

Appendices

Appendix C

Notice of Preparation and Initial Study

Appendices

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NOTICE OF PREPARATION

To: Responsible Agencies and Interested Parties

From: Downey Planning Division

11111 Brookshire Avenue

(Address)

Downey, CA 90241

Subject: **Notice of Preparation of a Draft Environmental Impact Report**

The City of Downey will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (is is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Jay Jarrin, Senior Planner at the address shown above. We will need the name for a contact person in your agency.

An EIR Scoping meeting for the project will be held on Thursday April 15, 2004 at 2:00 P.M. in the City of Downey Council Chambers located at Downey City Hall, 11111 Brookshire Avenue, Downey, CA 90241.

Project Title: Downey Vision 2025-Comprehensive General Plan Update

Project Applicant, if any: None

Date: March 26, 2004

Signature: Jay Jarrin RPL

Title: Senior Planner

Telephone: (562) 904-7154

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

CEQA INITIAL STUDY

1.0 INTRODUCTION

1.1. **Project Title:** Downey Vision 2025-Comprehensive General Plan Update

1.2. **Lead Agency Name and Address:** City of Downey
11111 Brookshire Avenue
Downey, CA 90241

1.3 **Contact person and phone number:** Jay Jarrin, Senior Planner
(562) 904-7154

1.4. **Project Location:** The City of Downey is located in the southeastern part of Los Angeles County, about 12 miles southeast of downtown Los Angeles. It 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.

1.5 **Project sponsor's name and address:** City of Downey
11111 Brookshire Avenue
Downey, CA 90241-7016

1.6. **General Plan Designation** Various General Plan designations throughout the City. Please see *Table 1, List of Existing General Plan Designations*.

1.7 **Zoning** Various zoning designations throughout the City. Please see *Table 2, List of Existing Zoning Designations*.

1.8 **Description of Environmental Document and Project:**

The City of Downey (City) will prepare an environmental impact report that analyzes the environmental impacts created by the proposed update of nine of the ten chapters of the existing general plan document (Downey Vision 2010) adopted by the City in 1992. The chapters to be updated are: Land Use, Circulation, Conservation, Safety, Noise, Open Space and Recreation, Design, Economics Development, and Hazardous Waste. The tenth chapter, Housing, will not be updated as part of this project. The Housing Chapter was updated and certified by the State in 2001 and is not required to be updated until the year 2005.

The update includes changes to the issues, goals, policies, and programs, and changes to the land use diagram of the general plan. Land use designations are proposed to be changed for 16 areas throughout the City. The proposed land use changes for these 16 areas are described on Table 3. Figure 1 shows the general locations of the 16 areas.

Table 4 shows the existing population, housing, and employment for the City and projected population, housing and employment for the City by the year 2025.

**TABLE 1
CITY OF DOWNEY
EXISTING GENERAL PLAN DESIGNATIONS
MARCH 2004**

LDR	LOW DENSITY RESIDENTIAL
LMDR	LOW MEDIUM DENSITY RESIDENTIAL
MDR	MEDIUM DENSITY RESIDENTIAL
O	OFFICE
NC	NEIGHBORHOOD COMMERCIAL
GC	GENERAL COMMERCIAL
CM	COMMERCIAL MANUFACTURING
GM	GENERAL MANUFACTURING
MU	MIXED USE
P	PUBLIC
OS	OPEN SPACE
S	SCHOOL
SPR	SCHOOL PRIVATE

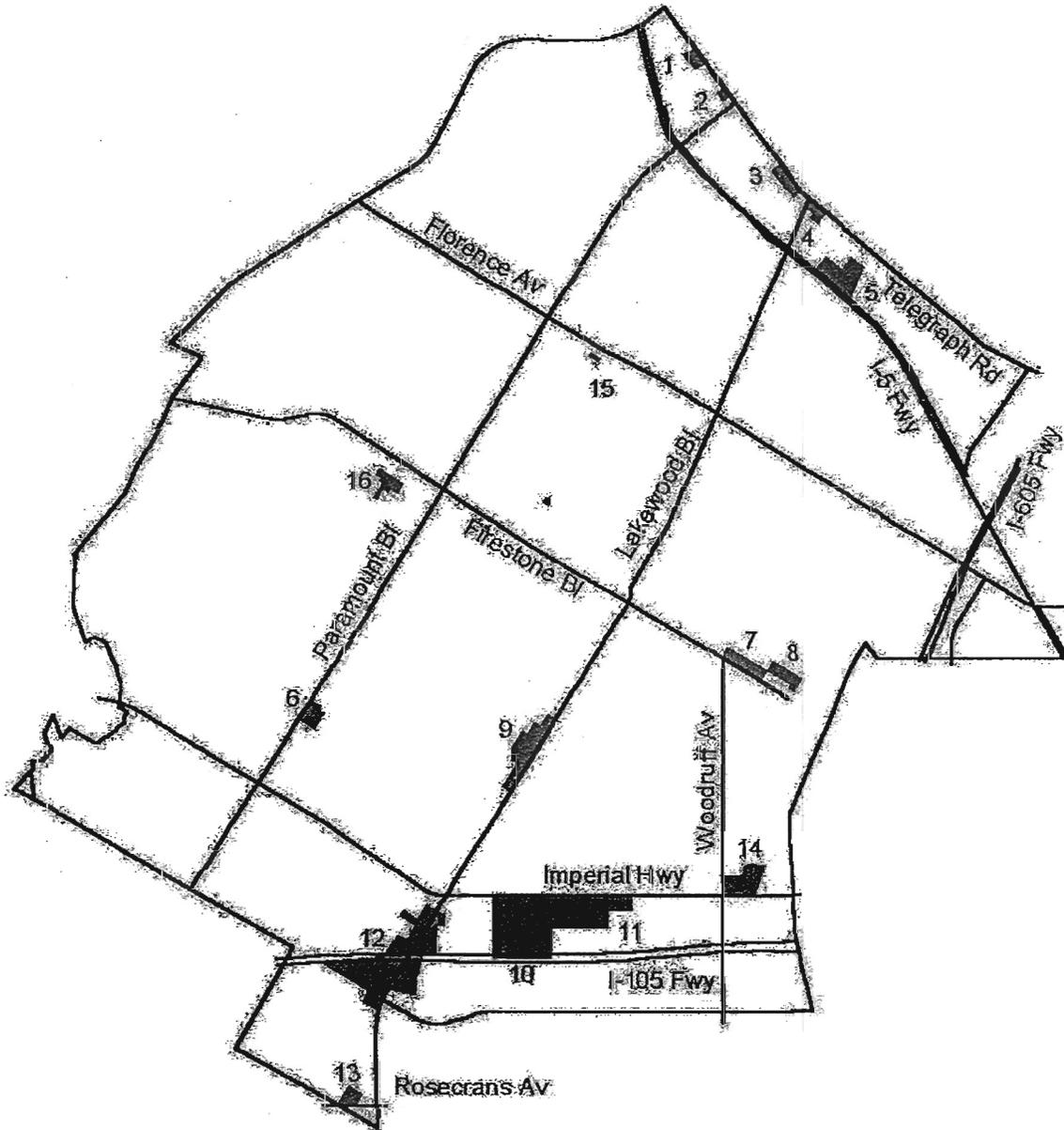
**TABLE 2
CITY OF DOWNEY
EXISTING ZONING DESIGNATIONS
MARCH 2004**

R-1	SINGLE-FAMILY RESIDENTIAL
R-2	TWO-FAMILY RESIDENTIAL
R-3	MEDIUM DENSITY MULTIPLE-FAMILY RESIDENTIAL
R-3-O	MEDIUM DENSITY MULTIPLE-FAMILY RESIDENTIAL-OWNERSHIP
C-1	NEIGHBORHOOD COMMERCIAL
C-2	GENERAL COMMERCIAL
C-3	CENTRAL BUSINESS DISTRICT
C-M	COMMERCIAL MANUFACTURING
C-P	PROFESSIONAL OFFICE
H-M	HOSPITAL-MEDICAL ARTS
M-1	LIGHT MANUFACTURING
M-2	GENERAL MANUFACTURING
O-S	OPEN SPACE
P-B	PARKING BUFFER
PUD	PLANNED UNIT DEVELOPMENT OVERLAY
D-P	DOWNTOWN PLAN OVERLAY
S-P	SPECIFIC PLAN

**TABLE 3
LIST OF PROPOSED CHANGES TO THE
GENERAL PLAN LAND USE DIAGRAM**

NO	LOCATION	EXISTING DESIGNATION	PROPOSED DESIGNATION
1	TELEGRAPH-TWEEDY	OFFICE	MEDIUM DENSITY RESIDENTIAL
2	TELEGRAPH-PARAMOUNT	MEDIUM DENSITY RESIDENTIAL	NEIGHBORHOOD COMMERCIAL
3	TELEGRAPH-STAMPS	OFFICE	NEIGHBORHOOD COMMERCIAL
4	TELEGRAPH-LAKEWOOD	NEIGHBORHOOD COMMERCIAL	GENERAL COMMERCIAL
5	UNSWORTH SCHOOL	LOW DENSITY RESIDENTIAL	SCHOOL
6	PARAMOUNT-CONRAD	OFFICE	NEIGHBORHOOD COMMERCIAL
7	FIRESTONE-WOODRUFF	NEIGHBORHOOD COMMERCIAL	GENERAL COMMERCIAL
8	FIRESTONE-NEWVILLE	GENERAL COMMERCIAL	MEDIUM DENSITY RESIDENTIAL
9	LAKEWOOD-STEWART & GRAY	OFFICE	GENERAL COMMERCIAL
10	IMPERIAL-CLARK	MIXED USE	COMMERCIAL MANUFACTURING
11	IMPERIAL-BELLFLOWER	NEIGHBORHOOD COMMERCIAL	COMMERCIAL MANUFACTURING
12	GREEN LINE T-O-D	LOW DENSITY RESIDENTIAL & MEDIUM DENSITY RESIDENTIAL & GENERAL COMMERCIAL	MIXED USE
13	ROSECRANS-DEMING	NEIGHBORHOOD COMMERCIAL	GENERAL COMMERCIAL
14	COLUMBUS HIGH SCHOOL	GENERAL COMMERCIAL	SCHOOL
15	DOWNEY-FLORENCE	OFFICE	LOW DENSITY RESIDENTIAL
16	BURNS-RIVES	MEDIUM DENSITY RESIDENTIAL	LOW DENSITY RESIDENTIAL

Proposed Changes to Land Use Diagram



**TABLE 4
HOUSING/ POPULATION/ EMPLOYMENT PROJECTIONS
DOWNEY VISION 2025
MARCH 2004**

YEAR	HOUSING UNIT CHANGE ¹	TOTAL HOUSING UNITS ¹	POPULATION CHANGE	TOTAL POPULATION	EMPLOYMENT
2000	-	34,010	-	107,823	55,500
2005	482	34,492	-	-	
2010	412	34,904	2,894	110,118	56,900
2015	530	35,434	2,903	113,012	
2020	549	35,983	2,869	115,881	
2025	440	36,423	2,671	118,552	
Total 2000-2025	2,413	-	11,337	-	
2030	492	36,915	2,511	121,063	60,400
Total 2000-2030	2,905	-	13,848	-	4,900

Source: SCAG tentative projections, except for Year 2000 (US Census) and Housing Unit Change for 2005 (derived from Housing Element, Certified December 2001).

Note 1: SCAG denotes figures as households, meaning occupied housing units

1.9 Surrounding Land Uses and Setting

Downey is 12.8 square miles in area and its topography is relatively level. The City is located in the southeastern part of Los Angeles County, about 12 miles southeast of downtown Los Angeles. It 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.

The City of Downey is provided regional access by four interstate highways: The I-605 Freeway (San Gabriel River Freeway), which crosses the east portion of the City; the I-5 Freeway (Santa Ana Freeway), which crosses the north portion of the City; the I-105 intersection, which crosses the south part of the City, and the I-710 Freeway (Long Beach Freeway), which, although does not cross the City, is located to the west of the City and accessible via three major streets: Florence Avenue, Firestone Boulevard, and Imperial Highway.

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

Southern California Association of Governments (SCAG) (Consistency with Regional Projections)

Los Angeles County Metropolitan Transportation Authority (Circulation Element approval)

State Department of Conservation, Office of Mines and Geology (Public Safety Element approval)

2.0 ENVIRONMENTAL CHECKLIST:

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 on the following pages.

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

Jay Jarrin
Jay Jarrin,
Senior Planner,
City of Downey

Date: _____

March 26, 2004

	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 checked="" type="checkbox"/>	<input 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"/>
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. 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"/>
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:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. BIOLOGICAL RESOURCES. Would the project:				

	Potentially Significant Impact -EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, 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 checked="" type="checkbox"/>	<input 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, such as a tree preservation policy or 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 checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input 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"/>
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? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Strong seismic ground shaking?	<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
3) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact -EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. 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"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
10. 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"/>

	Potentially Significant Impact -EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
11. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
12. 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4) Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5) Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact -EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. 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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input 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"/>
16. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact -EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
17. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.0 DISCUSSION OF 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 (Section 2) are stated and answers are provided according to the analysis undertaken as part of the Initial Study. They outline the following issues:

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

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.

The following is a discussion of potential project impacts as identified in the Initial Study. Explanations are provided for each item.

3.1 AESTHETICS. Would the project:

(a) Have a substantial adverse effect on a scenic vista?

No Impact. No scenic vistas would be significantly impacted by the proposed update of the City's General Plan. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

(b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings and historic buildings within a state scenic highway?

No Impact. There are no state scenic highways within the City of Downey. Therefore, no impacts are anticipated and no further analysis in the EIR is required. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

(c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. Development pursuant to the General Plan would improve the visual character of the City through redevelopment opportunities for older, aging properties. In addition, aesthetics will be considered at the development review stage to ensure that the visual character and quality of sites is maintained either through zoning code requirements and/or the City's Design Review Board. The update to the General Plan Design Element would also contain policies to ensure that new development in the City maintains high visual quality. Therefore, no significant impacts are anticipated and no further analysis in the EIR is required.

(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Development pursuant to the General Plan may create substantial light and glare. However, light and glare impacts will be considered at the development review stage to ensure that the visual character and quality of sites is maintained either through zoning code requirements and/or the City's Design Review Board. Also, the City is already developed thus the change in land use will not significantly increase light or glare. Therefore, no significant impacts are anticipated and no further analysis in the EIR is required.

3.2 AGRICULTURE RESOURCES. Would the project:

(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.)

(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?

No Impact. The City of Downey is located within a fully developed urban setting. Neither the properties that are proposed to have their land uses changed, nor surrounding properties are designated as farmland. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

(b) Conflict with existing zoning for agricultural use, or a Williamson act contract?

No Impact. The properties that are proposed to have their land uses changed in City of Downey are located within a fully developed urban setting. Neither the subject property nor surrounding properties are zoned for agricultural use or Williamson Act Contract. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

- (c) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?**
No Impact. The City of Downey is located within a fully developed urban setting. Therefore, the update of the General Plan will not result in any changes to the environment that would result in converting farmland to a non-agricultural use. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

3.3. 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:

- (a) **Conflict with or obstruct implementation of the applicable air quality plan?**
Potentially Significant Impact – EIR Analysis Required. The City of Downey is located within the South Coast Air Basin and subject to the South Coast Air Quality Management Plan (SCAQMD), prepared by the South Coast Air Quality Management District (SCAQMD). Development pursuant to the General Plan may conflict with the adopted AQMP through the generation of pollutants.

The EIR shall:

- Assess of the existing air quality environment of the City in local and regional context.
- Assess the General Plan's consistency with the Air Quality Management Plan and CEQA Air Quality Handbook, both prepared by the South Coast Air Quality Management District.
- Recommend mitigation measures necessary to bring project into compliance with the South Coast Air Quality Management Plan.

- (b) **Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

Potentially Significant Impact – EIR Analysis Required. The City of Downey is located within the South Coast Air Basin, which is in non-attainment in respect to meeting federal air quality standards. Development pursuant to the General Plan may violate air quality standards or contribute to this existing non-attainment status, through the generation of pollutants during construction and upon occupancy.

The EIR shall:

- Identify short-term air quality impacts associated with construction activities that may occur because of the City's General Plan.
- Identify long-term air quality impacts resulting from traffic generation and point source emissions that may occur because of the City's General Plan.
- Recommend mitigation measures necessary to reduce short- and long- term impacts to a level of insignificance.

- (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)?**

Potentially Significant Impact – EIR Analysis Required. The City of Downey is located within the South Coast Air Basin, which is in non-attainment in respect to certain criteria pollutants. Development pursuant to the General Plan may increase existing levels of criteria pollutants.

The EIR shall:

- Analyze effect on criteria pollutants, as required by the CEQA Air Quality Handbook or as otherwise mandated by the South Coast Air Quality Management District.
- Recommend mitigation measures necessary to reduce impacts to a level of insignificance.

- (d) **Expose sensitive receptors to substantial pollutant concentrations?**
Potentially Significant Impact – EIR Analysis Required. Development pursuant to the General Plan may expose sensitive receptors to substantial pollutant concentrations either by permitting the establishment of sensitive receptors near congested roadways and/or existing facilities that emits toxic pollutants, or by permitting the establishment of congested roadways and/or existing facilities that emits toxic pollutants near existing sensitive receptors.

The EIR shall:

- Analyze the impacts of concentrations of carbon monoxide (“CO hot spots”) along congested roadways onto adjoining properties (that may be occupied by sensitive receptors), as required by Chapter 5 and Chapter 9 of the CEQA Air Quality Handbook.
- Provide a list of existing facilities that emit toxic pollutants, as identified as SCAQMD.
- Analyze potential impacts of establishing sensitive receptors near facilities that emit toxic pollutants.
- Recommend mitigation measures necessary to reduce impacts to a level of insignificance.

- (e) **Create objectionable odors affecting a substantial number of people?**
Less Than Significant Impact. Development pursuant to the General Plan may potentially create objectionable odors. However, odor impacts will be considered at the development review stage to ensure that these do not affect substantial number of people. Therefore, no significant impacts are anticipated and no further analysis in the EIR is required.

3.4 **BIOLOGICAL RESOURCES. Would the project:**

- (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, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

No Impact. The City of Downey is located within a fully developed urban setting. No species identified as a candidate, sensitive, or special status species in local, regional, state, or federal documents are expected within the City of Downey. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

- (b) **Conflict with the provisions of an adopted Habitat Conservation Plan, Community Plan or other approved local, regional, or state habitat conservation plan?**
No Impact. No adopted Habitat Conservation Plan, Natural Community Plan or other habitat conservation plan are located within the City of Downey. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

- (c) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Less Than Significant Impact. Portions of the San Gabriel River and Rio Hondo River Flood Control Channels, located at the east and west ends of the City, where concrete channel bed has been removed and natural vegetation has returned. However, the proposed policies and programs of the General Plan will not impact these communities of the San Gabriel River and Rio Hondo River. Therefore, no significant impacts are anticipated and no further analysis in the EIR is required.

- (d) **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?**

No Impact. No wetlands as defined by Section 404 of the Clean Water Act have been identified within the City of Downey. Therefore, the proposed update of the General Plan will not impact any wetlands. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

- (e) **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?**

No Impact. The movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites have not been identified in the City of Downey. Therefore, the proposed update of the General Plan will not result in any impacts. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

- (f) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

Less Than Significant Impact. Development pursuant to the General Plan may potentially conflict with tree preservation policies and other policies protecting biological resources. However, the City of Downey has not adopted a tree preservation ordinance and impacts on trees. Impacts on other biological resources will be addressed during the development review stage of a project. Therefore, no significant impacts are anticipated and no further analysis in the EIR is required.

3.5 CULTURAL RESOURCES. Would the project:

- (a) **Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?**

Less Than Significant Impact. The policies and programs of the General Plan address structures and objects that are considered historical resources as defined on CEQA Guidelines Section 15064.5. Since Downey is a mature community, there are many structures and objects that are more than 50 years old that may also potentially be considered historical resources. However, since age is only one of many factors that determine historical significance, not all structures and objects more than 50 years old may be historically significant. Further analysis to determine impacts, if any, on historical resources shall be conducted at the development review stage prior to project approval. The proposed General Plan Update will not result in the demolition of any existing structures. Therefore, no significant impacts are anticipated and no further analysis in the EIR is required.

- (b) **Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?**

Less Than Significant Impact. Development and redevelopment projects pursuant to the update of the General Plan may involve grading activities as part of future development. However, the City of Downey is nearly built out with very little vacant undeveloped land. The majority of the 16 properties subject to the proposed land use changes are already developed and have been previously been graded. Therefore, the likelihood that archaeological resources exist on-site is low. Previous development within the City of Downey has not revealed any archaeological resources, as defined Section 15064.5 of the CEQA Guidelines. Therefore, no significant impacts are anticipated and no further analysis in the EIR is required.

(c) **Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?**

No Impact. Development and redevelopment projects pursuant to the update of the General Plan may involve grading activities as part of future development. However, the City of Downey is nearly built out with very little vacant undeveloped land. The majority of the 16 properties subject to the proposed land use changes are already developed and have been previously graded. Therefore, the likelihood that paleontological resources exist on-site is low. Previous development within the City of Downey has not revealed any paleontological resources, as defined Section 15064.5 of the CEQA Guidelines. Therefore, no significant impacts are anticipated and no further analysis in the EIR is required.

(d) **Disturb any human remains, including those interred outside of formal cemeteries?**

No Impact. Development pursuant to the General Plan is not expected to disturb any human remains since all burials in the City have occurred in the Downey Cemetery since the late 1880s. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

3.6 **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? (Refer to the Division of Mines and Geology Special Publication 42.)**

No Impact. According to the State Department of Conservation, Department of Mines and Geology, there are no areas within the City of Downey which are delineated on the Alquist-Priolo Earthquake Fault Zoning Map. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

- 2) **Strong seismic ground shaking?**

Less Than Significant Impact. Development pursuant to the General Plan shall comply with the Uniform Building Code, which requires construction methods that minimize the effects of earthquake on structures. Therefore, no significant impacts are anticipated and no further analysis in the EIR is required.

3) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact – EIR Analysis Required. Development pursuant to the General Plan may be subject to liquefaction hazards. Since the adoption of the current general plan in 1992, there has been evidence that the groundwater table level within the City is higher than originally identified. On March 1999, the California Division of Mines and Geology determined that areas in Downey were potentially subject to liquefaction during ground-shaking and established a liquefaction hazard zone. All properties within the City of Downey are located within the liquefaction hazard zone, which requires that a geotechnical/soils report is prepared during plan check for future construction to address seismic hazards including liquefaction. Hazards due to liquefaction are not expected to increase due to changes in the groundwater table levels, since the groundwater table levels are not expected to rise above target levels. The aquifer and groundwater table levels underneath properties for the City of Downey are regulated by the Water Replenishment District of Southern California. The proposed update of the General Plan would only tend to lower the groundwater table level due to the increase in the amount of groundwater pumped from within the City's limits due to the associated increase in water demand. As such, hazards due to liquefaction are not expected to increase as a direct result of the proposed update of the General Plan.

The EIR shall

- Identify existing and projected groundwater table levels, as determined by the Water Replenishment District (WRD) of Southern California.

4) Landslides?

No Impact. Landslides are not considered a potential hazard since the City of Downey has a relatively flat topography with no steep hills or slopes. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

(b) **Result in substantial soil erosion or the loss of topsoil?**

Less Than Significant Impact. The City of Downey is largely developed with few undeveloped infill areas. As such, the potential for significant soil erosion or loss of topsoil is minimal except during construction stages when soil is exposed. Therefore, development pursuant to the General Plan may create erosion impacts. However, standard erosion-control practices during construction including the use of Best Management Practices, obtaining an NPDES permit etc. will reduce these potential impacts to levels less than significant for future projects. Therefore, no significant impacts are anticipated and no further analysis in the EIR is required.

(c) **Be located on a geological 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?**

Less Than Significant Impact. According to the State of California Department of Conservation Seismic Hazard Zone Maps, the majority of the City of Downey is located in area subject to liquefaction. As a result, development pursuant to the General Plan may be located on soil that is unstable due to liquefaction. However, as future development applications are submitted, a geotechnical/soils report will be required during plan check to address soil stability, including liquefaction. Individual geotechnical/soils reports will include mitigation pursuant to Public Resources Code Section 2693(c) to address potential impacts related to liquefaction. Therefore, no significant impacts are anticipated and no further analysis in the EIR is required.

- (d) **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997) creating substantial risks to life or property?**

Less Than Significant Impact. All of the soil types in Downey can be compacted to a degree that does not hinder site development. By adhering to accepted soils engineering and grading practices, the risk of settlement for future development pursuant to the proposed update of the General Plan can be mitigated. In areas where expansive soils are identified or suspected, appropriate grading plans and foundation designs will be incorporated into the project's design and would insure that the impact remains less than significant. Therefore, no significant impacts are anticipated and no further analysis in the EIR is required.

- (e) **Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

No Impact. The installation of septic tanks or other alternative types of wastewater disposal systems is not permitted in the City. Sewers are required by the Downey Municipal Code. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

3.7 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?**

Less Than Significant Impact. Development and redevelopment of land uses proposed by the update of the General Plan may involve routine transport, use, and disposal of hazardous materials. However, the transport, use and disposal of these materials must comply with local, state, and federal hazardous materials regulations. The proposed update of the Safety Element of the General Plan will contain policies to protect residents, workers, and visitors of the City from potential hazards. Therefore, no significant impacts are anticipated and no further analysis in the EIR is required.

- (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?**

Less Than Significant Impact. Land uses that involve hazardous materials and have a potential for upsets and accidents must comply with local, state, and federal hazardous materials regulations. The proposed update of the Safety Element of the General Plan will contain policies to protect residents, workers, and visitors of the City from potential hazards. Therefore, no significant impacts are anticipated and no further analysis in the EIR is required.

- (c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Potentially Significant Impact – EIR Analysis Required. Sites or activities within the City of Downey Development may emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste and be within one-quarter mile of existing schools.

The EIR shall:

- Provide a list of sites and activities that emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste and are within one-quarter mile of an existing school as allowed by current Federal Law.
- Identify when health risk assessments would be required for future projects in the City that handle or emit hazardous materials. The content of these assessments would also be identified.

- (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?**
Potentially Significant Impact – EIR Analysis Required. Sites within the City of Downey Development may be included on list of hazardous material sites and may create a significant hazard to the public.

The EIR shall:
- Provide a list of hazardous materials site compiled pursuant to Government Code Section 65962.5.
- (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?**
No Impact. The City of Downey is not located within an airport land use plan or within two miles of an airport.
- (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?**
No Impact. The City of Downey is not located in the vicinity of a private airstrip. Therefore, no impacts are anticipated and no further analysis in the EIR is required.
- (g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**
Less Than Significant Impact. The proposed update to the General Plan will not conflict with emergency plans. Rather, the General Plan will contain policies to facilitate implementation of adopted emergency response plan or emergency evacuation plan. Therefore, no significant impacts are anticipated and no further analysis in the EIR is required.
- (h) **Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**
Less Than Significant Impact. The City of Downey is located within a fully developed urban setting and is not adjacent to wildlands. Large wildland fires are not expected to occur within the City. However, small urban nuisance fires do occur from time to time along open space corridors along the rivers within the City. The proposed update of the General Plan would include policies and procedures to protect land uses from these fires. Therefore, no significant impacts are anticipated and no further analysis in the EIR is required.

3.8 HYDROLOGY AND WATER QUALITY. Would the project:

- (a) **Violate any water quality standards or waste discharge requirements?**
Potentially Significant Impact – EIR Analysis Required. Development pursuant to the proposed General Plan may affect the City's ability to conform to water discharge (runoff) and water quality requirements.

The EIR shall:

- Assess existing water discharge quality.
- Determine impacts on water discharge quality by future development that will occur as a result of the proposed update of the General Plan.
- Recommend mitigation measures necessary to reduce impacts to a level of insignificance.

- (b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby well would drop to a level which would not support existing land uses or planned uses for which permits have been granted?)**

Potentially Significant Impact – EIR Analysis Required. The City of Downey Water Division provides water service for the majority of the City and relies entirely on groundwater as the source of water. The City of Downey operates 23 water wells with 20 of them active. The City currently imports water to supplement its groundwater supply. In addition, small portions are supplied by reclaimed water. The City also maintains connections with the Metropolitan Water District (MWD) that can be used during periods of drought or emergency.

Other districts that provide services include the City of Santa Fe Springs and the Southern California Water Company for the portion of the City located east of the San Gabriel River and the Los Angeles County Water District for the Rancho Los Amigos gold course and hospital complex properties in the vicinity of Old River School Road and Quill Drive. Developments pursuant to the proposed update to the General Plan may create additional impacts on groundwater supplies.

The EIR shall:

- Determine impacts on groundwater supplies by the proposed update to the General Plan.
- Recommend mitigation measures necessary to reduce impacts to a level of insignificance.

- (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?**

Potentially Significant Impact – EIR Analysis Required. Development pursuant to the proposed General Plan may increase the amount of impervious surfaces on undeveloped sites and, therefore, increase runoff. The increase in runoff may exceed capacity of existing stormwater facilities and require alteration to existing drainage patterns.

The EIR shall:

- Assess existing stormwater drainage system.
- Determine impacts on stormwater drainage systems by the proposed update of the General Plan.
- Assess stormwater runoff on area water quality.
- Recommend mitigation measures necessary to reduce impacts to a level of insignificance.

- (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?**

Potentially Significant Impact – EIR Analysis Required. Please see the discussion in 3.8 (c).

- (e) **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutant runoff?**

Potentially Significant Impact – EIR Analysis Required. Please see the discussion in 3.8 (c).

- (f) **Otherwise substantially degrade water quality?**

Potentially Significant Impact – EIR Analysis Required. Please see the discussion in 3.8 (a).

(g) **Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

No Impact. Development pursuant to the updated General Plan will not place properties within a 100-year flood hazard area based on the City's review of applicable FEMA maps. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

(h) **Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

No Impact. Development pursuant to the update to the General Plan will not place properties located within a 100-year flood hazard area based on the City's review of applicable FEMA maps. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

(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?**

Potentially Significant Impact – EIR Analysis Required. The City of Downey is located adjacent to two flood control channels, San Gabriel River and Rio Hondo, and therefore, some properties may be at risk of flooding due to levee failure. The I-105 Freeway has also experienced some flood problems in the past.

The EIR shall:

- Identify the area and its population at risk due to levee failure.
- Recommend mitigation measures necessary that do not increase the risk of flooding or levee failure.

(j) **Inundation by seiche, tsunami, or mudflow?**

No Impact. The City of Downey is not adjacent to coastlines or hillside so inundation resulting from seiches, tsunamis or mudflows is not expected. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

3.9 LAND USE AND PLANNING. Would the project:

(a) **Physically divide an established community?**

No Impact. The proposed update to the General Plan does not provide for new roadways or other physical features that would disrupt existing land use patterns. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

(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?**

Potentially Significant Impact - EIR Analysis Required. The policies and programs of the proposed update to the General Plan will advocate changes to the Zoning Code and other City policies in accordance with the Housing Element updated in December 2002. However, these policies and programs may conflict with existing plans, policies, and regulations adopted for the purpose of mitigation of an environmental effect.

The EIR shall:

- Address changes in the City's General Plan, zoning code and other policies proposed as a result of the proposed update of the General Plan.

(c) **Conflict with any applicable habitat conservation plan or natural community conservation plan?**

No Impact. The City of Downey is located within a fully developed urban setting. The project will not affect any habitat conservation plan or natural community conservation plan since none exist in the area. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

3.10 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 residents of the state?**

No Impact. Development pursuant to the proposed update of the General Plan will not result in the loss of availability of known mineral resources in the City of Downey that would be of value to the region and residents of the state based on the City's review of state maps showing the location of important mineral resources in the State. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

- (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?**

No Impact. Development pursuant to the proposed update of the General Plan will not result in the loss of availability of locally-important mineral resource recovery sites delineated on the existing General Plan, specific plan, or other land use plan on the subject property based on the City's review of state maps showing the location of important mineral resources in the State. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

3.11 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?**

Potentially Significant Impact – EIR Analysis Required. Development pursuant to the proposed update of the General Plan may expose persons to generation of noise levels in excess of acceptable standards both from short-term (construction) and long-term (traffic, land uses) sources.

The EIR shall:

- Include a noise analysis of existing and projected noise levels generated by traffic using the Federal Highway Administration Traffic Noise Model 1.0 or other noise prediction model that meets the requirements of the State General Plan Guidelines.
- Recommend mitigation measures necessary to reduce short- and long- term impacts to a level of insignificance.

- (b) **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Potentially Significant Impact – EIR Analysis Required. Development pursuant to the proposed update of the General Plan may expose persons to groundborne vibration as a result of future construction activities or groundborne noise levels from activities associated with commercial, industrial, and other land uses.

The EIR shall:

- Address short-term noise generators, impacts and levels, including but not limited to those associated with construction activities.
- Address long-term noise generators, impacts and levels, including but not limited to those associated with commercial, industrial, and other land uses.
- Recommend mitigation measures necessary to reduce impacts to a level of insignificance.

(c) **A substantial permanent increase in ambient noise levels in the project vicinity above levels without the project?**

Potentially Significant Impact – EIR Analysis Required. Long-term noise generators unrelated to the proposed update of the General Plan may also increase ambient noise levels. These noise generators may include vehicular traffic and land uses.

The EIR shall:

- Identify the ambient noise levels throughout the City.
- Conduct field ambient noise level measurements of 10 to 15 sites, at locations as agreed by the City and consultant.
- Identify noise levels generated by the long-term noise generators.
- Recommend mitigation measures necessary to reduce impacts to a level of insignificance.

(d) **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project?**

Potentially Significant Impact – EIR Analysis Required. Short-term noise generators unrelated to the proposed update of the General Plan may also increase ambient noise levels. These noise generators may include railroad noise, railroad horns, regular air traffic, and unplanned air flights (helicopters).

The EIR shall:

- Identify the existing ambient noise levels throughout the City.
- Identify potential short-term noise generators including, but not limited to, railroad noise, railroad horns, regular air traffic, and unplanned air flights (helicopters).
- Identify noise levels generated by the short-term noise generators.
- Recommend mitigation measures necessary to reduce impacts to a level of insignificance.

(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?**

No Impact. The City of Downey is not located within an airport land use plan and there are no airports within two miles of the City. Therefore, the proposed update of the General Plan would not expose people residing or working in the project area to excessive noise levels from airports. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

(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?**

No Impact. The City of Downey is not in the vicinity of an airport. Therefore, the proposed update of the General Plan would not expose people residing or working in the City to excessive noise levels from a private airstrip. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

3.12 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)?**

Less Than Significant Impact. It is projected that the proposed update of the General Plan will result in the potential for 2,415 additional housing units, 11,335 additional residents, and 4,900 additional employees in the City of Downey by the Year 2025. Since Downey is a mature community with no expanses of vacant land, this growth can only be accommodated through in-fill development and development of underutilized properties. This amount of growth is not significant relative to the Citywide totals of 34,010 housing units, 107,823 residents, and 55,500 employees, according to SCAG figures for the Year 2000. Additionally, the growth will most likely be spread out over the 20-year period of the General Plan and would not induce substantial growth in the Downey area. Therefore, no significant impacts are anticipated and no further analysis in the EIR is required.

- (b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

Less Than Significant Impact. Development pursuant to the proposed update of the General Plan will not displace a substantial number of housing units or people in housing located in areas classified for non-residential uses may be absorbed in commercial areas to be reclassified to residential designations, and in the formation of mixed use residential/commercial land use designations proposed by the General Plan Update. Therefore, no significant impacts are anticipated and no further analysis in the EIR is required.

- (c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

Less Than Significant Impact. Please see the discussion for 3.12 (b).

3.13 PUBLIC SERVICES. Would the project:

- (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?

Potentially Significant Impact – EIR Analysis Required. The Downey Fire Department provides fire and paramedic services for the City. Development pursuant to the updated General Plan may create a potential for increases in calls for fire service.

The EIR shall:

- Assess the existing staffing and resources of the City's Fire Department.
- Identify any other impact generated by the proposed update to the General Plan on the Fire Department.
- Recommend mitigation measures necessary to reduce impacts to a level of insignificance.

2) Police Protection?

Potentially Significant Impact – EIR Analysis Required. The Downey Police Department provides police protection for the City. Development pursuant to the update to the General Plan may create a potential for increases in calls for police service.

The EIR shall:

- Assess the existing staffing and resources of the police department.
- Identify any other impact generated by the proposed update to the General Plan on the Police Department including traffic, parking, calls for service, crime rate, etc.
- Recommend mitigation measures necessary to reduce impacts to a level of insignificance.

3) Schools?

Potentially Significant Impact – EIR Analysis Required. The Downey Unified School District provides public school service for the majority of the City with 20 schools within the City limits. Other districts that provide services include the ABC Unified School District and the Whittier Union High School District for portions of the City located east of the San Gabriel River, Los Angeles Unified School District for one non-residential property on the western edge of Firestone Boulevard and Montebello Unified School District for portions of the island district west of the Rio Hondo River. However, the other districts do not have any school facilities in the City. Development pursuant to the General Plan may create a potential for increases in demand for schools.

The EIR shall:

- Assess the existing staffing and resources of the local schools.
- Identify the impact generated by the proposed update to the General Plan on classroom sizes, school enrollment, and other performance objectives.
- Recommend mitigation measures necessary to reduce impacts to a level of insignificance.

4) Parks?

Potentially Significant Impact – EIR Analysis Required. Development pursuant to the General Plan may create a potential for increases in demands for City parks.

The EIR shall:

- Assess the existing staffing and resources of the City's parks.
- Identify the impact generated by the proposed update to the General Plan on parkland ratio per resident, equipment per resident, and other performance measures.
- Recommend mitigation measures necessary to reduce impacts to a level of insignificance.

5) Other public facilities?

Potentially Significant Impact – EIR Analysis Required. Development pursuant to the General Plan may create a potential for increases in demands for other public facilities.

The EIR shall:

- Assess the existing staffing and resources of the City's library and identify the impact generated by the proposed update to the General Plan on performance measures.
- Assess the electricity energy needs of the City and identify the impact generated by the proposed General Plan on performance measures.
- Recommend mitigation measures necessary to reduce impacts to a level of insignificance.

3.14 RECREATION. Would the project:

- (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?**

Potentially Significant Impact – EIR Analysis Required. Development pursuant to the proposed update to the General Plan may increase the use of existing parks and recreational facilities. Currently, the City has 11 parks with a combined area of 106.5 acres. In addition, the City is planning on constructing a 10-13 acre park as part of the Downey Landing project. In addition, a 1-acre park is proposed as part of Phase III of the Rancho Business Park project.

As a built-out community, the ability to develop new recreational areas in Downey is limited. Therefore, the proposed General Plan focuses on upgrading the amenities at existing parks and recreational facilities as well as potentially using school sites to supplement parks.

The EIR shall:

- Analyze the demand for parkland, equipment, and other amenities at parks and recreational facilities based on population projections.
- Recommend mitigation measures necessary to reduce impacts to a level of insignificance.

- (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?**

No Impact. The proposed update to the General Plan does not provide for any new recreational facilities. Therefore, there would be no construction or expansion of these facilities to create an adverse physical effect on the environment. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

3.15 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)?

Potentially Significant Impact – EIR Analysis Required. Development pursuant to the proposed update of the General Plan will cause an increase in traffic in relation to existing traffic load and capacity.

The EIR shall:

- Evaluate existing conditions on major arterial roadway segments and at key intersections.
- Forecast and evaluate (consistent with the existing conditions analysis) future No Project alternative conditions based on the currently adopted General Plan Land Use Element and traffic increases due to cumulative development in the surrounding region.
- Forecast and evaluate (consistent with the existing conditions analysis) future Preferred Project alternative conditions based on the Preferred Land Use Alternative.
- Project alternatives will be analyzed based on a general comparison of overall trip generation for the City of Downey.

- (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 Required. There are presently two CMP-monitored intersections that border the City of Downey: Lakewood Boulevard at Rosecrans in the City of Bellflower, and Rosemead Boulevard at Telegraph Road in the City of Pico Rivera. Other CMP-monitored intersections and segments may be impacted. Development pursuant to the proposed update of the General Plan may add additional trips to these CMP monitored intersections.

The EIR shall:

- Discuss consistency of update of the General Plan with the CMP.

- (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?

Less Than Significant impact. Development pursuant to the proposed update to the General Plan will typically not exceed three stories and, therefore, will not affect air traffic patterns. Structures over this height will require review of impacts during the development review stage. Therefore, no significant impacts are anticipated and no further analysis in the EIR is required.

- (d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. Development pursuant to the proposed General Plan may require modifications to street designs, but the policies and programs of the proposed General Plan will ensure that future roadways comply with City standards for roadway design. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

- (e) Result in inadequate emergency access?

No Impact. Development pursuant to the proposed General Plan will provide adequate emergency access as required by the City Development Code/Zoning Code for all projects. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

- (f) **Result in inadequate parking capacity?**
No Impact. Development pursuant to the proposed update of the General Plan must comply with parking standards in the zoning code. Some developments may utilize standards in the Code that provide flexibility in regards to parking: shared use parking, off-site parking, parking assessments, valet parking, reduced parking within downtown district. However, approvals shall be based on the provision of adequate parking pursuant to the code. Therefore, the update of the General Plan will not result in inadequate parking capacity. Therefore, no impacts are anticipated and no further analysis in the EIR is required.
- (g) **Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**
No Impact. The proposed policies and programs of the General Plan actively encourage and support alternative transportation so there is no conflict with adopted policies, plans, or programs. Therefore, the update of the General Plan will not conflict with adopted policies, plans, or programs supporting alternative transportation modes. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

3.16 **UTILITIES AND SERVICE SYSTEMS. Would the project:**

- (a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**
Potentially Significant Impact – EIR Analysis Required. Development pursuant to the proposed General Plan may affect existing wastewater facilities and stormwater facilities due to future development within the City which may exceed wastewater requirements of the local regional water quality board.
- The EIR shall:*
- Assess the existing capacity of the applicable wastewater facilities.
 - Identify the impact generated by the proposed General Plan.
 - Assess the capacity of the stormwater facilities.
 - Contact the Sanitation Districts of Los Angeles County to assess whether projected capacity can be accommodated in addition to existing commitments.
 - Recommend mitigation measures necessary to reduce impacts to a level of insignificance.
- (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?**
Potentially Significant Impact – EIR Analysis Required. Please see the discussion in 3.16 (a).
- (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?**
Potentially Significant Impact – EIR Analysis Required. Please see the discussion in 3.16 (a).

- (d) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

Potentially Significant Impact – EIR Analysis Required. Development pursuant to the proposed update of the General Plan will require additional water rights, supplies, and facilities to meet the associated increase in water demand. The City of Downey Water Division provides water service for the majority of the City. Other districts that provide services include the City of Santa Fe Springs and the Southern California Water Company for the portion of the City located east of the San Gabriel River and the Los Angeles County Water District for the Rancho Los Amigos gold course and hospital complex properties in the vicinity of Old River School Road and Quill Drive.

The EIR shall:

- Assess the existing water supply and demand.
- Identify the additional water demand generated by the proposed update to the General Plan.
- Identify the potential use of reclaimed water/water conservation awareness.
- Recommend mitigation measures necessary to reduce impacts to a level of less than significant.

- (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?**

Potentially Significant Impact – EIR Analysis Required. Please see the discussion in 3.16 (a).

- (f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Potentially Significant Impact – EIR Analysis Required. Nearly 50 percent of Downey's solid waste is recycled through the DART (Downey Area Recycling & Transfer Facility) materials recovery facility, located in the southeastern portion of the City. Waste that cannot be reclaimed is then transferred to landfills. Currently, approximately 20 percent of waste is transferred to landfills in Los Angeles County, in particular the Puente Hills landfill in Whittier. However, the majority of waste is now transferred to landfills in Orange County, in particular the Frank R. Bowerman landfill in Irvine. It is projected that a larger portion of waste will be transferred to landfills in Orange County as landfills in Los Angeles County and other Counties reach capacity.

