



**INITIAL STUDY FOR
NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT
PLN-13-00084**

PROJECT NAME: Downey Civic Center and Transportation Plan

PROJECT LOCATION: 11111 Brookshire Ave, Downey CA 90241

PROJECT APPLICANT: City of Downey
Community Development Department
Planning Division
11111 Brookshire Avenue
Downey, CA 90241

LEAD AGENCY: City of Downey
Community Development Department
Planning Division
11111 Brookshire Avenue
Downey, CA 90241

Contact: David Blumenthal, Senior Planner
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dblumenthal@downeyca.org

PUBLIC REVIEW PERIOD: May 17, 2013 to June 6, 2013

This Negative Declaration and Initial Study Checklist have been prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulations, Section 15000, et seq.).

Written comments regarding this Negative Declaration shall be made to the Lead Agency listed above prior to 5:00 p.m. on the last day of the Public Review Period.

SECTION I. INTRODUCTION**1. Description of project:**

The Downey Civic Center and Transportation Plan includes both the development of a master plan and the analysis of the existing DowneyLINK transit system within the City. The master planning component focuses on the Civic Center District as defined by the Downtown Downey Specific Plan, yet it also studies the buildings and parking lots immediately surrounding it. Public entities included in the District are: City Hall, the Police Department, the City Library, the Civic Theatre, the Chamber of Commerce, and Downey High School. Private entities included are: the First Baptist Church of Downey, the Embassy Suites Hotel, Wells Fargo Bank, and Mimi's Café. The project's transportation component extends throughout the city, offering suggestions on improving the current and future effectiveness of all four DowneyLINK routes, and connections to the Metro transit system.

The proposed master plan includes two public open spaces, which provide 1.16 acres of new park area and a lined park-once structure that would serve employees and visitors alike. The District's primary open space would be the Central Green characterized by large shade trees and amenities such as a playground, band shell, and restroom structures. A secondary plaza would enhance a proposed library coffee kiosk, and a palm-lined promenade would strengthen pedestrian connections from Brookshire Avenue. Proposed amenities at the promenade include a fountain wall, outdoor seating, and a relocation of the City's historic arch to a more prominent location. To accommodate the parking lost in the creation of the Central Green, a park-once structure is proposed. The structure would have three levels of parking above grade for a total of 366 parking spaces, with adequate handicap parking on all levels. On the south side of the structure, an approximately 3,000 square foot liner building would serve as a new home for a community facility. Upon project build-out the on-site parking would increase from 727 spaces to 989 parking spaces.

Proposed improvements to the DowneyLINK system include changing the routes from a loop system to a two-way service system, providing better ADA access to the buses, providing signal prioritization for buses, providing a stop at the Metro Green Line station, and providing additional routes.

2. Description of project site (as it currently exists):Civic Center

The Downey Civic Center is located in the central portion of the City of Downey near the intersection of Firestone Blvd and Brookshire Ave. The Civic Center is generally bounded by Brookshire Avenue to the east, Embassy Suites property to the south, and Civic Center Drive to the north and west. The Civic Center area is approximately 13 acres in size and is intended to provide for civic-related uses in Downey. The site has a General Plan Land Use Designation of Mixed Use and is within the Downtown Downey Specific Plan.

The Civic Center is improved with the following:

- City Hall – In a ± 35,987 square foot three-story building, which includes the

5,549 square foot City Council Chambers.

- Police Department – In a ± 28,604 square foot one-story building
- Downey City Library – In a ± 26,579 square foot one-story building
- Downey Chamber of Commerce – In a ± 1,888 square foot one-story
- Downey Civic Theater – In a ± 33,056 square foot (including the 2,509 square foot box office)
- Approximately 727 parking spaces spread among various surface parking lots.
- Downey Historic Arch – This arch is a 33-ton cement archway, which was the entrance to Downey Grammar School between 1916 and 1957. It is located on the northwest corner of the site.

Landscaping on the site is limited to parking lot landscape and ornamental landscaping around the buildings and walkways.

DowneyLINK

The City of Downey's public transit fixed route system, the DowneyLINK consists of four circulating routes (Northeast, Southeast, Southwest and Northwest). They run a total of fourteen daily loops, every forty minutes. There are two additional units in the morning to pick up the overload of students during peak hours and three additional units in the afternoon to pick up the overload of students as well. During November and December the DowneyLINK runs additional service on Saturdays, starting service the Saturday following Thanksgiving and end the Saturday before Christmas. The fare is 50 cents per boarding and the service hours are from 6:30 am until 6:30 pm, Monday – Friday, additional Saturday holiday service. Free transfers that can be used on any other DowneyLINK unit on the day of issue are offered. All the routes begin and end at the Downey Depot located at 8150 Nance Street. Currently the DowneyLINK is operated (under contract) by MV Transportation who employs eight full time employees to cover the service hours and seven buses are operational during operating hours.

The Northeast route is accessible to the Civic Center, Stone Wood Center and Wilderness Park. The Southeast route is accessible to the Civic Center, the Stone Wood Center, Downey Regional Medical Center, Golden Park and Downey High School. The Southwest route is accessible to the Civic Center, Downey Regional Medical Center, Rancho Los Amigos, Barbara J. Riley Community & Senior Center, the Los Angeles County Courthouse and Downey High School. The Northwest route is accessible to the Civic Center and Furman Park.

3. Description of surrounding properties:

The east side of the site is bounded by Brookshire Ave. Across Brookshire is Downey High School, a 9th through 12th grade primary education facility with approximately 4,200 students enrolled. Downey High School is within the Mixed Use General Plan Land Use Designation and is zoned R-3 (Multi-Family Residential). To the north of the Civic Center is a variety of apartments and duplexes. All of these residential units are zoned R-3 and have a General Plan Land Use Designation of Mixed Use.

The south and west of the project site contains a virtual plethora of uses, including some that were included in the study. On the south side of the Civic Center is the Embassy Suites, a 219 room all suite upscale hotel and a Mimi's restaurant. Further south (across Firestone Blvd) is various retail establishments. To the west of the site are the First

Baptist Church of Downey, a three story multi-tenant office building, and an apartment complex. All of the surrounding properties to the south and west are within the Downtown Downey Specific Plan and have a General Plan Land Use Designation of Mixed Use.

4. City Characteristics:

The City of Downey is 12.8 square mile community that is located in the southeastern part of Los Angeles County. The State of California Department of Finance estimated that City's population is 112,761, as of January 1, 2013. The City of Downey is located about 12 miles southeast of downtown Los Angeles and is 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 and 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) Freeway; the San Gabriel River Freeway (I-605) Freeways; and the Long Beach Freeway (I-710); MTA Green Line Light Rail passenger train services at the Lakewood Boulevard station, and various Metro Bus Lines that connect throughout the City.

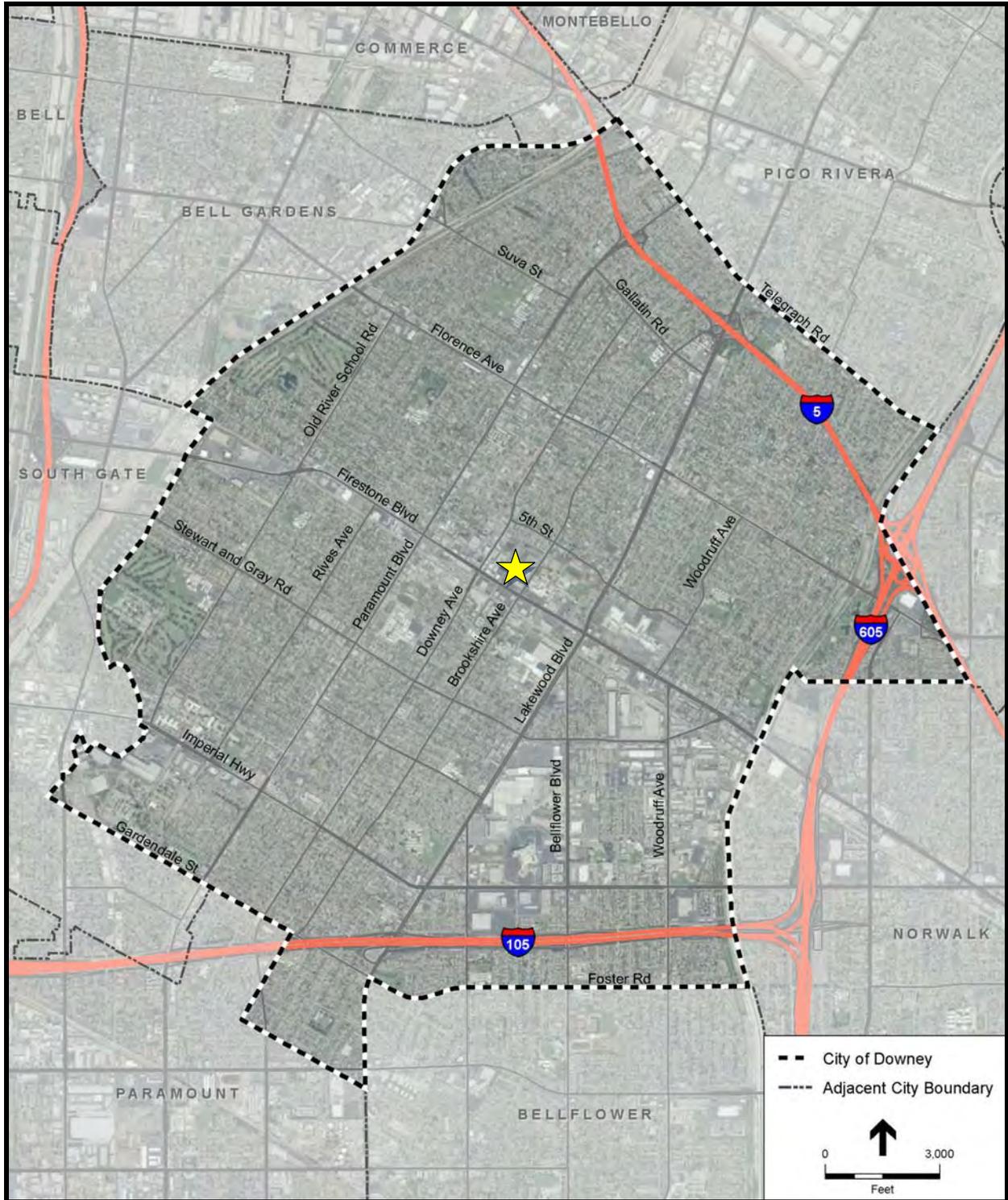
The City of Downey is a Charter City with most municipal services being provided directly by the City. This includes City Police and Fire services, as well as, Planning, Building, Housing, Economic Development, Parks and Recreation, Library, and Public Works. Additionally, the City of Downey oversees operation of the Downey Civic Theater, the DowneyLINK Transit System, and the Farmer's Market.

5. Tiering:

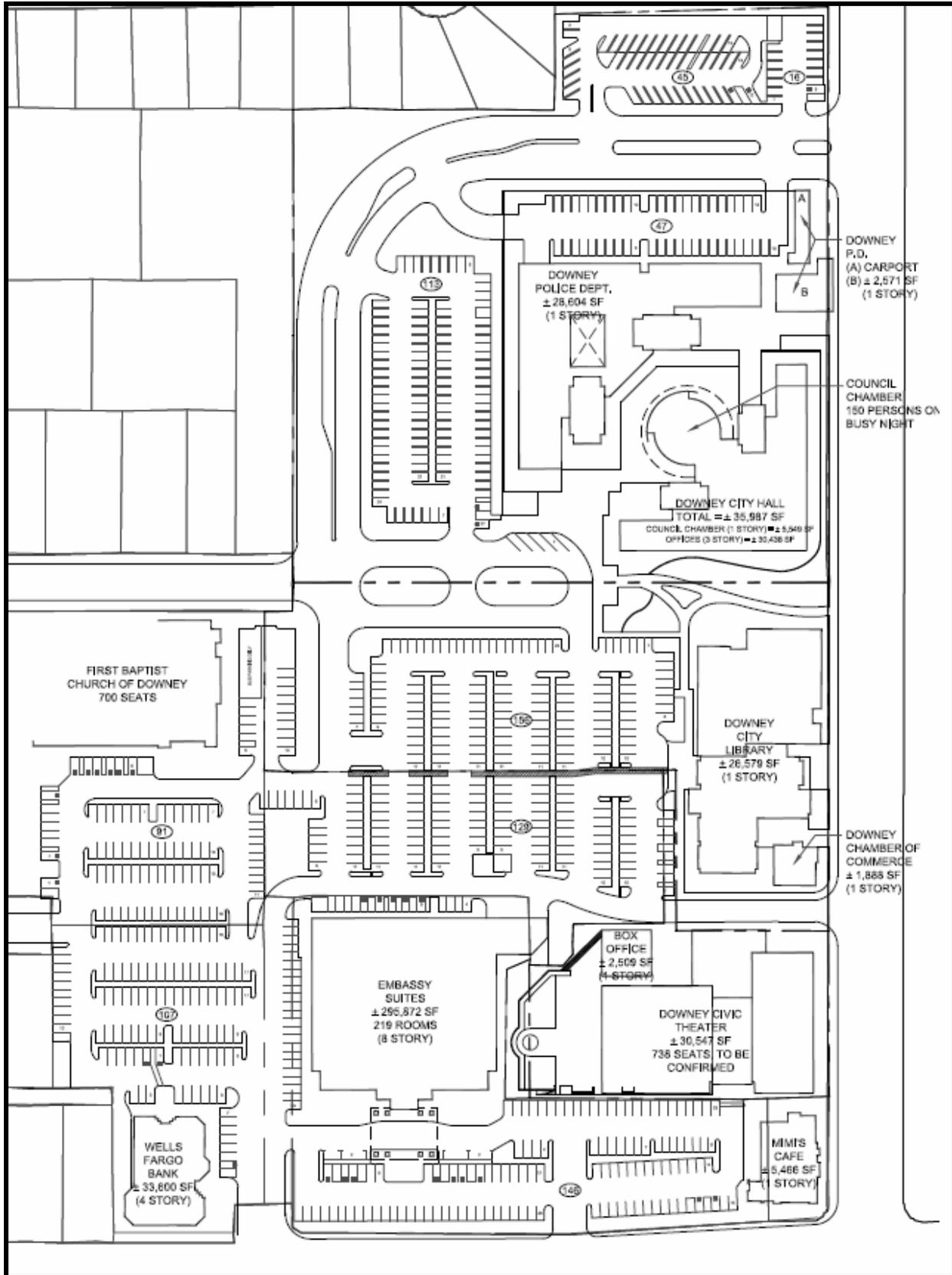
A "tiered" environmental impact analysis ("tiering") involves the incorporation by reference of generalized discussion from a previous Environmental Impact Report or Negative Declaration into a subsequent environmental document in order to focus the discussion on the action under review. Section 15152 of the California Environmental Quality Act encourages lead agencies to tier environmental analyses to avoid repetitive discussion within subsequent environmental documents and focus on issues directly related to the topic of evaluation and specific site(s) of concern. Using the tiering process does not allow for avoidance in discussion related to issues directly affected by an action, but does not limit the examination of issues to those that were not addressed in a previous EIR, and may incorporate measures designed to reduce or avoid the environmental situations where the proposed action is consistent with the General Plan. This initial study would primarily tier from the EIR that was prepared for the Downtown Downey Specific Plan (State Clearinghouse No. 2010051008).

6. Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement.)

