer		7518
			Employee		3491	Employee		2569
			Reserved		0	Reserved		0
			Total		11695	Total		10087
			Shared Parking Reduction		29%			39%

[1] Excludes Churches

Exhibit 5.6: Estimated Specific Plan Hourly Parking Variation

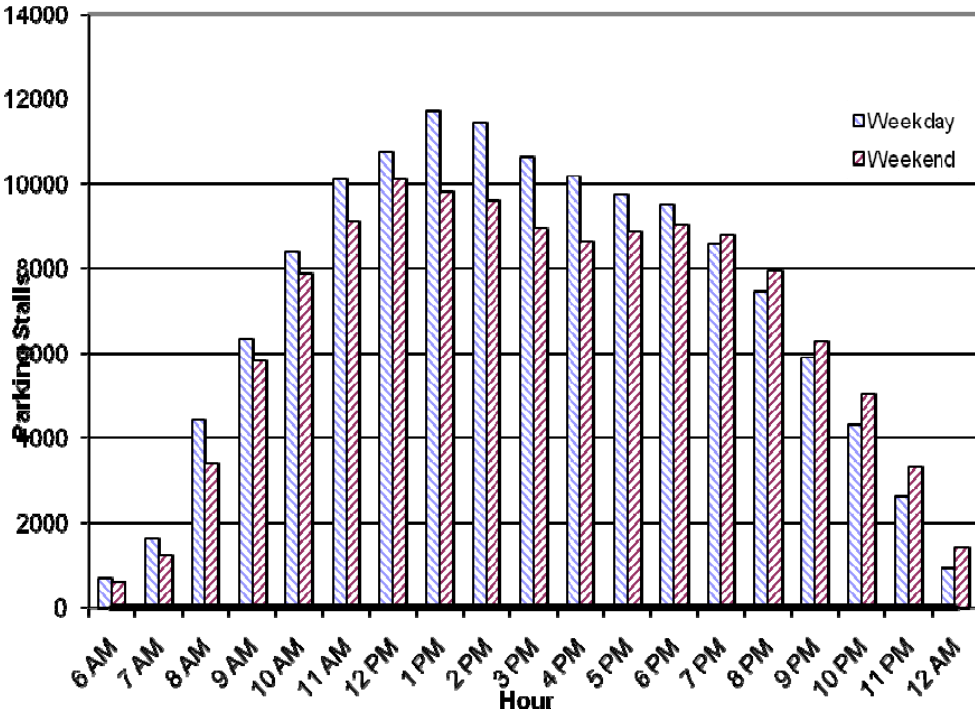


Table 5.9 also presents the weekend peak parking demand results for the proposed Downtown Downey Specific Plan. The highest weekend parking demand occurs at Noon, consistent with the result for existing conditions. A secondary peak is also observed in the early evening, when the movie theaters and restaurants are most active.

5.5. Recommendations

This section of the Specific Plan presents recommendations related to modified parking requirements for the downtown area and the design, management and operation of parking facilities to maximize the opportunities for shared parking and to accommodate special events in the downtown area.

5.5.1. Downtown Downey Modified Parking Requirement Recommendations

Table 5.10 summarizes the existing and future parking needs based upon the City of Downey parking code and the ULI shared parking analysis procedures. The parking code requirements indicate that an additional 8,100 parking spaces are needed to accommodate the increase in land use / development envisioned within the Downtown Downey Specific Plan. The shared parking analysis indicates the need for only 7,044 additional parking spaces, a 13% reduction in additional parking spaces.

Table 5.10: Non-Residential Parking Increase Summary

LAND USE	'PARKING CODE' PARKING REQUIREMENTS	ESTIMATED SHARED PARKING REQUIREMENTS	RATIO
EXISTING	5,966	4,651	0.780
FUTURE	14,066	11,695	0.831
GROWTH	8,100	7,044	0.870
ADDITIONAL SPACES NEEDED[1]	**8,100**	**6,446**	**0.796**

[1] Additional spaces needed includes a reduction for the current surplus of 598 public parking spaces in the downtown area.

The existing conditions analysis included a survey of existing public parking spaces, which are by definition available for shared parking use. The existing conditions survey identified a surplus of 598 parking spaces available within the downtown area during the peak parking demand observed under existing conditions. The presence of this surplus reduces the number of additional parking spaces needed from 7,044 parking spaces to 6,446 additional parking spaces. The ratio of the 6,446 additional parking spaces required compared to the parking code calculated increase of 8,100 parking spaces is 0.796.

Based upon the ratio of the parking code calculated additional parking requirement to the combined ULI shared parking based additional parking demand, less the surplus of available public parking spaces in the downtown area, the parking requirement for any non-residential project that is willing to participate in a shared or joint use parking arrangement (as allowed by Section 9724 of the City of Downey zoning code) be reduced by 20%. Any non-residential project that participates in a parking assessment district (as described in Section 9720 of the City of Downey zoning code) should also be eligible for the 20% parking requirement reduction. Projects that do not wish to participate in the shared parking program(s) would be subject to the standard parking requirements.

Parking reductions are also recommended for residential projects within the downtown area. The ULI recommended base parking ratios for multi-family residential uses are 1.65 parking spaces for rental units and 1.85 parking spaces for units which are individually owned. The ULI shared parking study recommends that 1 space be reserved specifically for the residents' sole use, with the remaining spaces available on a first-come, first-served basis. These parking ratios include 0.15 spaces specifically designated for use by visitors.

Visitors could make use of the various public parking options available within the downtown area. The parking requirements for multi-family residential development within the Downtown Downey Specific Plan are 1.5 spaces for rental units and 1.7 spaces for units which are individually owned. This will provide an additional incentive for residential development within the project area.

5.5.2. Downtown Downey Parking Facility Design, Management, and Operation Recommendations

The City of Downey already manages a supply of public parking in the form of on-street and off-street parking. Additional parking should be located in close proximity to the associated land uses wherever possible. The City zoning code currently allows for off-site parking, as long as it is located within 660 feet of the principal use for which the parking is intended. This falls within in the range of LOS “B” identified in the ULI shared parking report. LOS “C” is defined as parking within 1,200 feet of the primary destination, while LOS “D” is defined as parking within 1,600 feet of the primary destination. In general, visitors to the downtown area will prefer parking the shortest possible distance from their destination.

The City of Downey should initiate long range planning and property acquisition efforts to provide for additional parking structures located in both the east and west areas of the Downtown Downey Specific Plan. An east end site is the civic center complex, where surface parking could be converted to a parking structure that could provide additional shared parking. A potential west end site would be the existing Post Office surface parking lot, which appears large enough to allow conversion to a parking structure.

Parking management and operation includes making the effort necessary to ensure that various users are using appropriate parking areas. For the Downtown Downey Specific Plan area, it will be important to encourage employees to park in the less convenient locations, allowing visitors access to the more convenient parking. This will in turn enhance the visitor’s experience by minimizing the amount of time and effort spent walking to and from their destination. It is also recommended that future parking facilities include provisions for neighborhood electric vehicles (NEVs). Initially, approximately 2 – 5% of the overall parking should be designed to accommodate NEVs. This should include charging facilities. The parking spaces can be also be reduced in size due to the smaller dimensions of the vehicles themselves. NEV parking should also be conveniently located to encourage use of this emerging mode of transport.

The design of the pedestrian system also plays an important role in the overall success of a shared parking system. The pedestrian system should be well designed. Design considerations include signing, safety, an attractive environment, and short direct routes to key destinations.

6

Infrastructure

City of Downey

Downtown Specific Plan

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6. Chapter 6 – Infrastructure

Adequate infrastructure and utility systems are essential components of this Specific Plan. Identified infrastructure systems will ensure that the project area supports anticipated development with essential utilities and services as efficiently as possible. All facilities will be developed to the standards of the service provider and as required by applicable government standards. This chapter defines the major components of water, sewage, storm water drainage, solid waste disposal, energy and other essential facilities planned within or adjacent to the Specific Plan area.

6.1. Water

Potable water is provided to the Specific Plan area by the City of Downey Public Works Department. The Department oversees the operation and maintenance of 29 well sites, including 21 active wells, 276 miles of water mains, four water booster stations and a five-million-gallon water maintenance yard. In previous years, the City has relied primarily on groundwater from the Central Basin for approximately 96 percent of its total annual water production, with recycled water and purchased water connections accounting for the remaining four percent. To ensure future water availability, groundwater recharge for the Central Basin is accomplished through import of purchased water from the Metropolitan Water District and recycled water from the Whittier and San Jose Treatment Plants to the Rio Hondo and San Gabriel River Spreading Grounds upstream of the City.

FACT: *City of Downey Public Works Department oversees the operation and maintenance of 29 well sites.*

The current water system consists of large (12 to 24 inch) ductile iron transmission mains along most of the City's major arterials, including Paramount Boulevard and Firestone Boulevard in the Specific Plan area. These transmission mains move large volumes of water throughout the City into distribution mains (4 to 10 inches in size) for delivery to the City's customers and fire services. Piping throughout the entire area is primarily composed of ductile iron or cast iron, and ranges in diameter from 4 to 24 inches. Table 6.1 provides information on the size of existing pipes found under each major roadway in the Specific Plan area.

Table 6.1*: Water Pipe Sizes by Roadway in the Specific Plan Area*

Table 6.1: Water Pipe Sizes by Roadway in the Specific Plan Area

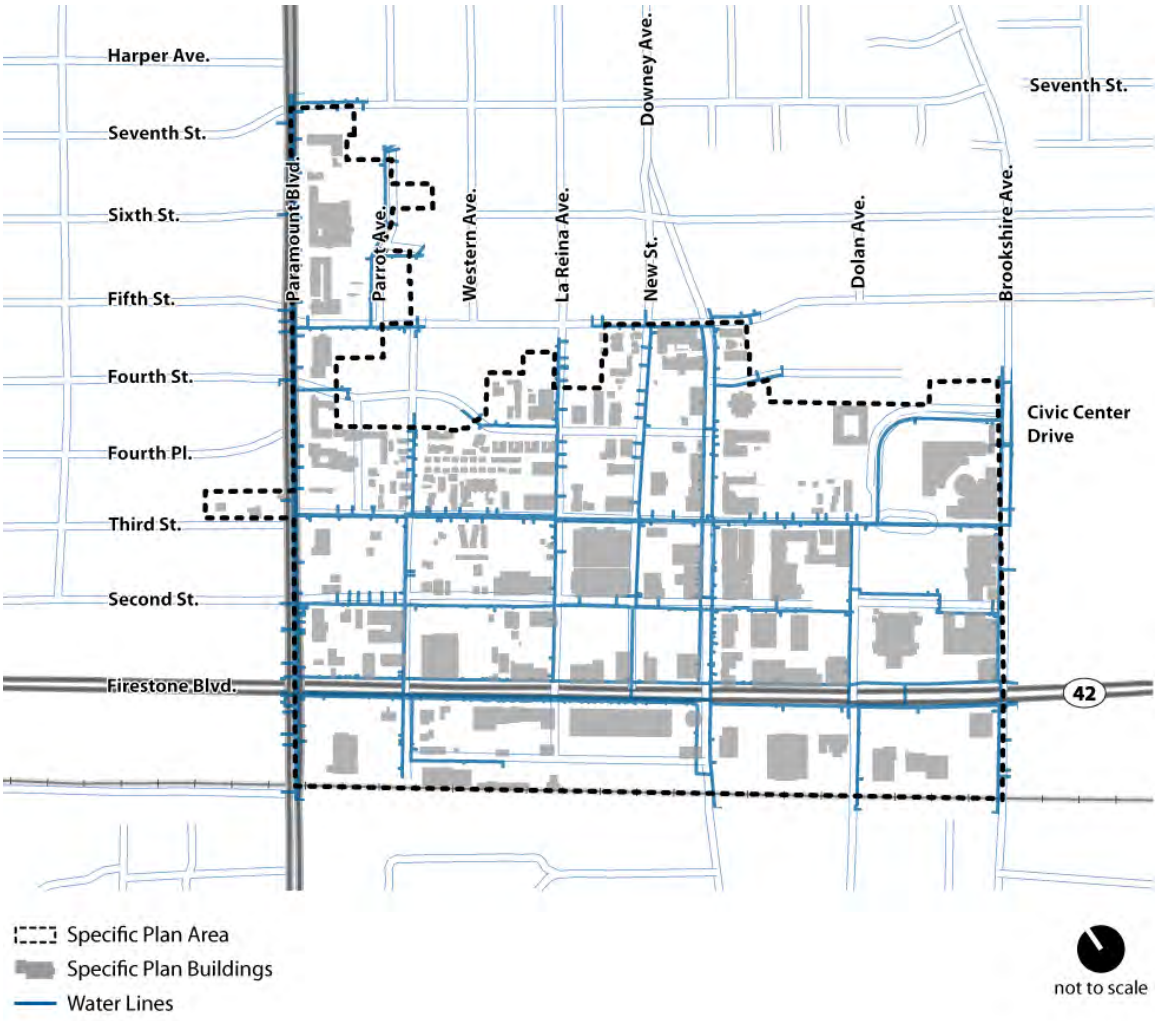
Street	Existing Transmission Lines
Firestone Boulevard	One 12" main, Two 4" mains
Second Street	One 4" main
Third Street	One 20" main, One 4" main
Fourth Street	One 4" main
Fifth Street	One 8" main
Seventh Street	One 8" main
Civic Center Drive	One 8" main

Street	Existing Transmission Lines
Downey Avenue	One 10” main, One 4” main
New Street	One 6” main
La Reina Avenue	One 8” main
Myrtle Avenue	One 4” main
Paramount Boulevard	One 24” main, One 8” main

The existing water lines are shown in Exhibit 6.1, Infrastructure Plan (Water).

Exhibit 6.1: *Infrastructure Plan (Water)*

Exhibit 6.1: Infrastructure Plan (Water)



6.2. Sanitary Sewers

Downtown Downey is located within the jurisdictional boundaries of the Sanitation Districts of Los Angeles County, District No. 2. The Districts operate 11 wastewater treatment facilities, 10 of which are classified as water reclamation plants. This system provides sewage treatment and disposal for residential, commercial, and industrial users. Wastewater generated within the Specific Plan area is treated at the Joint Water Pollution Control Plant located in the City of Carson, and the Los Coyotes Water Reclamation Plant located in the City of Cerritos, both of which are currently operating below their ultimate capacities.

Public sewer mains exist under all major roadways in the Specific Plan area. Table 6.2 provides information on the size of existing pipes found under each major roadway. Typically, pipes are approximately 300 feet in length (about the size of a city block) and may not be the same size for the entire length of the roadway. Often under one continuous street there may be pipes of varying sizes, indicating that upgrades may have been completed to allow for increase capacity or older smaller pipes replaced with newer, bigger pipes. Streets not shown do not currently have lines. The City of Downey Public Works Department has determined that capacity exists within the current conveyance system and the two plants to accommodate the ultimate build out of the proposed Specific Plan area, as outlined in the General Plan. Existing sewer lines are shown in Exhibit 6.2, Infrastructure Plan (Sanitary Sewers).

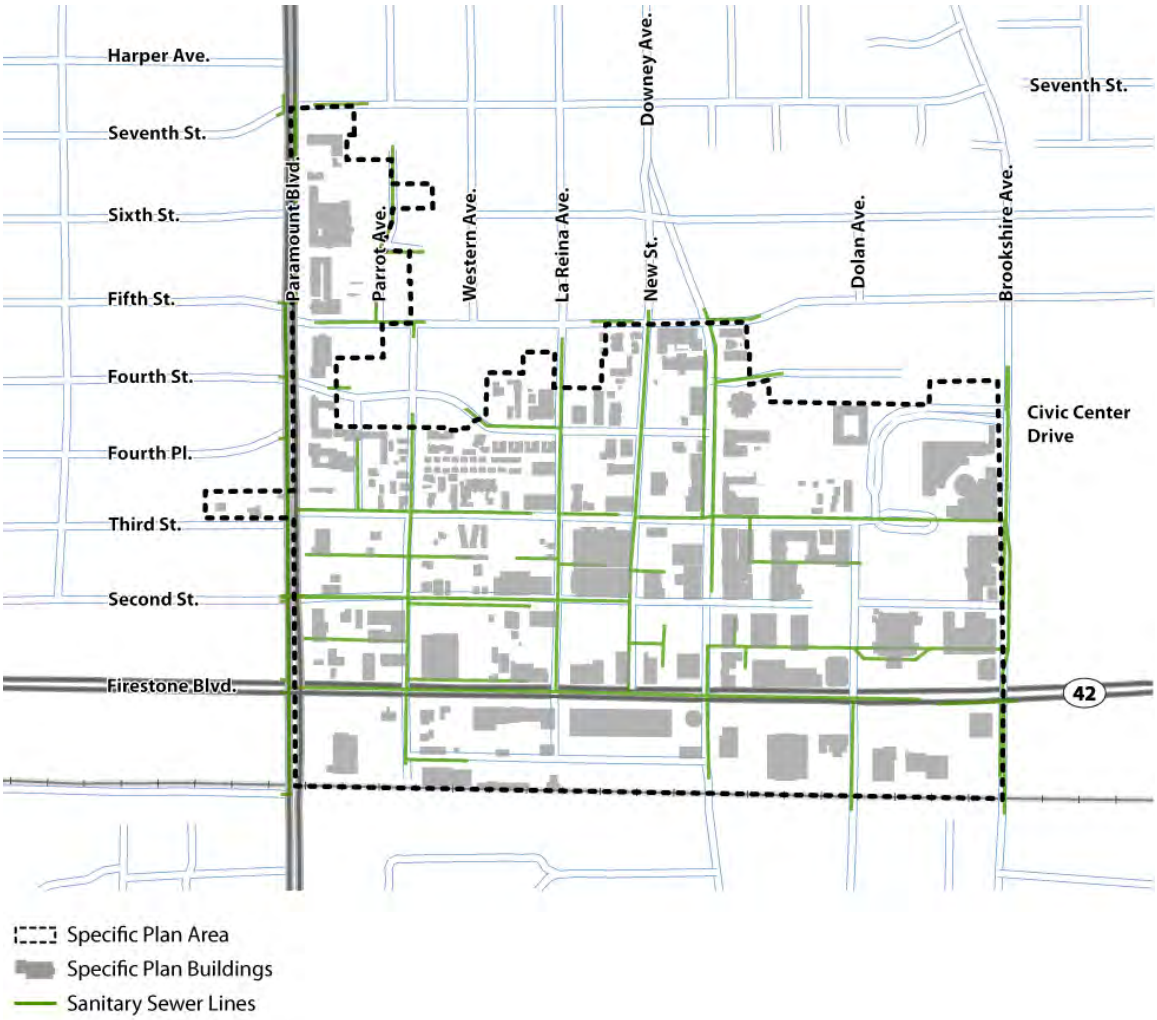
***Table 6.2**: Sanitary Sewer Pipe Sizes by Roadway in the Specific Plan Area*

Table 6.2: Sanitary Sewer Pipe Sizes by Roadway in the Specific Plan Area

Street	Existing Sewer Lines
Firestone Boulevard	8” and 15” Pipes
Second Street	8” and 15” Pipes
Third Street	8” Pipes
Fourth Street	8” Pipes
Fifth Street	8” Pipes
Seventh Street	8” Pipes
Downey Avenue	8” and 12” Pipes
New Street	8” and 15” Pipes
La Reina Avenue	8” Pipes
Myrtle Avenue	8” Pipes
Paramount Boulevard	8”, 10” and 15” Pipes

Exhibit 6.2: *Infrastructure Plan (Sanitary Sewers)*

Exhibit 6.2: Infrastructure Plan (Sanitary Sewers)



The City of Downey is currently divided into three drainage areas with respect to the three receiving water bodies that border the City. Roughly half of the City, east of Downey Avenue, drains to the San Gabriel River. The northwest quadrant of the City, north of Firestone Boulevard and west of Downey Avenue, generally drains towards the Rio Hondo River. The remaining southwest portion of the City, south of Firestone Boulevard and west of Downey Avenue, drains to the Los Angeles River.

As Downtown Downey is largely developed with few undeveloped infill areas, flood control is provided by a network of box culverts, underground storm drain pipes, and open channels operated and maintained by the Los Angeles County Department of Public Works. These storm drain facilities have the capacity to convey surface runoff from a 100-year flood return frequency event.

There are several large storm drains under Firestone Boulevard and Paramount Boulevard ranging from 18 to 36 inches. There are shorter storm drains under several of the small cross streets including: Downey Avenue, Second Street, Third Street and Myrtle Avenue. The established storm drainage system in Downtown is able to collect run-off and adequately direct it to an appropriate output area. Exhibit 6.3, Infrastructure Plan: Storm Drainage shows the existing storm water drain system in Downtown.

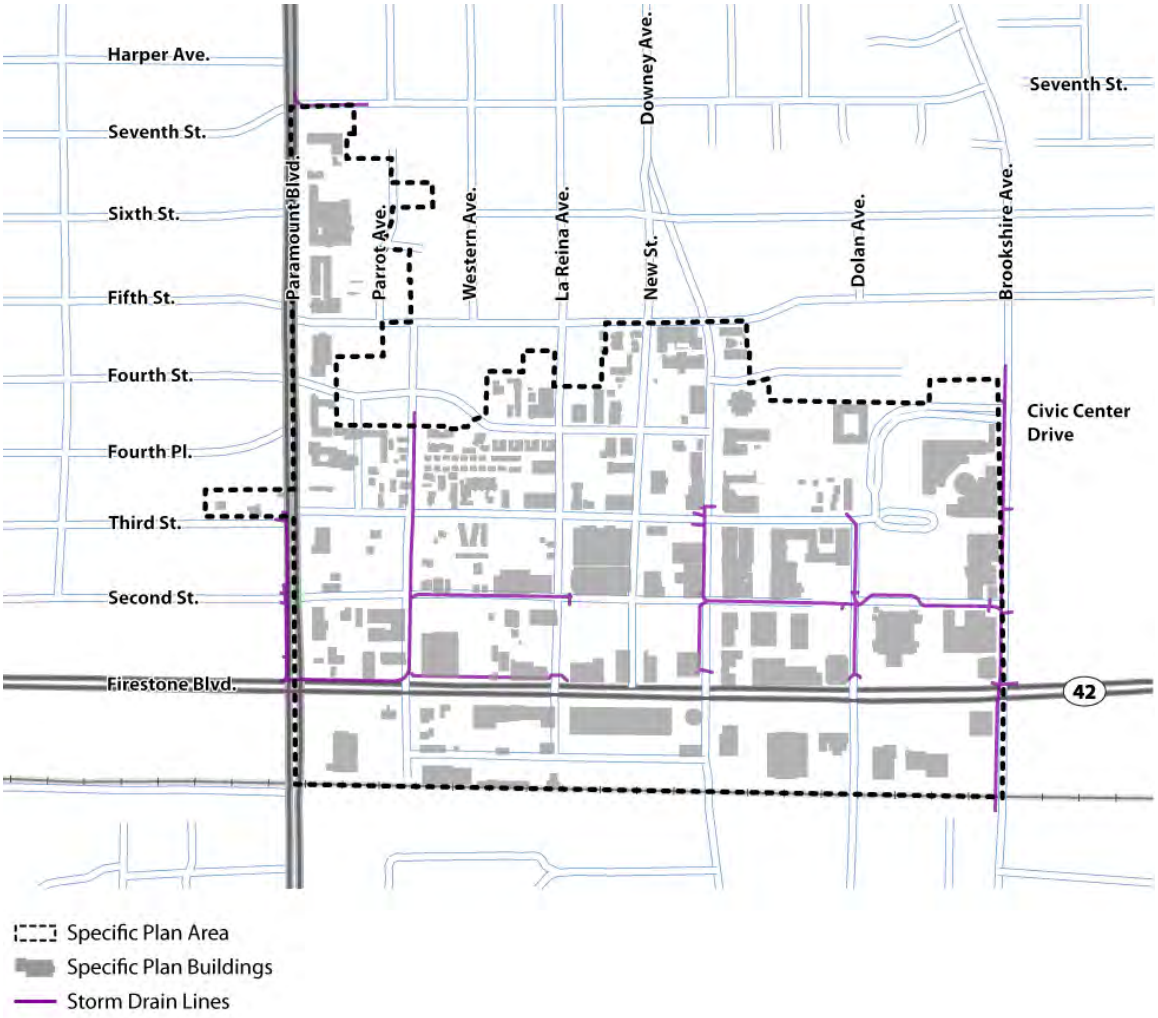
***Table 6.3**: Sanitary Sewer Pipe Sizes by Roadway in the Specific Plan Area*

Table 6.3: Storm Drainage Pipe Sizes by Roadway in the Specific Plan Area

Street	Existing Storm Drains
Firestone Boulevard	15” Storm Drain
Second Street	39” Storm Drain
Seventh Street	33” Storm Drain
Downey Avenue	18” and 36” Storm Drains
Myrtle Avenue	36” Storm Drain
Paramount Boulevard	24” and 36” Storm Drains

Exhibit 6.3: Infrastructure Plan (Storm Drainage)

***Exhibit 6.3:** Infrastructure Plan (Storm Drainage)*



6.4. Solid Waste

The City of Downey contracts with private waste haulers for the collection of all trash. As of 2010, CalMet Services, Inc. held the contract. Waste collected within the City is brought to the Downey Area Recycling and Transfer Facility (DART), which is owned by the County Sanitation Districts of Los Angeles County. DART is located at 9770 Washburn Road in Downey and has a rate of disposal by CalMet of approximately 6,700 tons per month as of 2010. Waste materials are separated from recyclables, with the remaining waste materials taken to the Puente Hills Landfill in Whittier.

Residents of Downey use curbside recyclables and green waste containers to increase diversion. CalMet distributes recycling information to customers to increase environmental awareness and discourage contamination. In 2002, Downey had a diversion rate of 44%. The City implements various outreach programs and is considering an ordinance to assisting in achieving a 50% diversion rate goal. Any development within the Specific Plan area is responsible for complying with City recycling programs and ordinances related to achieving the adopted diversion rates.

6.5. Utilities

This section includes specific information on the utilities and services provided to the Specific Plan area. Utilities described include: electricity, natural gas, telephone and cable services.

6.5.1. Electricity

Southern California Edison Company (SCE) provides electricity to all businesses, residences and institutions within the City of Downey. SCE has expressed that it has facilities in the area and that electricity service to the Specific Plan area could be provided from existing facilities within in the City. Exhibit 4-2, Infrastructure Plan: Electricity/Natural Gas shows the location of electrical lines to remain within Downtown Downey.

6.5.2. Natural Gas

The Southern California Gas Company provides natural gas to the Specific Plan area and has indicated that sufficient capacity exists within the existing infrastructure to accommodate the project. Additional points of connection will be established when necessary.

6.5.3. Telephone

Telephone service is offered regionally by telecommunications companies such as Verizon, AT&T or Comcast. Existing telephone lines run along:

Telephone infrastructure and service will be installed as needed along with other utilities.

6.5.4. Cable

Local cable franchises, including Time Warner Cable and Comcast Cable, provide cable television services to the Specific Plan area.

6.6. Public Services

This section includes specific information regarding the public services provided to the Specific Plan area. Public services provided include: police protection, fire and paramedic services, public transportation, schools, libraries, and open space.

6.6.1. Police Protection

Image: A sign in downtown directing residents to the location of the Downey Police Department

The Downey Police Department provides local law enforcement and police protection services. The Police Department operates from its headquarters at 10911 Brookshire Avenue, at City Hall within the Specific Plan area. The Police Department is comprised of 166 total employees, including 114 sworn officers. To provide balanced enforcement, the City has been divided into six quadrants, and at least one officer is assigned to each area.

6.6.2. Fire Protection and Paramedic Services

The City of Downey Fire Department provides full service fire protection and emergency medical services to the residents and businesses in Downtown. The Department is responsible for 12.7 square miles of residential, commercial and industrial uses, as well as open space brush area. The stations in Downey house four engines, one ladder truck, two paramedic rescue squads, one civilian ambulance squad, and one Urban Search and Rescue (USAR) vehicle. These facilities are equipped to serve a resident population of over 100,000. For the Specific Plan project area, emergency first response is expected to come from the fire station located at 11111 Brookshire Avenue, at City Hall. Emergency

response times to Downtown are than acceptable given the location of the fire station within the Specific Plan area.

6.6.3. Public Transportation

Downtown Downey is envisioned to be a pedestrian oriented as well as a transit-oriented area. Pedestrian activity will be encouraged and facilitated throughout the Specific Plan area and public transportation is easily accessible for employees working and residents living in and around Downtown. Public transportation service will be provided to the Specific Plan area by the existing transit center located in the southern portion of the area along Nance Street. To increase the visibility and access of the transit center, the Specific Plan also recommends moving the Transit Center to an alternative location near the center of Downtown. Specific recommendations regarding the Transit Center are presented in Chapter 4, Mobility Plan.

Image: *Downey Depot Transit Center serving Metro bus lines and the Downey Link*

6.6.4. Schools

Image: *Downey High School located west of the Specific Plan area*

The Downey Unified School District provides educational services and facilities for students from kindergarten through twelfth grade. The District houses approximately 21,323 students in 15 elementary, four junior high, and two comprehensive high schools. In addition, the District operates a continuation high school/adult school and several specialized facilities for students with special needs. The Specific Plan area is assigned to Rio Hondo Elementary School which is approximately half a mile west of the Specific Plan boundary, and Gallatin Elementary School, which is located about a mile

north of Downtown. Middle school students would attend Griffiths Middle School (located approximately half a mile northwest of Downtown) or East Middle School (located a mile and a half southeast of Downtown). Warren High School is located less than a mile south of the Specific Plan area, and Downey High School is adjacent to the Specific Plan area on the east. The dividing line for attendance at the high schools runs through the Specific Plan area along Downey Avenue.

6.6.5. Library Services

At the time of Specific Plan preparation, the City of Downey had one public library, the Downey City Library, located in the Specific Plan area adjacent to City Hall. The library was constructed in 1958 and renovated in 1982 to meet the growing needs of the community. The Downey City Library offers access to approximately 135,000 literary items. Since 2005, library facilities have undergone significant upgrades in technology, including over 36 publically accessible computers, and a new automated system to assist in library operations. The Library hosts programs to promote reading and learning for all ages, and can serve as a focal point within Downtown.

Image: *Downey Public Library located in the Civic Center land use district*

6.6.6. Open Space

The 2025 General Plan identifies a multitude of functions for open space that benefit the community, including park and recreation areas, recreational trails, conservation of natural and significant resources, buffers between land uses, and the preservation of scenic views. The City has identified a need for additional parks and recreational facilities to serve its growing population. The City's goal is to provide 1.5 acres of parkland for every 1,000 residents. The Department of Parks and Recreation is responsible for the operation and maintenance of 106 acres of active and passive open space. A large public open space near City Hall is planned, as are smaller pocket parks throughout Downtown.

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7

Administration and Implementation

City of Downey

Downtown Specific Plan

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7. Chapter 7 – Administration and Implementation

7.1. Downtown Strategy

This section identifies key steps to implement the Specific Plan and recommends actions to achieve the vision for Downtown.

7.1.1. Market Analysis

A market analysis should be undertaken to identify businesses for which focused attraction/retention efforts should be made. The market analysis would evaluate socio-economic demographics and employment trends and look closely at regional retail, office, and residential real estate markets (including mixed-use). The market analysis would determine the level of retail, office and residential development that may be supported within the Specific Plan area through 2020 and thereby help the City to attract desirable uses, develop an economic development strategy, and generate more infill design strategies for Downtown.

7.1.2. Return on Investment Analysis

In addition to a market analysis, a return-on-investment (ROI) analysis may be helpful in evaluating and testing prototype developments at different sites and/or scales of development. The ROI can illustrate project returns based on current and expected market conditions and highlight potential financial gaps that may require public investment to catalyze development.

7.1.3. Infrastructure Analysis and Financing Strategy

A detailed infrastructure study is needed to provide rough order of magnitude costs associated with Downtown infrastructure improvements. For roadways, this entails estimating the approximate street improvement areas and applying a per-square-foot unit cost factor. The City should set up specific financing plans for major capital improvements required to support development in the Downtown Specific Plan area. Detailed financing plans shall be prepared and made a part of any project approval. The financing plan shall identify the necessary capital improvements including public facilities, streets and utilities, and assure their timely financing.

7.2. Specific Plan Implementation

The City will follow these steps to execute the Downtown Downey Specific Plan:

Certify the City of Downey Downtown Specific Plan Environmental Impact Report;

Adopt findings, mitigation measures, and monitoring program as required by California Environmental Quality Act;

Adopt the General Plan Amendment to allow for establishment of the Downtown Downey Specific Plan and adopt the Downtown Downey Specific Plan concurrently;

Adopt a Zoning Code Amendment to allow for the Downtown Downey Specific Plan to be implemented in conformance with the General Plan Amendment;

Prepare specific financing plans for major capital improvements required to support development in the Downtown Specific Plan area; and

Specific Plan administration through approval of projects in accordance with the intent of the Downtown Downey Specific Plan.

7.2.1. General Plan Amendments and Specific Plan Approval

The General Plan will be amended concurrently with the adoption of the Specific Plan to ensure the Specific Plan is consistent with the City's General Plan. The General Plan text and land use map will be amended to: 1) allow for the establishment and implementation of the Downtown Specific Plan, and 2) accommodate the types and densities of development envisioned in the Downtown Specific Plan land use designations.

7.2.2. Zoning Code Amendment

A Zoning Code amendment will be adopted to allow Specific Plan standards to be the governing zoning for the area. In other words, projects will be consistent with the Zoning Code if they are consistent with the Specific Plan.

7.3. Financing and Fees

California Government Code Section 65451 sets forth the basic content of specific plans and one of the requirements is to include information relating to project financing and fees. This section summarizes a variety of potential funding sources available at the time the Specific Plan was written. This list is not inclusive, but is intended to provide a starting point to fund Downtown improvements and programs.

The listing of potential funding sources is organized into three categories:
Federal and State

City and County

Private Involvement

7.3.1. Federal and State Funding Sources

7.3.1.A. Community Development Block Grant (CDBG)

Established in 1974, the Community Development Block Grant (CDBG) is one of the oldest programs of the Department of Housing and Community Development (HUD). The CDBG provides annual grants based on a formula. The grants can be used for downtown revitalization projects, infrastructure improvements, low income housing, and reduction of blight.

7.3.1.B. California Department of Housing and Community Development (HCD) Loans and Grants

The California Department of Housing and Community Development (HCD) administers more than 20 programs that award loans and grants for the construction, acquisition, rehabilitation, and preservation of affordable rental and ownership housing, homeless shelters and transitional housing, public facilities and infrastructure, and the development of jobs for lower income workers. These loans and grants are available to local public agencies, nonprofits and for-profit housing developers, and service providers. In many cases, these agencies then provide funds to individual end users. These loans and grants can be used for construction, acquisition, rehabilitation, and preservation of affordable rental and owner-occupied housing.

7.3.1.C. Environmental Protection Agency (EPA) Grants

The Environmental Protection Agency (EPA) offers federal grants for various purposes including State and local programs, research, demonstration projects, developments, and implementation of a wide range of environmental based programs including smart growth, water pollution, conservation, and solid waste disposal.

7.3.1.D. National Endowment for the Arts Grant Programs

The National Endowment for the Arts is a public agency dedicated to supporting excellence in the arts, bringing the arts to all Americans, and providing leadership in arts education. Established by Congress in 1965 as an independent agency of the federal government, the Endowment is the nation's largest annual funder of the arts, bringing great art to all 50 states, including rural areas, inner cities, and military bases. Funding can be used for public art, preservation and conservation of cultural artifacts and sites, and art education.

7.3.1.E. State Historic Restoration Incentives

The State of California Office of Historic Preservation manages both State and federal historic preservation programs. The following is a list of grants and programs funded by sources in the State of California:

The California Register of Historic Places

The Mills Act

Heritage Fund Grants

Federal Historic Restoration Incentives

The National Register of Historic Places

The Certified Local Government Program

Historic Preservation Tax Credits

7.3.2. City and County Funding Sources

7.3.2.A. Redevelopment Agency Tax Increment Financing

A majority of the Specific Plan Area is within the Downey Redevelopment Project Area. Within a redevelopment area, cities may use the increase in property tax revenues resulting from the increase in taxable valuation caused by development to provide businesses with economic development incentives such as land acquisition, parcel assembly, infrastructure, and other public improvements. This mechanism is known as tax increment financing. Tax increment financing revenues cannot be used for construction costs except for affordable housing.

7.3.2.B. City General Fund

The City General Fund is the main source of City financing for on-going operating, staffing and maintenance costs. Occasionally, cities will use the City General Fund for major capital improvements, one-time purchases or commit a certain amount to a revitalization effort over a period of several years. A City's General Fund may be used for improvements and ongoing projects or programs which have general community-wide benefits. However, in light of the recent budget crisis affecting many California cities, the City's General Fund may not be a viable financing option.

7.3.2.C. Debt Financing

Statutory authority empowers public entities to issue a variety of securities/bonds to incur debt. The proceeds can be used for any public improvement for which the City would otherwise be authorized to spend City funds, where that expenditure is greater than the amount generally available from the annual tax levy. Examples include General Obligation Bonds, Revenue Bonds and Tax Allocation Bonds, amongst others. Use of this option will generally be limited to

those improvements with a citywide benefit, where the desire is to install the improvement in advance of the City having the available cash for payment.

7.3.2.D. Parking Revenues

Downtown parking can provide a source of public revenue from parking meters, paid parking n surface lots and parking structures, and paid permit parking for residential neighborhoods. Revenue from parking can be used for streetscape improvements, downtown management, downtown security and maintenance, and general downtown and neighborhood improvements.

7.3.3. Private Involvement

7.3.3.A. Special Assessment Districts

Special Assessment Districts, such as those created under the Improvement Act of 1911, or the Municipal Improvement Act of 1913, and funded pursuant to the Improvement Bond Act of 1915, provide a method for long term financing of public infrastructure and facilities. The assessment district includes the area where the real property owners will benefit from the provision of the planned facilities. A lien based upon a formula for allocating benefit among the properties within the assessment district is placed against each parcel of property within the district. The public entity establishing the benefit assessment district issues and sells the bonds to finance the upfront costs of constructing the improvements. The bonds are then repaid over their term from assessments levied against the properties in the district in addition to the property taxes due. The assessments are collected with the property taxes on an annual basis and used to redeem the bonds that have been recorded as a lien against each property in the district.

Business Improvement Districts

In California, Business Improvement Districts (BIDs) date back to 1965 with the approval of the “Parking and Business Improvement Area Law.” BIDs are a type of assessment district in which business owners within a defined area choose to be assessed a fee, which is collected on their behalf by the City, for use in promoting and improving the business area.

BIDs can provide a business area with the resources to develop marketing campaigns, enhance public improvement and beautification projects in partnership with the City, and secure additional funding. Events, programs and improvements range from farmers’ markets to business promotions to installing street lighting and decorative banners, to washing sidewalks and removing graffiti. By pooling private resources, businesses collectively pay for activities they could not afford individually. Further, since a BID fee is a benefit assessment and not a tax, BIDs can consistently provide activities without having to rely on public funding.

Property and Business Improvement Districts

Enacted by the Parking and Business and Improvement Area Law of 1989, Property and Business Improvement Districts (PBIDs) provide for an assessment on owners of commercial property within a defined geographic area. The proceeds from this assessment are used to provide services that offer a specific benefit to those properties within the district.

Similar to BIDs, PBIDs can fund marketing and economic development, security, sanitation, graffiti removal, street cleaning and other municipal services yet funds may also be used for the closing, opening, widening and narrowing existing streets, the rehabilitation or removal of existing structures and facilities or equipment.

Streets and Highways Code 36610 defines acceptable "improvements" as "the acquisition, construction, installation or maintenance of any tangible property with an estimated useful life of five years or more…" Therefore, the use of the PBID does not appear to be limited to specific types of infrastructure, although it is commonly used to finance street and lighting improvements. The formation of a PBID is initiated by a petition signed by the property and business owners who will pay more than 50 percent of the proposed assessment. It therefore requires significant public support with the benefitting area.

Maintenance Assessment District

Maintenance Assessments Districts (MADs) are authorized in the Landscape and Lighting Act of 1972." MADs usually fund maintenance services, construction and installation, open space and mini or pocket parks, street medians and street lighting, security, and flood control and drainage.

Parking Assessment District

The Parking District Law of 1943 (streets and Highways Code section 31500) authorizes a city or county to finance acquisition of land for parking facilities (including the power of eminent domain), improvement and construction of parking lots and facilities, issuance of bonds, and employee salaries. For example, a City could use a small amount of property tax revenues and parking meters revenues to enforce and maintain the meters, and build and improve surface parking lots.

Community Services District

A Community Services District can be used within a specific area to finance services and facilities associated with such items as traffic and circulation, street lighting, law enforcement, fire protection, and facility maintenance. They offer the opportunity to ensure the payment obligation rests with the area utilizing the infrastructure improvements.

Landscaping and Lighting Districts

The Landscaping and Lighting Act of 1972 provides for the creation of assessment districts to finance the cost of installing and/or maintaining landscaping, lighting facilities, and ornamental structures. Like a benefit assessment district, properties within the district are assessed a share of the costs to the district on the basis of the benefit provided to the real property.

7.3.3.B. Impact Fees and Exactions

Impacts fees are exactions that lessen the impacts of new development resulting in population or demand on services. In lieu of payment of all or a portion of development fees, developers may dedicate land to the City for other purposes such as parks or affordable housing. Whenever a developer determines to dedicate land in lieu of payment, the value of the property to be dedicated must be determined in the same manner as the then current calculation of the average cost of, for example, parkland for the Park Development Fee. These funds may be used for dedication of land and fees in lieu of dedication, subdivision reservation for public uses and development architectural review and fees.

7.3.3.C. Adopt-a-Light Program (Tree, Bench, etc.)

As a unique method for paying for street light fixtures, or any other streetscape element, a small projected plaque sign could be affixed to the light pole with the name or logo of the local merchant/business/person/entity who purchased the fixtures. This program can also be applied to historic plaques, benches, trees, paving surfaces, and banners.

7.4. Specific Plan Administration

The Specific Plan serves as the implementation tool for the General Plan as well as the zoning for the Specific Plan area. The Specific Plan addresses general provisions, permitted uses, development and design standards and design guidelines. All development proposals within the Specific Plan area are subject to the procedures established herein.

7.4.1. Applicability

The development and design standards contained herein provide specific standards for land use development within the Specific Plan area. The Specific Plan supersedes the otherwise applicable Development Code regulations. Whenever the provisions and development standards contained herein conflict with those contained in the Development Code the provisions of the Specific Plan shall take precedence. Where the Specific Plan is silent, the Development Code shall apply.

7.4.2. Interpretation

The administrative process described below provides mechanisms for review and approval of development projects within the Specific Plan area consistent with the Specific Plan objectives.

Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan is resolved by the Community Development Director or his/her designee in a manner consistent with the goals, policies, purposes and intent established in this Specific Plan.

7.4.3. Environmental Review

The Environmental Impact Report (EIR) for the Specific Plan area may reduce the need for project-specific environmental review in those areas analyzed by the EIR subject to findings that there are no submittal changes in conditions. It is possible that additional specific environmental review on a project-by-project basis may be necessary. This could include focused studies on one or more identified environmental concerns. The City will make these determinations and environmental review may be incorporated into the development approval process.

7.4.4. Specific Plan Revisions

Revisions to the Specific Plan may be requested by a property owner, business owner, or authorized agent or initiated the City at any time pursuant to Section 65453(a) of the Government Code. All Specific Plan revisions (both minor and major) must be found consistent with the Downey General Plan, or a General Plan Amendment and Zoning Code revision may be required.

7.4.4.A. Minor Modifications

The City of Downey Community Development Director or designee may authorize minor modifications to the Specific Plan provisions without requiring an amendment to the Specific Plan, provided that the proposed modification is consistent with the General Plan and the intent of the Specific Plan. In no case shall minor modifications result in an increase in density, increase in height, reduction in setback, or change of use in a manner that is inconsistent with the intent of the Specific Plan. The following are examples of minor modifications:

Change in utility and/or public service provider

Minor changes to text or maps intended to clarify Specific Plan information, provided such changes do not add density or modify the development policies or standards of the Specific Plan

Changes to the design guidelines, which are intended to be conceptual in nature only, and are flexible in their implementation

Other modifications of a similar nature to those listed above as determined by the Community Development Director

Any such minor modifications shall be documented in writing and included in an appendix to the Specific Plan.

7.4.4.B. Major Modifications

Substantive modifications to Specific Plan provisions may be requested by a property owner, business owner, or authorized agent or may be initiated by the City. Major modifications constitute increases in density, intensity, and height, reduction in setback, or change of use in a manner that is inconsistent with the Specific Plan. Major modifications require a Specific Plan amendment. Specific Plan amendments shall be processed in accordance with applicable City ordinances, and all such amendments will be presented for City Council review at a public hearing.

7.4.5. Other Discretionary Applications

Any Conditional Use Permit, Site Plan Approval, Zoning Use Permit and other discretionary applications shall be approved in conformance with the Specific Plan. They will be processed in accordance with established City procedures unless otherwise directed in the Specific Plan.

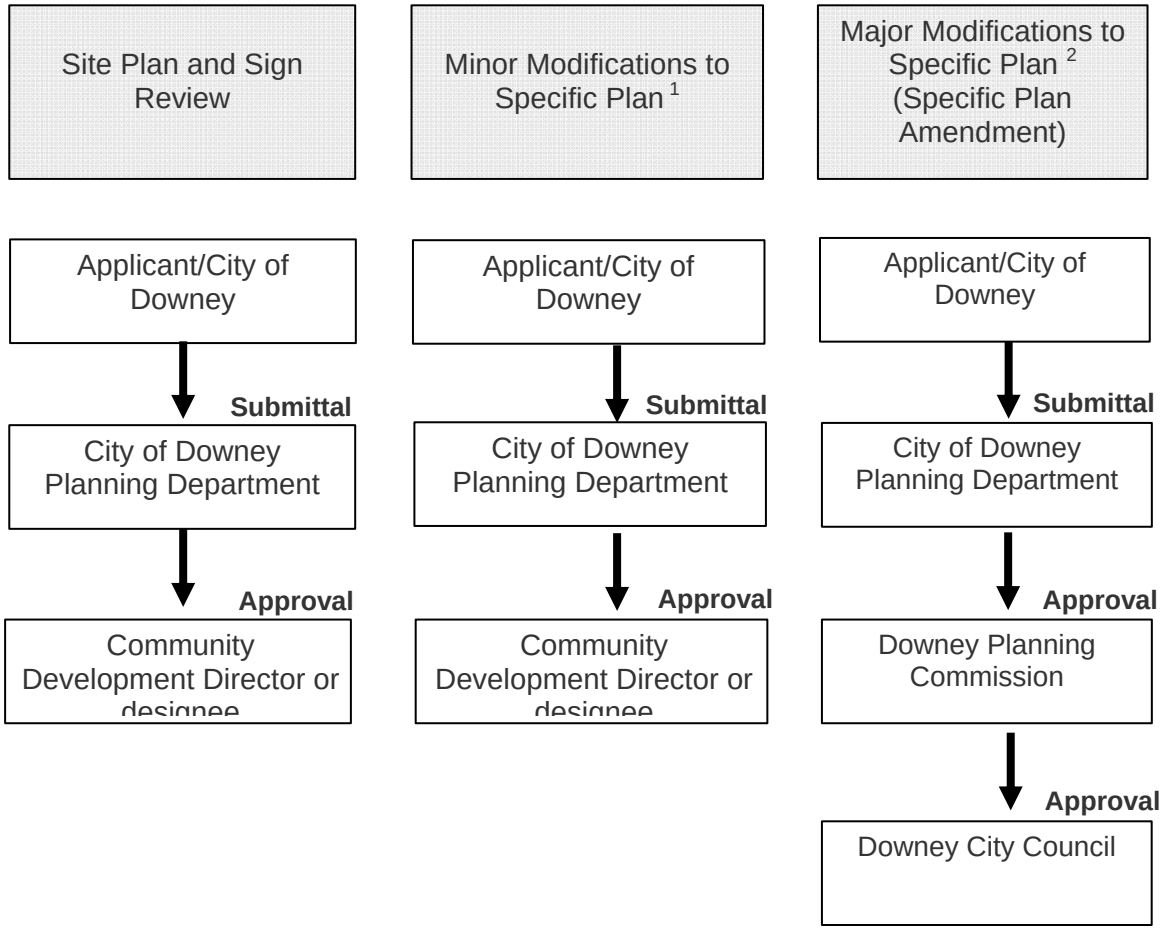
7.4.6. Tentative and Final Subdivision Maps

The Subdivision Map Act and City Subdivision Ordinance shall govern the subdivision process.

7.4.7. Appeals

All appeals pertaining to the Downtown Downey Specific Plan shall be made to the Planning Commission. Decisions of the Planning Commission are final unless appealed to the City Council. The applicant or any other entity shall have the right to appeal by filing an application on forms provided by the City of Downey.

Exhibit 7.1: Specific Plan Administration



[1] Minor Modifications are defined in Section 7.4.4.A. *Minor Modifications*, in this Specific Plan
[2] Major Modifications constitute those changes and revisions not referenced in Section 7.4.4B, *Minor Modifications*, of the Specific Plan

8

Appendix A
General Plan Consistency

City of Downey

Downtown Specific Plan

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8. Appendix A: General Plan Consistency

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65440-65457) permits adoption and administration of Specific Plans as an implementation tool for elements contained in the local general plan. Specific Plans must demonstrate consistency in regulations, guidelines and programs with the goals and policies set forth in the general plan. The Downtown Downey Specific Plan has been prepared in conformance with the goals and policies of the City of Downey 2025 General Plan.

This chapter indicates how the Downtown Downey Specific Plan complies with the City of Downey 2025 General Plan. Typically, policies or goals that are not addressed are not applicable to the Specific Plan area. Approval of the Specific Plan is based on the finding that this Specific Plan furthered the goals and policies of the General Plan. These goals and policies are as follows:

Land Use Element

Goal 1.1. Provide sufficient land areas for uses that serve the needs of residents, visitors and businesses.

▷ **Policy 1.1.1. Maintain a balance of land uses.**

The Specific Plan addresses the mix of uses in Downtown, dividing the area into five land use districts to ensure that a variety of uses are provided and that the needs of residents, visitors and businesses are met. Establishing land use districts will ensure that an appropriate balance of uses is established in Downtown and also allows for specific Floor-Area Ratios (FAR) to be determined for each individual district.

▷ **Policy 1.1.2. Provide an appropriate amount of land area to absorb the City's future population growth.**

The Specific Plan establishes Downtown as a population growth absorption area, where new residential uses can be accommodated. The Specific Plan is also consistent in that it establishes a specific Core Residential land use district and promotes the development of mixed use and housing projects in Downtown.

▷ **Policy 1.1.3. Provide an appropriate amount of land area for business and employment.**

The Specific Plan is consistent, with this policy as specific land use districts, including the Firestone Boulevard Gateway and the Paramount Boulevard Professional districts, are specifically focused on generating new business opportunities, and high paying jobs for

the community. The implementation of the land use districts will help prevent the concentration of a particular use and ensure that businesses and employment opportunities are shared throughout Downtown.

▷ **Policy 1.1.4. Provide an appropriate amount of land area for people to acquire goods and services.**

The Specific Plan is consistent, as each of the five land use districts allow for a variety of retail, commercial and service business opportunities within neighborhood "nodes". Implementation of the land use districts will help to prevent the over concentration of a particular use and ensure that a diversity of services and goods are available for residents to acquire. The Firestone Boulevard Gateway district will also encourage the establishment of dining and entertainment uses on the ground floor to facilitate a "restaurant row" environment.

▷ **Policy 1.1.5. Provide an appropriate amount of land area for recreation and entertainment.**

The Specific Plan encourages the addition of open space, parks, and recreational facilities, as well as entertainment uses, in all five land use districts. As identified in the General Plan, the Specific Plan is intended to establish Downtown as a destination for entertainment and dining opportunities in the region.

Goal 1.2. Advance livable community concepts.

▷ **Policy 1.2.1. Promote livable communities concepts that allow added flexibility in addressing land use needs.**

The Specific Plan implements these programs and policies by creating a mixed use area that includes a variety of commercial, residential, dining, and employment opportunities in a compact area. The majority of the businesses in Downtown are within a quarter mile walking distance from the core, located at Downey Avenue and Third Street, and the Specific Plan establishes guidelines to improve the walkability of the area. As shown in the Mobility section, a park-once strategy and includes efforts to incorporate bicycle lanes into the existing right-of-way and improve bus routes through Downtown.

▷ **Policy 1.2.2. Focus on areas where livable communities concepts are most likely to have the most impact as a catalyst for similar projects elsewhere in the City.**

The Specific Plan establishes Downtown as a destination point and unique experience for residents living in and around Downey by introducing new commercial, residential, dining, and other service uses in the compact area. The Specific Plan identifies existing uses, such as the movie theater, religious institutions, City Hall and the Embassy Suites hotel as catalysts for new development and will focus

on specific land use districts to promote Downtown as the place to go for dining, entertainment, and shopping.

Goal 1.3. Address changes in land use and zoning trends.

▷ **Policy 1.3.1. Minimize or eliminate conflicts where incompatible land uses are in proximity to each other.**

The Specific Plan development standards and urban design guidelines will identify specific permitted uses for each of the five land use to ensure that new and recycled uses are consistent with the character of Downtown. The Specific Plan also establishes unique architectural design and development standards regulating building facades, heights, setbacks, landscaping, and walkways, among other elements.

▷ **Policy 1.3.2. Monitor and address changes in land use trends.**

Prior to the adoption of the Specific Plan, Downtown included a range of zones, from residential to industrial. With the adoption of the Specific Plan, Downtown will be uniformly zoned as Specific Plan with specific permitted uses and development and design guidelines for each land use district.

Goal 1.4. Protect and enhance the residential neighborhoods.

▷ **Policy 1.4.1. Promote neighborhood identity.**

The Specific Plan identifies a unique identity for Downtown as the center of the City. The Specific also establishes Downtown as a new residential neighborhood.

▷ **Policy 1.4.2. Promote residential construction that complements existing neighborhoods.**

The Specific Plan introduces new residential uses into Downtown. The Plan establishes a specific Core Residential land use district with the intention of promoting new residential development. The Specific Plan allows diversity in residential product types. The Design Guidelines and Standard chapter of the Specific Plan also promote compatibility between existing and future uses.

▷ **Policy 1.4.3. Promote home ownership.**

The Specific Plan allows for and encourages the introduction of both rental and home ownership opportunities in Downtown.

Circulation Element

Goal 2.1. Increase the capacity of the existing street system.

▷**Policy 2.1.1. Maintain a street system that provides safe and efficient movement of people and goods.**

The Mobility chapter of the Specific Plan maintains the established grid street pattern and the right-of-way widths required in the Circulation Element.

▷**Policy 2.1.2. Promote improvements in the street system through the development process.**

As the Specific Plan is implemented, roadway improvements will occur as necessary to ensure that roadways are used appropriately and that traffic flows are accommodated within Downtown. The Specific Plan promotes a park-once strategy, encouraging trip consolidation.

Goal 2.2. Promote the use of alternative modes of travel, other than single-occupant vehicles, to relieve traffic congestion.

▷**Policy 2.2.1. Promote site development design that is safe and convenient to pedestrians.**

▷**Policy 2.2.2. Promote bicycling as an attractive alternative to vehicular transportation**

As Downey has not yet implemented a city-wide bicycle master plan, the Specific Plan area sets a framework for this to occur. The Specific Plan includes recommendations regarding the ideal locations for new bicycle lanes and potential connections from Downtown to the bikeways along the Rio Hondo River, the San Gabriel River, the Union Pacific Railroad Line, and surrounding communities.

▷**Policy 2.2.3. Reduce the number and length of vehicle trips generated by land uses in Downey.**

The main objective for Downtown is to create a mixed use development that includes residential units, employment opportunities, and retail and dining options in a compact area. The Plan promotes a park-once strategy, encouraging residents to park and complete multiple errands in one trip. Additionally, as Downtown is located centrally within the City, establishing a wide variety of uses will decrease the overall distance residents need to travel to get to work, to dine or to shop.

▷ **Policy 2.2.4. Promote public transit as an attractive alternative to vehicular transportation**

The Specific Plan promotes the Downey Link and the Metro bus lines running through the City. The Downey Depot Transit Center is included in the Specific Plan area and recommendations are to increase the visibility of the bus lines by moving the station to a more prominent location and to position bus stops to promote use by residents living in and near Downtown.

Goal 2.5. Minimize the impacts from the lack of parking.

▷ **Policy 2.5.1. Provide for adequate parking supply to meet parking demands.**

Prior to the completion of the Specific Plan, a parking study was conducted to identify any imbalances in parking opportunities in Downtown. The Specific Plan identified for shared parking opportunities, guidelines for each permitted land use and strategies to better utilize existing surface parking lots and structures.

Goal 2.7. Maintain the City's infrastructure.

▷ **Policy 2.7.1. Provide adequate utility and communications infrastructure.**

The Specific Plan ensures that adequate utilities and communication infrastructure are provided in Downtown. The land use intensities proposed in the Specific Plan are actually significantly lower than the intensities proposed in the General Plan for Downtown and are consistent with the capacities of existing and planned infrastructure and public services.

Housing Element

Goal 3.2. Encourage a variety of housing types and adequate supply of housing to meet the existing and future needs of City residents.

The Specific Plan accommodates a variety of housing types in Downtown. The Specific Plan includes a Downtown Residential land use district which specifically promotes the development of apartments, townhomes, live-work units, and other residential unit types. The Specific Plan encourages rental and ownership opportunities in order to accommodate residents with varying income.

Goal 3.3. Expand and protect housing opportunities for all economic segments and special housing needs of the community.

The Specific Plan accommodates a variety of housing throughout Downtown, including both home ownership and rental opportunities. The Specific Plan allows for housing to be built at densities above 30 dwelling units per acre, which is the default density established through State legislation for the production of affordable housing. The City plans to work with housing developers interested in Downtown to create units affordable to residents earning a range of incomes are available.

Conservation Element

Goal 4.2. Prevent the contamination of groundwater

▷ **Policy 4.1.1. Monitor and improve groundwater quality.**

The Specific Plan will not include uses or allow business practices that contribute to soil contamination that degrade groundwater quality. The City will approve and monitor the uses in Downtown to ensure that contamination does not occur.

Goal 4.4. Preserve trees wherever possible.

▷ **Policy 4.4.1. Preserve trees on private and public property.**

Whenever possible, development will preserve existing trees on both public and private property. The Specific Plan also required that pedestrian pathways with a minimum of one 24-inch box tree with a minimum mature canopy of 15 feet shall be planted on site for each 1,000 square feet of provided ground-level on-site open space.

Goal 4.5. Encourage activities that improve the air quality.

▷ **Policy 4.5.1. Pursue every available means and opportunity to reduce air particulate and pollutants within the City and region.**

The Specific Plan implements this policy by creating a mixed use area that includes a variety of commercial, residential, dining, and employment opportunities in a compact area. The majority of the businesses in Downtown are within a quarter mile walking distance from the core, located at Downey Avenue and Third Street, and the Specific Plan establishes guidelines to improve the walkability of the area. As shown in the Mobility section, a park-once strategy and includes efforts to incorporate bicycle lanes into the existing right-of-way and improve bus routes through Downtown thereby reducing the number of vehicle trips in the City.

▷ **Policy 4.5.2. Improve air quality through land use decisions.**

The Specific Plan creates a diverse area with a variety of commercial, residential, dining, and employment opportunities within 131 square

acres. The majority of the businesses in Downtown are within a quarter mile walking distance from the core, located at Downey Avenue and Third Street, and the Specific Plan establishes guidelines to improve the walkability of the area. By locating residential units near employment opportunities and creating new shopping, dining and recreational areas in walking distance, the Specific Plan will reduce the number of vehicle trips in and around Downtown.

Goal 4.6. Conserve energy resources.

▷ **Policy 4.6.1. Promote the conservation of energy by residents and businesses to conserve energy**

The Specific Plan encourages new development to integrate energy efficient design and quality building materials whenever possible. The City will help developers achieve energy conservation efforts by providing information at City Hall.

Safety Element

Goal 5.3. Maintain and improve fire protection services.

▷ **Policy 5.3.1. Provide adequate response to fire emergencies.**

The Specific Plan currently identifies that fire services are adequate to meet the needs of residents and businesses located within Downtown.

Goal 5.4. Promote the protection of life and property from criminal activities.

▷ **Policy 5.4.1. Prepare for adequate response to crime.**

The Specific Plan currently identifies that police services are adequate to meet the needs of residents and businesses located within Downtown.

Goal 5.6. Protect life and property from flooding hazards.

▷ **Policy 5.6.2. Minimize the potential for flooding due to stormwater generation.**

The Specific Plan currently identifies existing storm drains located within Downtown. Additional storm drains will be added as necessary as new development occurs.

Goal 5.7. Reduce the likelihood of traffic accidents.

▷ **Policy 5.4.1. Promote traffic safety along streets.**

The Specific Plan recommends the introduction of pedestrian safety features along major roadways such as curb bump-outs and raised crosswalks to ensure pedestrians can safely cross the street.

Goal 5.9. Promote the well-being and general health of those that live and work in Downey.

▷ **Policy 5.9.2. Promote healthy building design and use as a means to prevent future medical problems.**

The Specific Plan establishes a mix of uses within a compact, walkable area encouraging residents and employees to leave their cars parked and walk to their destinations in Downtown. In walking more residents are likely to increase their overall health.

Noise Element

Goal 6.1. Protect persons from exposure to excessive noise.

▷ **Policy 6.1.1. Minimize noise impacts onto noise-sensitive uses.**

The Land Use Plan, specifically the Approved Land Use Table by District ensures that the appropriate uses are located within each land use district. As residential uses are introduced into Downtown the Planning Department is responsible for ensuring that the location of uses within each district is appropriate.

Goal 6.2. Protect persons from exposure to excessive noise generated by various modes of transportation.

▷ **Policy 6.2.1. Reduce noise generated by vehicular traffic.**

To ensure that the area is safe for pedestrians and to maintain roadway noise, reduced speed limits will be preserved within Downtown.

Goal 6.3. Minimize noise impacts on noise-sensitive land uses.

▷ **Policy 6.3.1. Minimize the amount of noise generated by land uses.**

The Land Use Plan, specifically the Approved Land Use Table by District ensures that the appropriate uses, based on the amount of noise generated by the use, are located within each land use district. As residential uses are introduced into Downtown the Planning Department is responsible for ensuring that the location of uses within each district is appropriate.

Open Space Element

Goal 7.3. Increase the amount of park acreage.

▷ **Policy 7.3.1. Promote the expansion of the existing park system.**

The Specific Plan responds to the City's need for a comprehensive open space system to provide a variety of outdoor opportunities for residents, workers and visitors. To meet this need, the Specific Plan identifies areas with potential for conversation from their existing use to green space. The Open Space Opportunities section identifies areas with potential for redevelopment into a large civic park, pocket parks, and the development of pedestrian parkways throughout Downtown. Developers are required to pay an in-lieu parks fee that will finance the development of future parks in Downtown.

Design Element

Goal 8.1. Promote quality design for new, expanded and remodeled construction.

▷ **Policy 8.1.1. Promote architectural design of the highest quality.**

The Specific Plan utilizes development standards and design guidelines to maintain and enhance the existing character of Downtown. Quality architectural materials and consistency with the style of adjacent buildings is required.

Goal 8.2. Maintain and enhance the appearance of properties.

▷ **Policy 8.2.2. Promote compliance with code regulations.**

The Specific Plan encourages the implementation of a Business Improvement District (BID) which encourages business owners to be active in Downtown. Through the BID, code violations can be collectively addressed to improve the area as a whole.

▷ **Policy 8.3.2. Promote City-initiated streetscape enhancement projects.**

The Specific Plan requires the implementation of pedestrian pathways with street trees and other pedestrian amenities to be funded through an in lieu fee paid as new development occurs.

Policy 8.3.3. Promote the installation of new trees.

The Specific Plan requires that a minimum of one 24-inch box tree with a minimum mature canopy of 15 feet be planted on site for each 1,000 square feet of provided ground-level on-site open space.

Economic Development Element

Goal 9.2. Promote Downey as an employment center.

Policy 9.2.1. Promote job-generating uses.

The Specific Plan identifies specific areas in Downtown that are appropriate for the creation of large employment centers and limits other uses in those districts to ensure that employment opportunities can be created.

Policy 9.2.2. Promote employment in various economic sectors to shield against business cycles.

The Specific Plan identifies specific uses that are allowed in each land use district and varies the uses to ensure that new businesses are diverse.

9

Appendix B
Definitions

City of Downey

Downtown Specific Plan

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9. Appendix B: Definitions

Definitions - A

Accessory Living Quarters or Guest House: Living quarters, or other habitable space, without any kitchen facilities within a detached accessory building or attached to the main building, located on the same lot as the main building, for use by temporary guests or for the use of domestics employed on the premises by the occupants of the lot. An accessory living quarter or guesthouse shall be ancillary to the main dwelling unit, be less than seven hundred (700) square feet in size, and shall not contain more than one room plus a bathroom.

Accessory Use: A use incidental and subordinate to the principal use of the premises, which does not alter the characteristics of the use considered as a whole and as related to other uses permitted in the same zone.

Adult-oriented businesses: Refers to business which is conducted exclusively for the patronage of adults and as to which minors are specifically excluded from patronage, either by law and/or by the operators of such business, and which is characterized by an emphasis on "specified sexual activities" and/or "specified anatomical areas." "Adult oriented business" also means and includes any adult motion picture theater, adult bookstore/adult video store/adult novelty store, adult cabaret, adult dance studio, adult hotel or motel, adult theater, sexual encounter establishment, nude modeling studio, adult tanning salon, sex supermarket/sex mini-mall, and any other business or establishment that, on a regular and substantial basis, offers its patrons entertainment or services which involve, depict, describe or relate to "specified sexual activities" and/or "specified anatomical areas."