The policies and programs of the General Plan, together with State Law, aim to continue diverting solid waste at the DART facility for separation and recycling prior to transfer to landfills. Still, development pursuant to the proposed General Plan may require expansions of regional landfills or the adoption of alternative methods (such as transporting waste by rail to newer more remote landfills) to address solid waste disposal needs.

The EIR shall:

- Assess the existing capacity of landfills that service Downey.
- Project landfill demands to the Year 2025.
- Recommend mitigation measures necessary to reduce impacts to a level of insignificance.
- Assess conformance to federal, state, and local regulations related to solid waste.

- (g) **Comply with federal, state, and local statutes and regulations related to solid waste?**

Potentially Significant Impact – EIR Analysis Required. Please see the discussion in 3.16 (f).

3.17 FINDINGS OF SIGNIFICANCE.

The following findings have been made regarding the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines, based on the results of this environmental assessment.

- (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?

No Impact. Development pursuant to the proposed update of the General Plan will not significantly degrade the quality of the environment or substantially reduce the habitat of fish or wildlife species or cause a fish or wildlife population to drop below self-sustaining levels. The update to the General Plan will also not 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. Therefore, no impacts are anticipated and no further analysis in the EIR is required.

- (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)?

Potentially Significant Impact - EIR Analysis Required. Development pursuant to the proposed General Plan may create cumulatively air quality, hazard and hazardous materials, hydrology and water quality, noise, public services and recreation, and transportation related impacts. These cumulative impacts will be analyzed in the project EIR.

- (c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact- EIR Analysis Required. Development pursuant to the proposed General Plan may require policies and mitigation measures to address such issues.

The EIR shall:

- Evaluate results from the proposed project that could create direct and indirect adverse effects on humans. These impacts include air quality, transportation and circulation, noise, public services, water quality, geological/soils, hazardous materials, land use, biological and aesthetic impacts that could be created by the proposed changes to the City's General Plan. The significance of these impacts will be analyzed in the EIR.

**NOTICE OF PREPARATION FOR THE
CITY OF DOWNEY 2025 GENERAL PLAN
UPDATE EIR**

ABC Unified School District
16700 Norwalk Blvd.
Cerritos, CA 90703

California Air Resources Board
1001 "I" Street
Sacramento, CA 95812

California Department of Conservation
Division of Mines and Geology
801 "K" Street
Sacramento, CA 95814

California Environmental Protection Agency
Department of Toxic Substances Control
1011 N. Garandview Av.
Glendale, CA 91201

California Integrated Waste Management Board
8800 Cal Center Dr.
Sacramento, CA 95826

California Department of Transportation
District 7, Advanced Planning
120 S. Spring St.
Los Angeles, CA 90012

Central Basin Municipal Water District
17140 S. Avalon Blvd.
Suite 210
Carson, CA 90746

Cerritos Community College
11110 Alondra Blvd.
Norwalk, CA 90650

City of Downey Water Division
9252 Stewart & Gray
Downey, CA 90241

City of Norwalk
Transit Department
12650 E. Imperial Hwy.
Norwalk, CA 90650

Comcast
14338 Lakewood Blvd.
Bellflower, CA 90706

DART
Downey Area Recycling & Transfer Facility
9770 Washburn Rd.
Downey, CA 90241

Department of Environmental Health
LA County Solid Waste Management Pgm
2525 Corporate Place
Monterey Park, CA 91754

Department of Health Services
1449 W. Temple St.
Room 202
Los Angeles, CA 90026

Downey Regional Medical Center
11500 Brookshire Ave.
Downey, CA 90241

Downey Unified School District
11627 Brookshire Ave.
Downey, CA 90241

Gateway Cities
Council of Governments
7300 Alondra Blvd.
Suite 201
Paramount, CA 90723

Los Angeles Unified School District
333 S. Beaudry Ave.
Los Angeles, CA 90017

Los Angeles County
Department of Public Works
900 S. Fremont Ave.
Alhambra, CA 91803

Los Angeles County
Department of Regional Planning
320 W. Temple
Los Angeles, CA 90012

Los Angeles County
Department of Health Services
313 N. Figueroa St., 9th Floor
Los Angeles, CA 90012

Los Angeles Regional Water Quality Board
320 W. 4th St.
Suite 200
Los Angeles, CA 90013

Metropolitan Transportation Authority
MS 2200
1 Gateway Plaza
Los Angeles, CA 90012

Metropolitan Water District of
Southern California
700 N. Alameda St.
Los Angeles, CA 90012

Montebello Unified School District
1235 Montebello
Montebello, CA 90640

Native American Heritage Commission
915 Capital Mall
Room 364
Sacramento, CA 95814

Park Water Company
9750 Washburn Avenue
Downey, CA 90241

Fullerton Community College
3600 Workman Mill Rd.
Whittier, CA 90601

of Los Angeles County
1955 Workman Mill Rd.
Whittier, CA 90601

South Coast Air Quality Management District
21865 E. Copley Dr.
Diamond Bar, CA 91765

Southeast Area Animal Control
9777 Seaaca St.
Downey, CA 90241

Southern California Association of Governments
818 W. Seventh St.
12th Floor
Los Angeles, CA 90017

Southern California Edison
Central District
9901 Geary Avenue
Santa Fe Springs, CA 90670

Southern California Gas Company
P.O. Box 3334
Anaheim, CA 92803

Southern California Water Company
630 E. Foothill Blvd.
San Dimas, CA 91773

State of California
Governor's Office of Planning & Research
1400 Tenth Street
Sacramento, CA 95812

Water Replenishment District
of Southern California
12621 E. 166th St.
Cerritos, CA 90703

Whittier Union High School District
9401 S. Painter
Whittier, CA 90605

Verizon California
12905 E. Los Nietos Rd
Santa Fe Springs, CA 90670

I-5 Consortium Cities
Joint Powers Authority
16600 Civic Center Dr.
Bellflower, CA 90706

City of Artesia
Planning Department
18747 Clarkdale Ave.
Artesia, CA 90701

City of Bell
Planning Department
6330 Pine Ave.
Bell, CA 90201

City of Bellflower
Community Development Department
16600 Civic Center Dr.
Bellflower, CA 90706

City of Bell Gardens
Community Development Department
7100 S. Garfield Ave.
Bell Gardens, CA 90201

City of Cerritos
Community Development Department
18125 Bloomfield Ave.
Cerritos, CA 90703

City of Commerce
Community Development Department
2535 Commerce Way
Commerce, CA 90040

City of Compton
Planning Department
205 S. Willowbrook Av.
Compton, CA 90220

City of Cudahy
Planning Department
5220 Santa Ana St.
Cudahy, CA 90201

City of Hawaiian Gardens
Community Development Department
21815 Pioneer Blvd.
Hawaiian Gardens, CA 90716

City of Huntington Park
Community Development Department
6550 Miles Avenue
Huntington Park, CA 90255

City of La Habra Heights
Community Development Department
1245 N. Hacienda Rd.
La Habra Heights, CA 90631

City of Lakewood
Planning and Building
5050 Clark Avenue
Lakewood, CA 90712

City of La Mirada
Community Development Department
13700 La Mirada Blvd.
La Mirada, CA 90638

City of Long Beach
Department of Planning & Building
333 W. Ocean Blvd.
Long Beach, CA 90802

City of Lynwood
Community Development Department
11330 Bullis Road
Lynwood, CA 90262

City of Maywood
Department of Planning & Building
4319 E. Slauson Ave.
Maywood, CA 90270

City of Montebello
Community & Economic Development
1600 W. Beverly Blvd.
Montebello, CA 90640

Community Development Department
12700 Norwalk Blvd.
Norwalk, CA 90651

Community & Economic Development
16400 Colorado Ave.
Paramount, CA 90723

Community Development Department
6615 Passons Blvd.
Pico Rivera, CA 90660

City of South Gate
Community Development Department
8650 California Avenue
South Gate, CA 90280

City of Santa Fe Springs
Planning Services
11710 E. Telegraph Rd.
Sata Fe Spring, CA 90670

City of Signal Hill
Community Development Department
2175 Cherry Ave.
Signal Hill, CA 90755

City of Vernon
Community Services & Water Department
3801 Santa Fe Ave.
Vernon, CA 90058

City of Whittier
Community Development Department
13230 Penn St.
Whittier, CA 90602

Form A

Notice of Completion & Environmental Document Transmittal

SCH # _____

Mail to: State Clearinghouse, PO Box 3044, Sacramento, CA 95812-3044 916/445-0613

Project Title: Downey Vision 2025-Comprehensive General Plan Update

Lead Agency: City of Downey Contact Person: Jay Jarrin, Senior Planner
Mailing Address: 11111 Brookshire Avenue Phone: (562)904-7154
City: Downey Zip: 90241-7016 County: Los Angeles

Project Location:

County: Los Angeles City/Nearest Community: Downey
Cross Streets: Various streets within the City of Downey Zip Code: 90241/90240 Total Acres: 8,352 (12.8 sq.miles)
Assessor's Parcel No. Various Section: Twp. 90242 Range: Base:
Within 2 Miles: State Hwy #: I-5, I-105, I-605 Waterways: Rio Honda River, San Gabriel River
Airports: None Railways: Union Pacific Schools: Various schools throughout the City

Document Type:

CEQA: [X] NOP [] Supplement/Subsequent EIR NEPA: [] NOI Other: [] Joint Document
[] Early Cons (Prior SCH No.) [] EA [] Final Document
[] Neg Dec [] Other [] Draft EIS [] Other
[] Draft EIR [] FONSI

Local Action Type:

[X] General Plan Update [] Specific Plan [] Rezone [] Annexation
[] General Plan Amendment [] Master Plan [] Prezone [] Redevelopment
[] General Plan Element [] Planned Unit Development [] Use Permit [] Coastal Permit
[] Community Plan [] Site Plan [] Land Division (Subdivision, etc.) [] Other

Development Type:

[] Residential: Units Acres [] Water Facilities: Type MGD
[] Office: Sq.ft. Acres Employees [] Transportation: Type
[] Commercial: Sq.ft. Acres Employees [] Mining: Mineral
[] Industrial: Sq.ft. Acres Employees [] Power: Type Watts
[] Educational [] Waste Treatment: Type
[] Recreational [] Hazardous Waste: Type
[] Other:

Funding (approx.): Federal \$ NA State \$ NA Total \$ NA

Project Issues Discussed in Document:

[] Aesthetic/Visual [X] Flood Plain/Flooding [X] Schools/Universities [X] Water Quality
[] Agricultural Land [] Forest Land/Fire Hazard [] Septic Systems [X] Water Supply/Groundwater
[X] Air Quality [X] Geologic/Seismic [X] Sewer Capacity [] Wetland/Riparian
[] Archeological/Historical [] Minerals [X] Soil Erosion/Compaction/Grading [] Wildlife
[] Coastal Zone [X] Noise [X] Solid Waste [] Growth Inducing
[X] Drainage/Absorption [] Population/Housing Balance [X] Toxic/Hazardous [X] Landuse
[] Economic/Jobs [X] Public Services/Facilities [X] Traffic/Circulation [] Cumulative Effects
[] Fiscal [X] Recreation/Parks [] Vegetation [] Other

Present Land Use/Zoning/General Plan Designation:

Various residential, commercial, industrial, open space, school, parks land uses/ zoning/General Plan designations throughout the city.

Project Description:

The City of Downey will prepare an EIR that analyzes the environmental impacts created by the proposed update of nine of the ten chapters of the existing General Plan (Downey Vision 2010) adopted by the City in 1992. Land Use designations are also proposed to be change for 16 areas throughout the City..

Reviewing Agencies Checklist

Form A, continued

KEY

S = Document sent by lead agency

X = Document sent by SCH

✓ = Suggested distribution

Resources Agency

- Boating & Waterways
- Coastal Commission
- Coastal Conservancy
- Colorado River Board
- Conservation
- Fish & Game
- Forestry & Fire Protection
- Office of Historic Preservation
- Parks & Recreation
- Reclamation Board
- S.F. Bay Conservation & Development Commission
- Water Resources (DWR)

Business, Transportation & Housing

- Aeronautics
- ✓ California Highway Patrol
- ✓ CALTRANS District # 7
- Department of Transportation Planning (headquarters)
- Housing & Community Development

Food & Agriculture

Health & Welfare

Health Services _____

State & Consumer Services

- General Services
- OLA (Schools)

Environmental Protection Agency

- ✓ Air Resources Board
- ✓ California Waste Management Board
- SWRCB: Clean Water Grants
- SWRCB: Delta Unit
- SWRCB: Water Quality
- SWRCB: Water Rights
- ✓ Regional WQCB # _____ (Los Angeles _____)

Youth & Adult Corrections

Corrections

Independent Commissions & Offices

- Energy Commission
- Native American Heritage Commission
- Public Utilities Commission
- Santa Monica Mountains Conservancy
- State Lands Commission
- Tahoe Regional Planning Agency

✓ Other CALIF. DEPT OF CONSERVATION - DIV. OF MINES + GEOLOGY, CAL EPA - DEPT. OF TOXIC SUBSTANCES CONTROL,

Public Review Period (to be filled in by lead agency)

Starting Date March 29, 2004

Ending Date April 28, 2004

Signature Jay Jarrin RPA

Date March 26, 2004

Lead Agency (Complete if applicable):

Consulting Firm: City of Downey
 Address: 11111 Brookshire Avenue
 City/State/Zip: Downey, CA 90241-7016
 Contact: Jay Jarrin, Senior Planner
 Phone: (562) 904-7154

For SCH Use Only:

Date Received at SCH _____
 Date Review Starts _____
 Date to Agencies _____
 Date to SCH _____
 Clearance Date _____

Applicant:

Address: _____
 City/State/Zip: _____
 Phone: (____) _____

Notes:



Appendices

Appendix D

Comments Received on Notice of Preparation and Service Correspondence

Appendices

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DOWNEY VISION 2025
 NOTICE OF PREPARATION COMMENT LIST

Comment No.	Date Comment Received	Agency
1	4/2/2004	South Coast Air Quality Management District
2	4/6/2004	Office of Planning & Research
3	4/12/2004	City of Whittier
4	4/12/2004	California Department of Transportation
5	4/12/2004	Southern California Gas Company
6	4/14/2004	California Environmental Protection Agency - Department of Toxic Substances Control
7	4/16/2004	County Sanitation Districts of Los Angeles County
8	4/22/2004	California Department of Conservation - Division of Oil, Gas, & Geothermal Resources
9	4/27/2004	Metropolitan Water District of Southern California
10	4/30/2004	County Department of Health Services
11	5/10/2004	County Department of Public Works
12	5/10/2004	California Integrated Waste Management Board
13	5/10/2004	Southern California Association of Governments

APR 02 2004

PLANNING

Sent to Fred Burdick
4-20-04



South Coast Air Quality Management District

21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov



April 1, 2004

Mr. Jay Jarrin, Senior Planner
City of Downey
Planning Division
11111 Brookshire Avenue
Downey, CA 90241

Dear Mr. Jarrin:

Notice of Preparation of a Draft Environmental Impact Report for Downey Vision 2025-Comprehensive General Plan Update

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR).

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the CARB Website at: www.arb.ca.gov.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis. An analysis of all toxic air contaminant impacts due to the

decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

LAC040330-11LI
Control Number



STATE OF CALIFORNIA
 Governor's Office of Planning and Research
 State Clearinghouse and Planning Unit



Arnold
 Schwarzenegger
 Governor

Jan Boel
 Acting Deputy
 Director

Notice of Preparation

RECEIVED
 APR 06 2004
 PLANNING

March 29, 2004

To: Reviewing Agencies
 Re: Downey Vision 2025-Comprehensive General Plan Update
 SCH# 2004031159

Attached for your review and comment is the Notice of Preparation (NOP) for the Downey Vision 2025-Comprehensive General Plan Update draft Environmental Impact Report (EIR).

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

Please direct your comments to:

Jay Jarrin
 City of Downey
 1111 Brookshire Avenue
 Downey, CA 90241

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

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

Sincerely,

Scott Morgan
 Project Analyst, State Clearinghouse

Attachments
 cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2004031159
Project Title Downey Vision 2025-Comprehensive General Plan Update
Lead Agency Downey, City of

Type NOP Notice of Preparation
Description Proposed update of nine of the ten chapters of the existing General Plan (Downey Vision 2010) adopted by the City in 1992. Land Use designations are also proposed to change for 16 areas throughout the City.

Lead Agency Contact

Name Jay Jarrin
Agency City of Downey
Phone 310-904-7154 **Fax**
email
Address 11111 Brookshire Avenue
City Downey **State** CA **Zip** 90241

Project Location

County Los Angeles
City Downey
Region

Cross Streets

Parcel No.

Township	Range	Section	Base
-----------------	--------------	----------------	-------------

Proximity to:

Highways I-5, I-105, I-605
Airports
Railways Union Pacific
Waterways Rio honda River, San Gabriel River
Schools Various
Land Use

Project Issues Air Quality; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Fish and Game, Region 5; Office of Emergency Services; Department of Water Resources; Native American Heritage Commission; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 7; Integrated Waste Management Board; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4; Department of Parks and Recreation

Date Received 03/29/2004 **Start of Review** 03/29/2004 **End of Review** 04/27/2004

Resources Agen.

Resources Agency
Nadell Gayou

Dept. of Boating & Waterways
Suzi Belzler

California Coastal Commission
Elizabeth A. Fuchs

Colorado River Board
Gerald R. Zimmerman

Dept. of Conservation
Roseanne Taylor

California Energy Commission
Environmental Office

Dept. of Forestry & Fire Protection
Allen Robertson

Office of Historic Preservation
Hans Kreuzberg

Dept. of Parks & Recreation
Boahh Tilghman

Environmental Stewardship Section

Reclamation Board
Lori Burford

Santa Monica Mountains Conservancy
Paul Edelman

S.F. Bay Conservation & Dev't. Comm.
Steve McAdem

Dept. of Water Resources
Resources Agency
Nadell Gayou

Fish and Game

Dept. of Fish & Game
Scott Flint

Environmental Services Division

Dept. of Fish & Game 1
Donald Koch

Region 1

Dept. of Fish & Game 2
Banky Curtis

Region 2

Dept. of Fish & Game 3
Robert Floerke

Region 3

Dept. of Fish & Game 4
William Lauder milk

Region 4

Dept. of Fish & Game 5
Don Chadwick

Region 5, Habitat Conservation Program

Dept. of Fish & Game 6
Gabrina Gatchel

Region 6, Habitat Conservation Program

Dept. of Fish & Game 6 I/M
Tammy Allen

Region 6, Inyo/Mono, Habitat Conservation Program

Dept. of Fish & Game M
George Isaac

Marine Region

Other Departments

Food & Agriculture
Steve Shaffer

Dept. of Food and Agriculture

Dept. of General Services
Robert Sleppy

Environmental Services Section

Dept. of Health Services
Wayne Hubbard

Dept. of Health/Drinking Water

Independent Commissions/Boards

Delta Protection Commission
Debby Eddy

Office of Emergency Services
John Rowden, Manager

Governor's Office of Planning & Research
State Clearinghouse

Native American Heritage Comm.
Debbie Treadway

Public Utilities Commission
Ken Lewis

State Lands Commission
Jean Sarno

Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Business, Trans. & Housing

Caltrans - Division of Aeronautics
Sandy Hesnard

Caltrans - Planning
Ron Helgeson

California Highway Patrol
John Olejnik

Office of Special Projects
Housing & Community Development
Cathy Creswell

Housing Policy Division

Dept. of Transportation

Dept. of Transportation 1
Mike Eagan

District 1

Dept. of Transportation 2
Don Anderson

District 2

Dept. of Transportation 3
Jeff Pulverman

District 3

Dept. of Transportation 4
Tim Sable

District 4

Dept. of Transportation 5
David Murray

District 5

Dept. of Transportation 6
Maro Bimbaum

District 6

Dept. of Transportation 7
Stephen J. Buswell

District 7

Dept. of Transportation 8
Linda Grimes,
District 8

Dept. of Transportation 9
Gayla Rosander
District 9

Dept. of Transportation 10
Tom Dumas
District 10

Dept. of Transportation 11
Bill Figge
District 11

Dept. of Transportation 12
Bob Joseph
District 12.

Cal EPA

Air Resources Board
Airport Projects
Jim Lerner

Transportation Projects
Kurt Karperos

Industrial Projects
Mike Tollstrup

California Integrated Waste Management Board
Sue O'Leary

State Water Resources Control Board
Jim Hockenberry

Division of Financial Assistance

State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality

State Water Resources Control Board
Steven Herrera
Division of Water Rights

Dept. of Toxic Substances Control
CEQA Tracking Center

Regional Water Control Board (RWQCCB)

RWQCCB 1
Cathleen Hudson
North Coast Region (1)

RWQCCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)

RWQCCB 3
Central Coast Region (3)

RWQCCB 4
Jonathan Bishop
Los Angeles Region (4)

RWQCCB 5R
Central Valley Region (5)

RWQCCB 5F
Central Valley Region (5)
Fresno Branch Office

RWQCCB 5R
Central Valley Region (6)
Redding Branch Office

RWQCCB 6
Lahontan Region (6)

RWQCCB 6V
Lahontan Region (6)
Victorville Branch Office

RWQCCB 7
Colorado River Basin Region (7)

RWQCCB 8
Santa Ana Region (8)

RWQCCB 9
San Diego Region (9)

Other

Last Updated on 01/12/04

D-6



City of Whittier

13230 Penn Street, Whittier, California 90602-1772
(562) 945-8200

RECEIVED
APR 12 2004
PLANNING

April 9, 2004

Attn: Jay Jarrin, Senior Planner
Downey Planning Division
11111 Brookshire Avenue
Downey, CA 90241

SUBJECT: COMPREHENSIVE GENERAL PLAN UPDATE

Dear Mr. Jarrin:

Thank you for mailing a copy of your Notice of Preparation to the City of Whittier on March 29, 2004. This letter confirms that the City of Whittier has no comments at this time.