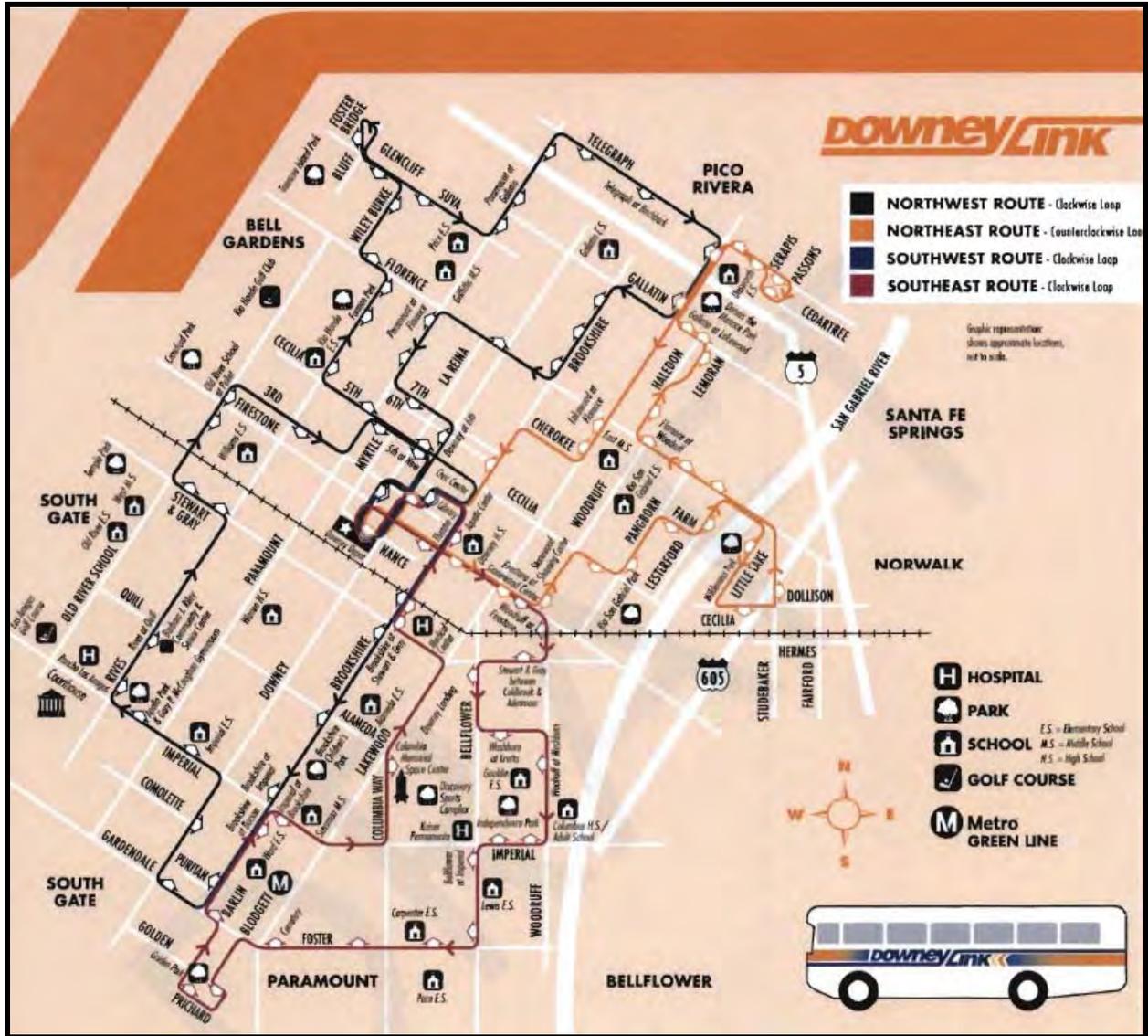
None



Project Location



Existing Civic Center



Existing DowneyLINK System

**SECTION II. ENVIRONMENTAL FACTORS
POTENTIALLY AFFECTED**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist in section III.

- | | |
|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Land Use and Planning |
| <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Utilities & Service Systems |
| <input type="checkbox"/> Hydrology & Water Quality | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a “potentially significant impact” or “potentially significant unless mitigated”. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Signature: _____
David Blumenthal, Senior Planner
for the City of Downey

Date: May 16, 2013

SECTION III. INITIAL STUDY CHECKLIST AND ENVIRONMENTAL EVALUATION

This section analyzes the potential environmental impacts which may result from the proposed project. For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and answers are provided according to the analysis undertaken as part of the Initial Study. They outline the following issues:

- | | |
|------------------------------------|--|
| 1. Aesthetics | 10. Mineral Resources |
| 2. Agriculture Resources | 11. Noise |
| 3. Air Quality | 12. Population and Housing |
| 4. Biological Resources | 13. Public Services |
| 5. Cultural Resources | 14. Recreation |
| 6. Geology and Soils | 15. Transportation and Traffic |
| 7. Hazards and Hazardous Materials | 16. Utilities and Service Systems |
| 8. Hydrology and Water Quality | 17. Mandatory Findings of Significance |
| 9. Land Use and Planning | |

The analysis considers the project’s short-term impacts (construction-related), and its operational or day-to-day impacts. For each question, there are four possible responses. They include:

1. **No Impact.** Future development arising from the project’s implementation will not have any measurable environmental impact on the environment and no additional analysis is required.
2. **Less Than Significant Impact.** The development associated with project implementation will have the potential to impact the environment; these impacts, however, will be less than the levels or thresholds that are considered significant and no additional analysis is required.
3. **Potentially Significant Impact Unless Mitigated.** The development will have the potential to generate impacts which will have a significant effect on the environment; however, mitigation measures will be effective in reducing the impacts to levels that are less than significant.
4. **Potentially Significant Impact.** Future implementation will have impacts that are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Response:

(a and b): No impact. The City of Downey is an urban environment with no scenic vistas or scenic highways. Changes to the civic center and/or the DowneyLINK system will not have an impact.

(c): No impact. The proposed master plan includes two public open spaces and a lined park-once with the primary open space being the Central Green characterized by large shade trees and amenities such as a playground, band shell, and restroom structures. A secondary plaza would enhance a proposed library coffee kiosk, and a palm-lined promenade would strengthen pedestrian connections from Brookshire Avenue. Additionally, the master plan contains an extensive plant palette that has been designed to improve the visual quality of the area. The combination of the proper site design, new open space, and quality plant palette will ensure that adoption of the master plan will not create an impact to the visual characteristic of the area.

(d): Less than significant impact. The site is improved with several buildings and a large surface parking lot, which is well lit. New lights will be added to the site as part of the project; however, it is not anticipated that the amount of light and glare generated from the site would increase above existing levels. As such, the potential for impact would be less than significant.

2. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use or a Williamson act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response:

(a, b and e): No impact. The City of Downey is an urbanized area that is mostly built out with only infill development potential. There are no agricultural lands within the City’s boundaries. The project will have no impact on converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. Furthermore, the City’s General Plan (Vision 2025) does not include provisions for agricultural uses in the future. While the City does have a variety of zoning districts, agricultural uses are only

Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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allowed in the Open Space (O-S) zone. The subject site is neither within or adjacent to the O-S zone. Therefore, no impacts to agricultural resources would occur with implementation of the proposed project.

(c): No impact. The City of Downey is an urbanized area that is mostly built out with only infill development potential. There are no forest or timberland lands within the City’s boundaries. Therefore the project will not conflict with existing zoning for, or cause rezoning of, forest land,¹ timberland,² or timberland zoned Timberland Production.³

(d): No impact. The City of Downey is an urbanized area that is mostly built out with only infill development potential. There are no forest lands within the City’s boundaries. Therefore the project will thus not result in the loss of forest land or conversion of forest land to non-forest use.

3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Create objectionable odors? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response:

(a): No impact. Future construction and improvements that are completed in consistency with the master plan are not anticipated to conflict with or obstruct implementation of the applicable air quality plan. The proposed project site is located in the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the regional agency responsible for air quality regulations within the SCAB including enforcing the California Ambient Air Quality Standards (CAAQS) and implementing strategies to improve air quality and to mitigate effects from new growth. The SCAQMD, in association with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG), is responsible for preparing the Air Quality Management Plan (AQMP) that details how the region intends to attain or maintain the state and federal ambient air quality standards. The Final 2007 AQMP describes the SCAQMD’s plan to attain the federal fine particulate matter less than or equal to 2.5 microns (µm) in diameter (PM_{2.5}) and 8-hour ozone (O₃) standards. Although the SCAQMD cannot directly regulate mobile source emissions, the Final 2007 AQMP requires the use of cleaner (as compared to "baseline") in-use (i.e., existing) off-road (i.e., non-highway) equipment. In 2007, CARB adopted a regulation to reduce diesel particulate matter and nitrogen oxides (NO_x) emissions from in-use (existing) off-road heavy-duty diesel

¹ As defined in Public Resource Code 12220(g)

² As defined in Public Resource Code 4526

³ As defined in Government Code Section 51104(g)

Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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vehicles. Consistency with the 2007 AQMP is determined when a project: (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation; (2) is consistent with the growth assumptions in the AQMP; and (3) does not conflict with the implementation of any of the control measures or strategies adopted in the AQMP. The purpose of the AQMP is to bring an area into compliance with the requirements of Federal and State air quality standards. The consistency review is as follows:

1. The project will result in short-term construction related pollutant emissions less than the CEQA significance emissions thresholds established by the SCAQMD, as determined in Response No. 3(b) below. Therefore, the project will not result in an increase in the frequency or severity of an air quality standards violation and will not cause a new air quality standard violation.
2. The project does not include a residential component that would result in any population growth and is consistent with the mixed use land use designation. Therefore, the project is consistent with the growth assumptions utilized in the AQMP.
3. The pollution control strategies of the 2007 AQMP are mainly concerned with technologically based means of reducing emissions from mobile and stationary sources. Many of the control strategies are plans to develop regulations and rules that will specify future requirements for activities to reduce pollutant emissions. Example control strategies include increased industrial PM emissions control through baghouses, wet scrubbers, and other devices, volatile organic compounds (VOC) reductions in lubricants, and the light- and medium-duty vehicle high-emitters identification program to reduce NO_x, and VOC emissions. There are no control strategies that are applicable to the project.
4. Implementation of the project will provide additional parking for Downtown Downey, which will encourage visitors to park and walk to multiple destinations in the area (park-once approach). Additionally, the project will encourage a higher utilization of the local transit service, thereby reducing traffic.

Based on this consistency analysis, no impact is anticipated relating to conflicts with the Air Quality Management Plan.

(b and c): Less than significant impact. Short-term air quality impacts can be anticipated from construction activities, although the proposed project does not anticipate violating any air quality standard or contribute substantially to an existing or projected air quality violation. All construction equipment is required to comply with CARB regulations, and construction activity is subject to the SCAQMD regulations. The California Clean Air Act, signed into law in 1988, established the CAAQS; all areas of the state are required to achieve and maintain the CAAQS by the earliest practicable date. Regions of the state that have not met one or more of the CAAQS are known as nonattainment areas, while regions that meet the CAAQS are known as attainment areas. The proposed project would be located in the Los Angeles County sub-area of the SCAB. Los Angeles County is designated as a state nonattainment area for O₃, PM_{2.5}, inhalable particulate matter less than or equal to 10 µm in diameter (PM₁₀), nitrogen dioxide (NO₂), and lead; and an attainment or unclassified area for carbon monoxide (CO), sulfur dioxide (SO₂), sulfates, hydrogen sulfide, and visibility reducing particles. The SCAQMD publishes thresholds of significance for these pollutants.⁴ Notwithstanding this, the Downtown Downey Specific Plan already contains several mitigations measures that reduce the potential impacts to a level below significance.⁵

(d): Less than significant impact. Sensitive receptors include day care centers (adult & child), schools, hospitals, churches, rehabilitation centers, and long-term care facilities (i.e. assisted living facilities). While there are several sensitive receptors within the vicinity of the project, long term impacts are not anticipated as

⁴ South Coast Air Quality Management District, Air Quality Significance Thresholds, March 2011

⁵ City of Downey, Downtown Downey Specific Plan EIR. July 2010 p. 3.4-10 et. seq.

Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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implementation of the project serve to reduce air quality impacts by reducing overall vehicle trips through the park-once approach and providing a higher utilization of the local transit service. Notwithstanding this, short-term impacts are anticipated during construction at the civic center. As noted above, these impacts are either below the threshold of significance and/or have been previously mitigated.

(e): Less than significant impact. During construction at the Civic Center there would be minimal emissions as described in Response No. 3(b) above; however because this is short term in nature it is considered to be less than significant. The long term impacts from the DowneyLINK and Civic Center are not anticipated.

4. BIOLOGICAL RESOURCES. Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources? (i.e. tree preservation ordinance). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response:

(a): Less than significant impact. There are no species identified as a candidate, sensitive, or special species in local, regional, state, or federal documents within the City of Downey.⁶ Nonetheless, the Civic Center contains several large trees that could be used by local birds for nesting during certain times of the year. Existing mitigation measures contained in the Downtown Downey Specific Plan EIR require that a biological survey shall be completed by a qualified biologist should construction begins between February 1 and August

⁶ City of Downey, Downtown Downey Specific Plan EIR. July 2010 p. 3.12-9

Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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31. Due to this existing mitigation measure the potential for additional impacts is considered to be less than significant.⁷

(b): No Impact. The project site consists mainly of asphaltic concrete with minimal landscaping in the parking areas and around the buildings (mostly ornamental). There are no riparian habitats or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Moreover, the three river channels that are located within the boundaries of the City of Downey (Rio Hondo Channel, Los Angeles River, and San Gabriel River) are cement- or riprap-lined and support limited vegetation. These rivers are separated from the project site by miles of residential, industrial, and commercial developments.

(c): No Impact. There are no federally protected wetlands as defined by Section 404 of the Clean Water Act identified in the City of Downey.⁸

(d): No Impact. The movement of any native resident or migratory fish or wildlife species or established native resident migratory wildlife corridors, or the uses of native wildlife nursery sites have not been identified in the City of Downey.⁹ Accordingly, the project would not impact the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors. No impact would occur.

(e): No Impact. The City of Downey does not have any local ordinance to protect biological resources. No impact would occur.

(f): No Impact. There is no adopted Habitat Conservation Plan, Natural Community Plan or other habitat conservation plan. No impact would occur.

5. CULTURAL RESOURCES. Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines 5064.85?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines 5064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

(a). Less than significant impact. On the northwest corner of the project site is the Downey Historic Arch, a 33-ton cement archway, which was the entrance to Downey Grammar School between 1916 and 1957. The same building (including arch) served as the first city hall from 1957 to 1984. This portion of the site will be utilized by the realigned Civic Center Drive. Accordingly, the proposed master plan relocates the arch adjacent to Brookshire Ave, giving it more visibility. Since the structure will be relocated on the same site, the impact is considered to be less than significant. No other building on site will be impacted by adoption of the plan.

⁷ City of Downey, Downtown Downey Specific Plan EIR. July 2010 p. 3.12-9

⁸ Verified on U.S. Fish and Wildlife Services National Wetlands Inventory Map (<http://www.fws.gov/wetlands/Wetlands-Mapper.html>) on May 15, 2013

⁹ City of Downey, Downey Vision 2025 – Comprehensive General Plan Update Draft EIR Initial Study. March 2004. p. C-19.

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(b): No impact. The project site is previously disturbed, and there are no known archeological resources on the site. The project will have no impact on the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. Notwithstanding this, should any be discovered on the site, the applicant is required to comply with the provisions set forth in CEQA Guidelines Section 15064.5 regarding archaeological sites.

(c): No impact. The project site is previously disturbed, and there are no known paleontological resources on the site. The proposed sign would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Notwithstanding this, should any be discovered on the site, the applicant is required to comply with the provisions set forth in CEQA Guidelines Section 15064.5 regarding paleontological sites.

(d): No impact. The project is not expected to disturb any human remains “since all burials in the City have occurred in the Downey Cemetery since the late 1880s”.¹⁰ Thus, the project will not disturb any human remains, including those interred outside of formal cemeteries. Notwithstanding this, should any be discovered on the site, the applicant is required to comply with the provisions set forth in CEQA Guidelines Section 15064.5 regarding human remains sites).

6. GEOLOGY AND SOILS. Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

b. Result in substantial soil erosion or the loss of topsoil?

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code, creating substantial risks to life or property?

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of water?