Alcohol Beverage Sales, Off-Premises: An establishment which, as an accessory use, sells alcohol for consumption off-premises.

Alcohol Sales (50% or less of total): An establishment where the primary use (over 50% of total sales) is to provide food service and where secondary uses may include the sale and on-site consumption of alcoholic beverages. The premises may contain a counter upon and over which alcoholic beverages, such as beer, wine, and distilled spirits are served but the total sale of alcohol will not exceed 50% of total sales.

Alcohol Sales (50% or more of total): An alcohol sales establishment where the primary use (over 50% of total sales) is the sale and on-site consumption of alcoholic beverages and where secondary uses may include food service. The premises may contain a counter upon and over which alcoholic beverages, such as beer, wine, and distilled spirits are served.

Animal Boarding/Doggie Daycare: Includes any business or space maintained for the purpose of boarding or training dogs or cats over the age of four months for a fee or for sale. Boarding facilities may not keep animals overnight and are intended for day use only.

Animal Grooming: An establishment providing personal care of small domestic animals such as dogs, cats, parrots, canaries and other song and decorative birds, hamsters and similar animals, but specifically excluding dangerous animals or dangerous or poisonous or constricting reptiles.

Animal sales/Feed and Supplies/Pet Stores: A retail store that specializes in the sale of domesticated animals and feed and supplies for such animals.

Antique/Collectible stores: A retail store that specializes in the sale of antiques and/or collectible goods.

Apartment: A room, or combination of rooms, including bathroom and kitchen facilities, in a multiple-unit building and occupied by not more than one (1) family per dwelling unit.

Art Galleries: A space dedicated to the display and sale of original artwork.

Arts and Crafts Fair: An event dedicated to the exhibition and sale of original arts and crafts.

Automobile Parking Space: An off-street permanently maintained space readily accessible to a street or alley and so located and arranged to permit parking for a passenger automobile of average size.

Definitions - B

Bicycle sales and repair shops: A retail store that specializes in the sale and/or repair of bicycles.

Bookstores: A retail store that specializes in the sale of new and/or used books.

Buildable Area: That portion of a lot which may be occupied by buildings or structures, but not including front, side, or rear yards or street setback areas, or the portion of such lot where other regulations prohibit the occupation of buildings or structures.

Building: Any structure built for the support, shelter, or enclosure of persons, animals, belongings, or property of any kind and having a roof supported by columns or walls and attached to the ground.

Building, Accessory: A detached building for which use is subordinate to and incidental to that of the main building on the same lot. The accessory building

may include a garage, carport, playhouse, hobby shop, cabana, accessory living quarters or guesthouse, greenhouse, garden tool house, and other similar buildings.

Building Frontage: The portion of a main building most nearly parallel to a street or parking area.

Building Height: The vertical distance measured from the street curb level to the highest point of the coping of a flat roof, or to the highest point of a mansard roof, or to the highest gable of a pitch or a hip roof.

Business Office: See "Office Business and Professional"

Definitions - C

Caretaker's Residence: A dwelling unit located on the premises of an enterprise where the principal use is other than residential, and which is occupied by a person who is the owner, proprietor, manager, watch guard, or is otherwise at times in charge of such enterprise.

Catering Services: An establishment that prepares and delivers food for consumption off the premises, for example at banquets or luncheons. A catering establishment may contain kitchen facilities and may also provide dining supplies such as place settings, tablecloths, and beverage dispensers.

CEQA: The California Environmental Quality Act, Public Resources Code Section 21000 et seq. and the California Environmental Quality Act Guidelines, as may be subsequently amended by the State.

Christmas Tree and Pumpkin sales: A temporary space used for the sale of Christmas trees immediately prior to the Christmas holiday (December 24 and 25) and/or the sale of pumpkins immediately prior to the Halloween holiday (October 31).

Circus or Carnival: A temporary event that includes performances, food, sideshows, rides and/or games of skill.

Clinics (Medical and Dental): A place used for the care, diagnosis and treatment of sick, ailing, infirm and injured persons and those who are in need of medical or surgical attention, but who are not provided with board or room, nor kept overnight on the premises. This use includes holistic medical facilities and acupuncture.

College: An institution of higher learning offering curriculum to advance students towards a degree. This use may include, for example, community colleges, as well as private or publicly funded colleges or universities.

Commercial Recreation: Any use or development, either public or private, providing amusement, pleasure or sport, diversion, exercise, or other resource

affording relaxation and enjoyment which is operated primarily for financial gain. Typical uses may include health and fitness centers, batting cages, skating rinks, paintball, bowling alleys, pool halls, arcades, and miniature golf courses. This use excludes adult entertainment facilities.

Commission: The Planning Commission of the City of Downey

Conditional Use: Uses that may by permitted, subject to approval of a Conditional Use Permit in accordance with Section 9824. Generally, conditional uses are those uses that have the potential for particularly sensitive, objectionable operating characteristics, or appearance, which may be out of character in a particular zone; of which may make those uses suitable or unsuitable for a particular site or location.

Condominium: An estate in real property consisting of an undivided interest in common in a portion of a parcel of real property, together with a separate interest in space in a residential, industrial, or commercial building on such real property, such as an apartment, office, or store. A condominium may include, in addition, a separate interest in other portions of such real property.

Condominium Conversion: Applies to the converting of a single lot or building into a condominium, townhouse, stock cooperative, or a community housing/apartment project in any applicable zone.

Conference Facilities, Convention Centers, Theatres: A room, hall, building(s), tent, or other enclosure, or portion thereof, enclosed on two (2) or more sides to accommodate meeting halls, convention centers, theatres, auditoriums, and arenas, where the capacity for public gathering or assembly does not exceed 1,500 people.

Council: The City Council of the City of Downey

Court or Courtyard: An open, unoccupied space with no roof or cover, other than a required front, side, or rear yard, on the same lot with a building or buildings and which is bounded on two (2) or more sides by such building or buildings.

Courtyard Housing: A distinct medium density multi-family housing typology centered around a shared outdoor open space or garden and surrounded by one or two stories of apartment units or townhomes typically only accessed by courtyard from the street.

Convenience Stores: An establishment selling a limited range of food, beverage, drug goods, hardware, house goods, auto products that often includes ready-to-consume food and beverage products for consumption off the premises.

Cultural Institutions: Institutions displaying or preserving objects of interest in one (1) or more of the arts or sciences. This classification generally includes

libraries, museums and art galleries where displayed objects are not intended for sale.

Cyber Café: An establishment that provides five (5) or more computers or other electronic devices to the public for access to the internet or a local area network (LAN), to email, or to other computer software programs. Cyber cafés shall be synonymous with PC cafés, internet cafés, and cyber centers.

Definitions - D

Day Care Center, Child: Any child day care facility, other than a family day care home, and includes infant centers, preschools, extended day care facilities, and school age childcare centers. . "Day care facility" means a facility which provides nonmedical care to children under 18 years of age in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual on less than a 24-hour basis.

Daycare Home, Large: Includes facilities that provide family day care to seven to 12 children, inclusive, including children who reside at the home. A "family care home" is a day care facility located in a residence which regularly provides care, protection and supervision of 12 or fewer children from more than one other family, in the provider's own home, for periods of less than 24 hours per day, while the parent or guardians are away.

Daycare Home, Small: Includes facilities that provide family day care to six or fewer children, including children who reside at the home. A "family care home" is a day care facility located in a residence which regularly provides care, protection and supervision of 12 or fewer children from more than one other family, in the provider's own home, for periods of less than 24 hours per day, while the parent or guardians are away.

Day Spa: A commercial establishment, other than an adult business or adult use, which specializes in the full complement of beauty, health or therapeutic treatments, including, but not limited to, body wraps, facials, pedicures, make-up, hairstyling, nutrition, exercise, water treatments and massage therapy which is open primarily during normal daytime business hours and without provisions for overnight accommodations.

Density: Residential dwelling units per net acre.

Dine-in Restaurant: See “Restaurant.”

Drug Stores/ Pharmacies: An establishment where the primary business is the filling of medical prescriptions and the sale of drugs, medical devices and supplies and nonprescription medicines, but where non-medical products may also be sold.

Dry Cleaning and Laundry Services: An establishment that caters to the cleaning service needs of the general public, to include dry cleaners and laundromats. Large-scale and commercial dry cleaning and laundry service facilities are excluded.

Duplex Dwelling Units: A structure that contains two (2) units that share common walls or floor/ceilings. The land under the building or units is not divided into separate lots. The units may have separate or joint entrances, and typically have common parking and open space areas.

Dwelling, Multiple-Family: A building that contains three (3) or more dwelling units that share common walls or floor/ceilings. The land under the building or units is not divided into separate lots. The units may have separate or joint entrances, and typically have common parking and open space areas.

Dwelling, Single-Family: A detached residential dwelling unit, designed for occupancy by one (1) family, and may also include housing types described in Government Code Section 65852.

Dwelling, Townhouse: An arrangement of single-family dwellings, joined by common walls on not more than two (2) sides, with the uppermost story being a portion of the same dwelling located directly beneath at the grade of the first floor level, and having exclusive individual ownership and occupant rights of each dwelling unit, including, but not limited to, the land area directly beneath such dwelling.

Dwelling Unit: One (1) or more rooms arranged or used as living quarters by one (1) family and containing one (1) kitchen.

Definitions - E

Easement: Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on private property of individuals to be able to install and maintain utility facilities.

Eating Establishments: An establishment where food is prepared and served to the general public on the retail level. Some types of establishments included within the term “Eating Establishment” are restaurants, bakeries, delicatessens, dessert stores, doughnut shops, juice bars, pastry shops, tea houses, cafes, cafeterias, coffee houses, coffee shops, dinner houses, drive-in or drive-through restaurants, fast food service establishments, pancake and waffle houses, and sandwich shops.

Elevation (Building): A drawing showing the elements of the exterior of a building as a direct projection to a vertical plane.

Environmental Impact Report (EIR): A report that describes and analyzes the environmental effects of a proposed project pursuant to the California Environmental Quality Act (CEQA).

Definitions - F

Façade: The major width of any exterior elevation of a building, extending from the grade to the top of the parapet wall or eaves, that is parallel to a street property line.

Façade Fascia: That portion of a separate exterior elevation of a building extending from above the door or window line to the top of the parapet wall or eave and the entire width of the building elevation parallel to the street property line.

Family: Two (2) or more persons bearing the generic character of, and living together as, a relatively permanent single bona fide housekeeping unit in a domestic relationship based upon birth, marriage, or other domestic bond of social, economic, and psychological commitment to each other, as distinguished from a group occupying a boarding house, club, dormitory, fraternity, lodging house, motel, rehabilitation center, rest home, or sorority.

Farmers' Market: An open air (outdoor) market that is certified by the Los Angeles County Agricultural Commissioner where certified producers offer for sale only those agricultural products they grow themselves, and operated in accordance with regulations established by the California Department of Food and Agriculture, which includes the display of a valid health permit.

Fast Food/Drive-through Restaurant: See "Restaurant."

Financial Services: A commercial land use involved with the exchange of money and services related to the financial system such as banks or credit unions. Financial services do not include "Check Cashing."

Fireworks Stand: A temporary space for the sale of fireworks immediately prior to the Independence Day holiday (July 4).

Fitness Studio: A space or business that is oriented to providing fitness classes or personal training to small groups of twenty (20) or fewer students. This use may include small dance studios, one-on-one personal training, yoga or Pilates studios, and other similar uses.

Flea Market: A market usually held outdoors, where used goods and antiques are sold.

Floor Area: The total area of all floors contained within the exterior walls of all buildings on a lot or parcel of land.

Floor-Area Ratio (FAR): A term utilized to measure the allowable building intensity of non-residential structures on a site, calculated by dividing the gross floor area by the total net acres of the site. For example, on a site with 40,000 square feet of net land area, a Floor-Area Ratio (FAR) of 1.0 will allow a maximum of 40,000 square feet of gross floor area to be built, whereas a FAR of 1.5 allows 60,000 square feet of gross floor area, and a FAR of 0.5 allows 20,000 square feet of gross floor area. Compliance of non-residential projects covering multiple parcels with FAR building intensity restrictions may be calculated on an overall project basis rather than on individual parcels within the project; in such situations, the City of Downey may require reciprocal use agreements, parcel mergers, or specification of property owner rights and responsibilities through Covenants, Conditions, and Restrictions or other recorded documents.

Florist shops: A retail store that specializes in the design, arrangement and sale of flowers.

Definitions - G

Gable, Roof: The generally triangular section of wall at the end of a pitched roof, occupying the space between the two (2) slopes of the roof. See, “Roof, Gabled.”

Garage, Private: A fully enclosed detached accessory building or portion of a main building, enclosed on all four (4) sides and designed and used for the shelter or storage of automobiles, which provides the required off-street automobile storage space for the occupants of the premises.

Garage, Public: A building other than a private garage used for the care, storage, repair, or equipping of automobiles or where such vehicles are kept for remuneration, hire, or sale.

General Plan: The General Plan of the City of Downey adopted by the Council.

General Commercial Services: An establishment providing general services to the public, including computer repair shops, tanning salons, carpet/rug/drapery cleaners, locksmith shops, plumbing shops, and similar services that are commercial in nature.

General Retail and Specialized Retail: An establishment, including a department store, variety store, discount store, or general store, etc., engaged in retail sales of new and used merchandise, including dry goods, apparel and accessories, small wares, sporting goods and equipment, bicycles and mopeds, musical instruments, arts and accessories, office supplies, books, stationery, jewelry, hobby materials, toys and games, cameras and photographic supplies, gifts, novelties and souvenirs, luggage and leather goods, fabrics and sewing supplies, florists and houseplant stores, artists supplies, tobacco shops, video rental, orthopedic supplies, party supply and rentals, religious goods, handcrafted items (stores for which may include space for crafting operations when such area is subordinate to retail sales), and other miscellaneous retail shopping goods.

Government Facilities: Any building, structure or other facility operated by a legally constituted Federal, State or local government authority providing services to the general population, including post offices, fire stations, police stations, courts, etc.

Grade: The average of the finished grade at the center of each wall of a building or structure provided, however, where walls are parallel to and within five feet of a sidewalk or curb, the grade shall be measured at the sidewalk or curb level.

Grade, Finished: The completed paved or graded elevation of a lot.

Grocery Stores/Markets: An establishment primarily engaged in selling food for home preparation and consumption, and may include butcher shops with no slaughtering.

Definitions - H

Hair/Nail Salons, Day Spas: An establishment which provides health and beauty services and products, including hair cuts and styling, manicures, pedicures, body treatments, aromatherapy, massage (as an accessory service), and baths.

Hardscape: Hardscape refers to non-planted areas that are usually treated with a surfacing material such as concrete, asphaltic concrete, pavers, etc.

Hedge: A series of plants, shrubs, or other landscape materials so placed to form a physical barrier or enclosure.

Height, Building: See “Building Height.”

Hip, Roof: The external angle formed by the meeting of two sloping sides or skirts of a roof, which have their wall plates running in different directions. See “Roof, Hipped.”

Hardware stores /Home Improvement: An establishment engaged in providing retail sale, rental, service or repair and installation of home improvement products including building materials, paint and wallpaper, carpeting and floor covering, mattresses, decorating supplies, heating, air conditioning, electrical, plumbing, and mechanical equipment, roofing, yard and garden supplies, home appliances, and similar home improvement products.

Home Occupation: Any occupation conducted in the main building on a lot by a member of a family residing therein as an incidental use in connection with the primary residential use.

Hospital: A State-licensed facility to which persons are admitted for overnight stay or longer for the diagnosis, care, or treatment of illness and injury or the prevention thereof, not including convalescent homes, sanitariums, and nursing homes.

Hotel/Motels: A facility with guest rooms and/or suites, designed as temporary lodging, with or without meals, in which there are six (6) or more guest rooms, and in which no provision is made for cooking in any individual room or suite.

Definitions – I

Infrastructure: Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Definitions – J

Jewelry store: A retail store that specializes in the design, sale, and/or repair jewelry.

Definitions – K

Kiosk, Permanent: A freestanding structure with a foundation located on private property not exceeding a maximum size of one hundred (100) square feet and compatible in design with other existing uses and buildings in the vicinity. A permanent kiosk will be operated for the purpose of vending food, drink, or retail goods or services.

Kiosk, Temporary or Semi-Permanent: A freestanding, temporary or semi-permanent structure having one (1) or more open air sides, operating on either private property or public rights-of-way and plazas, not exceeding a maximum of sixty (60) square feet and compatible in design with other existing uses and buildings in the vicinity. A temporary kiosk will be operated for the purpose of vending food, drink, or retail goods.

Definitions – L

Laboratories: Establishments providing medical or dental laboratory services or establishments providing photographic, analytical or testing services.

Landscaping: The planting and maintenance of a combination of live plant materials to include native or exotic trees, groundcover, shrubs, vines, flowers, and lawn

Landscaping, Drought-Tolerant: Landscaping characterized by the use of vegetation that is drought tolerant or requires low water use.

Landscape-Recreation Area: A usable area developed with a combination of landscaping and recreation facilities. Recreation facilities may consist of swimming pools, recreation rooms, game areas, benches, walks, putting greens, and other active and passive interior or exterior recreation facilities and may include private balconies. Landscape-recreation areas shall be in addition to the

side yard on corner lots abutting a street and the front yards required by this chapter.

Laundry or Dry Cleaning, Limited: An establishment to dry clean and/or wash and dry clothes and other fabrics brought in and carried away by the customer. This includes self-service or coin-operated facilities.

Laundry, Unlimited: An establishment where large quantities of clothes and other fabrics are washed and/or ironed or dry-cleaned but are collected and delivered primarily by laundry employees. This use excludes laundries or limited dry cleaning.

Live-Work Units: A commercial unit designed and intended to function as a work and living space for the person(s) (business operators or their employees and their households) who reside there and where the residential use is secondary or accessory to the primary use as a place of work. A live-work unit has adequate working space available for and is regularly used by the person(s) residing in the live-work unit and one (1) or more rooms with cooking and sanitation facilities in conformance with building code and disabled access (A.D.A. and State of California Title 24) requirements.

Loading Space, Off-Street: An off-street space on the same lot with a use or building, for the temporary parking of a vehicle, while loading or unloading, merchandise or materials.

Lot Coverage: The percentage of the lot area covered by a structure or building, including all accessory buildings.

Lot Line: The boundary line of a lot.

Lower-Income Household: Households with an annual income that does not exceed the United States Department of Housing and Urban Development's annual determination for lower-income households with incomes of eighty (80) percent of area median income, adjusted for household size.

Definitions – M

Mail and Shipping Services: An establishment primarily engaged in private postal services including shipping and mailing, mailbox rental, courier, delivery, and messenger services, and the sale of office, mailing, and moving supplies.

Marquee: A permanent roofed structure attached to, and supported by, a building and which projects over setback areas or public rights-of-way.

Masonry Wall: A wall constructed with concrete block, bricks, or stone.

Massage Therapy Establishment: An establishment offering massage, acupressure, alcohol rub, fomentation, electric or magnetic treatment, or similar

treatment or manipulation of the human body, unless such treatment or manipulation is administered by a medical practitioner, chiropractor, acupuncturist, physical therapist or similar professional person licensed by the state as part of a medical clinic. This definition excludes a gymnasium/health and fitness center, school, barber/beauty shop, or similar establishment where massage or similar manipulation of the human body is offered by an individual as an incidental or accessory service and does not occupy more than 25 percent of the area of the establishment. This definition also specifically excludes Adult Massage Services as defined in Section 9402.

Mezzanine: An intermediate floor just above the ground floor; it often has a low ceiling and projects in the form of a balcony, and does not exceed one-third of the floor area of the room or space in which they are located.

Mixed-Use Building: A structure containing both residential and commercial uses (which may include retail, restaurants, offices, services, and similar uses deemed compatible with residential uses). The commercial use or uses are typically located on the ground floor of the structure with the residential dwellings predominantly located on the second or higher floors (see Figure 9.1.9).

Mixed-Use Development: A project with both residential and nonresidential uses located on the same lot or site.

Motel: see “Hotels/Motels”.

Multi-Tenant Complex: Any combination of two (2) or more separately owned and operated businesses established on a single or commonly owned contiguous parcel of land, or that share common driveways for ingress/egress, or share five (5) or more off-street parking spaces.

Definitions – N

Newsstands: An establishment where newspapers and magazines are displayed and sold outdoors.

Nonconforming Building: A building or portion thereof which was lawfully erected or altered and maintained but which, because of the application of this article to it, no longer conforms to the regulations set forth in this article applicable to the zone in which such building is located.

Nonconforming Structure: A structure or portion thereof which was lawfully erected or altered and maintained but which, because of the application of this article to it, no longer conforms to the regulations set forth in this article applicable to the zone in which such structure is located.

Nonconforming Use: A use which was lawfully established and maintained but which, because of the application of this article to it, no longer conforms to the

use regulations set forth in this article applicable to the zone in which such use is located.

Non-Residential: Any use which does not include a dwelling unit as the primary use, including, but not limited to, commercial, industrial, educational, institutional, public, recreational, and agricultural uses.

Non-restricted Units: With regard to density bonus development, all dwelling units within a residential development excluding the target units.

Nurseries and Garden Supply stores: A retail store that specializes in the sale of trees, flowers, plants, seeds, and other garden equipment.

Definitions – O

Occupancy, Change of: A discontinuance of an existing use and the substitution of a use of a different kind or class.

Office, Business and Professional: Offices or firms or organizations providing professional, executive, management or administrative services, such as accounting, architectural, engineering, real estate, insurance, investment, legal, psychological and medical/dental laboratories incidental to an office use. This use excludes banks, savings and loan associations and other similar financial institutions and dental and medical offices.

Office, Medical and Dental: Offices and clinics used for the practice of medicine, chiropractic, dentistry, optometry, podiatry, and various forms of physical therapy. This use excludes the overnight care of a patient.

Open Space: Land areas that are not occupied by buildings, structures, parking areas, driveways, streets, or alleys. Open space may include land areas occupied by buildings or structures specifically designed for recreation purposes such as swimming pools and recreation buildings.

Open Space, Common: Open space reserved primarily for the enjoyment and recreational use of all residents of a residential development, such as a Planned Unit Development, condominium, or mixed-use development, and owned and maintained by all residents, generally through a homeowner's association.

Open Space, Private: Open space located adjacent to, and directly accessible from the living room, family room, kitchen or dining room of an individual dwelling unit that is designed, maintained, and reserved exclusively for the use of the residents of said unit.

Open Space, Usable: An open area or recreational facility that is designed and intended to be used for outdoor living and/or recreation.

Ornamental Fence: A fence, such as a wrought iron or other formed materials. Ornamental fence does not include chain link, woven wire, and similar products.

Outdoor Patio seating or dining: An outdoor seating area attached or adjacent to a restaurant or similar uses that may or may not encroach into the public right of way.

Overlay Zone: A certain portion of the City where regulations relating to specific environmental, physical, or other characteristics (e.g., locational, economic, historical) are imposed in addition to those of the base zone covering the land in question.

Definitions – P

Parapet: A low protective wall along the edge of a raised structure such as a roof or balcony.

Parcel of Land: Parcel of land shall mean the same as lot.

Parks and Recreation Facilities: Noncommercial parks, playgrounds, recreation facilities, and open spaces.

Parking Assessment District: An assessment district formed pursuant to the Parking District Law of 1943 of the State.

Parking Lots and Parking Structures/Garages: An area or structure, closed or unenclosed, for the parking of motor vehicles plus those additional areas required providing site ingress and egressing to and from said area.

Parking, Shared: A public or private parking lot and/or parking structure/garage used jointly by two or more uses.

Parking Space, Compact: A reduced parking space, 8.5 feet wide and 16 feet long when perpendicular to a driveway or aisle, compared with the traditional 9 feet wide by 18 feet long.

Patio, Enclosed: A level, paved or decked area directly abutting a principal building that is enclosed on all sides whose principal use shall be for outdoor entertaining or recreation. A patio is not used as a habitable room or as a parking space for vehicles.

Patio, Open: A level, paved or decked area directly abutting a principal building open on one or more sides, which may be covered or uncovered, whose principal use shall be for outdoor entertaining or recreation. A patio is not used as a habitable room or as a parking space for vehicles.

Paving: A solid concrete, tile, or brick surface, which serves as a covering for pedestrian/vehicular travel.

Pedestrian-Oriented or Pedestrian-Friendly: Development that is designed with a primary emphasis on the street sidewalk and facilitating pedestrian access to the site and building rather than on auto access and parking areas. Buildings in such developments are generally placed close to the street and the main entrance is oriented to the street sidewalk. There are generally windows and display areas along the street façades of building and outdoor areas (such as plazas) that are oriented to pedestrians. Although buildings and parking areas may be provided, they are not emphasized in the design of buildings.

Pedestrian-Scaled: Designed to be accessible to pedestrians, as opposed to automobiles.

Permeable Paving: A paving material that permits water penetration to a soil depth of 18 inches or more, including non-porous surface material poured or lain in sections not exceeding one square foot in area and collectively comprising less than two-thirds of the total surface area of the lot and loosely laid materials such as crushed stone or gravel.

Permit: A document issued by the City pursuant to the provisions of this article authorizing specific activities, uses, or structures together with the conditions upon which such permit is issued, and the plans, specifications, reports, and approved modifications pertaining thereto.

Permitted: Refers to a use or structure that is allowed without the requirement for approval of a discretionary permit. However, some permitted uses and structures may require approval of nondiscretionary permits, such as Site Plan Review, Temporary Use Permits, Home Occupation Permits, Special Event Permits, Building Permits, etc.

Personal Improvement Services: Services or facilities including, but not limited to, music or photography lessons, fine arts, crafts, driving schools (excludes truck driving schools),and diet centers.

Personal Services: A commercial land use providing recurrently needed services of a personal nature. Personal services generally include barbershops, beauty and nail salons (including permanent cosmetic facial shading), seamstresses, tailors, shoe repair shops, photo processing, and photographic studios.

Place of Public Assembly: Any place designed for, or used for, the congregation or gathering of 20 or more persons in one room where such gathering is of a public nature. Assembly hall, church, auditorium, recreational hall, pavilion, place of amusement, dance hall, opera house, motion picture theater, outdoor theater, and theater are included in this definition.

Planned Unit Development: A tract of land that is developed as an integrated unit under single ownership or control.

Plot Plan: A scaled drawing of a lot and the adjacent and surrounding areas, showing the use and location of all existing and proposed buildings, structures, and improvements.

Pocket park: A small neighborhood park of approximately one (1) acre or less.

Preferential Parking: Parking spaces designated or assigned, through use of a sign or painted space markings, for carpool and vanpool vehicles carrying commuter passengers on a regular basis that are provided in a location more convenient to a place of employment than parking spaces provided for employees' single-occupant vehicles.

Premises: Any portion of any lot and any portion of any building or structure contained thereon.

Principal Structure: The primary structure(s) within which is conducted the principal use of the lot.

Principal Use: The primary and predominate use on any lot.

Printing and Photocopy services: An establishment offering photocopy or printing services by letterpress, lithography, gravure, screen, offset, or electrostatic (xerographic) copying, and other "quick printing" services, including establishments serving the printing trade such as bookbinding, typesetting, engraving, photoengraving and electrotyping. This use also includes establishments that publish newspapers, books and periodicals; and establishments manufacturing business forms and binding devices.

Professional Office: see "Office Business and Professional"

Public Uses: A class of uses generally open to the public and maintained and supported by public or nonprofit agencies or organizations and which are of a recreational, civic, educational, religious, institutional or cultural nature.

Public Utility: Any entity authorized under regulation by the Public Utilities Commission approved for the provision of public utilities. This use may include any of the following facilities: electrical substations and switching stations, natural gas regulating and distribution facilities, public water system wells, treatment plants and storage, telephone switching facilities, wastewater treatment plants, settling ponds and disposal fields. This use may also exclude telecommunications facilities.

Definitions – R

Recording Studios and Recording Services: An establishment providing for the practice and recording of music and/or speech, where improvements or special treatment to the interior space prevents transmission of sound outside that establishment.

Research and Development: An establishment which engages in scientific research, and/or the design, development and testing of computer software, and electrical, electronic, magnetic, optical and mechanical components in advance of product manufacturing, not associated with a manufacturing facility on the same site. This use includes chemical and biotechnology research and development.

Residential Accessory Structures: Any structure that is customarily part of a residence, and clearly incidental and secondary to a residence and that does not change the character of the residential use. Residential accessory structures include garages, carports, storage buildings, workshops, hobby shops, greenhouses, cabanas, art or music studios, children's playhouses or playground equipment, patio covers, gazebos, arbors, pergolas, pavilions, fireplaces, fire pits, barbeques, water features, and other similar structures.

Residential Care Facility, Large: Same as a small residential care facility, but serving seven to 14 persons under the age of 18 years or over the age of 60 or for persons who have a disability as defined herein.

Residential Care Facility, Small: Residential facilities approved and licensed by the State in a single-family dwelling in which group care, supervision and/or assistance are provided for a maximum of six (6) persons under the age of eighteen (18) years or over the age of sixty (60) or for persons who have a disability as defined herein. This use excludes family day care, foster care or any medical services, including nursing services, beyond that required by the residents of the facility for sustaining the activities of daily living. Examples of residential care facilities include, but are not limited to, facilities for the following:

(a) Developmentally or mentally disabled;

(b) Substance abuse recovery;

(c) Dependent and neglected children;

(d) Physically disabled; or

(e) Wards of the court.

Residential Development Density Bonus: With regard to density bonus development, any project requiring any Specific Plan, Development Agreement, Planned Unit Development Permit, Tentative Map, Minor Subdivision, Conditional Use Permit, Site Plan Review, or Building Permit, for which a development review application has been submitted to the City, and which would create five (5) or more additional dwelling units by construction or alteration of structures, not including conversion of existing dwelling units to condominiums.

Restaurant: An establishment where food and drink are prepared, served, and consumed primarily within the principle building.

(a) Dine-in Restaurant: Includes restaurants with or without a bar or lounge area which provides food delivered to tables or dining counters, and only incidental carry-out service.

(b) Fast-food/Drive-through Restaurant: Includes delicatessens, drive-ins, etc. which provide quickly or previously prepared food to a service counter, whereby the patron carries the food out or to an indoor or outdoor seating area.

(c) Take-out Restaurant: Provides quickly or previously prepared food to a service counter, whereby the patron carries the food off-premises for consumption.

Retail: see “General Retail/Specialize Retail”

Right-of-Way: An area or strip of land, either public or private, on which a right of surface passage has been recorded. Thus, the right-of-way shall include a public right-of-way, a common lot containing a private street, or other public or private right of surface passage consistent with this definition.

Right-of-Way, Ultimate: The ultimate right-of-way is the required width of any street or highway, determined by the City Engineer, as shown on the maps on file in the office of the City Engineer, or as shown on a Master Plan of Street and Highways approved by the Council, or as shown in the General Plan.

Roof: A structural covering over any portion of a building or structure, including projections beyond the walls or support of the building or structure, which is permanently attached.

Roof, Flat: A roof nearly horizontal and level.

Roof, Gabled: A pitched roof having a gable at each end.

Roof, Gambrel: A ridged roof with two (2) slopes on either side, the lower slope having the steeper pitch. It is often flared beyond the front and rear of the dwelling forming a deep overhang.

Roof, Hipped: A hipped (or hip) roof slopes down to the eaves on all four (4) sides. Although a hipped roof is not gabled, it may have dormers or connecting wings with gables.

Roof, Mansard: A mansard roof has two (2) slopes on each of the four (4) sides. The lower slope is steeper than the upper slope. Dormers are often set in the lower slope. The upper slope is usually not visible from the ground.

Roof-Mounted: Wireless communication service antennas that are mounted on any structure that is not specifically constructed for supporting antennae, in any manner that does not satisfy the definition of “wall mounted.”

Rooming House: Any building with not more than five individual rooms where, for compensation for definite periods, lodging, lodging and meals, or meals are provided for not exceeding six persons and shall include boardinghouses and lodging houses, but shall not include hospitals, rest homes, senior citizen housing developments, or sanitariums. Any number of individual rooms over five shall be considered a motel.

Definitions – S

School, Elementary, Middle or Junior High, and High School: An institution of learning which offers instruction in the several branches of learning and study required to be taught in the public schools by the Education Code of the State.

Schools (Business, Professional, Vocational, Trade and Medical): A school offering specialized business, professional, and vocational courses. This use may also include music schools, language schools, driver education schools, ballet and other dance studios, and gymnastics and other sports academies.

Second Unit Development: A subordinate dwelling unit having separate living, sleeping, eating, cooking, and sanitation facilities independent of the principal dwelling on the same lot. The second unit may be attached to or detached from an existing single-family principal dwelling, which is not intended for sale but may be rented.

Senior Citizen: A person 62 years of age or older or, in a senior citizen housing development of at least 150 dwelling units, a person 55 years of age or older.

Senior Citizen Apartment Project: With regard to density bonus development, a residential development of 35 dwelling units or more designed for permanent residency by qualifying residents in accordance with California Civil Code Section 51.3. This definition pertains to the density bonus allowed for senior housing units allowed in accordance with the State Density Bonus provisions, and includes mobile home parks.

Senior Citizen Housing Development: Residential development consisting of at least five dwelling units that are developed or substantially rehabilitated or renovated to the provisions of Section 9418 of this article. Senior citizen housing developments do not include those facilities providing medical care or “care and supervision” as defined by this article.

Setback Line, Front: The line that defines the depth of the required front yard. Said setback line shall be parallel with the street line or the line established by the General Plan, and be removed there from by the perpendicular distance prescribed for the front yard in the zone.

Setback Line, Rear or Side: The line that defines the width or depth of the required rear or side yard. Said setback line shall be parallel with the property line, removed there from by the perpendicular distance prescribed for the yard in

the zone. Where the side or rear yard abuts a street, the distance shall be measured as set forth in “setback line, front”.

Setback, Street side: On a lot that abuts two or more streets at their intersection, the line that defines the width of the required side yard on the street side. Said setback line shall be parallel with the street line, removed there from by the perpendicular distance prescribed for the yard in the zone.

Screen Planting: Landscaping, at least 30 inches high, designed to screen or otherwise hide from view certain elements of development, such as parking lots, utility structures, and the like.

Sidewalk: A right-of-way designed for the use by pedestrians and not intended for use by motor vehicles of any kind. A sidewalk may be located within or without a street right-of-way, at grade, or grade separated from vehicular traffic.

Sign: Any device designed to inform or attract the attention of persons not on the premises on which the sign is located as follows (refer to Chapter 6 of this article for sign illustrations):

(a) Any structure, board, fence, card, cloth, paper, metal, wooden, plastic, painted, printed, or lighted structure of any character used for outdoor advertising purposes or any structure upon which any advertisement is shown, or whereon any poster, bill, printing, painting, device, or other advertising matter of any kind whatsoever may be attached or painted, whether placed on the ground or on shrubbery, rocks, fences, walls, buildings, or other materials or structures.

(b) The previous definition is intended to include, as well as all other structures and advertising media therein set forth, billboards, outdoor advertising, flags, posters, displays, and signs, whether ground, projecting, roof, wall, or banner.

(c) Works of art shall include, but not be limited to, murals, structures, paintings, mosaics, photographs, and statues depicting ideological expression, and which in no way refer to the business at which such work of art is located.

Sign, Abandoned: Any sign or support structure which for a period of 180 days has been unused and which no longer fulfills the purpose for which it was constructed.

Sign, Area: The entire surface area of a sign including nonstructural trim, but excluding supports, uprights, or structures upon which the sign is supported.

Sign, Background Area: The entire background area of a sign upon which copy could be placed.

Sign, Banner: A nonpermanent sign composed of fabric, pliable plastic, paper, or other light material not enclosed in a rigid frame or secured or mounted so as

to allow movement by the atmosphere to cause movement of the sign, including flags, streamers, and pennants.

Sign, Billboard: See “Sign, Outdoor Advertising.”

Sign, Changeable Copy: Sign in which the copy/text may be changed or rearranged without altering the face or the surface of the sign, and which may be rearranged manually, mechanically, or electronically. The display of time and temperature information is not considered a changeable copy sign.

Sign, Construction: A temporary sign during a period of construction stating the type or purpose for which the building is proposed and may include the name, address, and telephone number of businesses directly related to the construction project.

Sign, Copy: Any word, letter, number, figure, picture, design, or other representation incorporated into a sign to convey a message and to attract attention to the subject matter.

Sign, Copy Area of: The actual area of sign copy applied to any background.

Sign, Copy Change and/or Text Change: The change of an existing message within the existing legal sign.

Sign, Directional: On-premise signs designed to guide or direct pedestrian or vehicular traffic.

Sign, Freestanding: Any sign supported wholly by uprights or braces placed in or upon the ground, including poster panels and painted bulletins.

Sign, Height: The height of signs shall be measured from the finished grade to the top of the sign including any element thereof. The finished grade of a bermed sign with a maximum of a 2:1 slope shall be measured from the crest of the berm. For half-berms or berms with greater than 2:1 slopes, the finished grade shall mean the average of the finished grade at the center sign structure, provided where the sign is parallel to and within five feet of a sidewalk, or curb, the grade shall be measured at the sidewalk or curb level.

Sign, Holiday Decorations: The use of decorations, displays, or other materials which may not comply with the requirements of this article, but may be used for the purposes of recognizing traditional holidays, such as, but not limited to, Easter, July 4th, Halloween, Thanksgiving, and Christmas.

Sign, Illegal: Any sign installed or constructed without proper approval and/or permits as required by this article or any nonconforming sign that has exceeded its authorized amortization period.

Sign, Illuminated: A sign in which a source of light is used to make the copy readable. This definition shall include internally and externally lighted signs and reflectorized, glowing, or radiating signs.

Sign, Indirectly Illuminated: A sign illuminated with a light directed primarily toward such sign, including back lighting, and so shielded that no direct ray from the light is visible.

Sign, Interior Illuminated: A sign in which illumination is provided entirely within the perimeter of the sign structure and which cannot be seen directly from without.

Sign, Marquee: Any sign attached to a marquee.

Sign, Monument: A low-profile sign, which is an integral part of a landscaping plan, located between a building or street setback line and a street property line for identification purposes, and having a solid base support.

Sign, Nonconforming: A sign which was lawfully erected, altered, or maintained but which, because of the application of this article to it, no longer conforms to the use regulations set forth in this article applicable to the zone in which such use is located.

Sign, On-Premises: A sign which carries only advertisements strictly incidental to a lawful use of the premises on which it is located, including signs or sign devices indicating transacted; services rendered; goods sold or produced on the premises; name of the business; and name of the person, firm, or corporation occupying the premises.

Sign, Outdoor Advertising: Any billboard or advertising structure bearing a sign, which is erected upon the ground, or any sign attached or painted on a building that directs attention to a business commodity, industry, or other activity which is sold, offered, or conducted elsewhere than on the premises. Such signs shall include signs mounted on wheeled vehicles when used as a directional sign expressly for directing automobile, pedestrian, and other forms of traffic to a specific business location. Such signs shall also include any sign of which more than twenty (20) percent is devoted to the advertising of a commodity or service that is not the exclusive commodity or service being sold or rendered on the premises or part of the name of the business concern involved.

Sign, Portable: Any sign designed to be moved easily and which is not permanently affixed to the ground, or a structure, building, or vehicle.

Sign, Political: Any sign concerning candidates for political office or involving issues on a ballot.

Sign, Projecting: A sign mounted on a building wall in which the sign fascia is not parallel to the building façade or façade fascia.

Sign, Primary: One wall sign mounted on the front façade or front fascia of a business, to identify its name or service rendered.

Sign, Real Estate: A temporary sign indicating that the premises on which the sign is located, or any portion thereof, is for sale, lease, or rent.

Sign, Roof: Any sign erected upon or over the roof of any building or which is partially or totally supported by the roof or roof structure of the building. Signs attached to a mansard roof shall be considered a wall and shall not extend beyond the exterior lines of the roof or exceed other wall sign standards.

Sign, Statuary: A statue or other three-dimensional structure imitating or representing a person, animal, or object which is sculptured, molded, or cast in any solid or plastic substance, material, or fabric and used for commercial or industrial purposes.

Sign, Support: Any structure, containing no copy, excepting street addresses, which supports or is capable of supporting any sign as defined in this article. A sign support may be a single pole or may be an integral part of the design of a building.

Sign, Temporary: A sign constructed of paper, cloth, canvas, or other similar lightweight material, with or without frames, including window displays intended to be displayed for a period not to exceed the period of time set forth in a particular zone.

Sign, Wall: A sign affixed in any manner to the wall of a building or structure which projects not more than 18 inches from the building wall and which does not extend beyond the façade of the building on which it is located. Wall signs shall include signs attached to a mansard roof.

Sign, Window: A sign that is applied or attached to the exterior or interior of a window or located in such a manner within a building that its purpose is to be viewed from the exterior of the building through the window. Vertical and/or horizontal separations less than six inches in width shall be viewed as a window without separation. Separations greater than six (6) inches in width shall be considered separate windows.

Sign, Window, Changeable Copy: A changeable copy sign that is attached or applied to a permanent designated area on or within the exterior or interior of the window for the purpose of being viewed from the exterior.

Site: A contiguous area of land, including a lot or lots or a portion thereof, upon which a project is developed or proposed for development.

Single-Family Dwellings: A building or structure, containing one kitchen and used to house not more than one family, including domestic employees.

Single-Family Dwellings, Attached: Single-family attached means a dwelling unit that is structurally connected with at least one other such dwelling unit and typically two or three stories in height. Each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common fire resistant walls. Examples of single-family attached dwellings include townhomes and duplexes.

Single-Family Dwellings, Detached: A dwelling unit occupied or intended for occupancy by only one (1) household that is structurally independent from any other such dwelling unit or structure intended for residential or other use.

Site Plan Review: An administrative process conducted in accordance with Section 9820 of the Downey Municiple Code.

Smoke and Cigar Stores: A retail store that specializes in the sale of cigars, tobacco and other related items.

Special Event: A temporary outdoor use that extends beyond the normal uses and standards allowed by this article. Special events may include, but are not limited to art shows, sidewalk sales, pumpkin and Christmas tree sales, haunted houses, carnivals, special auto sales, grand openings, festivals, home exhibitions, and church bazaars.

Specific Plan: A plan, adopted by City Ordinance, which shows the future physical development to be implemented within a specifically defined and circumscribed area of the City. The Specific Plan describes the types of land uses to be developed on each parcel; a plan for infrastructure in and adjacent to the Specific Plan area; and written standards, regulations, and policies for such items as architectural design, open spaces, preservation of existing structures, and other relevant factors.

Story: That portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above.

Street: Any public right-of-way or private recorded thoroughfare that affords a principal means of access to an abutting lot (see “Alley” and “Freeway”).

Street Frontage: The length of a lot facing a street that affords direct public access to the lot.

Street Furniture: Those features associated with a street that are intended to enhance the street’s physical character and intended for use by pedestrians (the general public), such as benches, trash receptacles, lights, and newspaper racks.

Street Line: The boundary line between a street and abutting lot (see “Lot Line, Front”).

Street Setback Line: A line parallel to a street line extending the full width or length of a lot with a minimum required horizontal distance from the street centerline or right-of-way line.

Streetscape: The linear environment along a right-of-way created by the placement and design of buildings, trees, open spaces, street furniture, and infrastructure.

Street Right-of-Way Line: The existing or proposed future ultimate width of a public or private right-of-way as determined by the City Engineer. Street right-of-way line shall mean street line.

String Light: Two or more exposed lamps, reflectorized bulbs, or artificial illuminating devices that are energized and joined together by string, rope or by a similar mechanism.

Strobe Light: Any lighting device that utilizes a flash for rapid intermittent high-speed illumination.

Structure: Anything constructed or erected which requires a location on the ground or which is attached to something having a location on the ground, but not including fences or walls seven (7) feet or less in height.

Structural Alteration: Any change in the supporting members of a building such as bearing walls, columns, beams, girders, floor joists, roof joists, or foundations.

Subdivision: The process of dividing land and/or structures for parcelized sales. This process involves either parcel or tract maps.

Swap Meets: The use, rental, or lease of stalls or areas outside of an enclosed building by vendors offering goods or materials for sale or exchange, not including public fairs or art exhibits. Auction houses, except for livestock auctions, are considered the same use as a swap meet.

Definitions – T

Tailor Shops, Shoe Repair Shops: An establishment which engages in the repair of clothing, linens, and shoes, but does not manufacture items.

Take out Restaurant: See “Restaurants”

Tanning Salons: Establishments with specific tanning equipment (i.e. tanning beds or spray tanning chambers) that provide a specific service.

Temporary Event: An event held either indoors or outdoors for no longer than four consecutive days, which may include music festivals, stage or theatrical shows, sports events, fairs, carnivals, rodeos, automobile shows, sales or races;

off-road vehicle sales, shows or races; animal sales, shows or races; heavy equipment auctions and tent revival meetings.

Temporary Parking: The temporary parking of a licensed motor vehicle for a period of time not exceeding 12 hours in any 24 hour period.

Temporary Structure: Any structure that is readily movable and is not attached to a permanent foundation, and is used or intended to be used for a period not to exceed 60 days. Such structure shall be subject to all applicable property development standards for the zone in which it is located.

Temporary Use: A use which is associated with a holiday or special event, or which is accessory to a permitted use and transitory in nature.

Tenant: The lessee of residential or other facility space at an applicable development project.

Tot Lot: An improved and equipped play area for small children usually up to elementary school age.

Townhouse: See “Dwelling, Townhouse.”

Traffic Calming: Measures that reduce motorist speed, decrease motor vehicle volumes, reduce cut-through traffic, enhance the street environment, and/or increase safety for pedestrians and non-motorized vehicles. Mostly includes physical features, by may also include educational programs, traffic enforcement, and traffic operation changes.

Transit Center: A passenger station and/or terminal for vehicular and rail mass transit systems. Also terminal facilities providing maintenance and service for the vehicles operated in the transit system. Includes buses, taxis, railway, subway, etc.

Transportation Demand Management (TDM): The incentive for alteration of travel behavior, usually on the part of commuters, through programs, services, and policies, TDM includes alternatives to single-occupant vehicles such as carpooling and vanpooling, and changes in work schedules that move trips out of the peak period or eliminate them altogether (as in the case of telecommuting or compressed work weeks).

Travel Agency: A retail business, that sells travel related products and services to customers, on behalf of suppliers, such as airlines, car rentals, cruise lines, hotels, railways, sightseeing tours and package holidays that combine several products.

Trip Reduction: Reducing the number of vehicle trips primarily by single-occupant vehicles.

Definitions – U

Use: The purpose for which a lot or building is arranged, designed, or intended or for which either is, or may be, occupied or maintained.

Use, Accessory: A use customarily incidental or subordinate to the principal use of a lot or building located upon the same lot or building site and which is exclusively used by the occupants of the main building (see "Building, Accessory").

Use Classifications: Categories of land uses.

Utilities: A water, gas, electricity, or sewer facility and accompanying office and maintenance yard.

Definitions – V

Veterinary Office: An establishment providing for the medical treatment of common household pets with no provisions made for boarding, outside runs or kennels; except that overnight care incidental to medical treatment and short-term boarding is permitted.

Definitions – W

Warehouse: A use engaged in storage, wholesale, and distribution of manufactured products, supplies, and equipment, excluding bulk storage of materials that are flammable or explosives or that present hazards or conditions commonly recognized as offensive.

Wireless Communication Facility: An antenna structure and any appurtenant facilities or equipment located within City limits that provide commercial wireless service.

Definitions – Y

Yard: An open space abutting a front, rear, or side lot line of a lot that is unoccupied and unobstructed from the ground upward, except as otherwise provided in this article. Yard shall also mean the required setback area for a building or structure from a property line.

Definitions – Z

Zone: A section of the City to which regulations governing the height, area, use, size of buildings and structures, and other uniform regulations apply.

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10. Appendix C: Traffic Study

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11. Appendix D: Parking Study

Appendix 4
Cumulative Project List

ESA

	Project Name	Location	Description	Size
City of Santa Fe Springs				
1	Villages at Heritage Springs	Telegraph Rd/Clark Av./ Bloomfield Av./Norwalk Bl.	Single-Family Homes	554 Units
2	Jersey & Albertus Townhomes	Albertus & Jersey	Townhomes	50 units
3	Capco Labs	10205 Freeman Ave	Industrial	10,334 s.f.
City of Commerce				
City of Lynwood				
1	Retail Building	3801-3831 Martin Luther King Jr. Blvd	Retail	15,900 s.f.
2	Commercial Building	3791 Martin Luther King Jr. Blvd	Office Bldg	4,140 s.f.
3	Oakwood Plaza	3211 Oakwood Av	Retail	14,800 s.f.
4	Commercial Retail	10820 Atlantic Av	Commercial Retail	17,670 s.f.
City of Paramount				
1	Gold Key Homes	8415-8427 Adams St	Single-Family Homes	7 units
2	Chanslor Investments, Inc.	8329-8335 Somerset Bl.	Single-Family Homes	6 units
3	Felix Homes	13803 Arther	Single-Family Homes	5 units
4	Paramount Petro	14700 Downey	Commercial Office	24,000 s.f.
5	Warehouse	11298 Alameda St	Warehouse	7,200 s.f.
City of South Gate				
1	Elementary School No. 4	SW corner of Firestone Bl. & Dorothy Av	Elementary School	950 students
2	Infill Project	Tweedy Blvd between Atlantic Bl. & Pinehurst Ave	Shopping Center	46,600 s.f.
3	Calden Ave Condominiums (Tierra del Rey)	Southern Ave. Between Calden Av. & Alameda St	Condo - Mini Storage	107 units and 100,000 s.f. mini storage
4	Firestone Mixed-Use Project (Firestone Village)	Firestone Blvd between South Gate Av & Greenview Av.	Shopping Ctr Single-Family Homes	18,090 s.f.retail and 47 units
5	LAUSD Elementary School #9	Firestone Blvd between Long Beach & Santa Fe	Elementary School	650 students
6	LAUSD High School	Tweedy Blvd & Atlantic	High School	1,500 students
7	Industrial Building	Southern Ave between Rayo & LA River	Industrial	75,000 s.f.
8	The Gateway Retail Project (El Portal)	NW Corner Atlantic & Firestone	Shopping Ctr	600,000 s.f.
City of Bellflower				
City of Norwalk				
1	Shopping Ctr Remodel	Imperial Hwy & Shoemaker Rd	Restaurant - Retail	20,740 s.f.
2	Industrial/Office	Rosecrans Av & Shoemaker Rd	Industrial/Office	78,977 s.f.
3	Fresh & Easy	Rosecrans Av & Studebaker Rd	Super Market	14,800 s.f.

	Project Name	Location	Description	Size
City of Pico Rivera				
1	Used Car Sales Lot	8642 E Beverly Blvd	Used Car Sales	1,997 s.f.
2	Single-Family Homes	Durfee & Gallatin Rd	Single-Family Homes	7 units
3		4101 Rosemead	Commercial Office	
4		9123 Perkins	Industrial	
5	Industrial Building	San Gabriel River Pkwy	Industrial	2,600 s.f.
City of Bell Gardens				
1	Tentative Tract Map No. 063646	5614 Clara St	Single-Family Homes	7 units
2	Tentative Tract Map No. 067931	5829 Muller sty & 5842-48 Quinn sty	Condominiums	10 units
City of Downey				
1	LA County Data Ctr	Erickson & Flores	Office	90 Employees
2	Davis Medical Office	8317-8323 Davis Street	Medical Office	6,197 s.f.
3	Quinn Office Building	8129 Florence Av	Office	4,308 s.f.
4	Rodriquez Professional building	8036 Florence	Office	16,110 s.f.
5	Walgreens w/drive-thru	8024-32 Imperial Hwy	Retail	12,258 s.f.
6	Carpenters Bldg	10919 Lakewood	Office	15,500 s.f.
7	Hampton Inn	12850 Woodruff Ave	Hotel	65,030 s.f. w/ 126 rooms
8	Foster Road PUD	10361 Foster Rd	Residential	14 single family homes
9	Downey Regional Medical Center Expansion	11500 Brookshire Ave	Hospital- -Medial Office	505,603 s.f.*
10	8322 Luxor	8322 Luxor	Residential	6 Townhomes
11	Firestone Banquet Facility	7300 Firestone Blvd	Banquet Facilities	5,500 s.f.
12	Verizon Building	8314 2nd Street	Multiple Family Residential	50 Units
13	Avenue Theater	11022 Downey Avenue	Mixed Use Project	23 residential units, 2,000 s.f. restaurant, and 3,500 community/arts programming
14	Kaiser Hospital	9449 Imperial Hwy	Expansion to existing 600,000 s.f. hospital	80,000 s.f.
15	Kaiser MOB 2	Imperial Hwy	new 4 story medical office building	173,616 s.f.
16	Downey Landing Specific Plan		Industrial/manufacturing building out	Max build out under specific plan
17	Downey Gateway	SWC Downey & Firestone	Retail/Restaurant	24,000 s.f.
18	Porto's Bakery	8233 Firestone	Restaurant	17,715 s.f.
19	Asphalt Plant	12231 Pangborn	manufacturing	3 acre parcel with 4 200 ton silos

*This is total size after build out. We do not have exisitng size of hospital

Appendix 5

Traffic Study for Draft Downtown Downey Specific Plan

ESA

Urban Crossroads, Inc.
41 Corporate Park, Suite 300
Irvine, CA 92606

Prepared by:

DRAFT

Carleton Waters, P.E.
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Prepared for:

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Irvine, CA 92606

DOWNTOWN DOWNEY SPECIFIC PLAN
TRAFFIC STUDY
CITY OF DOWNEY, CALIFORNIA

April 22, 2010

JN:06700-04
CW:DM:rd

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DOWNTOWN DOWNEY SPECIFIC PLAN
TRANSPORTATION STUDY
CITY OF DOWNEY, CALIFORNIA

1.0 INTRODUCTION

1.1 Purpose of Report and Study Objectives

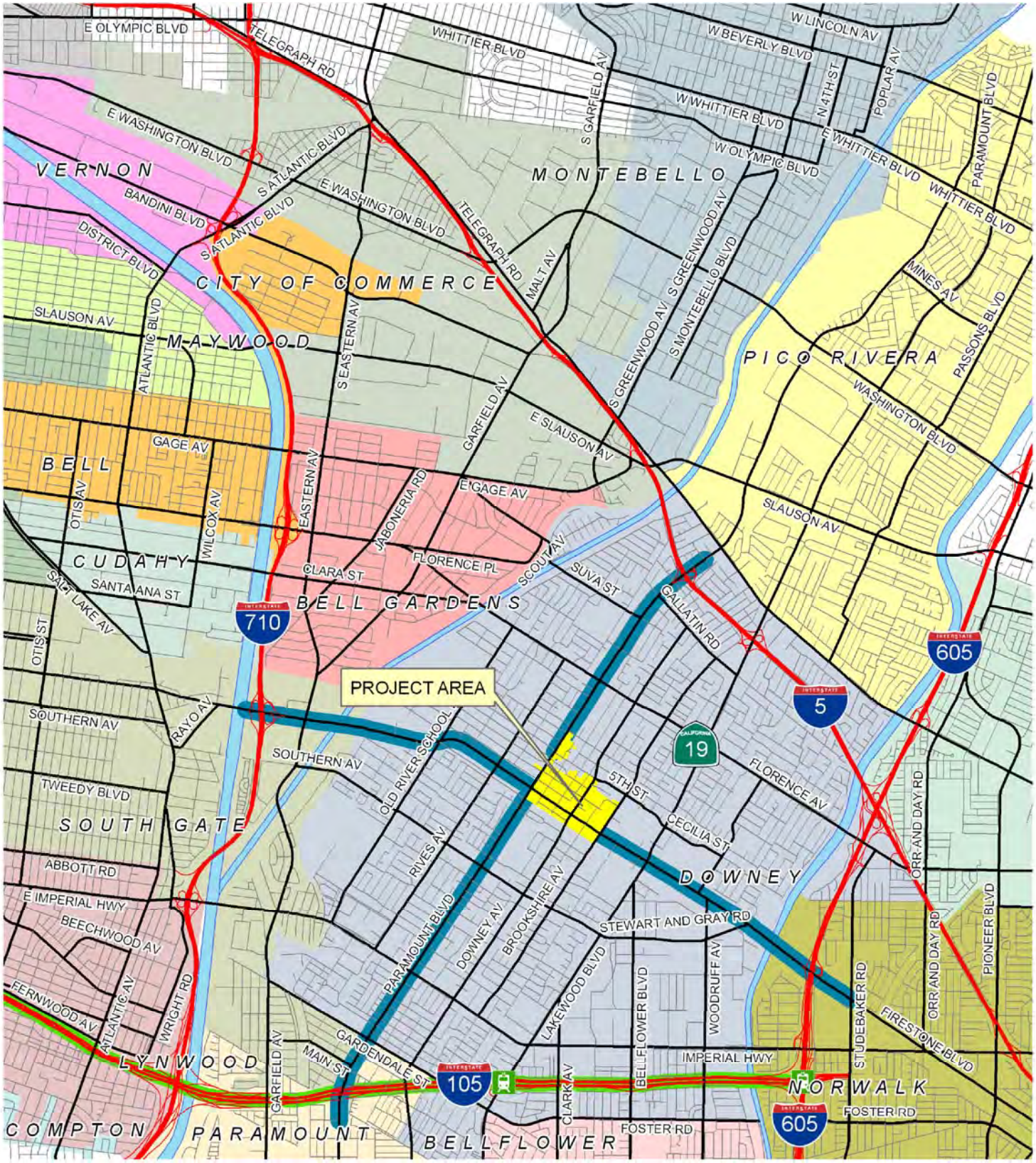
This transportation study has been prepared in support of the proposed Downtown Downey Specific Plan (SP) project. The study evaluates potential project impacts from a traffic circulation standpoint and also provides broader transportation recommendations intended to reduce dependence on the automobile mode of transport. The project location is shown on Exhibit 1-A. The project is located in the greater Los Angeles urbanized area, southwest of downtown Los Angeles, in the City of Downey. Regional access is provided by the Interstate (I-) 5 Freeway, the I-705 Freeway, the I-605 Freeway, and the I-105 Freeway. The Downtown Downey area is generally bounded by Paramount Boulevard to the west, 5th Street to the north, Brookshire Avenue to the east, and the Union Pacific Railroad to the south.

Exhibit 1-B provides a more detailed view of the project area and immediate environs. Firestone Boulevard and Paramount Boulevard are the arterial roadways that provide the most direct and convenient vehicular access to Downtown Downey from the surrounding region. Alternate access routes include Florence Avenue, Downey Avenue, Brookshire Avenue, and Lakewood Boulevard. The study area for traffic impact analysis purposes is shown on Exhibit 1-C. This report will focus primarily on conditions within the Downtown Downey area.

This report provides the technical background for the transportation sections of an Environmental Impact Report (EIR) for the proposed Downtown Downey SP project. The methodology and base assumptions used in this traffic study / analysis were established by coordinating with the project team, City of Downey Department of Public Works, and

EXHIBIT 1-A

LOCATION MAP



LEGEND:

- REGIONAL ACCESS CORRIDOR
- METRO GREEN LINE
- GREEN LINE STATION

N

EXHIBIT 1-B

DOWNTOWN DOWNEY PROJECT AREA AND ENVIRONS

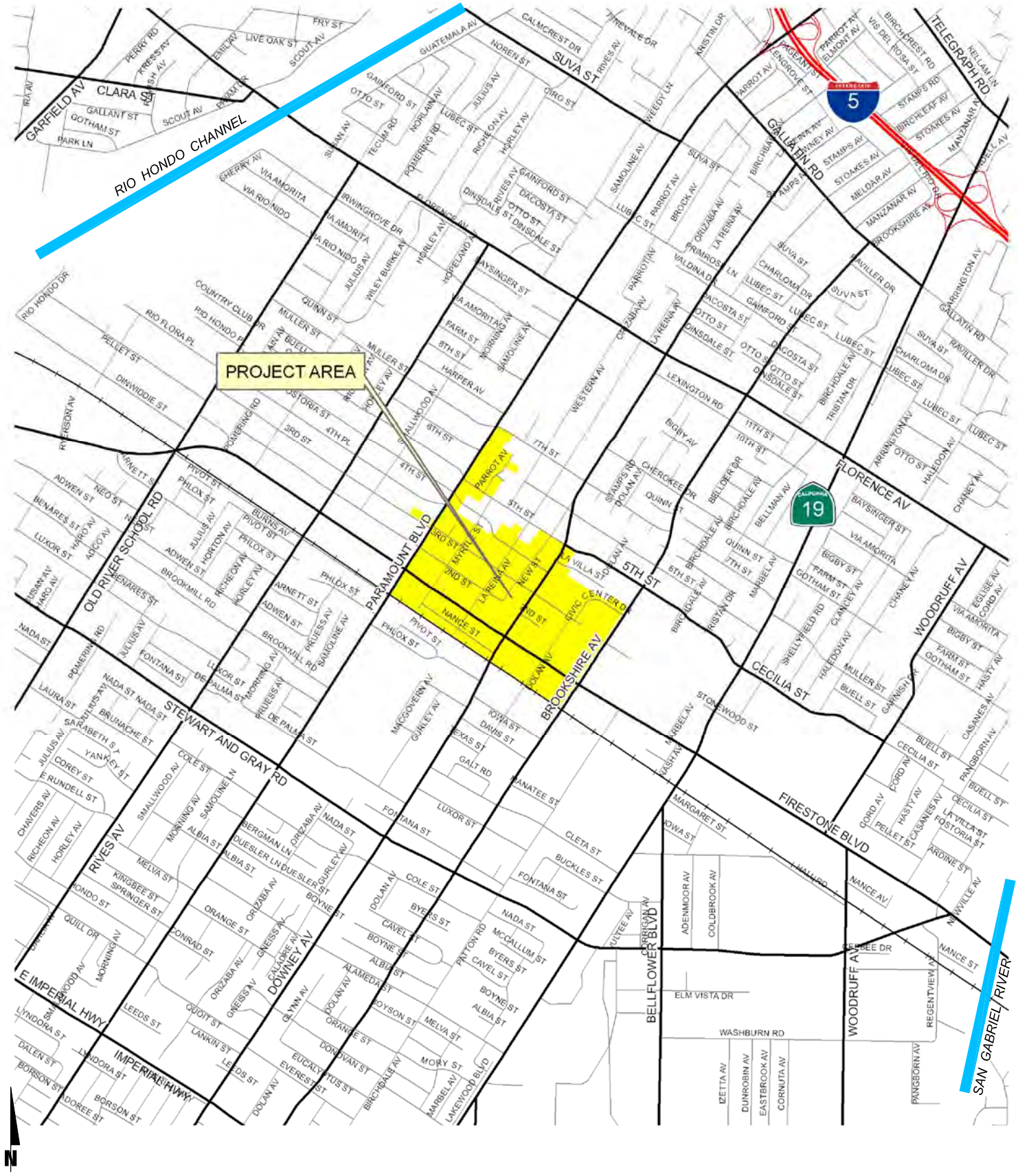
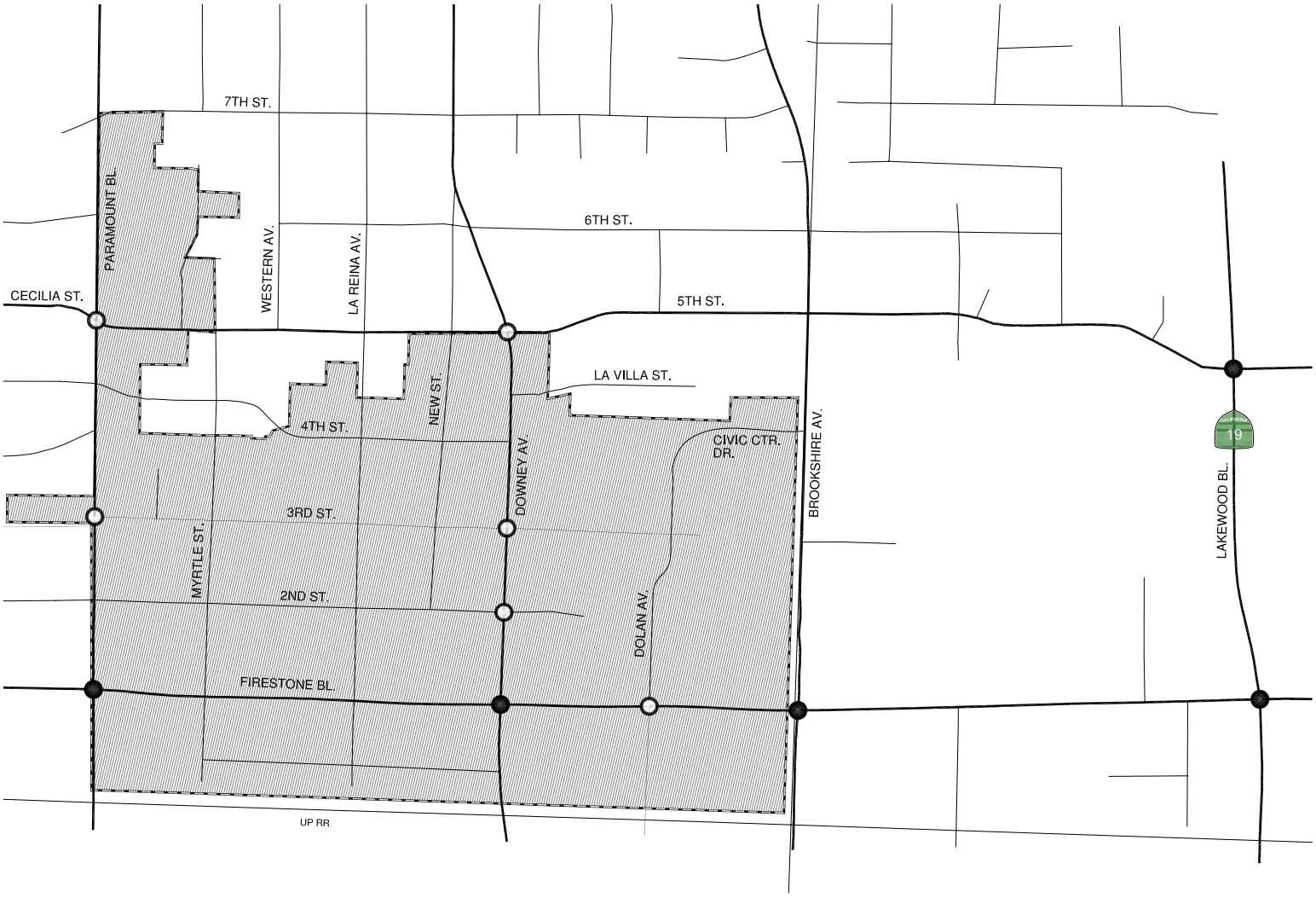


EXHIBIT 1-C

STUDY AREA MAP



LEGEND:

○ = ANALYSIS LOCATION WITH 2010 COUNTS

● = ANALYSIS LOCATION WITH 2008 COUNTS

NOTE: SEE CHAPTER 3 FOR ADDITIONAL EXISTING COUNT INFORMATION

N

the traffic analysis guidelines identified in the Los Angeles County Congestion Management Program (CMP) document.