If you have any questions, please contact me at (562) 464-3380.

Sincerely,

Rafael Guzman,
Senior Planner

Cc: Don Dooley, Planning Manager, Planning
Joe Dyer, Assistant Director, Public Works

H:\Planning\Correspondence(address)\LTR - Downey Comprehensive GP Update - RG - 4 9 04

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
20 SO. SPRING ST.
LOS ANGELES, CA 90012
PHONE: (213) 897-4429
FAX: (213) 897-1337



*Flex your power!
Be energy efficient!*

IGR/CEQA No. 040405AL, NOP
Downey Vision 2025 General Plan Update
Vic. City Wide, LA-105, 19, 05, 605
SCH # 2004031159

April 7, 2004

Mr. Jay Jarrin
City of Downey
11111 Brookshire Avenue
Downey, CA 90241

RECEIVED
APR 12 2004
PLANNING

Dear Mr. Jarrin:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project.

To assist us in our efforts to evaluate the impacts of this project on State transportation facilities, a traffic study in advance of the DEIR should be prepared. We wish to refer the project's traffic consultant to our traffic study guideline Website:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

and we list here some elements of what we generally are expecting in the traffic study:

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to State Route 105, 605, 05, 19.
2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.
3. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.
4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.

5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:

- Description of Transportation Infrastructure Improvements
- **Financial Costs, Funding Sources and Financing**
- Sequence and Scheduling Considerations
- Implementation Responsibilities, Controls, and Monitoring

Any mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.

6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.

The Department as commenting agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. Therefore State Route(s) mentioned in item #1 and its facilities must be analyzed per the Department's Traffic Impact Study Guidelines.

We look forward to reviewing the traffic study. We expect to receive a copy from the State Clearinghouse when the DEIR is completed. However, to expedite the review process, and clarify any misunderstandings, you may send a copy in advance to the undersigned.

If you have any questions, please feel free to contact me at (213) 897-3747 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 040405AL.

Sincerely,



CHERYL J. POWELL
IGR/CEQA Branch Chief

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APR 12 2004
PLANNING

cc: Scott Morgan, State Clearinghouse



Southern California Gas Company
Technical Services Department
1919 S. State College Blvd., Bldg. A
Anaheim CA. 92806

A  Sempra Energy utility™

April 8, 2004

City of Downey Planning Division
11111 Brookshire Avenue
Downey, CA 90241

Attention: Jay Jarrin

Subject: EIR Downey Vision 2025-Comprehensive General Plan Update

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

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

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

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

Sincerely,



Kris Keas
Technical Supervisor
West Region-Anaheim

KK/nh
eir04.doc

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APR 12 2004
PLANNING



Terry Tamminen
Agency Secretary
Cal/EPA



Department of Toxic Substances Control

Edwin F. Lowry, Director
1011 N. Grandview Avenue
Glendale, California 91201



Arnold Schwarzenegger
Governor

April 9, 2004

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APR 14 2004

PLANNING

Mr. Jay Jarrin
Senior Planner
City of Downey
11111 Brookshire Avenue
Downey, California 90241-7016

NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE DOWNEY VISION 2025-COMPREHENSIVE GENERAL PLAN UPDATE

Dear Mr. Jarrin:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) for the project mentioned above.

Based on the review of the document, DTSC comments are as follows:

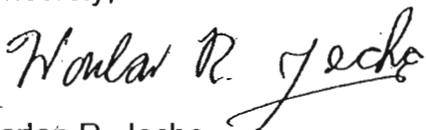
1. The draft EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area.
2. The draft EIR needs to identify any known or potentially contaminated site within the Project area. For all identified sites, the draft EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment.
3. The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
4. The Initial Study of the NOP indicates that the project site is included on a list of hazardous materials sites compiled pursuant to Government code Section 65962.5 and, as a result, would create potentially significant hazard to the public or environment. Therefore, an environmental assessment should be conducted at the project site to evaluate whether the site is contaminated with hazardous substances from the past and current uses.

Mr. Jay Jarrin
April 9, 2004
Page 2

5. All environmental investigation and/or remediation should be conducted under a Workplan which is approved by a regulatory agency who has jurisdiction to oversee hazardous waste cleanups. Proper investigation and remedial actions should be conducted at the site prior to its development.
6. If during construction of the project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exists, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide regulatory oversight.

DTSC provides guidance for Preliminary Endangerment Assessment preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact Mr. Alberto Valmidiano, Project Manager, at (818) 551-2870 or me, at (818) 551-2877.

Sincerely,



Harlan R. Jeche
Unit Chief
Southern California Cleanup Operations Branch – Glendale Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

JAMES F. STAHL
Chief Engineer and General Manager

April 15, 2004

File No: 02-00.04-00
18-00.04-00

RECEIVED
APR 16 2004
PLANNING

Mr. Jay Jarrin, Senior Planner
Planning Division
City of Downey
11111 Brookshire Avenue
Downey, CA 90241

Dear Mr. Jarrin:

Downey Vision 2025 – Comprehensive General Plan Update

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on March 29, 2004. The City of Downey (City) is located within the jurisdictional boundaries of Districts Nos. 2 and 18. We offer the following comments regarding sewerage service:

1. The Districts own, operate, and maintain only the large trunk sewers that form the backbone of the regional wastewater conveyance system. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. As such, the Districts cannot comment on any deficiencies in the sewerage system in the City except to state that presently no deficiencies exist in Districts' facilities that serve the City.
2. Wastewater generated by the City is treated at the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson, which has a design capacity of 385 million gallons per day (mgd) and currently processes an average flow of 321.6 mgd, and the Los Coyotes Water Reclamation Plant (WRP) located in the City of Cerritos, which has a design capacity of 37.5 mgd and currently processes an average flow of 32 mgd.
3. A copy of the Districts' average wastewater generation factors is enclosed to allow you to estimate the volume of wastewater individual projects will generate.
4. The Districts should review individual developments within the City in order to determine whether or not sufficient trunk sewer capacity exists to serve each project.
5. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project, which will mitigate the impact of this

project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into the Air Quality Management Plan, which is prepared by the South Coast Air Quality Management District in order to improve air quality in the South Coast Air Basin as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 699-7411, extension 2717.

Very truly yours,

James F. Stahl



Ruth I. Frazen
Engineering Technician
Planning & Property Management Section

RIF:eg

Enclosure

333202.1

TABLE 1
LOADINGS FOR EACH CLASS OF LAND USE

<u>DESCRIPTION</u>	<u>UNIT OF MEASURE</u>	<u>FLOW (Gallons Per Day)</u>	<u>COD (Pounds Per Day)</u>	<u>SUSPENDED SOLIDS (Pounds Per Day)</u>
RESIDENTIAL				
Single Family Home	Parcel	260	1.22	0.59
Duplex	Parcel	312	1.46	0.70
Triplex	Parcel	468	2.19	1.05
Fourplex	Parcel	624	2.92	1.40
Condominiums	Parcel	195	0.92	0.44
Single Family Home (reduced rate)	Parcel	156	0.73	0.35
Five Units or More	No. of Dwlg. Units	156	0.73	0.35
Mobile Home Parks	No. of Spaces	156	0.73	0.35
COMMERCIAL				
Hotel/Motel/Rooming House	Room	125	0.54	0.28
Store	1000 ft ²	100	0.43	0.23
Supermarket	1000 ft ²	150	2.00	1.00
Shopping Center	1000 ft ²	325	3.00	1.17
Regional Mall	1000 ft ²	150	2.10	0.77
Office Building	1000 ft ²	200	0.86	0.45
Professional Building	1000 ft ²	300	1.29	0.68
Restaurant	1000 ft ²	1,000	16.68	5.00
Indoor Theatre	1000 ft ²	125	0.54	0.28
Car Wash				
Tunnel - No Recycling	1000 ft ²	3,700	15.86	8.33
Tunnel - Recycling	1000 ft ²	2,700	11.74	6.16
Wand	1000 ft ²	700	3.00	1.58
Financial Institution	1000 ft ²	100	0.43	0.23
Service Shop	1000 ft ²	100	0.43	0.23
Animal Kennels	1000 ft ²	100	0.43	0.23
Service Station	1000 ft ²	100	0.43	0.23
Auto Sales/Repair	1000 ft ²	100	0.43	0.23
Wholesale Outlet	1000 ft ²	100	0.43	0.23
Nursery/Greenhouse	1000 ft ²	25	0.11	0.06
Manufacturing	1000 ft ²	200	1.86	0.70
Dry Manufacturing	1000 ft ²	25	0.23	0.09
Lumber Yard	1000 ft ²	25	0.23	0.09
Warehousing	1000 ft ²	25	0.23	0.09
Open Storage	1000 ft ²	25	0.23	0.09
Drive-in Theatre	1000 ft ²	20	0.09	0.05

TABLE 1
(continued)
LOADINGS FOR EACH CLASS OF LAND USE

<u>DESCRIPTION</u>	<u>UNIT OF MEASURE</u>	<u>FLOW (Gallons Per Day)</u>	<u>COD (Pounds Per Day)</u>	<u>SUSPENDED SOLIDS (Pounds Per Day)</u>
COMMERCIAL				
Night Club	1000 ft ²	350	1.50	0.79
Bowling/Skating Club	1000 ft ²	150	1.76	0.55
Auditorium, Amusement Golf Course, Camp, and Park (Structures and Improvements	1000 ft ²	125	0.54	0.27
Recreational Vehicle Park	No. of Spaces	350	1.50	0.79
Convalescent Home	Bed	100	0.43	0.23
Laundry	1000 ft ²	55	0.34	0.14
Mortuary/Cemetery	1000 ft ²	125	0.54	0.28
Health Spa, Gymnasium With Showers	1000 ft ²	3,825	16.40	8.61
Without Showers	1000 ft ²	100	1.33	0.67
Convention Center, Fairground, Racetrack, Sports Stadium/Arena	Average Daily Attendance	10	0.04	0.02
INSTITUTIONAL				
College/University	Student	20	0.09	0.05
Private School	1000 ft ²	200	0.86	0.45
Church	1000 ft ²	50	0.21	0.11



DEPARTMENT OF CONSERVATION
STATE OF CALIFORNIA

DIVISION OF OIL,
GAS, & GEOTHERMAL
RESOURCES

5816 CORPORATE AVE.
SUITE 200
CYPRESS
CALIFORNIA
90630-4731

PHONE
714/816-6847

FAX
714/816-6853

INTERNET
consvr.ca.gov

ARNOLD
SCHWARZENEGGER
GOVERNOR

April 21, 2004

Mr. Jay Jarrin – Senior Planner
City of Downey
11111 Brookshire Avenue
Downey, California 90241

Subject: Notice of Preparation for the Downey Vision 2025 –
Comprehensive General Plan Update Draft Environmental Impact Report,
SCH# 2004031159

Dear Mr. Jarrin:

The Department of Conservation's (Department) Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced project. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California.

The proposed project is located outside the administrative boundaries of a known oil field. However, there are numerous abandoned wells located on or near the project boundaries. These wells are identified on Division Map W-1-5 and in Division records. The Division recommends that all wells within or in close proximity to project boundaries be accurately plotted on future project maps.

Building over or in the proximity of plugged and abandoned wells should be avoided if at all possible. If this is not possible, it may be necessary to plug or re-plug wells to current Division specifications. Also, the State Oil and Gas Supervisor is authorized to order the reabandonment of previously plugged and abandoned wells when construction over or in the proximity of wells could result in a hazard (Section 3208.1 of the Public Resources Code). If reabandonment is necessary, the cost of operations is the responsibility of the owner of the property upon which the structure will be located. Finally, if construction over an abandoned well is unavoidable an adequate gas venting system should be placed over the well.

Furthermore, if any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

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Mr. Jay Jarrin – Senior Planner - City of Downey

April 21, 2004

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To ensure proper review of building projects, the Division has published an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure" that outlines the information a project developer must submit to the Division for review. Developers should contact the Division's Cypress district office for a copy of the site-review packet. The local planning department should verify that final building plans have undergone Division review prior to the start of construction.

Thank you for the opportunity to comment on the Notice of Preparation for the Draft Environmental Impact Report. If you have questions on our comments, or require technical assistance or information, please call me at the Cypress district office: 5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731; phone (714) 816-6847.

Sincerely,



Paul Frost
Associate Oil & Gas Engineer

cc: State Clearinghouse – Office of Planning and Research



MWD

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

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PLANNING

April 21, 2004

Mr. Jay Jarrin
City of Downey Planning Division
11111 Brookshire Avenue
Downey, California 90241

Dear Mr. Jarrin:

Notice of Preparation of a Draft
Environmental Impact Report for the Downey Vision 2025 Comprehensive General Plan Update

The Metropolitan Water District of Southern California (Metropolitan) has reviewed a copy of the Notice of Preparation (NOP) of a Draft Environmental Impact Report (Draft EIR) for the Downey Vision 2025-Comprehensive General Plan Update for the city of Downey (City). The proposed project includes the update of nine of the ten chapters of the existing general plan document adopted in 1992. The chapters to be updated include Land Use, Circulation, Conservation, Safety, Noise, Open Space and Recreation, Design, Economics Development, and Hazardous Waste. The update includes changes to the issues, goals, policies, and programs of the General Plan, as well as changes to the land use diagram of the General Plan. Land use designation changes are proposed for 16 different areas within the City. This letter contains Metropolitan's response to the NOP as a potentially affected agency.

Metropolitan owns and operates facilities within the City. Metropolitan's Lower Feeder extends through the City in a generally northwest-southeast direction within the street rights-of-way for Stewart and Gray Road, Bellflower Boulevard, and Washburn Road. In addition, the South Coast Feeder extends through the southeast portion of the City in a generally north-south direction within the street right-of-way for Woodruff Avenue.

Metropolitan is concerned with potential impacts to the Lower and South Coast feeders that could occur as a result of updates made to the General Plan. Of the 16 areas proposed for land use designation changes, two areas are adjacent to or encompass Metropolitan's facilities. The Lower Feeder passes through Area 9 (Lakewood Boulevard and Stewart and Gray Road) within the street right-of-way for Stewart and Gray Road and the South Coast Feeder is adjacent to Area 14 (Columbus High School), located on the northeast corner of Imperial Highway and Woodruff Avenue, within the street right-of-way for Woodruff Avenue. The land use designation for Area 9 is proposed for change from Office to General Commercial and the land use designation for Area 14 is proposed for change from General Commercial to School.

Metropolitan requests that the lead agency consider our facilities during its project planning and in the impact analysis in the Draft EIR. It is necessary that the lead agency identify and avoid potential impacts to Metropolitan's facilities that may occur as a result of the proposed change in land use designations, change in General Plan policies, or any future development associated with the updated General Plan. Metropolitan requests that the lead agency avoid actions or activities that would place restrictions on our access to facilities and routine and/or emergency operations and maintenance activities. As our pipelines are within street rights-of-way within the project area, it is not likely that the proposed land use designations will directly impact our facilities; however, impacts could occur from future development occurring as a result of the change in land use designation. Development activities that could impact our pipelines include, but are not limited to, roadway improvements or installation/upgrade of utility systems.

Metropolitan must be allowed to maintain its rights-of-way and access to the Lower Feeder, the South Coast Feeder, and any other Metropolitan facilities at all times in order to repair and maintain the current condition of these facilities. In order to avoid potential conflicts with Metropolitan's rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval.

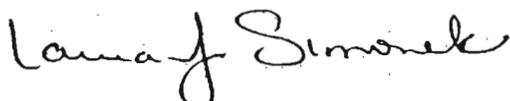
The project applicant may obtain detailed prints of drawings of Metropolitan's pipelines and rights-of-way by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist the project applicant in preparing plans that are compatible with Metropolitan's facilities and easements, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

The Initial Study indicates that there could be potentially significant impacts to groundwater supplies and water supply and that these areas will require further analysis in the Draft EIR. Metropolitan encourages projects within its service area to include water conservation measures. Water conservation, reclaimed water use, and groundwater recharge programs are integral components to regional water supply planning. Metropolitan supports mitigation measures such as using water efficient fixtures, drought-tolerant landscaping, and reclaimed water to offset any increase in water use associated with the proposed project.

Mr. Jay Jarrin
Page 3
April 21, 2004

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future environmental documentation, including a copy of the Draft EIR, on this project and other future development projects. If we can be of further assistance, please contact Mr. Anthony Klecha of the Environmental Planning Team at (213) 217-5528.

Very truly yours,



Laura J. Simonek
Manager, Environmental Planning Team

JAH/rdl
(Public Folders/EPU/Letters/19-APR-04A.doc - Jay Jarrin)
Enclosure: Planning Guidelines

Guidelines for Developments in the
Area of Facilities, Fee Properties, and/or Easements
of The Metropolitan Water District of Southern California

1. Introduction

a. The following general guidelines should be followed for the design of proposed facilities and developments in the area of Metropolitan's facilities, fee properties, and/or easements.

b. We require that 3 copies of your tentative and final record maps, grading, paving, street improvement, landscape, storm drain, and utility plans be submitted for our review and written approval as they pertain to Metropolitan's facilities, fee properties and/or easements, prior to the commencement of any construction work.

2. Plans, Parcel and Tract Maps

The following are Metropolitan's requirements for the identification of its facilities, fee properties, and/or easements on your plans, parcel maps and tract maps:

a. Metropolitan's fee properties and/or easements and its pipelines and other facilities must be fully shown and identified as Metropolitan's on all applicable plans.

b. Metropolitan's fee properties and/or easements must be shown and identified as Metropolitan's with the official recording data on all applicable parcel and tract maps.

c. Metropolitan's fee properties and/or easements and existing survey monuments must be dimensionally tied to the parcel or tract boundaries.

d. Metropolitan's records of surveys must be referenced on the parcel and tract maps.

3. Maintenance of Access Along Metropolitan's Rights-of-Way

a. Proposed cut or fill slopes exceeding 10 percent are normally not allowed within Metropolitan's fee properties or easements. This is required to facilitate the use of construction and maintenance equipment, and provide access to its aboveground and belowground facilities.

b. We require that 16-foot-wide commercial-type driveway approaches be constructed on both sides of all streets crossing Metropolitan's rights-of-way. Openings are required in any median island. Access ramps, if necessary, must be at least 16-foot-wide. Grades of ramps are normally not allowed to exceed 10 percent. If the slope of an access ramp must exceed 10 percent due to the topography, the ramp must be paved. We require a 40-foot-long level area on the driveway approach to access ramps where the ramp meets the street. At Metropolitan's fee properties, we may require fences and gates.

c. The terms of Metropolitan's permanent easement deeds normally preclude the building or maintenance of structures of any nature or kind within its easements, to ensure safety and avoid interference with operation and maintenance of Metropolitan's pipelines or other facilities. Metropolitan must have vehicular access along the easements at all times for inspection, patrolling, and for maintenance of the pipelines and other facilities on a routine basis. We require a 20-foot-wide clear zone around all above-ground facilities for this routine access. This clear zone should slope away from our facility on a grade not to exceed 2 percent. We must also have access along the easements with construction equipment. An example of this is shown on Figure 1.

d. The footings of any proposed buildings adjacent to Metropolitan's fee properties and/or easements must not encroach into the fee property or easement or impose additional loading on Metropolitan's pipelines or other facilities therein. A typical situation is shown on Figure 2. Prints of the detail plans of the footings for any building or structure adjacent to the fee property or easement must be submitted for our review and written approval as they pertain to the pipeline or other facilities therein. Also, roof eaves of buildings adjacent to the easement or fee property must not overhang into the fee property or easement area.

e. Metropolitan's pipelines and other facilities, e.g. structures, manholes, equipment, survey monuments, etc. within its fee properties and/or easements must be protected from damage by the easement holder on Metropolitan's property or the property owner where Metropolitan has an easement, at no expense to Metropolitan. If the facility is a cathodic protection station it shall be located prior to any grading or excavation. The exact location, description and way of protection shall be shown on the related plans for the easement area.

4. Easements on Metropolitan's Property

a. We encourage the use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes, provided that such use does not interfere with Metropolitan's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way.

b. Please contact the Director of Metropolitan's Right of Way and Land Division, telephone (213) 250-6302, concerning easements for landscaping, street, storm drain, sewer, water or other public facilities proposed within Metropolitan's fee properties. A map and legal description of the requested easements must be submitted. Also, written evidence must be submitted that shows the city or county will accept the easement for the specific purposes into its public system. The grant of the easement will be subject to Metropolitan's rights to use its land for water pipelines and related purposes to the same extent as if such grant had not been made. There will be a charge for the easement. Please note that, if entry is required on the property prior to issuance of the easement, an entry permit must be obtained. There will also be a charge for the entry permit.

5. Landscaping

Metropolitan's landscape guidelines for its fee properties and/or easements are as follows:

a. A green belt may be allowed within Metropolitan's fee property or easement.

b. All landscape plans shall show the location and size of Metropolitan's fee property and/or easement and the location and size of Metropolitan's pipeline or other facilities therein.

c. Absolutely no trees will be allowed within 15 feet of the centerline of Metropolitan's existing or future pipelines and facilities.

d. Deep-rooted trees are prohibited within Metropolitan's fee properties and/or easements. Shallow-rooted trees are the only trees allowed. The shallow-rooted trees will not be permitted any closer than 15 feet from the centerline of the pipeline, and such trees shall not be taller than 25 feet with a root spread no greater than 20 feet in diameter at maturity. Shrubs, bushes, vines, and ground cover are permitted, but larger shrubs and bushes should not be planted directly over our pipeline. Turf is acceptable. We require submittal of landscape plans for Metropolitan's prior review and written approval. (See Figure 3).

e. The landscape plans must contain provisions for Metropolitan's vehicular access at all times along its rights-of-way to its pipelines or facilities therein. Gates capable of accepting Metropolitan's locks are required in any fences across its rights-of-way. Also, any walks or drainage facilities across its access route must be constructed to AASHTO H-20 loading standards.

f. Rights to landscape any of Metropolitan's fee properties must be acquired from its Right of Way and Land Division. Appropriate entry permits must be obtained prior to any entry on its property. There will be a charge for any entry permit or easements required.