Response:

(a1 though a3 and c): Less than significant impact. The City of Downey is not located within an Alquist-

¹⁰ City of Downey, Downey Vision 2025 – Comprehensive General Plan Update Draft EIR. July 2004 p. 8-2

Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Priolo Earthquake Fault Zone, as indicated on the zone map issued by the State Geologist for the area, nor is it expected to involve strong seismic ground shaking or seismic-related ground failure, including liquefaction. Construction on the site will not involve significant changes in topography. Nonetheless, the City of Downey is located in an area considered to be seismically active, as is most of Southern California. Major active fault zones are located southwest and northeast of the City, with the fault with the greatest potential to impact the project site being the Whittier Fault, which is located approximately 4-5 miles northeast of the project site and is capable of a maximum moment magnitude of 6.8.¹¹ Since the site is not located within the boundaries of an Earthquake Fault Zone and no faults are known to pass through the property, surface fault rupture within the site is considered unlikely. Construction of the proposed project would comply with current California Building Code, as amended by the City of Downey, requirements that would ensure a less than significant impact from exposure of people or structures to risk associated with rupture of a known earthquake fault.

Liquefaction is a phenomenon where earthquake-induced ground vibrations increase the pore pressure in saturated, granular soils until it is equal to the confining, overburden pressure. When this occurs, the soil can completely lose its shear strength and enter a liquefied state. The possibility of liquefaction is dependent upon grain size, relative density, confining pressure, saturation of the soils, strength of the ground motion and duration of ground shaking. In order for liquefaction to occur, three criteria must be met: underlying loose, coarse-grained (sandy) soils; a groundwater depth of less than about 50 feet; and a nearby large magnitude earthquake. The susceptibility of soil to liquefy tends to decrease as the density of the soil increases and the intensity of ground shaking decreases. Strong ground shaking will also tend to densify loose to medium dense deposits of partially saturated granular soils and could result in seismic settlement of foundations and the ground surface at the project site. The overall potential for damaging seismically-induced settlement is considered to be low. Seismically-induced ground shaking can also cause slope-related hazards through various processes including slope failure, lateral spreading, flow liquefaction, and ground lurching. According to the City of Downey Public Works Department, which maintains a water well on the site, the static ground water depth is greater than 100 feet. With the nearest fault is located about 4-5 miles to the northeast and the depth of groundwater exceeding 100 feet, the potential for lurching at the site is low. Therefore, the overall potential for such failures is considered to be low. As the potential for liquefaction and seismic settlement at the project site is low, there would be no significant impacts associated with seismic-related ground failure and liquefaction

(a4): No impact. Topographically, the property is essentially planar, sloping gently at about a one to two percent grade for water runoff. Elevations in the area approximately 145-150 feet above sea level. Overall the City of Downey has a relatively flat topography, and the possibility of landslides is typically unlikely. The project site is not within a potential earthquake-induced landslide hazard zone, and due to the low gradient of the site, seismically induced landsliding is nil. Implementation of the proposed project would not result in the exposure of people or structures to the risk of landslides during a seismic event.

(b): No impact. The project will not result in substantial soil erosion or the loss of topsoil. The potential for soil erosion on the project site is low due to the existing planar topography of the project site. Furthermore, most of the area that will be impacted by the build-out of the master plan is asphaltic concrete and utilized as drive aisles and parking areas. Upon completion of the project, the site will be covered with new landscaping, concrete walkways, asphalt parking areas, and/or a new parking structure. None of these types of finishes relate to the loss of topsoil.

(d): No impact. Expansive soils are typically composed of certain types of silts and clays that have the capacity to shrink or swell in response to changes in soil moisture content. Shrinking or swelling of foundation soils can lead to damage to foundations and engineered structures including tilting and cracking. The proposed project would comply with current City Code and CBC requirements and would not affect foundations or result in other structural or engineering modifications that could increase exposure of people or structures to risk associated with expansive soils.

¹¹ City of Downey, Downtown Downey Specific Plan EIR. July 2010 p. 3.10-4

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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(e): No impact. The City of Downey is an urban area that is served by a sanitary sewer system. New septic tanks are prohibited within the City.

7. GREENHOUSE GAS EMISSION. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response:

(a): Less than significant impact. Greenhouse gas (GHG) emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects contributes substantially to the phenomenon of global climate change and its associated environmental impacts and as such is addressed only as a cumulative impact. Implementation of the proposed project would not substantially contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to the proposed project are minimal and would be primarily associated with increases of carbon dioxide (CO₂) from mobile sources associated with project construction.

Emissions of CO₂ typically constitute a majority of total mobile-source GHG emissions commonly associated with development projects. To a lesser extent, other GHG pollutants, such as methane (CH₄), largely generated by natural-gas combustion, and nitrous oxide (N₂O), would typically have a minor contribution to overall GHG emissions. The SCAQMD does not have an adopted threshold of significance for construction-related or for operational-related GHG emissions for nonindustrial facilities. However, as described in the Air Quality section above, the proposed project is well below the SCAQMD’s screening thresholds for projects that would emit significant emissions, including CO₂. The proposed project could generate GHG emissions from vehicle exhaust (i.e., trucks, cherry picker/lift(s), and construction worker commuting) associated with the construction on the site. Additionally, the EIR prepared for the Downtown Downey Specific Plan included several mitigation measures that reduce GHG through building design, energy conservation, and solid waste recycling.¹²

While project construction can contribute less than significant impacts to GHG emissions, the long term benefits of the plan would serve to reduce GHG. The proposed project would provide additional parking on the site, thus reducing vehicles “circling the parking lot” while looking for a parking space during peak hours. Furthermore, the additional parking can serve the eastern portion of the Downtown Downey area and encourage patrons to “park-once” and further reduce mobile sources of pollution. Finally, the proposed plan reevaluates and makes recommendations to improve the DowneyLINK system. Implementation of these recommendations will encourage a higher utilization of the local transit service, thus reducing vehicle trips in the area. The combination less vehicle idling and increased use of the transit system will result in a reduced amount of GHG from mobile sources.

(b): Less than significant impact. As discussed in Response No. 7(a) above, GHG emissions that would occur from the construction and operation of the proposed project would be less than significant. The City does not have local policies or ordinances with the purpose of reducing greenhouse gas emissions. However, the City is subject to compliance with the Global Warming Solutions Act (AB 32). Therefore, compliance with AB 32 would ensure a less than significant impact.

¹² City of Downey, Downtown Downey Specific Plan EIR. July 2010 p. 3.5-13, et seq

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
8. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

(a through c): No impact. The proposed project is located at the Downey Civic Center. The site does not contain any maintenance or repair facilities, nor does it have any industrial uses. Prior to the site being used as the Civic Center, it was used as a school. Normally neither of these uses are associated with the handling, storage and/or release of potentially hazardous materials.

Excavations are anticipated at the site for grading and construction of foundations for the parking structure. Nevertheless, there are no known contaminated soils or groundwater in the area. As such, the project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

(d): No impact. The project is not located on a site which is included on a list of hazardous materials sites

Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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compiled pursuant to Government Code Section 65962.5.¹³

(e and f): No impact. The City of Downey is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, the project would not result in a safety hazard for people residing or working in the project area.

(g): No Impact. While the site contains the Downey Civic Center, it does not contain the Emergency Operations Center. The Civic Center can be used in the event of an emergency as a staging/evacuation area. The proposed project will provide a public park and sufficient parking to accommodate the needs for staging and/or evacuation. In any case, adopted emergency response plan or emergency evacuation plans are in place and won't be impacted on the configuration of the civic center. Therefore, no impact is expected regarding emergency plans.

(h): No impact. The project site is located in an urbanized and industrial area of the City and is not contiguous to a designated high fire area associated with any designated wildland area. Therefore, implementation of the proposed project would not result in the exposure of people or structures to hazards associated with wildland fires.

9. HYDROLOGY AND WATER QUALITY. Would the project:

a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹³ Verified on Department of Toxic Substance Control website (<http://www.envirostor.dtsc.ca.gov/public>) on May 15, 2013

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Insurance Rate Map or other flood hazard delineation map?				
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

(a through f): No impact. The agency with jurisdiction over water quality within the project area is the Los Angeles Regional Water Quality Control Board (LARWQCB). The Clean Water Act (CWA) prohibits the discharge of pollutants to waters of the United States from any point source unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. In accordance with the CWA, the construction is required to comply with the NPDES, as such would not cause any violations associated with water quality standards or water discharge requirements.

As the site is improved, drainage will be altered, however the amount of impervious area will be reduced as additional landscaping and a new public park is provided. Since most of the site is currently impervious, the changes will reduce the amount of runoff into the stormwater system and slightly increase the amount of water being recharged into the ground. It is important to note that the site does contain one of the 20 water wells within the City. Inasmuch as most of the changes to the site will occur on the western half, whereas the well is on the eastern half, the proposed project will not impact its operation. Furthermore, as noted previously, ground water depth at the site is in excess of 100', thus grading and construction will not impact the existing water supply.

(g through h): No impact. Pursuant to Flood Insurance Rate Map, Flood Zone Map No. 06037C1830F, as revised on September 26, 2008, the project site lies within the boundaries of 100- and 500-year flood zones. However, due to the nature of the proposed project, it is not anticipated to impede or redirect flood flows within the area. Therefore, no impact would occur. The proposed project does not involve the construction of housing. Therefore, no impacts resulting from the placement of housing or other structures within a 100-year flood hazard area would occur.

(i): No impact. The project site lies within the boundaries of 500-year flood zones. The subject site is located between the Rio Hondo Channel/ Los Angeles river and the San Gabriel river. According to the Vision 2025 FEIR, these flood control channels has been designed to meet or exceed the discharge capacity for a 100-year flood.¹⁴ No impact is anticipated on flooding as a result of the failure of a levee or dam. Therefore, no impacts due to the exposure of people or structures to a risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam would occur.

(j): No impact. The City of Downey is relatively flat and is not located near a dam, lake, or ocean, and therefore, inundation by seiche, tsunami, or mudflow is not anticipated. Moreover, tsunamis and seiches do not pose hazards due to the inland location of the site and lack of nearby bodies of standing water.

10. LAND USE AND PLANNING. Would the project:

a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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¹⁴ City of Downey, Downey Vision 2025 – Comprehensive General Plan Update Draft EIR. July 2004 p. 5-58

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b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

(a): No impact. The subject site is located in the central portion of the City of Downey and is currently improved with the Downey Civic Center. The proposed improvements will better utilize the civic center by replacing surface parking with a new public park and parking structure. There is no housing on the site or other established communities. As such, there will be no impact

(b): No impact. The project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. The project is consistent with the current General Plan and the Downtown Downey Specific Plan. Furthermore, the EIR for both of these plans contain mitigation measures, which are designed to protect the environment that the proposed project is still required to comply with.

(c): No impact. There is no applicable habitat conservation plan or natural community conservation plan. Therefore, the project will not conflict with any applicable habitat conservation plan or natural community conservation plan, as there are no applicable conservation plans

11. MINERAL RESOURCES. Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

(a and b): No impact. The project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. There are no known mineral resources on the site. Therefore, the proposed project would not affect access to or the availability of valued mineral resources.

12. NOISE. Would the project result in:

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

(a through d): Less than significant impact. During the short period of construction of the project, there may be increased noise levels or vibration. Construction activities are regulated by the City of Downey’s Municipal Code. These impacts would be temporary and are considered less than significant. Construction and implementation of the proposed project would not result in a substantial temporary or permanent increase in ambient noise levels, nor would it expose persons to generation of noise levels in excess of standards or excessive groundborne vibration or noise. With regard to roadway noise associated with construction traffic on area roads, traffic volumes on roads with good operating conditions (i.e., Level of Service of B or better) would have to increase at more than a three-fold rate to reach the City’s threshold of significance of a 5 dBA increase and would need to increase even more on roads with poor operating conditions (i.e., Level of Service C or worse). Notwithstanding these potential impacts, the EIR for the Downtown Downey Specific Plan imposes several mitigation measures that reduce impacts from noise and vibration to the level that is considered to be below significance.¹⁵

Long term impacts from the master plan are not anticipated since the operation of the parking lot and park is not expected to increase noise levels above the existing ambient level. Furthermore, the full implementation of the plan is expected to reduce vehicle trips and noise generated thereby. Notwithstanding this, as there is increased use of the DowneyLINK system it can be expected that the City would increase capacity by increasing the number of buses to frequency of trips. This increase bus traffic can increase noise generated from the buses along the routes. This is considered less than significant since it would be a minimal increase over the ambient roadway noises and theoretically would result in a reduced noise from vehicles as more people transition from driving alone to taking the DowneyLINK.

(e and f): No impact. The project site is not located within an airport land use plan, within two miles of a public airport or public use airport, or within the vicinity of a private airstrip. Therefore, there is no impact in this regard.

13. POPULATION AND HOUSING. Would the project:

a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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¹⁵ City of Downey, Downtown Downey Specific Plan EIR. July 2010 p. 3.6-11, et seq

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

(a): No impact. The proposed project will induce substantial population growth in an area. The project includes adding new public amenities to the civic center area (parking, park, etc) and making improvements to the existing transit system. The proposed project does not include residential development or increase existing long-term employment. With no increase in long-term employment, and no new homes proposed, the proposed project would not induce substantial population growth. Furthermore, the project site is located within a developed area, and no new roads or extensions of existing roads or other growth-accommodating infrastructure are proposed. Therefore, the proposed project would not directly or indirectly induce substantial population growth through extension of roads or other infrastructure. No impact would occur.

(b): No impact. There are no existing residential properties on the project site. Implementation of the proposed project would not displace housing. Therefore, no impacts on housing would occur.

(c): No impact. The proposed project would not displace substantial numbers of people, as it will be located on a currently unutilized portion of the civic center. No impact would occur.

14. PUBLIC SERVICES.

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

1) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

(a1 and a2): No impact. The City of Downey is a full service city, with its own Fire and Police Departments. The Fire Department Prevention Bureau is located in city hall and Police headquarters are within the Civic Center. Notwithstanding the proposed changes to the site, they will not alter the offices or the public’s access to these services. Both the Fire and Police Departments have reviewed the proposed master plan and have determined that it will delay services provided to the community. Inasmuch as the proposed project will not impact access to the site and the project will not induce growth, there is not impact anticipated.

Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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(a3): Less than significant impact. The proposed project will project will not directly impact the surrounding schools since it will not induce growth, nor hinder access to the schools. However, part of the proposal is to realign some of the bus services within the City. Since the buses are used by students to travel to school, it may cause inconvenience to these students. This is considered less than significant since school busing is not the primary goal of the DowneyLINK system and being inconvenienced is not an environmental impact.

(a4 and a5): No impact. The proposed civic center master plan will provide additional park space for the residents of the city. It is anticipated that this change will provide additional park capacity, thus reduce impacts on other parks in the City. Furthermore, as noted in response 13(a) above, the proposed civic center master plan and transit upgrades will not induce growth that could have impacts on other public facilities.

15. RECREATION.

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Response:

(a): No impact. The proposed project will not create new households that could increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The proposed project also would not increase long-term employment such that increased demand for neighborhood and regional parks or other recreational facilities would occur. Therefore, the proposed project would not result in substantial physical deterioration of existing area recreational facilities or require the construction or expansion of recreational facilities. Nevertheless, the project will provide new park space and increasing the capacity of outdoor recreational activities in the City. This could extend the life of the existing parks and the facilities contained therein.

(b): Less than significant impact. As noted in the project description portion, the master plan includes providing a new park and additional outdoor recreational areas in the Civic Center. Nevertheless, this initial study analyzes potential impacts created by implementation of the master plan and changes to the DowneyLINK, which includes noise, traffic, land use, aesthetics, and other factors. Based on the analysis contained herein, all potential impacts created by the park are less than significant.

16. TRANSPORTATION/TRAFFIC. Would the project:

- a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?
- b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

(a and b): Less than significant impact. The proposed project would not conflict with applicable plans, ordinances or policies establishing measures of effectiveness for the performance of the circulation system, and traffic created during construction and operational activities is expected to be minimal. Construction of the proposed project would generate a minimal amount of traffic associated with workers traveling to and from the site. Given the limited construction and operational activities, these vehicle trips would not be sufficient to result in noticeable traffic impacts on the local roadway system or exceed any level of service standard established by the county congestion management agency for designated roads or highways.