Per discussion with the project team and coordination with City of Downey staff, the traffic study has evaluated the potential traffic impacts produced by the proposed Downtown Downey SP project on the street system by analyzing the following three (3) scenarios:

1. Existing Conditions
2. Long Range With Currently Adopted General Plan
3. Long Range With Proposed Specific Plan

1.2 Project Description

The goal of the proposed Downtown Downey SP from a transportation perspective is to balance the needs of the various roadway users. It is desirable to both serve the mobility needs of a wide range of potential modes of transportation and to create an urban space that is vibrant and enjoyable. These recommendations are presented in the context of an area that is expected to undergo major revitalization and should generally be implemented as redevelopment occurs. Appendix “A” of this traffic study includes graphics depicting the conceptual land use plan and urban design concept for the Downtown Downey SP.

The planned land use types and densities are generally considered “urban” in nature, with 2-3 story buildings allowed throughout the downtown area and buildings to a maximum of 5 stories along the major arterials. The project area (terrain) is generally “flat”, and the climate is mild and conducive to outdoor activity during most months of the year. These characteristics (mild climate, flat terrain) present opportunities for modes such as walking, bicycling, and neighborhood electric vehicles.

An effective transportation system will recognize the great variety of users in a community and their differing needs. Some of the variables that influence the best type of transportation for a given user are:

- Purpose of their trip (work, shopping, school, recreation, etc.)
- Location of their destination (within the downtown area, within the City of Downey, outside the City of Downey)
- Physical condition and interest in exercise as a side-benefit of travel
- Family context (part of a multi-purpose trip or stand-alone)

The provision of alternative modes choices will contribute to sustainable (re-) development patterns by allowing users to satisfy their functional travel needs while supporting their environmental, social, and recreational interests.

Various modes of transport have been considered in developing these recommendations. The current emphasis within the planning community is to encourage a broad range of transportation opportunities, reflecting a desire to improve the sustainability of our communities. Therefore, recommendations pertaining to alternative (to the automobile) modes of transportation are presented first, followed by recommendations oriented towards the automobile serving aspects of the system.

1.3 Study Area

As shown on Exhibit 1-C, the study area evaluated in this traffic study consists of the following eleven (11) intersections:

- Paramount Boulevard (NS) at:
    1. 5th Street (EW) - Signalized
    2. 3rd Street (EW) - Signalized
    3. Firestone Boulevard (EW) - Signalized

- Downey Avenue (NS) at:
    4. 5th Street (EW) - signalized
    5. 3rd Street (EW) – All Way Stop

6. 2nd Street (EW) – All Way Stop
7. Firestone Boulevard (EW) - Signalized

- Dolan Avenue (NS) at:
  8. Firestone Boulevard (EW) - Signalized

- Brookshire Avenue (NS) at:
  9. Firestone Boulevard (EW) - Signalized

- Lakewood Avenue (NS) at:
  10. 5th Street (EW) - Signalized
  11. Firestone Boulevard (EW) - Signalized

1.4 Traffic Operations Analysis

Traffic operations analysis has been performed to evaluate peak hour traffic operations at key intersections within the study area. Intersections are the element of the highway system where the greatest conflicting demand for roadway space occurs and therefore control the overall quality of traffic flow within the system. The analysis methodologies vary depending on whether an intersection is signalized or unsignalized.

The saturation flow rate is a key input for both types of intersections. Consistent with the City of Downey and the County of Los Angeles CMP traffic study guidelines, the following saturation flow rates were utilized in each scenario:

- 1,600 vehicles per hour of green (vphg) for all through and turn lanes
- 2,880 vehicles per hour of green (vphg) for dual turn lanes

Per City of Downey and County of Los Angeles CMP requirements, the signalized study area intersections have been analyzed using the Intersection Capacity Utilization (ICU) technique. To calculate an ICU, the volume of traffic using the intersection is compared

with the capacity of the intersection. ICU is usually expressed as a volume to capacity (V/C) ratio. The V/C represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. The ICU analysis has been performed using the Traffix software.

The V/C ratio and corresponding Level of Service (LOS) for ICU analysis are as follows:

Level of Service	Critical Volume To Capacity Ratio
A	0.00 - 0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90
E	0.91 - 1.00
F	>1.00

The definitions of level of service for uninterrupted flow (flow unrestrained by the existence of traffic control devices) are:

- LOS "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.

- LOS "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.

- LOS "C" is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.

- LOS "D" represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.

- LOS "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.

- LOS "F" is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

For unsignalized intersections, as the level of service is dependent upon either gaps in traffic on the major street (cross-street STOP controlled intersections) or the complex interactions and resulting delays to vehicles on all of the intersection approaches (all-way STOP controlled) . Therefore, for the two (2) 'All-Way Stop' intersections in the study area, the 2000 Highway Capacity Manual (HCM) (Transportation Research Board Special Report 209) is utilized to calculate the level of service. The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate Level of Service (LOS) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

The level of service is typically dependent on the quality of traffic flow at the intersections along a roadway. The HCM methodology expresses the level of service at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. The levels of service determined in this study are calculated using the HCM methodology.

The levels of service are defined in terms of average delay for the HCM all-way STOP controlled intersection analysis methodology is as follows:

LEVEL OF SERVICE	AVERAGE TOTAL DELAY PER VEHICLE (SECONDS)
	UNSIGNALIZED
A	0 to 10.00
B	10.01 to 15.00
C	15.01 to 25.00
D	25.01 to 35.00
E	35.01 to 50.00
F	50.01 and up

1.5 City of Downey Required Intersection Level of Service

The City of Downey General Plan (GP) states that peak hour intersection operations of LOS “D” or better are generally acceptable. Therefore, any intersection operating at LOS “E” or “F”, and/or a volume to capacity ratio greater than 0.90, will be considered deficient.

The typical traffic impact analysis report for a development project seeks to identify any potentially significant impacts that would arise as a result of the project. Subsequent sections of this report demonstrate that the proposed Downtown Downey SP project represents substantially less development potential than is allowed under the currently adopted General Plan. Therefore, the proposed action (adopting the Downtown Downey SP) is not expected to result in a direct project impact. However, a potentially significant cumulative impact will be identified wherever a deficiency is identified per the City of Downey General Plan Circulation Element (LOS “E” or worse) and the proposed project contributes to the increase in future traffic.

1.6 Los Angeles County Congestion Management Program (CMP) Consistency Requirements

The proposed project is located within the jurisdiction of the City of Downey in Los Angeles County. Therefore, this traffic study is required to address all CMP requirements of the Los Angeles County Congestion Management Program. The purpose of the Los Angeles County Congestion Management Program (CMP) is to address the impact of local growth on the regional transportation system. The goals of the CMP are summarized below:

- To link local land use decisions with their impacts on regional transportation, and air quality;
- To develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel; and
- To provide transportation projects which are eligible to compete for state gas tax funds.

The CMP offers the following mechanisms to meet these goals:

- Tracking and analysis to determine how the regional highway and transit systems are performing;
- Analysis of the impacts of local land use decisions on regional transportation;
- Local implementation of Transportation Demand Management design guidelines that ensure new development includes improvements supportive of transit and TDM;
- Tracking new building activity throughout Los Angeles County; and
- Implementation of local strategies which benefit the regional transportation system and offset the impact of new development.

1.7 Principal Findings

For Existing conditions, all of the study area intersections currently operate at acceptable levels of service during the peak hours except for the following two (2) locations:

- Paramount Boulevard (NS) at:
  - Firestone Boulevard (EW)

- Lakewood Avenue (NS) at:
  - 5th Street (EW)

For Long Range With Currently Adopted General Plan conditions, all of the study area intersections are projected to require improvements in order to operate at acceptable LOS. The improvements required for the study area intersections will be discussed in Chapter 5 of this traffic study. The improvements at the intersections of Paramount Boulevard (NS) at Firestone Boulevard (EW), Dolan Avenue (NS) at Firestone Boulevard (EW), and Downey Avenue (NS) at Firestone Boulevard (EW) exceed the improvements previously identified in the City of Downey General Plan Circulation Element. The improvements to Firestone Boulevard at both Dolan Avenue and at Downey Avenue include a fourth through lane in one or both directions on Firestone Boulevard. This exceeds the designated cross-section for Firestone Boulevard (a Major Arterial) as shown in the City of Downey General Plan Circulation Element.

For Long Range With Proposed Specific Plan conditions, 7 of the 11 study area intersections will experience deficient peak hour traffic operations if no improvements are constructed. All of the study area intersections are projected to operate at acceptable LOS with improvements that are consistent with the City of Downey General Plan Circulation Element. The improvements required for the study area intersections will be discussed in Chapter 5 of this traffic study.

1.8 Recommendations

The design of roadways within the Downtown Downey SP will play a major role in both accommodating automobiles and alternative modes of transport. Recommended cross-sections that are appropriate for the Downtown Downey SP setting have been developed that reflect the need to balance the amount of space dedicated to the automobile against the needs of various other roadway uses.

Detailed discussion regarding the roadway design recommendations will be discussed in Chapter 6 of this traffic study.

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2.0 PROJECT DESCRIPTION

2.1 Location

The project location was previously presented on Exhibit 1-A. The project is located in the greater Los Angeles urbanized area, southwest of downtown Los Angeles. Regional access is provided by the Interstate (I-)5 Freeway, the I-705 Freeway, the I-605 Freeway, and the I-105 Freeway. The Downtown Downey area is generally bounded by Paramount Boulevard to the west, 5th Street to the north, Brookshire Avenue to the east, and the Union Pacific Railroad to the south.

For purposes of presenting and calculating the amount of traffic to be generated by the Downtown Downey Specific Plan (SP), the project area has been divided into 17 traffic analysis zones (TAZs). Exhibit 2-A presents the TAZs in the context of the 5 Downtown "Districts" that have been defined in the proposed Downtown Downey SP. The 17 TAZs are related to the Downtown Districts as follows:

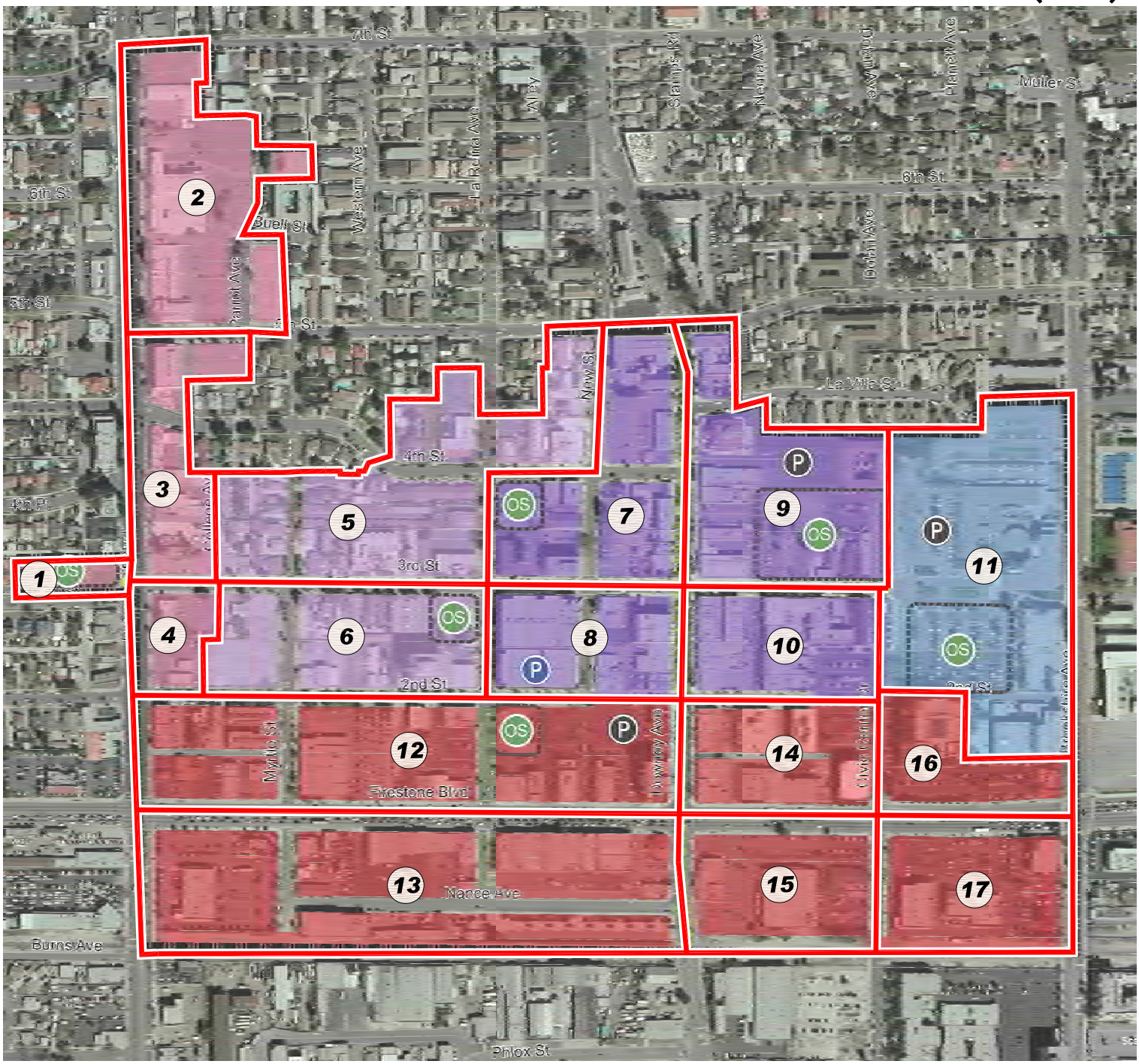
- TAZs 1-4 = Paramount Boulevard Professional
- TAZs 5 and 6 = Downtown Residential
- TAZs 7-10 = Downtown Core
- TAZ 11 = Civic Center
- TAZs 12-17 = Firestone Boulevard Gateway

2.2 Existing Land Uses and Trip Generation

The existing land uses and land use quantities that are currently built/occupied in Downtown Downey are shown on Table 2-1. The source of the existing land use data is included in Appendix "A" to this report. Under existing conditions, the Downtown Downey Specific Plan project area includes 967 thousand square feet (TSF) of general retail use, 439 TSF of general office use, and 198 dwelling units (DUs). Other land uses which have

EXHIBIT 2-A

DOWNTOWN DOWNEY
PROJECT TRAFFIC ANALYSIS ZONES (TAZ)



LEGEND:

- = TAZ BOUNDARY
- 17 = TAZ NUMBER
- = CIVIC CENTER
- = FIRESTONE BOULEVARD GATEWAY
- = PARAMOUNT BOULEVARD PROFESSIONAL
- = DOWNTOWN CORE
- = DOWNTOWN RESIDENTIAL

TABLE 2-1
EXISTING TRIP GENERATION RATES

AREA	TAZ	Land Use	ITE Land Use Code	Quantity	Units[1]	AM			PM			DAILY
						IN	OUT	TOTAL	IN	OUT	TOTAL	
Paramount Blvd. Professional	1	Retail[2]	820	4.85	TSF	0.37	0.24	0.61	1.47	1.53	3.00	30.69
	2	Apartment	220	4	DU	0.10	0.41	0.51	0.41	0.22	0.63	6.65
		Office[3]	710	117.371	TSF	1.23	0.17	1.40	0.22	1.08	1.30	9.49
	3	Retail[2]	820	17.141	TSF	0.37	0.24	0.61	1.47	1.53	3.00	30.69
		Office[3]	710	49.451	TSF	1.23	0.17	1.40	0.22	1.08	1.30	9.49
	4	Retail[2]	820	14.08	TSF	0.37	0.24	0.61	1.47	1.53	3.00	30.69
Downtown Residential	5	Single Family Residential	210	68	DU	0.19	0.56	0.75	0.64	0.37	1.01	9.57
		Apartment	220	41	DU	0.10	0.41	0.51	0.41	0.22	0.63	6.65
		Senior Housing	252	27	DU	0.05	0.08	0.13	0.10	0.06	0.16	3.48
		Retail[2]	820	41.39	TSF	0.37	0.24	0.61	1.47	1.53	3.00	30.69
		Office[3]	710	13.96	TSF	1.23	0.17	1.40	0.22	1.08	1.30	9.49
	6	Apartment	220	19	DU	0.10	0.41	0.51	0.41	0.22	0.63	6.65
		Retail[2]	820	21.56	TSF	0.37	0.24	0.61	1.47	1.53	3.00	30.69
		Office[3]	710	92.885	TSF	1.23	0.17	1.40	0.22	1.08	1.30	9.49
Downtown Core	7	Retail[2]	820	22.432	TSF	0.37	0.24	0.61	1.47	1.53	3.00	30.69
		Office[3]	710	46.075	TSF	1.23	0.17	1.40	0.22	1.08	1.30	9.49
		Church	560	77.157	TSF	0.35	0.21	0.56	0.26	0.29	0.55	9.11
	8	Retail[2]	820	62.206	TSF	0.37	0.24	0.61	1.47	1.53	3.00	30.69
		Office[3]	710	3.542	TSF	1.23	0.17	1.40	0.22	1.08	1.30	9.49
		Church	560	25.462	TSF	0.35	0.21	0.56	0.26	0.29	0.55	9.11
	9	Single Family Residential	210	20	DU	0.19	0.56	0.75	0.64	0.37	1.01	9.57
		Apartment	220	19	DU	0.10	0.41	0.51	0.41	0.22	0.63	6.65
		Retail[2]	820	37.396	TSF	0.37	0.24	0.61	1.47	1.53	3.00	30.69
		Office[3]	710	4.62	TSF	1.23	0.17	1.40	0.22	1.08	1.30	9.49
		Church	560	73.209	TSF	0.35	0.21	0.56	0.26	0.29	0.55	9.11
	10	Retail[2]	820	30.85	TSF	0.37	0.24	0.61	1.47	1.53	3.00	30.69
		Church	710	132.84	TSF	0.35	0.21	0.56	0.26	0.29	0.55	9.11
Civic Center	11	Office	730	112.319	TSF	4.94	0.94	5.88	0.38	0.83	1.21	68.93
Firestone Blvd. Gateway	12	Retail[2]	820	77.239	TSF	0.37	0.24	0.61	1.47	1.53	3.00	30.69
		Post Office	732	24.605	TSF	4.27	3.94	8.21	5.67	5.45	11.12	108.19
		Hotel ("820")[2]	820	40.48	TSF	0.37	0.24	0.61	1.47	1.53	3.00	30.69
		Office[3]	710	81.001	TSF	1.23	0.17	1.40	0.22	1.08	1.30	9.49
	13	Retail[2]	820	158.055	TSF	0.37	0.24	0.61	1.47	1.53	3.00	30.69
		Office[3]	710	29.756	TSF	1.23	0.17	1.40	0.22	1.08	1.30	9.49
	14	Retail[2]	820	175.079	TSF	0.37	0.24	0.61	1.47	1.53	3.00	30.69
	15	Retail[2]	820	47.672	TSF	0.37	0.24	0.61	1.47	1.53	3.00	30.69
	16	Retail[2]	820	6.549	TSF	0.37	0.24	0.61	1.47	1.53	3.00	30.69
		Hotel ("820")[2]	820	165.401	TSF	0.37	0.24	0.61	1.47	1.53	3.00	30.69
	17	Retail[2]	820	44.678	TSF	0.37	0.24	0.61	1.47	1.53	3.00	30.69

[1] Units: TSF = Thousand Square Feet, DU = Dwelling Units

[2] Retail (820) trip rates based on total downtown square footage (967.058 TSF)

[3] Office (710) trip rates based on total downtown square footage (438.661 TSF)

been treated separately from the generalized retail, office, and residential land use categories include churches, hotels, the civic center, and the post office.

Table 2-1 also presents the trip generation rates utilized to calculate the overall trip generation quantities for Existing conditions. The trip generation rates and resulting quantities are based on the Institute of Transportation Engineers (ITE) Trip Generation Informational Report (8th Edition). Reflecting the integrated nature of the downtown area, the regression equations have been used to calculate the trip rates for Office and Retail land uses, based on the overall quantity of these types of land use within the downtown area. The regression equations are typically used for these particular types of uses because of the high statistical correlation between the quantity of use and the resulting trip rates.

Table 2-2 summarizes the trip generation for the existing land uses and land use quantities that are currently built/occupied in Downtown Downey. Internal capture of trips has been calculated for the downtown area. The internal capture reflects the anticipated interactions between residential, retail, and office uses and has been calculated using the methodologies developed by the Institute of Transportation Engineers. The internal capture calculations are included in this traffic study as Appendix "B". The estimated internal capture under existing conditions ranges from approximately 6% in the AM peak hour to approximately 11% during the PM peak hour. The overall daily internal capture is approximately 7%.

Under existing conditions, the Downtown Downey area is estimated to generate a total of 45,164 external daily vehicular trips with 2,209 trips in the AM peak hour and 3,732 trips in the PM peak hour. The Civic Center (City Hall) complex is responsible for 7,518 (17%) of the total daily trips. The Downey Depot (transit center) located in TAZ 13 is considered an ancillary use and is not included in the existing (or future) trip generation calculations due to its unique nature and the fact that its trip generation characteristics are unique and not anticipated to change substantially over time.

TABLE 2-2
EXISTING TRIP GENERATION SUMMARY

AREA	TAZ	Land Use	ITE Land Use Code	Quantity[1]	Units	AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL	DAILY
Paramount Blvd. Professional (TAZs 1-4)	1	Retail	820	4.85	TSF	2	1	3	7	7	14	149
					-Internal Capture	*0*	*0*	*0*	*0*	*0*	*0*	*-8*
		Subtotal for TAZ 1 Retail				**2**	**1**	**3**	**7**	**7**	**14**	**141**
	2	Apartment	220	4	DU	0	2	2	2	1	3	27
					-Internal Capture	*0*	*-1*	*-1*	*-1*	*-1*	*-2*	*-10*
		Subtotal for TAZ 2 Apartment				**0**	**1**	**1**	**1**	**0**	**1**	**17**
		Office	710	117.371	TSF	144	20	164	26	127	153	1,114
					-Internal Capture	*-3*	*-4*	*-7*	*-10*	*-29*	*-39*	*-252*
		Subtotal for TAZ 2 Office				**141**	**16**	**157**	**16**	**98**	**114**	**862**
	3	Retail	820	17.141	TSF	6	4	10	25	26	51	526
					-Internal Capture	*-1*	*0*	*-1*	*-3*	*-1*	*-4*	*-27*
		Subtotal for TAZ 3 Retail				**5**	**4**	**9**	**22**	**25**	**47**	**499**
		Office	710	49.451	TSF	61	8	69	11	53	64	469
					-Internal Capture	*-1*	*-2*	*-3*	*-4*	*-12*	*-16*	*-105*
		Subtotal for TAZ 3 Office				**60**	**6**	**66**	**7**	**41**	**48**	**364**
	4	Retail	820	14.08	TSF	5	3	8	21	22	43	432
					-Internal Capture	*-1*	*0*	*-1*	*-2*	*-1*	*-3*	*-22*
		Subtotal for TAZ 4 Retail				**4**	**3**	**7**	**19**	**21**	**40**	**410**
	Subtotals	**Residential**		**4**	**DU**	**0**	**1**	**1**	**1**	**0**	**1**	**17**
		Retail		**36.071**	**TSF**	**11**	**8**	**19**	**48**	**53**	**101**	**1,050**
		Office		**166.822**	**TSF**	**201**	**22**	**223**	**23**	**139**	**162**	**1,226**
		Subtotal for Paramount Blvd. Professional				**212**	**31**	**243**	**72**	**192**	**264**	**2,293**
Downtown Residential (TAZs 5 & 6)	5	Single Family Residential	210	68	DU	13	38	51	44	25	69	651
					-Internal Capture	*-5*	*-14*	*-19*	*-14*	*-13*	*-27*	*-244*
		Subtotal for TAZ 5 Single Family Residential				**8**	**24**	**32**	**30**	**12**	**42**	**407**
		Apartment	220	41	DU	4	17	21	17	9	26	273
					-Internal Capture	*-2*	*-6*	*-8*	*-6*	*-5*	*-11*	*-102*
		Subtotal for TAZ 5 Apartment				**2**	**11**	**13**	**11**	**4**	**15**	**171**
		Senior Housing	252	27	DU	1	2	3	3	2	5	94
					-Internal Capture	*-1*	*-2*	*-3*	*-2*	*-2*	*-4*	*-35*
		Subtotal for TAZ 5 Senior Housing				**0**	**0**	**0**	**1**	**0**	**1**	**59**
		Retail	820	41.39	TSF	15	10	25	61	63	124	1,270
					-Internal Capture	*-2*	*-1*	*-3*	*-6*	*-3*	*-9*	*-65*
		Subtotal for TAZ 5 Retail				**13**	**9**	**22**	**55**	**60**	**115**	**1,205**
		Office	710	13.96	TSF	17	2	19	3	15	18	132
					-Internal Capture	*0*	*0*	*0*	*-1*	*-3*	*-4*	*-30*
		Subtotal for TAZ 5 Office				**17**	**2**	**19**	**2**	**12**	**14**	**102**
	6	Apartment	220	19	DU	2	8	10	8	4	12	126
					-Internal Capture	*-1*	*-3*	*-4*	*-3*	*-2*	*-5*	*-47*
		Subtotal for TAZ 6 Apartment				**1**	**5**	**6**	**5**	**2**	**7**	**79**
		Retail	820	21.56	TSF	8	5	13	32	33	65	662
					-Internal Capture	*-1*	*0*	*-1*	*-3*	*-1*	*-4*	*-34*
		Subtotal for TAZ 6 Retail				**7**	**5**	**12**	**29**	**32**	**61**	**628**
		Office	710	92.885	TSF	114	16	130	20	100	120	881
					-Internal Capture	*-2*	*-3*	*-5*	*-7*	*-22*	*-29*	*-197*
		Subtotal for TAZ 6 Office				**112**	**13**	**125**	**13**	**78**	**91**	**684**
	Subtotals	**Residential**		**155**	**DU**	**11**	**40**	**51**	**47**	**18**	**65**	**716**
		Retail		**62.95**	**TSF**	**20**	**14**	**34**	**84**	**92**	**176**	**1,833**
		Office		**106.845**	**TSF**	**129**	**15**	**144**	**15**	**90**	**105**	**786**
		Subtotal for Downtown Residential				**160**	**69**	**229**	**146**	**200**	**346**	**3,335**

TABLE 2-2
EXISTING TRIP GENERATION SUMMARY

AREA	TAZ	Land Use	ITE Land Use Code	Quantity[1]	Units	AM			PM			DAILY
						IN	OUT	TOTAL	IN	OUT	TOTAL	
Downtown Core (TAZs 7-10)	7	Retail	820	22.432	TSF	8	5	13	33	34	67	688
		-Internal Capture				*-1*	*0*	*-1*	*-3*	*-2*	*-5*	*-35*
		Subtotal for TAZ 7 Retail				**7**	**5**	**12**	**30**	**32**	**62**	**653**
		Office	710	46.075	TSF	57	8	65	10	50	60	437
		-Internal Capture				*-1*	*-2*	*-3*	*-4*	*-11*	*-15*	*-99*
		Subtotal for TAZ 7 Office				**56**	**6**	**62**	**6**	**39**	**45**	**338**
		Church	560	77.157	TSF	27	16	43	20	22	42	703
	8	Retail	820	62.206	TSF	23	15	38	91	95	186	1,909
		-Internal Capture				*-3*	*-1*	*-4*	*-9*	*-4*	*-13*	*-98*
		Subtotal for TAZ 8 Retail				**20**	**14**	**34**	**82**	**91**	**173**	**1,811**
		Office	710	3.542	TSF	4	1	5	1	4	5	34
		-Internal Capture				*0*	*0*	*0*	*0*	*-1*	*-1*	*-8*
		Subtotal for TAZ 8 Office				**4**	**1**	**5**	**1**	**3**	**4**	**26**
		Church	560	25.462	TSF	9	5	14	7	7	14	232
	9	Single Family Residential	210	20	DU	4	11	15	13	7	20	191
		-Internal Capture				*-1*	*-4*	*-5*	*-4*	*-4*	*-8*	*-72*
		Subtotal for TAZ 9 Single Family Residential				**3**	**7**	**10**	**9**	**3**	**12**	**119**
		Apartment	220	19	DU	2	8	10	8	4	12	126
		-Internal Capture				*-1*	*-3*	*-4*	*-3*	*-2*	*-5*	*-47*
		Subtotal for TAZ 9 Apartment				**1**	**5**	**6**	**5**	**2**	**7**	**79**
		Retail	820	37.396	TSF	14	9	23	55	57	112	1,148
		-Internal Capture				*-2*	*-1*	*-3*	*-6*	*-3*	*-9*	*-59*
		Subtotal for TAZ 9 Retail				**12**	**8**	**20**	**49**	**54**	**103**	**1,089**
		Office	710	4.62	TSF	6	1	7	1	5	6	44
		-Internal Capture				*0*	*0*	*0*	*0*	*-1*	*-1*	*-10*
		Subtotal for TAZ 9 Office				**6**	**1**	**7**	**1**	**4**	**5**	**34**
		Church	560	73.209	TSF	26	15	41	19	21	40	667
	10	Retail	820	30.85	TSF	11	7	18	45	47	92	947
		-Internal Capture				*-1*	*-1*	*-2*	*-5*	*-2*	*-7*	*-49*
		Subtotal for TAZ 10 Retail				**10**	**6**	**16**	**40**	**45**	**85**	**898**
		Church	710	132.84	TSF	46	28	74	35	39	74	1,210
	Subtotals	**Residential**		**39**	**DU**	**4**	**12**	**16**	**14**	**5**	**19**	**198**
		Retail		**152.884**	**TSF**	**49**	**33**	**82**	**201**	**222**	**423**	**4,451**
		Office		**54.237**	**TSF**	**66**	**8**	**74**	**8**	**46**	**54**	**398**
		Church		**308.668**	**TSF**	**108**	**64**	**172**	**81**	**89**	**170**	**2,812**
		Subtotal for Downtown Core				**227**	**117**	**344**	**304**	**362**	**666**	**7,859**
11 (Civic Center)		**Office**	**730**	**112.319**	**TSF**	**555**	**106**	**661**	**43**	**93**	**136**	**7,742**
		-Internal Capture				*-3*	*-4*	*-7*	*-8*	*-25*	*-33*	*-224*
		Subtotal for TAZ 11				**552**	**102**	**654**	**35**	**68**	**103**	**7,518**

TABLE 2-2
EXISTING TRIP GENERATION SUMMARY

AREA	TAZ	Land Use	ITE Land Use Code	Quantity[1]	Units	AM			PM			DAILY
						IN	OUT	TOTAL	IN	OUT	TOTAL	
Firestone Blvd. Gateway (TAZs 12-17)	12	Retail	820	77.239	TSF	29	19	48	114	118	232	2,370
		-Internal Capture				-3	-1	-4	-12	-5	-17	-122
		Subtotal for TAZ 12 Retail				**26**	**18**	**44**	**102**	**113**	**215**	**2,248**
		Post Office	732	24.605	TSF	105	97	202	140	134	274	2,662
		-Internal Capture				-4	-2	-6	-13	-6	-19	-137
		Subtotal for TAZ 12 Post Office				**101**	**95**	**196**	**127**	**128**	**255**	**2,525**
		Hotel (treated as "820")	820	40.48	TSF	15	10	25	60	62	122	1,242
		-Internal Capture				-2	-1	-3	-6	-3	-9	-64
		Subtotal for TAZ 12 Hotel				**13**	**9**	**22**	**54**	**59**	**113**	**1,178**
		Office	710	81.001	TSF	100	14	114	18	87	105	769
		-Internal Capture				-2	-3	-5	-7	-20	-27	-173
		Subtotal for TAZ 12 Office				**98**	**11**	**109**	**11**	**67**	**78**	**596**
Firestone Blvd. Gateway (TAZs 12-17) (cont.)	13	Retail	820	158.055	TSF	58	38	96	232	242	474	4,851
		-Internal Capture				-7	-3	-10	-24	-11	-35	-249
		Subtotal for TAZ 13 Retail				**51**	**35**	**86**	**208**	**231**	**439**	**4,602**
		Office	710	29.756	TSF	37	5	42	7	32	39	282
		-Internal Capture				-1	-1	-2	-2	-7	-9	-64
		Subtotal for TAZ 13 Office				**36**	**4**	**40**	**5**	**25**	**30**	**218**
	14	Retail	820	175.079	TSF	65	42	107	257	268	525	5,373
		-Internal Capture				-8	-3	-11	-26	-12	-38	-276
		Subtotal for TAZ 14 Retail				**57**	**39**	**96**	**231**	**256**	**487**	**5,097**
	15	Retail	820	47.672	TSF	18	11	29	70	73	143	1,463
		-Internal Capture				-2	-1	-3	-7	-3	-10	-75
		Subtotal for TAZ 15 Retail				**16**	**10**	**26**	**63**	**70**	**133**	**1,388**
	16	Retail	820	6.549	TSF	2	2	4	10	10	20	201
		-Internal Capture				0	0	0	-1	0	-1	-10
		Subtotal for TAZ 16 Retail				**2**	**2**	**4**	**9**	**10**	**19**	**191**
		Hotel (treated as "820")	820	165.401	TSF	61	40	101	243	253	496	5,076
		-Internal Capture				-7	-3	-10	-25	-11	-36	-261
		Subtotal for TAZ 16 Retail				**54**	**37**	**91**	**218**	**242**	**460**	**4,815**
	17	Retail	820	44.678	TSF	17	11	28	66	68	134	1,371
		-Internal Capture				-2	-1	-3	-7	-3	-10	-70
		Subtotal for TAZ 17 Retail				**15**	**10**	**25**	**59**	**65**	**124**	**1,301**
	Subtotals	**Retail (including Post Office)**		**739.758**	**TSF**	**335**	**255**	**590**	**1,071**	**1,174**	**2,245**	**23,345**
		Office		**110.757**	**TSF**	**134**	**15**	**149**	**16**	**92**	**108**	**814**
		Subtotal for Firestone Blvd. Gateway				**469**	**270**	**739**	**1,087**	**1,266**	**2,353**	**24,159**
Total Residential				198	DU	15	53	68	62	23	85	931
Total Retail (including Hotel and Post Office)				991.663	TSF	415	310	725	1,404	1,541	2,945	30,679
Total Office (not including City Hall)				438.661	TSF	530	60	590	62	367	429	3,224
Church				308.668	TSF	108	64	172	81	89	170	2,812
TOTAL (without City Hall)						**1,068**	**487**	**1,555**	**1,609**	**2,020**	**3,629**	**37,646**
TOTAL (with City Hall)						**1,620**	**589**	**2,209**	**1,644**	**2,088**	**3,732**	**45,164**

[1] Units: TSF = Thousand Square Feet, DU = Dwelling Units

2.3 Currently Adopted General Plan Land Uses and Trip Generation

The future land uses and land use quantities that are planned to be built/occupied in Downtown Downey for Currently Adopted General Plan (GP) conditions are shown on Table 2-3. The source of the Currently Adopted GP land use data is also included in Appendix "A" to this report. Under Currently Adopted GP conditions, the Downtown Downey Specific Plan project area includes 5,437 TSF of general retail use, 2,703 TSF of general office use, and 699 DUs. Other land uses which have been treated separately from the generalized retail, office, and residential land use categories include the existing churches, hotels, the civic center, and the post office. All of these specific uses are expected to remain at their current locations in the downtown area.

Table 2-3 also presents the trip generation rates utilized to calculate Downtown Downey's overall trip generation quantities for Long Range With Currently Adopted General Plan conditions. The same procedures described for existing conditions have been used to determine the trip rates for Currently Adopted General Plan conditions within the project area.

Table 2-4 summarizes the Currently Adopted General Plan future trip generation for the Downtown Downey SP area. The internal capture calculations are included Appendix "B" to this traffic study. The estimated internal capture under Currently Adopted General Plan conditions ranges from nearly 7% (6.91%) in the AM peak hour to 14.51% during the PM peak hour. The daily internal capture rate is 8.4%.

For Long Range With Currently Adopted General Plan conditions, the Downtown Downey SP project area is projected to generate a total of 116,082 daily vehicular trips with 5,316 vehicle trips in the AM peak hour and 11,516 vehicle trips in the PM peak hour. As noted previously, the Downey Depot (transit center) located in TAZ 13 is not included in the existing (or future) trip generation calculations due to its unique nature and the fact that its trip generation characteristics are unique and not anticipated to change substantially over time.

TABLE 2-3

Currently Adopted General Plan Trip Generation Rates

AREA	TAZ	Land Use	ITE Land Use Code	Quantity	Units[1]	AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL	DAILY
Paramount Blvd. Professional	1	**TAZ 1 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 1 Future Uses										
		Office[2]	710	117.459	TSF	0.85	0.12	0.97	0.20	0.95	1.15	6.25
		Retail[3]	820	29.365	TSF	0.18	0.12	0.30	0.83	0.87	1.70	16.77
	2	**TAZ 2 Existing Uses to Remain**										
		Apartment	220	4	DU	0.1	0.41	0.51	0.4	0.22	0.62	6.65
		TAZ 2 Future Uses										
		Office[2]	710	943.219	TSF	0.85	0.12	0.97	0.20	0.95	1.15	6.25
		Retail[3]	820	235.805	TSF	0.18	0.12	0.30	0.83	0.87	1.70	16.77
	3	**TAZ 3 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 3 Future Uses										
		Apartment	220	24	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	260.650	TSF	0.85	0.12	0.97	0.20	0.95	1.15	6.25
		Retail[3]	820	65.162	TSF	0.18	0.12	0.30	0.83	0.87	1.70	16.77
	4	**TAZ 4 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 4 Future Uses										
		Apartment	220	10	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	111.992	TSF	0.85	0.12	0.97	0.20	0.95	1.15	6.25
		Retail[3]	820	27.998	TSF	0.18	0.12	0.30	0.83	0.87	1.70	16.77
Downtown Residential	5	**TAZ 5 Existing Uses to Remain**										
		Single Family Residential	210	135	DU	0.19	0.56	0.75	0.64	0.37	1.01	9.57
		TAZ 5 Future Uses										
		Single Family Residential	210	71	DU	0.19	0.56	0.75	0.64	0.37	1.01	9.57
		Office[2]	710	192.043	TSF	0.85	0.12	0.97	0.2	0.95	1.15	6.25
		Retail[3]	820	768.173	TSF	0.18	0.12	0.30	0.83	0.87	1.70	16.77
	6	**TAZ 6 Existing Uses to Remain**										
		Single Family Residential	210	19	DU	0.19	0.56	0.75	0.64	0.37	1.01	9.57
		TAZ 6 Future Uses										
		Single Family Residential	210	42	DU	0.19	0.56	0.75	0.64	0.37	1.01	9.57
		Office[2]	710	114.033	TSF	0.85	0.12	0.97	0.2	0.95	1.15	6.25
		Retail[3]	820	456.130	TSF	0.18	0.12	0.30	0.83	0.87	1.70	16.77
Downtown Core	7	**TAZ 7 Existing Uses to Remain**										
		Church	560	27.275	TSF	0.35	0.21	0.56	0.26	0.29	0.55	9.11
		Church	560	49.882	TSF	0.35	0.21	0.56	0.26	0.29	0.55	9.11
		TAZ 7 Future Uses										
		Apartment	220	28	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	76.208	TSF	0.85	0.12	0.97	0.2	0.95	1.15	6.25
		Retail[3]	820	304.833	TSF	0.18	0.12	0.30	0.83	0.87	1.70	16.77
	8	**TAZ 8 Existing Uses to Remain**										
		Church	560	25.462	TSF	0.35	0.21	0.56	0.26	0.29	0.55	9.11
		TAZ 8 Future Uses										
		Apartment	220	23	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	62.826	TSF	0.85	0.12	0.97	0.2	0.95	1.15	6.25
		Retail[3]	820	251.305	TSF	0.18	0.12	0.30	0.83	0.87	1.70	16.77
	9	**TAZ 9 Existing Uses to Remain**										
		Church	560	73.209	TSF	0.35	0.21	0.56	0.26	0.29	0.55	9.11
		Apartment	220	39	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		TAZ 9 Future Uses										
		Apartment	220	41	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	110.758	TSF	0.85	0.12	0.97	0.2	0.95	1.15	6.25
		Retail[3]	820	443.030	TSF	0.18	0.12	0.30	0.83	0.87	1.70	16.77
	10	**TAZ 10 Existing Uses to Remain**										
		Church	560	132.84	TSF	0.35	0.21	0.56	0.26	0.29	0.55	9.11
		TAZ 10 Future Uses										
		Apartment	220	9	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	24.256	TSF	0.85	0.12	0.97	0.2	0.95	1.15	6.25
		Retail[3]	820	97.023	TSF	0.18	0.12	0.30	0.83	0.87	1.70	16.77

TABLE 2-3

Currently Adopted General Plan Trip Generation Rates

AREA	TAZ	Land Use	ITE Land Use Code	Quantity	Units[1]	AM			PM			DAILY
						IN	OUT	TOTAL	IN	OUT	TOTAL	
Civic Center	TAZ 11	Office	730	112.319	TSF	4.94	0.94	5.88	0.38	0.83	1.21	68.93
Firestone Blvd. Gateway	12	**TAZ 12 Existing Uses to Remain**										
		Post Office	732	24.605	TSF	4.27	3.94	8.21	5.67	5.45	11.12	108.19
		TAZ 12 Future Uses										
		Apartment	220	65	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	177.710	TSF	0.85	0.12	0.97	0.2	0.95	1.15	6.25
		Retail[3]	820	710.842	TSF	0.18	0.12	0.30	0.83	0.87	1.70	16.77
	13	**TAZ 13 Future Uses**										
		Apartment	220	72	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	194.839	TSF	0.85	0.12	0.97	0.2	0.95	1.15	6.25
		Retail[3]	820	779.355	TSF	0.18	0.12	0.30	0.83	0.87	1.70	16.77
	14	**TAZ 14 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 14 Future Uses										
		Apartment	220	31	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	83.641	TSF	0.85	0.12	0.97	0.2	0.95	1.15	6.25
		Retail[3]	820	334.566	TSF	0.18	0.12	0.30	0.83	0.87	1.70	16.77
	15	**TAZ 15 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 15 Future Uses										
		Apartment	220	32	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	86.327	TSF	0.85	0.12	0.97	0.2	0.95	1.15	6.25
		Retail[3]	820	345.306	TSF	0.18	0.12	0.30	0.83	0.87	1.70	16.77
	16	**TAZ 16 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 16 Future Uses										
		Apartment	220	22	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	60.275	TSF	0.85	0.12	0.97	0.2	0.95	1.15	6.25
		Retail[3]	820	241.100	TSF	0.18	0.12	0.30	0.83	0.87	1.70	16.77
	17	**TAZ 17 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 17 Future Uses										
		Apartment	220	32	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	86.802	TSF	0.85	0.12	0.97	0.2	0.95	1.15	6.25
		Retail[3]	820	347.207	TSF	0.18	0.12	0.30	0.83	0.87	1.70	16.77

[1] Units: TSF = Thousand Square Feet, DU = Dwelling Units

[2] Office (710) trip rates based on total downtown square footage (2703.038 TSF)

[3] Retail (820) trip rates based on total downtown square footage (5437.200 TSF)

TABLE 2-4

Currently Adopted General Plan Trip Generation Summary

AREA	TAZ	Land Use	ITE Land Use Code	Quantity	Units[1]	AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL	DAILY
Paramount Blvd. Professional	1	**TAZ 1 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 1 Future Uses										
		Office	710	117.459	TSF	100	14	114	23	112	135	734
		-Internal Capture				*-2*	*-2*	*-4*	*-6*	*-26*	*-32*	*-141*
		Subtotal for TAZ 1 Office				**98**	**12**	**110**	**17**	**86**	**103**	**593**
		Retail	820	29.365	TSF	5	4	9	24	26	50	492
		-Internal Capture				*-1*	*0*	*-1*	*-4*	*-1*	*-5*	*-27*
		Subtotal for TAZ 1 Retail				**4**	**4**	**8**	**20**	**25**	**45**	**465**
	2	**TAZ 2 Existing Uses to Remain/Be Redeveloped**										
		Apartment	220	4	DU	0	2	2	2	1	2	27
		-Internal Capture				*0*	*0*	*0*	*-1*	*-1*	*-2*	*-10*
		Subtotal for TAZ 2 Apartment				**0**	**2**	**2**	**1**	**0**	**1**	**17**
		TAZ 2 Future Uses										
		Office	710	943.219	TSF	802	113	915	189	896	1,085	5,895
		-Internal Capture				*-13*	*-16*	*-29*	*-50*	*-207*	*-257*	*-1,135*
		Subtotal for TAZ 2 Office				**789**	**97**	**886**	**139**	**689**	**828**	**4,760**
		Retail	820	235.805	TSF	42	28	71	196	205	401	3,954
		-Internal Capture				*-5*	*-2*	*-7*	*-30*	*-11*	*-41*	*-220*
		Subtotal for TAZ 2 Retail				**37**	**26**	**63**	**166**	**194**	**360**	**3,734**
	3	**TAZ 3 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 3 Future Uses										
		Apartment	220	24	DU	2	10	12	10	5	15	160
		-Internal Capture				*-1*	*-3*	*-4*	*-3*	*-3*	*-6*	*-60*
		Subtotal for TAZ 3 Apartment				**1**	**7**	**8**	**7**	**2**	**9**	**100**
		Office	710	260.650	TSF	222	31	253	52	248	300	1,629
		-Internal Capture				*-4*	*-4*	*-8*	*-14*	*-57*	*-71*	*-314*
		Subtotal for TAZ 3 Office				**218**	**27**	**245**	**38**	**191**	**229**	**1,315**
		Retail	820	65.162	TSF	12	8	20	54	57	111	1,093
		-Internal Capture				*-1*	*-1*	*-2*	*-8*	*-3*	*-11*	*-61*
		Subtotal for TAZ 3 Retail				**11**	**7**	**18**	**46**	**54**	**100**	**1,032**
	4	**TAZ 4 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 4 Future Uses										
		Apartment	220	10	DU	1	4	5	4	2	6	67
		-Internal Capture				*0*	*-1*	*-1*	*-1*	*-1*	*-2*	*-25*
		Subtotal for TAZ 4 Apartment				**1**	**3**	**4**	**3**	**1**	**4**	**42**
		Office	710	111.992	TSF	95	13	109	22	106	129	700
		-Internal Capture				*-2*	*-2*	*-4*	*-6*	*-25*	*-31*	*-135*
		Subtotal for TAZ 4 Office				**93**	**11**	**104**	**16**	**81**	**97**	**565**
		Retail	820	27.998	TSF	5	3	8	23	24	48	470
		-Internal Capture				*-1*	*0*	*-1*	*-4*	*-1*	*-5*	*-26*
		Subtotal for TAZ 4 Retail				**4**	**3**	**7**	**19**	**23**	**42**	**444**
	Existing Uses to Remain Subtotal	Apartment	220	4	DU	0	2	2	1	0	1	17
	Future Trip Generation Subtotal	Apartment	220	34	DU	2	10	12	10	3	13	142
		Office	710	1,433.320	TSF	1,198	147	1,345	210	1,047	1,257	7,233
		Retail	820	358.330	TSF	56	40	96	251	296	547	5,675
	Paramount Blvd Professional Subtotal					**1,256**	**199**	**1,455**	**472**	**1,346**	**1,818**	**13,067**

TABLE 2-4

Currently Adopted General Plan Trip Generation Summary

AREA	TAZ	Land Use	ITE Land Use Code	Quantity	Units[1]	AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL	DAILY
Downtown Residential	5	**TAZ 5 Existing Uses to Remain**										
		Single Family Residential	210	135	DU	26	76	101	86	50	136	1,292
		-Internal Capture				*-9*	*-22*	*-31*	*-27*	*-25*	*-52*	*-484*
		Subtotal for TAZ 5 Existing Residential to Remain				**17**	**54**	**71**	**59**	**25**	**84**	**808**
		TAZ 5 Future Uses										
		Single Family Residential	210	71	DU	13	40	53	45	26	72	679
		-Internal Capture				*-5*	*-12*	*-17*	*-14*	*-13*	*-27*	*-255*
		Subtotal for TAZ 5 Future Residential				**8**	**28**	**36**	**31**	**13**	**44**	**424**
		Subtotal for TAZ 5 Residential				**25**	**82**	**107**	**90**	**38**	**128**	**1,232**
		Office	710	192.043	TSF	163	23	186	38	182	221	1,200
		-Internal Capture				*-3*	*-3*	*-6*	*-10*	*-42*	*-52*	*-231*
		Subtotal for TAZ 5 Office				**160**	**20**	**180**	**28**	**140**	**168**	**969**
		Retail	820	768.173	TSF	138	92	230	638	668	1,306	12,882
		-Internal Capture				*-16*	*-8*	*-24*	*-98*	*-35*	*-133*	*-715*
		Subtotal for TAZ 5 Retail				**122**	**84**	**206**	**540**	**633**	**1,173**	**12,167**
	6	**TAZ 6 Existing Uses to Remain**										
		Single Family Residential	210	19	DU	4	11	14	12	7	19	182
		-Internal Capture				*-1*	*-3*	*-4*	*-4*	*-4*	*-8*	*-68*
		Subtotal for TAZ 6 Existing Residential to Remain				**3**	**8**	**11**	**8**	**3**	**11**	**114**
		TAZ 6 Future Uses										
		Single Family Residential	210	42	DU	8	24	32	27	16	42	402
		-Internal Capture				*-3*	*-7*	*-10*	*-8*	*-8*	*-16*	*-151*
		Subtotal for TAZ 6 Future Residential				**5**	**17**	**22**	**19**	**8**	**27**	**251**
		Subtotal for TAZ 6 Residential				**8**	**25**	**33**	**27**	**11**	**38**	**365**
		Office	710	114.033	TSF	97	14	111	23	108	131	713
		-Internal Capture				*-2*	*-2*	*-4*	*-6*	*-25*	*-31*	*-137*
		Subtotal for TAZ 6 Office				**95**	**12**	**107**	**17**	**83**	**100**	**576**
		Retail	820	456.130	TSF	82	55	137	379	397	775	7,649
		-Internal Capture				*-10*	*-5*	*-15*	*-58*	*-21*	*-79*	*-425*
		Subtotal for TAZ 6 Retail				**72**	**50**	**122**	**321**	**376**	**697**	**7,224**
	Existing Uses to Remain Subtotal	Single Family Residential	210	154	DU	20	62	82	67	28	95	922
	Future Trip Generation Subtotal	Single Family Residential	210	113	DU	13	45	58	50	21	71	675
		Office	710	306.076	TSF	255	32	287	45	223	268	1,545
		Retail	820	1,224.303	TSF	194	134	328	861	1,009	1,870	19,391
	Downtown Residential Subtotal					**482**	**273**	**755**	**1,023**	**1,281**	**2,304**	**22,533**
Downtown Core	7	**TAZ 7 Existing Uses to Remain**										
		Church	560	27.275	TSF	10	6	15	7	8	15	248
		Church	560	49.882	TSF	17	10	28	13	14	27	454
		Subtotal for TAZ 7 Church				27	16	43	20	22	42	702
		TAZ 7 Future Uses										
		Apartment	220	28	DU	3	11	14	11	6	17	186
		-Internal Capture				*-1*	*-3*	*-4*	*-4*	*-4*	*-8*	*-70*
		Subtotal for TAZ 7 Residential				**2**	**8**	**10**	**7**	**2**	**9**	**116**
		Office	710	76.208	TSF	65	9	74	15	72	88	476
		-Internal Capture				*-1*	*-1*	*-2*	*-4*	*-17*	*-21*	*-92*
		Subtotal for TAZ 7 Office				**64**	**8**	**72**	**11**	**55**	**66**	**384**
		Retail	820	304.833	TSF	55	37	91	253	265	518	5,112
		-Internal Capture				*-6*	*-3*	*-9*	*-39*	*-14*	*-53*	*-284*
		Subtotal for TAZ 7 Retail				**49**	**34**	**83**	**214**	**251**	**465**	**4,828**
	8	**TAZ 8 Existing Uses to Remain**										
		Church	560	25.462	TSF	9	5	14	7	7	14	232
		TAZ 8 Future Uses										
		Apartment	220	23	DU	2	9	12	9	5	14	153
		-Internal Capture				*-1*	*-3*	*-4*	*-3*	*-3*	*-6*	*-57*
		Subtotal for TAZ 8 Residential				**1**	**6**	**7**	**6**	**2**	**8**	**96**
		Office	710	62.826	TSF	53	8	61	13	60	72	393
		-Internal Capture				*-1*	*-1*	*-2*	*-3*	*-14*	*-17*	*-75*
		Subtotal for TAZ 8 Office				**52**	**7**	**59**	**10**	**46**	**56**	**318**
		Retail	820	251.305	TSF	45	30	75	209	219	427	4,214
		-Internal Capture				*-5*	*-3*	*-8*	*-32*	*-11*	*-43*	*-234*
		Subtotal for TAZ 8 Retail				**40**	**27**	**67**	**177**	**208**	**385**	**3,980**

TABLE 2-4

Currently Adopted General Plan Trip Generation Summary

AREA	TAZ	Land Use	ITE Land Use Code	Quantity	Units[1]	AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL	DAILY
Downtown Core (cont.)	9	**TAZ 9 Existing Uses to Remain**										
		Church	560	73.209	TSF	26	15	41	19	21	40	667
		Apartment	220	39	DU	4	16	20	16	9	24	259
		-Internal Capture				*-2*	*-4*	*-6*	*-5*	*-5*	*-10*	*-97*
		Subtotal for TAZ 9 Existing Residential to Remain				**2**	**12**	**14**	**11**	**4**	**15**	**162**
		TAZ 9 Future Uses										
		Apartment	220	41	DU	4	17	21	16	9	25	273
		-Internal Capture				*-2*	*-5*	*-7*	*-6*	*-5*	*-11*	*-102*
		Subtotal for TAZ 9 Future Residential				**2**	**12**	**14**	**10**	**4**	**14**	**171**
		Subtotal for TAZ 9 Residential (Existing + Future)				**4**	**24**	**28**	**21**	**8**	**29**	**333**
		Office	710	110.758	TSF	94	13	107	22	105	127	692
		-Internal Capture				*-2*	*-2*	*-4*	*-6*	*-24*	*-30*	*-133*
		Subtotal for TAZ 9 Office				**92**	**11**	**103**	**16**	**81**	**97**	**559**
		Retail	820	443.030	TSF	80	53	133	368	385	753	7,430
		-Internal Capture				*-9*	*-5*	*-14*	*-57*	*-20*	*-77*	*-413*
		Subtotal for TAZ 9 Retail				**71**	**48**	**119**	**311**	**365**	**676**	**7,017**
	10	**TAZ 10 Existing Uses to Remain**										
		Church	560	132.84	TSF	46	28	74	35	39	73	1,210
		TAZ 10 Future Uses										
		Apartment	220	9	DU	1	4	5	4	2	6	60
		-Internal Capture				*0*	*-1*	*-1*	*-1*	*-1*	*-2*	*-22*
		Subtotal for TAZ 10 Residential				**1**	**3**	**4**	**3**	**1**	**4**	**38**
		Office	710	24.256	TSF	21	3	24	5	23	28	152
		-Internal Capture				*0*	*0*	*0*	*-1*	*-5*	*-6*	*-29*
		Subtotal for TAZ 10 Office				**21**	**3**	**24**	**4**	**18**	**22**	**123**
		Retail	820	97.023	TSF	17	12	29	81	84	165	1,627
		-Internal Capture				*-2*	*-1*	*-3*	*-12*	*-4*	*-16*	*-90*
		Subtotal for TAZ 10 Retail				**15**	**11**	**26**	**69**	**80**	**149**	**1,537**
	Existing Uses to Remain Subtotal	Church	560	308.668	TSF	108	64	172	81	89	169	2,811
		Apartment	220	39	DU	2	12	14	11	4	15	162
	Future Trip Generation Subtotal	Apartment	220	101	DU	6	29	35	26	9	35	421
		Office	710	274.048	TSF	229	29	258	41	200	241	1,384
		Retail	820	1,096.191	TSF	175	120	295	771	904	1,675	17,362
	Downtown Core Subtotal					520	254	774	930	1,206	2,135	22,140
Civic Center	TAZ 11	Office[1]	730	112.319	TSF	555	106	660	43	93	136	7,742
		-Internal Capture				*-2*	*-2*	*-4*	*-6*	*-26*	*-32*	*-142*
		Subtotal for TAZ 1 Office				**553**	**104**	**657**	**37**	**67**	**104**	**7,600**
Firestone Blvd. Gateway	12	**TAZ 12 Existing Uses to Remain**										
		Post Office[1]	732	24.605	TSF	105	97	202	140	134	274	2,662
		-Internal Capture				*-3*	*-2*	*-5*	*-20*	*-7*	*-27*	*-148*
		Subtotal for TAZ 12 Existing Retail to Remain				**102**	**95**	**197**	**120**	**127**	**247**	**2,514**
		TAZ 12 Future Uses										
		Apartment	220	65	DU	7	27	33	26	14	40	432
		-Internal Capture				*-3*	*-7*	*-10*	*-9*	*-8*	*-17*	*-162*
		Subtotal for TAZ 12 Residential				**4**	**20**	**24**	**17**	**6**	**23**	**270**
		Office	710	177.710	TSF	151	21	172	36	169	204	1,111
		-Internal Capture				*-2*	*-3*	*-5*	*-9*	*-39*	*-48*	*-213*
		Subtotal for TAZ 12 Office				**149**	**18**	**167**	**27**	**130**	**157**	**898**
		Retail	820	710.842	TSF	128	85	213	590	618	1,208	11,921
		-Internal Capture				*-15*	*-7*	*-22*	*-91*	*-32*	*-123*	*-662*
		Subtotal for TAZ 12 Future Retail				**113**	**78**	**191**	**499**	**586**	**1,085**	**11,259**
		Subtotal for TAZ 12 Retail (Post Office + Future)				**215**	**173**	**388**	**619**	**713**	**1,332**	**13,773**
	13	**TAZ 13 Future Uses**										
		Apartment	220	72	DU	7	30	37	29	16	45	479
		-Internal Capture				*-3*	*-8*	*-11*	*-10*	*-9*	*-19*	*-180*
		Subtotal for TAZ 13 Residential				**4**	**22**	**26**	**19**	**7**	**26**	**299**
		Office	710	194.839	TSF	166	23	189	39	185	224	1,218
		-Internal Capture				*-3*	*-3*	*-6*	*-10*	*-43*	*-53*	*-234*
		Subtotal for TAZ 13 Office				**163**	**20**	**183**	**29**	**142**	**171**	**984**
		Retail	820	779.355	TSF	140	94	234	647	678	1,325	13,070
		-Internal Capture				*-17*	*-8*	*-25*	*-100*	*-35*	*-135*	*-726*
		Subtotal for TAZ 13 Retail				**123**	**86**	**209**	**547**	**643**	**1,190**	**12,344**

TABLE 2-4

Currently Adopted General Plan Trip Generation Summary

AREA	TAZ	Land Use	ITE Land Use Code	Quantity	Units[1]	AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL	DAILY
Firestone Blvd. Gateway (cont.)	14	**TAZ 14 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 14 Future Uses										
		Apartment	220	31	DU	3	13	16	12	7	19	206
		-Internal Capture				*-1*	*-3*	*-4*	*-4*	*-4*	*-8*	*-77*
		Subtotal for TAZ 14 Apartment				**2**	**10**	**12**	**8**	**3**	**11**	**129**
		Office	710	83.641	TSF	71	10	81	17	79	96	523
		-Internal Capture				*-1*	*-1*	*-2*	*-4*	*-18*	*-22*	*-100*
		Subtotal for TAZ 14 Office				**70**	**9**	**79**	**13**	**61**	**74**	**423**
		Retail	820	334.566	TSF	60	40	100	278	291	569	5,611
		-Internal Capture				*-7*	*-3*	*-10*	*-43*	*-15*	*-58*	*-312*
		Subtotal for TAZ 14 Retail				**53**	**37**	**90**	**235**	**276**	**511**	**5,299**
	15	**TAZ 15 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 15 Future Uses										
		Apartment	220	32	DU	3	13	16	13	7	20	213
		-Internal Capture				*-2*	*-4*	*-6*	*-4*	*-4*	*-8*	*-80*
		Subtotal for TAZ 15 Residential				**1**	**9**	**10**	**9**	**3**	**12**	**133**
		Office	710	86.327	TSF	73	10	84	17	82	99	540
		-Internal Capture				*-1*	*-1*	*-2*	*-5*	*-19*	*-24*	*-104*
		Subtotal for TAZ 15 Office				**72**	**9**	**81**	**12**	**63**	**75**	**436**
		Retail	820	345.306	TSF	62	41	104	287	300	587	5,791
		-Internal Capture				*-7*	*-4*	*-11*	*-44*	*-16*	*-60*	*-322*
		Subtotal for TAZ 15 Retail				**55**	**37**	**92**	**243**	**284**	**527**	**5,469**
	16	**TAZ 16 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 16 Future Uses										
		Apartment	220	22	DU	2	9	11	9	5	14	146
		-Internal Capture				*-1*	*-2*	*-3*	*-3*	*-3*	*-6*	*-55*
		Subtotal for TAZ 16 Residential				**1**	**7**	**8**	**6**	**2**	**8**	**91**
		Office	710	60.275	TSF	51	7	58	12	57	69	377
		-Internal Capture				*-1*	*-1*	*-2*	*-3*	*-13*	*-16*	*-72*
		Subtotal for TAZ 16 Office				**50**	**6**	**56**	**9**	**44**	**53**	**305**
		Retail	820	241.100	TSF	43	29	72	200	210	410	4,043
		-Internal Capture				*-5*	*-2*	*-7*	*-31*	*-11*	*-42*	*-225*
		Subtotal for TAZ 16 Retail				**38**	**27**	**65**	**169**	**199**	**368**	**3,818**
	17	**TAZ 17 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 17 Future Uses										
		Apartment	220	32	DU	3	13	16	13	7	20	213
		-Internal Capture				*-2*	*-4*	*-6*	*-4*	*-4*	*-8*	*-80*
		Subtotal for TAZ 17 Residential				**1**	**9**	**10**	**9**	**3**	**12**	**133**
		Office	710	86.802	TSF	74	10	84	17	82	100	543
		-Internal Capture				*-1*	*-1*	*-2*	*-5*	*-19*	*-24*	*-105*
		Subtotal for TAZ 17 Office				**73**	**9**	**82**	**12**	**63**	**75**	**438**
		Retail	820	347.207	TSF	62	42	104	288	302	590	5,823
		-Internal Capture				*-7*	*-4*	*-11*	*-44*	*-16*	*-60*	*-323*
		Subtotal for TAZ 17 Retail				**55**	**38**	**93**	**244**	**286**	**530**	**5,500**
	Existing Uses to	Post Office1	732	24.605	TSF	102	95	197	120	127	247	2,514
	Future Trip Generation Subtotal	Multi-Family Residential	210	254	DU	13	77	90	68	24	92	1,055
		Office	710	689.594	TSF	577	71	648	102	503	605	3,484
		Retail	820	2,758.376	TSF	437	303	740	1,937	2,274	4,211	43,689
	Firestone Blvd. Gateway Subtotal					1,129	546	1,675	2,227	2,928	5,155	50,742
TAZs 1 through 17	**Existing** Uses to Remain Trip Generation Subtotal	**Overall Existing Uses to Remain**										
		Residential	210/220	197	DU	22	76	98	79	32	111	1,101
		Church	560	308.668	TSF	108	64	172	81	89	169	2,811
		Post Office	732	24.605	TSF	102	95	197	120	127	247	2,514
		City Hall		112.319	TSF	553	104	657	37	67	104	7,600
		Existing Uses to Remain Subtotal				785	339	1,124	317	315	631	14,026
	Future Uses Trip Generation Subtotal	**Overall Future Uses**										
		Residential	210/220	502	DU	34	161	195	154	57	211	2,293
		Office	710	2,703.038	TSF	2,259	279	2,538	398	1,973	2,371	13,646
		Retail	820	5,437.200	TSF	862	597	1,459	3,820	4,483	8,303	86,117
		Future Uses to Remain Subtotal				3,155	1,037	4,192	4,372	6,513	10,885	102,056
	TAZs 1 through 17Subtotal					**3,940**	**1,376**	**5,316**	**4,689**	**6,828**	**11,516**	**116,082**

[1] Units: TSF = Thousand Square Feet, DU = Dwelling Units

Table 2-5 summarizes the trip generation growth observed by comparing Existing and Currently Adopted General Plan trip generation quantities. Substantial growth for the Downtown Downey area is anticipated with the implementation of the Currently Adopted General Plan. An increase in daily trips of 70,918 trips per day (+157%) is allowed under the Currently Adopted General Plan designation for the Downtown Downey SP project area. The largest growth in trip generation anticipated to occur for Long Range With Currently Adopted General Plan conditions is during the PM peak hour with growth in excess of 200% (7,784 trips). The 200% growth observed during the PM peak hour is largely attributable to the substantial amounts of retail uses planned for the Downtown Downey area; the retail components of the Currently Adopted General Plan accounts for approximately 75% of the total PM peak hour traffic for the Downtown Downey area.