6. Fencing

Metropolitan requires that perimeter fencing of its fee properties and facilities be constructed of universal chain link, 6 feet in height and topped with 3 strands of barbed wire angled upward and outward at a 45 degree angle or an approved equal for a total fence height of 7 feet. Suitable substitute fencing may be considered by Metropolitan. (Please see Figure 5 for details).

7. Utilities in Metropolitan's Fee Properties and/or Easements or Adjacent to Its Pipeline in Public Streets

Metropolitan's policy for the alinement of utilities permitted within its fee properties and/or easements and street rights-of-way is as follows:

a. Permanent structures, including catch basins, manholes, power poles, telephone riser boxes, etc., shall not be located within its fee properties and/or easements.

b. We request that permanent utility structures within public streets, in which Metropolitan's facilities are constructed under the Metropolitan Water District Act, be placed as far from our pipeline as possible, but not closer than 5 feet from the outside of our pipeline.

c. The installation of utilities over or under Metropolitan's pipeline(s) must be in accordance with the requirements shown on the enclosed prints of Drawings Nos. C-11632 and C-9547. Whenever possible we request a minimum of one foot clearance between Metropolitan's pipe and your facility. Temporary support of Metropolitan's pipe may also be required at undercrossings of its pipe in an open trench. The temporary support plans must be reviewed and approved by Metropolitan.

d. Lateral utility crossings of Metropolitan's pipelines must be as perpendicular to its pipeline alignment as practical. Prior to any excavation our pipeline shall be located manually and any excavation within two feet of our pipeline must be done by hand. This shall be noted on the appropriate drawings.

e. Utilities constructed longitudinally within Metropolitan's rights-of-way must be located outside the theoretical trench prism for uncovering its pipeline and must be located parallel to and as close to its rights-of-way lines as practical.

f. When piping is jacked or installed in jacked casing or tunnel under Metropolitan's pipe, there must be at least two feet of vertical clearance between the bottom of Metropolitan's pipe and the top of the jacked pipe, jacked casing or tunnel. We also require that detail drawings of the shoring for the jacking or tunneling pits be submitted for our review and approval. Provisions must be made to grout any voids around the exterior of the jacked pipe, jacked casing or tunnel. If the piping is installed in a jacked casing or tunnel the annular space between the piping and the jacked casing or tunnel must be filled with grout.

g. Overhead electrical and telephone line requirements:

1) Conductor clearances are to conform to the California State Public Utilities Commission, General Order 95, for Overhead Electrical Line Construction or at a greater clearance if required by Metropolitan. Under no circumstances shall clearance be less than 35 feet.

2) A marker must be attached to the power pole showing the ground clearance and line voltage, to help prevent damage to your facilities during maintenance or other work being done in the area.

3) Line clearance over Metropolitan's fee properties and/or easements shall be shown on the drawing to indicate the lowest point of the line under the most adverse conditions including consideration of sag, wind load, temperature change, and support type. We require that overhead lines be located at least 30 feet laterally away from all above-ground structures on the pipelines.

4) When underground electrical conduits, 120 volts or greater, are installed within Metropolitan's fee property and/or easement, the conduits must be incased in a minimum of three inches of red concrete. Where possible, above ground warning signs must also be placed at the right-of-way lines where the conduits enter and exit the right-of-way.

h. The construction of sewerlines in Metropolitan's fee properties and/or easements must conform to the California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Services and the local City or County Health Code Ordinance as it relates to installation of sewers in the vicinity of pressure waterlines. The construction of sewerlines should also conform to these standards in street rights-of-way.

i. Cross sections shall be provided for all pipeline crossings showing Metropolitan's fee property and/or easement limits and the location of our pipeline(s). The exact locations of the crossing pipelines and their elevations shall be marked on as-built drawings for our information.

j. Potholing of Metropolitan's pipeline is required if the vertical clearance between a utility and Metropolitan's pipeline is indicated on the plan to be one foot or less. If the indicated clearance is between one and two feet, potholing is suggested. Metropolitan will provide a representative to assist others in locating and identifying its pipeline. Two-working days notice is requested.

k. Adequate shoring and bracing is required for the full depth of the trench when the excavation encroaches within the zone shown on Figure 4.

l. The location of utilities within Metropolitan's fee property and/or easement shall be plainly marked to help prevent damage during maintenance or other work done in the area. Detectable tape over buried utilities should be placed a minimum of 12 inches above the utility and shall conform to the following requirements:

1) Water pipeline: A two-inch blue warning tape shall be imprinted with:

"CAUTION BURIED WATER PIPELINE"

2) Gas, oil, or chemical pipeline: A two-inch yellow warning tape shall be imprinted with:

"CAUTION BURIED _____ PIPELINE"

3) Sewer or storm drain pipeline: A two-inch green warning tape shall be imprinted with:

"CAUTION BURIED _____ PIPELINE"

4) Electric, street lighting, or traffic signals conduit: A two-inch red warning tape shall be imprinted with:

"CAUTION BURIED _____ CONDUIT"

5) Telephone, or television conduit: A two-inch orange warning tape shall be imprinted with:

"CAUTION BURIED _____ CONDUIT"

m. Cathodic Protection requirements:

1) If there is a cathodic protection station for Metropolitan's pipeline in the area of the proposed work, it shall be located prior to any grading or excavation. The exact location, description and manner of protection shall be shown on all applicable plans. Please contact Metropolitan's Corrosion Engineering Section, located at Metropolitan's F. E. Weymouth Softening and Filtration Plant, 700 North Moreno Avenue, La Verne, California 91750, telephone (714) 593-7474, for the locations of Metropolitan's cathodic protection stations.

2) If an induced-current cathodic protection system is to be installed on any pipeline crossing Metropolitan's pipeline, please contact Mr. Wayne E. Risner at (714) 593-7474 or (213) 250-5085. He will review the proposed system and determine if any conflicts will arise with the existing cathodic protection systems installed by Metropolitan.

3) Within Metropolitan's rights-of-way, pipelines and carrier pipes (casings) shall be coated with an approved protective coating to conform to Metropolitan's requirements, and shall be maintained in a neat and orderly condition as directed by Metropolitan. The application and monitoring of cathodic protection on the pipeline and casing shall conform to Title 49 of the Code of Federal Regulations, Part 195.

4) If a steel carrier pipe (casing) is used:

(a) Cathodic protection shall be provided by use of a sacrificial magnesium anode (a sketch showing the cathodic protection details can be provided for the designers information).

(b) The steel carrier pipe shall be protected with a coal tar enamel coating inside and out in accordance with AWWA C203 specification.

n. All trenches shall be excavated to comply with the CAL/OSHA Construction Safety Orders, Article 6, beginning with Sections 1539 through 1547. Trench backfill shall be placed in 8-inch lifts and shall be compacted to 95 percent relative compaction (ASTM D698) across roadways and through protective dikes. Trench backfill elsewhere will be compacted to 90 percent relative compaction (ASTM D698).

o. Control cables connected with the operation of Metropolitan's system are buried within streets, its fee properties and/or easements. The locations and elevations of these cables shall be shown on the drawings. The drawings shall note that prior to any excavation in the area, the control cables shall be located and measures shall be taken by the contractor to protect the cables in place.

p. Metropolitan is a member of Underground Service Alert (USA). The contractor (excavator) shall contact USA at 1-800-422-4133 (Southern California) at least 48 hours prior to starting any excavation work. The contractor will be liable for any damage to Metropolitan's facilities as a result of the construction.

8. Paramount Right

Facilities constructed within Metropolitan's fee properties and/or easements shall be subject to the paramount right of Metropolitan to use its fee properties and/or easements for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from the fee properties and/or easements, such removal and replacement shall be at the expense of the owner of the facility.

9. Modification of Metropolitan's Facilities

When a manhole or other of Metropolitan's facilities must be modified to accommodate your construction or reconstruction, Metropolitan will modify the facilities with its forces. This should be noted on the construction plans. The estimated cost to perform this modification will be given to you and we will require a deposit for this amount before the work is performed. Once the deposit is received, we will schedule the work. Our forces will coordinate the work with your contractor. Our final billing will be based on actual cost incurred, and will include materials, construction, engineering plan review, inspection, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount.

10. Drainage

a. Residential or commercial development typically increases and concentrates the peak storm water runoff as well as the total yearly storm runoff from an area, thereby increasing the requirements for storm drain facilities downstream of the development. Also, throughout the year water from landscape irrigation, car washing, and other outdoor domestic water uses flows into the storm drainage system resulting in weed abatement, insect infestation, obstructed access and other problems. Therefore, it is Metropolitan's usual practice not to approve plans that show discharge of drainage from developments onto its fee properties and/or easements.

b. If water must be carried across or discharged onto Metropolitan's fee properties and/or easements, Metropolitan will insist that plans for development provide that it be carried by closed conduit or lined open channel approved in writing by Metropolitan. Also the drainage facilities must be maintained by others, e.g., city, county, homeowners association, etc. If the development proposes changes to existing drainage features, then the developer shall make provisions to provide for replacement and these changes must be approved by Metropolitan in writing.

11. Construction Coordination

During construction, Metropolitan's field representative will make periodic inspections. We request that a stipulation be added to the plans or specifications for notification of Mr. _____ of Metropolitan's Operations Services Branch, telephone (213) 250-_____, at least two working days prior to any work in the vicinity of our facilities.

12. Pipeline Loading Restrictions

a. Metropolitan's pipelines and conduits vary in structural strength, and some are not adequate for AASHTO H-20 loading. Therefore, specific loads over the specific sections of pipe or conduit must be reviewed and approved by Metropolitan. However, Metropolitan's pipelines are typically adequate for AASHTO H-20 loading provided that the cover over the pipeline is not less than four feet or the cover is not substantially increased. If the temporary cover over the pipeline during construction is between three and four feet, equipment must be restricted to that which

imposes loads no greater than AASHTO H-10. If the cover is between two and three feet, equipment must be restricted to that of a Caterpillar D-4 tract-type tractor. If the cover is less than two feet, only hand equipment may be used. Also, if the contractor plans to use any equipment over Metropolitan's pipeline which will impose loads greater than AASHTO H-20, it will be necessary to submit the specifications of such equipment for our review and approval at least one week prior to its use. More restrictive requirements may apply to the loading guideline over the San Diego Pipelines 1 and 2, portions of the Orange County Feeder, and the Colorado River Aqueduct. Please contact us for loading restrictions on all of Metropolitan's pipelines and conduits.

b. The existing cover over the pipeline shall be maintained unless Metropolitan determines that proposed changes do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance.

13. Blasting

a. At least 20 days prior to the start of any drilling for rock excavation blasting, or any blasting, in the vicinity of Metropolitan's facilities, a two-part preliminary conceptual plan shall be submitted to Metropolitan as follows:

b. Part 1 of the conceptual plan shall include a complete summary of proposed transportation, handling, storage, and use of explosions.

c. Part 2 shall include the proposed general concept for blasting, including controlled blasting techniques and controls of noise, fly rock, airblast, and ground vibration.

14. CEQA Requirements

a. When Environmental Documents Have Not Been Prepared

1) Regulations implementing the California Environmental Quality Act (CEQA) require that Metropolitan have an opportunity to consult with the agency or consultants preparing any environmental documentation. We are required to review and consider the environmental effects of the project as shown in the Negative Declaration or Environmental Impact Report (EIR) prepared for your project before committing Metropolitan to approve your request.

2) In order to ensure compliance with the regulations implementing CEQA where Metropolitan is not the Lead Agency, the following minimum procedures to ensure compliance with the Act have been established:

a) Metropolitan shall be timely advised of any determination that a Categorical Exemption applies to the project. The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

b) Metropolitan is to be consulted during the preparation of the Negative Declaration or EIR.

c) Metropolitan is to review and submit any necessary comments on the Negative Declaration or draft EIR.

d) Metropolitan is to be indemnified for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

b. When Environmental Documents Have Been Prepared

If environmental documents have been prepared for your project, please furnish us a copy for our review and files in a timely manner so that we may have sufficient time to review and comment. The following steps must also be accomplished:

1) The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

2) You must agree to indemnify Metropolitan, its officers, engineers, and agents for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

15. Metropolitan's Plan-Review Cost

a. An engineering review of your proposed facilities and developments and the preparation of a letter response

giving Metropolitan's comments, requirements and/or approval that will require 8 man-hours or less of effort is typically performed at no cost to the developer, unless a facility must be modified where Metropolitan has superior rights. If an engineering review and letter response requires more than 8 man-hours of effort by Metropolitan to determine if the proposed facility or development is compatible with its facilities, or if modifications to Metropolitan's manhole(s) or other facilities will be required, then all of Metropolitan's costs associated with the project must be paid by the developer, unless the developer has superior rights.

b. A deposit of funds will be required from the developer before Metropolitan can begin its detailed engineering plan review that will exceed 8 hours. The amount of the required deposit will be determined after a cursory review of the plans for the proposed development.

c. Metropolitan's final billing will be based on actual cost incurred, and will include engineering plan review, inspection, materials, construction, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount. Additional deposits may be required if the cost of Metropolitan's review exceeds the amount of the initial deposit.

16. Caution

We advise you that Metropolitan's plan reviews and responses are based upon information available to Metropolitan which was prepared by or on behalf of Metropolitan for general record purposes only. Such information may not be sufficiently detailed or accurate for your purposes. No warranty of any kind, either express or implied, is attached to the information therein conveyed as to its accuracy, and no inference should be drawn from Metropolitan's failure to comment on any aspect of your project. You are therefore cautioned to make such surveys and other field investigations as you may deem prudent to assure yourself that any plans for your project are correct.

17. Additional Information

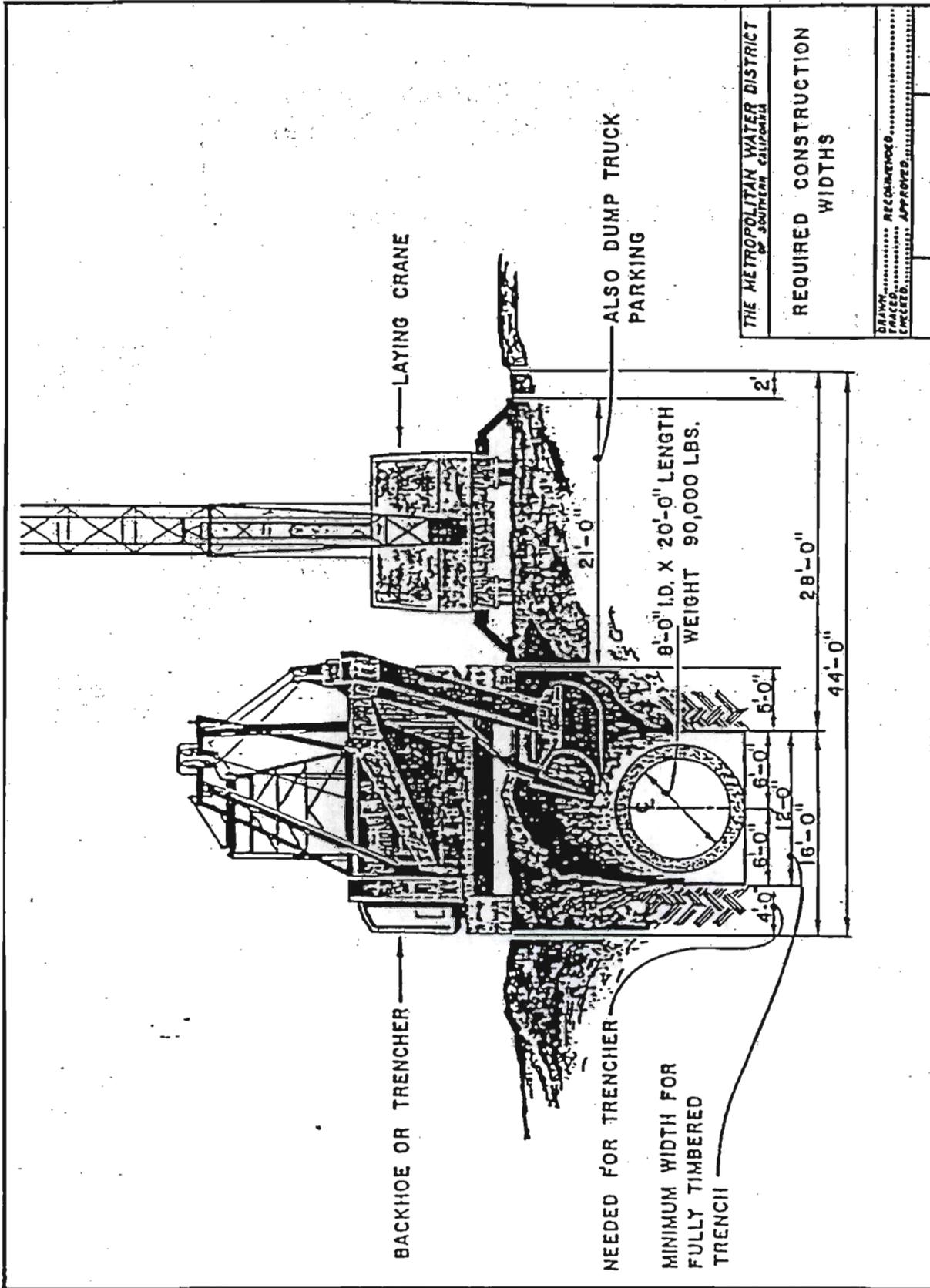
Should you require additional information, please contact:

Civil Engineering Substructures Section
Metropolitan Water District
of Southern California
P.O. Box 54153
Los Angeles, California 90054-0153
(213) 217-6000

JEH/MRW/lk

Rev. January 22, 1989

Encl.



THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

REQUIRED CONSTRUCTION
WIDTHS

DRAWN..... RECHECKED.....
FRACED..... APPROVED.....

FIGURE 1

FORM NO. 10-67 9 1008 11-67 P.O. 97-0274

NO PERMANENT STRUCTURES PERMITTED
M.W.D. PERMANENT RIGHT OF WAY

NO ROOF OVERHANG PERMITTED

FOOTING MUST NOT
ENCROACH INTO
RIGHT OF WAY

BUILDING
ADJACENT
TO RIGHT
OF WAY

FINISHED
SURFACE

VARIABLES

VAR.

REQUIRED
DEPTH OF
FOOTING



M.W.D. PIPELINE

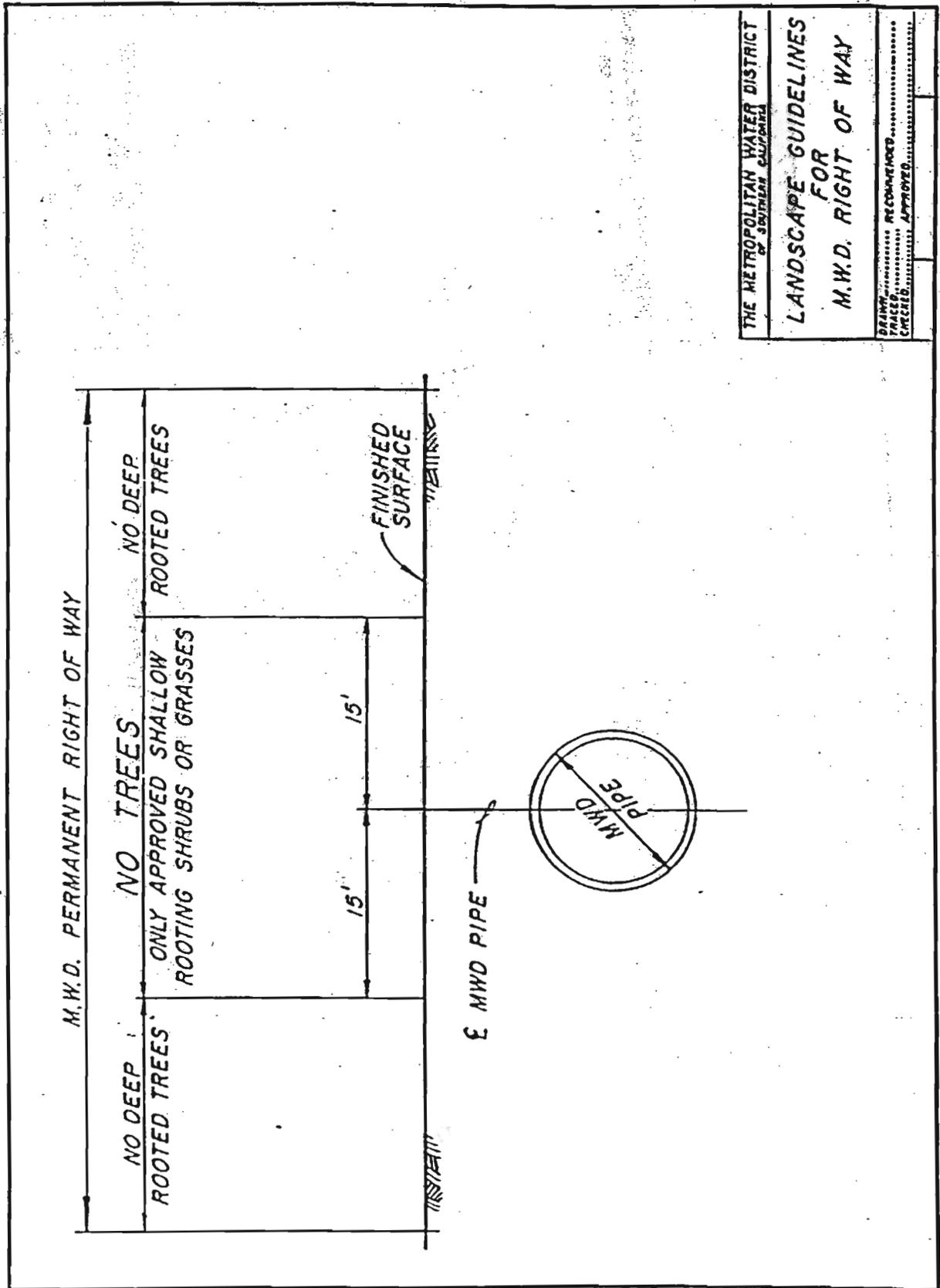
NOTE: M.W.D. PIPELINE SIZE, DEPTH, LOCATION
AND WIDTH OF PERMANENT RIGHT OF
WAY VARIES.