Long term impacts are not anticipated since the goal of the project is to reduce traffic and congestion. Reductions will be realized by two methods. The first is the updated site layout and additional parking, which will improve on-site circulation and make reduce the number of people “waiting” for a parking space during peak hours. The second method is through the proposed enhancements to the DowneyLINK system. These improvements will encourage a higher utilization of this local transit service and make it easier to connect to the County-wide systems.

(c): No impact. Implementation of the Civic Center Master Plan and changes to the DowneyLINK system will not result in a change in air traffic patterns. The proposed project site, like the rest of the City of Downey is within the landing path for LAX. However, due to the distance between the City of Downey and the airport aircraft that traverse the airspace above the City is at a sufficient altitude such that development within the City does not have the capabilities to create an impact.

(d): No impact. The proposed master plan takes into account the reduction or elimination of hazardous features on site. This includes straight drive aisles (removing hazardous curves and blind corners) and providing proper/safer pedestrian access through the parking lots and around the site.

(e): No impact. Emergency services in the area are provided by the City of Downey Fire and Police Departments. These departments have reviewed the proposed master plan and have determined that the changes will not impact their operations, emergency access to the site, and/or emergency response from the site. Furthermore, the proposed changes to the DowneyLINK system do not have the capability to alter or impact emergency access across the City. Accordingly, the proposed plan will not impact emergency access.

(f): No impact. As part of the proposal, a site parking study was complete (see Exhibit ‘A’). It was the determination of this study that the combined uses of the civic center will need 846 parking spaces. The proposed master plan, including the construction of a parking structure will provide 989 parking spaces, more than enough to accommodate the existing needs of the site and supply additional parking to the downtown.

Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Operation of the DowneyLINK system will not have an impact on parking. Since this is a local service, it draws people that live in the area or take other transit systems (Metro bus lines and green line) to connect to the DowneyLINK. These changes will result in an overall reduction of parking demand in the City.

(g): No impact. The proposed plan includes two components that support alternative transportation policies. First, the master plan will include expanded parking to support the civic center, surrounding uses, and the eastern half of the downtown. This will encourage people to park once and walk to multiple destinations. The second is the transit study. The proposal will expand use of the DowneyLINK system by making it more efficient. As such, no negative impact is anticipated.

17. UTILITIES AND SERVICE SYSTEMS. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response:

(a and e): No impact. The City of Downey is an urban environment that is mostly built out. Wastewater, stormwater, and potable water systems are in place and typically have sufficient capacity to accommodate most construction that will occur in the City. Notwithstanding this, as part of the EIR prepared for the Downtown Downey Specific Plan, a complete analysis of these systems was conducted,¹⁶ which determined that the utility systems have sufficient capacity to accommodate the complete build-out of the downtown. The Civic Center is included in the aforementioned analysis and the additional features being proposed by the master plan are not expected to tax the system beyond its current capacity.

¹⁶ City of Downey, Downtown Downey Specific Plan EIR. July 2010 p. 3.13-1, et seq

Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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(f and g): No impact. According to the EIR prepared for the Downtown Downey Specific plan, there is no impact created from solid waste since all regulations for diversion are in place and the City complies with the requirements. For all waste that is sent to the landfill, there has been sufficient capacity to accommodate the County of Los Angeles for the next 100 years.¹⁷ Since the proposed master plan is within the scope of the Downtown Downey build-out, it is not anticipated to increase solid waste beyond what was analyzed.

18. MANDATORY FINDINGS OF SIGNIFICANCE.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Does the project have impacts that are individually limited, but cumulatively considerable? “Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response:

(a): No impact. As described throughout the preceding checklist sections, the proposed project will not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

(b): No impact. Based on the analysis contained within this Initial Study, the proposed project is not anticipated to create impacts that are individually limited, but cumulatively considerable.

(c): No impact. Based on the analysis contained within this Initial Study, the proposed project will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly

¹⁷ City of Downey, Downtown Downey Specific Plan EIR. July 2010 p. 3.13-5

SECTION IV. REFERENCES

1. ACRONYMS

Air Quality Management Plan	AQMP
Carbon Dioxide	CO ₂
Carbon Monoxide	CO
Best Management Practices	BMP
California Air Resources Board	CARB
California Ambient Air Quality Standards	CAAQS
California Building Code	CBC
California Department of Transportation	CALTRANS
California Environmental Quality Act	CEQA
City of Downey General Plan	VISION 2025
Clean Water Act	CWA
Conditional Use Permit	CUP
Congestion Management Plan	CMP
Environmental Impact Report	EIR
Federal Highway Administration	FHWA
Final Environmental Impact Report	FEIR
Fine Particulate Matter	PM _{2.5}
Global Warming Solutions Act	AB 32
Greenhouse gases	GHGs
Household Hazardous Wastes	HHW
Housing and Community Development	HCD
Inhalable Particulate Matter	PM ₁₀
Light Emitting Diode	LED
Los Angeles County Metropolitan Transportation Authority	METRO
Los Angeles Regional Water Quality Control Board	LARWQCB
Methane	CH ₄
Metropolitan Water District	MWD
National Pollution Discharge Elimination System	NPDES
Nitrous Oxide	N ₂ O
Ozone	O ₃
Regional Water Quality Control Board	RWQCB
South Coast Air Basin	SCAB
South Coast Air Quality Management District	SCAQMD
Southern California Association of Governments	SCAG
Sulfur Dioxide	SO ₂

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3. BIBLIOGRAPHY

The following documents have been references in preparing this initial study and are incorporated by reference. Copies of the documents are available for review with the project file.

Downtown Downey Specific Plan EIR
California Building Code, as adopted by the City of Downey
City of Downey. Downey Vision 2025 General Plan
City of Downey. Downey Vision 2025 General Plan EIR.
City of Downey Zoning Code
South Coast Air Quality Management District. SCAQMD Air Quality Significance
Thresholds. March 2011
South Coast Air Quality Management District. Rule 403 – Fugitive Dust. June 2005

SECTION V. EXHIBITS

EXHIBIT A

Parking and Transportation Study



Downey Transportation Plan

May 24, 2013

Prepared For:

studi **o** **n** **e**leven

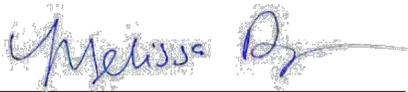
Stantec Project number: 2073007420

Downey Transportation Plan

City of Downey, California

May 24, 2013

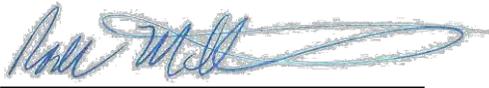
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DOWNEY TRANSPORTATION PLAN

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Appendices

Appendix A: Bus Ridership Data, as provided by the City

1.0 Introduction

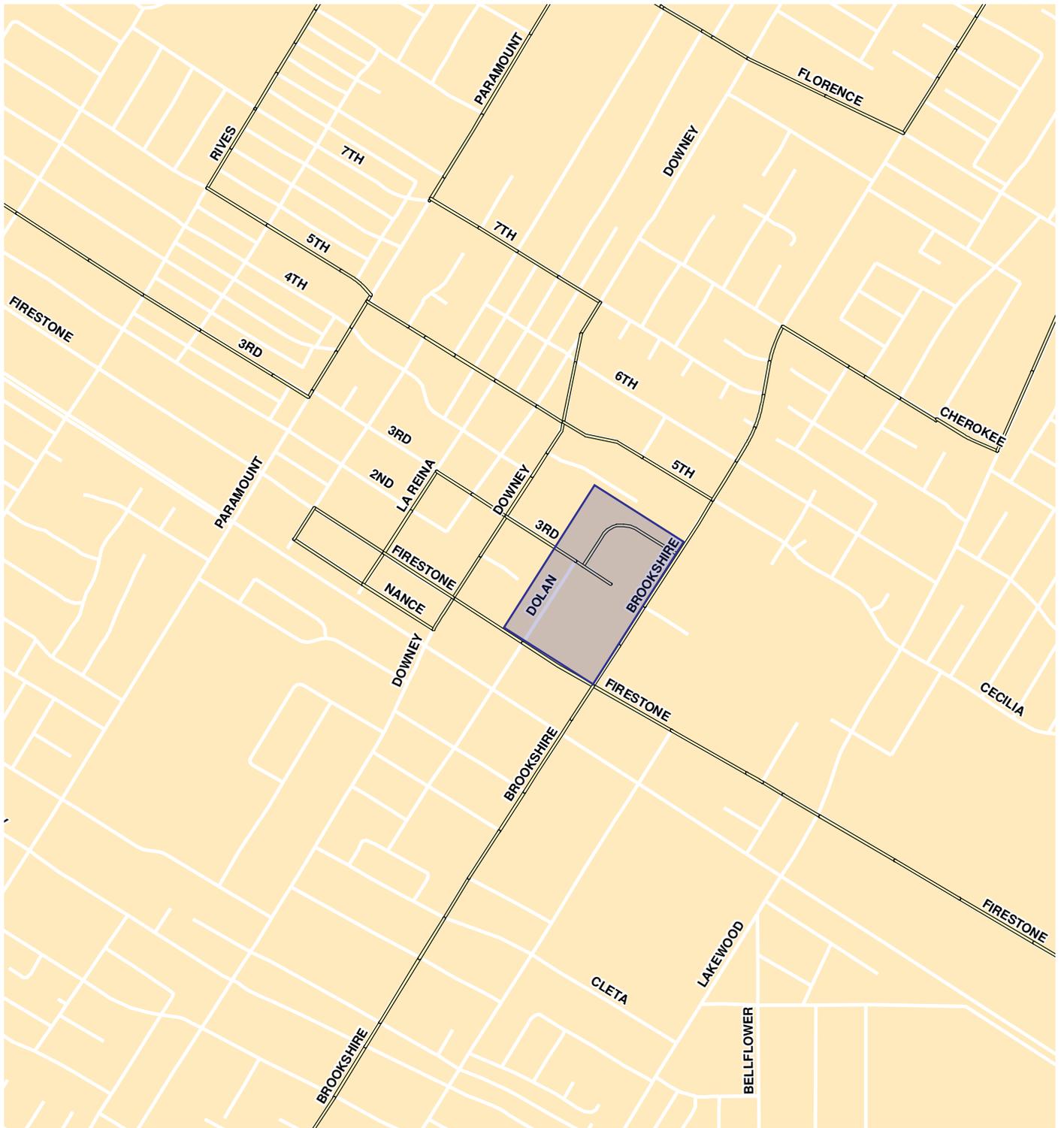
The City of Downey was awarded a Compass Blueprint Grant from the Southern California Association of Governments (SCAG) to study their Civic Center Area, and its transportation needs. Stantec was retained to evaluate the parking of the Civic Center and conduct a study of the DowneyLINK system as a part of this project.

1.1 Study Area Definition

The project is located in the City of Downey, in the County of Los Angeles. The area specifically being analyzed for parking is bounded by Brookshire Avenue to the east, Firestone Boulevard to the south, La Villa Street/the gated police parking lot to the north, and the church/bank building parking lot to the west. Figure 1-1 shows a map of the project vicinity. Figure 1-2 shows an aerial of the project location and parking areas being analyzed. The transit study is making recommendations to the entire system, which is City-wide.

1.2 Project

This study will analyze the parking needs of the existing civic center area, including options of shared parking. The study is also analyzing the existing City fixed route transit service, including the location of the existing transit center and ridership. We consider major trip-generators in the City, and potential needs for the area, and make recommendations to the system.



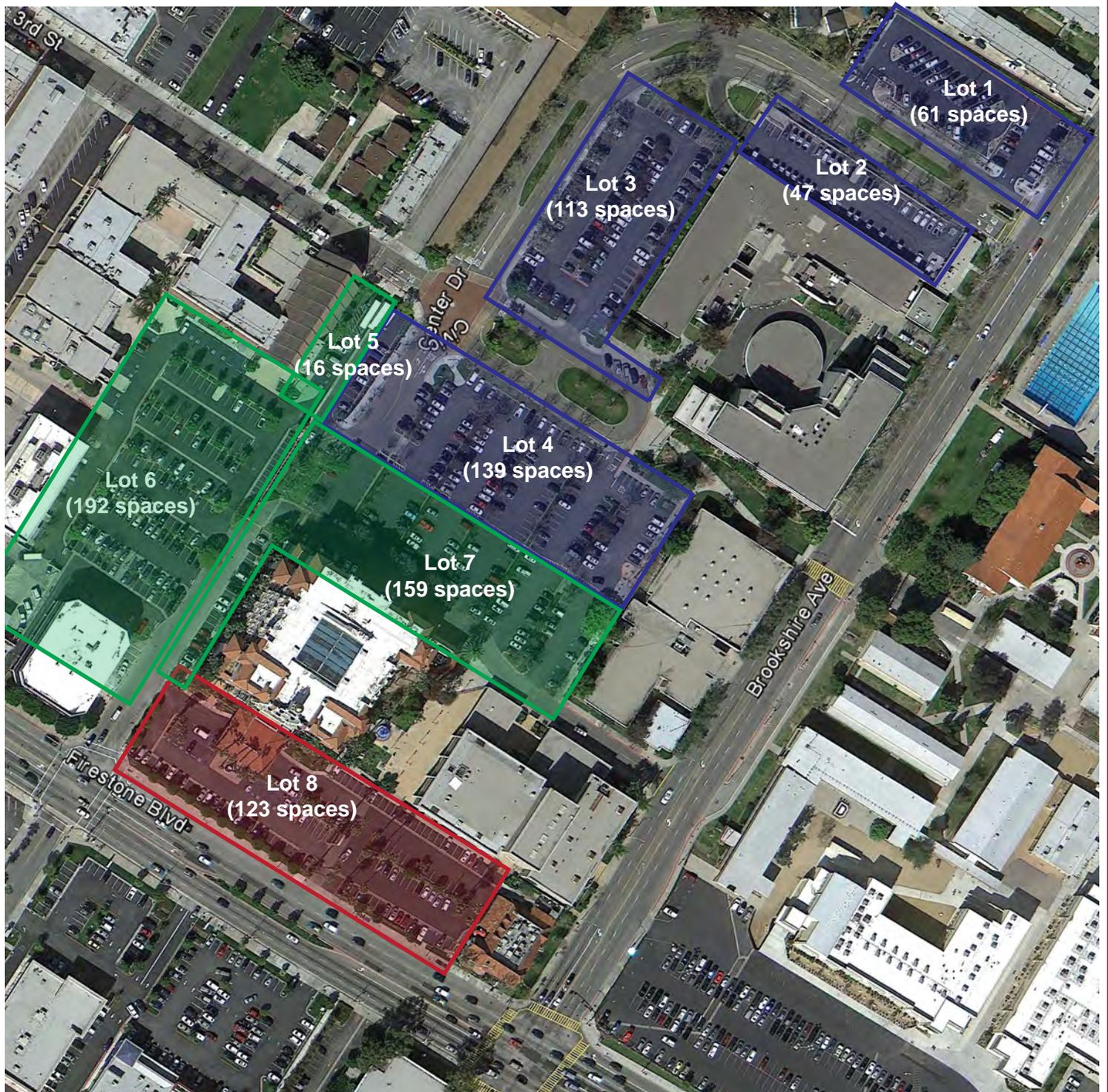
LEGEND



Project Study Area

Figure 1.1

Project Vicinity



Parking Spaces
 Lots 1-7 = 727 spaces
 Lot 8 = 123 spaces
 Total = 850 spaces

LEGEND



Public Parking Areas
Lot # (# of spaces)



Private Parking Areas
Lot # (# of spaces)



Private Parking Lot
(not included in study)

2.0 Parking Analysis

This report section discusses parking in the civic center area. It draws upon three important documents – the City of Downey Downtown Specific Plan (specifically Chapter 5: Parking Plan), the City of Downey Municipal Code (specifically Section 9712, parking requirements), and the City’s Downtown Parking Study (completed May, 2011).