2.4 Proposed Specific Plan Land Uses and Trip Generation

The future land uses and land use intensities that are proposed to be built/occupied in conjunction with the proposed Downtown Downey SP are shown on Table 2-6. The source of the proposed Downtown Downey SP land use data is also included in Appendix "A" to this report. Under proposed Downtown Downey SP conditions, the Downtown Downey Specific Plan project area includes 2,207 TSF of general retail use, 930 TSF of general office use, and 995 DUs. The existing churches, hotels, the civic center, and the post office have again been treated separately from the generalized retail, office, and residential land use categories. All of these specific uses are expected to remain at their current locations in the downtown area.

Table 2-6 also presents the trip generation rates utilized to calculate the Downtown Downey Specific Plan overall trip generation. Similar to the Existing and the Currently Adopted General Plan trip generation calculations, the proposed Downtown Downey SP trip generation rates and resulting quantities are also based on the Institute of Transportation Engineers (ITE) Trip Generation Informational Report (8th Edition), with the trip rates for office and retail uses based on applying the regression equations applicable to these uses to the overall quantity of office and retail use in the SP project area.

TABLE 2-5

DOWNTOWN DOWNEY TRAFFIC GROWTH
FROM EXISTING TO CURRENTLY ADOPTED GENERAL PLAN CONDITIONS

SCENARIO	AM			PM			DAILY
	IN	OUT	TOTAL	IN	OUT	TOTAL	
Existing	1,620	589	2,209	1,644	2,088	3,732	45,164
Currently Adopted General Plan	3,940	1,376	5,316	4,689	6,828	11,516	116,082
Growth	2,320	787	3,107	3,045	4,740	7,784	70,918
% Growth	143%	134%	141%	185%	227%	209%	157%

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TABLE 2-6
Proposed Specific Plan Trip Generation Rates

AREA	TAZ	Land Use	ITE Land Use Code	Quantity	Units[1]	AM			PM			DAILY
						IN	OUT	TOTAL	IN	OUT	TOTAL	
Paramount Blvd. Professional	1	**TAZ 1 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 1 Future Uses										
		Apartment	220	11	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	28.190	TSF	1.06	0.14	1.20	0.20	1.00	1.20	7.99
		Retail[3]	820	7.048	TSF	0.26	0.17	0.43	1.12	1.17	2.29	22.99
	2	**TAZ 2 Existing Uses to Remain**										
		Apartment	220	4	DU	0.10	0.41	0.51	0.4	0.22	0.62	6.65
		TAZ 2 Future Uses										
		Apartment	220	87	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	226.373	TSF	1.06	0.14	1.20	0.20	1.00	1.20	7.99
		Retail[3]	820	56.593	TSF	0.26	0.17	0.43	1.12	1.17	2.29	22.99
	3	**TAZ 3 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 3 Future Uses										
		Apartment	220	40	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	104.260	TSF	1.06	0.14	1.20	0.20	1.00	1.20	7.99
		Retail[3]	820	26.065	TSF	0.26	0.17	0.43	1.12	1.17	2.29	22.99
	4	**TAZ 4 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 4 Future Uses										
		Apartment	220	17	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office	710	44.797	TSF	1.06	0.14	1.20	0.20	1.00	1.20	7.99
		Retail	820	11.199	TSF	0.26	0.17	0.43	1.12	1.17	2.29	22.99
Downtown Residential	5	**TAZ 5 Existing Uses to Remain**										
		Single Family Residential	210	135	DU	0.10	0.41	0.51	0.4	0.22	0.62	6.65
		TAZ 5 Future Uses										
		Single Family Residential	210	118	DU	0.19	0.56	0.75	0.64	0.37	1.01	9.57
		Office[2]	710	19.204	TSF	1.06	0.14	1.20	0.2	1	1.20	7.99
		Retail[3]	820	76.818	TSF	0.26	0.17	0.43	1.12	1.17	2.29	22.99
	6	**TAZ 6 Existing Uses to Remain**										
		Single Family Residential	210	19	DU	0.10	0.41	0.51	0.4	0.22	0.62	6.65
		TAZ 6 Future Uses										
		Single Family Residential	210	70	DU	0.19	0.56	0.75	0.64	0.37	1.01	9.57
		Office[2]	710	11.403	TSF	1.06	0.14	1.20	0.20	1.00	1.20	7.99
		Retail[3]	820	45.613	TSF	0.26	0.17	0.43	1.12	1.17	2.29	22.99
Downtown Core	7	**TAZ 7 Existing Uses to Remain**										
		Church	560	27.275	TSF	0.35	0.21	0.56	0.26	0.29	0.55	9.11
		Church	560	49.882	TSF	0.35	0.21	0.56	0.26	0.29	0.55	9.11
		TAZ 7 Future Uses										
		Apartment	220	47	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	22.862	TSF	1.06	0.14	1.20	0.2	1	1.20	7.99
		Retail[3]	820	91.450	TSF	0.26	0.17	0.43	1.12	1.17	2.29	22.99
	8	**TAZ 8 Existing Uses to Remain**										
		Church	560	25.462	TSF	0.35	0.21	0.56	0.26	0.29	0.55	9.11
		TAZ 8 Future Uses										
		Apartment	220	38	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	18.848	TSF	1.06	0.14	1.20	0.20	1.00	1.20	7.99
		Retail[3]	820	75.391	TSF	0.26	0.17	0.43	1.12	1.17	2.29	22.99
	9	**TAZ 9 Existing Uses to Remain**										
		Church	560	73.209	TSF	0.35	0.21	0.56	0.26	0.29	0.55	9.11
		Apartment	220	39	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		TAZ 9 Future Uses										
		Apartment	220	68	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	33.227	TSF	1.06	0.14	1.20	0.20	1.00	1.20	7.99
		Retail[3]	820	132.909	TSF	0.26	0.17	0.43	1.12	1.17	2.29	22.99
	10	**TAZ 10 Existing Uses to Remain**										
		Church	560	132.84	TSF	0.35	0.21	0.56	0.26	0.29	0.55	9.11
		TAZ 10 Future Uses										
		Apartment	220	15	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	7.277	TSF	1.06	0.14	1.20	0.2	1	1.20	7.99
		Retail[3]	820	29.107	TSF	0.26	0.17	0.43	1.12	1.17	2.29	22.99

TABLE 2-6
Proposed Specific Plan Trip Generation Rates

AREA	TAZ	Land Use	ITE Land Use Code	Quantity	Units[1]	AM			PM			DAILY
						IN	OUT	TOTAL	IN	OUT	TOTAL	
Civic Center	TAZ 11	Office[1]	730	112.319	TSF	4.94	0.94	5.88	0.38	0.83	1.21	68.93
Firestone Blvd. Gateway	12	**TAZ 12 Existing Uses to Remain**										
		Post Office	732	24.605	TSF	4.27	3.94	8.21	5.67	5.45	11.12	108.19
		TAZ 12 Future Uses										
		Apartment	220	109	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	106.626	TSF	1.06	0.14	1.20	0.20	1.00	1.20	7.99
		Retail[3]	820	426.505	TSF	0.26	0.17	0.43	1.12	1.17	2.29	22.99
	13	**TAZ 13 Future Uses**										
		Apartment	220	119	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	116.903	TSF	1.06	0.14	1.20	0.20	1.00	1.20	7.99
		Retail[3]	820	467.613	TSF	0.26	0.17	0.43	1.12	1.17	2.29	22.99
	14	**TAZ 14 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 14 Future Uses										
		Apartment	220	51	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	50.185	TSF	1.06	0.14	1.20	0.20	1.00	1.20	7.99
		Retail[3]	820	200.739	TSF	0.26	0.17	0.43	1.12	1.17	2.29	22.99
	15	**TAZ 15 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 15 Future Uses										
		Apartment	220	53	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	51.796	TSF	1.06	0.14	1.20	0.20	1.00	1.20	7.99
		Retail[3]	820	207.184	TSF	0.26	0.17	0.43	1.12	1.17	2.29	22.99
	16	**TAZ 16 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 16 Future Uses										
		Apartment	220	37	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	36.165	TSF	1.06	0.14	1.20	0.2	1	1.20	7.99
		Retail[3]	820	144.660	TSF	0.26	0.17	0.43	1.12	1.17	2.29	22.99
	17	**TAZ 17 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 17 Future Uses										
		Apartment	220	53	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
		Office[2]	710	52.081	TSF	1.06	0.14	1.20	0.20	1.00	1.20	7.99
		Retail[3]	820	208.324	TSF	0.26	0.17	0.43	1.12	1.17	2.29	22.99

[1] Units: TSF = Thousand Square Feet, DU = Dwelling Units
[2] Office (710) trip rates based on total downtown square footage (930.197 TSF)
[3] Retail (820) trip rates based on total downtown square footage (2207.218TSF)

Table 2-7 summarizes the proposed Downtown Downey SP's trip generation by TAZ. The internal capture calculations are included in this traffic study as Appendix "B". The estimated internal capture under proposed Downtown Downey SP conditions ranges from nearly 8.28% in the AM peak hour to 16.48% during the PM peak hour. The daily internal capture rate is over 12%. The higher internal capture compared to both existing conditions and Currently Adopted General Plan conditions reflects the improved balance of different land uses incorporated into the proposed Downtown Downey SP.

The increase in internal capture for the proposed Specific Plan compared to Existing conditions exceeds 5%. This demonstrates that the improved mix of land uses proposed for the downtown area will reduce the number of vehicle trips by in excess of 5%. Recent statewide legislation (SB 375) sets a goal of reducing vehicle-miles of travel by 5%. Given the (short) distances for trips within the downtown Downey area, the trips that are captured internally are expected to be made by walking, rather than via the automobile mode. Therefore, the SB 375 goal of a 5% reduction is essentially being met by the shift from the automobile to other modes of travel (walking), based on the mix of land uses and resulting increase in internally captured trips.

For Long Range With Proposed Downtown Downey SP conditions, the Downtown Downey SP area is projected to generate a total of 69,667 daily vehicular trips with 3,417 trips in the AM peak hour and 6,287 trips in the PM peak hour. As noted previously, the Downey Depot (transit center) located in TAZ 13 is not included in the existing (or future) trip generation calculations due to its unique nature and the fact that its trip generation characteristics are unique and not anticipated to change substantially over time.

Table 2-8 presents the trip generation growth observed from Existing Conditions to future conditions with the proposed Downtown Downey SP. An increase in daily trips of 24,503 trips per day (+54%) is projected in conjunction with the proposed SP land use designations for the Downtown Downey SP project area. The largest observed growth in trip generation anticipated to occur for Long Range With Proposed Downtown Downey SP conditions occurs for outbound traffic during the AM peak hour (growth of up to 89%). The

TABLE 2-7

Proposed Specific Plan Trip Generation Summary

AREA	TAZ	Land Use	ITE Land Use Code	Quantity	Units[1]	AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL	DAILY
Paramount Blvd. Professional	1	**TAZ 1 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 1 Future Uses										
		Apartment	220	11	DU	1	5	6	4	2	7	73
		-Internal Capture				0	-1	-1	-1	-1	-2	-27
		Subtotal for TAZ 1 Residential				**1**	**4**	**5**	**3**	**1**	**5**	**46**
		Office	710	28.190	TSF	30	4	34	6	28	34	225
		-Internal Capture				-1	-1	-2	-2	-7	-9	-55
		Subtotal for TAZ 1 Office				**29**	**3**	**32**	**4**	**21**	**25**	**170**
		Retail	820	7.048	TSF	2	1	3	8	8	16	162
		-Internal Capture				0	0	0	-1	-1	-2	-14
		Subtotal for TAZ 1 Retail				**2**	**1**	**3**	**7**	**7**	**14**	**148**
	2	**TAZ 2 Existing Uses to Remain**										
		Apartment	220	4	DU	0	2	2	2	1	2	27
		-Internal Capture				0	0	0	-1	0	-1	-10
		Subtotal for TAZ 2 Existing Residential to Remain				**0**	**2**	**2**	**1**	**1**	**1**	**17**
		TAZ 2 Future Uses										
		Apartment	220	87	DU	9	36	44	35	19	54	579
		-Internal Capture				-3	-5	-8	-12	-11	-23	-217
		Subtotal for TAZ 2 Future Residential				**6**	**31**	**36**	**23**	**8**	**31**	**362**
		Subtotal for TAZ 2 Residential				**6**	**33**	**38**	**24**	**9**	**32**	**379**
		Office	710	226.373	TSF	240	32	272	45	226	272	1,809
		-Internal Capture				-8	-7	-15	-16	-53	-69	-441
		Subtotal for TAZ 2 Office				**232**	**25**	**257**	**29**	**173**	**203**	**1,368**
		Retail	820	56.593	TSF	15	10	24	63	66	130	1,301
		-Internal Capture				-2	-1	-3	-9	-6	-15	-115
		Subtotal for TAZ 2 Retail				**13**	**9**	**21**	**54**	**60**	**115**	**1,186**
	3	**TAZ 3 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 3 Future Uses										
		Apartment	220	40	DU	4	16	20	16	9	25	266
		-Internal Capture				-1	-2	-3	-5	-5	-10	-100
		Subtotal for TAZ 3 Residential				**3**	**14**	**17**	**11**	**4**	**15**	**166**
		Office	710	104.260	TSF	111	15	125	21	104	125	833
		-Internal Capture				-4	-3	-7	-7	-24	-31	-203
		Subtotal for TAZ 3 Office				**107**	**12**	**118**	**14**	**80**	**94**	**630**
		Retail	820	26.065	TSF	7	4	11	29	30	60	599
		-Internal Capture				-1	-1	-2	-4	-3	-7	-53
		Subtotal for TAZ 3 Retail				**6**	**3**	**9**	**25**	**27**	**53**	**546**
	4	**TAZ 4 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 4 Future Uses										
		Apartment	220	17	DU	2	7	9	7	4	11	113
		-Internal Capture				-1	-1	-2	-2	-2	-4	-42
		Subtotal for TAZ 4 Residential				**1**	**6**	**7**	**5**	**2**	**7**	**71**
		Office	710	44.797	TSF	47	6	54	9	45	54	358
		-Internal Capture				-2	-1	-3	-3	-11	-14	-88
		Subtotal for TAZ 4 Office				**45**	**5**	**51**	**6**	**34**	**40**	**270**
		Retail	820	11.199	TSF	3	2	5	13	13	26	257
		-Internal Capture				0	0	0	-2	-1	-3	-23
		Subtotal for TAZ 4 Retail				**3**	**2**	**5**	**11**	**12**	**23**	**234**

TABLE 2-7

Proposed Specific Plan Trip Generation Summary

AREA	TAZ	Land Use	ITE Land Use Code	Quantity	Units[1]	AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL	DAILY
Paramount Blvd. Professional (cont.)	**Existing** Uses to Remain Trip Generation Subtotal	Apartment	220	4	DU	0	2	2	1	1	1	17
	Future Trip Generation Subtotal	Apartment	220	155	DU	11	55	65	42	15	58	645
		Office	710	403.620	TSF	413	45	458	53	308	362	2,438
		Retail	820	100.905	TSF	24	15	38	97	106	205	2,114
	Paramount Blvd Professional Subtotal					**448**	**117**	**563**	**193**	**430**	**626**	**5,214**
Downtown Residential	5	**TAZ 5 Existing Uses to Remain**										
		Single Family Residential	210	135	DU	14	55	69	54	30	84	898
		-Internal Capture				-4	-8	-12	-18	-17	-35	-337
		Subtotal for TAZ 5 Existing Residential to Remain				**10**	**47**	**57**	**36**	**13**	**49**	**561**
		TAZ 5 Future Uses										
		Single Family Residential	210	118	DU	22	66	89	76	44	119	1,129
		-Internal Capture				-6	-10	-16	-23	-21	-44	-423
		Subtotal for TAZ 5 Future Residential				**16**	**56**	**73**	**53**	**23**	**75**	**706**
		Subtotal for TAZ 5 Residential				**26**	**103**	**130**	**89**	**36**	**124**	**1,267**
		Office	710	19.204	TSF	20	3	23	4	19	23	153
		-Internal Capture				-1	-1	-2	-1	-5	-6	-37
		Subtotal for TAZ 5 Office				**19**	**2**	**21**	**3**	**14**	**17**	**116**
		Retail	820	76.818	TSF	20	13	33	86	90	176	1,766
		-Internal Capture				-2	-2	-4	-13	-7	-20	-156
		Subtotal for TAZ 5 Retail				**18**	**11**	**29**	**73**	**83**	**156**	**1,610**
	6	**TAZ 6 Existing Uses to Remain**										
		Single Family Residential	210	19	DU	2	8	10	8	4	12	126
		-Internal Capture				-1	-1	-2	-3	-2	-5	-47
		Subtotal for TAZ 6 Existing Residential to Remain				**1**	**7**	**8**	**5**	**2**	**7**	**79**
		TAZ 6 Future Uses										
		Single Family Residential	210	70	DU	13	39	53	45	26	71	670
		-Internal Capture				-3	-6	-9	-14	-12	-26	-251
		Subtotal for TAZ 6 Future Residential				**10**	**33**	**44**	**31**	**14**	**45**	**419**
		Subtotal for TAZ 6 Residential				**11**	**40**	**52**	**36**	**16**	**52**	**498**
		Office	710	11.403	TSF	12	2	14	2	11	14	91
		-Internal Capture				0	0	0	-1	-3	-4	-23
		Subtotal for TAZ 6 Office				**12**	**2**	**14**	**1**	**8**	**10**	**68**
		Retail	820	45.613	TSF	12	8	20	51	53	104	1,049
		-Internal Capture				-1	-1	-2	-8	-4	-12	-93
		Subtotal for TAZ 6 Retail				**11**	**7**	**18**	**43**	**49**	**92**	**956**
	Existing Uses to Remain Trip Generation Subtotal	Single Family Residential	210	19	DU	11	54	65	41	15	56	640
	Future Trip Generation Subtotal	Single Family Residential	210	188	DU	26	89	117	84	37	120	1,125
		Office	710	30.607	TSF	31	4	35	4	22	27	184
		Retail	820	122.431	TSF	29	18	47	116	132	248	2,566
	Downtown Residential Subtotal					**97**	**165**	**264**	**245**	**206**	**451**	**4,515**

TABLE 2-7

Proposed Specific Plan Trip Generation Summary

AREA	TAZ	Land Use	ITE Land Use Code	Quantity	Units[1]	AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL	DAILY
Downtown Core	7	**TAZ 7 Existing Uses to Remain**										
		Church	560	27.275	TSF	10	6	15	7	8	15	248
		Church	560	49.882	TSF	17	10	28	13	14	27	454
		Subtotal for TAZ 7 Church				**27**	**16**	**43**	**20**	**22**	**42**	**702**
		TAZ 7 Future Uses										
		Apartment	220	47	DU	5	19	24	19	10	29	313
		-Internal Capture				-2	-3	-5	-6	-6	-12	-117
		Subtotal for TAZ 7 Residential				**3**	**16**	**19**	**13**	**4**	**17**	**196**
		Office	710	22.862	TSF	24	3	27	5	23	27	183
		-Internal Capture				-1	-1	-2	-2	-5	-7	-44
		Subtotal for TAZ 7 Office				**23**	**2**	**25**	**3**	**18**	**20**	**139**
		Retail	820	91.450	TSF	24	16	39	102	107	209	2,102
		-Internal Capture				-3	-2	-5	-15	-9	-24	-186
		Subtotal for TAZ 7 Retail				**21**	**14**	**34**	**87**	**98**	**185**	**1,916**
	8	**TAZ 8 Existing Uses to Remain**										
		Church	560	25.462	TSF	9	5	14	7	7	14	232
		TAZ 8 Future Uses										
		Apartment	220	38	DU	4	16	19	15	8	24	253
		-Internal Capture				-1	-2	-3	-5	-5	-10	-95
		Subtotal for TAZ 8 Residential				**3**	**14**	**16**	**10**	**3**	**14**	**158**
		Office	710	18.848	TSF	20	3	23	4	19	23	151
		-Internal Capture				-1	-1	-2	-1	-5	-6	-37
		Subtotal for TAZ 8 Office				**19**	**2**	**21**	**3**	**14**	**17**	**114**
		Retail	820	75.391	TSF	20	13	32	84	88	173	1,733
		-Internal Capture				-2	-2	-4	-12	-7	-19	-154
		Subtotal for TAZ 9 Retail				**18**	**11**	**28**	**72**	**81**	**154**	**1,579**
	9	**TAZ 9 Existing Uses to Remain**										
		Church	560	73.209	TSF	26	15	41	19	21	40	667
		Apartment	220	39	DU	4	16	20	16	9	24	259
		-Internal Capture				-1	-2	-3	-5	-5	-10	-97
		Subtotal for TAZ 9 Existing Residential to Remain				**3**	**14**	**17**	**11**	**4**	**14**	**162**
		TAZ 9 Future Uses										
		Apartment	220	68	DU	7	28	35	27	15	42	452
		-Internal Capture				-2	-4	-6	-9	-8	-17	-169
		Subtotal for TAZ 9 Future Residential				**5**	**24**	**29**	**18**	**7**	**25**	**283**
		Subtotal for TAZ 9 Residential				**8**	**38**	**46**	**29**	**11**	**39**	**445**
		Office	710	33.227	TSF	35	5	40	7	33	40	265
		-Internal Capture				-1	-1	-2	-2	-8	-10	-65
		Subtotal for TAZ 9 Office				**34**	**4**	**38**	**5**	**25**	**30**	**200**
		Retail	820	132.909	TSF	35	23	57	149	156	304	3,056
		-Internal Capture				-4	-3	-7	-22	-13	-35	-271
		Subtotal for TAZ 9 Retail				**31**	**20**	**50**	**127**	**143**	**269**	**2,785**
	10	**TAZ 10 Existing Uses to Remain**										
		Church	560	132.84	TSF	46	28	74	35	39	73	1,210
		TAZ 10 Future Uses										
		Apartment	220	15	DU	2	6	8	6	3	9	100
		-Internal Capture				0	-1	-1	-2	-2	-4	-37
		Subtotal for TAZ 10 Residential				**2**	**5**	**7**	**4**	**1**	**5**	**63**
		Office	710	7.277	TSF	8	1	9	1	7	9	58
		-Internal Capture				0	0	0	-1	-2	-3	-15
		Subtotal for TAZ 10 Office				**8**	**1**	**9**	**0**	**5**	**6**	**43**
		Retail	820	29.107	TSF	8	5	13	33	34	67	669
		-Internal Capture				-1	-1	-2	-5	-3	-8	-59
		Subtotal for TAZ 10 Retail				**7**	**4**	**11**	**28**	**31**	**59**	**610**
	Existing Uses to Remain Trip Generation Subtotal	Church	560	308.668	TSF	108	64	172	81	89	169	2,811
		Apartment	220	39	DU	3	14	17	11	4	14	162
	Future Trip Generation Subtotal	Apartment	220	168	DU	13	59	71	45	15	61	700
		Office	710	82.214	TSF	84	9	93	11	62	73	496
		Retail	820	328.857	TSF	77	49	123	314	353	667	6,890
	Downtown Core Subtotal					285	195	476	462	523	984	11,059

TABLE 2-7

Proposed Specific Plan Trip Generation Summary

AREA	TAZ	Land Use	ITE Land Use Code	Quantity	Units[1]	AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL	DAILY
Civic Center	TAZ 11	Office[1]	730	112.319	TSF	555	106	660	43	93	136	7,742
		-Internal Capture				-4	-4	-8	-8	-27	-35	-221
	Subtotal for TAZ 11 Office					**551**	**102**	**652**	**35**	**66**	**101**	**7,521**
Firestone Blvd. Gateway	12	**TAZ 12 Existing Uses to Remain**										
		Post Office[1]	732	24.605	TSF	105	97	202	140	134	274	2,662
		-Internal Capture				-4	-2	-6	-19	-11	-30	-236
		Subtotal for TAZ 12 Retail				**101**	**95**	**196**	**121**	**123**	**244**	**2,426**
		TAZ 12 Future Uses										
		Apartment	220	109	DU	11	45	56	44	24	68	725
		-Internal Capture				-4	-7	-11	-15	-13	-28	-272
		Subtotal for TAZ 12 Residential				**7**	**38**	**45**	**29**	**11**	**40**	**453**
		Office	710	106.626	TSF	113	15	128	21	107	128	852
		-Internal Capture				-4	-3	-7	-7	-25	-32	-208
		Subtotal for TAZ 12 Office				**109**	**12**	**121**	**14**	**82**	**96**	**644**
		Retail	820	426.505	TSF	111	73	183	478	499	977	9,805
		-Internal Capture				-14	-9	-23	-70	-41	-111	-869
		Subtotal for TAZ 12 Retail				**97**	**64**	**160**	**408**	**458**	**866**	**8,936**
		Subtotal for TAZ 12 Retail (Post Office + Future)				**198**	**159**	**356**	**529**	**581**	**1,110**	**11,362**
	13	**TAZ 13 Future Uses**										
		Apartment	220	119	DU	12	49	61	48	26	74	791
		-Internal Capture				-4	-7	-11	-16	-15	-31	-297
		Subtotal for TAZ 13 Residential				**8**	**42**	**50**	**32**	**11**	**43**	**494**
		Office	710	116.903	TSF	124	16	140	23	117	140	934
		-Internal Capture				-4	-4	-8	-8	-27	-35	-227
		Subtotal for TAZ 13 Office				**120**	**12**	**132**	**15**	**90**	**105**	**707**
		Retail	820	467.613	TSF	122	79	201	524	547	1,071	10,750
		-Internal Capture				-15	-9	-24	-77	-45	-122	-952
		Subtotal for TAZ 13 Retail				**107**	**70**	**177**	**447**	**502**	**949**	**9,798**
	14	**TAZ 14 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 14 Future Uses										
		Apartment	220	51	DU	5	21	26	20	11	32	339
		-Internal Capture				-2	-3	-5	-7	-6	-13	-127
		Subtotal for TAZ 14 Residential				**3**	**18**	**21**	**13**	**5**	**19**	**212**
		Office	710	50.185	TSF	53	7	60	10	50	60	401
		-Internal Capture				-2	-2	-4	-3	-12	-15	-97
		Subtotal for TAZ 14 Office				**51**	**5**	**56**	**7**	**38**	**45**	**304**
		Retail	820	200.739	TSF	52	34	86	225	235	460	4,615
		-Internal Capture				-6	-4	-10	-33	-20	-53	-409
		Subtotal for TAZ 14 Retail				**46**	**30**	**76**	**192**	**215**	**407**	**4,206**
	15	**TAZ 15 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 15 Future Uses										
		Apartment	220	53	DU	5	22	27	21	12	33	352
		-Internal Capture				-2	-3	-5	-7	-7	-14	-132
		Subtotal for TAZ 15 Residential				**3**	**19**	**22**	**14**	**5**	**19**	**220**
		Office	710	51.796	TSF	55	7	62	10	52	62	414
		-Internal Capture				-2	-2	-4	-4	-12	-16	-101
		Subtotal for TAZ 15 Office				**53**	**5**	**58**	**6**	**40**	**46**	**313**
		Retail	820	207.184	TSF	54	35	89	232	242	474	4,763
		-Internal Capture				-7	-4	-11	-34	-20	-54	-422
		Subtotal for TAZ 15 Retail				**47**	**31**	**78**	**198**	**222**	**420**	**4,341**

TABLE 2-7

Proposed Specific Plan Trip Generation Summary

AREA	TAZ	Land Use	ITE Land Use Code	Quantity	Units[1]	AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL	DAILY
Firestone Blvd. Gateway (cont.)	16	**TAZ 16 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 16 Future Uses										
		Apartment	220	37	DU	4	15	19	15	8	23	246
		-Internal Capture				-1	-2	-3	-5	-5	-10	-92
		Subtotal for TAZ 16 Residential				**3**	**13**	**16**	**10**	**3**	**13**	**154**
		Office	710	36.165	TSF	38	5	43	7	36	43	289
		-Internal Capture				-1	-1	-2	-3	-8	-11	-70
		Subtotal for TAZ 16 Office				**37**	**4**	**41**	**4**	**28**	**32**	**219**
		Retail	820	144.660	TSF	38	25	62	162	169	331	3,326
		-Internal Capture				-5	-3	-8	-24	-14	-38	-295
		Subtotal for TAZ 16 Retail				**33**	**22**	**54**	**138**	**155**	**293**	**3,031**
	17	**TAZ 17 Existing Uses to Remain**										
		--	--	--	--	--	--	--	--	--	--	--
		TAZ 17 Future Uses										
		Apartment	220	53	DU	5	22	27	21	12	33	352
		-Internal Capture				-2	-3	-5	-7	-7	-14	-132
		Subtotal for TAZ 17 Residential				**3**	**19**	**22**	**14**	**5**	**19**	**220**
		Office	710	52.081	TSF	55	7	62	10	52	62	416
		-Internal Capture				-2	-2	-4	-4	-12	-16	-101
		Subtotal for TAZ 17 Office				**53**	**5**	**58**	**6**	**40**	**46**	**315**
		Retail	820	208.324	TSF	54	35	90	233	244	477	4,789
		-Internal Capture				-7	-4	-11	-34	-20	-54	-424
		Subtotal for TAZ 17 Retail				**47**	**31**	**79**	**199**	**224**	**423**	**4,365**
	Existing Uses to Remain Trip Generation Subtotal	Post Office1	732	24.605	TSF	101	95	196	121	123	244	2,426
	Future Trip Generation Subtotal	Apartment	220	422	DU	27	149	176	112	40	153	1,753
		Office	710	413.756	TSF	423	43	466	52	318	370	2,502
		Retail	820	1,655.025	TSF	377	248	624	1,582	1,776	3,358	34,677
	Firestone Blvd. Gateway Subtotal					928	535	1,462	1,867	2,257	4,125	41,358
TAZs 1 through 17	**Existing** Uses to Remain Trip Generation Subtotal	**Overall Existing Uses to Remain**										
		Residential	210/220	62	DU	14	70	84	53	20	71	819
		Church	560	308.668	TSF	108	64	172	81	89	169	2,811
		Post Office	732	24.605	TSF	101	95	196	121	123	244	2,426
		City Hall	730	112.319	TSF	551	102	652	35	66	101	7,521
		Existing Uses to Remain Subtotal				774	331	1,104	290	298	585	13,577
	Future Uses Trip Generation Subtotal	**Overall Future Uses**										
		Residential	210/220	933	DU	77	352	429	283	107	392	4,223
		Office	710	930.197	TSF	951	101	1,052	120	710	832	5,620
		Retail	820	2,207.218	TSF	507	330	832	2,109	2,367	4,478	46,247
		Future Uses to Remain Subtotal				1,535	783	2,313	2,512	3,184	5,702	56,090
	TAZs 1 through 17Subtotal					**2,309**	**1,114**	**3,417**	**2,802**	**3,482**	**6,287**	**69,667**

[1] Units: TSF = Thousand Square Feet, DU = Dwelling Units

TABLE 2-8

DOWNTOWN DOWNEY TRAFFIC GROWTH
FROM EXISTING TO PROPOSED SPECIFIC PLAN CONDITIONS

SCENARIO	AM			PM			DAILY
	IN	OUT	TOTAL	IN	OUT	TOTAL	
Existing	1,620	589	2,209	1,644	2,088	3,732	45,164
Proposed Specific Plan	2,309	1,114	3,417	2,802	3,482	6,287	69,667
Growth	689	525	1,208	1,158	1,394	2,555	24,503
% Growth	43%	89%	55%	70%	67%	68%	54%

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89% growth is largely attributable to the increased quantities of residential uses for the proposed Downtown Downey SP project. In general, the anticipated growth in traffic is only one third the allowed growth under the Currently Adopted General Plan. The result of adopting the proposed SP is to greatly reduce the potential increase in trips associated with the project area.

2.5 Downtown Downey / Proposed Specific Plan Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the Downtown Downey SP area. Trip distribution is heavily influenced by the geographical location of the site, the location of employment, commercial, residential and recreational opportunities and the proximity to the regional freeway system.

The directional orientation of traffic was determined by evaluating existing and proposed land uses and highways in the surrounding areas in conjunction with existing traffic volumes. The trip distribution exhibits for each TAZ and scenario are included in this traffic study as Appendix "C". Retail trips are the most evenly distributed, as the proposed retail uses are expected to draw customers (not internally captured) from the surrounding areas of residential, office, and even other retail uses. Approximately 5-10% of the project area retail traffic is expected to utilize each of the arterial and local streets providing access to the downtown area.

Residential and office use external traffic is expected to travel longer distances on average, and a correspondingly higher percentage of traffic (10-15%) is anticipated to utilize the major roadways (Firestone Boulevard and Paramount Boulevard). Less traffic from the residential and office land uses within the downtown area is expected to utilize the local and collector streets that also provide access to the downtown area. Overall, trips associated with the project area are expected to exhibit the following overall trip distribution characteristics:

- North – 30%
- South – 40%

- East – 15%
- West – 15%

2.6 Project Only Volumes

2.6.1 Currently Adopted General Plan Project Only Volumes

Urban Crossroads, Inc has calculated the anticipated growth (incremental change) of traffic volumes for the Downtown Downey area with the implementation of the Currently Adopted General Plan. The growth of traffic volumes for the Downtown Downey area was calculated by subtracting the traffic volumes associated with the Existing built/occupied land uses from the traffic volumes associated with the future Currently Adopted General Plan land uses.

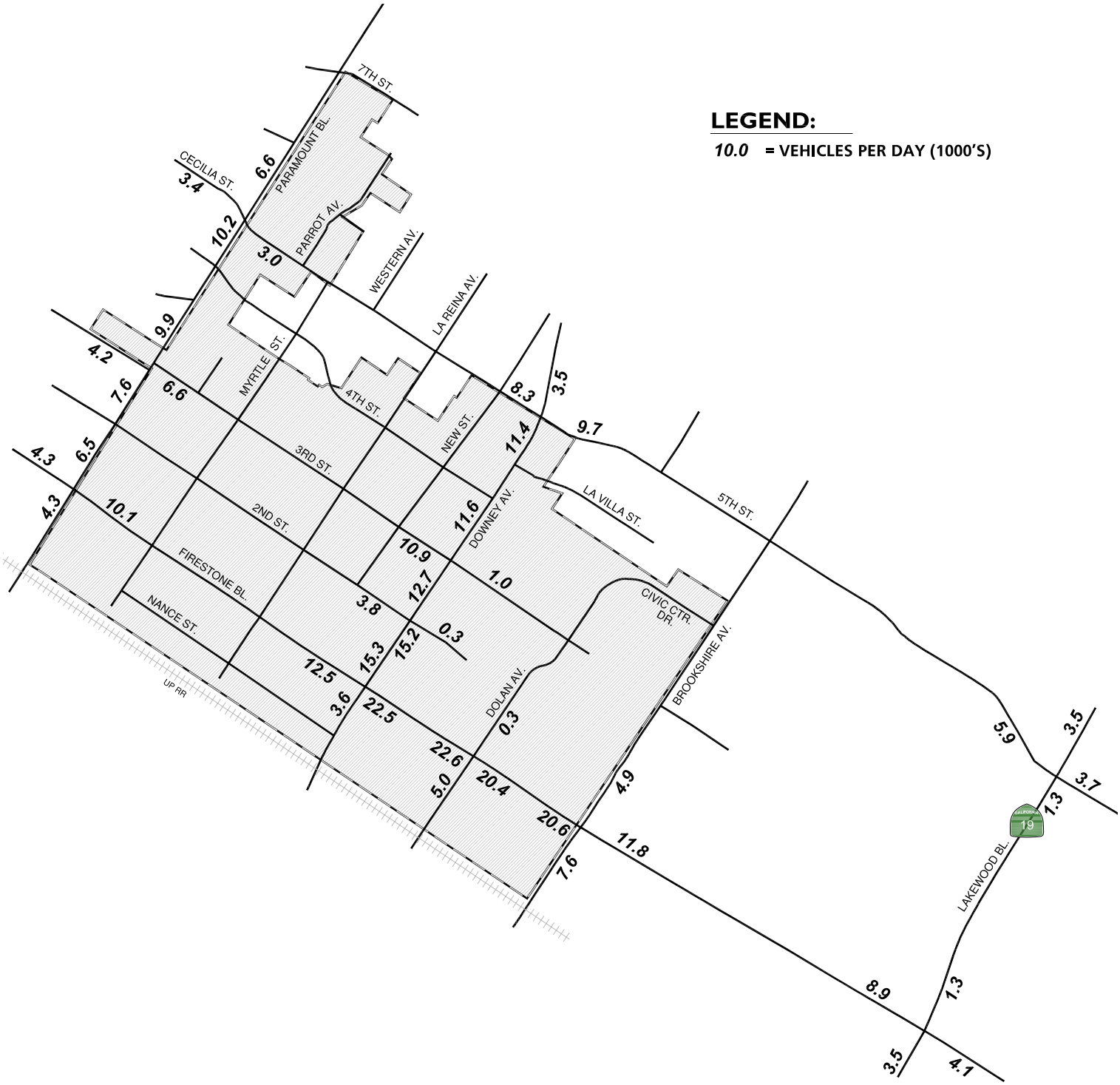
The anticipated increases in average daily traffic (ADT) volumes if the land uses allowed by the Currently Adopted General Plan were to occur are shown on Exhibit 2-B. Exhibit 2-C and Exhibit 2-D present the Currently Adopted General Plan Project Only AM and PM peak hour volumes, respectively. As shown on these exhibits, the largest amount of traffic volume growth attributable to the project area under Currently Adopted General Plan conditions is observed along Firestone Boulevard immediately west of Dolan Avenue. The increase in daily traffic at this location is 22,600 vehicles per day (VPD). Other notable increases of traffic volumes include an increase of 15,300 VPD on Downey Avenue immediately north of Firestone Boulevard and an increase of 10,200 VPD along Paramount Boulevard south of 5th Street.

2.6.2 Proposed Specific Plan Project Only Volumes

Urban Crossroads, Inc has also calculated the anticipated growth (incremental change) of traffic volumes for the Downtown Downey area with the implementation of the proposed Downtown Downey SP. The same methodology described previously (of subtracting the traffic volumes associated with the Existing built/occupied land uses from the traffic volumes associated with the

EXHIBIT 2-B

CURRENTLY ADOPTED GENERAL PLAN PROJECT ONLY AVERAGE DAILY TRAFFIC (ADT)



NOTE: ADT VOLUMES DO NOT INCLUDE DAILY TRAFFIC VOLUMES ASSOCIATED WITH THE DOWNEY DEPOT AND EXISTING CHURCHES

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EXHIBIT 2-C

CURRENTLY ADOPTED GENERAL PLAN PROJECT ONLY AM PEAK HOUR INTERSECTION VOLUMES

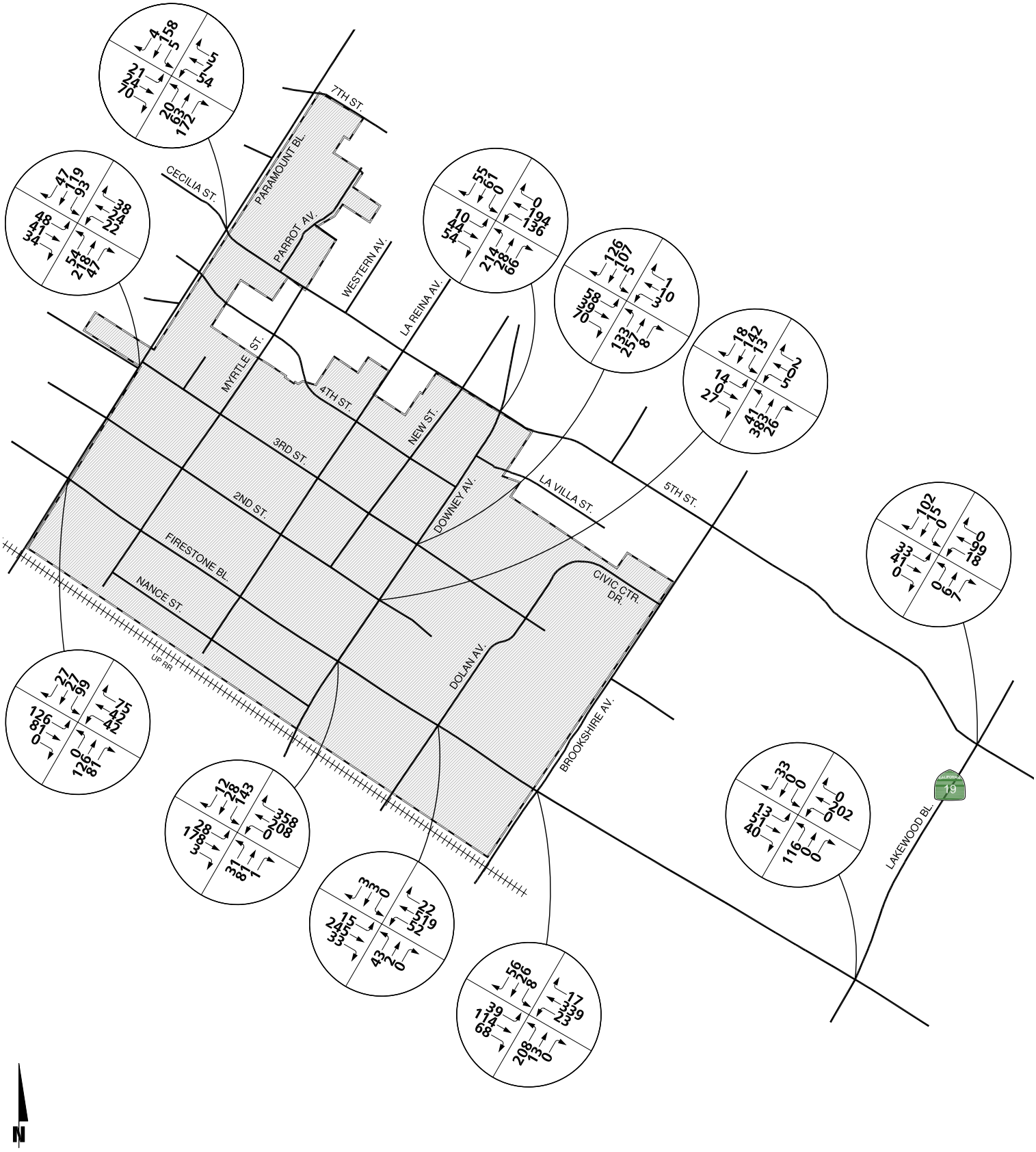
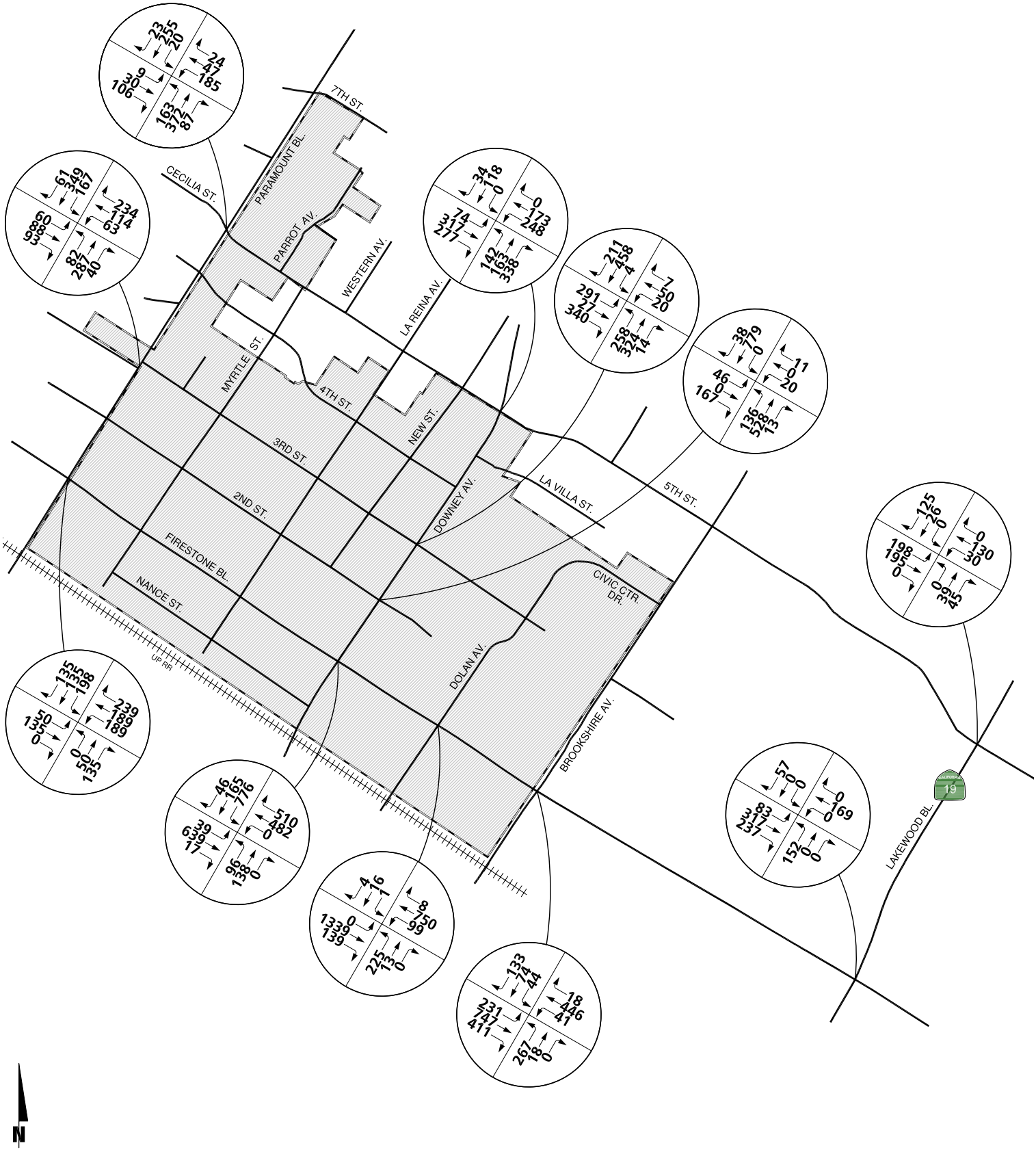


EXHIBIT 2-D

CURRENTLY ADOPTED GENERAL PLAN PROJECT ONLY PM PEAK HOUR INTERSECTION VOLUMES



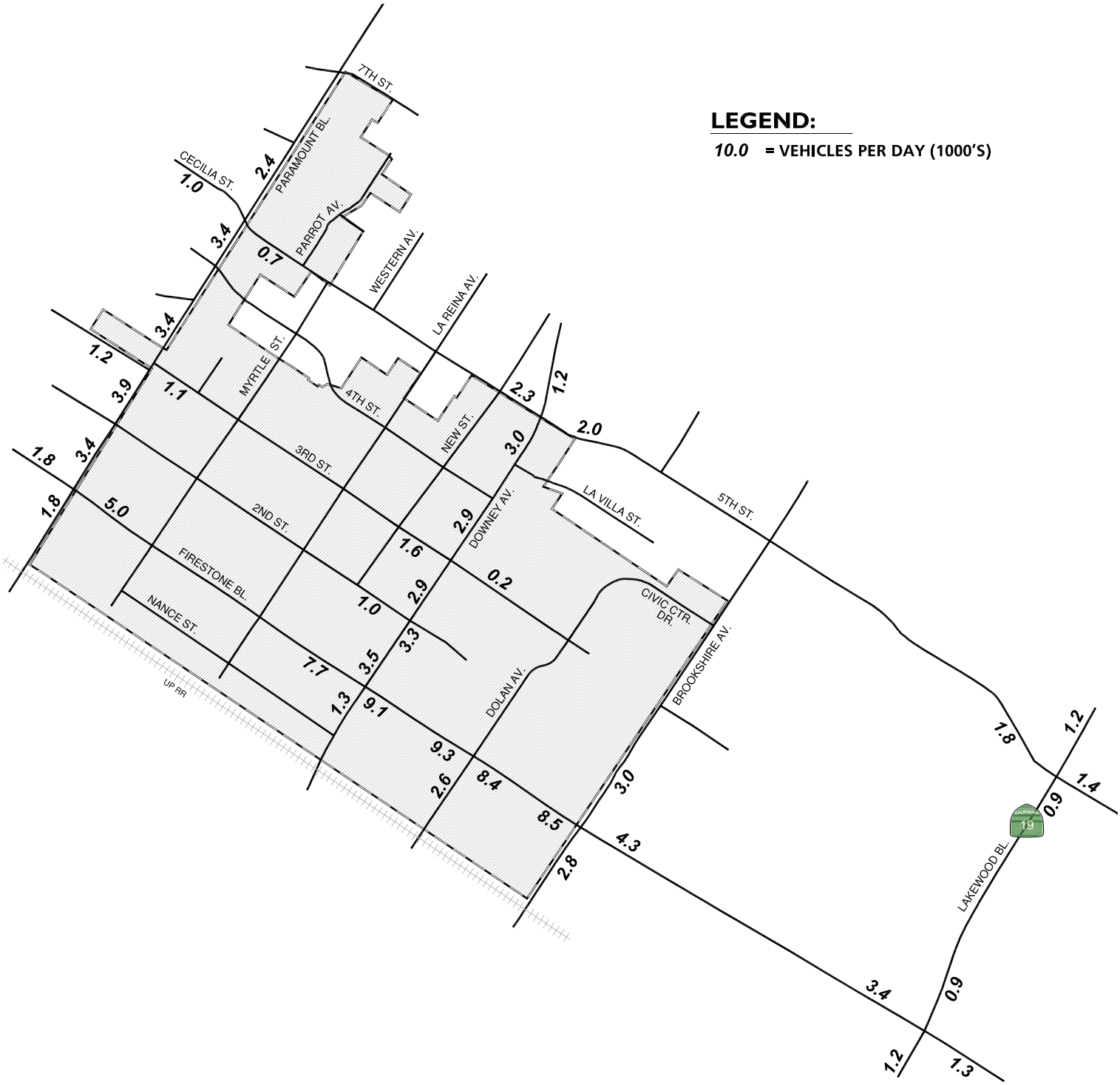
proposed Downtown Downey SP land uses) was applied to determine the project area only volumes for the Proposed Downtown Downey SP.

The incremental growth in daily traffic volumes associated with the proposed Downtown Downey SP project are shown on Exhibit 2-E. Similarly, Exhibit 2-F and Exhibit 2-G present the proposed Downtown Downey SP (growth) only AM and PM peak hour volumes, respectively. As shown on these exhibits, the largest amount of project related traffic volume growth is observed along Firestone Boulevard immediately west of Dolan Avenue, with an increase of approximately 9,300 vehicles per day (VPD). Other notable increases of traffic volumes include an increase of 3,500 VPD along Downey Avenue (immediately north of Firestone Boulevard) and an increase of 3,900 VPD along Paramount Boulevard (immediately south of 3rd Street). The Proposed Specific Plan is projected to generate substantially less traffic in comparison to the Currently Adopted General Plan.

The highest traffic volume increases occur within the project area. Outside of the project area, the amount of project related daily traffic generally ranges between 1,000 and 2,000 VPD.

EXHIBIT 2-E

DOWNTOWN DOWNEY SPECIFIC PLAN PROJECT ONLY AVERAGE DAILY TRAFFIC (ADT)



NOTE: ADT VOLUMES DO NOT INCLUDE DAILY TRAFFIC VOLUMES ASSOCIATED WITH THE DOWNEY DEPOT AND EXISTING CHURCHES

N

EXHIBIT 2-F

DOWNTOWN DOWNEY SPECIFIC PLAN
PROJECT ONLY AM PEAK HOUR INTERSECTION VOLUMES

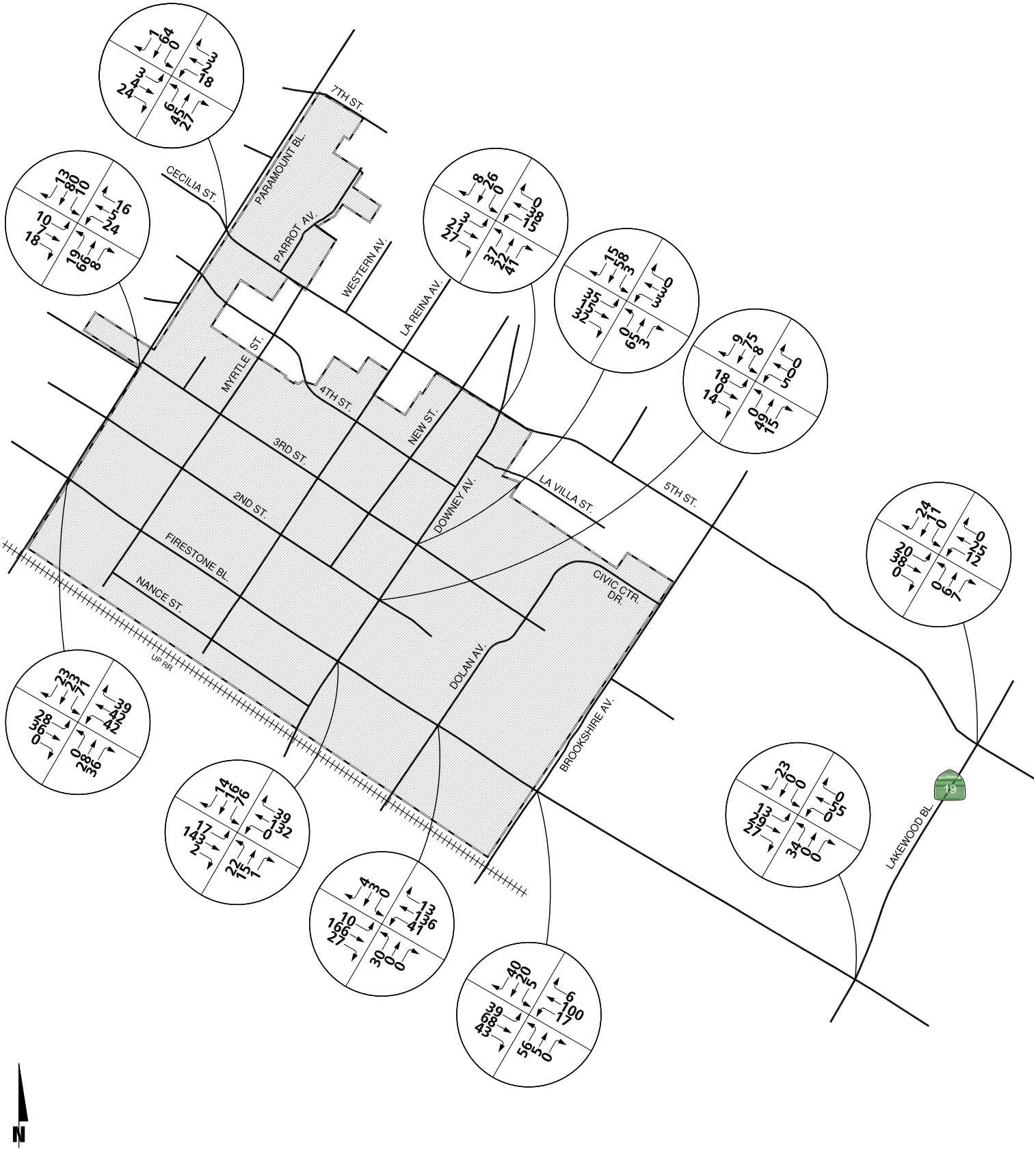
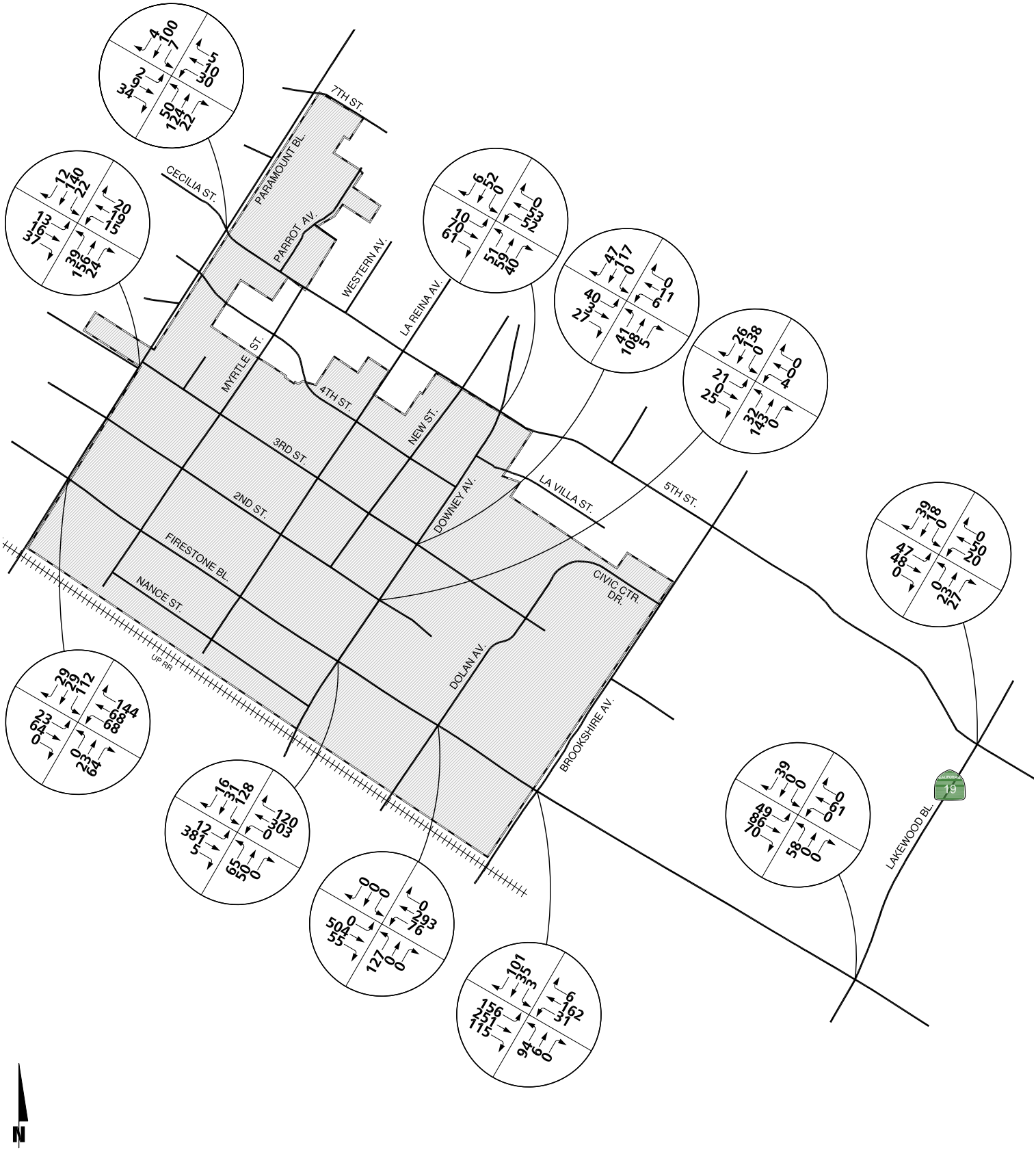


EXHIBIT 2-G

DOWNTOWN DOWNEY SPECIFIC PLAN
PROJECT ONLY PM PEAK HOUR INTERSECTION VOLUMES



3.0 EXISTING CONDITIONS

This section of the report summarizes existing roadway and traffic conditions in the study area. The existing number of lanes and traffic control devices for existing intersections are presented, along with existing traffic count data collected for this study. This data was used to analyze existing traffic operations in the study area. Existing plans for roadway improvements, transit routes, and bikeway routes are also described in this section.

3.1 Existing Roadway System and Daily Traffic Volumes

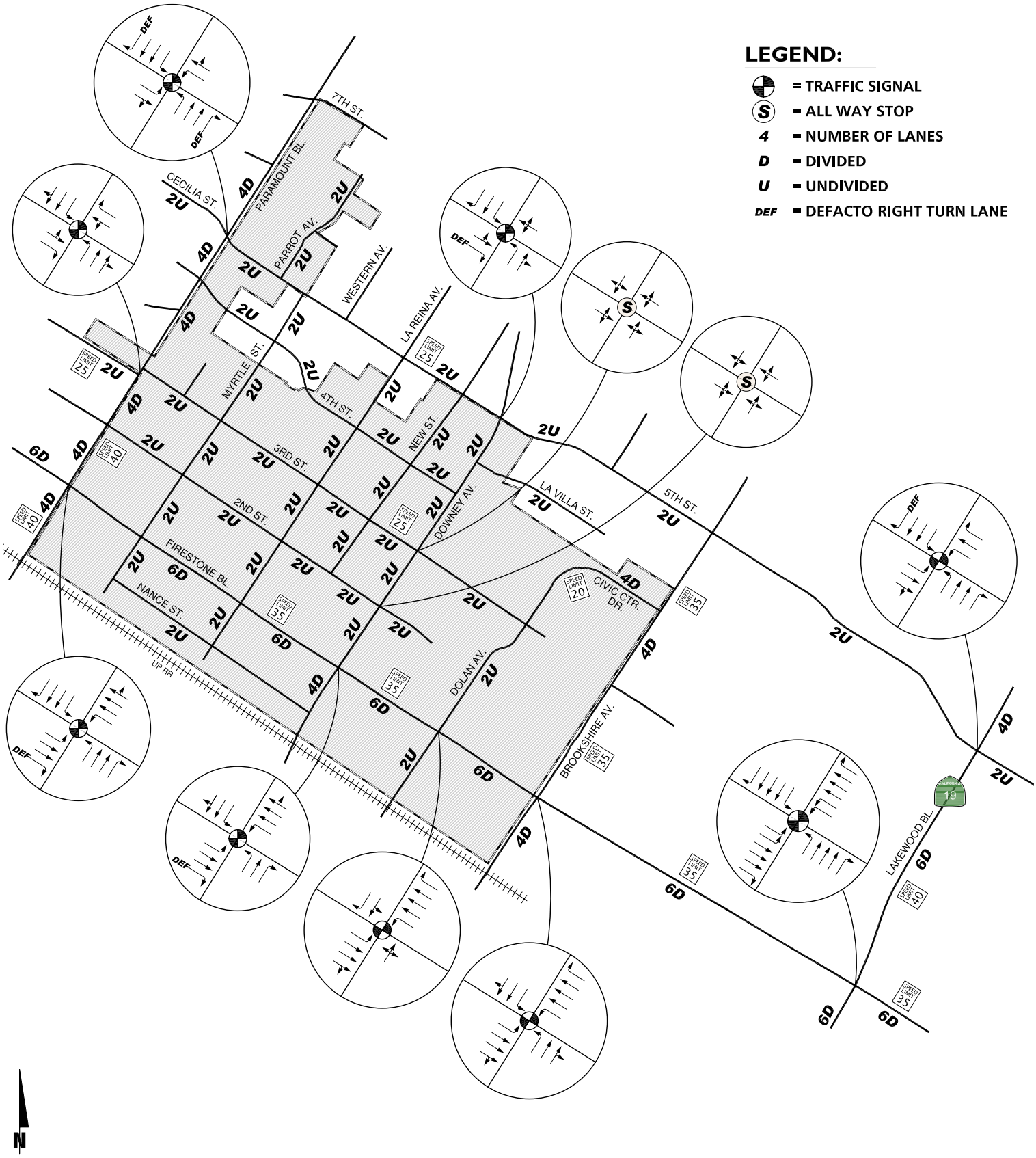
Exhibit 3-A identifies the existing number of through lanes and intersection controls for the study area roadways. The arterial roadways that provide direct access to Downtown Downey include Firestone Boulevard, Paramount Boulevard, Downey Avenue, and Brookshire Avenue. The majority of the study area intersections are currently signalized. Only two (2) of the study area intersections are unsignalized, and both of these locations are controlled by All-Way STOPs. The two (2) unsignalized (All-Way STOP) intersections are: 1.) Downey Avenue at 3rd Street and 2.) Downey Avenue at 2nd Street.

The posted speed limits on the arterial roadways are also shown on Exhibit 3-A. The speed limit on Paramount Boulevard is 40 miles per hour (MPH). The speed limit on Firestone Boulevard is 35 MPH, while the speed limit on Brookshire Avenue is 35 MPH through the project area. The speed limit on Downey Avenue is 25 MPH through the heart of the Downtown Downey area. The "prima facie" speed limit on the remaining local streets through the residential and business areas of the downtown is 25 MPH.

Peak hour and daily traffic count data have been compiled, collected, or estimated for this study. One key source is counts obtained from the report Traffic Study for the Tierra Luna Specific Plan Project (Raju Associates, August 2008). Where counts were not available from this traffic study, new traffic count data was collected by Urban Crossroads, Inc. in January 2010. Appendix "D" contains the existing traffic count data extracted from the

EXHIBIT 3-A

EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



Tierra Luna study or collected specifically for this study. The two (2) sets of data have been reviewed to ensure reasonable flow conservation.

Exhibit 3-B depicts the current average daily traffic (ADT) volumes in the study area. The existing traffic volumes shown on Exhibit 3-B have been compiled from multiple sources. The ADT volumes have been estimated based on existing peak hour data using the following formula:

(AM Peak Hour (Approach + Exit Volume) + PM Peak Hour (Approach + Exit Volume)) / (7 % + 8%) = Daily Leg Volume.

In the above formula, the constants of 7% and 8% are typical AM and PM peak hour to ADT ratios that result in a peak hour to ADT factor of 6.67 (see Appendix "D" for detailed ADT calculations).