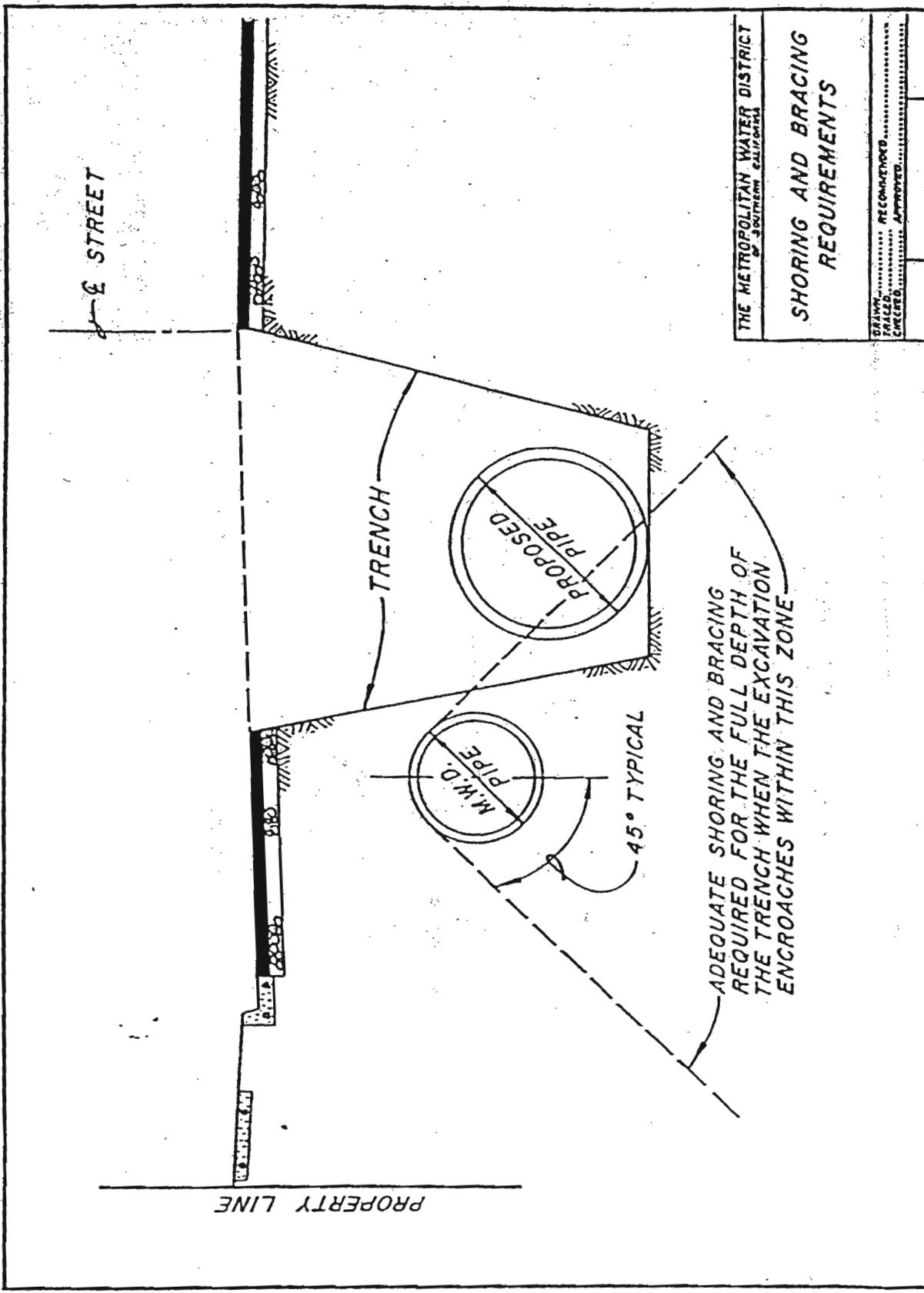
THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

REQUIREMENTS FOR
BUILDINGS AND FOOTINGS
ADJACENT TO M.W.D.
RIGHT OF WAY

DESIGN	RECOMMENDED
TRACE	
CHECK	APPROVED

FIGURE 2



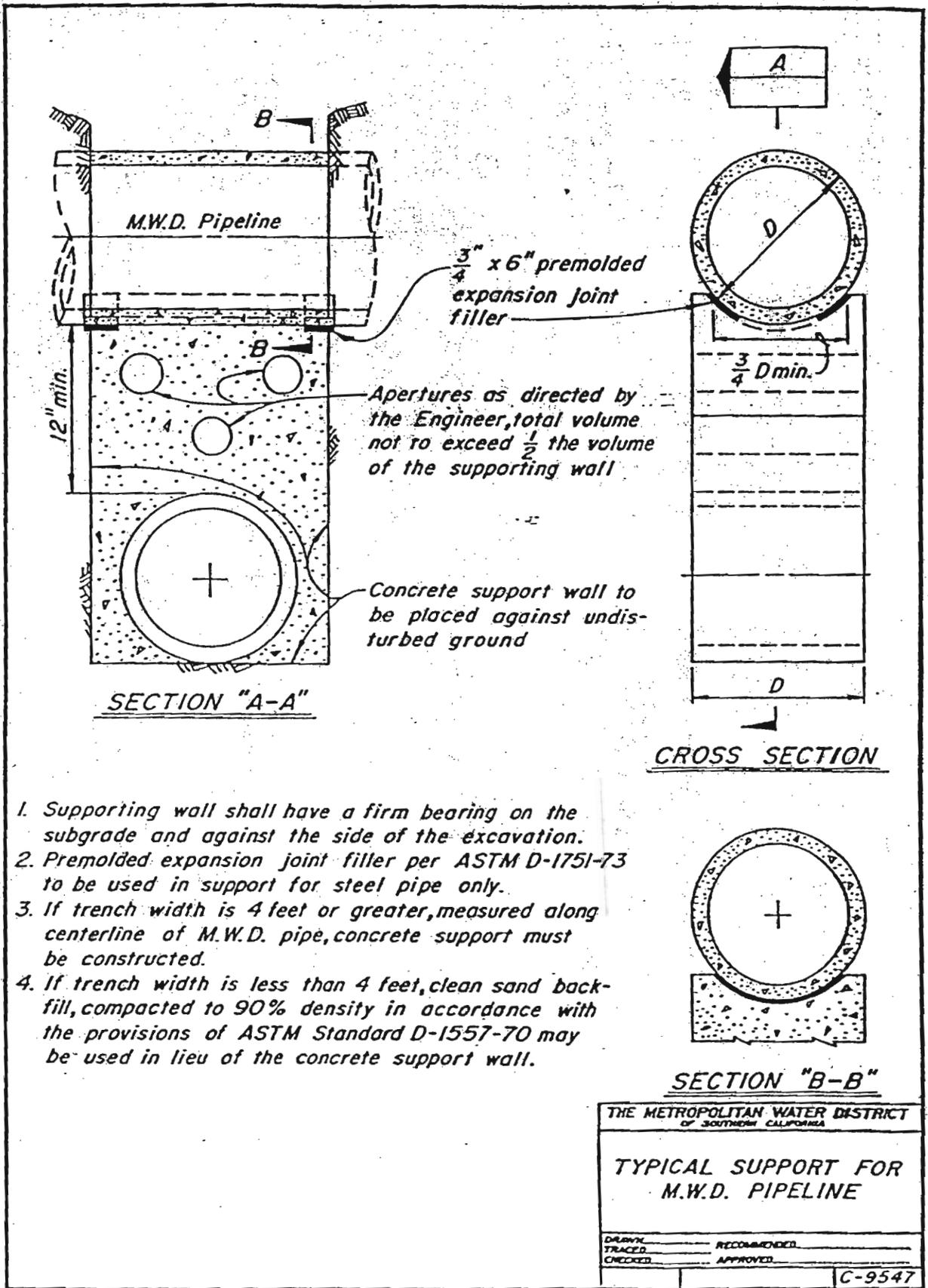


THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

**SHORING AND BRACING
REQUIREMENTS**

DRAWN..... RECOMMENDED.....
CHECKED..... APPROVED.....

FIGURE 4



SECTION "A-A"

CROSS SECTION

SECTION "B-B"

1. Supporting wall shall have a firm bearing on the subgrade and against the side of the excavation.
2. Premolded expansion joint filler per ASTM D-1751-73 to be used in support for steel pipe only.
3. If trench width is 4 feet or greater, measured along centerline of M.W.D. pipe, concrete support must be constructed.
4. If trench width is less than 4 feet, clean sand backfill, compacted to 90% density in accordance with the provisions of ASTM Standard D-1557-70 may be used in lieu of the concrete support wall.

THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

**TYPICAL SUPPORT FOR
M.W.D. PIPELINE**

DRAWN	RECOMMENDED
TRACED	APPROVED
CHECKED	

C-9547



**COUNTY OF LOS ANGELES
DEPARTMENT OF HEALTH SERVICES
Public Health**

THOMAS L. GARTHWAITE, M.D.
Director of Health Services and Chief Medical Officer

JONATHAN E. FIELDING, M.D., M.P.H.
Director of Public Health and Health Officer

Environmental Health
ARTURO AGUIRRE, R.E.H.S., M.A.
Director of Environmental Health

Bureau of Environmental Protection
Solid Waste Management Program/L.A. County LEA
5050 Commerce Drive Baldwin Park, California 91706-1423
TEL (626) 430-5540 - FAX (626) 813-3022
www.lapublichealth.org/ch

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APR 30 2004
PLANNING**



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Fourth District

Michael D. Antonovich
Fifth District

April 22, 2004

Jay Jarrin, Senior Planner
Downey Planning Division
11111 Brookshire Avenue
Downey, CA 90241

Dear Mr. Jarrin:

**SUBJECT: NOTICE OF PREPARATION FOR DOWNEY VISION 2025-
COMPREHENSIVE GENERAL PLAN UPDATE**

Staff from the Los Angeles County Health Department's, Solid Waste Management Program/Local Enforcement Agency (LEA) have reviewed the above-mentioned document and have the following comments that the proposed Environmental Impact Report (EIR) the project should address:

- Will adequate solid waste collection services be available to the to the city through the period discussed in this notice of preparation?
- How will the projected increase in dwelling units, population, and employment affect solid waste collection? How will the increase in solid waste collection vehicles and/or vehicle trips affect traffic and transportation in the city?
- Will the Downey Area Recycling and Transfer Facility be able to accommodate an increase in waste from the City of Downey? Do the landfills in Orange County have the capacity and site life to continue to handle Downey's waste as Los Angeles County Landfills reach capacity?

If you have any questions you can call me at (626) 430-5569.

Sincerely,

Chris Mastro, EHS IV
Solid Waste Management Program

**COUNTY OF LOS ANGELES****DEPARTMENT OF PUBLIC WORKS***"To Enrich Lives Through Effective and Caring Service"*

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org

JAMES A. NOYES, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

May 4, 2004

RECEIVED**MAY 10 2004****PLANNING**

IN REPLY PLEASE
REFER TO FILE: WM-4

Mr. Jay Jarrin
Senior Planner
City of Downey
Planning Division
11111 Brookshire Avenue
Downey, CA 90241

Dear Mr. Jarrin:

**RESPONSE TO NOTICE OF PREPARATION
DOWNEY VISION 2025-COMPREHENSIVE
GENERAL PLAN UPDATE
CITY OF DOWNEY**

Thank you for the opportunity to provide comments on the subject document. The proposed project consists of the adoption and implementation of comprehensive updates for the City of Downey's General Plan. The General Plan guides the City to the Year 2025 by establishing goals and policies that address land use, economic development, transportation, and infrastructure, housing, public safety, noise, open space and conservation, and other related issues. The project site encompasses the entire City of Downey. We have reviewed the submittal and offer the following comments.

Environmental Programs

As projected in the Los Angeles County Countywide Siting Element, which was approved in late 1997 by a majority of the cities in the County of Los Angeles with a majority of the population and by the County Board of Supervisors in January 1998, a shortfall in permitted daily landfill capacity may be experienced in the County within the next few years. The construction and demolition activities associated with the proposed project and the postdevelopment operation over the life of the proposed project will increase the generation of solid waste and may negatively impact the solid waste management infrastructure in the County. Therefore, the proposed environmental document should identify what measures the City of Los Angeles plans to implement to mitigate the impact of the residual solid waste generated by this project considering the

Mr. Jay Jarrin
May 4, 2004
Page 2

City's stated interest to close all landfills within the City's boundaries by 2006. Otherwise, the cumulative impact of solid waste generation from individual projects will negatively impact the solid waste management infrastructure in the County. Mitigation measures may include, but are not limited to, implementation of waste reduction and recycling programs to divert the solid waste, including construction and demolition waste and excavated material, from the landfills.

The existing hazardous waste management infrastructure in this County is inadequate to handle the hazardous waste currently being generated. The proposed project may generate hazardous waste and/or household hazardous waste, which could adversely impact existing hazardous waste management infrastructure. This issue should be addressed and mitigation measures provided. If any excavated soil is contaminated by or classified as hazardous waste by an appropriate agency, the soil must be appropriately managed and disposed.

The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each development project to provide an adequate storage area for collection and removal of recyclable materials. The environmental document should include/discuss standards to provide adequate recyclable storage areas for collection/storage of recyclable and green waste materials for this project.

If you have any questions, please contact Mr. Patrick Holland at (626) 458-3563.

Land Development

Hydrology and Standard Urban Storm Water Mitigation Plan (SUSMP) Review

The Draft Environmental Impact Report should include a drainage concept/SUSMP report to assess and mitigate drainage and SUSMP impacts. The analysis should address increases in runoff, any change in drainage patterns, treatment method proposed for SUSMP regulations, and the capacity of storm drain facilities.

The Notice of Permit/Draft Environmental Impact Report shall require a sewer area study be submitted to determine if the existing sewerage system within the City of Downey servicing all project areas with changed land uses, increased development densities, and other areas with increased sewer flows have adequate capacity to accept all tributary area sewer discharges. This tributary area shall include, but not limited to, the proposed flows from the redevelopment areas and tributary flows from adjacent city areas and, if applicable, all other tributary areas beyond the City's boundaries. The sewer area study shall be approved by the City and/or agencies having jurisdiction of

Mr. Jay Jarrin
May 4, 2004
Page 3

the tributary area. If the system is found to have insufficient capacity, upgrade of the existing sewerage system is required to the satisfaction of all affected agencies. In addition, the sewer deficiencies shall be addressed in the final environmental documents.

As stated in the report, the project would potentially significant impact the water supply which may require or result in the construction of new water or waste water facilities.

If you have any questions, please contact Mr. Timothy Chen at (626) 458-4921.

Transportation Planning

The proposed project will not have any significant impacts on County of Los Angeles Highways.

If you have any questions, please contact Mr. Hubert Seto at (626) 458-4349.

Traffic and Lighting

We do not have any specific comments at this time. We would like the opportunity to review the related environmental documents and traffic studies on a project-by-project basis for any potential traffic impacts to County roadways and intersections in the unincorporated areas. The County's methodology shall be used when evaluating the County and/or County/city intersections. The cumulative impacts generated by the project and nearby developments and the level of service analysis for the affected intersections shall be addressed. If traffic signals or other mitigation measures are warranted at the affected intersections, the developer shall determine its proportionate share of traffic signal or other mitigation costs and submit this information to Public Works for review and approval.

If you have any questions, please contact Ms. Michelle Melonakis of our Traffic Studies Section at (626) 300-4769.

Watershed Management

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increase in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site.

Mr. Jay Jarrin
May 4, 2004
Page 4

Los Angeles River/Harbor Watershed

Ensure post-construction erosion controls and stormwater pollution prevention methods or practices are addressed.

We encourage using native and/or drought tolerant landscaping as part of the General Plan update.

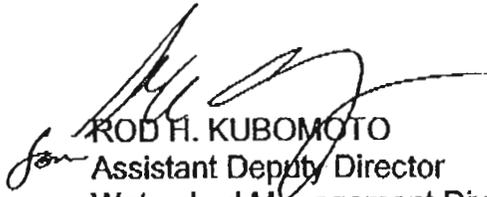
The Environmental Impact Report should address how hazardous waste and associated contamination will be mitigated.

If you have any questions, please contact Mr. Ofori Amoah at (626) 458-4352.

If you have any questions regarding the above comments or the environmental review process of Public Works, please contact Ms. Massie Munroe at (626) 458-4359.

Very truly yours,

JAMES A. NOYES
Director of Public Works


ROD H. KUBOMOTO
Assistant Deputy Director
Watershed Management Division

MM:ro
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California Integrated Waste Management Board

Linda Moulton-Patterson, Chair

1001 I Street • Sacramento, California 95814 • (916) 341-6000
Mailing Address: P. O. Box 4025, Sacramento, CA 95812-4025
www.ciwmb.ca.gov



Arnold Schwarzenegger
Governor


erry Tamminen
Secretary for
Environmental
Protection

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MAY 10 2004
PLANNING

May 6, 2004

Mr. Jay Jarrin, Senior Planner
City of Downey
11111 Brookshire Avenue
Downey, CA 90241-7016

Subject: SCH No. 2004031159 – Notice of Preparation of a Draft Environmental Impact Report for Downey Vision 2025 – Comprehensive General Plan Update for the City of Downey, Los Angeles County

Dear Mr. Jarrin:

Board staff of the California Integrated Waste Management Board (CIWMB or Board) just received in the mail, a copy of the above referenced environmental document. Board staff has reviewed the document and has no comments at this time.

Under the Utilities and Service Systems Section 16.f. (landfills) it is indicated Potentially Significant Impact – EIR Analysis required. The Board is involved in the Permitting, Regulating and Inspection of landfills and because of this, we will be interested in reviewing your Draft Environment Impact Report to access the impact on local and regional landfills. If you are not aware, Puente Hills Landfill should close in 2013 and begin final closure soon thereafter.

If you have, any questions or I can be of further assistance please to do hesitate to contact me at 916.341.6728 or e-mail at rseamans@ciwmb.ca.gov.

Sincerely,

Raymond M. Seamans
Permitting and Inspection Branch, Region 4
Environmental Review
Permitting and Enforcement Division
California Integrated Waste Management Board

California Environmental Protection Agency

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The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Web site at <http://www.ciwmb.ca.gov/>

cc: William Marciniak
Permitting and Inspection Branch, Region 4
Permitting and Enforcement Division
California Integrated Waste Management Board

Suzanne Hambleton, Supervisor
Permitting and Inspection Branch, Region 4
Permitting and Enforcement Division
California Integrated Waste Management Board

31149	31149	31149	31149
3390	3390	3390	3390
3405	3405	3405	3405

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May 3, 2004

Mr. Jay Jarrin
Senior Planner
Planning Division
City of Downey
11111 Brookshire Avenue
Downey, CA 90241

RE: **Comments on the Notice of Preparation for a Draft Environmental Impact Report for the City of Downey: Downey Vision 2025-Comprehensive General Plan Update - SCAG No. 1 20040251**

Dear Mr. Jarrin:

Thank you for submitting the **Notice of Preparation for a Draft Environmental Impact Report for the City of Downey: Downey Vision 2025-Comprehensive General Plan Update** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the aforementioned **Notice of Preparation** and have determined that the **proposed Project is regionally significant per California Environmental Quality Act (CEQA) Guidelines (Section 15206)**. The proposed Project considers a local general plan, element, or amendment for which an environmental impact report is being prepared. CEQA requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and **regional plans (Section 15125 [d])**. If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Policies of SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan, which may be applicable to your project, are outlined in the attachment. **We expect the Draft EIR to specifically cite the appropriate SCAG policies and address the manner in which the Project is consistent with applicable core policies or supportive of applicable ancillary policies. Please use our policy numbers to refer to them in your Draft EIR. Also, we would encourage you to use a side-by-side comparison of SCAG policies with a discussion of the consistency or support of the policy with the Proposed Project.**

Please provide a minimum of 45 days for SCAG to review the Draft EIR when this document is available. If you have any questions regarding the attached comments, please contact me at (213) 236-1867. Thank you.

Sincerely,


JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review



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Riverside County: Marlon Ashley, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula
San Bernardino County: Paul Biene, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burghon, Town of Apple Valley • Lawrence Dale, Barstow • Ine Ann Garcia, Grand Terrace • Susan Ingentile, San Bernardino • Gary Ovitl, Ontario • Deborah Robertson, Rialto
Ventura County: Judy Mikels, Ventura County • Cleo Bezerra, Simi Valley • Carl Mofelhouse, San Bernardino • Toni Young, Port Huenehue
County Transportation Authority: [Name obscured], Orange County
Riverside County Transportation Commission: Robin Lowe, Hemet
Ventura County Transportation Commission: Bill Davis, Simi Valley

May 3, 2004
 Mr. Jay Jarrin
 Page 2

**COMMENTS ON THE PROPOSAL TO DEVELOP A
 DRAFT ENVIRONMENTAL IMPACT REPORT
 FOR THE
 CITY OF DOWNEY
 DOWNEY VISION 2025
 COMPREHENSIVE GENERAL PLAN UPDATE
 SCAG NO. I 20040251**

PROJECT DESCRIPTION

The proposed Project considers a comprehensive update of the City of Downey General Plan.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the City of Downey Comprehensive General Plan Update.

3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.

Regional Growth Forecasts

The Draft EIR should reflect the most current SCAG forecasts which are the 2001 RTP (April 2001) Population, Household and Employment forecasts for the Gateway Cities Council of Governments (GWCCOG) subregion and the City of Downey. These forecast follows:

GWCCOG SUBREGION	2000	2005	2010	2015	2020	2025
POPULATION	2,021,497	2,105,832	2,147,761	2,188,992	2,244,951	2,302,727
HOUSEHOLD	575,571	583,857	597,995	612,065	626,177	641,185
EMPLOYMENT	815,223	860,715	907,739	935,552	960,967	987,992

CITY OF DOWNEY	2000	2005	2010	2015	2020	2025
POPULATION	100,850	104,824	104,837	104,850	104,866	104,884
HOUSEHOLD	33,393	33,649	33,688	33,729	33,769	33,811
EMPLOYMENT	49,934	52,635	55,430	57,083	58,596	60,201

May 3, 2004
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3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

3.05 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.