2.1 Existing Parking Lots

There are currently many parking spaces and lots, most of which have restrictions by time or by user. To separate, we start at the north and move southward and break sections of the lots. The sections were shown in Figure 1-2. The number of spaces provided is shown in Table 2-1.

Table 2-1 Current Civic Center Parking Provided

Parking Lot	Description	Spaces Available
1	Northernmost parking lot (secured police personal vehicles). (includes lot “A” from City parking study)	61
2	Parking lot south of and Adjacent to Civic Center Drive (secured police lot – official vehicles)	47
3	Parking Area west of Police Department, north of Third Street (lot “B” from City parking study)	113
4	Public Parking lot south of Third Street, South of City Hall (lot “C” from City parking study)	148
5	Northern Church Lot (located east of the church building, adjacent to and south of Third Street)	7
6	Church/Bank Parking Lot (located between church and bank, west of Dolan Street)	192
7	Northern and West Embassy Suites Lot	159
	Total Existing Parking Provided in the Civic Center Area	727
8	Embassy Suites / Mimi’s Lot (located east of Dolan Street, not included in study area)	123
	Total Existing Parking Provided	850

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As shown in the table, there are currently 727 parking spaces in the civic center area. There are an additional 123 in front of the embassy suites, which provides parking for Mimi's Café, and some of the hotel patrons. These 123 are for the exclusive use of Mimi's Cafe and the hotel, and are not included in the civic center public parking counts. There are 192 stalls in Lot 6, which are currently reserved for use solely by the First Baptist Church of Downey and Wells Fargo Bank Building, both of which are managed by Shepherd Development. However, there have been preliminary discussions between the City and the Church to create a reciprocal parking arrangement for these stalls to be shared within the Civic Center area. This report analyses this lot as a part of the Civic Center parking, but with and without a reciprocal parking agreement.

2.2 Existing Parking Demand

There are several major stakeholders in the Civic Center area. They include the First Baptist Church and their property managers (who manage the Wells Fargo Bank Building), the Embassy Suites Hotel, the Downey Chamber of Commerce, and the City of Downey. The City of Downey has numerous uses in the area, including the Civic Theater and Box Office, the library, the City Hall (including City Council Chambers), and the Police Department. Currently these uses nearly all have their own designated parking areas, and the parking is signed for their use only.

2.2.1 City Parking Requirements

The City code specifies a minimum parking requirement for most of the uses in the Civic Center area. Some of the uses are unique, such as the police department, and do not have a specified parking demand per City code. However, the parking demands for these uses can be determined from the Downtown Parking Study completed in May, 2011. The parking requirements, per City code or previous parking study, are listed in Table 2-2 below. It is noted that the Downtown Downey Specific Plan uses a slightly lower parking demand than the standard City code. This is because it is using a park once approach, where patrons are encouraged to visit more than one use per trip, requiring less parking per use.

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Table 2-2 City Parking Code Requirements

Land Use	Size	Applicable Code	Code Requirement	Required Parking
City-owned Uses				
Police Department	28,955 sf	Professional, businesses, offices	1 / 350 sf	83
Council Chambers	173 seats	Assembly uses	1 / 5 seats	35
City Hall	50,110 sf	Professional, businesses, offices	1 / 350 sf	144
City Library	27,400 sf	Libraries	1 / 350 sf	79
Downey Civic Theater	738 seats	Movie Theaters	1 / 5 seats	148
Other/Private Uses				
First Baptist Church	700 seats	Churches/religious facilities	n/a – land use entitlements require 199 spaces	199
Chamber of Commerce	2,025 sf	Professional business of offices	1 / 350 sf	6
Embassy Suites	219 rooms	Hotel	1 / unit (minus 90 spaces at the front of the hotel)*	129
Wells Fargo Bank Building	62,255 sf	Professional, businesses, offices	1 / 350 sf	178

*Note: Embassy Suites has parking in front of and behind the hotel. There are 123 spaces in the front lot, of which 33 are required for Mimi's Café. This leaves the remaining 90 spaces for Embassy Suites. Any parking they require, over the 90 spaces, must be contained within the Civic Center Area

Each of the uses independently would require a total of 1,001 parking spaces according to the City code. This is approximately 274 spaces more than the 727 spaces provided in the Civic Center area.

2.3 Forecast Parking Demand

One of the issues in the Civic Center is that many of the parking spaces are restricted to limit allowed users, either by time limits or by signs designating the space is reserved for certain patrons only. Different users in the civic center area need parking at different times of day (for example, hotel parking is highest at night, library parking is needed only during library hours, and the City administrative offices are typically needed only during the work day). Therefore, if spaces were available to be shared by all users, parking supply would become less of an issue.

Parking demands for many common uses have been documented in the publication *Shared Parking*, published by the Urban Land Institute (ULI). The *Shared Parking* report indicates that certain types of uses require less parking during certain times. This publication includes the results of studies of parking demand by time of day for uses which commonly occur within mixed use developments. For example, these studies indicate that the parking requirement for an office drops to under 50% of the maximum requirement after 5pm. The *Shared Parking* report also includes parking demands for retail projects, performing arts theaters, and hotels. The report shows what percentage will need to use the site's parking stalls at any given time.

Each of the land uses' specific time of day parking demands are outlined below.

2.3.1 Civic Center Uses Parking Demand

The Civic Center consists of the police department, City Council chambers, City Hall, the City Library and the Civic Theater. The demand for these uses is 489 spaces, as shown in Table 2-2. Some of these parking stalls need to be limited for security reasons. The Police Department is currently using all of both Lot 1 and Lot 2, for a total of 108 parking spaces. In addition, due to the need for many of these spaces to be secured, they are currently unable to share these spaces. While not all of the spaces are full, they are not available for shared parking. Therefore, a total of 100 spaces are recommended to be reserved for the police department, without time of day reductions.

The City Council chambers require 35 parking spaces per City Code. The City requirement is low compared to other parking guides, which range from one stall per three seats to one stall per seat. These are likely to be used regularly during Council meetings, which are held the second and fourth Tuesday of every month at 7:30pm. At these times, the parking needs would peak and be greater than the amount estimated in Table 2-2. Therefore, a total need of up to 150 spaces is estimated with lower usage for other times of day. This would allow for nearly each person (87%) to have their own parking spaces, as the seats are limited to 173.

The City Hall operates similar to a standard office, so office time of day sharing possibilities would be standard. The City code recommended amount of 144 stalls are an appropriate need. The City Library requires 79 stalls per City code, and is open from 10am to 8pm Monday through

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Thursday, 10am to 5pm Friday and Saturday and is closed on Sundays. It is appropriate to assume shared uses during the closed times.

The Theater requires 148 parking stalls. While special events, such as this site, are typically not used by single-vehicle drivers, we feel the City code rate of 1 stall per every 5 seats is a little low. We would recommend an additional 20 percent, or a total of 178 stalls is more applicable. We feel the total of 178 stalls is an appropriate base for shared parking, and the needs are outlined for a performing arts theater.

The Civic Center Parking needs, based upon the assumptions outlined above, and the *Shared Parking* methodology, are shown in Table 2-3 below.

Table 2-3 Shared Parking Requirements for City Government Uses

Time of Day	Police Department		City Council		City Hall		City Library		Civic Theater		Total Stalls Required
Stalls Required	100%	100	100%	150	100%	144	100%	79	100%	178	651
7am	100%	100	1%	2	30%	43	0%	0	10%	18	163
9am	100%	100	5%	8	95%	137	10%	8	20%	36	289
11am	100%	100	5%	8	100%	144	100%	79	20%	36	367
1pm	100%	100	5%	8	90%	130	100%	79	30%	53	370
3pm	100%	100	5%	8	100%	144	100%	79	30%	53	384
5pm	100%	100	25%	38	50%	72	100%	79	30%	178	467
7pm	100%	100	100%	150	10%	15	100%	79	100%	178	522
9pm	100%	100	100%	150	3%	5	10%	8	100%	178	441
11pm	100%	100	25%	38	0%	0	0%	0	10%	18	156

The maximum parking need will be at 7pm on nights when the theater and council chambers are in use, and will require up to 522 parking stalls.

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2.3.2 First Baptist Church Parking Demand

The First Baptist Church has an entitlement of 199 parking stalls. Per code requirements, they will require 140 parking stalls on Sundays, based upon 700 seats in the sanctuary. However, on weekdays, this demand is greatly reduced. Approximately 25 parking stalls are envisioned as necessary for the church during day to day operations. During the evenings, the sanctuary may be used for other events, so a total of 50 parking stalls may be needed.

2.3.3 Chamber of Commerce

The Chamber of Commerce operates as a typical office building. It operates mostly on weekdays, and will require 6 parking stalls, per City code.

2.3.4 Embassy Suites Parking Demand

The Embassy Suites consists of 219 hotel rooms, and will require 129 parking stalls in the Civic Center area, per City code. Frequently, hotel guests arrive by bus, further reducing parking demand. This use is also appropriate for shared parking. The manual breaks down the parking needs by visitor and employees, and indicates the parking needed for each. The *Shared Parking* manual indicates that for hotels, 20% of the stalls are for employees (26 stalls) and 80% are for guests (103 stalls), and these are appropriate for sharing, by time of day. The needs for the hotel are shown in Table 2-4 below.

Table 2-4 Hotel Shared Parking Needs

Time of Day	Guests		Employees		Total Stalls Required
Stalls Required	100%	103	100%	26	263
7am	90%	93	30%	8	101
9am	70%	72	90%	24	96
11am	60%	62	100%	26	88
1pm	55%	57	100%	26	83
3pm	60%	62	100%	26	88
5pm	70%	72	70%	19	91
7pm	75%	78	20%	6	84
9pm	85%	88	20%	6	94
11pm	100%	103	10%	3	106

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2.3.5 Wells Fargo Bank Building Parking Demand

The Wells Fargo Bank Building consists of 62,255 square feet of office building uses, including bank uses and is projected to require 178 stalls. This use is also appropriate for shared parking. The Shared Parking manual breaks down the parking needs by visitor and employees, and indicates the parking needed for each. The *Shared Parking* manual indicates that for office buildings, 92% of the stalls are for employees (164 stalls) and 8% are for guests (14 stalls), and these are appropriate for sharing, by time of day. The needs for the hotel are shown in Table 2-5 below.

Table 2-5 Wells Fargo Bank Building Parking Needs

Time of Day	Guests		Employees		Total Stalls Required
Stalls Required	100%	10	100%	113	123
7am	1%	0	30%	50	50
9am	60%	9	95%	156	165
11am	45%	7	100%	164	171
1pm	45%	7	90%	148	155
3pm	45%	7	100%	164	171
5pm	10%	2	50%	82	84
7pm	2%	1	10%	17	18
9pm	0%	0	3%	5	5
11pm	0%	0	0%	0	0

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2.4 Shared Parking Analysis

All of the shared parking needs together are shown in Table 2-6 below.

Table 2-6 Site Parking Needs, with Shared Parking

Time of Day	City/Civic Uses	First Baptist Church	Chamber of Commerce	Embassy Suites	Wells Fargo Building	Total
Stalls Required	651	75	7	263	123	
7am	163	25	2	101	50	341
9am	289	25	7	96	165	582
11am	367	25	7	88	171	658
1pm	370	25	7	83	155	640
3pm	384	25	7	88	171	675
5pm	467	75	3	91	84	720
7pm	522	75	1	84	18	700
9pm	441	75	1	94	5	616
11pm	156	25	0	106	0	287

2.4.1 Fully Shared Parking Needs

A peak parking demand of 720 stalls is indicated for the Civic Center area, including up to 91 stalls for the Embassy Suites. An additional 5% surplus is typically recommended in addition to the shared parking projections, to allow for vehicle turnover and eliminate delays in the parking areas, this would establish a need of 756 stalls in the civic center. This is 29 stalls more than the 727 currently provided in the civic center area.

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2.4.2 Partial Shared Parking Analysis

The First Baptist Church and Wells Fargo Bank buildings have indicated that they may not be amenable to shared parking. This would require the full 192 current parking stalls for the church parking, and bank building will not be shared with the other uses. Therefore, the shared parking will only be between the other uses at the site. The shared parking needs together, with no reductions for the Church or Wells Fargo Building are shown in Table 2-7 below.

Table 2-7 Site Parking Needs, with Partial Shared Parking

Time of Day	City/Civic Uses	First Baptist Church and Wells Fargo Bank	Chamber of Commerce	Embassy Suites	Total
Stalls Required	651	192	7	263	1113
7am	163	192	2	101	458
9am	289	192	7	96	584
11am	367	192	7	88	654
1pm	370	192	7	83	652
3pm	384	192	7	88	671
5pm	467	192	3	91	753
7pm	522	192	1	84	799
9pm	441	192	1	94	728
11pm	156	192	0	106	454

2.5 Recommended Shared Parking Needs

A peak parking demand of 799 stalls is indicated for the Civic Center area, with the private church and Wells Fargo bank buildings excluded from shared parking. An additional 5% surplus is typically recommended in addition to the shared parking projections, to allow for vehicle turnover and eliminate delays in the parking areas, and this would establish a total need of 840

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stalls in the civic center. This is 113 stalls more than the 727 currently provided in the civic center area.

This would allow for adequate parking of all uses in the public lots, and not require parking in the private areas. This additional parking can serve the public areas, serving the Civic Center area, and providing additional parking for the downtown as a whole.

2.6 Parking Management Recommendations

A supply of 840 stalls is recommended in the Civic Center area. This should provide for an excess of stalls at most times. However, there are currently 850 stalls provided, including the front Embassy Suites lot. It is noted that the front Embassy Suites lot must share with the Mimi's restaurant, which is not included in these calculations. The existing parking supply likely meets the existing demand, excepting special occasions and needs. These special occasions and needs are likely to occur more regularly due to an increase in the use of the Civic Theater. Most of the time, perceived parking shortages are due to higher desirability for more centrally or conveniently located facilities, which can be alleviated with parking management strategies.

2.6.1 High School Overflow

The High School has indicated that the lot on High School property, owned by the School, is available for special occasions (namely theater events), unless it is being used by the school. This parking lot is located on the northeast corner of the intersection of Firestone Boulevard and Brookshire Avenue, and is a very convenient location for theater patrons to park. The lot provides 320 spaces. It is recommended that the City make more formal arrangements with the school to allow continued use of this parking area.

2.6.2 Theater Limitations

The largest parking problem occurs when both the City Council chambers and the theater are in use. This can be accomplished by limiting theater rentals on a specific night, such as Tuesday nights, and holding public City meetings on Tuesday nights only, or during other times, as designated by the City. If the High School overflow parking is provided, it is likely that this will not be necessary; however, it is an option if parking becomes more crowded.

2.6.3 Time Limit Parking

Parking for ideal locations can be restricted by time-limits, as is currently seen in much of the civic center area currently. Time limits help to encourage the use of parking areas to short-term visitors and customers. Without time limits, parking spaces normally become occupied by employees, and other vehicles that are not conducive to business. Time limits are normally established to be consistent with the needs of nearby businesses. The hours of time limit enforcement are normally limited to business hours, so that the parking area can be used by others during non-business

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hours (including hotel and church patrons). A two-hour time limit is customary for businesses such as are found in the civic center. The limit should probably apply from 6 am to 9 pm, Monday through Friday, to be effective for business, but allow overflow parking for heavy church and hotel uses.

2.6.4 Parking Guide Signage

Appropriate signage can help redirect parking demand to more appropriate locations. Generally signage in downtown areas has a standard appearance, and motorists look for these standard public parking signs. These signs are distinguished by the green border, reflective white background, prominent and bold letter "P", and large readable arrow pointing toward public parking facilities. It may be appropriate to post these signs at locations where motorists can be redirected from curbside parking or desirable parking areas to convenient off-street lots and structures. These could include the existing nearby municipal structure northwest of the civic center area, located at New and Second Streets. This would reduce the problem of business employees parking in curbside spaces intended for short-term customer and visitor parking.