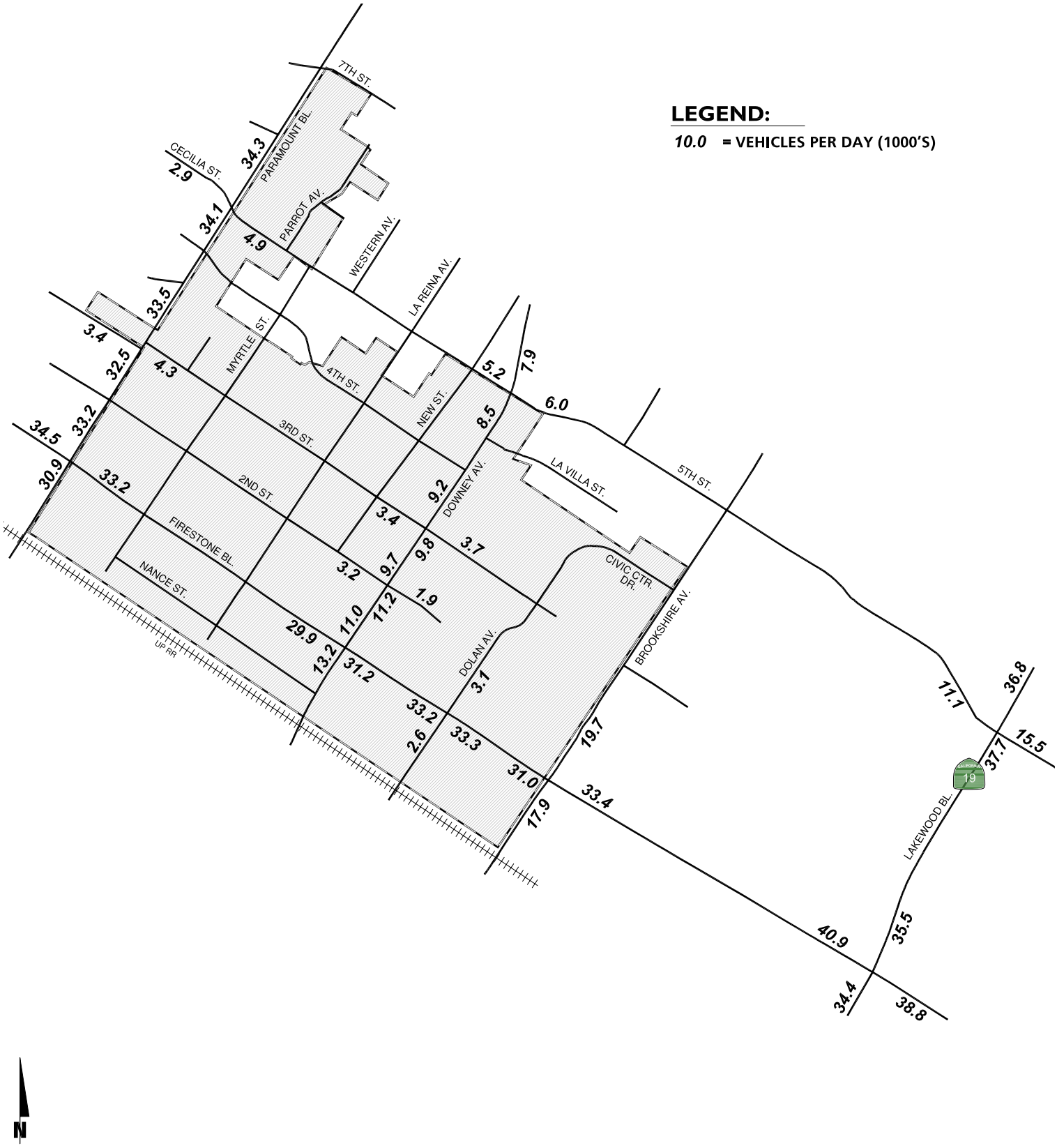
The highest daily traffic volumes in the study area occur on Firestone Boulevard, west of Lakewood Boulevard, which currently carries approximately 40,900 VPD. Lakewood Boulevard, Paramount Boulevard, and Firestone Boulevard are all designated as Major Arterials, and all three of these arterial roadways carry daily traffic volumes that generally range between 30,000 and 40,000 VPD.

Brookshire Avenue and Downey Avenue are designated as Secondary Arterial roadways in the City of Downey General Plan Circulation Element. The daily traffic volumes on Brookshire Avenue range from 17, 900 VPD to 19,700 VPD in the study area. Daily traffic volumes on Downey Avenue range from 7,900 VPD north of 5th Street to 11,000 VPD north of Firestone Boulevard.

The remaining roadways within the study area are either local streets or collector streets (5th Street and Dolan Avenue). Traffic volumes on these smaller roadways generally range between 2,000 VPD and 5,000 VPD. The daily traffic volumes on 5th Street are the notable exception to this statement, with daily traffic volumes that exceed 5,000 VPD and range

EXHIBIT 3-B

EXISTING AVERAGE DAILY TRAFFIC (ADT)



from 5,200 VPD east of New Street to 15,500 VPD east of Lakewood Boulevard. 5th Street in this area is heavily utilized as an alternate route to Firestone Boulevard and also serves as a "back entrance" to the Stonewood Shopping Center.

3.2 Existing Peak Hour Traffic Volumes

The existing AM and PM peak hour intersection volumes are shown on Exhibit 3-C and Exhibit 3-D, respectively. The existing intersection level of service calculations are based upon the AM and PM peak period turning movement counts presented on Exhibits 3-C and 3-D and the existing intersection geometries previously presented on Exhibit 3-A. The AM peak hour traffic volumes were determined by counting the two hour period between 7 - 9 AM in the morning. Similarly, the PM peak hour traffic volumes were identified by counting the two hour period from 4 - 6 PM in the evening. The highest four consecutive 15-minute periods traffic counts have been used for analysis purposes. North-south directional flows are generally balanced during both the AM and PM peak hours of traffic in the study area. East-west traffic flows exhibit a slightly higher westbound flow in the AM peak hour and are relatively balanced during the PM peak hour of traffic flow.

3.3 Existing Traffic Conditions

Existing peak hour traffic operations have been evaluated for the eleven (11) study area intersections. The results of this analysis are summarized in Table 3-1, along with the existing intersection geometrics and traffic control devices at each analysis location. The supporting ICU calculation and HCM worksheets are provided as Appendix "E". For existing conditions, all of the study area intersections currently operate at acceptable levels of service during the peak hours except for the following two (2) locations:

- Paramount Boulevard (NS) at:
  - Firestone Boulevard (EW)

- Lakewood Avenue (NS) at:
  - 5th Street (EW)

EXHIBIT 3-C

EXISTING AM PEAK HOUR INTERSECTION VOLUMES

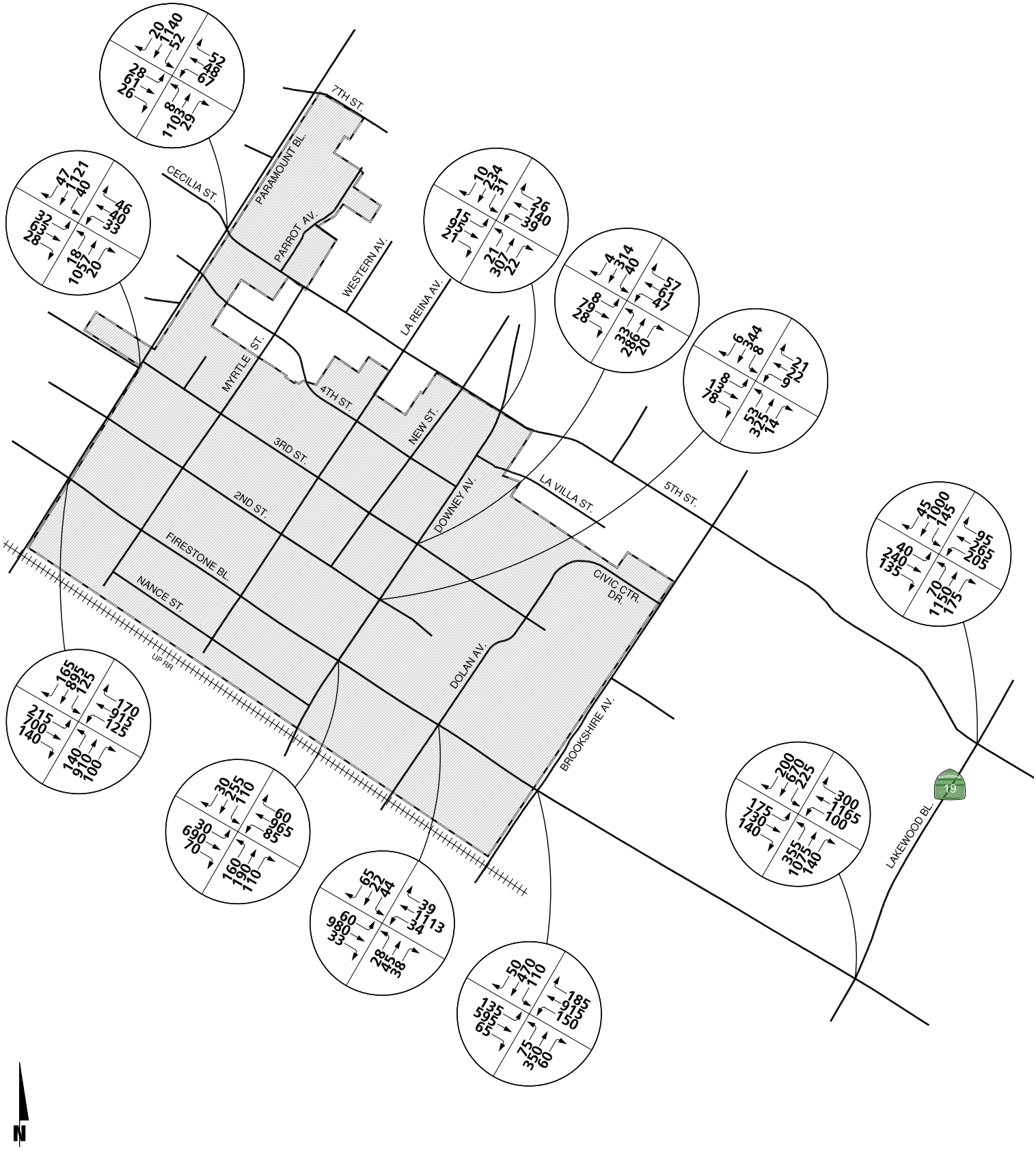


EXHIBIT 3-D

EXISTING PM PEAK HOUR INTERSECTION VOLUMES

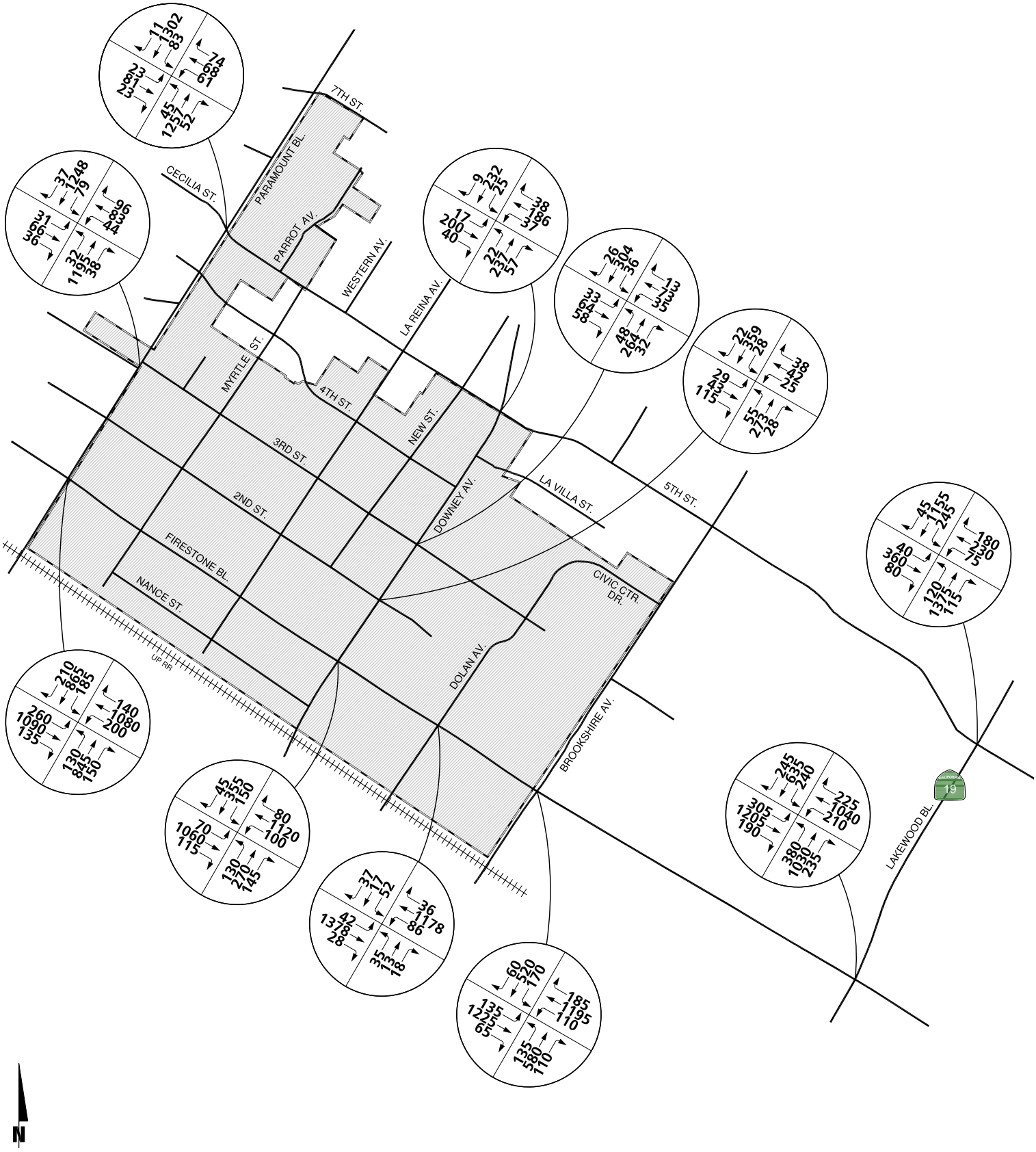


TABLE 3-1

EXISTING CONDITIONS
INTERSECTION ANALYSIS SUMMARY

INTERSECTION	TRAFFIC CONTROL [3]	INTERSECTION APPROACH LANES[1]												ICU (V/C) or Delay[2]		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Paramount Blvd. (NS) at:																	
• 5th Street (EW)	TS	1	2	d	1	2	d	1	1	0	1	1	0	0.524	0.605	A	B
• 3rd Street (EW)	TS	1	2	0	1	2	0	0.5	0.5	1	0.5	0.5	1	0.523	0.576	A	A
• Firestone Blvd. (EW)	TS	1	2	1	1	2	1	1	2	d	1	3	0	0.861	0.979	D	E
Downey Ave. (NS) at:																	
• 5th Street (EW)	TS	1	1	0	1	1	1	0.5	0.5	d	0	1!	0	0.429	0.440	A	A
• 3rd Street (EW)	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	12.4	12.5	B	B
• 2nd Street (EW)	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	11.7	13.7	B	B
• Firestone Blvd. (EW)	TS	1	1	1	1	2	0	1	2	d	1	3	0	0.591	0.790	A	C
Dolan Ave. (NS) at:																	
• Firestone Blvd. (EW)	TS	0	1!	0	0.5	0.5	1	1<	3	0	1<	3	1	0.466	0.520	A	A
Brookshire Ave. (NS) at:																	
• Firestone Blvd. (EW)	TS	1<	2	0	1<	2	0	1	3	0	1	3	1	0.561	0.793	A	C
Lakewood Ave. (NS) at:																	
• 5th Street (EW)	TS	1<	2	1	1<	2	d	1<	2	0	1<	1	1	0.829	0.901	D	E
• Firestone Blvd. (EW)	TS	1	3	1	1	3	1	2	3	1	2	3	1	0.798	0.847	C	D

---

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a defacto right turn lane there must be sufficient width (21' per LA CMP) for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1! Shared left-through-right turn lane; d = defacto right turn lane

[2] ICU (V/C), delay, and level of service calculated using the following analysis software: Traffix 7.9 R4 (2008). The overall average intersection delay and level of service are shown for intersections with all way stop control.

[3] TS = Traffic Signal
AWS = All Way Stop

\\Chewbacca\ucdata\UcJobs_06600-07000\06700\06700\Excel\[06700-03 Report.xlsx]T 3-1

Traffic signal warrant analysis has also been performed for the two (2) unsignalized intersections along Downey Avenue. The traffic signal warrant analysis worksheets are included in Appendix "F" of the report. Based on the traffic signal warrant worksheets, the following unsignalized intersections may warrant a traffic signal:

- Downey Avenue (NS) at:
  - 3rd Street (EW)
  - 2nd Street (EW)

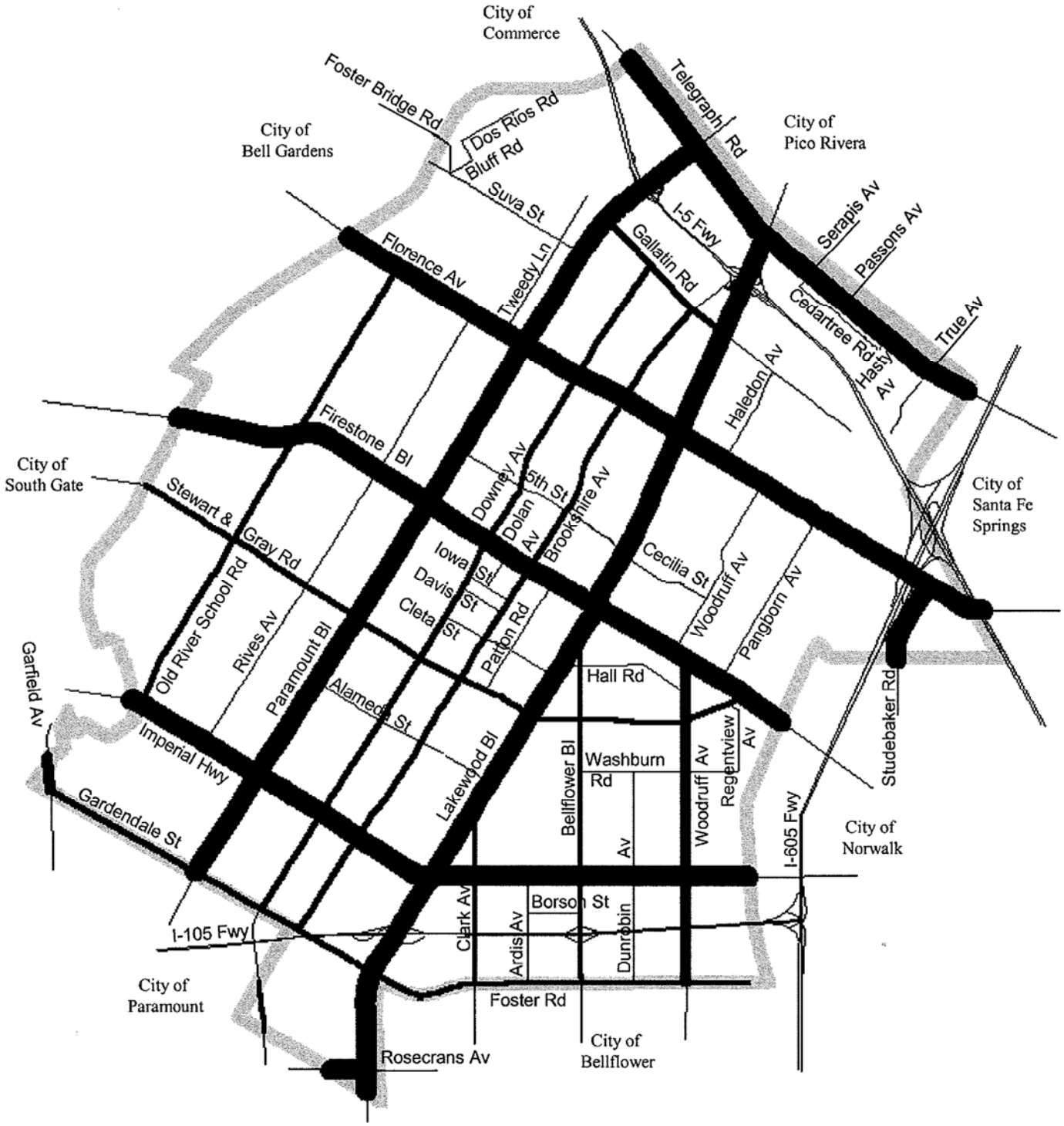
3.4 Planned Transportation Improvements and Relationships to General Plan

The City of Downey General Plan Circulation Element Circulation Plan is depicted on Exhibit 3-E, while the typical roadway cross-sections for roadways shown on the Circulation Plan are presented on Exhibit 3-F. The currently adopted Downtown Plan (City of Downey Planning Division, October, 2000) has also been reviewed and does not contain explicit recommendations regarding roadway widths. Existing (physical roadway) configurations have also been compiled and summarized in Appendix "G".

Firestone Boulevard and Paramount Boulevard are both identified as Major Arterial roadways, with a typical right of way (ROW) width of between 106 feet and 114 feet. The desired typical mid-block curb to curb width for a Major Arterial is 90 feet. Augmented roadway widths are anticipated at key intersections along both Firestone Boulevard and Paramount Boulevard, with an augmented ROW width of up to 146 feet and an augmented curb to curb width of up to 122 feet to accommodate additional turn lanes at the key intersections. The existing cross-sections of these roadways are generally substandard width, even at the mid-block locations. Most of Firestone Boulevard (generally the area west of Dolan Avenue) and all of Paramount Boulevard through the Downtown Downey area consist of a 100 foot wide ROW, with a curb to curb width that varies between 76 feet and 80 feet. Firestone Boulevard east of Dolan Avenue is slightly wider, with a 110 foot wide ROW and a curb to curb width of 88 feet. The previously completed City of Downey General Plan Update Traffic Study (Urban

EXHIBIT 3-E

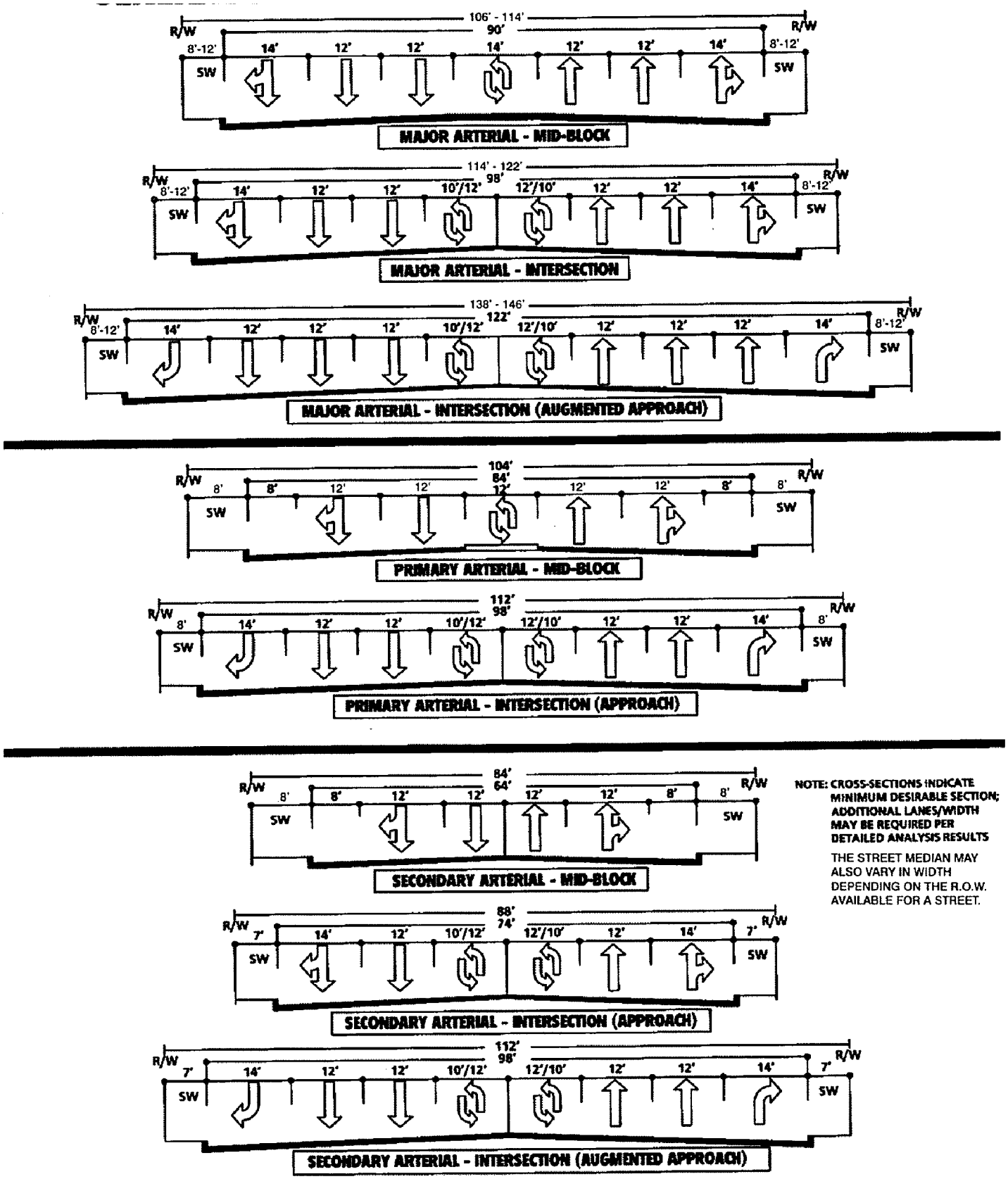
CITY OF DOWNEY CIRCULATION PLAN



SOURCE: CITY OF DOWNEY GENERAL PLAN CIRCULATION ELEMENT (Adopted 01-25-2005)

EXHIBIT 3-F

CITY OF DOWNEY
TYPICAL ROADWAY RIGHT-OF-WAY CROSS-SECTIONS



SOURCE: CITY OF DOWNEY GENERAL PLAN CIRCULATION ELEMENT (Adopted 01-25-2005)

Crossroads, July, 2004) indicates that augmented intersection approach configurations will be necessary at each of the arterial intersections along Paramount Boulevard and Firestone Boulevard. The only instance of an augmented approach width at a key intersection under existing conditions is the westbound approach of Firestone Boulevard at Brookshire Avenue, where an additional right turn lane is provided.

Brookshire Avenue and Downey Avenue are both identified as Secondary Arterial roadways on the City of Downey General Plan Circulation Element Circulation Plan. The recommended mid-block configuration for a Secondary Arterial consists of a 64 foot curb to curb width within an overall right of way width of 80 feet. Brookshire Avenue is currently constructed to this standard. Downey Avenue has a variable ROW width within the Downtown Downey SP area, ranging between 75 feet and 84 feet. The curb to curb cross-section also varies extensively through the Downtown Downey SP area, as Downey Avenue has been extensively reconstructed to provide a more traditional "downtown" ambience, with diagonal parking in some areas and frequent curb "bulb-outs" at intersections and the occasional use of sidewalk / parkway extensions (for instance, in the vicinity of 4th Street).

Dolan Avenue south of Firestone Boulevard and 5th Street through the project area are both designated as Collector roadways by the City of Downey General Plan Circulation Element Circulation Plan. A collector street consists of 44 foot wide curb to curb section (2 lane roadway with parking) within a 60 foot wide ROW width. Dolan Avenue currently conforms to the adopted standard for a Collector roadway. The ROW width along 5th Street varies between 50 feet and 60 feet, while the curb to curb cross-section is generally 40 feet wide.

The City of Downey General Plan Circulation Element Circulation Plan does not specify a typical ROW or curb to curb width for local streets. As shown in Appendix "G", the existing curb to curb widths for local streets in the Downtown Downey SP area range

between approximately 23 feet and 47 feet. Parking is generally limited to one side of the street on the narrowest local streets (for instance, Myrtle Street between 3rd Street and 4th Street).

For informational purposes, the County of Los Angeles roadway classifications and typical roadway cross-sections are illustrated on Exhibit 3-G and 3-H, respectively. As shown on Exhibit 3-G, Firestone Boulevard, Paramount Boulvard, and Lakewood Boulevard are classified as Major Highways. The County of Los Angeles identifies a Major Highway with 100 feet right-of-way (ROW) and a typical curb to curb pavement width of 84 feet (narrower than the City of Downey cross-sections discussed above).

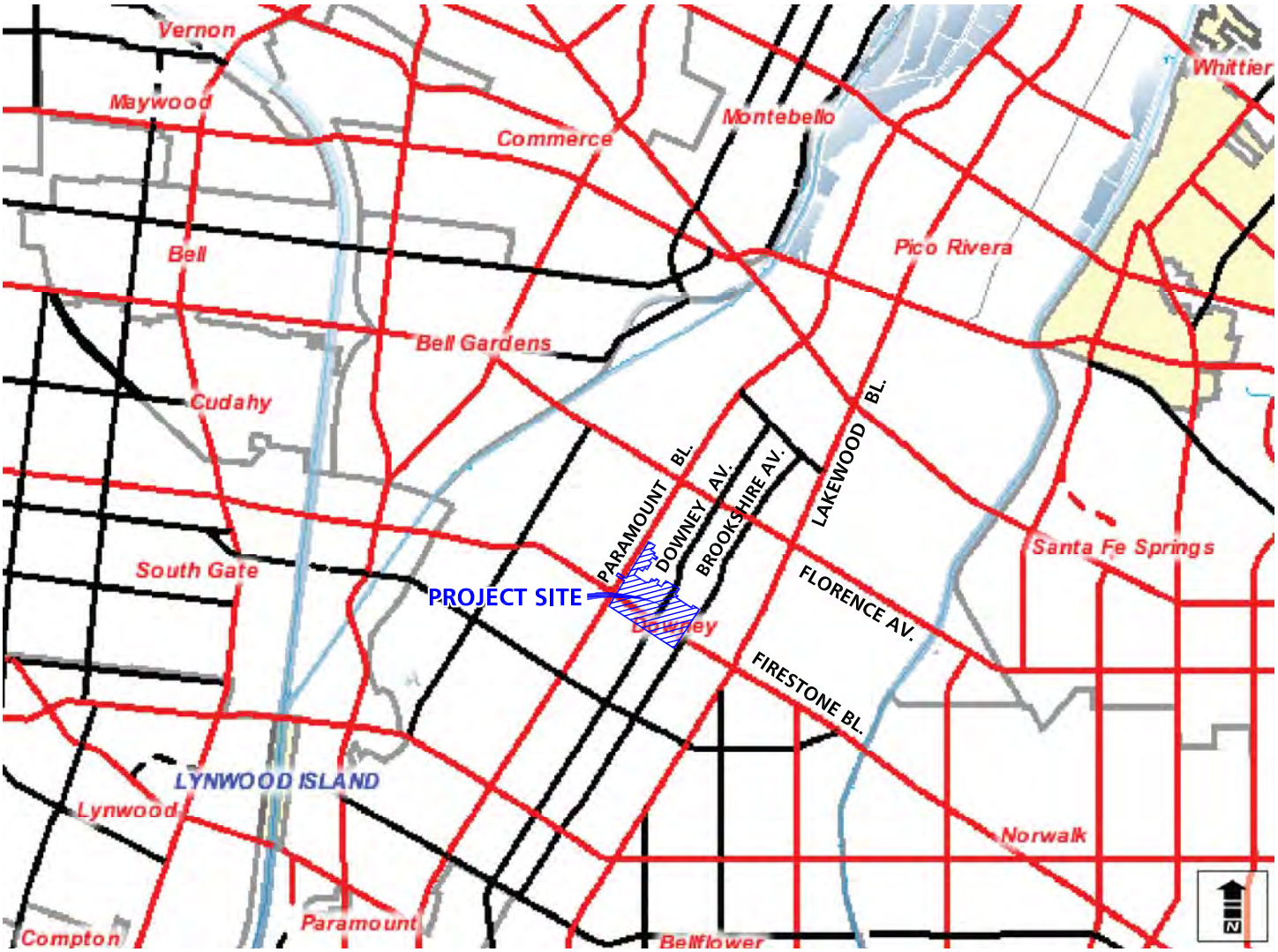
Exhibit 3-I depicts the existing truck routes throughout the City of Downey. The only designated truck routes within the Downtown Downey Specific Plan area and immediate environs are located along Firestone Boulevard and Paramount Boulevard.

A relatively well developed transit system provides access and connectivity between Downtown Downey and the surrounding areas. Exhibit 3-J depicts the metro bus and rail system that is maintained by the Metropolitan Transportation Authority, while Exhibit 3-K presents the Downey Link bus route system that is maintained by the City of Downey. Local bus service and express bus (Rapid Line) bus service all stop at the Downey Depot, the transit station that is located at the southern edge of the Downtown Downey Specific Plan area. Bus service also connects the Metro Green Line (rail service) at both the Lakewood and Norwalk stations.

The final aspect of the existing setting that has been researched by Urban Crossroads, Inc. is the existing infrastructure related to bicycles. The City of Downey does not currently have a plan for bikeways. The Metro Bike Map is shown on Exhibit 3-L. The only designated bikeways in the vicinity of the Downtown Downey SP are Class I Bike Paths along both the San Gabriel River and the Rio Hondo Channel.

EXHIBIT 3-G

COUNTY OF LOS ANGELES MASTER PLAN OF HIGHWAYS



LEGEND:

- EXPRESSWAY - EXISTING
- EXPRESSWAY - PROPOSED
- LIMITED SECONDAIRY HIGHWAY - EXISTING
- LIMITED SECONDAIRY HIGHWAY - PROPOSED
- PARKWAY - EXISTING
- PARKWAY - PROPOSED
- MAJOR HIGHWAY - EXISTING
- MAJOR HIGHWAY - PROPOSED
- SECONDARY HIGHWAY - EXISTING
- SECONDARY HIGHWAY - PROPOSED

N

EXHIBIT 3-H

COUNTY OF LOS ANGELES GENERAL PLAN ROADWAY CROSS-SECTIONS

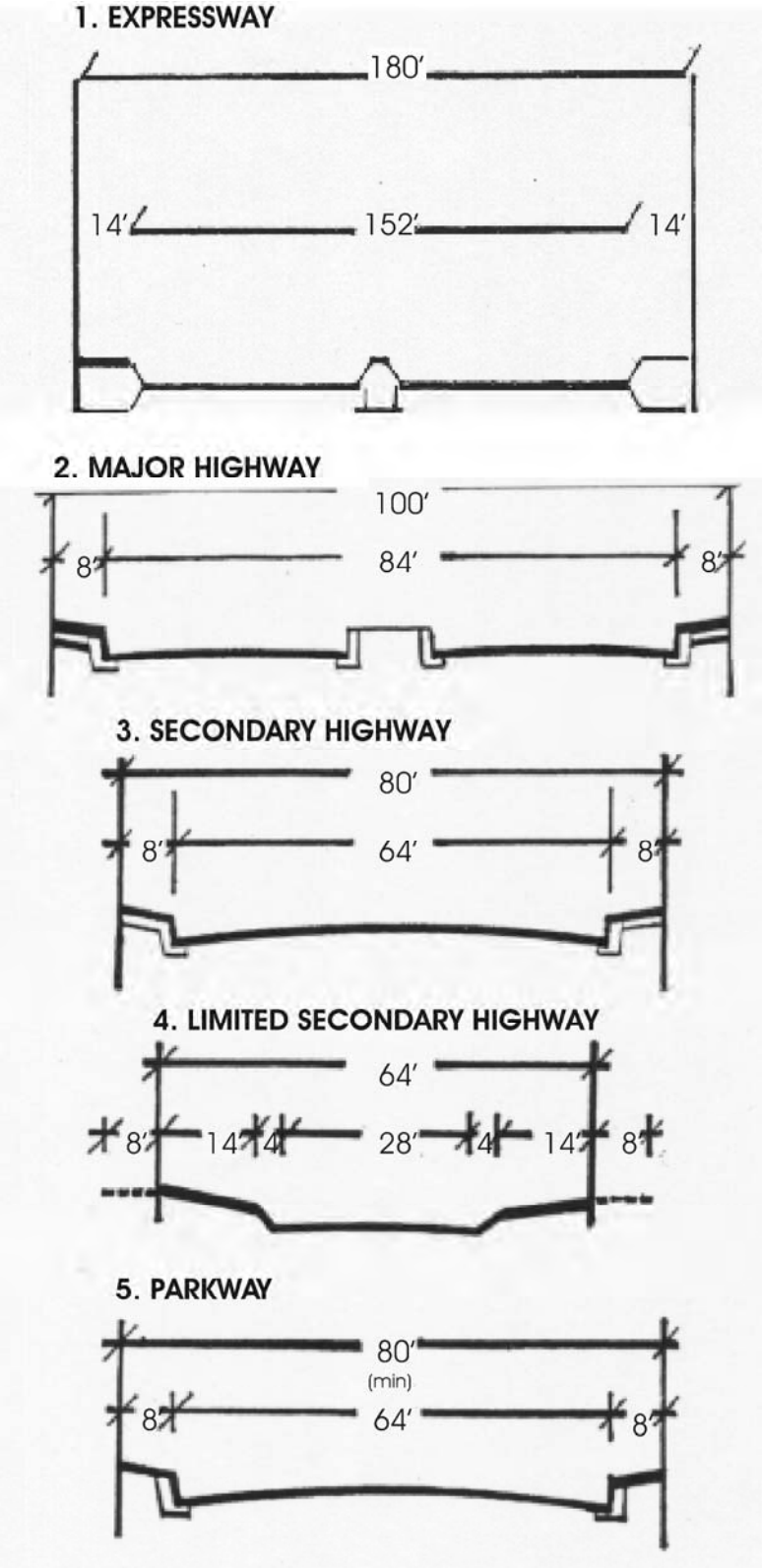
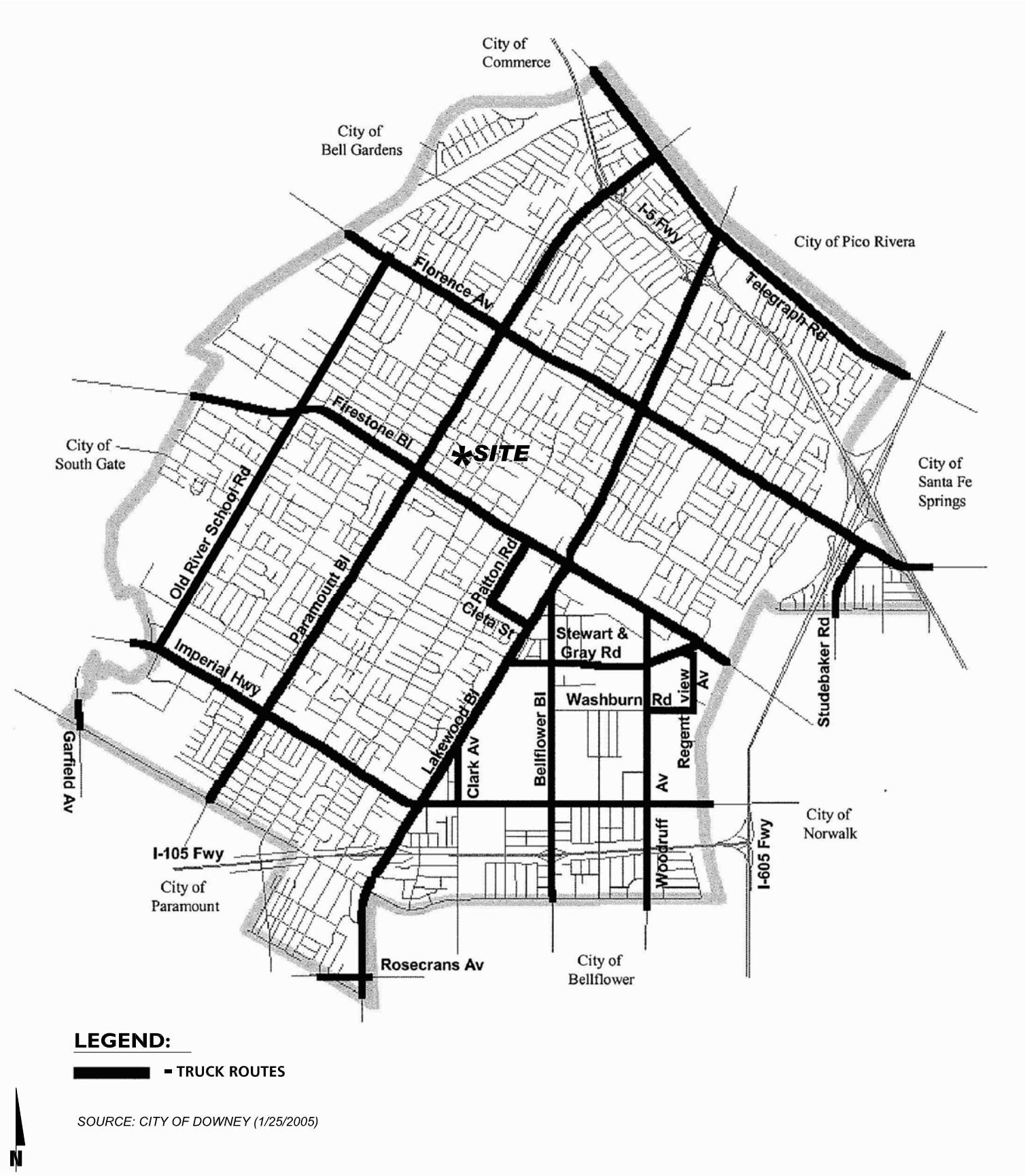


EXHIBIT 3-I

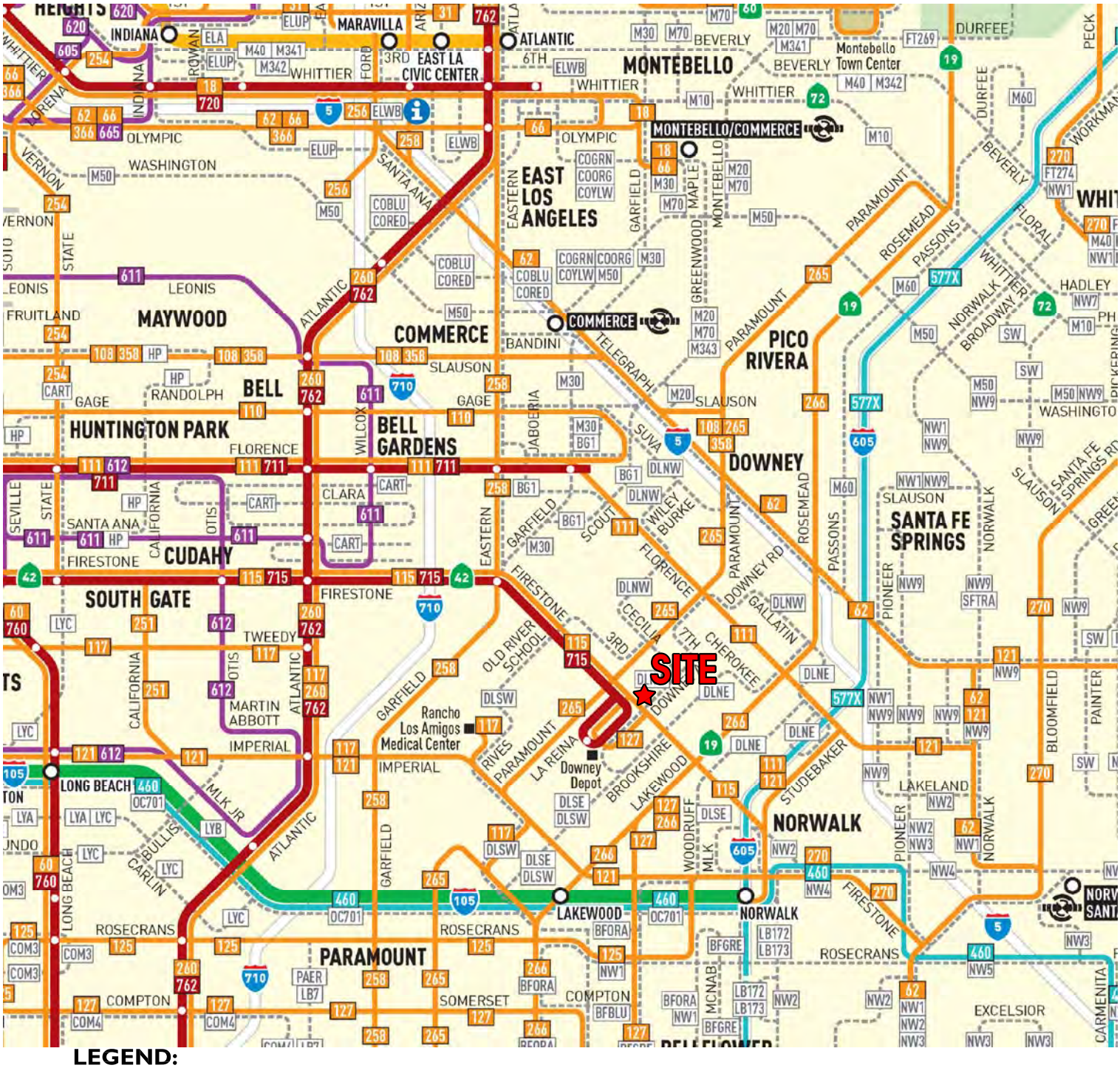
CITY OF DOWNEY TRUCK ROUTES



SOURCE: CITY OF DOWNEY (1/25/2005)

EXHIBIT 3-J

METRO BUS AND METRO RAIL SYSTEM MAP
DOWNEY AREA



LEGEND:

Metro Local or Limited Line	Metro Express Line
Metro Shuttle Line	Metro Rapid Line & Stop
Metro Rail Line & Station	Municipal Bus Line
Transfers	Transit Center
	Metro Customer Center
Metro Liner & Station	Metro Rail Station & Entrance (Downtown LA)
Transitway & Station	Tourist Attraction/ Sports Venue
Metrolink Station	Shopping Area
Amtrak Station	School/College/University
Interstate Freeway	Point of Interest
US Highway or Freeway	Airport/Civic/Government
State Highway or Freeway	Park

N

EXHIBIT 3-K

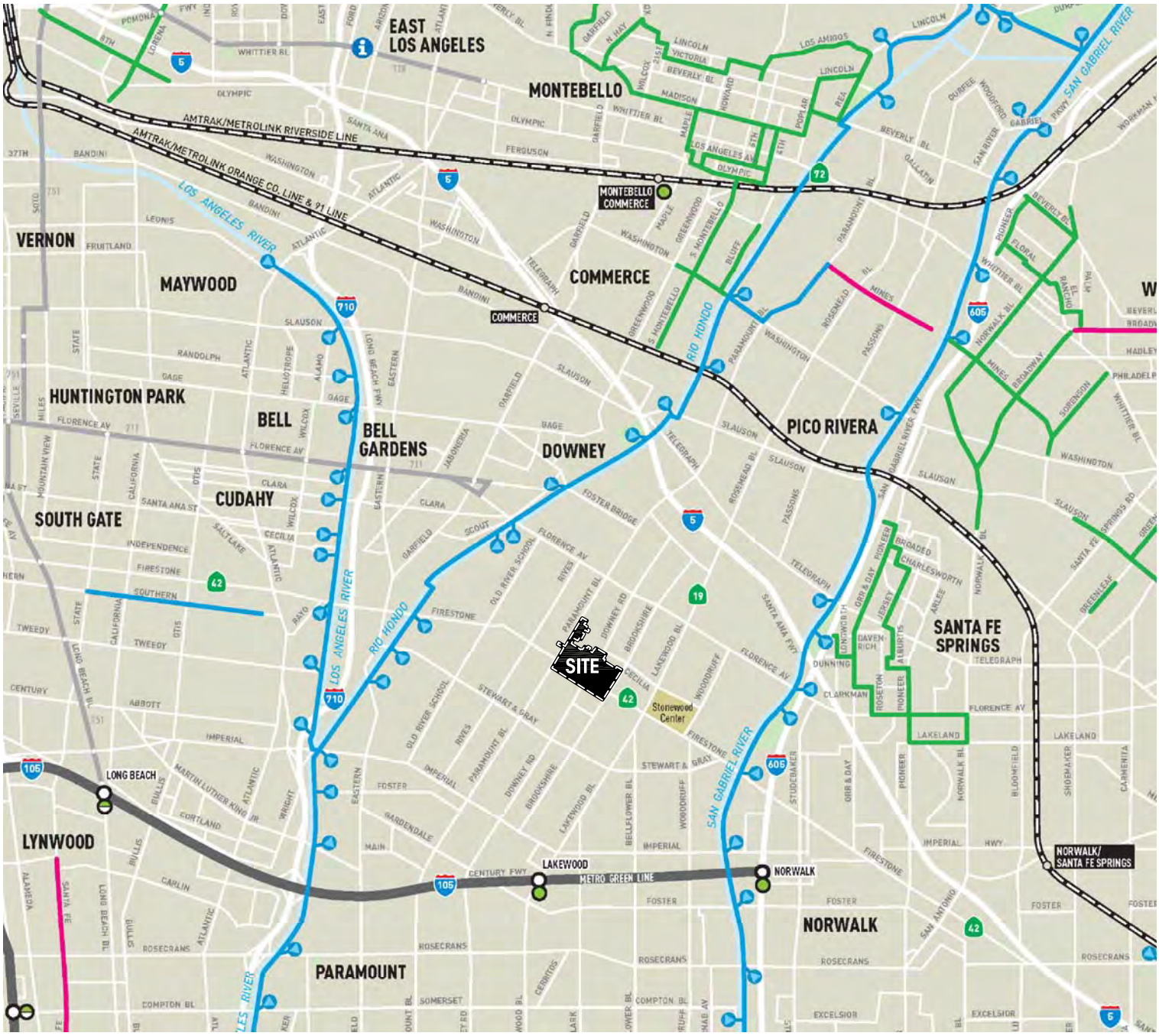
CITY OF DOWNEY
DOWNEY LINK BUS ROUTE MAP

LEGEND:

- **NORTHWEST ROUTE** - Clockwise Loop
- **NORTHEAST ROUTE** - Counterclockwise Loop
- **SOUTHWEST ROUTE** - Clockwise Loop
- **SOUTHEAST ROUTE** - Clockwise Loop

EXHIBIT 3-L

METRO BIKE MAP



LEGEND:

Bike Path (Class I)	Bike Lane (Class II)	Bike Route (Class III)
Bike Lockers	Bike Racks	Bike Racks/Lockers
Access Point	Bike Commuter Center	Bike Commuter Center (Proposed)
Metro Rapid Bus Line & Stop		Tourist Attraction/Sports Venue
Municipal Rapid Bus Line & Stop		Shopping Area
Metro Rail & Station		School/College/University
Metro Liner & Station		Park/Recreation Area
Transitway & Station		Airport
Transit Center/Hub		Civic/Government
Metrolink & Station		Interstate Freeway
Metro Customer Center		US Highway or Freeway
Point of Interest		State Highway or Freeway

N

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4.0 FUTURE TRAFFIC VOLUMES

This chapter of the report discusses the volume calculation methodology utilized to forecast the future traffic volumes for the following scenarios:

- Long Range With Currently Adopted General Plan (No Project Conditions)
- Long Range With Proposed Specific Plan (With Project Conditions)

4.1 Growth Relationship to LA CMP and Resulting Ambient Growth Rate

Urban Crossroads, Inc. has investigated the amount of growth anticipated for the study area in this traffic study by comparing the 'Existing' traffic volumes to 'Existing + Proposed Downtown Downey SP' traffic volumes. The result of this calculation is shown on Table 4-1. The study intersections which consist of "Major Arterial" roadways (Paramount Boulevard, Firestone Boulevard, and Lakewood Boulevard) are projected to grow by approximately 13% when comparing 'Existing' to 'Existing + Proposed Downtown Downey SP' conditions. Similarly, as a whole, the entire study area (including Downey Avenue intersections) are projected to grow by 14% when comparing 'Existing' to 'Existing + Proposed Downtown Downey SP' conditions.

The County of Los Angeles CMP (2004) indicates that traffic volumes for cities within the "Gateway" Sub-Area (e.g. – Downey, Norwalk, Bellflower, Paramount, etc.), in a 25-year period, are anticipated to grow by approximately 17%. Therefore, since the growth discussed above is already at 14%, the traffic volumes in the study should increase by an additional **3%** at a minimum. To maintain consistency with the Tierra Luna Specific Plan traffic study document, a conservative growth rate of 6% has been added to the Existing traffic counts *in addition* to the incremental change in traffic volume anticipated with the Proposed Downtown Downey SP project to reflect Long Range With Proposed Downtown Downey SP conditions. This results in total growth of approximately 20%, which exceeds the 17% suggested in the Los Angeles CMP document.

TABLE 4-1
EXISTING + PROPOSED SPECIFIC PLAN
GROWTH CALCULATIONS

AM + PM	All Study Intersections	Paramount Blvd., Firestone Blvd., and Lakewood Blvd. Intersections
Existing	65,382	59,400
E+SP	75,059	67,139
Growth	1.148	1.130

U:\UcJobs_06600-07000\06700\06700\Excel\Future Vols\Step 1\[GPBO PM1.xlsx]growth

The resulting Long Range With Downtown Downey SP volumes growth statistic (20% growth) was also crosschecked with the traffic growth trends identified in the Traffic Study for the Tierra Luna Specific Plan Project (dated August 2008) and traffic study that was prepared in support of the most recent update to the City of Downey General Plan (Downey General Plan Update Traffic Study, Urban Crossroads, Inc., 2004). The traffic volumes presented in this study for Long Range with Downtown Downey Specific Plan conditions exceed the volumes presented in the Tierra Luna Specific Plan study and are relatively consistent with the previously published forecasts contained in the General Plan Update traffic study. Therefore, the Long Range With Proposed Downtown Downey SP traffic volumes presented in this traffic study are:

- Consistent with the requirements/parameters of the Los Angeles CMP program and the previously published General Plan update traffic study.
- Conservative when compared to the recently published Tierra Luna Specific Plan traffic analysis.

Since the traffic volume growth associated with the Currently Adopted General Plan is substantially larger than the growth associated with the Downtown Downey Proposed SP, an even larger growth statistic is anticipated (> 20%). The resulting growth in traffic when comparing 'Existing' conditions to the forecasted 'Long Range With Currently Adopted General Plan' conditions in the study area (in this traffic study) is approximately 49%.

4.2 Cumulative Projects

In accordance with the requirements of the California Environmental Quality Act (CEQA), Urban Crossroads, Inc has also considered the traffic forecasts in relation to other developments that are either proposed, approved, or under construction in the study area. Table 4-2 summarizes the cumulative projects that surround the study area. Exhibit 4-A graphically illustrates the locations of these cumulative projects. As shown on Exhibit 4-A, most of the cumulative projects outside of the City of Downey are relatively small, distant from the project / study area, and will have a variety of roadways to utilize to access the

TABLE 4-2
CUMULATIVE PROJECTS

	Project Name	Location	Description	Size
City of Santa Fe Springs				
1	Villages at Heritage Springs	Telegraph Rd/Clark Av./ Bloomfield Av./Norwalk Bl.	Single-Family Homes	554 Units
2	Jersey & Albertus Townhomes	Albertus & Jersey	Townhomes	50 units
3	Capco Labs	10205 Freeman Ave	Industrial	10,334 s.f.
City of Commerce				
City of Lynwood				
4	Retail Building	3801-3831 Martin Luther King Jr. Blvd	Retail	15,900 s.f.
5	Commercial Building	3791 Martin Luther King Jr. Blvd	Office Bldg	4,140 s.f.
6	Oakwood Plaza	3211 Oakwood Av	Retail	14,800 s.f.
7	Commercial Retail	10820 Atlantic Av	Commercial Retail	17,670 s.f.
City of Paramount				
8	Gold Key Homes	8415-8427 Adams St	Single-Family Homes	7 units
9	Chanslor Investments, Inc.	8329-8335 Somerset Bl.	Single-Family Homes	6 units
10	Felix Homes	13803 Arther	Single-Family Homes	5 units
11	Paramount Petro	14700 Downey	Commercial Office	24,000 s.f.
12	Warehouse	11298 Alameda St	Warehouse	7,200 s.f.
City of South Gate				
13	Elementary School No. 4	SW corner of Firestone Bl. & Dorothy Av	Elementary School	950 students
14	Infill Project	Tweedy Blvd between Atlantic Bl. & Pinehurst Ave	Shopping Center	46,600 s.f.
15	Calden Ave Condominiums (Tierra del Rey)	Southern Ave. Between Calden Av. & Alameda St	Condo - Mini Storage	107 units and 100,000 s.f. mini storage
16	Firestone Mixed-Use Project (Firestone Village)	Firestone Blvd between South Gate Av & Greenview Av.	Shopping Ctr Single-Family Homes	18,090 s.f.retail and 47 units
17	LAUSD Elementary School #9	Firestone Blvd between Long Beach & Santa Fe	Elementary School	650 students
18	LAUSD High School	Tweedy Blvd & Atlantic	High School	1,500 students
19	Industrial Building	Southern Ave between Rayo & LA River	Industrial	75,000 s.f.
20	The Gateway Retail Project (El Portal)	NW Corner Atlantic & Firestone	Shopping Ctr	600,000 s.f.
City of Bellflower				
City of Norwalk				
21	Shopping Ctr Remodel	Imperial Hwy & Shoemaker Rd	Restaurant - Retail	20,740 s.f.
22	Industrial/Office	Rosecrans Av & Shoemaker Rd	Industrial/Office	78,977 s.f.
23	Fresh & Easy	Rosecrans Av & Studebaker Rd	Super Market	14,800 s.f.

TABLE 4-2
CUMULATIVE PROJECTS

	Project Name	Location	Description	Size
City of Pico Rivera				
24	Used Car Sales Lot	8642 E Beverly Blvd	Used Car Sales	1,997 s.f.
25	Single-Family Homes	Durfee & Gallatin Rd	Single-Family Homes	7 units
26		4101 Rosemead	Commercial Office	
27		9123 Perkins	Industrial	
28	Industrial Building	San Gabriel River Pkwy	Industrial	2,600 s.f.
City of Bell Gardens				
29	Tentative Tract Map No. 063646	5614 Clara St	Single-Family Homes	7 units
30	Tentative Tract Map No. 067931	5829 Muller sty & 5842-48 Quinn sty	Condominiums	10 units
City of Downey				
31	LA County Data Ctr	Erickson & Flores	Office	90 Employees
32	Davis Medical Office	8317-8323 Davis Street	Medical Office	6,197 s.f.
33	Quinn Office Building	8129 Florence Av	Office	4,308 s.f.
34	Rodriquez Professional building	8036 Florence	Office	16,110 s.f.
35	Walgreens w/drive-thru	8024-32 Imperial Hwy	Retail	12,258 s.f.
36	Carpenters Bldg	10919 Lakewood	Office	15,500 s.f.
37	Hampton Inn	12850 Woodruff Ave	Hotel	65,030 s.f. w/ 126 rooms
38	Foster Road PUD	10361 Foster Rd	Residential	14 single family homes
39	Downey Regional Medical Center Expansion	11500 Brookshire Ave	Hospital- -Medial Office	505,603 s.f.*
40	8322 Luxor	8322 Luxor	Residential	6 Townhomes
41	Firestone Banquet Facility	7300 Firestone Blvd	Banquet Facilities	5,500 s.f.
42	Verizon Building	8314 2nd Street	Multiple Family Residential	50 Units
43	Avenue Theater	11022 Downey Avenue	Mixed Use Project	23 residential units, 2,000 s.f. restaurant, and 3,500 community/arts programming
44	Kaiser Hospital	9449 Imperial Hwy	Expansion to existing 600,000 s.f. hospital	80,000 s.f.
45	Kaiser MOB 2	Imperial Hwy	new 4 story medical office building	173,616 s.f.
46	Downey Landing Specific Plan		Industrial/manufacturing building out	Max build out under specific plan
47	Downey Gateway	SWC Downey & Firestone	Retail/Restaurant	24,000 s.f.
48	Porto's Bakery	8233 Firestone	Restaurant	17,715 s.f.
49	Asphalt Plant	12231 Pangborn	manufacturing	3 acre parcel with 4 200 ton silos

*This is total size after build out. We do not have exisitng size of hospital

EXHIBIT 4-A (Page 1 of 2)

CUMULATIVE DEVELOPMENT LOCATION MAP (OUTSIDE CITY OF DOWNEY)

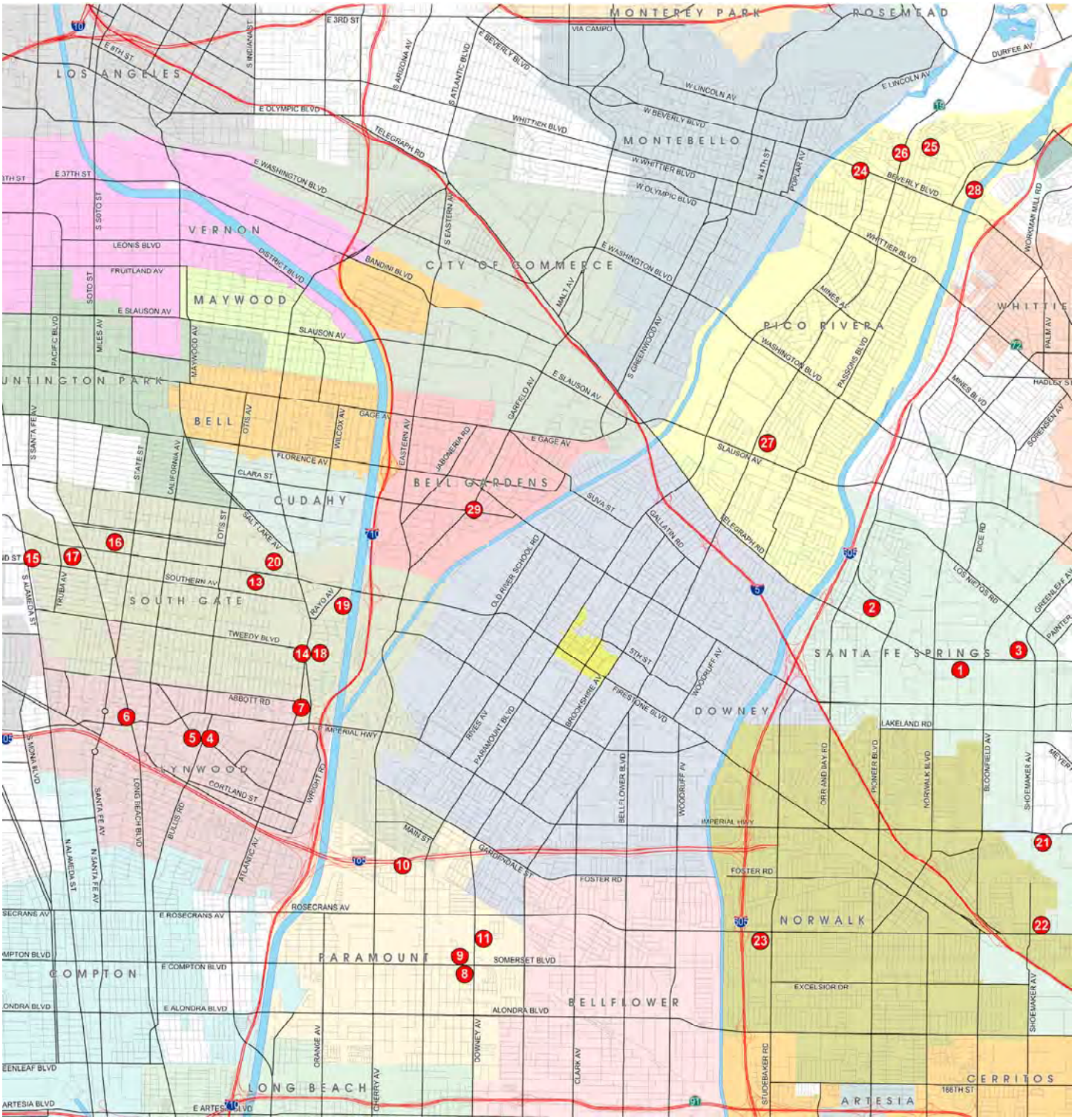

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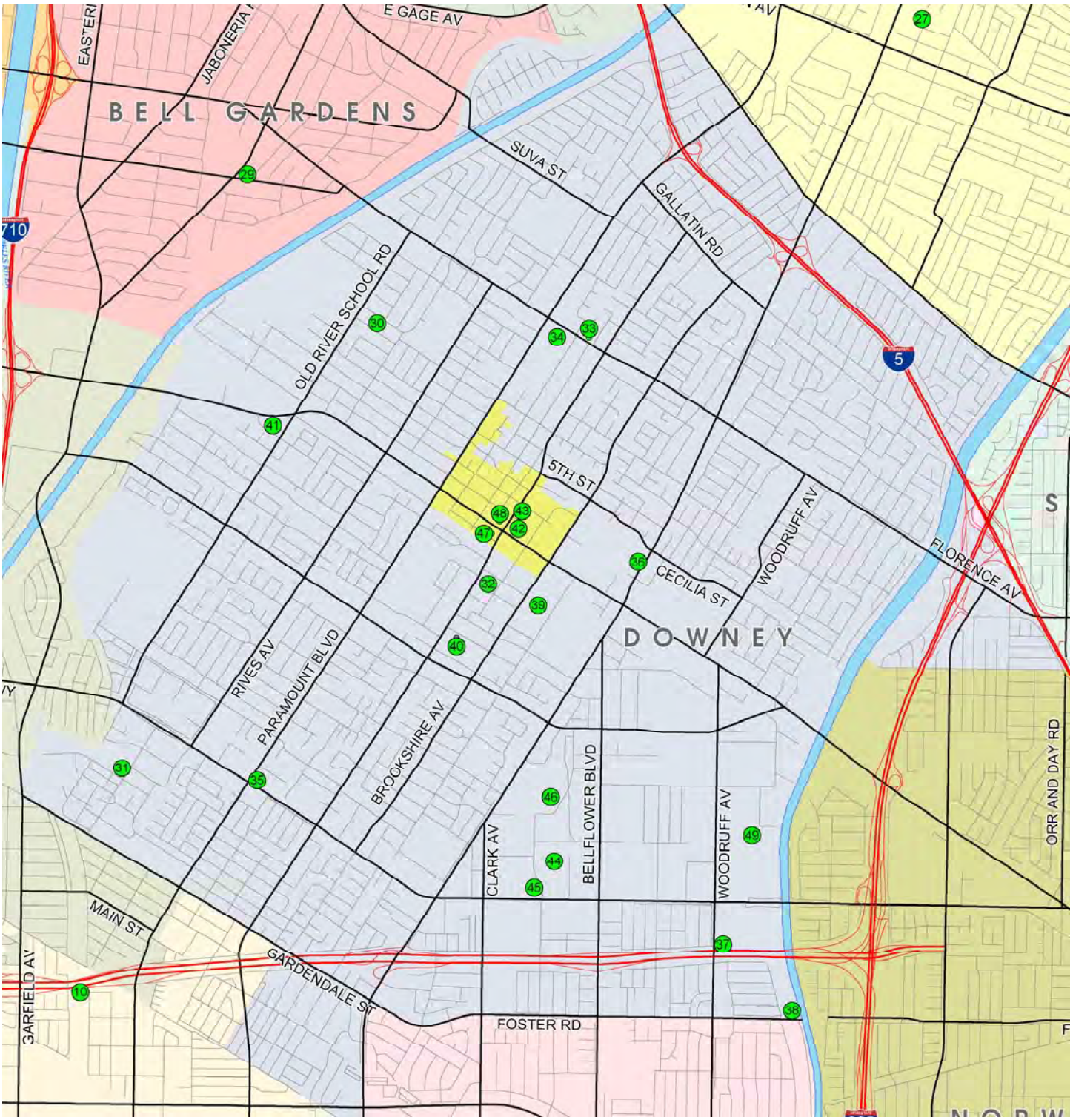
EXHIBIT 4-A (Page 2 of 2)

CUMULATIVE DEVELOPMENT LOCATION MAP (INSIDE DOWNEY)



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surrounding arterial / freeway roadway system. None of the projects outside the City of Downey are expected to contribute measurable traffic (more than 50 peak hour trips) to the study area roadway system.