3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.

3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.12 Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.

3.13 Encourage local jurisdictions' plans that maximize the use of existing urbanized

May 3, 2004
Mr. Jay Jarrin
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areas accessible to transit through infill and redevelopment.

- 3.16 Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*
- 3.18 Encourage planned development in locations least likely to cause environmental impact.*
- 3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*
- 3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- 3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*
- 3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.24 Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*
- 3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social*

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Mr. Jay Jarrin
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services, recreational facilities, law enforcement, and fire protection.

REGIONAL TRANSPORTATION PLAN

The **Regional Transportation Plan (RTP)** also has goals, objectives, policies and actions pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant goals, objectives, policies and actions of the RTP are the following:

Core Regional Transportation Plan Policies

4.01 Transportation investments shall be based on SCAG's adopted Regional Performance Indicators:

Mobility - *Transportation Systems should meet the public need for improved access, and for safe, comfortable, convenient, faster and economical movements of people and goods.*

- *Average Work Trip Travel Time in Minutes – 25 minutes (Auto)*
- *PM Peak Freeway Travel Speed – 45 minutes (Transit)*
- *PM Peak Non-Freeway Travel Speed*
- *Percent of PM Peak Travel in Delay (Fwy)*
- *Percent of PM Peak Travel in Delay (Non-Fwy)*

Accessibility - *Transportation system should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.*

- *Work Opportunities within 45 Minutes door to door travel time (Mode Neutral)*
- *Average transit access time*

Environment - *Transportation system should sustain development and preservation of the existing system and the environment. (All Trips)*

- *CO, ROG, NOx, PM10, PM2.5 – Meet the applicable SIP Emission Budget and the Transportation Conformity requirements*

Reliability – *Transportation system should have reasonable and dependable levels of service by mode. (All Trips)*

- *Transit – 63%*

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Mr. Jay Jarrin
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- *Highway – 76%*

Safety - *Transportation systems should provide minimal accident, death and injury. (All Trips)*

- *Fatalities Per Million Passenger Miles – 0*
- *Injury Accidents – 0*

Equity/Environmental Justice - *The benefits of transportation investments should be equitably distributed among all ethnic, age and income groups. (All trips)*

- *By Income Groups Share of Net Benefits – Equitable Distribution of Benefits among all Income Quintiles*

Cost-Effectiveness - *Maximize return on transportation investment (All Trips). Air Quality, Mobility, Accessibility and Safety*

- *Return on Total Investment – Optimize return on Transportation Investments*

4.02 *Transportation investments shall mitigate environmental impacts to an acceptable level.*

4.04 *Transportation Control Measures shall be a priority.*

4.16 *Maintaining and operating the existing transportation system will be a priority over expanding capacity.*

AIR QUALITY CHAPTER CORE ACTIONS

The **Air Quality Chapter** core actions related to the proposed project includes:

5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.*

5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

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Mr. Jay Jarrin
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OPEN SPACE CHAPTER ANCILLARY GOALS

Outdoor Recreation

- 9.01 *Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.*
- 9.02 *Increase the accessibility to open space lands for outdoor recreation.*
- 9.03 *Promote self-sustaining regional recreation resources and facilities.*

Public Health and Safety

- 9.04 *Maintain open space for adequate protection of lives and properties against natural and man-made hazards.*
- 9.05 *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.*
- 9.06 *Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.*

Resource Production

- 9.07 *Maintain adequate viable resource production lands, particularly lands devoted to commercial agriculture and mining operations.*

Resource Protection

- 9.08 *Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.*

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Mr. Jay Jarrin
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WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

GROWTH VISIONING

The fundamental goal of the Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and **sustain** for future generations the region's **mobility, livability and prosperity**. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve **mobility for all residents**

- Encourage transportation investments and land use decisions that are mutually supportive.
- Locate new housing near existing jobs and new jobs near existing housing.
- Encourage transit-oriented development.
- Promote a variety of travel choices

Principle 2: Foster **livability in all communities**

- Promote infill development and redevelopment to revitalize existing communities.
- Promote developments, which provide a mix of uses.
- Promote "people scaled," walkable communities.
- Support the preservation of stable, single-family neighborhoods.

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Mr. Jay Jarrin
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Principle 3: Enable prosperity for all people

- Provide, in each community, a variety of housing types to meet the housing needs of all income levels.
- Support educational opportunities that promote balanced growth.

- Ensure environmental justice regardless of race, ethnicity or income class.
- Support local and state fiscal policies that encourage balanced growth
- Encourage civic engagement.

Principle 4: Promote sustainability for future generations

- Preserve rural, agricultural, recreational and environmentally sensitive areas.
- Focus development in urban centers and existing cities.
- Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.
- Utilize "green" development techniques.

CONCLUSIONS

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

May 3, 2004
Mr. Jay Jarrin
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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for *reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized *Areawide Waste Treatment Management Planning Agency*.

SCAG is responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001

Appendices

Appendix E

Air Quality Data

Appendices

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AIR QUALITY ANALYSIS
DOWNEY GENERAL PLAN UPDATE
CITY OF DOWNEY, CALIFORNIA

Prepared for:

The Planning Center
Attn: Bob Rusby
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Date:

July 26, 2004

Project No.: P04-067

CLIMATE/METEOROLOGY

REGIONAL CLIMATE

The North Pacific high-pressure cell is the dominant climatic influence over the eastern North Pacific Ocean, particularly during the summer. This semi-permanent high-pressure cell produces a predominantly northwesterly flow of maritime air over the coastal waters of California. During winter, the Pacific High weakens and moves south, resulting in weaker and less persistent northwesterly winds along the California coast than in the warmer half of the year.

As the air mass approaches the coast of California, this large-scale circulation pattern is modified by local influences. The differential heating between the desert and the adjacent Pacific Ocean modifies the prevailing winds, enhancing the winds during the warmer half of the year and weakening them during the colder portion. On a localized and sub-regional basis, the airflow in California is channeled by its mountain ranges and valleys. The coastal mountain ranges limit the flow of maritime air into the interior of California. This transition from a cool and damp marine environment to a dry and warm continental climate therefore occurs over a fairly short distance.

SOUTH COAST AIR BASIN

The South Coast Air Basin (SCAB) is a 6,600 square mile coastal plain bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Basin-wide conditions are characterized by warm summers, mild winters, infrequent rainfall, moderate onshore daytime breezes, and moderate humidities.

All seasons generally exhibit onshore flows during the day and offshore flows at night, after the land cools below the temperature of the ocean. The likelihood of strong offshore flows, including Santa Ana winds, is greater during winter than during summer (California Air Resources Board 1984).

The topography and climate of Southern California combine to produce unhealthful air quality in the South Coast Air Basin. Low temperature inversion, light winds, shallow vertical mixing, and extensive sunlight, in conjunction with topographical features such as adjacent mountain ranges that hinder dispersion of air pollutants, combine to create degraded quality, especially in inland valleys of the basin.

LOCAL METEOROLOGY

Temperatures in Downey average a very comfortable 63 degrees year-round. Summer afternoons are typically in the middle 80s, and winter mornings may drop to the low- to mid-40s. Significant extremes of temperature are rare. Rainfall in Downey averages 14 inches of rain during a normal year. Almost all the rainfall comes from the fringes of mid-latitude storms from late November to early April with summers often completely dry.

Winds in the Downey area blow primarily from southwest to northeast by day and from northeast to the southwest at night in response to the regional pattern of onshore flow by day and offshore flow at night. Average wind speeds are 5 mph, reaching 8 to 10 mph in the afternoon, but dropping to near-calm conditions at night. In the late afternoon, the winds from the southwest are replaced by a marine air "push" from the South Bay around the northern side of the Palos Verdes Peninsula. Strongest onshore flow across Downey in the late afternoon is, therefore, more from west-northwest.

AIR QUALITY

AIR QUALITY STANDARDS

Air quality is determined primarily by the type and amount of contaminants emitted into the atmosphere, the size and topography of the basin, and its meteorological conditions. During several times of the year, the South Coast Air Basin experiences poor atmospheric mixing conditions and light winds which are conducive to the accumulation of air pollutants and thus poor air quality.

Air quality is measured by comparing contaminant levels in ambient air samples to national and state standards. These standards are set by the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) at levels determined to be protective of public health and welfare with an adequate margin of safety. The Federal Clean Air Act of 1970 first authorized national ambient air quality standards. California ambient air quality standards were authorized by the State legislature in 1967. The California Ambient Air Quality Standards (CAAQS) describe adverse conditions; that is, pollution levels must be below these standards before a Basin can attain the standard. National Ambient Air Quality Standards (NAAQS) describe acceptable conditions. Air quality is considered in "attainment" if pollutant levels are below or equal to the standards continuously and exceed them on an average of no more than once each year (NAAQS). California standards are generally more stringent than the national standards.

National AAQS were established in 1971 for six pollution species with states retaining the option to add other pollutants, require more stringent compliance, or to include different exposure periods. The initial attainment deadline of 1977 was extended to 1987 for national AAQS, and has now been further extended in air quality problem areas like Southern California until the year 2010. Because California had established AAQS several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between state and national clean air standards. Those standards currently in effect in California are shown in Table 1.

The Federal Clean Air Act Amendments (CAAA) of 1990 required that the U.S. Environmental Protection Agency review all national AAQS in light of currently known health effects. EPA was charged with modifying existing AAQS or promulgating new ones where appropriate. EPA subsequently developed standards for chronic ozone exposure (8+ hours per day) and for very small diameter particulate matter (called "PM-2.5"). These national AAQS were adopted on July 17, 1997.

**Table 1
Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standards		Federal Standards			
		Concentration	Method	Primary	Secondary	Method	
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	0.12 ppm (235 µg/m ³)	Same as Primary Standard	Ultraviolet Photometry	
	8 Hour	–		0.08 ppm (157 µg/m ³)			
Respirable Particulate Matter (PM ₁₀)	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	20 µg/m ³		50 µg/m ³			
Fine Particulate Matter (PM _{2.5})	24 Hour	No Separate State Standard		65 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	15 µg/m ³			
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m ³)	None	Non-Dispersive Infrared Photometry (NDIR)	
	1 Hour	20 ppm (23 mg/m ³)		35 ppm (40 mg/m ³)			
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		–			
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	–	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m ³)	Same as Primary Standard	Gas Phase Chemiluminescence	
	1 Hour	0.25 ppm (470 µg/m ³)		–			
Lead	30-Day average	1.5 µg/m ³	Atomic Absorption	–	–	–	
	Calendar Quarter	–		1.5 µg/m ³			Same as Primary Standard
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	–	Ultraviolet Fluorescence	0.030 ppm (80 µg/m ³)	–	Spectrophotometry (Pararosaniline Method)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (365 µg/m ³)			
	3 Hour	–		–			0.5 ppm (1,300 µg/m ³)
	1 Hour	0.25 ppm (655 µg/m ³)		–			–
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer—visibility of 10 miles or more (0.07–30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		No			
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography	Federal Standards			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence				
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography				

Planning and enforcement of the new federal standards for PM-2.5 and for ozone (8-hour) were challenged by trucking and manufacturing organizations. In a unanimous decision published at the end of February 2001, the U.S. Supreme Court ruled that EPA did not require specific congressional authorization to adopt national clean air standards. The Court also ruled that health-based standards did not require preparation of a cost-benefit analysis. The Court did find, however, that there was some inconsistency between existing and "new" standards in their respective attainment schedules. These attainment planning schedule inconsistencies centered mainly on the 8-hour ozone standard. In November 2002, EPA agreed to downgrade the attainment designation for a large number of communities to "non-attainment" for the 8-hour ozone standard. Because the South Coast Air Basin is far from attaining the 1-hour federal standard, the recent 8-hour ozone non-attainment designation will not substantially alter the attainment planning process, except that the compliance deadline for the 8-hour ozone standard will likely be extended to 2021.

Evaluation of the most current data on the health effects of inhalation of fine particulate matter prompted the California Air Resources Board to recommend adoption of the statewide PM 2.5 standard that is more stringent than the federal standard. This standard was adopted on June 20, 2002. The State PM 2.5 standard is more of a goal in that it does not have specific attainment planning requirements like a federal clean air standard. The State standard became enforceable in 2003 when it was incorporated into the California Health and Safety Code.

Of the standards shown in Table 1, those for ozone (O₃), carbon monoxide (CO), and particulate matter (PM-10) are exceeded at times in the South Coast Air Basin. They are called "non-attainment pollutants." Because of variations in both regional meteorology and in area-wide differences in levels of air pollution emissions, patterns of non-attainment have strong spatial and temporal differences.

BASELINE AIR QUALITY

Existing levels of ambient air quality and historical trends and projections in the City of Downey are best documented from measurements made by the South Coast Air Quality Management District (SCAQMD). The South Coast AQMD operates various air quality monitoring stations which monitor regional air pollutants such as ozone, carbon monoxide (CO), and nitrogen oxides (NO_x). The air quality monitoring station nearest to Downey is located in Pico Rivera. There are no respirable particulate air pollution (PM-10) monitoring stations near Downey, but the local PM-10 concentrations can be inferred from regional patterns. Table 2 summarizes the last seven years of published data from the Pico Rivera air monitoring station. From this data the following conclusions can be drawn:

- a. Photochemical smog (ozone) levels continue to occasionally exceed standards. The one-hour federal was not exceeded for the first time on record near Downey in 1999. Since then federal one-hour standards have been exceeded an average of once per year.

Table 2

Air Quality Monitoring Summary
(Number of Days Standards Were Exceeded and Maximum Levels
During Such Violations)

Pollutant/Standard	1997	1998	1999	2000	2001	2002	2003
Ozone							
1-Hour > 0.09 ppm	14	24	6	11	7	3	18
1-Hour > 0.12 ppm	4	8	0	2	1	0	1
8- Hour \geq 0.08 ppm	5	8	1	4	2	0	2
Max 1-Hour Conc. (ppm)	0.13	0.18	0.12	0.14	0.13	0.11	0.13
Carbon Monoxide							
1-Hour > 20. ppm	0	0	0	0	0	0	0
8- Hour > 9. ppm	0	0	0	0	0	0	0
Max 1-Hour Conc. (ppm)	10	11	9	11	6	5	-
Max 8-Hour Conc. (ppm)	6.1	6.1	5.4	5.3	4.0	4.0	3.9
Nitrogen Dioxide							
1-Hour > 0.25 ppm	0	0	0	0	0	0	0
Max 1-Hour Conc. (ppm)	0.15	0.14	0.16	0.13	0.14	0.12	0.14
PM-2.5							
24-Hour >65 $\mu\text{g}/\text{m}^3$	-	-	2/111	4/116	3/93	0/118	1/-
Max. 24-Hour Conc.	-	-	85.6	89.5	77.3	61.0	90.3

Note: There are no representative measurements of PM-10 particulate air pollution made near Downey.

- = No data available.

Source: California Air Resources Board, summaries of Air Quality Data, Pico Rivera AQMD air monitoring station.

- b. Levels of primary automotive (unreacted) exhaust such as carbon monoxide very infrequently exceed their clean air standards, but not with the same frequency or intensity as the regional smog levels. Occasional violations of CO standards have noticeably diminished. The one-hour state CO standard and the 8-hour state and/or federal CO standard have not been exceeded near Downey since 1994.

- c. PM-10 levels are not monitored at any SCAQMD monitoring station near Downey. Given, however, the regionally pervasive problem of small diameter respirable particulate matter, violations of PM-10 standards are expected in the project vicinity with routine frequency. Monitoring data for PM-2.5 is available from 1999 onward. An average of 2 percent of PM-2.5 readings have exceeded the federal 24-hour PM-2.5 ambient standard. Such a frequency of violations is somewhat lower than in inland valleys in western Riverside or San Bernardino Counties where the regional PM-2.5 “hot spot” is normally found.

AIR QUALITY PLANNING

AIR QUALITY MANAGEMENT PLANNING

The Federal Clean Air Act (1977 Amendments) required that designated agencies in any area of the nation not meeting national clean air standards must prepare a plan demonstrating the steps needed to bring the area into compliance with all national standards by December 31, 1987. The South Coast Air Basin (SCAB) could not meet the deadline for ozone, nitrogen dioxide, carbon monoxide, or PM-10. In the SCAB, the agencies designated by the governor to develop regional air quality plans are the SCAQMD and the Southern California Association of Governments (SCAG). The two agencies first adopted an Air Quality Management Plan (AQMP) in 1979 and revised it several times subsequently as earlier attainment forecasts were shown to be overly optimistic.

In 1988, because of considerable uncertainty in federal Clean Air Act reauthorization, the California Legislature enacted the California Clean Air Act (CCAA). The CCAA requires that regional emissions be reduced by 5 percent per year until attainment can be demonstrated. In July 1991, the SCAQMD adopted a revised AQMP that was designed to meet the CCAA requirements. The 1991 AQMP deferred the attainment date to 2010, consistent with the 1990 federal Clean Air Act.

The 1990 Federal Clean Air Act Amendments (CAAA) required that all states with air basins with "serious" or worse ozone problems submit a revision to the State Implementation Plan (SIP). The 1991 AQMP was modified/adapted and submitted as the SCAB portion of the SIP. The 1991 SIP submittal estimated that an 85% basin-wide reduction in volatile organic compound (VOC) emissions and a 59% reduction in oxides of nitrogen (NOx) between 1990 to 2010 was needed to meet federal clean air standards. About 40% of these reductions were to come from existing pollution control programs. The rest would come from new rules, technologies or other reduction programs.

In 1996, EPA approved the 1994 submittal of the SCAB portion of the SIP. The plan was finally approved after considerable debate on the contingency measures that should be implemented if progress is not as rapid as anticipated in the 1994 SIP. The CAAA required that an updated plan be submitted by February 8, 1997 that included attainment plans for all pollutants exceeding federal standards. The CCAA requires an update of the state-mandated clean air plan every three years. The last update was completed December 31, 2003.

An updated 1997 AQMP to meet federal requirements was locally adopted. The California Air Resources Board (ARB) forwarded this plan on to EPA for its consideration and recommended approval. The 1997 AQMP was designed to meet both federal (EPA) and state (ARB) air quality planning guidelines. Components of the 1997 plan update included:

- Demonstration of attainment for ozone, CO, and PM-10.
- Updated emissions inventories (1993 base year) of VOC, NOx, CO, SOx and PM-10.
- Emissions budgets for future years of the inventoried compounds.
- An updated pollution control strategy.
- Contingency measures if the plan as presently proposed fails to meet stated timetables.

Additional research and photochemical computer modeling, as well as improved emissions estimates, now suggest that formerly predicted emissions reductions required to meet standards need not be quite as severe as thought earlier. Table 3 summarizes the currently proposed regional attainment planning for ozone (VOC and NOx) and for carbon monoxide (CO). Emissions reductions of around 62 percent for VOC, 56 percent for NOx and 66 percent for CO are anticipated from the currently proposed AQMP update. Within the plan, some measures considered "long-term reductions" require additional technological development whose development schedule is uncertain. There is therefore no clear scientific consensus that the 1997 AQMP update will be able to achieve its mandatory clean air objectives by the end of 2010.

The Draft 1997 AQMP was challenged by several environmental organizations as not being consistent with the 1990 CAAA on rates of progress toward attaining the ozone standard. The Ninth Circuit Court found for these organizations. A 1999 Amendment to the proposed SIP Revisions was developed that accelerates the schedule for a number of new SCAQMD rules and regulations. The 1999 SIP Amendment complies with the court-ordered acceleration of the development of new rules and regulations designed to bring the air basin into compliance. The 1999 SIP Amendment was approved by EPA in 2000 as the currently adopted clean air plan for the basin.

A new clean air plan has been approved locally (SCAQMD/SCAG) and at the state level (ARB). It was forwarded to EPA and has recently become the adopted SIP Revision. The plan continues most emissions reductions programs, but also points out that some emissions have been undercounted and incorrectly reported, and that additional control measures must be implemented if the federal attainment deadlines for clean air standards are to be met. The recent ozone trend toward increased numbers of violations of standards and higher absolute maxima than at the turn of this decade is particularly worrisome. A flattening of the improvement trend was anticipated, but the trend reversal suggests that a backsliding process is in motion. The likely failure to meet further near-term improvement targets may require invoking contingency measures that had been hoped as not necessary.

With the conversion of the federal 1-hour ozone standard to an 8-hour standard, a new attainment timeline will likely be adopted. EPA's proposed attainment scheduled for the South Coast Air Basin is 17 years to 2021. The progress mile-posts would be spread out over a longer period than for the current 2010 attainment deadline for the 1-hour standard.

A General Plan Update, which includes land use designation changes, such as that proposed in the City of Downey, relates to the AQMP through the land use and growth assumptions used to forecast automotive air pollution emissions. The SCAB AQMP is based upon the existing designated land uses contained in the currently adopted General Plan. To the extent that the land use designation changes for the proposed General Plan Update do not deviate substantially from the currently adopted General Plan, they are, by inference also consistent with the AQMP. Such consistency implies that the project will not create any anticipated regional air quality impacts because such impacts have already been incorporated within the framework of the regional air quality planning process. If, however, adoption of the new land use designations allows for a substantially greater intensity of development than currently anticipated, such growth inducement could create air quality planning inconsistency.

Table 3

**South Coast Air Basin Attainment Plan
(Emissions in tons/day)**

	VOC*	NOx*	CO**
Current Inventory^a			
Stationary + Areawide	337	147	236
On-Road Mobile	346	659	3,483
Off-Road Mobile	143	300	891
TOTAL	826	1,106	4,610
2010 Forecast^b			
Stationary + Areawide	531	98	337
On-Road Mobile	163	360	1,913
Off-Road Mobile	144	269	1,643
TOTAL	838	727	3,893
Short-term + Intermediate Reductions	<221>	<120>	<1,468>
Long-term Reductions	<204>	<77>	<0>
2010 Remaining ^c	413	530	2,425

^a2002 Base Year.

