

APPENDICES TO FINAL EIR

APPENDIX A

**First Initial Study/Notice Of Preparation and Notice of
Preparation Comment Letters**

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
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?				X
j. Inundation by seiche, tsunami, or mudflow?				X
9. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?				X
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?		X		
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
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?				X
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?				X
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?		X		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		X		
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		X		

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
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?				X
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?				X
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)?		X		
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
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:			X	
1) Fire protection?		X		
2) Police protection?		X		

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
3) Schools?		X		
4) Parks?				X
5) Other public facilities?				X
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?				X
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?				X
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)?		X		
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?		X		
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?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e. Result in inadequate emergency access?				X
f. Result in inadequate parking capacity?				X

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X
16. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		X		
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?				X
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?		X		
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		X		
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?		X		
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		X		
g. Comply with federal, state, and local statutes and regulations related to solid waste?		X		
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?		X		

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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)?		X		
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

4.0 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 3) are stated and answers are provided according to the analysis undertaken as part of the Initial Study. 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.

4.1 AESTHETICS. *Would the project:*

- a) *Have a substantial adverse effect on a scenic vista?*

No Impact. The City's General Plan does not designate any adjoining or nearby roadways as scenic highways. As a consequence, project implementation will not impact a scenic vista.

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

No Impact. The project site is roughly bounded by Lakewood Boulevard, Clark Avenue, Imperial Highway, Bellflower Boulevard and Stewart & Gray Road; and none of these roadways have been designated state scenic highways. Moreover, no scenic resources, including trees, rock outcroppings are located onsite. The project site is completely developed; improvements consist of buildings while the rest is covered with parking lots. As such, the site does not feature any scenic resources.

Some of the buildings, however, may possess historic value given the aerospace history and the events that occurred there. As such, the EIR will prepare an analysis in accordance with the procedures of the office of the State Historical Preservation Officer to assess the historical value of the buildings.

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

No Impact. The project site is entirely developed with either buildings or expansive asphalt parking areas; the site's improvements were built a number of years ago and occupied by aerospace firms such as of Rockwell International and the Boeing Company. They used the buildings for testing, designing and manufacturing purposes for such space programs as the Apollo and Shuttle programs. Given their age, the buildings' exteriors have a very dated appearance and the onsite improvements are nonconforming from the standpoint they do not meet today's development standards.

In light of the improvements dated and obsolete conditions, project implementation is not expected to degrade the site's visual character. Instead, the proposed project represents a marked improvement. Moreover, the City's Design Review Board will insure the project's various components are attractive and compatible with the improvements occupying neighboring properties. The Board will approve as part of the specific plan each component's architecture, colors and materials, as well as its landscape and irrigation plans.

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

Potentially Significant Impact. As noted above, Rockwell and more recently the Boeing Company carried out their operations at the project site. Currently, however, the facilities are either vacant or under temporary use. Given that they are irregularly occupied, project development will produce new light sources, such as buildings' exterior signs, reactivated parking lot lights, and the headlights from on-site vehicle traffic.

However, the following sections of the Downey Municipal Code would regulate lighting in the following ways:

- Section 9152.18(b) of the Downey Municipal Code specifies that outdoor lighting shall be arranged so as not to direct light on any street or abutting property, and that exposed bulbs are not permitted.
- Section 9152.18(d) requires approval of lighting intensities by the City Traffic Engineer and City Planner.
- Section 9152.18(f) forbids, in commercial and manufacturing zones, lighting over five feet in height within 20 feet of a public right-of way.

In addition to lighting requirements, the Section 9152.20(d) of the Municipal Code regulates walls and fences for the perimeters of commercial and manufacturing uses, with required minimum and maximum wall heights depending upon the type of neighboring use. Finally, all development of the project site under the proposed Specific Plan would be subject to the review and approval of the City's Design Review Board. This additional review would ensure that the intensity and containment of on-site lighting is sensitive to the uses adjacent to the project site.

Nevertheless, the substantial anticipated increase in ambient light levels in the northern portion of the project site could result in a significant impact to the residential uses north of Stewart and Gray Road, west of Lakewood Boulevard, and east of Bellflower Boulevard.