Most of the projects within the City of Downey are also relatively small and are not expected to contribute measurable traffic to the study area. However, there are several projects that are either larger in scope (Downey Landing) or closer to the study area (such as the Carpenter Building). The potential trip generation, trip distribution, and resulting cumulative project traffic volumes have been evaluated explicitly. The resulting cumulative project traffic volumes are substantially less than the growth included in the analysis thorugh use of the ambient background growth factor. Therefore, the cumulative projects are accounted for as part of the 6% ambient growth rate discussed in Section 4.1 of this traffic study. The cumulative projects within the Downtown Downey area are accounted for in the explicit trip assignment / growth calculations presented in Chapter 2 of this traffic study.

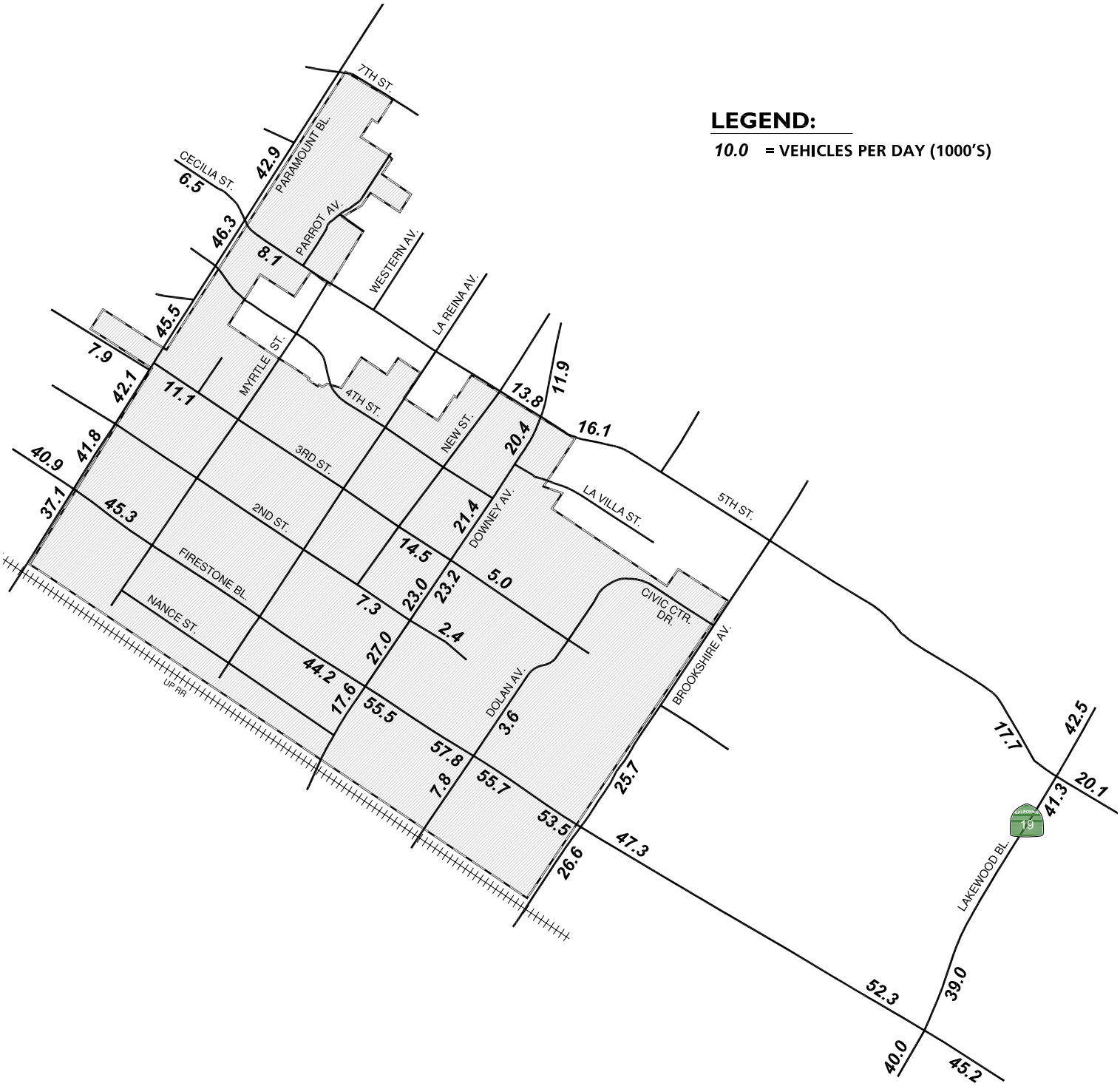
4.3 Long Range With Currently Adopted General Plan Traffic Volumes

Exhibits 4-B, 4-C, and 4-D present the resulting Long Range With Currently Adopted General Plan ADT, AM peak hour, and PM peak hour traffic volumes respectively. The highest daily traffic volume in the study (and project) area is 57,800 VPD along Firestone Boulevard, west of Dolan Avenue. Firestone Boulevard is the busiest roadway within the study area, with daily traffic volumes ranging between 40,900 PD west of Parmount Boulevard to 55,500 VPD east of Downey Avenue. Paramount Boulevard and Lakewood Boulevard are also both projected to carry traffic volumes in excess of 40,000 VPD in the study area.

The daily traffic volumes on the 5th Street for the Currently Adopted General Plan scenario range from 8,100 VPD east of Paramount Boulevard to over 20,000 VPD east of Lakewood Boulevard. The volume on 5th Street east of Downey Avenue is 16,100 VPD, representing an increase of over 10,000 VPD. The increases elsewhere on 5th Street

EXHIBIT 4-B

LONG RANGE WITH CURRENTLY ADOPTED GENERAL PLAN AVERAGE DAILY TRAFFIC (ADT)



NOTE: ADT VOLUMES DO INCLUDE DAILY TRAFFIC VOLUMES ASSOCIATED WITH THE DOWNEY DEPOT AND EXISTING CHURCHES

EXHIBIT 4-C

LONG RANGE WITH CURRENTLY ADOPTED GENERAL PLAN AM PEAK HOUR INTERSECTION VOLUMES

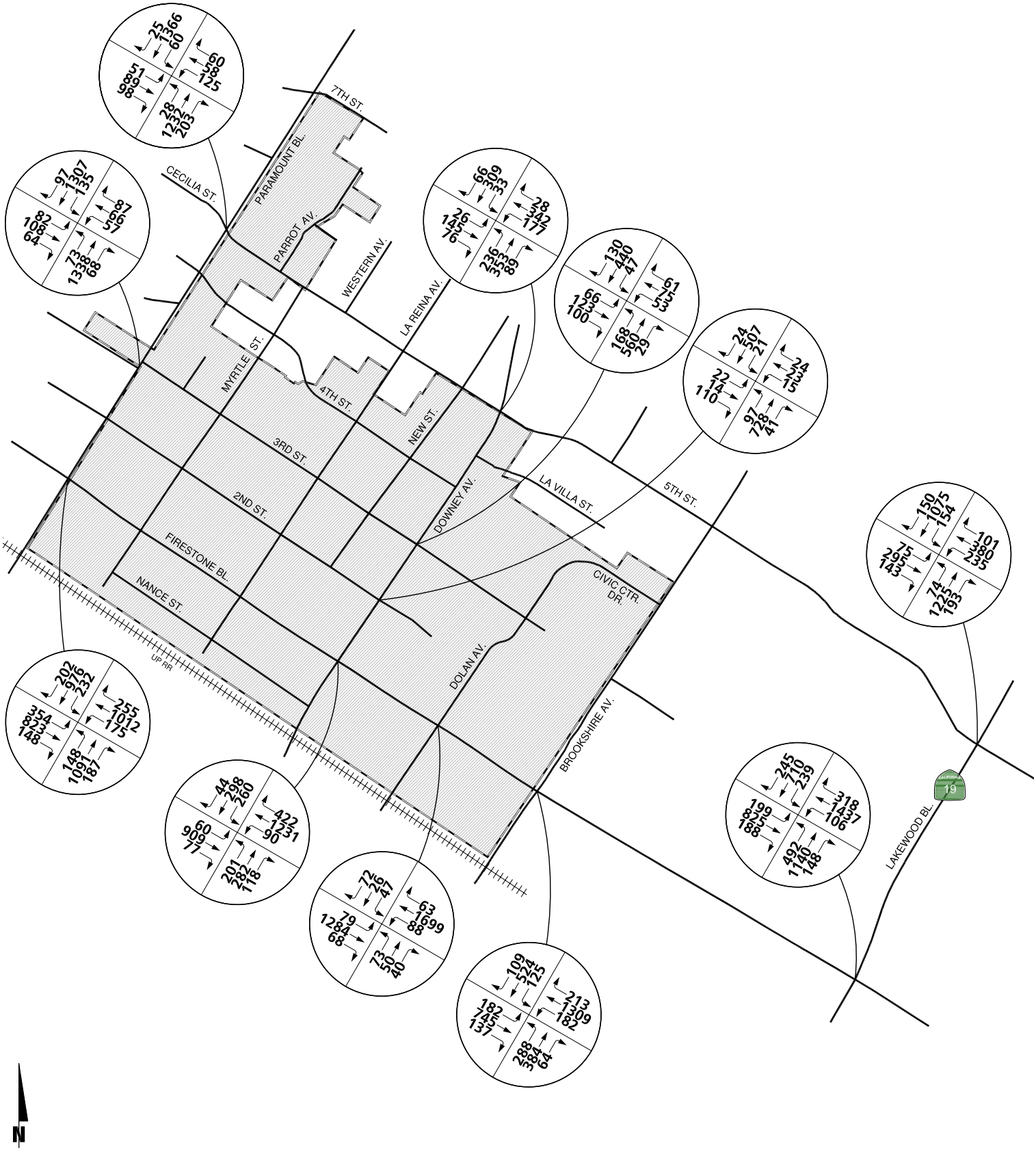
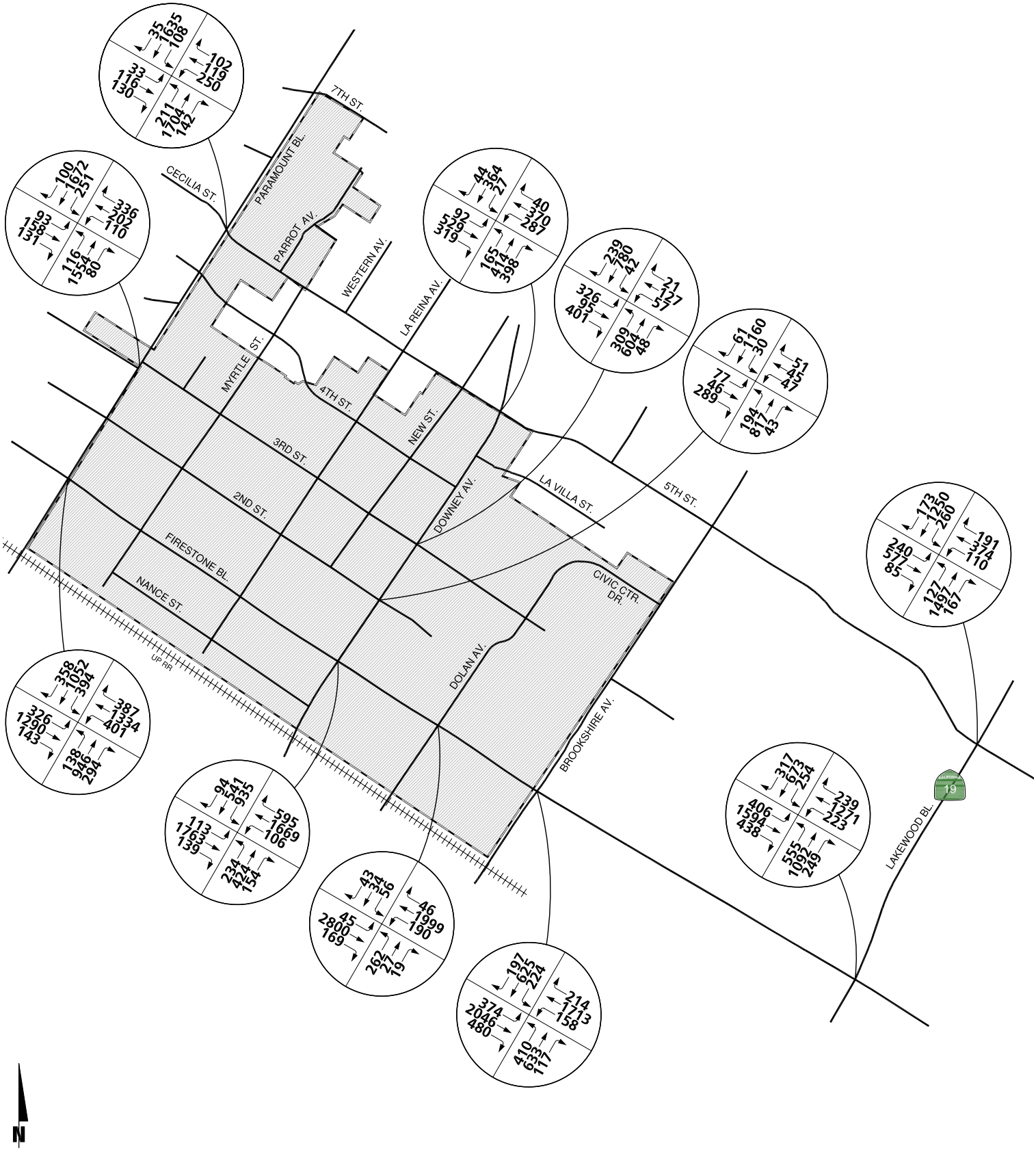


EXHIBIT 4-D

LONG RANGE WITH CURRENTLY ADOPTED GENERAL PLAN PM PEAK HOUR INTERSECTION VOLUMES



generally range between approximately 3,000 to 5,000 VPD. 3rd Street, which is the primary east-west local access street through the Downtown area, is projected to carry between 11,100 VPD and 14,500 VPD between Paramount Boulevard and Downey Avenue. East of Downey Avenue, the daily traffic volume on 3rd Street drops to 5,000 VPD.

4.4 Long Range With Proposed Downtown Downey Specific Plan Traffic Volumes

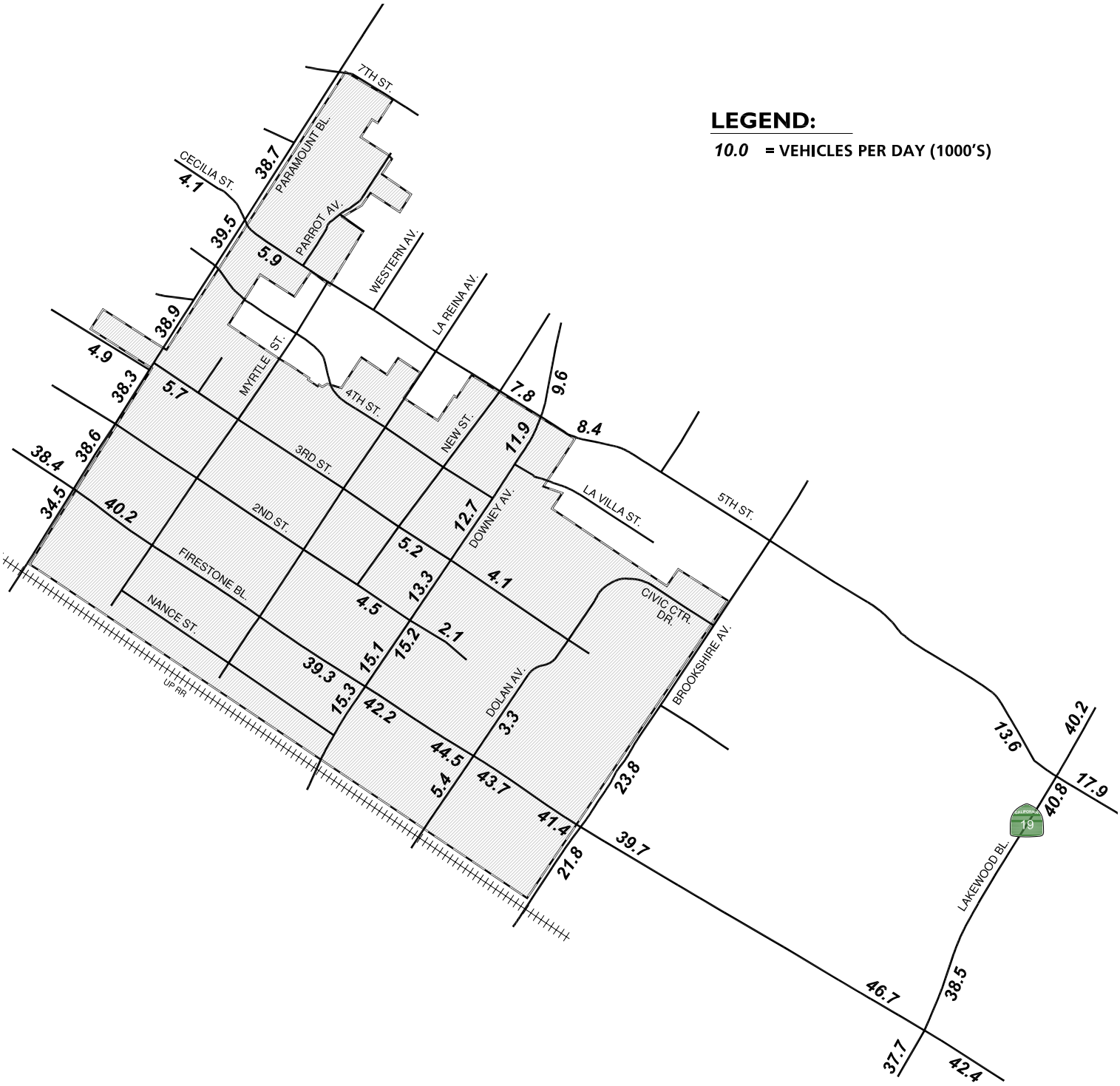
Exhibits 4-E, 4-F, and 4-G present the Long Range With Proposed Downtown Downey ADT, AM peak hour, and PM peak hour traffic volumes respectively. The projected traffic volumes are substantially lower than the volumes described previously for the Currently Adopted General Plan scenario. Volumes on Firestone Boulevard range from 39,300 VPD west of Downey Avenue to 46,700 VPD west of Lakewood Boulevard. Volumes on Firestone Boulevard through the downtown area vary between 39,300 VPD and 44,500 VPD. These daily volumes are substantially lower than daily volumes on Firestone Boulevard for the Currently Adopted General Plan scenario, which peaked at 57,800 VPD (west of Dolan Avenue).

Paramount Boulevard is projected to carry a maximum daily volume of 39,500 VPD south of 5th Street, with daily volumes ranging between 34,500 VPD and 39,500 VPD (compared to daily volumes that were generally between 40,000 VPD and 45,000 VPD for the Currently Adopted General Plan scenario). Lakewood Boulevard, the other study area arterial roadway, is projected to carry daily traffic volumes ranging from 37,700 VPD south of Firestone Boulevard to 40,200 VPD north of 5th Street.

The traffic volumes on the local and collector roadway system are also much lower for the proposed Downtown Downey Specific Plan scenario compared to the Currently Adopted General Plan scenario. Volumes on 5th Street in the downtown area range from 5,900 VPD east of Paramount Boulevard to 8,400 VPD east of Downey Avenue. Daily traffic volumes on the local streets where data is available are expected to range between 2,000

EXHIBIT 4-E

LONG RANGE WITH PROPOSED SPECIFIC PLAN AVERAGE DAILY TRAFFIC (ADT)



NOTE: ADT VOLUMES DO INCLUDE DAILY TRAFFIC VOLUMES ASSOCIATED WITH THE DOWNEY DEPOT AND EXISTING CHURCHES

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EXHIBIT 4-F

LONG RANGE WITH PROPOSED SPECIFIC PLAN AM PEAK HOUR INTERSECTION VOLUMES

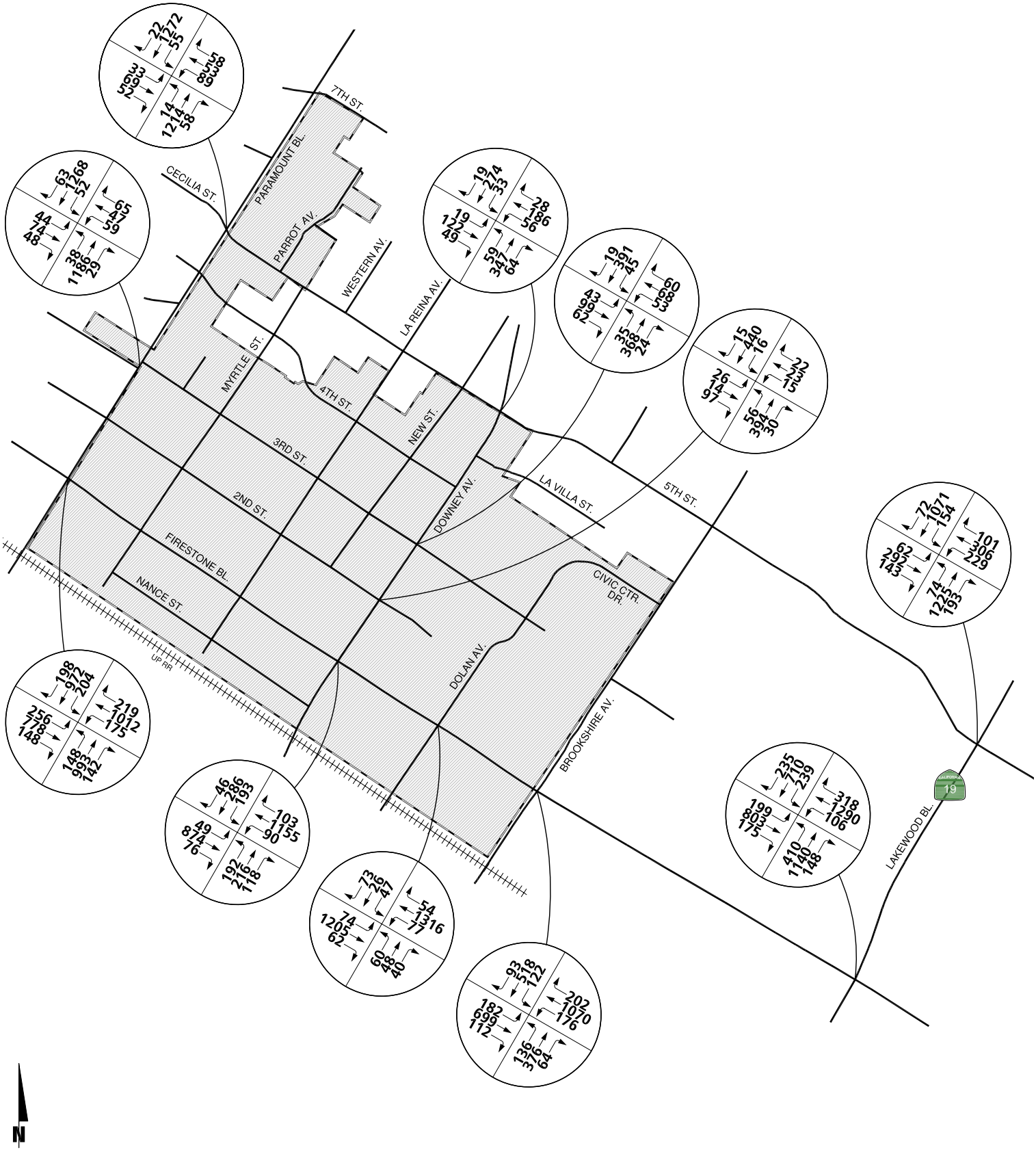
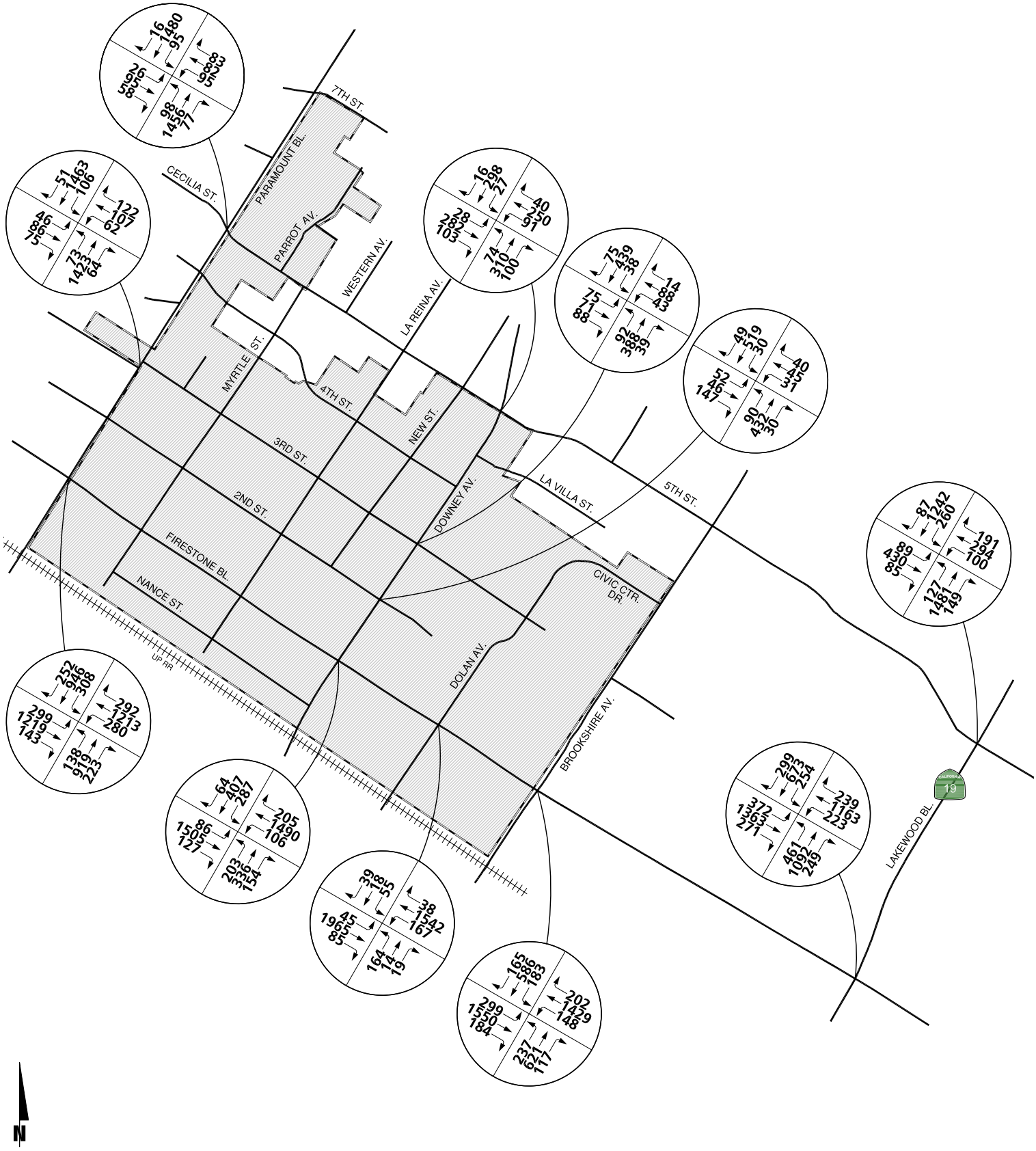


EXHIBIT 4-G

LONG RANGE WITH PROPOSED SPECIFIC PLAN PM PEAK HOUR INTERSECTION VOLUMES



VPD (2nd Street east of Downey Avenue) to 5,700 VPD (3rd Street east of Paramount Boulevard). These volumes are more appropriate for the given roadway functional classifications.

5.0 TRAFFIC ANALYSIS

5.1 Delay, Capacity, Level of Service and Improvement Analysis

5.1.1 Long Range With Currently Adopted General Plan

ICU and HCM delay calculations for Long Range With Currently Adopted General Plan conditions are shown in Table 5-1. The operation analysis worksheets are included in Appendix "H". Table 5-1 shows the operations analysis at the study area intersections with and without improvements. For Long Range With Currently Adopted General Plan conditions, all of the study area intersections are projected to require improvements in order to operate at acceptable LOS.

The majority of the improvements shown on Table 5-1 may be generally accommodated within the Currently Adopted General Plan Typical Roadway Cross Sections. However, the following locations will require improvements that may not be accommodated within the Currently Adopted General Plan Typical Roadway Cross Sections:

- Paramount Boulevard (NS) at:
  - Firestone Boulevard (EW)

- Downey Avenue (NS) at:
  - Firestone Boulevard (EW)

- Dolan Avenue (NS) at:
  - Firestone Boulevard (EW)

The improvements to Firestone Boulevard at both Dolan Avenue and at Downey Avenue include a fourth through lane in one or both directions on Firestone

TABLE 5-1

LONG RANGE WITH CURRENTLY ADOPTED GENERAL PLAN CONDITIONS
INTERSECTION ANALYSIS SUMMARY

INTERSECTION	TRAFFIC CONTROL [3]	INTERSECTION APPROACH LANES[1]												ICU (V/C) or Delay[2]		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Paramount Blvd. (NS) at:																	
• 5th Street (EW)	TS	1	2	d	1	2	d	1	1	0	1	1	0	0.706	0.977	C	E
-With Improvements	TS	1	3	0	1	3	0	1	1	0	1	1	0	0.631	0.890	B	D
• 3rd Street (EW)	TS	1	2	0	1	2	0	0.5	0.5	1	0.5	0.5	1	0.745	0.919	C	E
-With Improvements	TS	1	3	0	1	3	0	0.5	0.5	1	0.5	0.5	1	0.632	0.823	B	D
• Firestone Blvd. (EW)	TS	1	2	1	1	2	1	1	2	d	1	3	0	--[4]	--[4]	F	F
-With Improvements	TS	2	3	0	2	3	0	2	3	1	2	3	1	0.762	0.895	C	D
Downey Ave. (NS) at:																	
• 5th Street (EW)	TS	1	1	0	1	1	1	0.5	0.5	d	0	1!	0	0.722	--[4]	C	F
-With Improvements	TS	1	1	1	1	1	1	0.5	0.5	d	0	1!	0	0.666	0.835	B	D
• 3rd Street (EW)	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	--[4]	--[4]	F	F
-With Improvements	TS	1	2	0	1	2	1	1	1	1	1	1	0	0.529	0.893	A	D
• 2nd Street (EW)	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	--[4]	--[4]	F	F
-With Improvements	TS	1	2	0	1	2	0	1	1	1	1	1	0	0.492	0.873	A	D
• Firestone Blvd. (EW)	TS	1	1	1	1	2	0	1	2	d	1	3	0	0.854	--[4]	D	F
-With Improvements	TS	2	3	1	2	3	1	2	4	1	2	4.5	1.5	0.525	0.876	A	D
Dolan Ave. (NS) at:																	
• Firestone Blvd. (EW)	TS	0	1!	0	0.5	0.5	1	1<	3	0	1<	3	1	0.635	--[4]	B	F
-With Improvements	TS	1	1	0	1	1	0	1	4	0	1	3	1	0.589	0.895	A	D
Brookshire Ave. (NS) at:																	
• Firestone Blvd. (EW)	TS	1<	2	0	1<	2	0	1	3	0	1	3	1	0.898	--[4]	D	F
-With Improvements	TS	2	3	0	2	3	1	2	3	1	2	3	1	0.606	0.887	B	D
Lakewood Ave. (NS) at:																	
• 5th Street (EW)	TS	1<	2	1	1<	2	d	1<	2	0	1<	1	1	0.896	--[4]	D	F
-With Improvements	TS	1	3	0	2	3	0	1<	2	0	1<	2	0	0.766	0.897	C	D
• Firestone Blvd. (EW)	TS	1	3	1	1	3	1	2	3	1	2	3	1	0.957	--[4]	E	F
-With Improvements	TS	2	3	1	2	3	1>	2	3	1	2	3	1	0.821	0.872	D	D

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a defacto right turn lane there must be sufficient width (21' per LA CMP) for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1< = Protected and Permitted Phases; 1! Shared left-through-right turn lane; d = defacto right turn lane; 1> = Right Turn Lane With Overlap Phase; 1 = Improvement

[2] ICU (V/C), delay, and level of service calculated using the following analysis software: Traffix 7.9 R4 (2008). The overall average intersection delay and level of service are shown for intersections with all way stop control.

[3] TS = Traffic Signal
AWS = All Way Stop

[4] -- = Delay High or V/C Ratio exceeding 1.0, Intersection Unstable, Level of Service "F".

[5] Improvements beyond General Plan Roadway Cross-Sections were necessary to achieve acceptable LOS.

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Boulevard. This exceeds the designated cross-section for Firestone Boulevard (a Major Arterial) as shown in the City of Downey General Plan Circulation Element.

5.1.2 Long Range With Proposed Downtown Downey SP

ICU and HCM delay calculations for Long Range With Proposed Downtown Downey SP conditions are shown in Table 5-2. The operation analysis worksheets are included in Appendix "I". Table 5-2 shows the operations analysis at the study area intersections with and without improvements. 7 of the 11 study area intersections will require improvements to achieve acceptable levels of service. For Proposed Downtown Downey SP conditions, all of the study area intersections are projected to operate at acceptable LOS with the improvements identified on Table 5-2. The roadway width required to accommodate all of the improvements on Table 5-2 do not exceed the roadway width required to construct the improvements identified in the Downey General Plan Update Traffic Study.

For the intersection of Downey Avenue at 3rd Street, traffic signal volume warrants are currently met under Existing conditions. This intersection is projected to experience deficient operations without improvements. As shown on Table 5-2, a traffic signal is not required to achieve acceptable LOS at this location. Construction / restriping to provide an exclusive northbound left turn lane and a shared through-right turn lane will provide acceptable LOS with All-Way STOP control. This improvement is recommended (as an alternative to a traffic signal), as it is more in keeping with the desired character of the downtown area and will reduce the overall number of traffic signals along Downey Avenue.

TABLE 5-2

LONG RANGE WITH PROPOSED SPECIFIC PLAN CONDITIONS
INTERSECTION ANALYSIS SUMMARY

INTERSECTION	TRAFFIC CONTROL [3]	INTERSECTION APPROACH LANES[1]												ICU (V/C) or Delay[2]		LEVEL OF SERVICE	
		NORTH-BOUND			SOUTH-BOUND			EAST-BOUND			WEST-BOUND						
		L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Paramount Blvd. (NS) at:																	
• 5th Street (EW)	TS	1	2	d	1	2	d	1	1	0	1	1	0	0.604	0.745	B	C
• 3rd Street (EW)	TS	1	2	0	1	2	0	0.5	0.5	1	0.5	0.5	1	0.617	0.707	B	C
• Firestone Blvd. (EW)	TS	1	2	1	1	2	1	1	2	d	1	3	0	0.988	--[4]	E	F
-With Improvements	TS	**2**	**3**	0	**2**	**3**	0	**2**	**3**	0	**2**	**3**	0	0.735	0.855	C	D
Downey Ave. (NS) at:																	
• 5th Street (EW)	TS	1	1	0	1	1	1	0.5	0.5	d	0	1!	0	0.525	0.595	A	A
• 3rd Street (EW)	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	20.1	39.3	C	E
-With AWS Improvements	AWS	**1**	**1**	0	0	1!	0	0	1!	0	0	1!	0	20.5	32.6	C	D
-With Traffic Signal	**TS**	**1**	**1**	0	**1**	**1**	0	**1**	**1**	0	**1**	**1**	0	0.571	0.665	A	B
• 2nd Street (EW)	AWS	0	1!	0	0	1!	0	0	1!	0	0	1!	0	16.5	--[4]	C	F
-With Improvements	**TS**	**1**	**1**	0	**1**	**1**	0	**1**	**1**	0	**1**	**1**	0	0.558	0.771	A	C
• Firestone Blvd. (EW)	TS	1	1	1	1	2	0	1	2	d	1	3	0	0.718	--[4]	C	F
-With Improvements	TS	1	**2**	0	1	2	0	1	**3**	0	1	3	0	0.650	0.873	B	D
Dolan Ave. (NS) at:																	
• Firestone Blvd. (EW)	TS	0	1!	0	0.5	0.5	1	1<	3	0	1<	3	1	0.542	0.780	A	C
Brookshire Ave. (NS) at:																	
• Firestone Blvd. (EW)	TS	1<	2	0	1<	2	0	1	3	0	1	3	1	0.684	--[4]	B	F
-With Improvements	TS	1<	**3**	0	1<	**3**	0	**2**	3	**1**	1	3	1	0.557	0.853	A	D
Lakewood Ave. (NS) at:																	
• 5th Street (EW)	TS	1<	2	1	1<	2	d	1<	2	0	1<	1	1	0.891	0.998	D	E
-With Improvements	TS	1<	**3**	0	1<	2	d	1<	2	0	1<	1	1	0.793	0.875	C	D
• Firestone Blvd. (EW)	TS	1	3	1	1	3	1	2	3	1	2	3	1	0.875	0.980	D	E
-With Improvements	TS	**2**	3	1	1	3	1	2	3	1	2	3	1	0.858	0.891	D	D

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a defacto right turn lane there must be sufficient width (21' per LA CMP) for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1< = Protected and Permitted Phases; 1! Shared left-through-right turn lane; d = defacto right turn lane; **1** = Improvement

[2] ICU (V/C), delay, and level of service calculated using the following analysis software: Traffix 7.9 R4 (2008). The overall average intersection delay and level of service are shown for intersections with all way stop control.

[3] TS = Traffic Signal
AWS = All Way Stop

[4] -- = Delay High or V/C Ratio exceeding 1.0, Intersection Unstable, Level of Service "F".

\\Chewbacca\ucdata\UcJobs_06600-07000\06700\06700\Excel\[06700-03 Report.xlsx]T 5-2

6.0 RECOMMENDATIONS

6.1 Alternative Transport Mode Recommendations

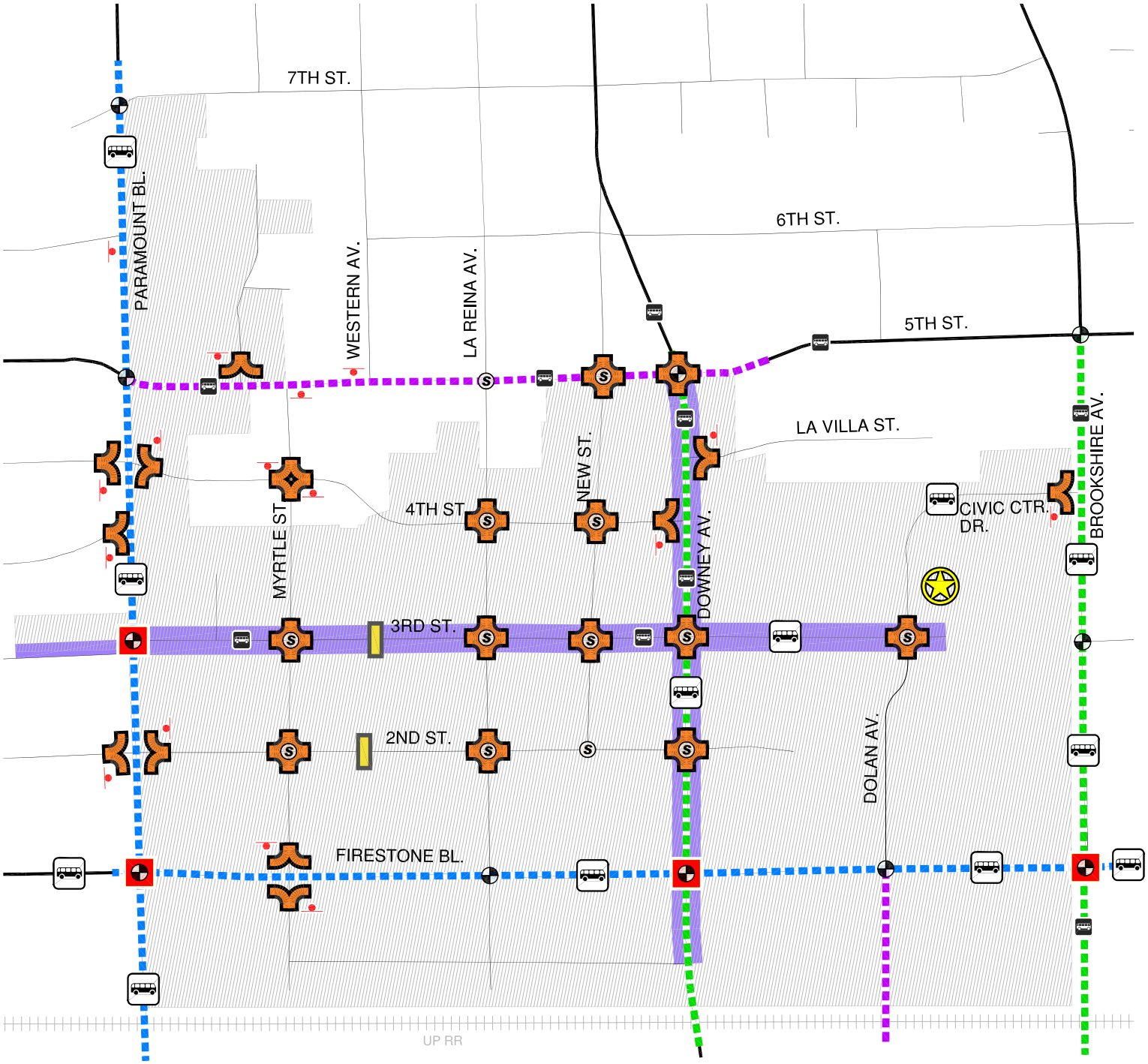
Alternative modes of transport generally provide a more efficient, less costly method of providing for the mobility needs of the residents and workers of a community. It is necessary to both provide adequate facilities and a carefully considered (planned) mix and density of land uses to maximize the efficiency of the transportation system. The following recommendations address the needs of a variety of alternative transportation modes that can increase mobility and reduce potential environmental impacts.

Exhibit 6-A presents the recommended Downtown Downey street features. These features provide specific “large scale” infrastructure improvements that can enhance mobility throughout the project area. Exhibit 6-B provides sample speed measure designs (shown on Exhibit 6-A) that can both enhance pedestrian circulation and reduce vehicle speeds in the downtown area. Sample measures include intersection curb extensions and raised crosswalks. Intersection curb extensions are recommended at most of the roadway intersections within the downtown area. These extensions both promote pedestrian activity (by reducing the crossing distance at intersections) and also serve as traffic calming devices (by reducing the width of the roadway). Raised crosswalks can also enhance pedestrian safety and reduce vehicular speeds. Raised crosswalks are recommended on 2nd Street and 3rd Street between Myrtle Street and La Reina Avenue, as the distance between cross-streets is long and the roadways in question are within the core of the downtown area.

Pedestrian facilities should be provided throughout the downtown area. A comprehensive sidewalk system promotes pedestrian safety and access to help ensure that the community will be a safe, convenient, and attractive place to walk. Providing sidewalks along all of the roadways within the downtown area and through the civic center area establishes a pedestrian network emphasizing safe routes to school and

EXHIBIT 6-A

DOWNTOWN DOWNEY STREET DESIGN FEATURES



LEGEND:

ROADS:
- = MAJOR
- = SECONDARY
- = COLLECTOR
- = LOCAL
- = KEY ACCESS INTERSECTION

TRAFFIC CONTROLS:
- = TRAFFIC SIGNAL
- = CROSS STREET STOP
- = ALL WAY STOP

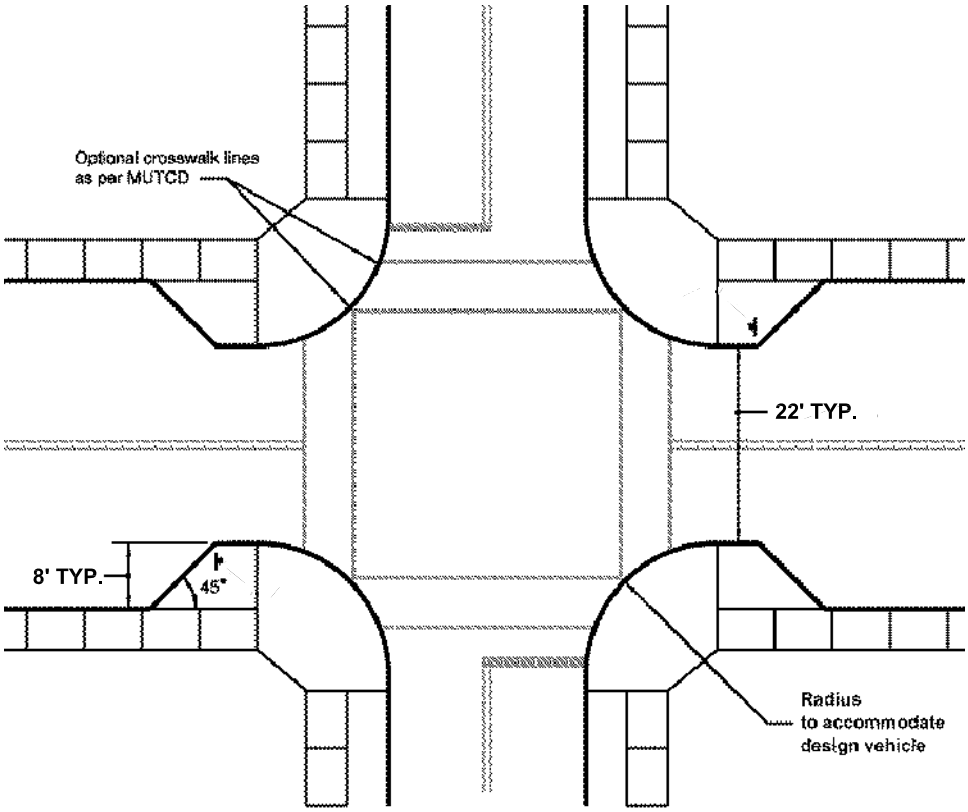
PEDESTRIAN AMENITIES:
- = AUGMENTED SIDEWALKS
- = CURB EXTENSIONS
- = RAISED CROSSWALK

- = RELOCATED TRANSIT CENTER
- = REGIONAL TRANSIT CORRIDOR
- = LOCAL TRANSIT CORRIDOR

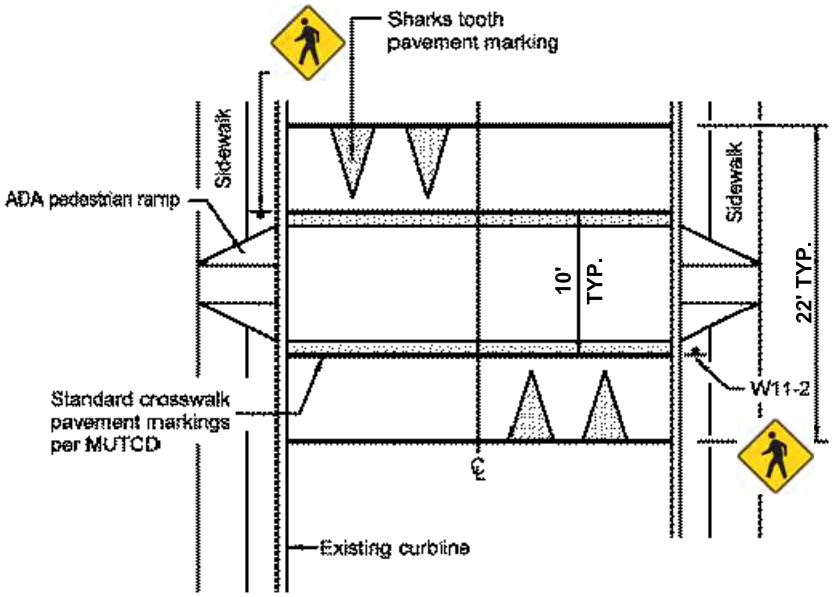
REV. 2/5/10

DOWNTOWN DOWNEY
SAMPLE SPEED MEASURE DESIGNS

NARROWING / CURB EXTENSIONS



RAISED CROSSWALK



connections to transit. The routes include walkways that connect schools, parks, neighborhoods, and commercial districts throughout the downtown area.

The purpose of the recommended pedestrian network is to encourage walking as a viable mode of transportation, improve pedestrian safety, and enable people to walk to and from key destinations and transit stops. The inclusion of sidewalks and other pedestrian facilities in the transportation system is necessary to help minimize GHG emissions per capita, traffic congestion, infrastructure maintenance costs, and to increase the quality of life in the downtown area. Some walking will occur regardless of the pedestrian environment. However, the full potential for walking trips will not be met unless good sidewalks are in place, there are direct connections to places people need to go, and people feel safe using them.

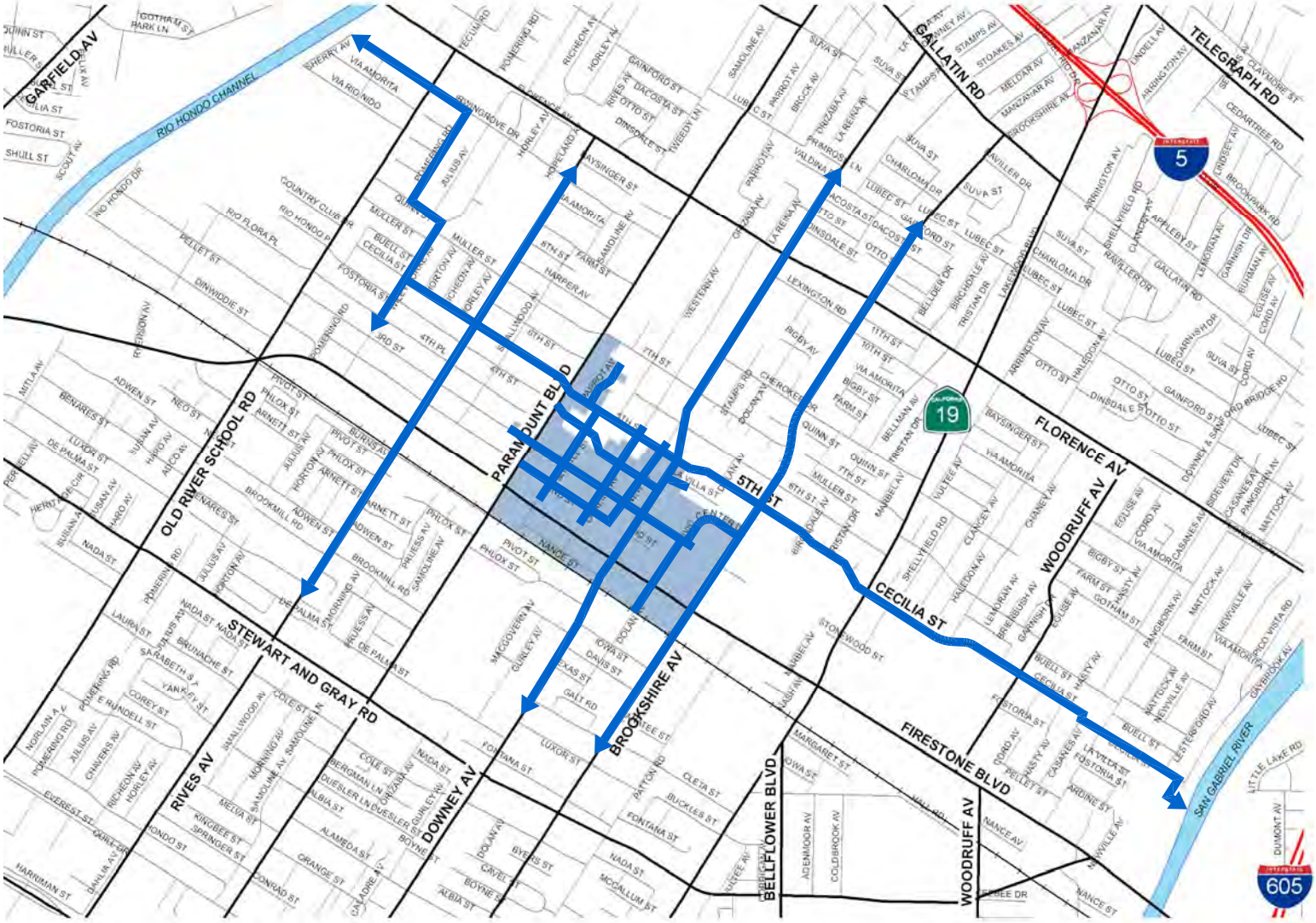
Exhibit 6-A identifies two key pedestrian corridors, Downey Avenue and 3rd Street. The pedestrian facilities (sidewalks) in these areas should be maximized / augmented to reinforce the role of these corridors as "people spaces" that encourage vibrant, mixed-use activities. Downey Avenue's current design already reflects this type of emphasis.

Exhibit 6-A also identifies regional and local transit corridors. As shown on Exhibit 6-A (per the Specific Plan materials in Appendix "A" of this report), the transit center is proposed to be relocated from the southern edge of the Downtown Downey Specific Plan area to a more central / accessible location near the Civic Center. Roadways identified as regional transit corridors should be designed to accommodate MTA buses, while the local transit corridors should be designed to accommodate the vehicles used by the Downey Link system.

Another alternative mode of transport that has long been included in the transportation options for southern California is the bicycle. Although the City of Downey does not have a bicycle facilities plan in place at this time, the Downtown Downey Specific Plan can serve as a catalyst for developing such a plan. Exhibit 6-C depicts a recommended bicycle backbone network that would provide access from the greater City of Downey community into the downtown area. Bicycling is an economical and healthy alternative

EXHIBIT 6-C

POTENTIAL BICYCLE BACKBONE NETWORK



LEGEND:

- POTENTIAL BICYCLE BACKBONE NETWORK

N

mode of transportation. The outstanding local climate and relatively flat topography makes bicycling an attractive alternative to local residents and visitors.

Design standards for the construction of bikeways are primarily based upon guidelines established by Chapter 1000 – "Bikeway Planning and Design" of the *Caltrans Highway Design Manual*. The Caltrans manual includes the following types of bikeways:

> ***Class I Bikeway***: Provides for bicycle travel on a paved right-of-way completely separated from streets or highways. Often referred to as an off-street bike trail.
>
> ***Class II Bikeway***: A striped on-street bike lane for one-way bicycle travel within the roadway.
>
> ***Class III Bikeway***: An on-street bike lane for one-way bicycle travel within the roadway that is identified solely by signage and allow for bicyclists to use streets jointly with motor vehicle traffic.

The majority of the routes depicted on Exhibit 6-C are local / Collector streets and treatment as Class III (signed) bike routes is expected to provide adequate safety for all road users. Bicycle routes along Downey Avenue and Brookshire Avenue would benefit from more positive identification / control measures. The most prevalent / traditional method of accommodating bicyclists on this type of roadway is through providing an explicit (striped) Class II bike lane. However, alternatives, such as the concept of “shared space” which has been implemented by the City of Long Beach and includes additional pavement markings that emphasize the shared nature of the roadway, are also worthy of consideration within and around the Downtown Downey SP area. The east-west facilities depicted along 5th Street / Cecilia Street to the east and west of the downtown area are intended to provide access to the Class I facilities along the San Gabriel River and the Rio Hondo Channel.

Bicyclists vary significantly in their skill level, comfort with cars and traffic, reasons for bicycling, and common destinations. All of these factors can affect what facilities a cyclist will use and value, and how a cyclist will use those facilities. The following

definitions help to describe and assess the different needs of the cycling public; however, most bicyclists have attributes of multiple types of bicyclists.

Casual Bicyclist. Includes those who feel less comfortable negotiating traffic, often bicycle shorter distances than experienced riders, and may be unfamiliar with many of the rules of the road. Casual bicyclists benefit from route markers and wayfinding signage, bicycle lanes, wider curbs, and educational programs.

Commuter Bicyclist: Employee. Bicycle commuters who ride to work, making their entire commute by bicycle or by using their bicycle to link with other modes of transportation including buses, trains, or carpools and rideshares. Commuter bicyclists value direct routes between residential and employment areas, safe and secure bicycle parking facilities, and locker and shower facilities at their place of employment.

Commuter Bicyclist: Student. Bicyclists who travel to and from their home and their grade school, college, or university. Grade school bicycle commuters typically commute less than five miles to school, cross few arterials, and often use the sidewalk. College and university students are likely to bicycle less than five miles as well, but may travel as long as ten to fifteen miles. Like employee commuters, student commuters are likely to value direct routes, and may be more likely than employee commuters to prefer routes with less traffic and arterial crossings.

Experienced Bicyclist. Includes those who prefer the most direct route between origin and destination and prefer riding within or near the vehicle travel lanes. Experienced bicyclists negotiate streets in much the same manner as motor vehicles, merging across traffic to make left turns, and avoiding bicycle lanes and shoulders that contain gravel and glass. Experienced bicyclists benefit from wider curb lanes and bicycle-actuated loop detectors at signals.

Recreation Bicyclists: Casual Bicyclist. Casual recreational cyclists are those who generally want to ride on off-street bikeways and cover shorter trip distances at slower

speeds. Casual cyclists will tend to take trips of less than 10 miles in length, and may ride as a family group with children. Recreational destinations are also important for casual cyclists, as they provide a place to stop and get off the bike. To this end, having secure bicycle parking at destinations is important.

Recreational Bicyclists: Road Bicyclist. Road cyclists bicycle almost exclusively on roadways, which accommodate higher speeds, longer distances, and few conflicts with other recreational users. Typical trip distances for the road cyclist can range from 10 miles to over 50 miles. While the average road cyclist would likely prefer to ride on roads with little or no traffic, they are generally comfortable riding in traffic if necessary. To this end, a road cyclist will tend to ride in a manner similar to a motor vehicle (e.g., when approaching traffic signals or making left turns). Road cyclists are typically not seeking a recreational destination along the route, as a ride itself is the recreation.

Bicycle amenities are physical items provided to serve the bicycling community through the enhancement of safety, aesthetics, and enjoyment. Bicycle amenities include landscaping, lighting, rest amenities, and end-of-trip facilities. The following definitions are used to describe the types of amenities recommended within the Downtown Downey Specific Plan:

Class I Bicycle Parking Facilities. Class I bicycle racks are stationary storage racks designed to secure the frame and both wheels of the bicycle, where the cyclist supplies only a padlock. Additionally, enclosed bicycle lockers, staffed bicycle "barns" or bicycle parking lots, unstaffed bicycle "barns" or lots that are accessible only to an exclusive set of users, or any other facilities with a locking mechanism that is not provided by the bicycle user are also considered Class I bicycle parking facilities.

Class I bicycling parking facilities are recommended at the designated Transit Station shown on Exhibit 6-A. Bicycle racks should be provided throughout the downtown area as (redevelopment occurs). Bicycle racks should generally be located near to street

corners to facilitate access to a variety of destinations on each of the intersecting streets.

End of Trip Facilities. Includes bicycle lockers, bicycle racks, and locker rooms and shower rooms that bicyclists may require at their destinations. End of trip facilities are especially important to bicycle commuters and are usually provided by employers.

Rest Amenities. Includes drinking fountains, benches, picnic tables and lawn areas that directly serve users of the on-street or off-street bikeway system. Rest amenities are important for less experienced bicyclists, families bicycling with children, walkers, joggers, and seniors using the bikeway to network. These facilities should be provided within the various park / open space amenity areas identified in Attachment “A” (Specific Plan and Urban Design Concepts) of this letter report.

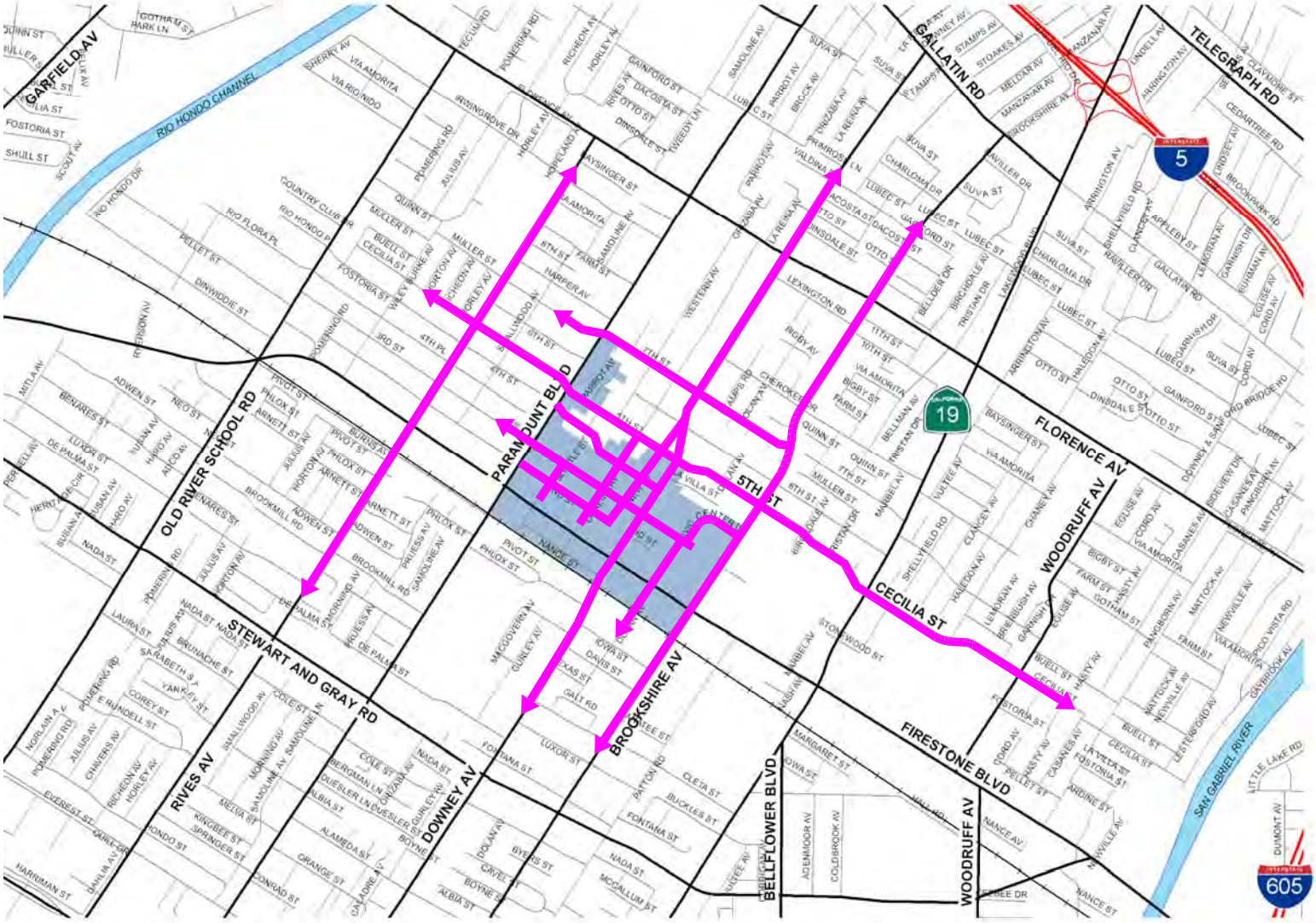
The final alternative mode of transport recommended for consideration within the Downtown Downey SP is the neighborhood electric vehicle (NEV). Section 385.5 of the California Vehicle Code (CVC) defines a Low Speed Vehicle (LSV) as a motor vehicle, other than a motor truck, having four wheels on the ground that is capable of propelling itself at a lowest maximum speed of 20 miles per hour and a highest maximum speed of 25 miles per hour, on a paved level surface. Because only electric powered LSVs are sold in California, all LSVs in California are also referred to as "Neighborhood Electric Vehicles." A potential NEV backbone network is illustrated on Exhibit 6-D.

CVC Section 2160 (a) notes that NEVs cannot be operated on any roadway with a speed limit in excess of 35 miles per hour (unless allowed by separate legislative action). None of the backbone facilities shown on Exhibit 6-D have a speed limit in excess of 35 MPH.