2.6.5 Shared Parking

Shared parking allows for parking spaces to be used more efficiently. If a fully reciprocal parking arrangement can be created in the civic center, it would alleviate the need for approximately 33 additional parking stalls. During the peak hour of 5pm, as shown in Table 2-6, the Wells Fargo and Church buildings will require 159 parking stalls (with even less at other times). However, the study must preserve a full 192 stalls at all times for these uses, in the absence of a shared parking agreement. Shared parking will allow the theater patrons to park in the office building parking spaces at night, when theater parking is peaking and office building parking is unnecessary. If these spaces cannot be used, they will simply sit empty at night, while the 33 parking spaces must be provided elsewhere. By not providing 33 parking stalls, a cost savings of \$158,000-\$600,000 can be achieved depending on how those stalls would be constructed and assuming there are no land costs. It is recommended that all of the parking in the civic center area be shared, and the 33 additional stalls not be provided. This will require a reciprocal parking agreement, granting each party the right to park on each other's parcels and addressing liability issues. Often Cities facilitate these types of agreements by moving toward public parking areas in downtowns.

3.0 Transit Analysis

This study analyzes the existing DowneyLINK system, to determine any potential improvements in the system, system routes, and/or potential relocation of the transit center. The City of Downey operates its own public transit system, known as DowneyLINK, which operates Monday through Friday from 6:30 am to 6:30 pm and consists of four routes. Trips on each of these routes begin and end at the same time (to allow for transfers) at the Downey Depot Transportation Center, which is located at 8150 Nance Street, one block south of Firestone Boulevard and another block west of the Civic Center Area.

3.1 Existing Routes

The existing system includes four circuitous routes, each serving one of the City's four quadrants: the northeast, northwest, southeast and southwest. These four routes are each configured as one-way loops. They are shown in Figure 3-1, along with their stops and the location of the transfer center. Each of the routes is designed to take less than one hour, allowing for transfers between routes at the transportation center.

Each of the routes is described in more detail below.

3.1.1 Northwest Route

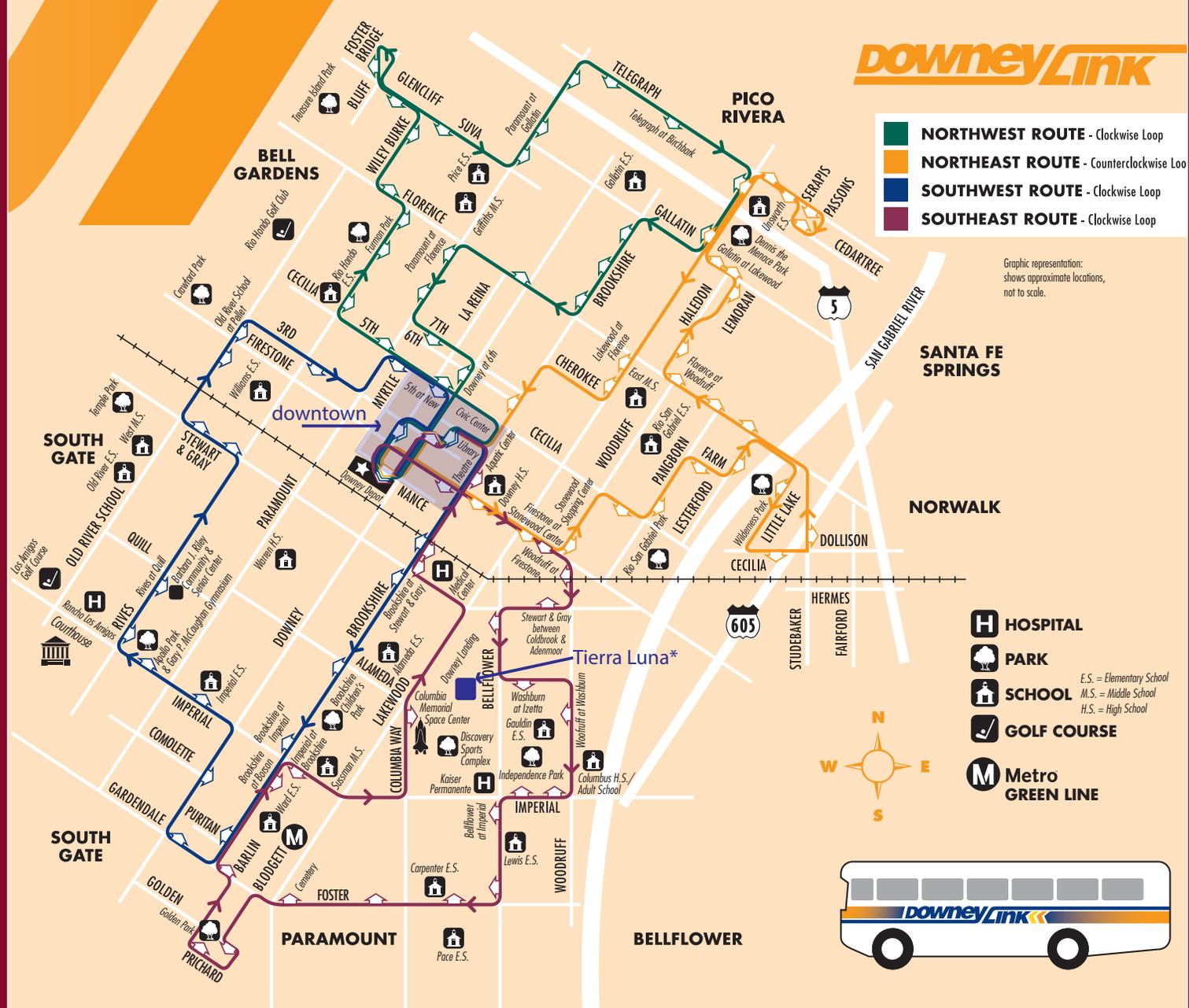
The northwest route begins at the Downey Depot Transportation Center and covers the northwest quadrant of the City. The average monthly ridership for July 2011- June 2012 was 3,496. The northwest route serves Rio Hondo Elementary School, Price Elementary School, East Middle School and Downey High School. It also serves two local parks, and runs close to the Rio Hondo Golf Club. The on/off data collected during the AM peak hour for the northwest route is shown in Table 3-1 below. This table lists stops where a patron boarded or alighted the bus during the two-hour study period, and the number of boardings/alightings per stop. Stops with no riders boarding or alighting are not listed. The limited data available suggests that the stop at Telegraph at Paramount is a popular boarding point in the AM peak hour and the transportation center is a popular destination, likely for transfers to another route. This route is approximately 8.7 miles long and serves 28 stops, including the Downey Depot.



DowneyLINK

- █ NORTHWEST ROUTE - Clockwise Loop
- █ NORTHEAST ROUTE - Counterclockwise Loop
- █ SOUTHWEST ROUTE - Clockwise Loop
- █ SOUTHEAST ROUTE - Clockwise Loop

Graphic representation: shows approximate locations, not to scale.



- HOSPITAL
- PARK
- SCHOOL
E.S. = Elementary School
M.S. = Middle School
H.S. = High School
- GOLF COURSE
- Metro GREEN LINE



* Future Retail Center

original source: City of Downey



Stantec

Figure 3.1

Existing DowneyLINK Routes

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Table 3-1 Boarding Information for Northwest Route

Stop Location	Approx. Stop Time First / Second	First Loop		Second Loop	
		Boarding Passengers	Exiting Passengers	Boarding Passengers	Exiting Passengers
Civic Center at 3 rd	n/a / 7:29	n/a	n/a	0	4
5 th at Downey	n/a / 7:32	n/a	n/a	2	0
Florence at Wiley Burke	6:43 / 7:37	3	0	2	1
Suva at Guatemala	6:46 / n/a	2	0	n/a	n/a
Suva at Treasure Island Park	6:48 / 7:42	1	0	2	2
Suva at Guatemala	6:49 / n/a	3	0	n/a	n/a
Suva at Rives	6:52 / 7:46	1	0	0	3
Paramount at Gallatin	6:56 / n/a	1	0	n/a	n/a
Paramount at Vista Del Rosa	6:57 / n/a	5	0	n/a	n/a
Telegraph at Paramount	6:59 / n/a	11	0	n/a	n/a
Telegraph at Birchbark	7:00 / 7:58	3	0	0	1
Brookshire at Suva	7:04 / 8:02	3	0	0	1
Brookshire at Florence	7:05 / n/a	1	0	n/a	n/a
Paramount at Florence	7:07 / n/a	0	3	n/a	n/a
7 th at Western	7:18* / n/a	0	3	n/a	n/a
Downey at 6 th	n/a / 8:11	n/a	n/a	0	1
Downey Depot Transportation Center	7:23 / 8:15	3	24	2	1

*An 11-minute delay due to a malfunctioning traffic signal is shown between the Paramount at Florence and 7th at Western stops.

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3.1.2 Northeast Route

The northeast route covers the northeast quadrant of the City. The average monthly ridership between July 2011 and June 2012 was 3,190. The northwest route serves Rio San Gabriel Elementary School, Unsworth Elementary School, Griffiths Middle School and Downey High School. It also serves the Dennis the Menace, Rio San Gabriel and Wilderness Parks. This route has some travel time issues due to congestion at both the I-5 freeway and the I-605 freeway crossings. The route is approximately 10.6 miles long and serves 28 stops, including the Downey Depot.

Table 3-2 Boarding Information for Northeast Route

Stop Location	Approx. Stop Time	First Loop		Second Loop	
	First / Second	Boarding Passengers	Exiting Passengers	Boarding Passengers	Exiting Passengers
Pangborn at Cecilia	7:31 / n/a	2	0	n/a	n/a
Studebaker at Dollison	n/a / 8:28	n/a	n/a	1	0
Florence at Mattock	7:41 / n/a	0	1	n/a	n/a
Florence at Woodruff	7:42 / n/a	4	0	n/a	n/a
Haledon at Dinsdale	n/a / 8:39	n/a	n/a	1	0
Lemorán at Gallatin	7:44 / n/a	1	0	n/a	n/a
Gallatin at Arrington	n/a / 8:40	n/a	n/a	0	1
Telegraph at Lakewood	7:50 / n/a	0	1	n/a	n/a
Lindsay at Cedartree	7:53 / 8:49	0	1	1	0
Lakewood at Telegraph	n/a / 8:20	n/a	n/a	2	0
Lakewood at Florence	n/a / 8:52	n/a	n/a	1	0
Lakewood at Cherokee	n/a / 8:54	n/a	n/a	0	2
3 rd at Civic Center	n/a / 8:57	n/a	n/a	0	1
Downey Depot Transportation Center	8:08 / 9:00	0	3	0	2

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3.1.3 Southwest Route

The southwest route begins at the Downey Depot Transportation Center and covers the southwest quadrant of the City, south to Gardendale Street, and west to Old River School Road. The average monthly ridership between July 2011 and June 2012 was 3,369. The southwest route serves various medical centers (Downey Regional Medical Center and Rancho Los Amigos), Alameda, Ward, Imperial, and Williams Elementary Schools, Sussman and West Middle Schools, and Downey High School. It also provides access to Warren High School, although the stops are approximately one block west of the high school. The route further provides access to Brookshire Children's Park, Apollo Park, Temple Park, Crawford Park, and the Barbara J. Riley Community & Senior Center. It also provides access at the southwest corner of the route to the Courthouse, and on the southeast corner of the route to the existing Metro Green Line Station. The route is approximately 8.0 miles long and serves 22 stops, including the Downey Depot.

Table 3-3 Boarding Information for Southwest Route

Stop Location	First Loop		Second Loop	
	Boarding Passengers	Exiting Passengers	Boarding Passengers	Exiting Passengers
3rd at Civic Center	1	0	1	0
Brookshire at Davis/Medical	0	1	3*	0
Brookshire at Puritan	2	2	0	0
Gardendale at Downey	3	0	1	1
Imperial at Paramount	1	0	n/a	n/a
Rives at Quill (Senior Center)	2	0	n/a	n/a
Stewart & Gray at Rives	1	1	0	0
Stewart & Gray at Old River	8	2	1	4
Old River School at Arnett	1	1	n/a	n/a
Old River School at Pellet	6	2	2	0
5th at New	0	1	n/a	n/a
Downey Depot	0	13	0	4

*Three passengers were brought by van from the transfer center to join the bus, as their bus had been late returning to the transfer center.

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There were minor traffic delays due to malfunctioning signals creating abnormal conditions on the day of the surveys so travel times were not recorded for each surveyed loop.

3.1.4 Southeast Route

The southeast route covers the southeast quadrant of the City, from the Civic Center east to Woodruff Avenue and south to Foster Road and Prichard Street. The average monthly ridership between July 2011 and June 2012 was 5,517, making this route the most heavily used of the four routes.

The southeast route serves Gauldin Elementary School, Lewis Elementary School, Pace Elementary School, Carpenter Elementary School, Alameda Elementary School, Sussman Middle School, and both Downey High School and the Columbus High School and Adult School. It serves three neighborhood parks – Independence Park, Golden Park and Brookshire Children’s Park. It also serves the Metro Green Line Station, Kaiser Permanente, Downey Regional Medical Center, the Discovery Sports Park, and the Columbia Memorial Space Center. The route is approximately 10.7 miles long and serves 25 stops, including the Downey Depot.

There were minor traffic delays due to malfunctioning signals creating abnormal conditions on the day of the surveys so travel times were not recorded for each surveyed loop.

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Table 3-4 Boarding Information for Southeast Route

Stop Location	First Loop		Second Loop	
	Boarding Passengers	Exiting Passengers	Boarding Passengers	Exiting Passengers
Firestone at Dolan	n/a	n/a	3	0
Woodruff at Washburn	n/a	n/a	0	1
Imperial at Woodruff	3	0	0	3
Bellflower at Foster	9	0	0	1
Foster at Premier	7	0	n/a	n/a
Foster at Vultee/Cemetery	3	0	n/a	n/a
Foster at Lakewood	5	0	n/a	n/a
Golden Park	5	0	n/a	n/a
Prichard at Barlin	4	0	n/a	n/a
Gardendale at Brookshire	1	0	n/a	n/a
Imperial at Brookshire	8	13	0	1
Columbia Way	4	0	n/a	n/a
Brookshire at Stewart & Gray	1	2	n/a	n/a
Brookshire at Downey/Downey High School	0	34	n/a	n/a
3 rd at Civic Center	0	1	n/a	n/a
Downey Depot	4	0	n/a	n/a

3.2 Transit Improvements

Recommended improvements are broken into two categories – those that should be implemented throughout the whole DowneyLINK system, and those that affect only one route. Each of these improvements is discussed in detail below. Section 3.3 discusses alternatives to the existing transit network.

For this study, on and off surveys were taken for each route (as shown in the previous sections). However, it is recommended that additional on and off surveys be taken to determine or verify if any stop can be removed from the existing routes. A minimum of a full week of surveys is recommended prior to deciding the removal of a stop. This would allow for adequate information to be collected on the travel patterns of passengers and to assess whether the routes are effectively meeting these needs.

These additional surveys should be completed approximately every 6 months, or when the City wishes to re-evaluate the stops.

3.2.1 System-Wide Recommendations

Some recommendations affect the whole system, and these are described in this section of the report.

3.2.1.1 Transit Center Location

All of the buses currently serve the Civic Center and the Downey Depot Station. However, the Depot Station serves only transfers, and does not serve many riders as an origin or destination for their trips. Moving the Depot Station close to the Civic Center eliminates an additional stop and saves each of the routes a few minutes per loop. It is also noted that not all of the routes need to serve both locations. However, there is not an easily identifiable location that would have adequate space for a transit center with similar amenities. It is also noted that moving the transit center could exceed millions of dollars and would require extensive planning. It is not likely that the cost of moving the transit center would be justified by the minimal route time savings. Improving the visibility of the existing transit center is encouraged through signage, landscaping, and improve pedestrian and bicycle connectivity.