- 4.2 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?*

No Impact. The project site is completely developed and is part of the city's urban setting. It is not under cultivation nor are the its surrounding properties being cultivated. Therefore, project implementation will not result in the conversion of Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland).

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

No Impact. Project development will not conflict with zoning for agricultural use or a Williamson Act Contract. The project site is zoned General Manufacturing (M-2) and this category is designed to accommodate general manufacturing activities.

- 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. As previously stated, the subject site is not used for agricultural production; furthermore, agricultural operations do not occur on any of the neighboring properties. Thus, developing the proposed master-planned project will not result in any changes to the environment that involve converting farmland to a non-agricultural use.

4.3 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 Unless Mitigated (Potential Impact will be assessed in the EIR). The project site is within the South Coast Air Basin; the basin has been designated a non-attainment area by the federal Environmental Protection Agency with its failure to meet federal ambient air quality standards. The clean air plan for the basin is the 1997 Air Quality Management Plan (AQMP). The South Coast Air Quality Management District prepared and adopted the AQMP and it's the district's responsibility to bring the basin into compliance with the plan's provisions.

Project implementation involves developing slightly more than 1.9 million square feet of building floor area. Given its substantial scope, coupled with the fact that its proposed floor area amount triggers the need for an air impact study according to the District's Air Quality Handbook, the EIR shall include a comprehensive air quality analysis. The analysis will assess both the projects' short- and long- term impacts on air quality.

Short- term impacts are those that will occur while the project is under construction. Examples include emissions from construction-related vehicles and fugitive dust from grading activities. Long-term impacts are those that would be emitted after the project is built; in other words, emissions from its day-to-day operations. For example, the emissions from project-generated traffic. Another source will be the emissions from the fossil-fuel fired power plants generating the project's electricity.

The EIR will at a minimum assess:

- Identify the existing air quality environment of the project site in the local and regional context.
- Describe the short-term air quality impacts associated with construction activities anticipated to accompany project development.
- Identify and quantify long-term air quality impacts resulting from project-generated traffic and offsite power generation.
- Assess the proposed project's consistency with the 1997 South Coast Air Quality Management Plan and the Air Districts' 1993 Air Quality Handbook.
- Identify mitigation measures necessary to reduce short- and long –term air quality impacts to a level of insignificance, and recommend measures necessary to bring the project into compliance with the 1997 AQMP.

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

Potentially Significant Unless Mitigated. Please see response to Item 4.3.a)

- 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 Unless Mitigated. Please see response to Item 4.2.a).

- d) *Expose sensitive receptors to substantial pollutant concentrations?*

Potentially Significant Unless Mitigated. Please see response to Item 4.2. a).

- e) *Create objectionable odors affecting a substantial number of people?*

No Impact. Multiple-use projects such as the applicant's development proposal that feature retail and office components characteristically do not create objectionable odors.

4.4 **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. As identified above, the project site totals 140 acres; it is improved entirely with buildings and expansive asphalt covered parking lots. Therefore, as the site's existing improvements indicate, no species inhabit it.

- 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?*

No Impact. The project site is void of riparian corridors or riparian habitat or any other kind of sensitive natural communities; so project implementation will not impact any natural communities.

- 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?*

No Impact. No wetlands as defined by Section 404 of the Clean Water Act exist onsite. Thus, project implementation would not result in any impacts in this regard.

- 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?*

No Impact. Project implementation will not interfere with the movement of any native resident or migratory fish or wildlife species. Nor will it interfere with any kind of established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, since none exist onsite or in the vicinity of the project site.

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

No Impact. As noted previously, the project site is developed and is part of the city's built environment. Project implementation will not conflict with any of the City's policies or ordinances protecting biological resources, such as the Conservation Chapter's tree preservation policy. As noted above, the site does not feature any biological resources.

- 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?*

No Impact. The project site is not under the jurisdiction of an adopted Habitat Conservation Plan, Natural Community Plan or other habitat conservation plan and no draft plan exists or is proposed. Thus, implementing the project will not result in impacts in this regard.