CVC Section 2160 (l) allows NEVs to cross a roadway with a speed limit in excess of 35 miles per hour if the crossing begins and ends on a roadway with a speed limit of 35 miles per hour or less and occurs at an intersection of approximately 90 degrees.

EXHIBIT 6-D

POTENTIAL NEIGHBORHOOD ELECTRIC VEHICLE (NEV) BACKBONE NETWORK



"The Other Way Around Town"

LEGEND:

▬ POTENTIAL NEIGHBORHOOD ELECTRIC VEHICLE (NEV) BACKBONE NETWORK

N

However, NEVs can only cross a state highway with the approval of the agency having primary traffic enforcement responsibilities.

CVC Section 21266 (b) enables local law enforcement or the CHP to prohibit the operation of NEVs on any roadway under its jurisdiction in the interest of public safety. Signs must be erected giving notice that NEVs are prohibited. Drivers of NEVs must hold a valid California Driver License. NEVs must be registered and licensed with DMV.

Assembly Bill No. 2353 was enacted in September 2004 to allow specified cities to develop "Neighborhood Electric Vehicle Plans" so that the NEVs could operate on public streets with speed limits greater than 35 miles per hour. Only two cities are currently named in AB 2353, the City of Lincoln and the City of Rocklin. NEVs operated on streets with speed limits greater than 35 mph must be operated in their own striped lane separate from general traffic. Again, none of the backbone facilities shown on Exhibit 6-D have a speed limit in excess of 35 MPH.

Jurisdictions that are interested in allowing NEVs to operate on streets with greater than 35 miles per hour limits (subject to a community NEV Plan), must have legislative approval. No plan or approval is necessary for operation on streets of 35 miles per hour or less.

The NEV has the potential to be a valued local transportation component of the Downtown Downey Specific Plan. It will offer residents the ability to circulate within the downtown and also to access the downtown area from other parts of City of Downey without having to start an internal combustion powered automobile engine. The NEV will be an enjoyable mode to reach nearby commercial and activity centers in the downtown area, and to visit neighbors.

The benefits of NEVs include the following:

- Relatively inexpensive vehicle to own and operate.
- Particularly well suited to trip lengths of 10 miles or less.

- NEVs do not contribute to the air pollution caused by the cold-starts and operation of typical high speed autos.
- NEVs achieve an "energy equivalent" of 150 mpg (based upon 2002 California Energy Commission report).
- By using solar or wind power to generate the electricity for these vehicles, they have potential to run fossil fuel free.

In the future, there will be an expanded array of mobility options for residents to travel beyond the community. The NEV can play a central role in reaching the downtown transit center to conveniently access these mobility extensions.

A typical golf cart is 47 inches wide. By comparison, the commonly-found NEVs range in width from 47 inches (Columbia) to 59 inches (Zenn). As the NEV infrastructure (lanes and parking) is being designed to accommodate the current range of NEVs, it is appropriate to limit the width of future NEVs that will use this infrastructure. The preferred limit on vehicle width is 55 inches, with an absolute maximum of 60 inches.

The modern NEV can travel 30 miles between charges. They plug into any 110V outlet, in a garage, or at an outlet at a neighborhood commercial center. Any NEV parking site that would have NEVs parked for several hours would likely benefit from available charging infrastructure. Visitors driving their NEV to a neighbor's house for an afternoon party would enjoy having an external electric outlet to charge from as well.

6.2 Roadway Design Recommendations

The design of roadways within the Downtown Downey SP will play a major role in both accommodating automobiles and alternative modes of transport. Recommended cross-sections that are appropriate for the Downtown Downey SP setting have been developed that reflect the need to balance the amount of space dedicated to the automobile against the needs of various other roadway uses.

Exhibit 6-E depicts the typical mid-block cross-sections for the Major Arterials (Paramount Boulevard and Firestone Boulevard) within the project area. As shown on Exhibit 6-E, the existing available ROW width of 100 feet is already being used in a manner that maximizes the amount of space available to pedestrians by utilizing narrower travel lanes (10 to 12 feet) and median widths (10 feet). It is recommended that a standard cross-section of 114 feet be utilized as redevelopment occurs, corresponding to the maximum typical ROW in the General Plan Circulation Element. A slight narrowing of the curb to curb section (compared to the typical General Plan section) is recommended, to allow for a wider 15 feet) sidewalk area.

A number of the Collector and local streets in the downtown are 60 feet wide in terms of the available ROW. Several possible cross-sections for this type / ROW width have been developed. The recommended cross-sections for roadways with a 60 foot wide ROW width are shown on Exhibit 6-F. The most likely section, corresponding to the typical usage under existing conditions would allow parking on both sides of the street and would have a curb to curb section of 38 to 40 feet, with a sidewalk width of 10 to 11 feet. Sidewalk extensions could be employed on an intermittent basis, particularly in the vicinity of intersection “bulb-outs”. These would eliminate parking on one side of the street and allow for an additional 7 to 8 feet of the ROW to be dedicated to sidewalk or parkway uses.

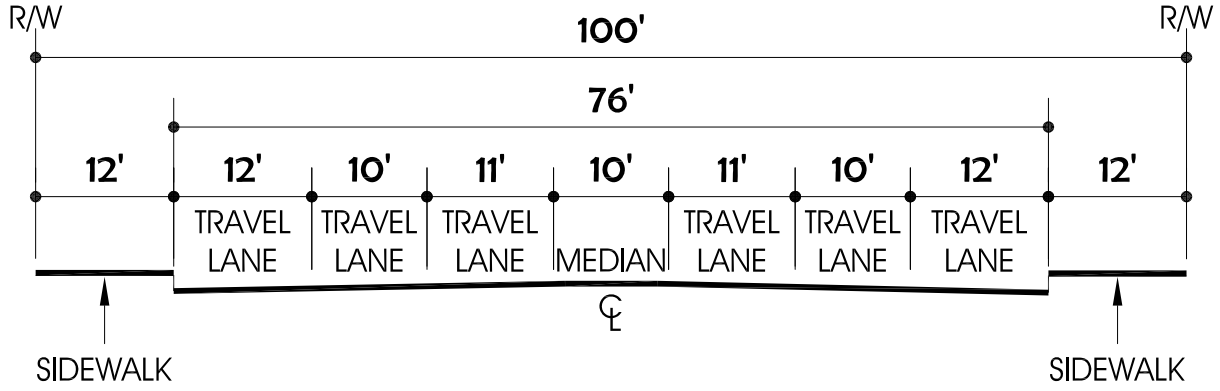
A special cross-section that could be used, particularly in commercially oriented areas, would provide parallel parking on one side of the street, along with an augmented sidewalk area to allow for convenient pedestrian access / circulation. Finally, a cross-section with no parking allowed could be implemented where the primary emphasis is on pedestrian circulation and accessibility (for instance, the 3rd Street corridor). It would be important to provide convenient and accessible off-street parking to ensure adequate access for visitors / patrons / residents traveling via automobile.

EXHIBIT 6-E

DOWNTOWN ARTERIAL RECOMMENDED ROADWAY CROSS-SECTIONS

Major Arterial, Mid-Block, Current R.O.W.

(Paramount & Firestone)



Major Arterial, Mid-Block, Recommended R.O.W.

(Paramount & Firestone)

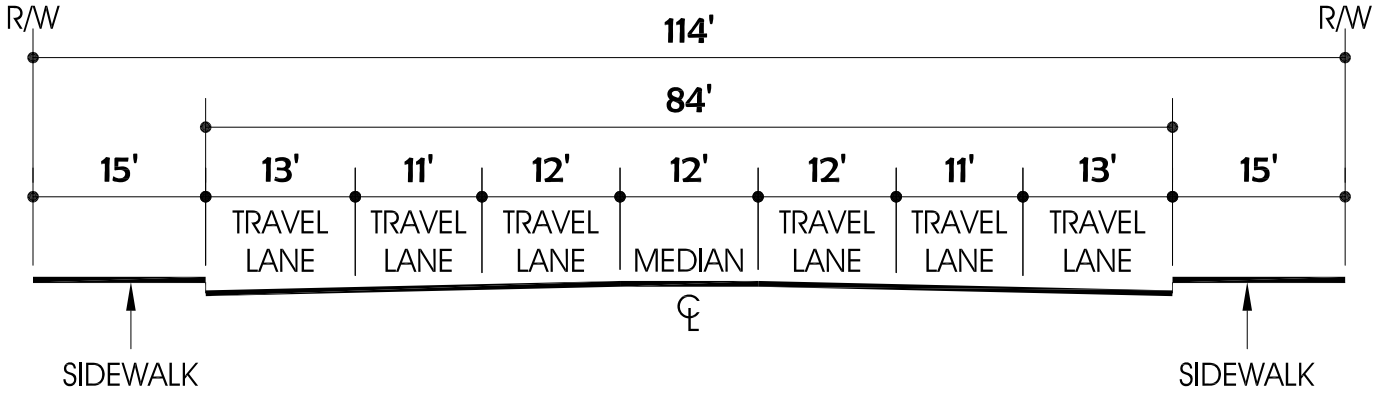
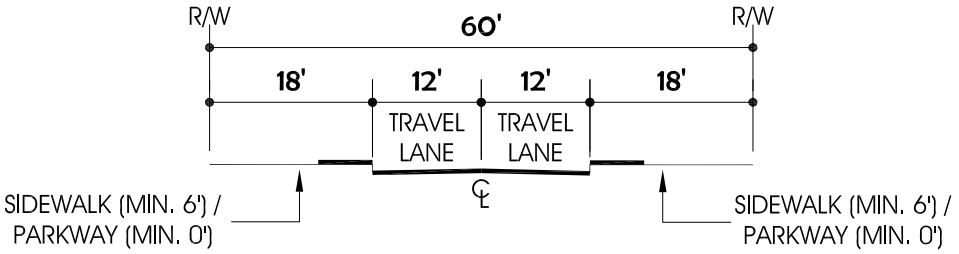


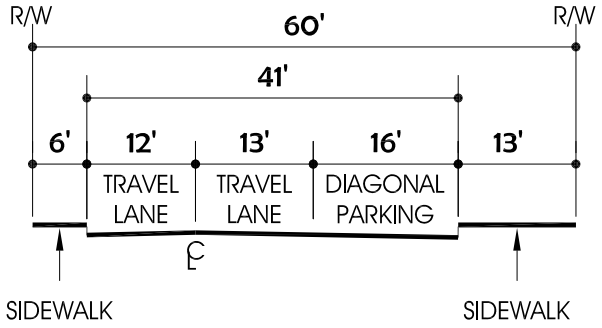
EXHIBIT 6-F

COLLECTOR / LOCAL STREET (60' R.O.W.) RECOMMENDED ROADWAY CROSS-SECTIONS

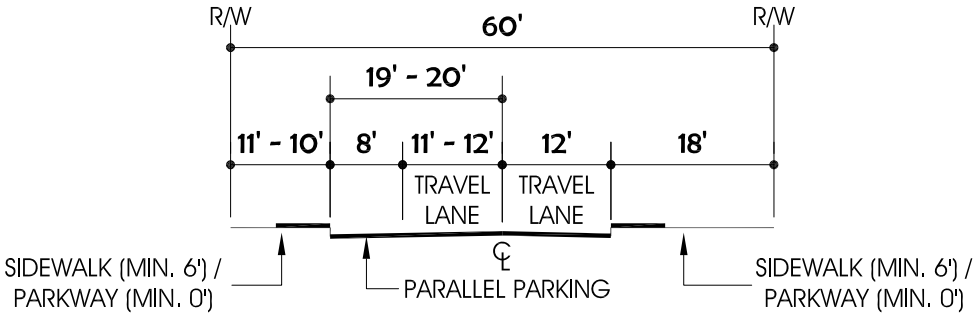
Collector / Local Street, No On-Street Parking



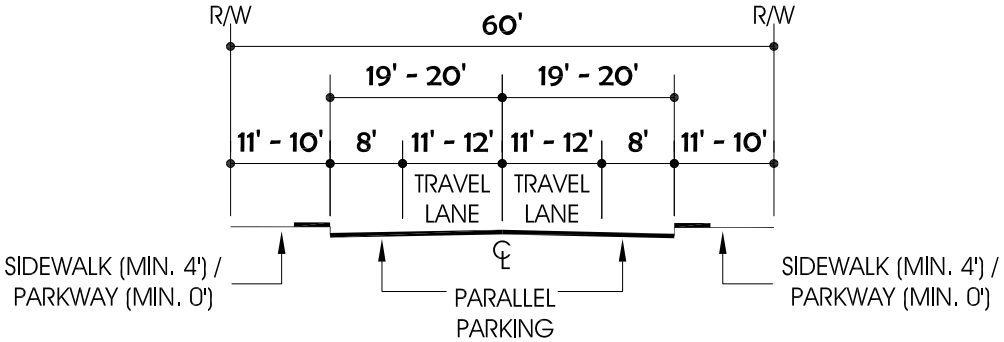
Collector / Local Street, Diagonal Parking One Side



Collector / Local Street, Parking One Side



Collector / Local Street, Parking Both Sides

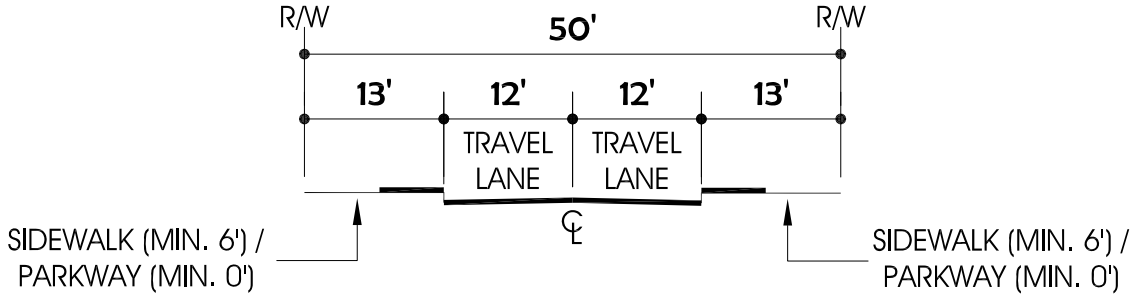


A number of streets in the downtown area have a 50 foot ROW width. Similar alternative cross-sections for these types of roadways are depicted on Exhibit 6-G. Sections with parking on both sides, one side, and no parking are depicted on Exhibit 6-G.

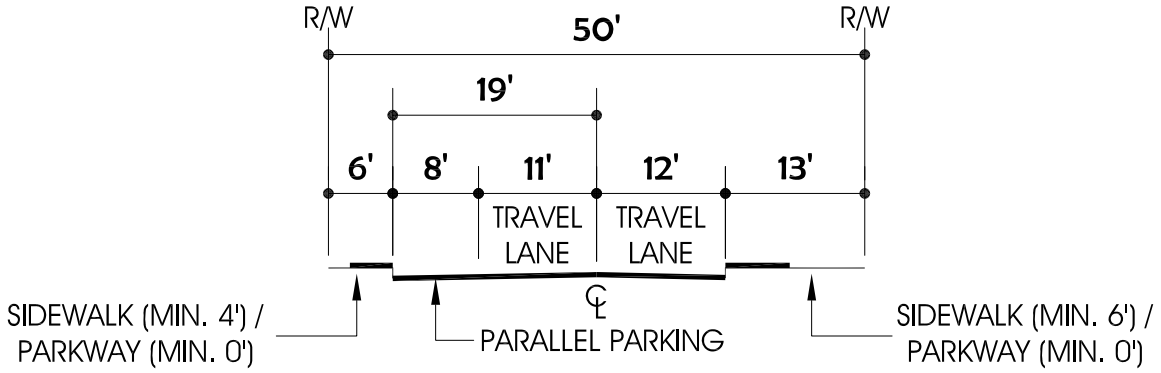
EXHIBIT 6-G

LOCAL STREET (50' R.O.W.) RECOMMENDED ROADWAY CROSS-SECTIONS

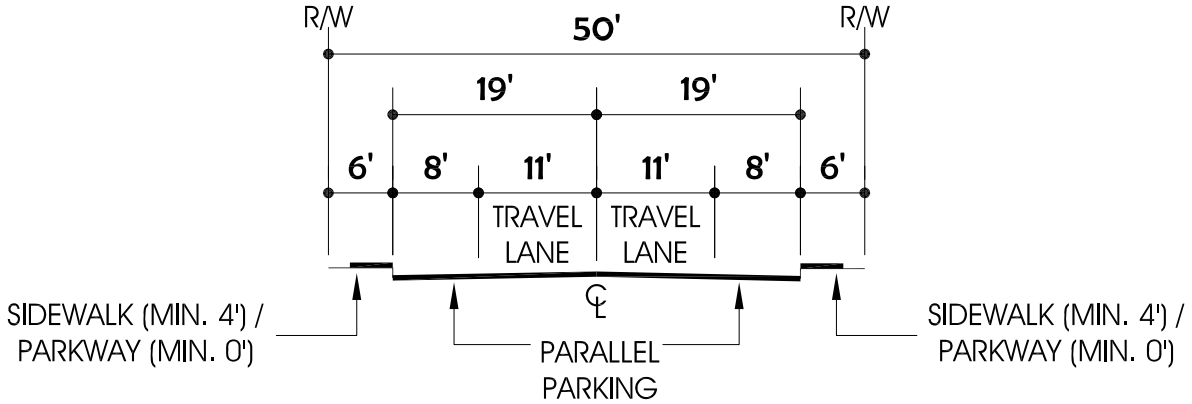
Local Street, No On-Street Parking



Local Street, Parking One Side



Local Street, Parking Both Sides



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Appendix 6

Air Quality and Greenhouse Gas Worksheets

ESA

Appendix G

Air Quality Calculations

Appendix G Contents

Urbemis Summary Report for Summer Emissions – 3 pages
Urbemis Detail Report for Summer Construction Unmitigated Emissions – 19 pages
Urbemis Summary Report for Annual Emissions – 3 pages
CALINE4 Carbon Monoxide Concentrations, Existing – 1 page
CALINE4 Carbon Monoxide Concentrations, Existing plus project – 1 page
CALINE4 Carbon Monoxide Concentrations, Cumulative – 1 page
CALINE4 Carbon Monoxide Concentrations, Cumulative plus project – 1 page
Greenhouse Gas (GHG) Summary Calculations – 3 pages

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Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Documents and Settings\dsa\Application Data\Urbemis\Version9a\Projects\downey downtown project.urb924

Project Name: downey downtown

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2011 TOTALS (lbs/day unmitigated)	52.69	204.35	459.26	0.59	45.18	10.18	55.37	9.81	9.27	19.08	68,897.02
2012 TOTALS (lbs/day unmitigated)	50.36	187.99	429.13	0.59	45.18	9.32	54.50	9.81	8.47	18.28	68,889.85
2013 TOTALS (lbs/day unmitigated)	48.24	172.36	400.57	0.59	45.18	8.54	53.72	9.81	7.75	17.56	68,885.31
2014 TOTALS (lbs/day unmitigated)	46.19	157.19	374.76	0.59	45.18	7.81	53.00	9.81	7.08	16.89	68,881.49
2015 TOTALS (lbs/day unmitigated)	44.17	142.18	350.61	0.59	45.18	7.19	52.38	9.81	6.51	16.32	68,878.44
2016 TOTALS (lbs/day unmitigated)	42.46	129.17	329.33	0.59	45.18	6.63	51.81	9.81	5.99	15.80	68,873.70
2017 TOTALS (lbs/day unmitigated)	41.00	117.37	309.20	0.59	45.18	6.07	51.26	9.81	5.48	15.29	68,870.65

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2018 TOTALS (lbs/day unmitigated)	39.45	106.78	290.62	0.59	45.18	5.56	50.74	9.81	5.00	14.81	68,868.70
2019 TOTALS (lbs/day unmitigated)	38.12	97.30	273.47	0.59	45.18	5.09	50.27	9.81	4.57	14.38	68,867.53
2020 TOTALS (lbs/day unmitigated)	36.91	88.96	257.44	0.59	45.18	4.76	49.95	9.81	4.27	14.08	68,866.77
2021 TOTALS (lbs/day unmitigated)	34.59	78.41	200.46	0.59	45.18	4.48	49.67	9.81	4.01	13.82	68,865.96
2022 TOTALS (lbs/day unmitigated)	34.59	78.41	200.46	0.59	45.18	4.48	49.67	9.81	4.01	13.82	68,865.96
2023 TOTALS (lbs/day unmitigated)	34.59	78.41	200.46	0.59	45.18	4.48	49.67	9.81	4.01	13.82	68,865.96
2024 TOTALS (lbs/day unmitigated)	34.59	78.41	200.46	0.59	45.18	4.48	49.67	9.81	4.01	13.82	68,865.96
2025 TOTALS (lbs/day unmitigated)	34.59	78.41	200.46	0.59	45.18	4.48	49.67	9.81	4.01	13.82	68,865.96
2026 TOTALS (lbs/day unmitigated)	33.32	73.98	169.62	0.59	45.18	4.38	49.57	9.81	3.92	13.73	68,868.86

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	104.35	50.25	39.22	0.00	0.10	0.10	61,375.49

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OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,087.08	1,598.79	14,144.24	15.85	2,603.12	506.59	1,548,101.24

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,191.43	1,649.04	14,183.46	15.85	2,603.22	506.69	1,609,476.73

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Urbemis 2007 Version 9.2.4

Detail Report for Summer Construction Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\dsa\Application Data\Urbemis\Version9a\Projects\downey downtown project.urb924

Project Name: downey downtown

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10 Total	PM2.5 Dust	PM2.5 Exhaust	PM2.5 Total	CO2
Time Slice 1/3/2011-12/30/2011 Active Days: 260	**52.69**	**204.35**	**459.26**	**0.59**	**45.18**	**10.18**	**55.37**	**9.81**	**9.27**	**19.08**	**68,897.02**
Building 01/01/2011-12/31/2026	20.31	111.13	405.86	0.59	2.53	5.63	8.15	0.90	5.08	5.98	59,457.66
Building Off Road Diesel	3.77	21.85	13.95	0.00	0.00	1.57	1.57	0.00	1.45	1.45	2,259.28
Building Vendor Trips	6.23	69.89	57.31	0.14	0.51	2.89	3.40	0.17	2.65	2.82	14,543.45
Building Worker Trips	10.31	19.39	334.61	0.45	2.01	1.16	3.18	0.73	0.98	1.71	42,654.93
Coating 01/01/2011-12/31/2026	21.15	0.02	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.16
Architectural Coating	21.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.01	0.02	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.16
Demolition 01/01/2011-12/31/2026	5.52	46.22	27.22	0.01	2.64	2.20	4.85	0.55	2.02	2.58	4,655.83
Fugitive Dust	0.00	0.00	0.00	0.00	2.63	0.00	2.63	0.55	0.00	0.55	0.00
Demo Off Road Diesel	5.29	43.71	25.06	0.00	0.00	2.10	2.10	0.00	1.93	1.93	4,132.45
Demo On Road Diesel	0.19	2.43	0.94	0.00	0.01	0.10	0.11	0.00	0.09	0.09	367.92
Demo Worker Trips	0.04	0.07	1.22	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.46

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Fine Grading 01/01/2011-12/31/2026	2.86	23.49	12.93	0.00	20.01	1.18	21.18	4.18	1.08	5.26	2,371.69
Fine Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Fine Grading Off Road Diesel	2.83	23.44	11.96	0.00	0.00	1.17	1.17	0.00	1.08	1.08	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.03	0.06	0.98	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.37
Mass Grading 01/01/2011-12/31/2026	2.86	23.49	12.93	0.00	20.01	1.18	21.18	4.18	1.08	5.26	2,371.69
Mass Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Mass Grading Off Road Diesel	2.83	23.44	11.96	0.00	0.00	1.17	1.17	0.00	1.08	1.08	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.03	0.06	0.98	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.37

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Time Slice 1/2/2012-12/31/2012 Active Days: 261	50.36	187.99	429.13	**0.59**	**45.18**	9.32	54.50	**9.81**	8.47	18.28	68,889.85
Building 01/01/2011-12/31/2026	18.58	100.58	377.93	0.59	2.53	5.15	7.68	0.90	4.64	5.54	59,450.57
Building Off Road Diesel	3.48	20.42	13.62	0.00	0.00	1.42	1.42	0.00	1.31	1.31	2,259.28
Building Vendor Trips	5.71	62.38	53.03	0.14	0.51	2.56	3.07	0.17	2.35	2.52	14,543.75
Building Worker Trips	9.39	17.77	311.28	0.45	2.01	1.16	3.18	0.73	0.98	1.71	42,647.53
Coating 01/01/2011-12/31/2026	21.15	0.02	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.15
Architectural Coating	21.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.01	0.02	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.15
Demolition 01/01/2011-12/31/2026	5.20	43.40	26.07	0.01	2.64	2.01	4.66	0.55	1.85	2.40	4,655.80
Fugitive Dust	0.00	0.00	0.00	0.00	2.63	0.00	2.63	0.55	0.00	0.55	0.00
Demo Off Road Diesel	4.99	41.17	24.10	0.00	0.00	1.92	1.92	0.00	1.77	1.77	4,132.45
Demo On Road Diesel	0.17	2.17	0.84	0.00	0.01	0.09	0.10	0.00	0.08	0.08	367.92
Demo Worker Trips	0.03	0.06	1.13	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.43
Fine Grading 01/01/2011-12/31/2026	2.72	22.00	12.42	0.00	20.01	1.08	21.08	4.18	0.99	5.17	2,371.66
Fine Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Fine Grading Off Road Diesel	2.69	21.95	11.51	0.00	0.00	1.07	1.07	0.00	0.99	0.99	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.03	0.05	0.91	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.35
Mass Grading 01/01/2011-12/31/2026	2.72	22.00	12.42	0.00	20.01	1.08	21.08	4.18	0.99	5.17	2,371.66
Mass Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Mass Grading Off Road Diesel	2.69	21.95	11.51	0.00	0.00	1.07	1.07	0.00	0.99	0.99	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.03	0.05	0.91	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.35

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Time Slice 1/1/2013-12/31/2013 Active Days: 261	48.24	172.36	400.57	**0.59**	**45.18**	8.54	53.72	**9.81**	7.75	17.56	68,885.31
Building 01/01/2011-12/31/2026	16.94	90.41	351.49	0.59	2.53	4.68	7.21	0.90	4.20	5.10	59,446.08
Building Off Road Diesel	3.19	19.04	13.34	0.00	0.00	1.26	1.26	0.00	1.16	1.16	2,259.28
Building Vendor Trips	5.19	55.16	48.85	0.14	0.51	2.25	2.76	0.17	2.06	2.23	14,544.35
Building Worker Trips	8.56	16.22	289.30	0.45	2.01	1.17	3.19	0.73	0.98	1.71	42,642.45
Coating 01/01/2011-12/31/2026	21.15	0.02	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.15
Architectural Coating	21.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.01	0.02	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.15
Demolition 01/01/2011-12/31/2026	5.00	40.71	24.93	0.01	2.64	1.88	4.52	0.55	1.73	2.28	4,655.78
Fugitive Dust	0.00	0.00	0.00	0.00	2.63	0.00	2.63	0.55	0.00	0.55	0.00
Demo Off Road Diesel	4.82	38.74	23.13	0.00	0.00	1.80	1.80	0.00	1.65	1.65	4,132.45
Demo On Road Diesel	0.16	1.91	0.74	0.00	0.01	0.07	0.09	0.00	0.07	0.07	367.92
Demo Worker Trips	0.03	0.06	1.05	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.41
Fine Grading 01/01/2011-12/31/2026	2.58	20.61	11.94	0.00	20.01	0.99	21.00	4.18	0.91	5.09	2,371.65
Fine Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Fine Grading Off Road Diesel	2.55	20.56	11.10	0.00	0.00	0.99	0.99	0.00	0.91	0.91	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.02	0.05	0.84	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.33
Mass Grading 01/01/2011-12/31/2026	2.58	20.61	11.94	0.00	20.01	0.99	21.00	4.18	0.91	5.09	2,371.65
Mass Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Mass Grading Off Road Diesel	2.55	20.56	11.10	0.00	0.00	0.99	0.99	0.00	0.91	0.91	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.02	0.05	0.84	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.33

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Time Slice 1/1/2014-12/31/2014 Active Days: 261	46.19	157.19	374.76	**0.59**	**45.18**	7.81	53.00	**9.81**	7.08	16.89	68,881.49
Building 01/01/2011-12/31/2026	15.43	81.01	327.56	0.59	2.53	4.34	6.87	0.90	3.88	4.79	59,442.31
Building Off Road Diesel	2.93	17.65	13.06	0.00	0.00	1.11	1.11	0.00	1.02	1.02	2,259.28
Building Vendor Trips	4.70	48.44	45.01	0.14	0.51	1.97	2.48	0.17	1.80	1.97	14,544.79
Building Worker Trips	7.80	14.92	269.49	0.45	2.01	1.27	3.28	0.73	1.07	1.80	42,638.24
Coating 01/01/2011-12/31/2026	21.14	0.01	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.14
Architectural Coating	21.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.01	0.01	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.14
Demolition 01/01/2011-12/31/2026	4.74	37.93	23.90	0.01	2.64	1.69	4.34	0.55	1.56	2.11	4,655.77
Fugitive Dust	0.00	0.00	0.00	0.00	2.63	0.00	2.63	0.55	0.00	0.55	0.00
Demo Off Road Diesel	4.57	36.20	22.26	0.00	0.00	1.62	1.62	0.00	1.49	1.49	4,132.45
Demo On Road Diesel	0.14	1.67	0.65	0.00	0.01	0.06	0.08	0.00	0.06	0.06	367.92
Demo Worker Trips	0.03	0.05	0.98	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.40
Fine Grading 01/01/2011-12/31/2026	2.44	19.12	11.52	0.00	20.01	0.89	20.90	4.18	0.82	5.00	2,371.64
Fine Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Fine Grading Off Road Diesel	2.41	19.08	10.74	0.00	0.00	0.89	0.89	0.00	0.82	0.82	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.02	0.04	0.79	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.32
Mass Grading 01/01/2011-12/31/2026	2.44	19.12	11.52	0.00	20.01	0.89	20.90	4.18	0.82	5.00	2,371.64
Mass Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Mass Grading Off Road Diesel	2.41	19.08	10.74	0.00	0.00	0.89	0.89	0.00	0.82	0.82	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.02	0.04	0.79	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.32

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Time Slice 1/1/2015-12/31/2015 Active Days: 261	44.17	142.18	350.61	**0.59**	**45.18**	7.19	52.38	**9.81**	6.51	16.32	68,878.44
Building 01/01/2011-12/31/2026	14.06	72.24	305.18	0.59	2.53	4.01	6.54	0.90	3.58	4.48	59,439.30
Building Off Road Diesel	2.69	16.17	12.80	0.00	0.00	1.03	1.03	0.00	0.94	0.94	2,259.28
Building Vendor Trips	4.25	42.39	41.46	0.14	0.51	1.72	2.23	0.17	1.57	1.74	14,545.41
Building Worker Trips	7.12	13.68	250.92	0.45	2.01	1.27	3.28	0.73	1.07	1.80	42,634.60
Coating 01/01/2011-12/31/2026	21.14	0.01	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.14
Architectural Coating	21.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.01	0.01	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.14
Demolition 01/01/2011-12/31/2026	4.42	34.83	22.94	0.01	2.64	1.56	4.20	0.55	1.43	1.98	4,655.76
Fugitive Dust	0.00	0.00	0.00	0.00	2.63	0.00	2.63	0.55	0.00	0.55	0.00
Demo Off Road Diesel	4.27	33.33	21.45	0.00	0.00	1.50	1.50	0.00	1.38	1.38	4,132.45
Demo On Road Diesel	0.13	1.46	0.57	0.00	0.01	0.05	0.07	0.00	0.05	0.05	367.92
Demo Worker Trips	0.03	0.05	0.91	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.39
Fine Grading 01/01/2011-12/31/2026	2.28	17.54	11.13	0.00	20.01	0.81	20.82	4.18	0.75	4.93	2,371.63
Fine Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Fine Grading Off Road Diesel	2.26	17.50	10.40	0.00	0.00	0.81	0.81	0.00	0.74	0.74	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.02	0.04	0.73	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.31
Mass Grading 01/01/2011-12/31/2026	2.28	17.54	11.13	0.00	20.01	0.81	20.82	4.18	0.75	4.93	2,371.63
Mass Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Mass Grading Off Road Diesel	2.26	17.50	10.40	0.00	0.00	0.81	0.81	0.00	0.74	0.74	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.02	0.04	0.73	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.31

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Time Slice 1/1/2016-12/30/2016 Active Days: 261	42.46	129.17	329.33	**0.59**	**45.18**	6.63	51.81	**9.81**	5.99	15.80	68,873.70
Building 01/01/2011-12/31/2026	12.87	64.92	285.49	0.59	2.53	3.66	6.19	0.90	3.26	4.16	59,434.60
Building Off Road Diesel	2.47	14.84	12.61	0.00	0.00	0.88	0.88	0.00	0.81	0.81	2,259.28
Building Vendor Trips	3.87	37.44	38.48	0.14	0.51	1.52	2.03	0.17	1.39	1.56	14,545.77
Building Worker Trips	6.53	12.64	234.40	0.45	2.01	1.27	3.28	0.73	1.07	1.80	42,629.55
Coating 01/01/2011-12/31/2026	21.14	0.01	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.13
Architectural Coating	21.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.01	0.01	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.13
Demolition 01/01/2011-12/31/2026	4.16	32.03	22.07	0.01	2.64	1.45	4.09	0.55	1.33	1.88	4,655.74
Fugitive Dust	0.00	0.00	0.00	0.00	2.63	0.00	2.63	0.55	0.00	0.55	0.00
Demo Off Road Diesel	4.02	30.70	20.71	0.00	0.00	1.40	1.40	0.00	1.29	1.29	4,132.45
Demo On Road Diesel	0.12	1.29	0.51	0.00	0.01	0.05	0.06	0.00	0.04	0.05	367.92
Demo Worker Trips	0.02	0.05	0.85	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.37
Fine Grading 01/01/2011-12/31/2026	2.15	16.10	10.78	0.00	20.01	0.76	20.76	4.18	0.70	4.88	2,371.61
Fine Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Fine Grading Off Road Diesel	2.13	16.07	10.09	0.00	0.00	0.75	0.75	0.00	0.69	0.69	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.02	0.04	0.68	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.29
Mass Grading 01/01/2011-12/31/2026	2.15	16.10	10.78	0.00	20.01	0.76	20.76	4.18	0.70	4.88	2,371.61
Mass Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Mass Grading Off Road Diesel	2.13	16.07	10.09	0.00	0.00	0.75	0.75	0.00	0.69	0.69	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.02	0.04	0.68	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.29

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Time Slice 1/2/2017-12/29/2017 Active Days: 260	41.00	117.37	309.20	**0.59**	**45.18**	6.07	51.26	**9.81**	5.48	15.29	68,870.65
Building 01/01/2011-12/31/2026	11.80	58.61	266.83	0.59	2.53	3.39	5.92	0.90	3.01	3.91	59,431.59
Building Off Road Diesel	2.25	13.62	12.45	0.00	0.00	0.77	0.77	0.00	0.71	0.71	2,259.28
Building Vendor Trips	3.55	33.33	35.85	0.14	0.51	1.35	1.86	0.17	1.23	1.41	14,546.28
Building Worker Trips	6.01	11.67	218.54	0.45	2.01	1.27	3.28	0.73	1.07	1.80	42,626.03
Coating 01/01/2011-12/31/2026	21.14	0.01	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.13
Architectural Coating	21.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.01	0.01	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.13
Demolition 01/01/2011-12/31/2026	3.97	29.31	21.29	0.01	2.64	1.32	3.96	0.55	1.21	1.76	4,655.73
Fugitive Dust	0.00	0.00	0.00	0.00	2.63	0.00	2.63	0.55	0.00	0.55	0.00
Demo Off Road Diesel	3.84	28.13	20.04	0.00	0.00	1.27	1.27	0.00	1.17	1.17	4,132.45
Demo On Road Diesel	0.11	1.14	0.45	0.00	0.01	0.04	0.05	0.00	0.04	0.04	367.92
Demo Worker Trips	0.02	0.04	0.80	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.35
Fine Grading 01/01/2011-12/31/2026	2.04	14.72	10.44	0.00	20.01	0.68	20.69	4.18	0.63	4.80	2,371.60
Fine Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Fine Grading Off Road Diesel	2.03	14.69	9.80	0.00	0.00	0.68	0.68	0.00	0.62	0.62	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.02	0.03	0.64	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.28
Mass Grading 01/01/2011-12/31/2026	2.04	14.72	10.44	0.00	20.01	0.68	20.69	4.18	0.63	4.80	2,371.60
Mass Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Mass Grading Off Road Diesel	2.03	14.69	9.80	0.00	0.00	0.68	0.68	0.00	0.62	0.62	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.02	0.03	0.64	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.28

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Time Slice 1/1/2018-12/31/2018 Active Days: 261	39.45	106.78	290.62	0.59	45.18	5.56	50.74	9.81	5.00	14.81	68,868.70
Building 01/01/2011-12/31/2026	10.80	53.08	249.51	0.59	2.53	3.16	5.69	0.90	2.80	3.70	59,429.67
Building Off Road Diesel	2.03	12.45	12.26	0.00	0.00	0.67	0.67	0.00	0.62	0.62	2,259.28
Building Vendor Trips	3.27	29.88	33.50	0.14	0.51	1.22	1.73	0.17	1.11	1.28	14,546.86
Building Worker Trips	5.51	10.75	203.74	0.45	2.01	1.27	3.29	0.73	1.07	1.80	42,623.53
Coating 01/01/2011-12/31/2026	21.14	0.01	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.13
Architectural Coating	21.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.01	0.01	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.13
Demolition 01/01/2011-12/31/2026	3.71	26.79	20.60	0.01	2.64	1.19	3.83	0.55	1.09	1.64	4,655.72
Fugitive Dust	0.00	0.00	0.00	0.00	2.63	0.00	2.63	0.55	0.00	0.55	0.00
Demo Off Road Diesel	3.59	25.73	19.44	0.00	0.00	1.15	1.15	0.00	1.06	1.06	4,132.45
Demo On Road Diesel	0.10	1.02	0.41	0.00	0.01	0.04	0.05	0.00	0.03	0.04	367.92
Demo Worker Trips	0.02	0.04	0.74	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.35
Fine Grading 01/01/2011-12/31/2026	1.90	13.45	10.16	0.00	20.01	0.60	20.61	4.18	0.56	4.73	2,371.59
Fine Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Fine Grading Off Road Diesel	1.88	13.42	9.57	0.00	0.00	0.60	0.60	0.00	0.55	0.55	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.02	0.03	0.59	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.28
Mass Grading 01/01/2011-12/31/2026	1.90	13.45	10.16	0.00	20.01	0.60	20.61	4.18	0.56	4.73	2,371.59
Mass Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Mass Grading Off Road Diesel	1.88	13.42	9.57	0.00	0.00	0.60	0.60	0.00	0.55	0.55	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.02	0.03	0.59	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.28

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Time Slice 1/1/2019-12/31/2019 Active Days: 261	38.12	97.30	273.47	**0.59**	**45.18**	5.09	50.27	**9.81**	4.57	14.38	68,867.53
Building 01/01/2011-12/31/2026	9.97	48.25	233.49	0.59	2.53	2.94	5.47	0.90	2.59	3.49	59,428.52
Building Off Road Diesel	1.88	11.39	12.14	0.00	0.00	0.57	0.57	0.00	0.52	0.52	2,259.28
Building Vendor Trips	3.02	26.96	31.39	0.14	0.51	1.10	1.62	0.17	1.00	1.18	14,547.46
Building Worker Trips	5.07	9.90	189.97	0.45	2.01	1.27	3.29	0.73	1.07	1.80	42,621.78
Coating 01/01/2011-12/31/2026	21.14	0.01	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.13
Architectural Coating	21.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.01	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.13
Demolition 01/01/2011-12/31/2026	3.45	24.51	19.99	0.01	2.64	1.06	3.70	0.55	0.97	1.53	4,655.71
Fugitive Dust	0.00	0.00	0.00	0.00	2.63	0.00	2.63	0.55	0.00	0.55	0.00
Demo Off Road Diesel	3.34	23.55	18.92	0.00	0.00	1.02	1.02	0.00	0.94	0.94	4,132.45
Demo On Road Diesel	0.09	0.92	0.37	0.00	0.01	0.03	0.04	0.00	0.03	0.03	367.92
Demo Worker Trips	0.02	0.04	0.69	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.34
Fine Grading 01/01/2011-12/31/2026	1.78	12.27	9.90	0.00	20.01	0.54	20.55	4.18	0.50	4.68	2,371.59
Fine Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Fine Grading Off Road Diesel	1.76	12.24	9.35	0.00	0.00	0.54	0.54	0.00	0.50	0.50	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.01	0.03	0.55	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.27
Mass Grading 01/01/2011-12/31/2026	1.78	12.27	9.90	0.00	20.01	0.54	20.55	4.18	0.50	4.68	2,371.59
Mass Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Mass Grading Off Road Diesel	1.76	12.24	9.35	0.00	0.00	0.54	0.54	0.00	0.50	0.50	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.01	0.03	0.55	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.27

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Time Slice 1/1/2020-12/31/2020 Active Days: 262	36.91	88.96	257.44	0.59	45.18	4.76	49.95	9.81	4.27	14.08	68,866.77
Building 01/01/2011-12/31/2026	9.13	44.17	218.45	0.59	2.53	2.78	5.30	0.90	2.44	3.34	59,427.77
Building Off Road Diesel	1.71	10.50	12.03	0.00	0.00	0.50	0.50	0.00	0.46	0.46	2,259.28
Building Vendor Trips	2.81	24.52	29.50	0.14	0.51	1.01	1.52	0.17	0.92	1.09	14,548.08
Building Worker Trips	4.61	9.15	176.93	0.45	2.01	1.27	3.29	0.73	1.07	1.80	42,620.41
Coating 01/01/2011-12/31/2026	21.14	0.01	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.13
Architectural Coating	21.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.01	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.13
Demolition 01/01/2011-12/31/2026	3.27	22.42	19.46	0.01	2.64	1.00	3.65	0.55	0.92	1.48	4,655.70
Fugitive Dust	0.00	0.00	0.00	0.00	2.63	0.00	2.63	0.55	0.00	0.55	0.00
Demo Off Road Diesel	3.17	21.56	18.48	0.00	0.00	0.97	0.97	0.00	0.89	0.89	4,132.45
Demo On Road Diesel	0.08	0.83	0.34	0.00	0.01	0.03	0.04	0.00	0.03	0.03	367.92
Demo Worker Trips	0.02	0.03	0.64	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.33
Fine Grading 01/01/2011-12/31/2026	1.69	11.18	9.68	0.00	20.01	0.49	20.50	4.18	0.45	4.63	2,371.58
Fine Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Fine Grading Off Road Diesel	1.67	11.16	9.17	0.00	0.00	0.49	0.49	0.00	0.45	0.45	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.01	0.03	0.52	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.27
Mass Grading 01/01/2011-12/31/2026	1.69	11.18	9.68	0.00	20.01	0.49	20.50	4.18	0.45	4.63	2,371.58
Mass Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Mass Grading Off Road Diesel	1.67	11.16	9.17	0.00	0.00	0.49	0.49	0.00	0.45	0.45	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.01	0.03	0.52	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.27

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Time Slice 1/1/2021-12/31/2021 Active Days: 261	34.59	78.41	200.46	0.59	**45.18**	4.48	49.67	**9.81**	4.01	13.82	68,865.96
Building 01/01/2011-12/31/2026	6.85	33.90	162.08	0.59	2.53	2.51	5.04	0.90	2.20	3.10	59,426.99
Building Off Road Diesel	1.71	10.50	12.03	0.00	0.00	0.50	0.50	0.00	0.46	0.46	2,259.28
Building Vendor Trips	2.11	17.10	22.80	0.14	0.51	0.74	1.25	0.17	0.67	0.84	14,550.84
Building Worker Trips	3.03	6.30	127.25	0.45	2.01	1.27	3.29	0.73	1.07	1.80	42,616.88
Coating 01/01/2011-12/31/2026	21.14	0.01	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.12
Architectural Coating	21.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.01	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.12
Demolition 01/01/2011-12/31/2026	3.24	22.16	19.19	0.01	2.64	0.99	3.64	0.55	0.91	1.47	4,655.69
Fugitive Dust	0.00	0.00	0.00	0.00	2.63	0.00	2.63	0.55	0.00	0.55	0.00
Demo Off Road Diesel	3.17	21.56	18.48	0.00	0.00	0.97	0.97	0.00	0.89	0.89	4,132.45
Demo On Road Diesel	0.06	0.58	0.24	0.00	0.01	0.02	0.03	0.00	0.02	0.02	367.92
Demo Worker Trips	0.01	0.02	0.46	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.32
Fine Grading 01/01/2011-12/31/2026	1.68	11.17	9.54	0.00	20.01	0.49	20.50	4.18	0.45	4.63	2,371.57
Fine Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Fine Grading Off Road Diesel	1.67	11.16	9.17	0.00	0.00	0.49	0.49	0.00	0.45	0.45	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.01	0.02	0.37	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.26
Mass Grading 01/01/2011-12/31/2026	1.68	11.17	9.54	0.00	20.01	0.49	20.50	4.18	0.45	4.63	2,371.57
Mass Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Mass Grading Off Road Diesel	1.67	11.16	9.17	0.00	0.00	0.49	0.49	0.00	0.45	0.45	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.01	0.02	0.37	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.26

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Time Slice 1/3/2022-12/30/2022 Active Days: 260	34.59	78.41	200.46	0.59	**45.18**	4.48	49.67	**9.81**	4.01	13.82	68,865.96
Building 01/01/2011-12/31/2026	6.85	33.90	162.08	0.59	2.53	2.51	5.04	0.90	2.20	3.10	59,426.99
Building Off Road Diesel	1.71	10.50	12.03	0.00	0.00	0.50	0.50	0.00	0.46	0.46	2,259.28
Building Vendor Trips	2.11	17.10	22.80	0.14	0.51	0.74	1.25	0.17	0.67	0.84	14,550.84
Building Worker Trips	3.03	6.30	127.25	0.45	2.01	1.27	3.29	0.73	1.07	1.80	42,616.88
Coating 01/01/2011-12/31/2026	21.14	0.01	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.12
Architectural Coating	21.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.01	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.12
Demolition 01/01/2011-12/31/2026	3.24	22.16	19.19	0.01	2.64	0.99	3.64	0.55	0.91	1.47	4,655.69
Fugitive Dust	0.00	0.00	0.00	0.00	2.63	0.00	2.63	0.55	0.00	0.55	0.00
Demo Off Road Diesel	3.17	21.56	18.48	0.00	0.00	0.97	0.97	0.00	0.89	0.89	4,132.45
Demo On Road Diesel	0.06	0.58	0.24	0.00	0.01	0.02	0.03	0.00	0.02	0.02	367.92
Demo Worker Trips	0.01	0.02	0.46	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.32
Fine Grading 01/01/2011-12/31/2026	1.68	11.17	9.54	0.00	20.01	0.49	20.50	4.18	0.45	4.63	2,371.57
Fine Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Fine Grading Off Road Diesel	1.67	11.16	9.17	0.00	0.00	0.49	0.49	0.00	0.45	0.45	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.01	0.02	0.37	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.26
Mass Grading 01/01/2011-12/31/2026	1.68	11.17	9.54	0.00	20.01	0.49	20.50	4.18	0.45	4.63	2,371.57
Mass Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Mass Grading Off Road Diesel	1.67	11.16	9.17	0.00	0.00	0.49	0.49	0.00	0.45	0.45	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.01	0.02	0.37	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.26

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Time Slice 1/2/2023-12/29/2023 Active Days: 260	34.59	78.41	200.46	0.59	45.18	4.48	49.67	9.81	4.01	13.82	68,865.96
Building 01/01/2011-12/31/2026	6.85	33.90	162.08	0.59	2.53	2.51	5.04	0.90	2.20	3.10	59,426.99
Building Off Road Diesel	1.71	10.50	12.03	0.00	0.00	0.50	0.50	0.00	0.46	0.46	2,259.28
Building Vendor Trips	2.11	17.10	22.80	0.14	0.51	0.74	1.25	0.17	0.67	0.84	14,550.84
Building Worker Trips	3.03	6.30	127.25	0.45	2.01	1.27	3.29	0.73	1.07	1.80	42,616.88
Coating 01/01/2011-12/31/2026	21.14	0.01	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.12
Architectural Coating	21.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.01	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.12
Demolition 01/01/2011-12/31/2026	3.24	22.16	19.19	0.01	2.64	0.99	3.64	0.55	0.91	1.47	4,655.69
Fugitive Dust	0.00	0.00	0.00	0.00	2.63	0.00	2.63	0.55	0.00	0.55	0.00
Demo Off Road Diesel	3.17	21.56	18.48	0.00	0.00	0.97	0.97	0.00	0.89	0.89	4,132.45
Demo On Road Diesel	0.06	0.58	0.24	0.00	0.01	0.02	0.03	0.00	0.02	0.02	367.92
Demo Worker Trips	0.01	0.02	0.46	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.32
Fine Grading 01/01/2011-12/31/2026	1.68	11.17	9.54	0.00	20.01	0.49	20.50	4.18	0.45	4.63	2,371.57
Fine Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Fine Grading Off Road Diesel	1.67	11.16	9.17	0.00	0.00	0.49	0.49	0.00	0.45	0.45	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.01	0.02	0.37	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.26
Mass Grading 01/01/2011-12/31/2026	1.68	11.17	9.54	0.00	20.01	0.49	20.50	4.18	0.45	4.63	2,371.57
Mass Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Mass Grading Off Road Diesel	1.67	11.16	9.17	0.00	0.00	0.49	0.49	0.00	0.45	0.45	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.01	0.02	0.37	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.26

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Time Slice 1/1/2024-12/31/2024 Active Days: 262	34.59	78.41	200.46	0.59	**45.18**	4.48	49.67	**9.81**	4.01	13.82	68,865.96
Building 01/01/2011-12/31/2026	6.85	33.90	162.08	0.59	2.53	2.51	5.04	0.90	2.20	3.10	59,426.99
Building Off Road Diesel	1.71	10.50	12.03	0.00	0.00	0.50	0.50	0.00	0.46	0.46	2,259.28
Building Vendor Trips	2.11	17.10	22.80	0.14	0.51	0.74	1.25	0.17	0.67	0.84	14,550.84
Building Worker Trips	3.03	6.30	127.25	0.45	2.01	1.27	3.29	0.73	1.07	1.80	42,616.88
Coating 01/01/2011-12/31/2026	21.14	0.01	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.12
Architectural Coating	21.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.01	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.12
Demolition 01/01/2011-12/31/2026	3.24	22.16	19.19	0.01	2.64	0.99	3.64	0.55	0.91	1.47	4,655.69
Fugitive Dust	0.00	0.00	0.00	0.00	2.63	0.00	2.63	0.55	0.00	0.55	0.00
Demo Off Road Diesel	3.17	21.56	18.48	0.00	0.00	0.97	0.97	0.00	0.89	0.89	4,132.45
Demo On Road Diesel	0.06	0.58	0.24	0.00	0.01	0.02	0.03	0.00	0.02	0.02	367.92
Demo Worker Trips	0.01	0.02	0.46	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.32
Fine Grading 01/01/2011-12/31/2026	1.68	11.17	9.54	0.00	20.01	0.49	20.50	4.18	0.45	4.63	2,371.57
Fine Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Fine Grading Off Road Diesel	1.67	11.16	9.17	0.00	0.00	0.49	0.49	0.00	0.45	0.45	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.01	0.02	0.37	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.26
Mass Grading 01/01/2011-12/31/2026	1.68	11.17	9.54	0.00	20.01	0.49	20.50	4.18	0.45	4.63	2,371.57
Mass Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Mass Grading Off Road Diesel	1.67	11.16	9.17	0.00	0.00	0.49	0.49	0.00	0.45	0.45	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.01	0.02	0.37	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.26

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Time Slice 1/1/2025-12/31/2025 Active Days: 261	34.59	78.41	200.46	0.59	**45.18**	4.48	49.67	**9.81**	4.01	13.82	68,865.96
Building 01/01/2011-12/31/2026	6.85	33.90	162.08	0.59	2.53	2.51	5.04	0.90	2.20	3.10	59,426.99
Building Off Road Diesel	1.71	10.50	12.03	0.00	0.00	0.50	0.50	0.00	0.46	0.46	2,259.28
Building Vendor Trips	2.11	17.10	22.80	0.14	0.51	0.74	1.25	0.17	0.67	0.84	14,550.84
Building Worker Trips	3.03	6.30	127.25	0.45	2.01	1.27	3.29	0.73	1.07	1.80	42,616.88
Coating 01/01/2011-12/31/2026	21.14	0.01	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.12
Architectural Coating	21.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.01	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.12
Demolition 01/01/2011-12/31/2026	3.24	22.16	19.19	0.01	2.64	0.99	3.64	0.55	0.91	1.47	4,655.69
Fugitive Dust	0.00	0.00	0.00	0.00	2.63	0.00	2.63	0.55	0.00	0.55	0.00
Demo Off Road Diesel	3.17	21.56	18.48	0.00	0.00	0.97	0.97	0.00	0.89	0.89	4,132.45
Demo On Road Diesel	0.06	0.58	0.24	0.00	0.01	0.02	0.03	0.00	0.02	0.02	367.92
Demo Worker Trips	0.01	0.02	0.46	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.32
Fine Grading 01/01/2011-12/31/2026	1.68	11.17	9.54	0.00	20.01	0.49	20.50	4.18	0.45	4.63	2,371.57
Fine Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Fine Grading Off Road Diesel	1.67	11.16	9.17	0.00	0.00	0.49	0.49	0.00	0.45	0.45	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.01	0.02	0.37	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.26
Mass Grading 01/01/2011-12/31/2026	1.68	11.17	9.54	0.00	20.01	0.49	20.50	4.18	0.45	4.63	2,371.57
Mass Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Mass Grading Off Road Diesel	1.67	11.16	9.17	0.00	0.00	0.49	0.49	0.00	0.45	0.45	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.01	0.02	0.37	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.26

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Time Slice 1/1/2026-12/31/2026 Active Days: 261	33.32	73.98	169.62	0.59	**45.18**	4.38	49.57	**9.81**	3.92	13.73	68,868.86
Building 01/01/2011-12/31/2026	5.60	29.57	131.56	0.59	2.53	2.41	4.94	0.90	2.11	3.01	59,429.89
Building Off Road Diesel	1.71	10.50	12.03	0.00	0.00	0.50	0.50	0.00	0.46	0.46	2,259.28
Building Vendor Trips	1.82	14.41	19.44	0.14	0.51	0.64	1.16	0.17	0.58	0.76	14,552.93
Building Worker Trips	2.07	4.66	100.10	0.45	2.01	1.27	3.29	0.73	1.07	1.80	42,617.68
Coating 01/01/2011-12/31/2026	21.14	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.12
Architectural Coating	21.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.12
Demolition 01/01/2011-12/31/2026	3.23	22.07	19.05	0.01	2.64	0.99	3.64	0.55	0.91	1.46	4,655.69
Fugitive Dust	0.00	0.00	0.00	0.00	2.63	0.00	2.63	0.55	0.00	0.55	0.00
Demo Off Road Diesel	3.17	21.56	18.48	0.00	0.00	0.97	0.97	0.00	0.89	0.89	4,132.45
Demo On Road Diesel	0.06	0.49	0.21	0.00	0.01	0.01	0.03	0.00	0.01	0.02	367.92
Demo Worker Trips	0.01	0.02	0.36	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.32
Fine Grading 01/01/2011-12/31/2026	1.68	11.17	9.46	0.00	20.01	0.49	20.50	4.18	0.45	4.63	2,371.58
Fine Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Fine Grading Off Road Diesel	1.67	11.16	9.17	0.00	0.00	0.49	0.49	0.00	0.45	0.45	2,247.32
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.01	0.01	0.29	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.26
Mass Grading 01/01/2011-12/31/2026	1.68	11.17	9.46	0.00	20.01	0.49	20.50	4.18	0.45	4.63	2,371.58
Mass Grading Dust	0.00	0.00	0.00	0.00	20.00	0.00	20.00	4.18	0.00	4.18	0.00
Mass Grading Off Road Diesel	1.67	11.16	9.17	0.00	0.00	0.49	0.49	0.00	0.45	0.45	2,247.32
Mass Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading Worker Trips	0.01	0.01	0.29	0.00	0.01	0.00	0.01	0.00	0.00	0.01	124.26

Phase Assumptions

Phase: Demolition 1/1/2011 - 12/31/2026 - Default Demolition

Building Volume Total (cubic feet): 1E+13

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Building Volume Daily (cubic feet): 6250
On Road Truck Travel (VMT): 86.81
Off-Road Equipment:
3 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
2 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

Phase: Fine Grading 1/1/2011 - 12/31/2026 - Default Fine Site Grading/Excavation
Total Acres Disturbed: 97
Maximum Daily Acreage Disturbed: 1
Fugitive Dust Level of Detail: Default
20 lbs per acre-day
On Road Truck Travel (VMT): 0
Off-Road Equipment:
1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day
1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 1/1/2011 - 12/31/2026 - Default Mass Site Grading/Excavation
Total Acres Disturbed: 97
Maximum Daily Acreage Disturbed: 1
Fugitive Dust Level of Detail: Default
20 lbs per acre-day
On Road Truck Travel (VMT): 0
Off-Road Equipment:
1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day
1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Building Construction 1/1/2011 - 12/31/2026 - Default Building Construction
Off-Road Equipment:
1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day
3 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day
1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

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3 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
1 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 1/1/2011 - 12/31/2026 - Default Architectural Coating
Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100
Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50
Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250
Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100
Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

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Urbemis 2007 Version 9.2.4

Summary Report for Annual Emissions (Tons/Year)

File Name: C:\Documents and Settings\dsa\Application Data\Urbemis\Version9a\Projects\downey downtown project.urb924

Project Name: downey downtown

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2011 TOTALS (tons/year unmitigated)	6.85	26.57	59.70	0.08	5.87	1.32	7.20	1.28	1.20	2.48	8,956.61
2012 TOTALS (tons/year unmitigated)	6.57	24.53	56.00	0.08	5.90	1.22	7.11	1.28	1.10	2.39	8,990.13
2013 TOTALS (tons/year unmitigated)	6.30	22.49	52.27	0.08	5.90	1.11	7.01	1.28	1.01	2.29	8,989.53
2014 TOTALS (tons/year unmitigated)	6.03	20.51	48.91	0.08	5.90	1.02	6.92	1.28	0.92	2.20	8,989.04
2015 TOTALS (tons/year unmitigated)	5.76	18.55	45.75	0.08	5.90	0.94	6.84	1.28	0.85	2.13	8,988.64
2016 TOTALS (tons/year unmitigated)	5.54	16.86	42.98	0.08	5.90	0.87	6.76	1.28	0.78	2.06	8,988.02
2017 TOTALS (tons/year unmitigated)	5.33	15.26	40.20	0.08	5.87	0.79	6.66	1.28	0.71	1.99	8,953.18

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2018 TOTALS (tons/year unmitigated)	5.15	13.93	37.93	0.08	5.90	0.73	6.62	1.28	0.65	1.93	8,987.37
2019 TOTALS (tons/year unmitigated)	4.97	12.70	35.69	0.08	5.90	0.66	6.56	1.28	0.60	1.88	8,987.21
2020 TOTALS (tons/year unmitigated)	4.84	11.65	33.72	0.08	5.92	0.62	6.54	1.29	0.56	1.84	9,021.55
2021 TOTALS (tons/year unmitigated)	4.51	10.23	26.16	0.08	5.90	0.59	6.48	1.28	0.52	1.80	8,987.01
2022 TOTALS (tons/year unmitigated)	4.50	10.19	26.06	0.08	5.87	0.58	6.46	1.28	0.52	1.80	8,952.57
2023 TOTALS (tons/year unmitigated)	4.50	10.19	26.06	0.08	5.87	0.58	6.46	1.28	0.52	1.80	8,952.57
2024 TOTALS (tons/year unmitigated)	4.53	10.27	26.26	0.08	5.92	0.59	6.51	1.29	0.53	1.81	9,021.44
2025 TOTALS (tons/year unmitigated)	4.51	10.23	26.16	0.08	5.90	0.59	6.48	1.28	0.52	1.80	8,987.01
2026 TOTALS (tons/year unmitigated)	4.35	9.65	22.14	0.08	5.90	0.57	6.47	1.28	0.51	1.79	8,987.39

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	21.95	9.31	15.18	0.02	1.26	1.22	11,391.90

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OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	206.88	311.61	2,549.70	2.73	475.07	92.45	273,603.40

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	228.83	320.92	2,564.88	2.75	476.33	93.67	284,995.30

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Existing Downey Downtown
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	100. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	2.1 PPM		
SIGTH=	5. DEGREES	TEMP=	15.6 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. paramount N	38	328	38	431	AG	2686	2.7	.0	30.0
B. paramount S	38	328	38	225	AG	2593	2.7	.0	30.0
C. 3rd E of par	38	328	169	328	AG	406	3.4	.0	30.0
D. downey N of	525	122	525	225	AG	970	3.4	.0	30.0
E. Downey S of	525	122	525	38	AG	1115	3.4	.0	30.0
F. Firestone W	525	122	347	122	AG	2540	2.9	.0	30.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	53	343	1.8
2. Recpt 2	53	313	1.8
3. Recpt 3	510	107	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F
1. Recpt 1	192.	2.6	.0	.3	.0	.0	.0	.0
2. Recpt 2	348.	2.6	.3	.0	.0	.0	.0	.0
3. Recpt 3	279.	2.6	.0	.0	.0	.0	.0	.5

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CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
         JUNE 1989 VERSION
         PAGE   1

     JOB: Existing plus project Downey Downtown
     RUN: Hour 1            (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide
```

I. SITE VARIABLES