3.2.1.2 Signal Prioritization

The surveys reveal that buses experience significant delays at red traffic signals especially on routes crossing freeway interchanges, such as the northeast route, which crosses both the 605 freeway on Florence Avenue and the 5 freeway on Lakewood Boulevard. The traffic signals along the routes appear to already have emergency vehicle preempt capabilities. One approach to minimize the delay is to equip buses with special transmitters that trigger traffic signal priority allowing the bus to extend the green signal or advance to the bus-serving phase more quickly.

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An alternate means of reducing traffic delay would be to dedicate bus lanes; however, this would be more costly and in many cases less feasible than the signal preemption.

These improvements will likely reduce travel time by 5-10%.

3.2.1.3 ADA Compliance

The buses on the DowneyLINK system currently do not provide easily accessible wheelchair ramps. In order for a wheelchair rider to get on or off the bus, the driver manually removes the ramps from under the bus where they are stored, places the ramps on the steps, and then places the ramps under the bus in a secure manner after the rider has been safely moved per ADA requirements. The manual use of ramps causes unnecessary significant delays. Therefore it is recommended that buses be upgraded or replacement buses be equipped with more easily usable wheelchair facilities. The additional surveys recommended in section 3.3 above could also help determine where the most wheelchair passengers are traveling, so that if there is a bus better able to accommodate them, that bus would be assigned to the appropriate route. This would allow for upgrade of the buses on a priority system.

3.2.1.4 Real Time Bus Arrival Display

There are currently various service providers that provide travelers with real-time bus arrival and travel information. The most popular devices are the passenger information displays installed at popular bus stops which show when the next bus will be arriving at the station in real time. It is also possible to provide online data, or even text messages to registered users of a certain route. Most of the bus stop locations along the DowneyLINK system are not busy enough to benefit from a passenger display type of system, but it might be appropriate for the Downey Depot or proposed transfer center, or the busier locations, as determined by further usage surveys.

3.2.1.5 Loop Route Configuration

While loop routes appear to provide additional coverage on maps, they do a poor job of providing direct, two-way service. This can limit their attractiveness to potential users who will find other means of travel that are more direct, especially for travel against the flow direction of the loop.

3.2.2 Route Specific Improvements

In addition to the above general improvements, further improvements are recommended for the northeast route as described in detail below.

3.2.2.1 Northeast Route Improvements

The northeast route can be improved in a few ways. One of the congestion points and delays for the bus was turning from Cecilia Street onto Dollison Drive, where the bus waits at a stop sign for

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a break in traffic before turning. One option for reducing delay is to remove the bus stops along these roadways and to Wilderness Park to save time. But this option seems impractical as these stops were observed to be used. Therefore, this option is not recommended. Another more probable option is to analyze the intersection of Cecilia Street and Dollison Drive to determine the need for signalization. A traffic signal at this location would allow the bus to turn onto Dollison Drive without significant delays, especially when used in conjunction with the traffic signal priority described above. Because it would seem that Dollison Drive has sufficient width of approximately 38 feet wide north of the intersection with Cecilia Street, a third option is providing a third lane on Dollison Drive north of the intersection with Cecilia Street, allowing for one southbound and two northbound lanes. The third lane allows for a smoother merge with the northbound traffic, without waiting for a break in both north and southbound traffic before turning.

One stop on the route, Lindsay Avenue and Cedartree Road, had no posted sign indicating it as a bus stop. It is recommended that a bus stop sign be provided at this location. This stop is directly adjacent to and serves the Unsworth Elementary School.

3.2.2.2 Southeast Route Improvements

The southeast route currently provides a stop near an existing Metro Green Line station stop. Metro has indicated that they would be willing to allow the DowneyLINK a stop location within their existing station, for loading and unloading of passengers only. It is recommended that the southeast route make a direct connection with the Metro Green Line.

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3.3 Transit Network Alternatives

Over the course of the DowneyLINK system analysis, various system deficiencies were noted. In response, several network alternatives were developed to explore the potential for improving the overall route structure. The options aim to maintain those elements of the existing network that are attractive while introducing new elements that will make the services more convenient and easy to understand, with the ultimate aim of increasing ridership on DowneyLINK services. The options were developed using the principles which are laid out in section 3.3.1.

3.3.1 Option Development Principles

These principles used to develop the network alternatives are listed below:

- Improve service to the following destinations which are major activity centers in the City of Downey and which are currently not adequately served by DowneyLINK services:
 - Lakewood Metro Station (no current DowneyLINK route provides service to the main entrance on Lakewood)
 - Kaiser Permanente (this 675,000 sf medical facility is a major employer located at Bellflower and Imperial that is currently served by bus stops that are long walks from the front entrances and by routes that are indirect and require 30 minutes of travel time to the Downey Depot Transportation Center)
 - Coca Cola Enterprises (the current DowneyLINK system does not have a bus stop adjacent to this employer and a trip from the Downey Depot Transportation Center to the closest bus stop would take about 35 minutes)
 - Rancho Los Amigos National Rehabilitation Center
 - County Facilities, including Courthouse and Library
 - Tierra Luna (this is a planned development that will include 1.1 million sf of retail commercial space, 300,000 sf of office space, and 116,000 sf of hotel space)
 - Stonewood Mall
 - Downey Landing Shopping Center
- Maintain the service area of existing services
- Maintain the use of four buses for active service
- Reduce route overlap
- Convert loops to two-way service (back and forth on the same roadway)
- Maintain the pulse system design (i.e., services are designed to arrive and leave from a central point at more or less the same time to facilitate short transfer waiting times)
- Recognize the LA County Metro routes and minimize overlap
 - Route 127 (through Downey along Bellflower, Firestone, with terminal at Downey Depot Transportation Center)

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- Route 266 (through Downey along Lakewood)
- Route 115 (through Downey along Firestone)
- Route 111 (through Downey along Florence)
- Route 265 (through Downey along Paramount with diversion to Lakewood Metro Station)
- Route 117 (through Downey along Imperial, with diversion to Rancho Los Amigos and terminal and Lakewood Metro Station)
- Route 120 (through Downey along Imperial)
- Recognize the high usage stop locations per the ridership survey results shown in section 3.2:
 - Telegraph at Paramount (Northwest Route)
 - Paramount at Vista Del Rosa (Northwest Route)
 - Stewart & Gray at Old River School (Southwest Route)
 - Old River School at Pellet (Southwest Route)
 - Foster at Premier (Southeast Route)
 - Bellflower at Foster (Southeast Route)
 - Foster at Lakewood (Southeast Route)
 - Golden Park (Southeast Route)
 - Imperial at Brookshire (Southeast Route)
 - Downey High School (Southeast Route)

3.3.2 Options

Network options were created by exploring two-way route options and increased frequencies. In total, three alternative networks were developed. They are described in detail in this section, and they are summarized in the table below. It should be noted that these network schemes are conceptual only; their travel times have not been verified, the viability of their turnarounds, bus stops, and streets have not been verified, and routes have not been checked against one-way street operations. This analysis has also not accounted for trippers (shorter trips to serve peak demand, often aligned with school start/release times). Nonetheless, some reduction in coverage is to be expected given the impetus to serve new destinations and to provide better service, in the form of more direct routes and higher frequencies, on existing routes.

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Table 3-5 Summary of Transit Options

	Current Network	Option 1	Option 2	Option 3
Route Type	Loop	Two-way	Two-way	Two-way
Pulse Period	52 minutes	52 minutes	40 minutes	30 minutes / 60 minutes
Number of Routes	4	4	4	6
Number of Trips per Day per Route	~14	~14	~18	~24 / ~12

3.3.1 OPTION 1

This option links the Downey Depot Transportation Center with the City's four quadrants with routes that can allow for frequencies of at least 52 minutes, which is what they are in the existing network. The difference is that the routes provide two-way service. All noted new destinations are served, and Lakewood Metro Station is served by two routes. All high usage points are served, and overlap with Metro Transit services is minimized.

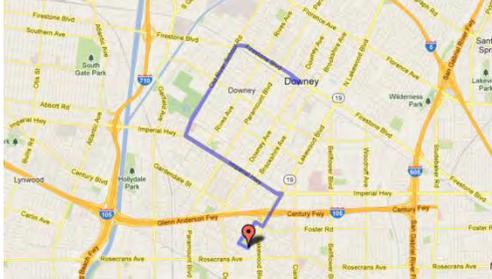
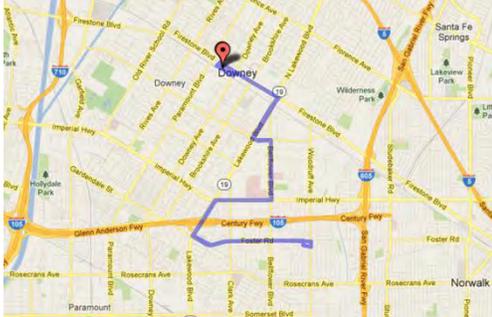
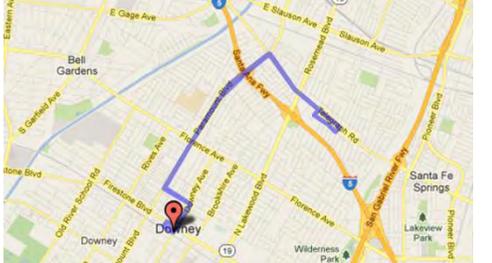
Service is lost on Suva (in the Northwest); however no school or parks would be impacted by this loss. Service would also be lost on Woodruff (in the Southeast), which could potentially affect Gauldin Elementary school, on Brookshire (in the Southwest), which could affect the Alameda Elementary School, and Dennis the Menace Park and near Telegraph and Lakewood (in the Northeast). There is some overlap with Routes 127 and 117.

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Transit Analysis

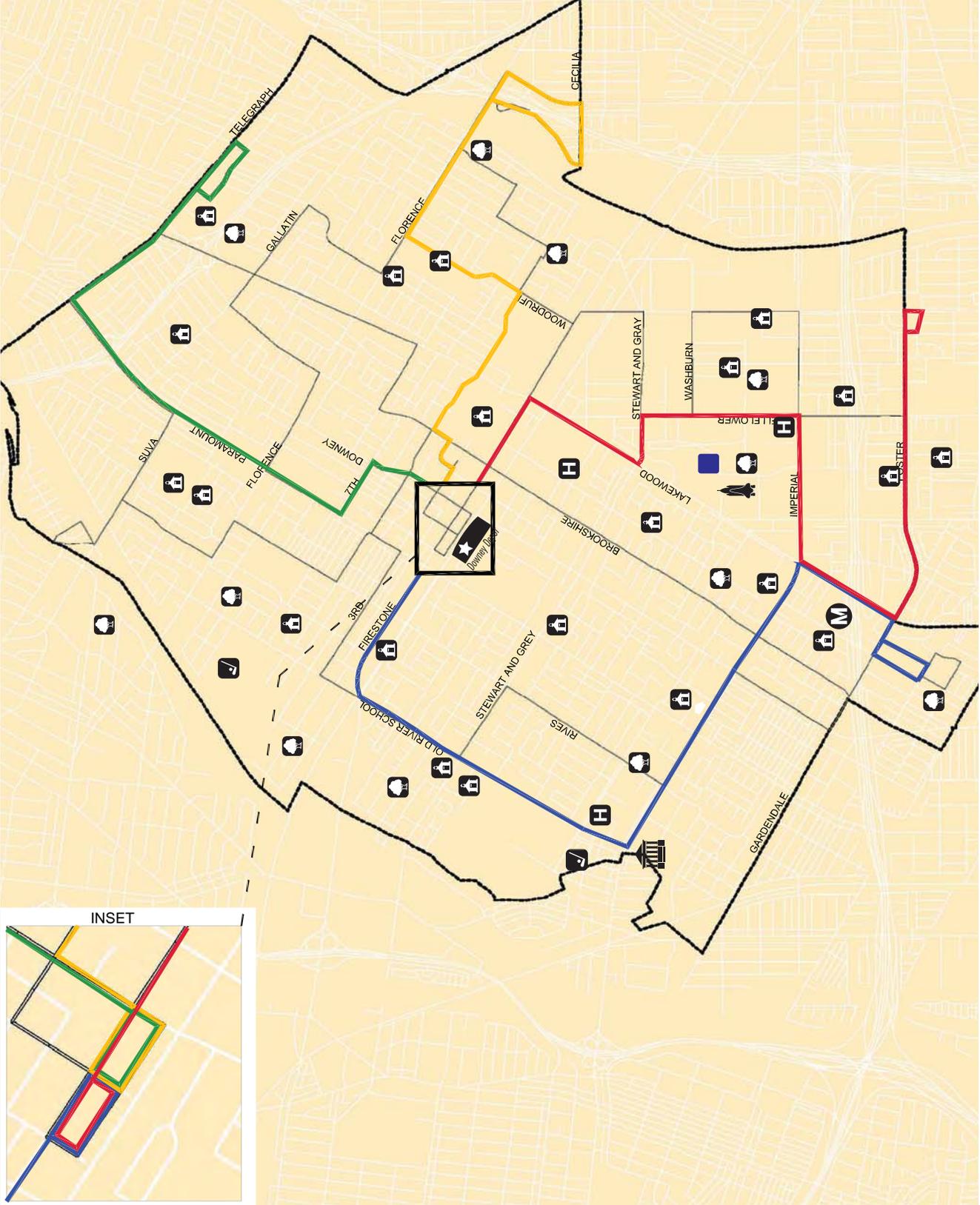
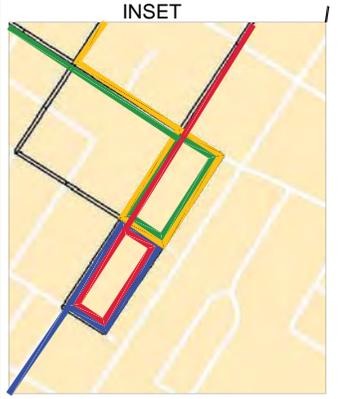
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Table 3-6 Option 1 Routes

Route	Round Trip Mileage	Map	Destinations Served
Southwest	10.66		Lakewood Metro Station, Rancho Los Amigos, the County, and Downey Depot Transportation Center
Southeast	10.58		Lakewood Metro Station, Kaiser Permanente, Downey Landing Shopping Center, Tierra Luna, Coca Cola site, and Downey Depot Transportation Center
Northeast	7.24		Civic Center, Stonewood Mall, Downey Depot Transportation Center, Wilderness Park
Northwest	7.64		Downey Depot Transportation Center

A network map that shows the entire Option 1 network is provided in Figure 3.2.