4.5 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. As a federal agency and as the property owner of the project site, NASA was required under Section 106 of the National Historic Preservation Act (NHPA) to evaluate the potential effects of its transfer of title of the project site to the City of Downey, upon on-site structures that are older than 50 years, or that may have been associated with significant events in the past. This required study includes an evaluation of the buildings' historical significance and potential eligibility to the National Register of Historic Places.

The *Final Historic Buildings and Structures Inventory and Evaluation* was prepared for NASA by Earthtech (2000) for the purposes described above and determined, based on a review of historical literature (e.g. text, maps, and photographs), interviews with individuals having knowledge of the property's/plant's history, and physical inspection and evaluation of the entire plant and its associated properties, that a complex of nineteen of the structures and features on the project site, identified as property numbers 1, 6, 290, 10, 11, 25, 36, 39, 41, 42, 108, 120, 123, 125, 126, 127, 128, 130, 288, and 290, is potentially eligible to the National Register of Historic Places. Additionally, properties 1 and 6/290 are potentially eligible to the National Register based on their individual merit as principal historic resources of the property.

The determinations of potential eligibility are based on the buildings' age and association with aviation/aerospace history. Direct associations of the facilities on the project site include the plant's standing as one of the first aircraft manufacturing facilities in the United States; the significance of the property with respect to World War II aircraft manufacture; testing and operation of the first low-level nuclear reactor in the United States; testing and patenting of the chemical milling process; research, production, or assembly of the first American rockets and missiles; design, production, assembly, and testing of the equipment and materials to put man in space and on the moon (particularly the Apollo space program); and design, production, testing, and support for the American Space Shuttle Orbiter Program.

Support of these aircraft and activities has been continuous since the plant was originally constructed in 1929, and has progressed with the concepts and technology of the changing times. The Earthtech (2000) evaluation acknowledges that some structures are more directly associated with some of the activities than others; however, all have contributed to or supported the broad historical context of the associations described above. Older structures of the earliest construction have supported the plant through its entire continuum of activity, while later buildings support and contribute to the overall theme, and provide a historic and aesthetic linkage to the entire plant.

The California State Office of Historic Preservation (SHPO) concurred with the findings of the Earthtech (2000) evaluation. Consequently, the project's potential effects on some of these structures (i.e., demolition), were regarded as adverse effects, pursuant to Section 106 of the National Historic Preservation Act. These effects would also constitute a significant impact under Section 15064.5 of the State CEQA Guidelines (the California Code of Regulations). To "resolve" or "mitigate" this impact (terms used in Section 106 of the NHPA and in the State CEQA Guidelines, respectively), NASA will enter into a Memorandum of Understanding (MOA) with the City of Downey, the General Services Administration (GSA) and SHPO.

The provisions of the MOA include the following:

- Preservation in-place by the City or its successors or assigns of a particular segment of Building 1, known in the MOA as "Building 1 Portion." Building 1 Portion includes the original wing constructed by E.M. Smith in 1929 and the engineering addition designed by Gordon Kaufmann and constructed between 1938 and 1942, including the terrazzo insignia of Consolidated Vultee Aircraft Corporation in the rotunda of the Kaufmann-designed wing. Preservation, rehabilitation, and maintenance of Building 1 Portion shall occur in accordance with the recommended approaches in "The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" (National Park Service 1992). These Standards and Guidelines are considered to be the professional standard for such undertakings.
- If the remainder of Building 1 (other than Building 1 Portion above) is to be altered not in conformance with the Standards and Guidelines described above, or is to be demolished, the remainder of the interior and exterior of the building shall be recorded in accordance with Level I Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) guidelines to create a permanent record of the building's history and condition in its original setting. The same requirements shall apply to Buildings 6, 10, 11, 25, 36, 39, 41, 42, 108, 120, 123, 125, 126, 127, 128, 130, 288 and 290 if any portion of these buildings is to be altered not in conformance with the Standards and Guidelines, or if any portion of these buildings is to be demolished, except that Level II HABS/HAER documentation is required, and shall include streetscapes, grids, layouts, and overall views of the contributing property as a whole.
- Preservation of the brick-lined concrete walkway panels in front of Building 290 (the Apollo astronauts' signatures), and integration of the features into the City's design for the reuse of the project site in such a way as to make it readily accessible to the interested public during reasonable days and hours. The concrete panels may be relocated (on-site).
- Incorporation into development of the project site/property an interpretive display of photographs highlighting the significant events and persons associated with the

project site. The display must be made readily accessible to the interested public during reasonable days and hours.