^bWith current emissions reduction programs and adopted growth forecasts.

^cLevels at which all federal air quality standards will be met.

*Summer ozone precursors

**Winter CO "hot spot" precursors.

Source: California Air Resources Board, The 2003 California Almanac of Emission & Air Quality, and SCAQMD, Draft Final 1997 AQMP (October 1996).

AIR QUALITY IMPACTS

SIGNIFICANCE CRITERIA

Air quality impacts are considered “significant” if they cause clean air standards to be violated where they are currently met, or if they measurably contribute to an existing violation of standards. Any substantial emissions of air contaminants for which there is no safe exposure, or nuisance emissions such as dust or odors, would also be considered a significant impact.

Appendix G of the California CEQA Guidelines offer the following five tests of air quality impact significance. A project would have a potentially significant impact if it:

- a. Conflicts with or obstructs implementation of the applicable air quality plan.
- b. Violates any air quality standard or contributes substantially to an existing or projected air quality violation.
- c. Results 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 that exceed quantitative thresholds for ozone precursors).
- d. Exposes sensitive receptors to substantial pollutant concentrations.
- e. Creates objectionable odors affecting a substantial number of people.

Many pollutants require further chemical transformation before they reach their most harmful form. Impact quantification on a single- project basis is therefore not feasible. To overcome this difficulty, the SCAQMD has designated significant emissions levels as surrogates for evaluating impact significance independent of any chemical transformation processes. Projects in the SCAB with daily emissions that exceed any of the following emission thresholds are recommended by the SCAQMD to be considered significant:

SCAQMD Emissions Significance Thresholds (lbs/day)

Pollutant	Construction	Operations
ROC	75	55
NO _x	100	55
CO	550	550
PM-10	150	150
SO _x	150	150

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

These threshold levels have been used in analyzing the air quality impact of the implementation of the General Plan Update in the City of Downey.

CONSTRUCTION ACTIVITY IMPACTS

Dust will be created during clearing, grading and building assembly of various projects within the sixteen areas of modified land use designation in the City of Downey. Much of this dust is comprised of large diameter material that rapidly settles back out of the air. A smaller portion of such dust is comprised of 10-micron or less particulate matter (PM-10) which remains suspended in the air semi-indefinitely. Such dust is comprised of chemically inert soil particulates with very little of the material in the ultra-small diameter (2.5 microns or less, called PM-2.5) size range.

The main impact from construction dust is the soiling nuisance from off-site deposition of larger particles, and visibility effects of smaller particles. EPA indicates that the primary impact distance from large diameter construction dust is less than 100 feet. Most dust soiling effects during construction will remain within each construction site. The individual land use re-designation areas in the City of Downey vary in acreage from less than 0.5 acres to 42.1 acres, with at least thirteen of the sixteen sites being less than, or equal to, 15 acres. Typically, large project sites are not under simultaneous disturbance. Because the air basin is non-attainment status, restrictions on grading disturbance areas are often imposed to keep dust emissions under the significance thresholds.

The South Coast AQMD CEQA Handbook suggests a dust emission rate of 26.4 pounds per acre under disturbance on any given day. This factor is based upon dust control in effect in 1993 when the CEQA Handbook was prepared. Compliance with subsequent revisions to SCAQMD Rule 403 (Fugitive Dust) have reduced PM-10 emissions to around 10.2 pounds per acre per day with the required use of best available control methods (BACMs) for fugitive dust. For purposes of analysis, various disturbance "footprints" will produce the following estimated daily PM-10 emissions:

Disturbance Footprint (acres)	Standard Dust Control (pounds per day)	Enhanced Dust Control (BACM) (pounds per day)
2	53.	20.
5	132.	51.
6	158.*	61.
7	185.*	71.
10	264.*	102.
14	370.*	143.
15	396.*	153.*

*Exceeds significance thresholds of 150 pounds per day.

With usage of required BACMs, daily footprint areas of 14 acres or less may be under simultaneous disturbance without exceeding the significance thresholds. PM-10 impacts from implementation are less-than-significant with these restrictions.

Facilities construction will require heavy equipment operations to prepare the ground, excavate for utilities and services, and perform building erection. The average commercial project in California requires 250,000 brake horsepower hours (BHP-HR) of equipment operations. For a 5-or 10-acre per year disturbance area, and 200 days of construction per individual project, the average daily construction equipment emissions, relative to the SCAQMD Handbook daily significance thresholds, are as follows (pounds/day):

Pollutant	Daily Emissions		SCAQMD Threshold	Percent of Threshold	
	5-Acre Project	10-Acre Project		5-Acre Project	10-Acre Project
CO	11.8	23.6	550	2.1	4.2
ROG	3.6	7.2	75	4.8	9.6
NOx	53.6	107.2*	100	53.6	107.2*
SOx	3.8	7.6	150	2.5	5.1
PM-10	1.8	3.6	150	1.2	2.4

*Exceeds significance thresholds, but can be mitigated to less-than-significant.

Source: SCAQMD CEQA Handbook (1993); Table A9-3-A 6,250 BHP-HR/day average equipment utilization.

Daily equipment exhaust emissions are all well below significance threshold levels with the exception of the NOx emissions for a 10-acre parcel. The emissions would exceed significance thresholds by approximately 7 percent. With regular tune-ups for off-road heavy equipment, NOx emissions can be mitigated to up to 10 percent. Therefore, the NOx emissions impacts can be mitigated to less-than-significant. Any parcel greater than 10 acres could experience significant, but temporary, NOx emissions impacts. As with the dust emissions, the non-attainment status of the airshed plus the possible proximity of adjacent residential uses to many individual development projects requires that best available control measures (BACMs) be implemented even if significance thresholds are not exceeded. A menu of BACMs is included in the mitigation discussion.

While daily equipment exhaust can be maintained at less-than-significant if the individual project threshold is maintained at 10 acres or less, continuous construction activity over a three-month period may cause the quarterly NOx threshold to be more readily exceeded seen as follows:

Pollutant	Quarterly Emissions		SCAQMD Threshold	Percent of Threshold	
	5-Acre Project	10-Acre Project		5-Acre Project	10-Acre Project
CO	0.38	0.77	24.75	1.5	3.0
ROG	0.12	0.23	2.5	4.6	9.2
NOx	1.74	3.48	2.5	69.6	139.2*
SOx	0.12	0.25	6.75	1.9	3.7
PM-10	0.06	0.12	6.75	0.9	1.8

*Exceeds significance threshold, can be mitigated by restricting project size or number of days of maximum activity.

If any existing structures to be demolished or renovated were built when hazardous compounds were routinely used as building products, they may have asbestos containing materials (ACMs), lead based paint (LBP), or other harmful building materials within their structures. Any demolition or renovation requires a pre-construction hazards assessment. If such materials are present, particularly asbestos, a number of strictly regulated remediation procedures must be implemented. Such mandatory measures are required to protect both remediation workers and the general public. Remediation impacts are therefore less-than-significant through required compliance with existing SCAQMD hazards control regulations.

Construction activities use diesel-fueled equipment that emits diesel particulate matter (DPM) in its exhaust. DPM is a known carcinogen. Individual cancer risk at any off-site receptor is calculated by assuming that a person sits continuously outside of their home for the next 70 years while breathing exhaust pollutants. The excess cancer risk from construction projects due to DPM is typically less-than-significant because:

1. Construction projects last only a few months out of the 70-year risk "window."
2. Many people are gone during the daytime when equipment is operating, and do not remain outside their home to continuously when they are home.
3. Emissions standards for new construction equipment require soot filters that will make the equipment fleet for future major projects much cleaner than the current fleet.

DPM exposure is of concern in the City of Downey because many residences are located near freeways that have a high percentage of trucks traveling through the City. Residents living near freeways may have double the cancer risk due to DPM than the public at large (a cancer risk of 0.002 near the freeway versus 0.001 for Downey residents at large). Short-term diesel exhaust from construction projects, however, will not substantially exacerbate that risk.

OPERATIONAL EMISSIONS

Minor amounts of "direct" air pollution emissions will be associated with individual projects within the General Plan Update land use change areas. Asphalt paving emissions for parking lots, or landscape utility equipment or pesticides/herbicides used in landscape maintenance are examples of direct emissions. They represent a very minor fraction of the total project burden.

The bulk of project-related impacts would derive from trips generated by any land use intensification within the land use redesignation areas. The proposed General Plan Update has a duration of approximately 20 years, with an anticipated build out by year 2025. As shown in the table below, a total of 16 areas have been proposed for land use designation changes in the General Plan Update. Many of these areas are being proposed for land use re-designation to become consistent with the existing land uses within the area, therefore no change in daily generated traffic trips is anticipated within these areas. In other areas, the change in land use is not expected to substantially alter the generated trips because the updated designation is similar. There are however, four areas which are predicted to increase and to generate substantially different traffic trips as a result of the land use reclassification as follows:

Area	Existing Land Use	Currently Adopted Land Use	Proposed Land Use	Potential Traffic Change?
1	Med Density Residential/Vacant/Utility	Office	Med Density Residential	Yes
2	Commercial	Med Density Residential	Neighborhood Commercial	No
3	Commercial (65%)/ Residential (35%)	Office	Neighborhood Commercial	Yes
4	Commercial	Neighborhood Commercial	General Commercial	No
5	School	Low Density Residential	School	No
6	Commercial Restaurant	Office	Neighborhood Commercial	No
7	Commercial	Neighborhood Commercial	General Commercial	No
8	Residential (75%)/ Commercial (25%)	General Commercial	Med Density Residential	No
9	Commercial (85%)/ Residential (15%)	Office	General Commercial	Yes
10	General Office	Mixed Use	Commercial Manufacturing	No
11	Medical Office (65%)/ Commercial (35%)	Neighborhood Commercial	Commercial Manufacturing	No
12	SFDR/Commercial/Rail Station = "Mixed Use"	Low/Med Residential and General Commercial	Mixed Use	No
13	Residential Apartments	Neighborhood Commercial	General Commercial	Yes
14	School	General Commercial	School	No
15	Low Density Residential	Office	Low Density Residential	No
16	Low Density Residential	Med Density Residential	Low Density Residential	No

The project traffic study estimates a daily trip increase of 6,481 average daily traffic (ADT) by 2025 build-out. The mobile source emissions associated with the increase of trips generated by the land use changes in the General Plan Update were calculated using the California Air Resources Board URBEMIS2002 Computer Model with a build-out year of 2025. Results of this calculation are shown in Table 4. Daily emissions from anticipated growth for every emissions category are below the SCAQMD thresholds with a wide margin of safety. Regional air quality impacts are therefore less-than-significant.

AIR QUALITY PLANNING CONSISTENCY

The basin air quality management plan contains a number of land use measures and goals that are considered air quality positive. These include intensification of land uses near points of multiple transportation system access, mixed land uses to encourage non-vehicular mobility between homes, jobs and goods/services, and economic revitalization of depressed and blighted urban core areas. The General Plan Update meets these objectives by helping to achieve a balance of land uses throughout the City.

The air quality plan also encourages a better jobs/housing balance as a means of reducing vehicle trips (VT) and vehicle miles traveled (VMT). The City of Downey is jobs rich and housing poor. A jobs:housing ratio of 1.62 compared to the basin-wide average of 1.29. A conversion of commercial space to housing opportunities thus is consistent with air quality planning objectives. The General Plan Update is housing oriented, and therefore the plan is consistent with jobs/housing goals of VT/VMT reduction. SCAG's Regional Comprehensive Plan forecasts area growth of almost 13,500 residents and 4,200 jobs within the City of Downey by year 2025. The General Plan Update accommodates a very small part of that forecast growth. There is no planning inconsistency on a city-wide or regional scale.

MICRO-SCALE AIR QUALITY

Increased traffic on City of Downey streets from internal growth and from pass-through traffic will increase congestion at major intersections. The greater congestion will increase the numbers of idling vehicles and associated air pollution. Long vehicle delays could cause localized violations of air quality standards, particularly for carbon monoxide (CO), often called "hot spots." Hot spot potential will be somewhat offset by a continually cleaner vehicle fleet from the retirement of older cars. There are therefore two concurrent CO exposure trends that could result in either worsening or improving air quality.

A micro-scale air quality impact analysis was therefore performed for those intersections where existing levels of service are "E" or "F," or at those intersections where improvements beyond allowable limits would be necessary to achieve LOS=D or better. For the traffic volumes and delay times associated with LOS=D or better intersections, in the City of Downey, CO levels are not sufficiently elevated as to create any "hot spot" potential.

Table 4

**Project-Related Operational Emissions
(pounds per day)**

Year 2020	Emissions (lb/day)				
	ROG	NOx	CO	PM-10	SO ₂
Area Source Emissions	2.9	1.1	2.8	0.01	0.02
Operational Source Emissions (Vehicle)	16.6	18.9	213.7	55.6	0.4
TOTAL	19.5	20.0	216.5	55.6	0.4
SCAQMD Threshold	55	55	550	150	150
Percent of Threshold	35	36	39	37	<1.

Source: URBEMIS2002; Output in Appendix.

A CO screening model based on the Caltrans Air Quality Technical analysis Notes (AQTAN, 1988) use of the CALINE4 model was used to evaluate the localized air quality within 25 feet of fourteen (14) intersections where congestion exceeds performance goals, or where reasonably available mitigation is not feasible under the currently adopted or the proposed general plan. Table 5 shows the maximum local 1-hour CO concentration. The maximum 1-hour CO exposure at the Pico Rivera SCAQMD monitoring station (closest station to Downey) in 2002 was 5.0 ppm. It would require a local contribution of 15.0 ppm to equal the most stringent 1-hour standard of 20 ppm. Even with substantial traffic stagnation and assumed worst-case meteorological conditions (nearly calm winds and a strong low-level temperature inversion), there are no existing "hot spots." The rate of emissions improvements is forecast to occur faster than any worsening of traffic conditions. Future build-out air quality is forecast to meet clean air standards for CO with an even greater margin of safety.

Implementation of the proposed general plan versus the currently approved plan has no significant micro-scale air quality implications. Both alternatives have an almost identical number of intersections where LOS=D mitigation is not reasonably available. The inability to readily mitigate, however, creates no air quality impediment in that local impacts are less-than-significant under either alternative.

Table 5

**Micro-scale Air Quality Impact Analysis
(1-hour CO concentration in ppm above non-local background)**

Roadway/Segment	Existing (2004)	Adopted General Plan	Proposed General Plan
Old River School Rd.			
at Florence Ave.	10.9	*	*
Paramount Blvd.			
at Telegraph Rd.	8.3	*	*
at Florence Ave.	12.8	4.7	6.2
at Firestone Blvd.	11.5	*	*
at Imperial Hwy.	9.5	*	*
Brookshire Ave.			
at Firestone Blvd.	*	4.2	*
Lakewood Blvd.			
at Telegraph Rd.	11.0	*	*
at Florence Ave.	12.5	*	4.5
at Firestone Blvd.	10.4	5.9	*
at Imperial Hwy.	*	7.4	8.7
at Foster Rd.	*	5.2	7.2
Bellflower Blvd.			
at Imperial Hwy.	11.1	*	4.1
Woodruff Ave.			
at Stewart Gray Rd.	*	2.3	*
at Imperial Hwy.	10.1	*	*

*Intersection operates at LOS=D or better with reasonable mitigation.

Source: AQTAN screening procedures based on CALINE4 model.

MITIGATION

CONSTRUCTION ACTIVITIES

Construction activity impacts from smaller-scale projects will not exceed significance thresholds requiring mitigation to achieve a less-than-significant impact. Large-scale single projects such as the Boeing site redevelopment could cause a temporary violation of SCAQMD significance thresholds. Independent of emissions magnitude, however, construction activities may generate dust and fumes in close proximity to homes and other sensitive land uses. Impacts are therefore considered potentially adverse even if significance thresholds are not exceeded. The implementation of best available control measures (BACMs) is therefore recommended to minimize nuisance levels of construction activity emissions.

Recommended Construction Activity BACMs includes:

DUST CONTROL

- Use enhanced dust control measures. The menu of enhanced dust control measures includes the following:
 - ❖ Water all active construction areas at least twice daily.
 - ❖ Cover all haul trucks or maintain at least two feet of freeboard.
 - ❖ Pave or apply water four times daily to all unpaved parking or staging areas.
 - ❖ Sweep or wash any site access points within 30 minutes of any visible dirt deposition on any public roadway.
 - ❖ Cover or water twice daily any on-site stockpiles of debris, dirt or other dusty material.
 - ❖ Suspend all operations on any unpaved surface if winds exceed 25 mph.
 - ❖ Hydroseed or otherwise stabilize any cleared area which is to remain inactive for more than 96 hours after clearing is completed.

EMISSIONS

- Require 90-day low-NOx tune-ups for off-road equipment.
- Limit allowable idling to 10 minutes for trucks and heavy equipment.
- Limit individual construction sites to less than 10 acres for extended, continuous construction.

OFF-SITE IMPACTS

- Encourage car pooling for construction workers.
- Limit lane closures to off-peak travel periods.
- Park construction vehicles off traveled roadways.

- Wet down or cover dirt hauled off-site.
- Wash or sweep access points daily.
- Encourage receipt of materials during non-peak traffic hours.
- Sandbag construction sites for erosion control.

HAZARDS

- Conduct pre-construction assessments.
- Perform remediation consistent with air hazards criteria in SCAQMD rules and regulations.

OPERATIONAL ACTIVITIES

Operational activity emissions will be below SCAQMD thresholds. No mitigation is mandatory. However, general growth is a contributor to the delay in timely achievement of clean air standards. The SCAQMD has developed a model air quality element for local general plans. Consideration should be given to the inclusion of some or all of the model element in this updated cycle to mitigate the cumulative regional air quality impact of continued citywide growth. The model element is included in the appendix.

APPENDIX

Downey General Plan Update

- **URBEMIS2002 Computer Model Output**
- **Model Air Quality Element**

URBEMIS 2002 For Windows 7.4.2

File Name: <Not Saved>
 Project Name: Downey GP
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
 (Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	S02	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2003 ***							
TOTALS (lbs/day,unmitigated)	0.42	0.23	4.90	0.00	30.00	0.00	30.00

	ROG	NOx	CO	S02	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2004 ***							
TOTALS (lbs/day,unmitigated)	287.20	0.32	8.52	0.00	0.10	0.00	0.10

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	S02	PM10
TOTALS (lbs/day,unmitigated)	2.90	1.11	2.83	0.02	0.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	S02	PM10
TOTALS (lbs/day,unmitigated)	16.58	18.87	213.68	0.36	55.63

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	S02	PM10
TOTALS (lbs/day,unmitigated)	19.48	19.98	216.51	0.38	55.64

URBEMIS 2002 For Windows 7.4.2

File Name: <Not Saved>
 Project Name: Downey GP
 Project Location: South Coast Air Basin (Los Angeles area)
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
 (Pounds/Day - Summer)

Construction Start Month and Year: June, 2003
 Construction Duration: 12
 Total Land Use Area to be Developed: 0 acres
 Maximum Acreage Disturbed Per Day: 3 acres
 Single Family Units: 51 Multi-Family Units: 0
 Retail/Office/Institutional/Industrial Square Footage: 46420

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2003***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	30.00	-	30.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	30.00	0.00	30.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.42	0.23	4.90	0.00	0.05	0.00	0.05
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.42	0.23	4.90	0.00	0.05	0.00	0.05
Max lbs/day all phases	0.42	0.23	4.90	0.00	30.00	0.00	30.00
*** 2004***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.38	0.21	4.51	0.00	0.05	0.00	0.05
Arch Coatings Off-Gas	286.50	-	-	-	-	-	-
Arch Coatings Worker Trips	0.35	0.16	4.26	0.00	0.05	0.00	0.05
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	287.20	0.32	8.52	0.00	0.10	0.00	0.10
Max lbs/day all phases	287.20	0.32	8.52	0.00	0.10	0.00	0.10

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Jun '03

Phase 2 Duration: 1.2 months

On-Road Truck Travel (VMT): 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
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Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jul '03

Phase 3 Duration: 10.2 months

Start Month/Year for SubPhase Building: Jul '03

SubPhase Building Duration: 10.2 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
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Start Month/Year for SubPhase Architectural Coatings: May '04

SubPhase Architectural Coatings Duration: 1 months

Start Month/Year for SubPhase Asphalt: May '04

SubPhase Asphalt Duration: 0.5 months

Acres to be Paved: 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
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AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.08	1.09	0.45	-	0.00
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.32	0.03	2.37	0.02	0.01
Consumer Prdcts	2.50	-	-	-	-
TOTALS (lbs/day, unmitigated)	2.90	1.11	2.83	0.02	0.01

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
single family housing	1.88	1.64	19.67	0.03	4.94
neighborhood Commercial	3.59	4.22	47.54	0.08	12.42
general Commercial 1- 9	5.15	6.03	67.91	0.12	17.74
general Commercial - 13	5.97	6.98	78.56	0.13	20.52
TOTAL EMISSIONS (lbs/day)	16.58	18.87	213.68	0.36	55.63

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
single family housing	9.57 trips / dwelling units	51.00	488.07
Neighborhood Commercial	154.91 trips / 1000 sq. ft.	9.48	1,468.55
General Commercial 1- 9	127.84 trips / 1000 sq. ft.	16.41	2,097.85
General Commercial - 13	118.20 trips / 1000 sq. ft.	20.53	2,426.65

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.40	0.40	99.40	0.20
Light Truck < 3,750 lbs	15.30	0.70	98.00	1.30
Light Truck 3,751- 5,750	16.40	0.60	98.80	0.60
Med Truck 5,751- 8,500	7.30	0.00	98.60	1.40
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.80	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	50.00	50.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.50	0.00	93.30	6.70

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

% of Trips - Commercial (by land use)

Neighborhood Commercial	2.0	1.0	97.0
General Commercial 1- 9	2.0	1.0	97.0
General Commercial - 13	2.0	1.0	97.0