- MULTIPLE ROUTES
- NORTHWEST ROUTE
- NORTHEAST ROUTE
- SOUTHWEST ROUTE
- SOUTHEAST ROUTE
- EXISTING ROUTES
- DOWNNEY CITY LIMIT



Approximate Locations

- HOSPITAL
- PARK
- SCHOOL
- GOLF COURSE
- Metro GREEN LINE
- Tierra Luna future retail center

DOWNEY TRANSPORTATION PLAN

Transit Analysis

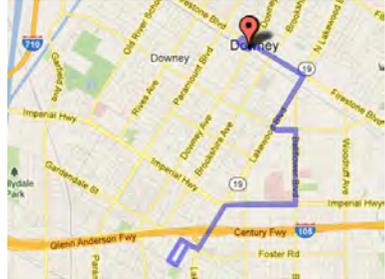
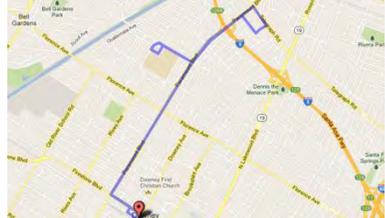
May 2013

3.3.2 Option 2

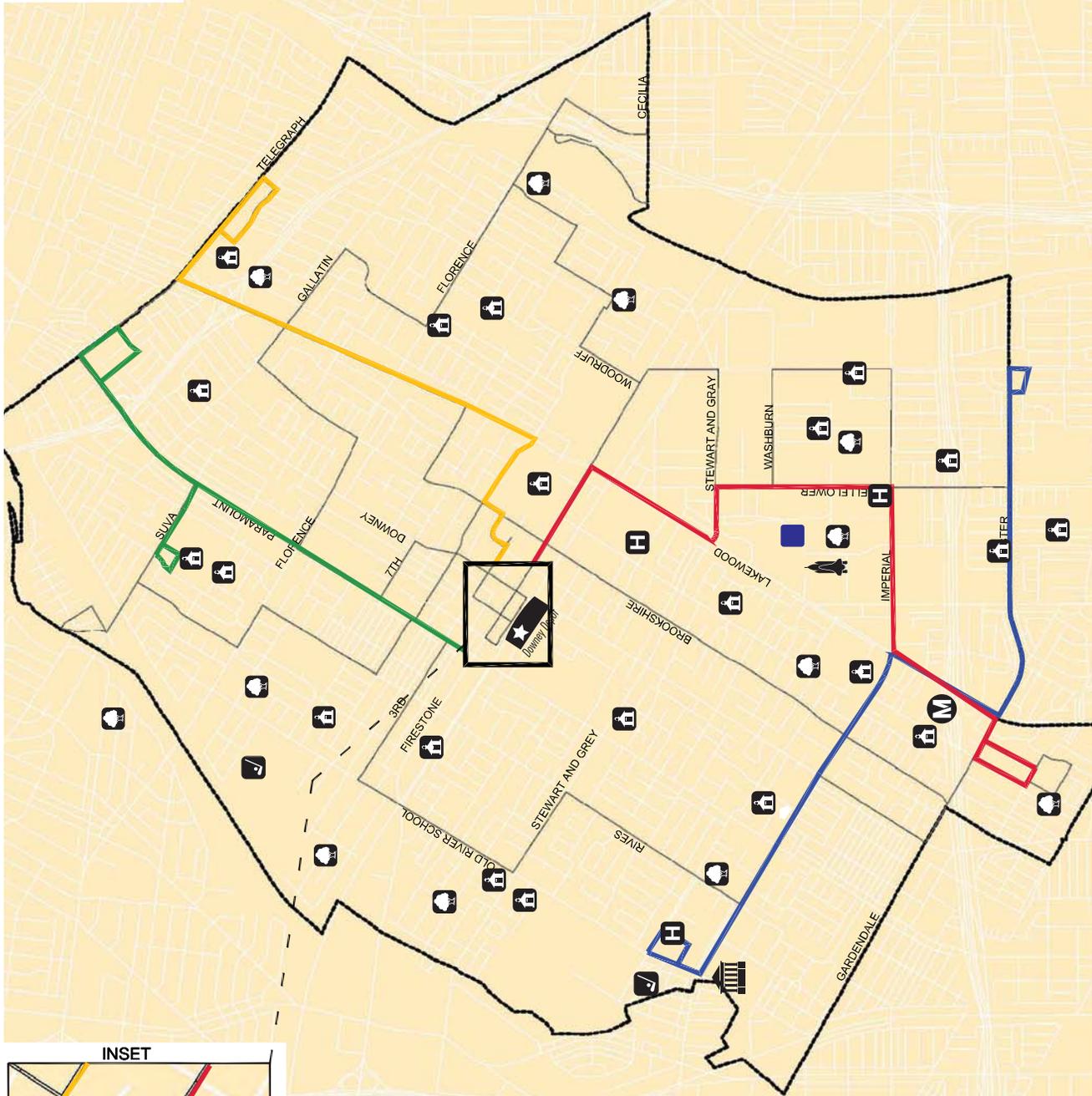
This option links the Downey Depot Transportation Center to other parts of the City with three routes and includes a fourth route that provides service in the southern part of the City. This option allow for frequencies of at least 45 minutes, which is an improvement over what is provided in the existing network. Another difference is that the routes provide two-way service. All noted new destinations are served, and Lakewood Metro Station is served by two routes. Most high usage points are served. The overlap with Metro Transit services is minimized.

Service is lost on Old River School Road (served by the current Southwest), which can impact Old River Elementary and West Middle Schools; Florence (in the Northeast), which can impact the Wilderness Park and Rio San Gabriel High School; Woodruff (in the Southeast), which could potentially affect Gaudin Elementary School and Independence Park; on Brookshire (in the Southwest), which could affect the Alameda Elementary School. There is some overlap with Routes 117 and 127. The entire route structure for Option 2 is shown on Figure 3.3.

Table 3-7 Option 2 Routes

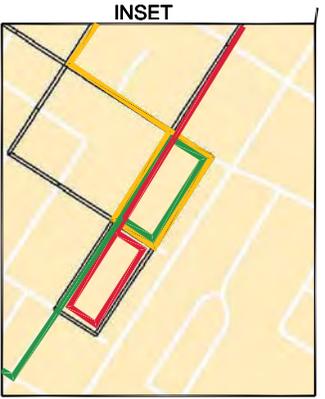
Route	Round Trip Mileage	Map	Destinations Served
Southwest/Southeast	8.22		Ranchos Los Amigos, the County, the Courts, Lakewood Metro Station
Southeast	8.17		Lakewood Metro Station, Kaiser Permanente, Downey Landing Shopping Center, Coca Cola, Tierra Luna, and Transportation Depot
Northeast	7.47		Stonewood Mall, Downey Depot Transportation Center
Northwest	6.33		Downey Depot Transportation Center, Downey High School, Unsworth Elementary School, Dennis the Menace Park

- MULTIPLE ROUTES
- NORTHWEST ROUTE
- NORTHEAST ROUTE
- SOUTHWEST ROUTE
- SOUTHEAST ROUTE
- EXISTING ROUTES
- DOWNNEY CITY LIMIT



Approximate Locations

- HOSPITAL
- PARK
- SCHOOL
- GOLF COURSE
- Metro GREEN LINE
- Tierra Luna future retail center



DOWNEY TRANSPORTATION PLAN

Transit Analysis

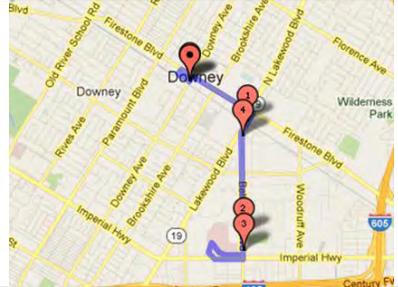
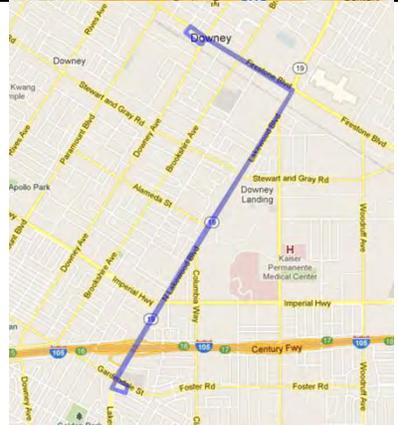
May 2013

3.3.3 Option 3

This option links the Downey Depot Transportation Center with the City’s four quadrants with some routes that can allow for frequencies of 30 minutes, which is an improvement over the existing network. Another difference is that the routes provide two-way service and that there are more routes. In order to maintain the use of only four buses for active service, four of the routes operate every 60 minutes, while the remaining two operate every 30 minutes. All noted destinations are served, and the Lakewood Metro Station is served by two routes. Most high usage points are served. Overlap with Metro Transit services is minimized. Service to Kaiser Permanente is enhanced by using the site as a turnaround point on Imperial Highway, which will allow the pick-up / drop location to be adjacent to the main entrance.

Service is lost on Suva (in the Northwest); however no school or parks would be impacted by this loss. Service would also be lost on Woodruff (in the Southeast), which could potentially affect Gauldin Elementary school, on Brookshire (in the Southwest), which could affect the Alameda Elementary School, and Dennis the Menace Park and near Telegraph and Lakewood (in the Northeast).

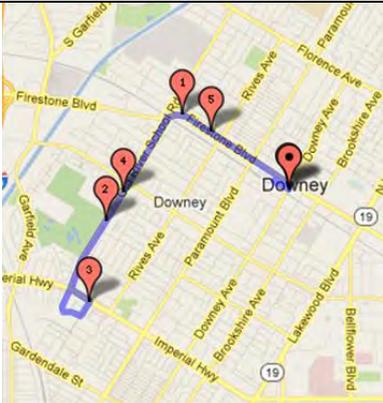
Table 3-8 Option 3 Routes

Route	Round Trip Mileage	Map	Destinations Served
Southeast - Kaiser Permanente	4.91		Transportation Depot, Coca Cola, Downey Landing Mall, and Kaiser Permanente
Southeast - Lakewood	5.89		Downey Depot Transportation Center, Coca Cola, Downey Landing Mall, Tierra Luna, Lakewood Metro Station

DOWNEY TRANSPORTATION PLAN

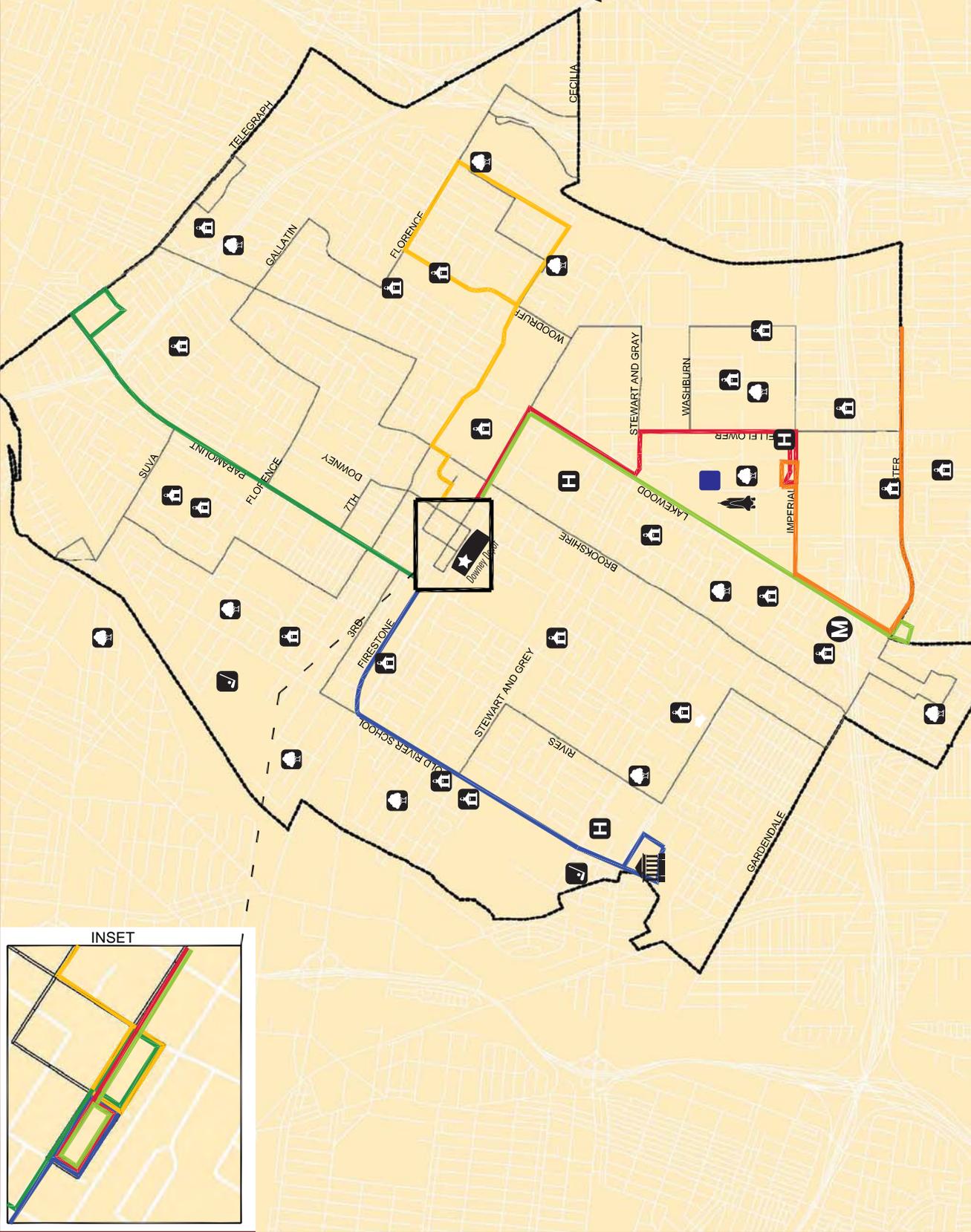
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<p>Southeast – Kaiser Permanente/ Lakewood / Foster</p>	<p>5.3</p>		<p>Kaiser Permanente, Lakewood Metro Station</p>
<p>Southwest</p>	<p>5.74</p>		<p>County Facilities, Rancho Los Amigos, and Downey Depot Transportation Center</p>
<p>Northeast</p>	<p>5.15</p>		<p>Downey Depot Transportation Center, Civic Center, Stonewood Mall</p>
<p>Northwest</p>			<p>Downey Depot Transportation Center</p>

A map showing the entire route network for Option 3 is shown in Figure 3.4.

-  MULTIPLE ROUTES
-  NORTHWEST ROUTE
-  NORTHEAST ROUTE
-  SOUTHWEST ROUTE
-  SOUTHEAST ROUTE 1
-  SOUTHEAST ROUTE 2
-  SOUTHEAST ROUTE 3
-  EXISTING ROUTES
-  DOWNEY CITY LIMIT



Approximate Locations

-  HOSPITAL
-  PARK
-  SCHOOL
-  GOLF COURSE
-  Metro GREEN LINE
-  Tierra Luna future retail center



Stantec

Figure 3.4

Transit Network: Option 3

DOWNEY TRANSPORTATION PLAN

Transit Analysis

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3.3.3.1 Additional Routes and Services

Adding specialty routes or shuttles, or service on the weekends would be ideal for some users, and was briefly examined. Unfortunately, it is hard to predict exact ridership numbers, and preliminary estimates of ridership do not project enough numbers to make the routes plausible. However, it is recommended that potential shuttle routes, or weekend service be attempted on a trial basis to test the ridership. Specifically, a shuttle from the nearby Metrolink stations to the Downey Depot would be a recommended trial.

3.3.4 Alternative Route Conclusions

These new routes do not serve schools as well as the current network, but they better serve employers. They also improve access to the Lakewood Metro Station. A challenge to designing direct routes is that coverage is lost unless more buses can be provided.

The City could start to implement changes to the DowneyLINK with incremental changes. If their ultimate network will be something similar to Option 1, it could start to adjust one route at a time. The Northeast route is a candidate for initial changes because it already has reliability issues and relatively low ridership. If the ultimate network will look more like Option 3, incremental change is difficult to implement because of the desire to retain the consistent frequencies, but one option would be to reduce the length of the northeast route and interline it with a new route to Kaiser Permanente such that this double route could match the 52-minute pulse of the other routes.

4.0 Conclusions and Recommendations

The City of Downey is working to improve their Civic Center area and transportation in both the Civic Center area and throughout the City. Stantec has the following recommendations:

- Parking Recommendations
 - A maximum of 840 parking stalls should be provided in the civic center area, which should provide for an excess of stalls at most times and meet the needs of existing users. A minimum of 810 is recommended, if a shared parking agreement can be made with all properties within the Civic Center area.

- Transit Recommendations
 - Keep Downey Depot transfer center in the existing location
 - Improve the visibility of the existing transit center through signage, landscaping, and pedestrian and bicycle connectivity
 - Evaluate ridership on/off data to determine if elimination of stops is possible
 - Provide for transit signal priority
 - Provide for faster wheelchair access to buses
 - Improve connection between Southeast Route of DowneyLINK system and Metro Green Line Station
 - Consider additional routes/potential re-routing alternatives for DowneyLINK system

All these recommendations will help to meet the City's goals to improve the City's Civic Center area transit and transportation needs.

EXHIBIT B

Proposed Civic Center Site Plan