```
     U=   1.0 M/S              Z0= 100. CM            ALT=     0. (M)
   BRG= WORST CASE             VD=   .0 CM/S
  CLAS=     7 (G)              VS=   .0 CM/S
  MIXH= 1000. M               AMB=  2.1 PPM
 SIGTH=    5. DEGREES         TEMP= 15.6 DEGREE (C)
```

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. paramount N	38	328	38	431	AG	3049	2.7	.0	30.0
B. paramount S	38	328	38	225	AG	3004	2.7	.0	30.0
C. 3rd E of par	38	328	169	328	AG	522	3.4	.0	30.0
D. downey N of	525	122	525	225	AG	1327	3.4	.0	30.0
E. Downey S of	525	122	525	38	AG	1266	3.4	.0	30.0
F. Firestone W	525	122	347	122	AG	3587	2.9	.0	30.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	53	343	1.8
2. Recpt 2	53	313	1.8
3. Recpt 3	510	107	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F
1. Recpt 1	192.	2.7	.1	.4	.0	.0	.0	.0
2. Recpt 2	348.	2.7	.4	.1	.0	.0	.0	.0
3. Recpt 3	279.	2.8	.0	.0	.0	.0	.0	.7

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: cumulative Downey Downtown
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	100. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	2.1 PPM		
SIGTH=	5. DEGREES	TEMP=	15.6 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. paramount N	38	328	38	431	AG	4006	1.0	.0	30.0
B. paramount S	38	328	38	225	AG	3663	1.0	.0	30.0
C. 3rd E of par	38	328	169	328	AG	1137	1.3	.0	30.0
D. downey N of	525	122	525	225	AG	2702	1.3	.0	30.0
E. Downey S of	525	122	525	38	AG	1598	1.3	.0	30.0
F. Firestone W	525	122	347	122	AG	5222	1.1	.0	30.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	53	343	1.8
2. Recpt 2	53	313	1.8
3. Recpt 3	510	107	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F
1. Recpt 1	192.	2.4	.0	.2	.0	.0	.0	.0
2. Recpt 2	348.	2.4	.2	.0	.0	.0	.0	.0
3. Recpt 3	12.	2.5	.0	.0	.0	.2	.0	.2

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: cumulative plus project Downey Downtown
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	100. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	2.1 PPM		
SIGTH=	5. DEGREES	TEMP=	15.6 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. paramount N	38	328	38	431	AG	7217	1.0	.0	30.0
B. paramount S	38	328	38	225	AG	6823	1.0	.0	30.0
C. 3rd E of par	38	328	169	328	AG	1684	1.3	.0	30.0
D. downey N of	525	122	525	225	AG	4057	1.3	.0	30.0
E. Downey S of	525	122	525	38	AG	2931	1.3	.0	30.0
F. Firestone W	525	122	347	122	AG	8969	1.1	.0	30.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	53	343	1.8
2. Recpt 2	53	313	1.8
3. Recpt 3	510	107	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F
1. Recpt 1	192.	2.6	.0	.3	.0	.0	.0	.0
2. Recpt 2	348.	2.6	.3	.0	.0	.0	.0	.0
3. Recpt 3	12.	2.7	.0	.0	.0	.2	.0	.3

Greenhouse Gas (GHG) Emissions Calculations

Project Name: downtown downey

Greenhouse Gas (GHG) Emissions from Area Sources and Vehicles

	Annual Emissions		
	pounds (lbs.)	Tons	Metric Tons
URBEMIS2007 Area Emissions	22,784,000	11,392	10,335
URBEMIS2007 Vehicle Emissions	547,206,000	273,603	248,209
Total Emissions (area sources + vehicles)	**569,990,000**	**284,995**	**258,543**

Indirect Greenhouse Gas (GHG) Emissions from Project use of Electricity (Power Plant Emissions)

Estimated Project Annual Electrical Use: 58,356,797 kWh (kilowatt hours)/year
58,357 mWh (megawatt hours)/year

Indirect GHG gases	Emission Factor lb/mWh	Annual Project Electricity mWh	Annual GHGs metric tons	CO2 Equivalent Factor	Annual CO2 Equivalent Emissions (metric tons)
Carbon Dioxide (CO2)	650	58,357	17,206	1	17206
Nitrous Oxide (N2O)	0.0037	58,357	0.1	296	29
Methane (CH4)	0.0067	58,357	0.2	23	4
		Total Indirect GHG Emissions from Project Electricity Use=			**17239**

Total Annual Greenhouse Gas (GHG) Emission from Project Operations -- All Sources (CO2 equivalent Metric Tons)

Area Sources	**10,335**	3.2%
Vehicles	**248,209**	77.7%
Electrical Use	**17239**	5.4%
Water Conveyance	**43469**	13.6%
Total=	**319,251**	100.0%

Notes and References:
Total Emissions from Indirect Electricity Use
Formula and Emission Factor from The California Climate Action Registry Report Protocol 2006

Pg. 32 (CCARRP) gives Equations

Pg. 36 (CCARRP - April 2008 update) gives CO2 output emission rate (lbs/mWh)
878.71 (lbs/mWh)

Pg. 85 (CCARRP) gives CO2 equivalency factors

Pg. 87 (CCARRP) gives Methane and Nitrous Oxide electricity emission factors (lbs/mWh)
Methane - 0.0067 (lbs/mWh)
Nitrous Oxide - 0.0037 (lbs/mWh)

Southern California Edison gives CO2 output emission rate (lbs/mWh)
650 lbs/mWh

lbs/metric ton = 2204.62

percentage of 6,500	4912%		
Percentage of 25,000	1277.0%		
Percentage of 427 Milli	0.0747660%		
percentage of 341,721	93.4244254%	7%	reduction

	Tons from URBEMIS	Metric Tons
Construction CO2	8990	8156

Annual kWh Calculations for Project Emissions of Electricty Used by the project

Project Name: downtown downey

Total GHG Emissions From Commercial Electricity Use 58,313,328
Average monthly consumption (kWh)

Commercial (retail) (kWh/sq ft/Year)	square footage	kWhours per year
13.55	3,686,105	49,946,723
Residential (kWh/units/Year)	units	kWhours per year
5,626.50	1487	8,366,606
Civic (office) (kWh/sq ft/Year)	square footage	kWhours per year
12.95	0	0

*Electricity Usage Rates from Table A9-11-A South Coast AQMD CEQA Air Quality Handbook

Annual kWh Calculations for Project Emissions of Water Conveyance Used by the project

Project Name: downtown downey

Total GHG Emissions From Water Conveyance 43,469

1120	acre feet per year (AFY) = 1 million gallons per day (mgd)
1450	kwh/MG
650	Utility emission factor (southern california edison)
2204.62	lb/MT

Project increase =	312	AFY
	0.278571	mgd
	101.6786	mg/yr
	147433.9	
	95832054	
	43468.74	

page 4-7 of Bay Area Air Quality Management District CEQA Guidelines December 2009

Appendix 7
Historic Parcel Data

ESA

Appendix 7

Buildings within the Specific Plan Area Identified as constructed Prior to 1965

APN	Address	Year Constructed
6254001003	**8130 2nd St**	**1943**
6254003006	**8111 2nd St**	**1951**
6254003020	**8105 2nd St**	**1958**
6251040011	**8020 2nd St**	**1959**
6254003002	**8110 3rd St**	**1906**
6254003003	**8114 3rd St**	**1922**
6251038008	**8041 3rd St**	**1923**
6254019001	**8304 3rd St**	**1925**
6254004009	**8103 3rd St**	**1929**
6251039028	**8028 3rd St**	**1940**
6254017020	**8347 3rd St**	**1945**
6254017023	**8355 3rd St**	**1946**
6251038012	**8029 3rd St**	**1947**
6254007004	**8209 3rd St**	**1954**
6254018018	**8325 3rd St**	**1959**
6254017026	**8357 3rd St**	**1959**
6251038009	**8025 3rd St**	**1959**
6254004008	**8109 3rd St**	**1960**
6254004007	**8115 3rd St**	**1961**

Appendix 7

Buildings within the Specific Plan Area Identified as constructed Prior to 1965

APN	Address	Year Constructed
6251038011	**8033 3rd St**	**1961**
6254007013	**8221 3rd St**	**1962**
6254018024	**8313 3rd St**	**1963**
6254005010	**8139 4th St**	**1947**
6254006001	**8226 5th St**	**1941**
6251036038	**8025 5th St**	**1959**
6251038010	**10928 College Ave**	**1945**
6254011014	**11037 Downey Ave**	**1895**
6254019003	**11026 Downey Ave**	**1902**
6254014002	**10810 Downey Ave**	**1921**
6254020024	**11134 Downey Ave**	**1923**
6254019002	**11022 Downey Ave**	**1925**
6254018023	**10902 Downey Ave**	**1925**
6254011008	**11027 Downey Ave**	**1926**
6254012009	**10921 Downey Ave**	**1926**
6254020025	**11126 Downey Ave**	**1930**
6254011010	**11033 Downey Ave**	**1934**
6255003010	**11217 Downey Ave**	**1939**
6254019004	**11032 Downey Ave**	**1941**

Appendix 7

Buildings within the Specific Plan Area Identified as constructed Prior to 1965

APN	Address	Year Constructed
6254012008	**10919 Downey Ave**	**1953**
6254019027	**11040 Downey Ave**	**1960**
6254014025	**10802 Downey Ave**	**1962**
6254001009	**8135 Firestone Blvd**	**1920**
6254020014	**8321 Firestone Blvd**	**1922**
6255001008	**8104 Firestone Blvd**	**1938**
6255003002	**8206 Firestone Blvd**	**1941**
6255003001	**8200 Firestone Blvd**	**1941**
6255001012	**8152 Firestone Blvd**	**1945**
6255003003	**8210 Firestone Blvd**	**1946**
6255003005	**8222 Firestone Blvd**	**1946**
6255001011	**8142 Firestone Blvd**	**1949**
6251040019	**8025 Firestone Blvd**	**1949**
6254009002	**8203 Firestone Blvd**	**1951**
6254020017	**8331 Firestone Blvd**	**1951**
6255003006	**8228 Firestone Blvd**	**1951**
6254010030	**8233 Firestone Blvd**	**1952**
6255003012	**8236 Firestone Blvd**	**1952**
6254009012	**8223 Firestone Blvd**	**1952**

Appendix 7

Buildings within the Specific Plan Area Identified as constructed Prior to 1965

APN	Address	Year Constructed
6254001010	**8141 Firestone Blvd**	**1952**
6255003007	**8230 Firestone Blvd**	**1952**
6254001903	**8111 Firestone Blvd**	**1962**
6254001904	**8111 Firestone Blvd**	**1962**
6255002008	**8310 Firestone Blvd**	**1965**
6254002013	**11011 La Reina Ave**	**1920**
6254002014	**11013 La Reina Ave**	**1922**
6254007002	**10910 La Reina Ave**	**1932**
6254005020	**10839 La Reina Ave**	**1937**
6254001017	**11101 La Reina Ave**	**1960**
6254004010	**10930 Myrtle St**	**1910**
6251038005	**10925 Myrtle St**	**1929**
6254003004	**11016 Myrtle St**	**1946**
6251038001	**10913 Myrtle St**	**1949**
6255001009	**11210 Myrtle St**	**1950**
6251038006	**10929 Myrtle St**	**1953**
6255003016	**8100 Nance Ave**	**1963**
6254006002	**10809 New St**	**1941**
6254011013	**11016 New St**	**1952**

Appendix 7

Buildings within the Specific Plan Area Identified as constructed Prior to 1965

APN	Address	Year Constructed
6254006007	**10819 New St**	**1954**
6251040023	**11102 Paramount Blvd**	**1925**
6251039024	**11010 Paramount Blvd**	**1930**
6251040006	**11112 Paramount Blvd**	**1955**
6251035040	**10626 Paramount Blvd**	**1956**
6251036036	**10720 Paramount Blvd**	**1956**
6251038024	**10900 Paramount Blvd**	**1961**
6251038016	**10840 Paramount Blvd**	**1961**
6251035021	**10625 Parrot Ave**	**1960**
6251035038	**10630 Parrot Ave**	**1965**

Source: Assessor Parcel Data, City of Downey 2010

Appendix 8

Draft Water Supply Assessment

ESA

DOWNTOWN DOWNEY SPECIFIC PLAN

Water Supply Assessment

Prepared for
City of Downey and
Central Basin Municipal Water Authority

March 2010

ESA

DOWNTOWN DOWNEY SPECIFIC PLAN

Water Supply Assessment

Prepared for
City of Downey and
Central Basin Municipal Water Authority

March 2010

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SECTION 1
Introduction

The City of Downey has prepared this Water Supply Assessment (WSA) for the proposed Downtown Downey Specific Plan. This WSA has been drafted pursuant to the requirements of Senate Bills 610 and 221 (SB 610/221), legislation enacted in 2001 and effective as of January 1, 2002, that requires cities and counties to request specific information on water supplies from the operators of any Public Water System (PWS) that would serve new development as defined in SB 610[1] and to include this information into environmental review documents prepared pursuant to the California Environmental Quality Act (CEQA).[2]

The Downtown Downey Specific Plan lies entirely within the City of Downey service area. A WSA is required for any "project" subject to CEQA[3] if it is a residential development with over 500 dwelling units; or if it is a shopping center or business establishment project employing more than 1,000 persons or having more than 500,000 square feet of floor space; if it is a commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space; or if it is a industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.[4]

The Downtown Downey Specific Plan meets this definition. The City Downey (City), acting as lead agency, is preparing an Environmental Impact Report (EIR) for the proposed project. The City has requested a WSA because the project meets the definition of "project" under Water Code Section 10912, and therefore requires a WSA.

1.1 Description of the Downtown Downey Specific Plan

The Specific Plan area (project site) is located in the City of Downey, within the southeastern area of Los Angeles County. Downey's downtown is located in the center of the city, nearly equidistant from the San Gabriel River and Rio Hondo. The project site, which encompasses much of the original downtown, and surrounding areas, is roughly bound by:

1 SB 610 amended Section 21151.9 of the Public Resources Code, and amended Sections 10631, 10656, 10910, 10911, 10912, and 10915 of, repealed Section 10913 of, and added and amended Section 10657 of, the California Water Code. References to SB 610 and specific Water Code and Public Resource Code sections are made herein.

2 A public water system has 3,000 or more service connections and provides piped water to the public for human consumption.

3 Public Resources Code Section 21080.

4 Water Code Section 10912(a)(2).

North: Various street-segments between Paramount Boulevard and Brookshire Avenue, including segments of Seventh, Fifth and Fourth streets, and mid-block southern property lines on blocks in between.

South: The southern edge of the right-of way for the Southern Pacific Railroad tracks ("Burns Avenue");

East: Various street segments, including Brookshire Avenue, and segments along La Reina Avenue, Myrtle Street, Parrot Avenue, and other parcel lines; and

West: The eastern side of Paramount Boulevard, with the exception of the Rives Mansion located on the western side of Paramount Boulevard, between Seventh Street and the northern side of Burns Avenue.

The Specific Plan would create five districts in the downtown that together would achieve a mix of 40 percent residential uses and 60 percent commercial uses. Overall, the Specific Plan would increase:

- Residential uses from 197 units to approximately 1,487 units;
- Commercial uses from 1,828,519 square feet to approximately 3,686,105 square feet.

The five districts proposed as part of the Specific Plan consist of the following:

District Name	Approx Acres	Existing Residential	Existing Commercial (sf)	Proposed Residential	Proposed Commercial (sf)
Paramount Boulevard Professional	12	4 units	202,893t	154 units	504,524
Downtown Residential	15	154 units	169,795	187 units	612,152
Downtown Core Mixed Use	21	39 units	492,997	17 units	673,173
Civic Center	13	None	112,319	None	None
Firestone Boulevard Gateway	36	None	850,515	871 units	1,896,256
Total	**97**	**197 units**	**1,828,519**	**1,487 units**	**3,686,105**

1.2 Purpose of the Water Supply Assessment

The primary purpose of this WSA is to provide an analysis of whether the City of Downey has sufficient projected water supplies to meet the projected demands of the Downtown Downey Specific Plan. Specifically, this WSA determines whether the City's total projected water supplies for normal, single-dry, and multiple-dry years over the next 20 years will meet the projected water demand associated with the proposed project, in addition to the City's existing and planned future land uses and project. If the water supply is anticipated to be insufficient, the WSA must describe measures being taken to obtain an adequate supply.

This WSA is required by the California Water Code Section 10910, *et. seq*. Senate Bills 610/221 established a relationship between the WSA prepared for a project and a project's CEQA

documentation. Pursuant to Water Code Section 10911(b), there is now a requirement that the lead agency involved in the CEQA process include in the environmental documentation the water supply assessment and, if the water supply assessment found that current supplies were insufficient, the developer would be responsible for submitting any plans necessary to meet the project's water demands. The information contained in this WSA will be incorporated into the EIR prepared by the City of Downey for the Downtown Downey Specific Plan.

Upon completion of the project, the estimated total water demand for the project site will be approximately 475 acre-feet per year (afy), or an increase of approximately 310 afy (**Table 1-1**).

TABLE 1-1
ESTIMATED WATER DEMANDS FOR THE DOWNTOWN DOWNEY SPECIFIC PLAN

Project Site	Land Area (acre)	Land Use Type	gpm/acre	afy
Current Usage	59	MUR	1.74	165
Future Usage	59	Single Family Residential, Commercial, MUR, Hotels	5.00	475
Usage Increase	**0**	**Single Family Residential, Commercial, Hotels**	**3.26**	**310**

SOURCE: City of Downey 2010 Water Systems Master Plan

1.3 Current Land Use Classifications

The City of Downey is located in an urbanized setting approximately 12 miles southeast of downtown Los Angeles. The City was incorporated in 1956 as a general law city and became a charter city in 1964. The City's 12.8 mile service area is bounded by the San Gabriel River to the east, Telegraph Road to the north, the Rio Hondo to the west, and Gardendale Street and Foster Road to the south. Primary land uses include residential (75%), commercial and industrial (19.4%), institutional (3.2%) and office area (2.3%).

Current land use classifications within the City are indicated below in **Table 1-2**.

TABLE 1-2
CITY OF DOWNEY LAND USE

Land Use	Land (acres)[2]	Percent of Total Land
Commercial	456	9.0%
Office	118	2.3%
Industrial	529	10.4%
Single-Family Residential	3,256	64.3%
Multi-Family Residential	544	10.7%
NASA Site	160	3.2%
Total	**5,063**	**100%**

SOURCE: City of Downey 2005 Urban Water Management Plan Update

SECTION 2

City of Downey Water System, Water Supply, and Source Reliability

2.1 City of Downey Water System

The City of Downey's water system serves a population of approximately 111,607 through approximately 22,545 service connections. Elevations within the City's service area range from 90 feet above sea level in the southern portion to 140 feet in the northern-most portion, with an average of 117 feet. The City experiences a typical southern California climate.

The City is situated atop the Downey Plain within the Central Basin that is divided into three areas: the Los Angeles Forebay, Montebello Forebay, and the Pressure Area. The City's main source of water supply is local groundwater. The City's system includes 20 active wells, located within the City's service area, three active imported treated water connections situated on MWD's Lower Feeder, five emergency interconnections with adjacent water agencies, a single five million-gallon water reservoir located at the City's Utilities Division Operation Yard, one booster station, and 263 miles of transmission and distribution piping. The system delivers water to approximately 96% of the City area, while the remaining portions of the City, including an area that lies east of the San Gabriel River, south of the I-5 freeway, and north of Cecilia Avenue, are served by the City of Santa Fe Springs and the Golden State Water Company.

2.2 2005 Urban Water Management Plan

The City prepared its first Urban Water Management Plan (UWMP) during the summer of 1995. This UWMP was adopted by the City Council in April of 1996 and was submitted to the Department of Water Resources (DWR) shortly thereafter. In compliance with the Act, the City adopted and submitted subsequent UWMPs in 2001 and 2005. The City is currently preparing the 2010 UWMP and expects to adopt and submit this Plan to DWR in [DATE]. **[Note to City: Please advise if UWMP is being revised.]**

This WSA relies on the 2005 UWMP, which forecasts water supply and demand through the year 2025. These projections have been extended to 2030 based on information and projections provided in the City's 2010 Water System Master Plan (WSMP).

2.3 Reliance on the UWMP for Documenting Water Supply and Demand

SB 610/221 requires that a WSA document the water demand for existing uses, planned future uses and the proposed development. Water Code Section 10910(c)(2) states that if the proposed project was accounted for in the most recently adopted urban water management plan, the water supplier may incorporate the requested information from the urban water management plan in preparing the WSA. The Downtown Downey Specific Plan is accounted for as a future project in the City's 2005 UWMP. Further, the Project is also included in the City's 2010 Water System Master Plan (WSMP) as a future economic development. Therefore, the Project is included in all future water demand projections as documented in the City's 2005 UWMP and 2010 WSMP. This WSA incorporates the data and findings included in the UWMP and WSMP in its determination of whether there is sufficient water supply to serve the Downtown Downey Specific Plan.**[Note to City: Please confirm]**

2.4 Existing and Planned Sources of Supply

The City of Downey is sub-agency of the Central Basin Municipal Water District (CBMWD). The City receives 96 percent of its total water through existing groundwater sources and 4 percent from CBMWD non-potable recycled water. In addition, the City may purchase imported water from MWD, if needed.

In FY 2007/08, the City produced about 17,660 AF of groundwater, of which 1,700 AF were leased water rights, utilized no imported water, and purchased approximately 740 AF of recycled water (**Table 2-1**). The City's total annual water supply in FY 2007/08 was approximately 18,400 AF (Black & Veatch, 2010).

TABLE 2-1
HISTORICAL GROUNDWATER EXTRACTIONS AND IMPORTED WATER (AF)

Water Supply Sources	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
Groundwater from the Central Basin	17,640	17,640	16,980	18,240	16,950	17,430	18,490	17,660
Recycled Water	660	730	670	690	620	610	820	740
Imported Water from CBMWD	0	0	0	0	0	0	0	0
Total Water Supply	18,310	18,370	17,640	18,930	17,570	18,040	19,310	18,400

SOURCE: City of Downey 2010 Water Systems Master Plan

2.4.1 Groundwater

The City's groundwater supply is produced from its Montebello Forebay and Central Basin Pressure Area wells located within its service area. The Central Basin Judgment of 1965 limits the amount of groundwater that the City and 141 other parties may extract from the Central Basin on an annual basis. This limit is referred to as the allowed pumping allocation (APA) and corresponds to 80 percent of each party's total groundwater rights. Historically, the APA for the City was established at 4,570 acre-feet per year (AFY) in 1963. However, a series of water rights purchases since 1963 has increased the City's APA to its current 16,554 AFY (City of Downey, 2005). Although the City may not regularly exceed its extraction right, it may extract up to 10 percent of its APA (1,655 AFY) with the understanding that this amount will be deducted from the City's APA the following year (Black and Veatch, 2010).

Historically, the City's groundwater production has ranged from 16,040 AFY in FY 1998/99 to 18,490 AFY in FY 2006/07. On average, the City has produced about 17,441 AFY of groundwater between FY 1998/99 and FY 2007/08.

2.4.2 Imported Water

The City maintains three active water connections situated on the MWD's Lower Feeder, which runs through the middle of the City in an east-west direction (Black and Veatch, 2010). These connections are designated CBMWD No. 18, CBMWD No. 20, and CBMWD No. 21. Historically, CBMWD has provided up to 3,357 AFY of imported SWP water, Colorado River water, or a mixture of both, to the City. However, following a drought in the late 1980's, MWD temporarily reduced its firm deliveries of imported water to its member agencies. CBMWD, in turn, reduced its deliveries to the City. Due to this temporary reduction and steadily increased rates, imported water has since remained as an emergency water supply and has not been used to meet demands for approximately 12 years. The City has managed this shift in water supply through the purchasing and leasing of additional water rights (City of Downey, 2005).

2.4.3 Recycled Water

The City has also been utilizing recycled water since the early 1990s to meet approximately four percent of overall water supply needs. CBMWD purchases and resells tertiary treated recycled water produced by the Los Angeles County Sanitation District (LACSD) to the City of Downey. Since FY 2000/2001, the City has purchased an average of 668 AFY of recycled water from CBMWD (City of Downey, 2005). Recycled water is presently used solely for irrigation of landscaping within the City of Downey. However, the use of recycled water is gaining the support of the community, and there are more potential customers in the City who would like to begin using recycled water to meet some of their water demands (City of Downey, 2005).

2.4.4 Emergency Connections

In addition, the City maintains five emergency connections with adjacent water agencies. Two of the interconnections have the ability of providing water both to and from the City of Downey. The remaining three interconnections can only be utilized to provide the City of Downey water to the corresponding agencies. Cumulatively, these connections amount to 6,000 gallons per minute (GPM) totaling a capacity of 8.64 million gallons a day (MGD) (City of Downey, 2005).

2.4.5 Future Supply

The City expects to continue using groundwater to meets its water supply needs. As such, the City is pursing a groundwater storage program that would recharge imported water into the Basin. The Basin has 400,000 AFY of available underground storage as a result of accumulated overdraft. The City's storage program would utilize 30,400 AF of this available storage. The storage program would be accomplished through: 1) purchasing imported water from MWD during years when there is excess available (this has occurred historically three years out of every ten years); 2) purchasing SWP water, Kern County Water Bank water, and other available water from sources outside of the area, and utilize MWD facilities to wheel the untreated water to the spreading grounds; 3) entering into a contract with LACDPW to spread the imported water; and 4) purchasing excess water for spreading purposes from adjacent groundwater basin producers as it becomes available.

The City has pursued the purchase of additional water rights since 1963 (City of Downey, 2005). The City's APA has increased from 4,570 AFY in 1963 to the current 16,554 AFY. The City will continue in its effort to obtain additional water rights as they become available. However, water rights do not come to the open market on a regular basis and there is no guarantee that the City will purchase additional rights to meet the City's future supply needs.

The projected amount of water supply for the City over the next 20 years is estimated to increase with the population. The City expects a growth in population from 111,607 in 2005 to 124,358 in 2030 (SCAG, 2008). The City's water demands will increase with the rate of population growth. In the 2005 UWMP, the City projects that in FY 2025/25, potable water demand during a normal year will be 20,431 AF and potable water supply will be 40,007 (City of Downey, 2005). The projection in the 2005 UWMP has been revised and extended to 2030 as shown in Table 2-2. The City projects that in FY 2029/30, potable water demand during a normal year will be 21,156 AF and potable water supply will be 29,562 AF (**Table 2-2**). **[ESA estimates, City to confirm]** Because of the Central Basin adjudication, 16,554 AFY will come from the City's APA, and additional demands will be met from recycled water, the purchasing and leasing of water rights, and the City's groundwater storage program.

The Downtown Downey Specific Plan is included in the 2005 UWMP demand projections. As such, the City estimates that there will be sufficient water resources available in the future to accommodate the Project. Table 2-2 illustrates the City's projected potable water supply analysis.

TABLE 2-2
CITY OF DOWNEY POTABLE WATER SUPPLY AND DEMAND PROJECTIONS

[CITY TO CONFIRM WHEN GROUNDWATER STORAGE PROGRAM WILL START]

		Projected Supply					
Fiscal Year	**Projected Demand (AFY)**	**Water Rights**	**Leased Water**	**Storage Added**	**Storage Utilized**	**Storage Remaining**	**Total Supply**
2009/10	18,333	16,554	1,779	0	0	0	18,333
2010/11	18,474	16,554	1,920	0	0	0	18,474
2011/12	18,615	16,554	561	1,500	0	0	18,615
2012/13	18,756	16,554	As needed	12,000	2,202	9,798	28,554
2013/14	18,896	16,554	As needed	0	2,342	7,456	26,352
2014/15	19,037	16,554	As needed	0	2,483	4,973	24,010
2015/16	19,177	16,554	As needed	11,500	2,623	13,850	33,027
2016/17	19,317	16,554	As needed	0	2,763	11,087	30,404
2017/18	19,458	16,554	As needed	0	2,904	8,183	27,641
2018/19	19,598	16,554	As needed	11,500	3,044	16,639	36,237
2019/20	19,738	16,554	As needed	0	3,184	13,455	33,193
2020/21	19,877	16,554	As needed	0	3,323	10,132	30,009
2021/22	20,015	16,554	As needed	0	3,461	6,671	26,686
2022/23	20,154	16,554	As needed	11,500	3,600	14,571	34,725
2023/24	20,292	16,554	As needed	0	3,738	10,833	31,125
2024/25	20,431	16,554	As needed	0	3,877	6,956	27,387
2025/26	20,574	16,554	As needed	11500	4,020	14,436	35,010
2026/27	20,718	16,554	As needed	0	4,164	10,272	30,990
2027/28	20,863	16,554	As needed	0	4,309	5,963	26,826
2028/29	21,009	16,554	As needed	11,500	4,455	13,008	34,017
2029/30	21,156	16,554	As needed	0	4,602	8,406	29,562

SOURCES: City of Downey, 2005 Urban Water Management Plan; City of Downey 2010 Water System Master Plan; ESA, 2010.

2.5 Groundwater Management

Water Code Section 10910(f) requires a WSA to include specific information related to describing groundwater resources if the water supply for a proposed project includes groundwater. Specific additional information includes the following (Water Code Sections 10910(f)(1) through (5)):

- A review of any information contained in the urban water management plan relevant to the identified water supply for the proposed project.
- A description of any groundwater basin or basins from which the proposed project will be supplied. For basins that have not been adjudicated, information as to

whether DWR has identified the basin or basins as overdrafted or has projected that the basin will become overdrafted if present management conditions continue, in the most current bulletin of the DWR that characterizes the condition of the groundwater basin, and a detailed description by the public water system.

- A detailed description and analysis of the amount and location of groundwater pumped by the public water system for the past five years from any groundwater basin from which the proposed project will be supplied. The description and analysis shall be based on information that is reasonably available, including, but not limited to, historic use records.
- A detailed description and analysis of the amount and location of groundwater that is projected to be pumped by the public water system from any basin from which the proposed project will be supplied. The description and analysis shall be based on information that is reasonably available, including, but not limited to, historic use records.
- An analysis of the sufficiency of the groundwater from the basin or basins from which the proposed project will be supplied to meet the projected water demand associated with the proposed project. A WSA shall not be required to include the information required by this paragraph if the public water system determines, as part of its review of its urban water management plan, that the sufficiency of groundwater necessary to meet the initial and projected water demand associated with the project was addressed in the description and analysis required by Water Code Section 10631 related to the contents of the urban water management plan.

The City overlies the Central Basin. Groundwater is currently pumped from 20 out of 21 existing wells in the Central Basin to meet system demand. The City was granted water rights in the Central Basin as a result of the Central Basin Judgment of 1965 in Los Angeles County (Superior Court Case No. 924128), which adjudicated all water rights in the Central Basin. The City was initially entitled to 2.1 percent (.02102435) Pumper's Share of the annual Operating Safe Yield of the Basin. Between 1965 and 2000, the City made numerous purchases of water rights to increase its APA as they became available on the open market. The City currently has a total Pumper's Share of 7.6 percent (.07615691) of the annual Operating Safe Yield of the Basin with a corresponding Prescriptive Pumping Right of 16,554 AF annually. Table 2-1 indicates the most recent eight fiscal year groundwater extractions in AF.

The management of the water resource in the Central Basin is based upon Watermaster Services under the Central Basin Court Judgment.[5] The Central Basin Watermaster Service Area overlies about 227 square miles of the Central Basin in the southeastern part of the Los Angeles Coastal Plain in Los Angeles County. The Watermaster Service Area is bounded by the Newport-Inglewood Uplift on the southwest, the Los Angeles-Orange County line on the southeast, and an irregular line that approximately follows Stocker Street, Martin Luther King Boulevard, Alameda

[5] *Central and West Basin Water Replenishment District, etc., vs. Charles E. Adams, et al.* case no. 786,656 Second Amendment Judgment, May 6, 1991

Street, Olympic Boulevard, the boundary between the City of Los Angeles and unincorporated East Los Angeles, and the foot of the Merced and Puente Hills on the north. Twenty-three incorporated cities and several unincorporated areas are found within the Watermaster Service Area. Groundwater in the Central Basin provides a substantial portion of the water supply needed by the residents and industries in the overlying area (DWR, 2009).

More than 50 years ago, groundwater overdraft and declining water levels in the Central Basin threatened the area's groundwater supply and caused sea water intrusion in the southern part of the Basin. However, timely legal action and adjudication of the water rights halted the overdraft and prevented further damage to the Basin.

The Watermaster assists with administration and enforcement of the provisions of the Judgment. Among other duties, the Watermaster monitors extractions and reports all significant water related events in the Basin to the Court and to the parties in the Judgment. The activities of the Watermaster are key components for the effective management of the groundwater resources of the Basin (DWR, 2009).

2.5.1 Description of the Groundwater Basin

The groundwater basin descriptions provided in this section are excerpts taken from the City's 2010 Water System Master Plan (Black & Veatch, 2010)

Los Angeles Coastal Plain

The Coastal Plain of Los Angeles County is divided into four groundwater basins: the West Coast Basin, Santa Monica Basin, Hollywood Basin, and the Central Basin. They are separated from adjacent basins by geologic features including non-water bearing rocks, faults, or other geologic structures that impede groundwater movement and by natural or artificial mounds or divides in the water table or piezometric surface. The City is situated on the Downey Plain within the Central Basin, which is divided into three areas shown on Figure 3: Los Angeles Forebay, Montebello Forebay, and the Pressure Area. The City is located within the latter two areas. Figure 4 locates the Central Basin relative to other regional basins and spreading grounds.

Central Basin

The Central Basin extends over most of the Coastal Plain of Los Angeles County east and northeast of the Newport-Inglewood uplift. It is bounded on the north by the Hollywood Basin and a series of low hills extending from the Elysian Hills on the northwest to the Puente Hills on the southeast; on the west and south by the Newport-Inglewood uplift; and on the southeast by the Los Angeles-Orange County line. The Central Basin is separated from the groundwater basins to its north, where the Los Angeles and Whittier Narrows break the otherwise continuous line of hills.

The northern part of the City is located in the Montebello Forebay, and the southern portion lies within the Central Basin Pressure Area. The forebay areas have been described as intake areas

(areas of free or unconfined groundwater) where substantial infiltration of surface water occurs. In the pressure area, the aquifers are semi- to unconsolidated and confined between relatively impervious layers of considerable lateral extent, restricting percolation of water from the ground surface downward to the underlying aquifers. However, aquitards – zones within the earth that restrict flow from one aquifer to another – have been found to extend into the forebay areas, and the pressure area aquitards have been found locally to contain large amounts of sandy and gravelly clay and silts, where limited communication between aquifers occurs. The areas where unrestricted percolation of surface waters to the underlying groundwater occurs are limited to small areas in the vicinity of the Los Angeles and Whittier Narrows. However, little recharge to the Central Basin occurs in the Los Angeles Narrows due to extensive paving.

Montebello Forebay

The Montebello Forebay Area extends southward from the Whittier Narrows and is overlain by parts of the Montebello, City, and Santa Fe Springs Plains. The water-bearing sediments vary in age from Recent to early Pleistocene and extend to a maximum depth of about 1,050 feet (900 feet below sea level). The Montebello Forebay Area is considered the most important area of recharge in the Central Basin.

The major structural features of the Montebello Forebay area are the unconformity between the Lakewood and San Pedro Formation and the faulting and folding in the Whittier Narrows. The northeast-trending Rio Hondo, Pico, and Cemetery faults are thought to abut two distinct folded blocks. The Rio Hondo fault is projected approximately along the southwest side of the Rio Hondo River. It displaces the Gardena, Lynwood, and Sunnyside aquifers. The Recent alluvium is continuous across the fault.

Downdropped is terminology used to describe the descent, or movement, of one side of a fault with respect to another. On the northwest side of the Rio Hondo fault, the Sunnyside aquifer has downdropped as much as 600 feet with respect to the aquifer on the southeast side. Northwest of the Rio Hondo fault near Whittier Narrows Dam, erosion has removed all aquifers between the Sunnyside and Gardena aquifers. The Pico fault extends parallel to the Rio Hondo fault and lies about one mile southeast of it. Only the aquifers of the San Pedro Formation are cut by this fault,with the southeast side also having downdropped. For the Sunnyside aquifer, the maximum vertical offset is about 400 feet, though the amount of offset varies along the fault. This places the Sunnyside aquifer on the northwest side of the fault opposite the Lynwood and Jefferson aquifers on the southeast side, thus retaining some hydraulic continuity across the fault.

Central Basin Pressure Area

To the southwest of the Montebello Forebay, the Pressure Area encompasses all of the area east and northeast of the Newport-Inglewood uplift and northwest of the Orange County line. The aquifers within most of the area are confined by aquitards and relatively impermeable layers of clay and silt. However, some of the aquitards contain more permeable material and are missing in some areas where water could percolate to deeper and adjacent aquifers. Therefore, the Pressure Area is not completely confined.

The Pressure Area is overlain by the Downey Plain and parts of the Santa Fe Springs, Montebello, La Brea, and Bouton Plains. The area is generally flat and slopes gently to the south. Water-bearing sediments in the Pressure Area range in age from Recent to Pliocene and extend to a maximum probable depth of 2,200 feet northeast of the City of Lakewood. Aquifers have been defined in the alluvium and the Lakewood and San Pedro Formations.

The structural features that control or influence the occurrence and movement of groundwater in the Pressure Area are the South Gate-Santa Ana depression and the Newport-Inglewood uplift. The South Gate-Santa Ana depression extends from south of Beverly Hills into Orange County. Within the South Gate-Santa Ana depression, the Paramount syncline, the Los Alamitos fault, and the Norwalk syncline appear to affect only the San Pedro Formation. However, none of these features appear to materially affect groundwater movement in the Pressure Area.

Stratigraphy

The stratigraphy of the Central Basin portion of the Coastal Plain can be described in terms of rocks, sediments, and their lateral and vertical distribution within the Central Basin. The rocks and sediments can be divided into water-bearing deposits and non water-bearing materials. The water-bearing deposits include the unconsolidated and semi-consolidated marine and non marine alluvial sediments of Recent, Pleistocene, and Pliocene age, which form the groundwater basins. Near-surface alluvial deposits of the Basin are of recent age and are underlain by, in order of increasing depth, the Lakewood Formation, San Pedro Formation, and Pico Formation.

The sequence and presence of aquifers in the Montebello Forebay and Pressure Area are similar. However, in the former, south of Whittier Narrows between the Rio Hondo and San Gabriel Rivers, the aquifers are in hydraulic continuity with the ground surface, and significant confining layers generally do not limit the aquifers from receiving recharge. South of this area, laterally continuous confining layers separate the aquifers. These confined aquifers show a marked increase in groundwater pressure.

Hydrology

The total groundwater storage capacity in the Montebello Forebay Area and Central Basin Pressure Area above the base of the Sunnyside aquifer, or the Silverado aquifer where the Sunnyside is missing, is about 11,400,000 acre-feet (AF). Historical utilization of the storage within the Central Basin has been estimated at 780,000 AF with most of the storage depletion coming from the Forebay. The Water Replenishment District of Southern California (WRD) estimated the accumulated overdraft at the end of the 2005/2006 water year at 601,000 AF (WRD, 2007).

The natural safe yield of the Central Basin is estimated at approximately 125,805 AFY (WRD, 2006). The managed safe yield of the Central Basin is equal to the APA of 217,367 AFY, The pumping allocation that exceeds the natural safe yield is offset by artificial recharge activities. Through the managed replenishment of the Central Basin over the past two decades, changes in

groundwater levels (and storage) in the Central Basin have been stable and increases in the accumulated overdraft of the Central Basin have been avoided (MWD, 2007).

Groundwater moves from the Montebello Forebay Area southwest into the Central Basin Pressure Area. Groundwater from the Los Angeles Forebay Area also moves into the Central Basin Pressure Area. A groundwater mound in the northern portion of the Central Basin Pressure Area separates groundwater movement. Groundwater north of the mound moves northward into the Hollywood Basin, and groundwater south of the mound moves southwesterly toward the West Coast Basin. Beneath the City, groundwater generally moves to the southwest. Historically, groundwater movement in the Whittier Area was to the west and southwest in both shallow and deep aquifers. The Santa Fe Springs-Coyote Hills uplift appears to restrict groundwater movement to the south into the Central Basin Pressure Area in the aquifers of the Lakewood Formation. However, the aquifers of the San Pedro Formation are continuous across the uplift, and groundwater could potentially move to the south depending on the slope of the hydraulic gradient.

Within the Central Basin, fresh groundwater is found in the Recent Alluvium, the Lakewood and San Pedro Formations, and sometimes in the older sediments. As has been described, groundwater occurs in the Forebay areas under free or unconfined conditions. In the Central Basin Pressure Area, groundwater occurs under confining or semi- confining conditions. Perched groundwater occurs above or within the Bellflower aquitard.

2.5.2 Groundwater Recharge

Groundwater enters the Central Basin through surface and subsurface flow and by direct infiltration of precipitation at the land surface, recharge of storm flow, and applied recycled water and imported water. The main surface and subsurface flow into the Central Basin is through the Los Angeles and Whittier Narrows from the groundwater basins in the interior valleys. Minor subsurface flow from bordering low permeability formations in the surrounding hills and from adjacent groundwater basins also occurs. Recharge by applied water takes place in the spreading grounds adjacent to the Rio Hondo and San Gabriel Rivers and through the seawater injection barrier in the Alamitos Gap.

Average rainfall in the vicinity of the City is approximately 14.5 inches per year (WRD, 2007). However, extensive urban development and associated paving have reduced the areas open for direct infiltration of precipitation.

In addition to infiltration of precipitation, a small percentage of water from irrigation and leaking sewer pipes may percolate deep enough into the ground to recharge the Central Basin. Irrigation return depends on the quantity applied and surface area of landscaped ground. Some water evaporates before it percolates into the ground, and some is transpired by plants. Water that infiltrates into the ground after the effects of evaporation and transpiration can potentially recharge aquifers.

Sanitary sewers leak a small amount, leaving a portion of their flow to percolate into the ground and potentially to groundwater. For ¼-acre residential lots, it is estimated that, for older construction, exfiltration may be as high as 172,500 gallons per day per square mile (gpd/sq. mi) (Kennedy/Jenks, 2003). For newer construction, it may be lower.

Artificial groundwater recharge through surface spreading takes place in the Montebello Forebay spreading grounds adjacent to the Rio Hondo and the San Gabriel Rivers, within the unlined portions of the San Gabriel River, and behind the Whittier Narrows Dam in the Whittier Narrows Reservoir. The spreading grounds are owned and operated by the Los Angeles County Department of Public Works (LACDPW). The spreading grounds were originally constructed for flood control and conservation of local stormwater, but have been used by WRD since 1960 to also replenish the basins with imported and recycled water. An average of 150,000 AF of local storm water runoff, imported water from the SWP and Colorado River Aqueduct (CRA), and recycled water from LACSD is recharged each year at these facilities.

The Rio Hondo and San Gabriel spreading basins in the Montebello Forebay Area are equipped with intake structures and dams that control water flow. The San Gabriel Spreading Basin/River System also contains inflatable rubber damns that help control the flow of water. The spreading basins receive stormwater through controlled releases from several dams and uncontrolled runoff. The storage capacity of the ponds is nearly 4,575 AF, over 526 wetted acres. An intake rate capacity of 2,300 cubic feet per second (cfs) and a theoretical short-term percolation rate of 475 cfs govern the ponds (Kennedy/Jenks, 2003).

WRD maximizes its allowed use of recycled water under Order No. 91-100 established by the Regional Water Quality Control Board (RWQCB). WRD is limited to spreading 60,000 AF of recycled water per year, or an amount not to exceed 50 percent of the total inflow into the Montebello Forebay Area for that year, whichever is less. Recycled water used in Montebello Forebay spreading basins is obtained from the Whittier Narrows Water Reclamation Plant (WNWRP), San Jose Creek Water Reclamation Plant (SJCWRP), and the Pomona Water Reclamation Plant (WRP) (WRD, 2007).

The seawater intrusion barriers are primarily in place for seawater intrusion control but also account for some groundwater replenishment. Of the three barriers in the Coastal Plain, only the Alamitos Barrier Project (ABP) is located within the Central Basin. Both recycled and imported waters are used for injection at the ABP in the Alamitos Gap. The recycled water comes from WRD's Leo J. Vander Lans Water Treatment Facility and accounts for approximately 50 percent of the source water to the barrier, with imported water comprising the other half. The five year average on the Los Angeles County side is 2,800 AFY, half of which is imported and half of which is recycled water from the treatment plant (WRD, 2007).

2.5.3 Sufficiency of Groundwater

The City produces groundwater from its 20 active wells within the Central Basin. The City's recent historic annual groundwater production from the Central Basin has averaged 17,441 AF

from FY 1998/99 through FY 2007/08. The Central Basin is managed by the Central Basin Watermaster. In addition to the City, there are 142 groundwater rights holders and 73 active pumpers within the Basin. In FY 2004/05, over 192,218 AF of the 217,367 AF of the APA were extracted from the Basin.

The natural safe yield of the Central Basin is estimated at approximately 125,805 AFY (Black & Veatch, 2010). The managed safe yield of the Central Basin is equal to the APA of 217,367 AFY. The pumping allocation that exceeds the natural safe yield is offset by artificial recharge activities. Through the managed replenishment of the Central Basin over the past two decades, changes in groundwater levels (and storage) in the Central Basin have been stable and increases in the accumulated overdraft of the Central Basin have been avoided (MWD, 2007).

The replenishment of the Basin is the responsibility of the Water Replenishment District of Southern California (WRD). Through the purchase of imported untreated water fromMWD and tertiary-treated recycled water from LACSD, and the use of local storm water flows, WRD works to provide sufficient spreading water for Basin replenishment purposes. In addition, when MWD surplus water has been available, WRD has taken advantage of the cost savings and has purchased this water.

In their 2005 UWMP's, MWD and the CBMWD have indicated that they can meet the imported water needs of their member agencies for the next 20 years. In addition, recycled water supplies from LACSD have been historically available, and are expected to be available in the future as well. Therefore, based upon historical management practices, WRD is expected to maintain its replenishment activities within the Central Basin and thus maintain the existing APAs of existing groundwater rights holders, including the City of Downey, without further overdraft of the Basin.

2.6 Reliability of Water Supply to Climate

The reliability of water supply for the City is primarily dependant upon the management of the Central Basin. The City pumps groundwater from its production wells in the Central Basin and purchases tertiary-treated recycled water produced by LACSD. In addition, the City may purchase treated imported water from MWD, if necessary.

The Central Basin was adjudicated in 1965 and is managed by the Central Basin Watermaster. The Central Basin provides a reliable supply in an average water year, a single-dry water year, and during multiple-dry water year. The reliability of the City's imported water supply is available in both CBMWD's 2005 UWMP and MWD's 2005 Regional Urban Water Management Plan (RUWMP), which are both incorporated by reference.

The City experiences average rainfall of less than 15 inches per year and an average temperature of 64 degrees F. **Table 2-3** summarizes the rainfall within the City from 1925 – 2008. According to the rainfall data, the City – and Central Basin – experienced the driest year on record in FY 2006/07, totaling 1.95 inches (WRD, 2009). The City also experienced recent dry years in 2001/02 (2.52 inches), 1998/99 (7.29), 2003/04 (7.73 inches), and 2000/01 (14.98) (WRD, 2009). During these dry years, the City's ability to provide a reliable water supply was not compromised and the City did not need to purchase additional imported water from CBMWD.

TABLE 2-3
THE CITY OF DOWNEY'S HISTORIC RAINFALL

Water Year	Inches	Water Year	Inches	Water Year	Inches	Water Year	Inches
1925/26	12.63	1947/48	8.62	1969/70	7.52	1991/92	16.07
1926/27	16.92	1948/49	9.04	1970/71	11.45	1992/93	26.55
1927/28	11.97	1949/50	10.14	1971/72	6.4	1993/94	9.26
1928/29	11.52	1950/51	8.27	1972/73	18.57	1994/95	26.82
1929/30	10.84	1951/52	24.68	1973/74	14.51	1995/96	10.68
1930/31	10.45	1952/53	10.53	1974/75	15.01	1996/97	13.95
1931/32	14.52	1953/54	12.33	1975/76	9.55	1997/98	32.47
1932/33	10.02	1954/55	11.84	1976/77	11.23	1998/99	7.29
1933/34	11.1	1955/56	13.97	1977/78	33.85	2000/01	14.98
1934/35	21.94	1956/57	9.89	1978/79	18.68	2001/02	2.52
1935/36	9.65	1957/58	24.65	1979/80	28.29	2002/03	19.89
1936/37	22.11	1958/59	6.68	1980/81	8.74	2003/04	7.73
1937/38	21.75	1959/60	9.84	1981/82	13.41	2004/05	23.43
1938/39	18.69	1960/61	4.3	1982/83	30.3	2005/06	11.36
1939/40	12.81	1961/62	18.46	1983/84	11.96	2006/07	1.95
1940/41	34.21	1962/63	10.9	1984/85	12.44	2007/08	17.11
1941/42	14.66	1963/64	6.86	1985/86	19.47		
1942/43	17.91	1964/65	13.27	1986/87	6.49		
1943/44	17.89	1965/66	17.02	1987/88	11.47		
1944/45	11.25	1966/67	17.78	1988/89	7.82		
1945/46	10.31	1967/68	11.46	1989/90	7.87		
1946/47	15.24	1968/69	22.33	1990/91	12.22		

SOURCE: Water Replenishment District of Southern California Engineering Survey and Report, 2009

In general, climate does not impact the reliability of groundwater sources as much as it impacts surface water sources. As the City receives 96 percent of its potable water supply from groundwater, it is still able to pump groundwater during dry periods. Although this practice may overdraft the groundwater basin, it is replenished during wet years to maintain the balance.

2.7 Summary of UWMP Findings

Findings of the 2005 UWMP and 2010 WSMP indicate that the City has adequately documented its supply and demand needs for water, and will continue to maintain adequate water supplies to serve the demands of its customers. In addition, MWD and CBMWD have both indicated that they will continue to procure enough water to sell to its member agencies over the next 20 years, and it can be expected that LACSD will be able to provide recycled water in the future. Therefore, WRD will be able to utilize imported untreated water from MWD and tertiary-treated recycled water from LACSD to recharge the Central Basin and provide the City, 142 groundwater rights holders and 73 active pumpers with their adjudicated APA until FY 2030. Further, as the City continues to aggressively pursue the purchase and leasing of additional water rights coupled with the implementation of its groundwater storage program, future City water demands are anticipated to be met without the need to purchase imported water from CBMWD. No shortages are anticipated within the City's service area through 2030.

SECTION 3
Water Supply Sources

3.1 General

The first substantive requirement of a SB 610/221 WSA is the identification and description of the existing water supply sources in the public water system that will serve the project. Water Code Section 10910(d) requires a WSA to include an identification of any existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, and a description of the quantities of water received in prior years by the public water system.

3.2 Existing Water Supplies

The City produces 96 percent of its total water from wells located within its own service boundary. Groundwater is pumped from the adjudicated Central Basin. The remaining four percent of the City's total water supply is purchased recycled water from CBMWD. **Table 3-1** indicates the most recent eight fiscal year groundwater extractions in AF as well as the City's purchase of recycled water from CBMWD.

TABLE 3-1
HISTORICAL GROUNDWATER EXTRACTIONS AND IMPORTED WATER (af)

Water Supply Sources	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
Groundwater from the Central Basin	17,640	17,640	16,980	18,240	16,950	17,430	18,490	17,660
Recycled Water	660	730	670	690	620	610	820	740
Imported Water from CBMWD	0	0	0	0	0	0	0	0
Total Water Supply	**18,310**	**18,370**	**17,640**	**18,930**	**17,570**	**18,040**	**19,310**	**18,400**

SOURCE: City of Downey 2010 Water Systems Master Plan

The City maintains three active water connections with MWD's Lower Feeder (CBMWD No. 18, 20, and 21), but this source is currently being used on an emergency basis only. In addition, the City has emergency connections with five adjoining water purveyors, including the Bellflower-Somerset Mutual Water Co., City of Santa Fe Springs, City of South Gate, Golden State Water

Co. – Hollydale District, and Peerless Water Company. All of the interconnections are presently on standby mode with the exception of the Peerless Water Company connection, which operates automatically at preset pressure levels. The City also purchases and leases water rights to accommodate for increasing water demand. **Table 3-2** shows the City's leased water rights over the last eight fiscal years.

TABLE 3-2
LEASED WATER RIGHTS TO MEET DEMAND (AFY)

Fiscal Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
Leased Water Rights	2,300	650	500	1,550	0	0	2,568	1,700

SOURCE: City of Downey 2010 Water Systems Master Plan

The City is allowed to carryover up to 20 percent (3,310 AFY) of its unused APA to the following year. In order to maintain this entitled carryover, the City will lease water on an annual basis to provide flexibility in case of drought or other emergency and ensure that water demands are met. Although the City may not regularly exceed its extraction right, it may also extract up to 10 percent of its APA (1,655 AFY) with the understanding that this amount will be deducted from the City's APA in the upcoming year (City of Downey, 2005).

Tables 3-3 and **3-4** show historically leased residential and non-residential APA available for potential purchase or long term lease.

3.3 Projected Water Supplies

An important element of the UWMP is to ensure that the City will have an adequate water supply to accommodate the increasing water demands through the planning periods. Table 10-1 in the 2005 UWMP shows the City's demand projections through 2025. Table 2-2 of this WSA extends those projections through 2030. **Table 3-5** summarizes the City's current and planned water supplies in AF.

TABLE 3-3
HISTORICALLY LEASED NON-RESIDENTIAL APA AVAILABLE FOR POTENTIAL PURCHASE OR LONG-TERM LEASE IN CENTRAL BASIN

Party	Cerritos Community College District	Chevron USA	Coast Packing Company	Inglewood Park Cemetery	Smurfit-Stone Container Enterprises	Jones CO	Kal Kan Foods	Lunday-Thargard Oil Co.	PABCO Bldg Prod	US Gypsum Co.	Vernon Cold Storage	Virginia Country Club	Potential Purchase or Long-Term Lease Potential (afy)
APA (afy)	147	94	530	317	1,058	70	140	212	800	1,265	74	274	
Year	**Unused APA Potentially Available for Lease of Purchase**												
2001	147	94	425	317	1,058	70	140	100	800	1,000	74	274	4,499
2002	147	94	390	317	100	70	140	100	800	1,000	74	274	3,506
2003	147	X	390	317	XX	70	X	XX	800	900	74	274	3,206
2004	147	X	390	317	XX	70	140	120	800	XX	74	274	2,426
2005	X	X	440	X	XX	70	X	XX	800	XX	74	274	2,356
2006	147	X	425	X	XX	70	X	140	800	600	74	274	3,081
2007	147	X	425	X	1,057	70	X	140	800	900	74	274	4,438

SOURCE: City of Downey 2010 Water Systems Master Plan

X – APA amounts were not leased but none of the APA was used. For the purposes of these calculations it was assumed that these rights would be available for lease or purchase.

XX – APA amounts were not leased but less than 50 percent of the APA was used. For the purposes of these calculations it was assumed that these rights would not be available for rights or purchase.

TABLE 3-4
HISTORICALLY LEASED RESIDENTIAL APA AVAILABLE FOR POTENTIAL PURCHASE OR LONG-TERM LEASE IN CENTRAL BASIN

Party	City of Bell Gardens	City of Norwalk	City of Signal Hill	Southern California Edison	Golden State Water Co.	Potential Purchase or Long-Term Lease Total (afy)
APA (afy)	1,914	1,723 (1,267^2005)	2,022	670	16,439	
Year	**Unused APA Potentially Available for Lease**					
2001	1,500	700	275	415	5,067	7,957
2002	900	750	0	450	7,366	9,466
2003	1,200	630	0	10	5,720	7,560
2004	1,100	250	0	XX	2,000	3,350
2005	X	600	0	XX	2,250	4,764
2006	382	XX	XX	XX	1,750	2,132
2007	X	1,000	XX	XX	2,012	4,926

SOURCE: City of Downey 2010 Water Systems Master Plan

X – APA amounts were not leased but none of the APA was used. For the purposes of these calculations it was assumed that these rights would be available for lease or purchase.

XX – APA amounts were not leased but less than 50 percent of the APA was used. For the purposes of these calculations it was assumed that these rights would not be available for rights or purchase.

TABLE 3-5
CURRENT AND PROJECTED POTABLE WATER SUPPLY SOURCES (af)

Water Supply Sources	2009/10	2014/15	2019/20	2024/25	2029/30
Groundwater Rights from the Central Basin	16,554	16,554	16,554	16,554	16,554
Groundwater Storage Program	0	7,456	16,639	10,833	13,008
Imported Water from CBMWD	0	0	0	0	0
Leased Water Rights	1,779	As Needed	As Needed	As Needed	As Needed
Total Water Supply	18,333	24,010	33,193	27,387	29,562

SOURCE: City of Downey 2005 Urban Water Management Plan Update

SECTION 4
Water Demand Analysis

4.1 Introduction

To accurately analyze the City's system, a method of allocating the demands within the distribution system is essential. It is not appropriate to simply total up all of the metered water use and distribute the demands evenly throughout the system. One commonly used method of grouping water users is based on their land use (or zoning). Land use can be a good measure of water use. Also, land use information is readily available to most water agencies and can be applied to existing areas as well as future developments. Using this method, the water demands were calculated using the acreage of a specified area and a water demand factor, which represents a measure of water use per acre based on the land use or density of the area.

4.2 Existing and Projected Water Demands

Water Code Section 10910(c)(2) provides that if the projected water demand associated with the proposed project was accounted for in the most recently adopted urban water management plan, the public water system may incorporate the requested information from the Plan in preparing the elements of the WSA.

The Downtown Downey Specific Plan was accounted for as a future use in the 2005 UWMP and 2010 WSMP. As such, the Downtown Downey Specific Plan was included in projected future water demands within the two documents.

Table 4-1 shows projected water use per land use category for the City. This average water demand correlates with the average water demand as shown in Table 2-2. The existing and projected future demands for the area within the Downtown Downey Specific Plan are shown in Table 1-1. Upon completion of the project, the estimated total water demand for the project site will be approximately 475 afy, or an increase of approximately 310 afy. **Table 4-2** documents the future water use in AFY and GPM for the Downtown Downey Specific Plan in addition to how the City will accommodate the additional water demand.

TABLE 4-1
RESIDENTIAL AND NON-RESIDENTIAL POTABLE WATER NEEDS (AFY)

[CITY TO PROVIDE PROJECTION BY LAND USE CATEGORY FOR 2030]

Water Use Sector	2009/10	2014/15	2019/20	2024/25	2029/30
Single Family	10,769	10,627	10,485	10,485	
Multi-Family	3,120	3,865	4,542	4,943	
Commercial	2,354	2,397	2,485	2,688	
Industrial	808	821	851	900	
Institutional / Gov	390	400	414	420	
Agriculture	0	0	0	0	
Unaccounted Water	893	927	961	995	
Total	**18,333**	**19,037**	**19,738**	**20,431**	**21,156**

SOURCE: City of Downey 2010 Water Systems Master Plan

TABLE 4-2
WATER SUPPLY AND DOWNTOWN DOWNEY SPECIFIC PLAN DEMAND

			Current Local Groundwater Supply			Supply Recommendations
Location	**Estimated Additional Future Usage (afy)**	**Estimated Additional Future Usage (gpm)**	**Active Well Number**	**Pump Capacity (afy)**	**2006 Usage (afy)**	**Additional Well in Near Vicinity**
Downtown Downey Specific Plan Area	310	193	11	7,259	3,543	Pending

SOURCE: City of Downey 2010 Water Systems Master Plan

4.3 Normal and Dry Year Demand and Supply

In its 2005 UWMP, the City provided an assessment of the reliability of its water service to its customers during normal, dry and multiple dry water years through 2025. This WSA provides an update to this assessment, extending through the year 2030. **Tables 4-3** through **4-8** list the estimated future water system demands, including average demand (average year), and high demand (dry year) for 2015 through 2030, including the Downtown Downey Specific Plan. As illustrated by the tables, the City has an adequate water supply to serve its existing customers through 2030.

TABLE 4-3
PROJECTED NORMAL YEAR SUPPLY AND DEMAND COMPARISON – AFY

	2014/15	2019/20	2024/25	2029/30
Supply Totals	24,010	33,193	27,387	29,562
Demand Totals	19,037	19,738	20,431	21,156
Difference	4,973	13,455	6,956	8,406
Difference as % of Supply	21%	41%	25%	28%
Difference of % of Demand	26%	68%	28%	40%

SOURCES: City of Downey 2005 Urban Water Management Plan Update; ESA, 2010.

TABLE 4-4
PROJECTED SINGLE DRY YEAR SUPPLY AND DEMAND COMPARISON – AFY
[CITY TO PROVIDE SINGLE DRY YEAR DEMAND IN 2030]

	2014/15	2019/20	2024/25	2029/30
Supply Totals	24,010	33,193	27,387	29,562
Demand Totals	19,608	20,330	21,044	xxx
Difference	4,402	12,863	6,343	
Difference as % of Supply	18%	39%	23%	
Difference of % of Demand	22%	63%	30%	

NOTES:
Supply = sum of groundwater rights and storage program supplies projected to be available in the corresponding FY.
Demand = Lowest historical rainfall (2.52) within Downey (FY 01/02) used as basis for single dry year demand projections.

SOURCES: City of Downey 2005 Urban Water Management Plan Update; ESA, 2010.

TABLE 4-5
PROJECTED MULTIPLE DRY YEAR SUPPLY AND DEMAND COMPARISON ENDING IN 2015 – AFY

	2012/13	2013/14	2014/15
Supply Totals	28,554	26,352	24,010
Demand Totals	19,319	18,707	20,274
Difference	9,235	7,645	3,736
Difference as % of Supply	32%	29%	16%
Difference of % of Demand	48%	41%	18%

NOTES:
Supply = sum of groundwater rights and storage program supplies projected to be available in the corresponding FY.
Demand = Lowest historical consecutive three-year (FY 01/02 to 03/04) rainfall used as basis for multi dry year demand projections.

SOURCES: City of Downey 2005 Urban Water Management Plan Update; ESA, 2010.

TABLE 4-6
PROJECTED MULTIPLE DRY YEAR SUPPLY AND DEMAND COMPARISON ENDING IN 2020 – AFY

	2017/18	2018/19	2019/20
Supply Totals	27,641	36,237	33,193
Demand Totals	20,042	19,402	21,021
Difference	7,599	16,835	12,172
Difference as % of Supply	24%	46%	37%
Difference of % of Demand	40%	87%	60%

NOTES:
Supply = sum of groundwater rights and storage program supplies projected to be available in the corresponding FY.
Demand = Lowest historical consecutive three-year (FY 01/02 to 03/04) rainfall used as basis for multi dry year demand projections.

SOURCES: City of Downey 2005 Urban Water Management Plan Update; ESA, 2010.

TABLE 4-7
PROJECTED MULTIPLE DRY YEAR SUPPLY AND DEMAND COMPARISON ENDING IN 2025 – AFY

	2022/23	2023/24	2024/25
Supply Totals	34,725	31,125	27,387
Demand Totals	20,759	20,089	21,759
Difference	13,966	11,036	5,628
Difference as % of Supply	40%	35%	21%
Difference of % of Demand	67%	54%	26%

NOTES:
Supply = sum of groundwater rights and storage program supplies projected to be available in the corresponding FY.
Demand = Lowest historical consecutive three-year (FY 01/02 to 03/04) rainfall used as basis for multi dry year demand projections

SOURCES: City of Downey 2005 Urban Water Management Plan Update; ESA, 2010.

TABLE 4-8
PROJECTED MULTIPLE DRY YEAR SUPPLY AND DEMAND COMPARISON ENDING IN 2030 – AFY
[CITY TO PROVIDE DEMAND FOR 2028, 2029, 2030]

	2027/28	2028/29	2029/30
Supply Totals	26,826	34,017	29,562
Demand Totals	xxx	xxx	xxx
Difference			
Difference as % of Supply			
Difference of % of Demand			

NOTES:
Supply = sum of groundwater rights and storage program supplies projected to be available in the corresponding FY.
Demand = Lowest historical consecutive three-year (FY 01/02 to 03/04) rainfall used as basis for multi dry year demand projections

SOURCES: City of Downey 2005 Urban Water Management Plan Update, ESA, 2010.

4.4 Water Shortage Contingency Plan

4.4.1 Water Supply Deficiencies

The City adopted Ordinance No. 925 in 1991. As a result, Sections 7350 through 7356 were added to the Downey Municipal Code, establishing water conservation regulations and restrictions to be followed by customers within the City's service area. These conservation measures limit the amount of potable water that may be delivered to customers, in order to protect the health, welfare, and safety of the community.

This ordinance was adopted in response to the drought of 1987-1992 and the resulting reduction of MWD's firm deliveries of imported water. During this same period of time, MWD developed a conservation credit and overuse penalty program as part of their Incremental Interruption and Conservation Plan (IICP), to encourage conservation of MWD's imported water supply. CBMWD passed these credits and penalties through to those agencies purchasing water from them to encourage water conservation (City of Downey, 2005).

4.4.2 Water Shortage Stages and Triggering Mechanisms

California Water Code Section 10631(e)(3) identifies stages of action to be undertaken by the urban water supplier in response to water supply shortages, including up to a fifty percent reduction in water supply and an outline of specific water supply conditions that are applicable to each stage. These stages are shown in **Table 4-9.**

TABLE 4-9
WATER RATIONING STAGES AND REDUCTION GOALS

Shortage	Stage	Reduction Goal	Status of Program
Up to 15%	I	15%	Voluntary
16-25%	II	25%	Mandatory
26-35%	III	35%	Mandatory
36-50%	IV	≥50%	Mandatory

SOURCE: City of Downey 2005 Urban Water Management Plan Update

Rationing stages are triggered by a supply shortage due to drought conditions, contamination of one or a combination of sources, or some other type of emergency. Entities most likely to play a role in the determination of a water supply shortage would be MWD, DWR, CBMWD, WRD, and/or the City of Downey (City of Downey, 2005).

A water shortage must be declared and a resolution signed by the City Council, prior to the implementation of the provisions set forth in the water-rationing plan. Movement from Stage 1 to subsequent stages is accomplished through the adoptions of separate resolutions. Because

shortages overlap stages, triggering mechanisms impose the more restrictive stage. Specific criteria for triggering the City's rationing stages are shown in **Table 4-10** (City of Downey, 2005).

TABLE 4-10
WATER SHORTAGE STAGES AND TRIGGERING MECHANISMS

Water Supply	Stage I (Up to 15% Reduction)	Stage II (16-25% Reduction)	Stage III (26-35% Reduction)	Stage IV (≥36-50% Reduction)
Current Supply	Total Supply is 85-95% of "normal" AND below "normal" year is declared	Total supply is 75-85% of "normal" AND below "normal" year is declared	Total supply is 65-75% of "normal" OR second consecutive below "normal" year is declared	Total supply is <65% of "normal" OR third consecutive below "normal" year is declared
	OR	OR	OR	
Future Supply	Projected supply insufficient to provide 80% of "normal" deliveries for next two years	Projected supply insufficient to provide 65% of "normal" deliveries for next two years	Projected supply insufficient to provide 50% of "normal" deliveries for next two years	
	OR	OR	OR	
Groundwater	First year over extraction of groundwater pumping taken, must be "replaced" within four years	Second year over extraction of groundwater pumping taken, must be "replaced" within four years	No over extraction of groundwater pumping available OR reduced groundwater pumping due to replenishment of previously pumped over extraction of groundwater	
	OR	OR	OR	
Water Quality	Contamination of 20% of water supply (exceeds primary drinking water standards)	Contamination of 30% of water supply (exceeds primary drinking water standards)	Contamination of 40% of water supply (exceeds primary drinking water standards)	
				OR
Disaster Loss				Disaster Loss

SOURCE: City of Downey 2005 Urban Water Management Plan Update

SECTION 5
Conclusions

5.1 General

Table 5-1 summarizes the existing and planned potable water supplies per five year planning period, plus the existing and future water system demands, including the Downtown Downey Specific Plan demands. The Downtown Downey Specific Plan is projected to consume approximately 475 AF per year at build-out. This demand is included in the growth projections assumed for the City's service area. As shown in Table 5-1, there is a projected surplus in each of the five year planning periods through 2030.

TABLE 5-1
CURRENT AND PROJECTED POTABLE WATER SUPPLY SOURCES (AF)

Water Supply Sources	2009/10	2014/15	2019/20	2024/25	2029/30
Groundwater Rights from the Central Basin	16,554	16,554	16,554	16,554	16,554
Groundwater Storage Program	0	7,456	19,638	10,833	13,008
Imported Water from CBMWD	0	0	0	0	0
Leased Water Rights	1,779	As Needed	As Needed	As Needed	As Needed
Total Water Supply	18,333	24,010	33,193	27,387	29,562
Total Water Demand (including project)	18,333	19,037	13,455	20,431	21,156
Total Water Surplus	0	4,973	16,499	6,956	8,406

SOURCE: City of Downey 2005 Urban Water Management Plan Update

Table 3-2 depicts the City's use of historically leased water from FY 2000/01 to FY 2007/08. The City has been able to provide leased water to its users on an 'as needed' basis in order to meet demand. Tables 3-3 and 3-4 show that there has been an abundance of both residential and non-residential leased water rights available for purchase from FY 2000/01 to FY 2007/08. The City expects availability of these water rights to continue in the future. Table 4-4 shows that there is a surplus of water available in the event of a single dry year. Tables 4-5 through 4-8 show that this surplus continues in the event of all multiple dry year scenarios.

5.2 Conclusion

Based on the information presented in this Water Supply Assessment and the City's 2005 UWMP and 2010 WSMP, taking into account current state and federal planning related to SWP long-term reliability, there is reasonable certainty that sufficient water supplies will be available from groundwater, leased and purchased water rights, groundwater storage, and the CBMWD to provide potable water demands generated by the Downtown Downey Specific Plan at build-up. The Water Shortage Contingency Plan summarized in this Water Supply Assessment provides measures to be implemented in the event of extreme limitations on water supply.

SECTION 6
References

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