- The restrictions and limitations described above shall run with the land of the project site/property.
- Prior to the transfer of title of the property from NASA to the City, NASA must transfer to the City all known historical documents, records, photographs found in or on the property or in NASA files to facilitate development and reuse of the property, and for required documentation. Copies of this information shall be made available to SHPO, the Historical Society, the Foundation, and appropriate archives designated by GSA.
- The City shall, in cooperation with NASA, develop an education program to foster awareness of the property and its impact on the City and on the American aeronautics and aerospace industries.

The MOA also includes provisions for dispute resolution and public objection. Also, in the event that the provisions of the MOA are violated, the MOA states that the federal government may institute a suit to require restoration of the property or to collect damages resulting from the breach of the requirements of the MOA. Additionally, GSA must provide SHPO an opportunity to comment on the transfer document for the property, including the reuse plan, and shall take SHPO's comments into account to the fullest reasonable extent.

As of the time of preparation of this Initial Study, the MOA had been put into its final form, and had already been executed by GSA and SHPO. The MOA remains to be executed by NASA and the City, but both parties have agreed to the provisions in the MOA, and execution by both parties is expected to occur during the public review period of this Initial Study. Therefore, the following mitigation measure is hereby incorporated into this Initial Study to ensure that potential impacts to historical resources are reduced to a less-than-significant level:

Mitigation Measure IS-1: The City shall execute the Memorandum of Agreement Among the National Aeronautics and Space Administration, The General Services Administration, and California State Historic Preservation Officer, and the City of Downey Regarding Disposal of a Portion of the NASA Industrial Plant, Downey, Los Angeles County, California.

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

No Impact. The project site is improved and is part of the built urban environment; there are no archaeological resources onsite as defined by CEQA Guideline Section 15064.5. Therefore, project implementation will not cause a substantial adverse change in the significance of an archaeological or unique paleontological resource.

- c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

No Impact. Please refer to Item 4.5 b).

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

No Impact. Onsite improvements consist of buildings and paved parking lots. Given the improvements, the site is not expected to contain any human remains.

4.6 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. There are no known faults underlying the City, according to the Safety Chapter of the General Plan. As such, surface rupture is not considered to be a potential problem within Downey.

2) *Strong seismic ground shaking?*

Less Than Significant Impact. Like the rest of southern California, the project site is susceptible to ground shaking with the occurrence of a seismic event. However, no significant seismic hazards exist onsite that suggest it is exposed to more potential damage from seismic events than the surrounding area. Further, no severe geological hazards or constraints have been found onsite that would preclude project development. Although the most important implication of seismic safety is building design, no special seismic design requirements other than adhering to seismic protection standards for new construction are indicated. Adherence to the seismic requirements of the latest Uniform Building Code will provide specific standards for buildings to withstand ground shaking within an acceptable level of risk.

3) *Seismic-related ground failure, including liquefaction?*

Less Than Significant Impact. In February, 1999, the California Division of Mines and Geology released a seismic hazard zone map showing all areas within Downey may be subject to liquefaction hazards. As required by state law, the project developer shall submit a geotechnical report to the Building & Safety Division during the project's construction plan check stage to identify the extent of the potential hazard. Based on the report's recommendations, measures will be advanced to lessen the liquefaction hazard.

4) *Landslides?*

No Impact. The project site and surrounding properties are fairly level; there are no hills or slopes nearby. With this topography, project implementation will not expose people or structures to potential adverse effects involving landslides.

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

No Impact. The site's soil will be exposed and susceptible to erosion during the project's various construction stages. This potential impact will be significantly reduced, however, by implementing the City's standard erosion-control practices. Other than during the construction stages, project development will not result in any soil erosion or

the possible loss of topsoil. As the project's plans show, project development will result in nearly the entire site covered with impermeable surfaces (i.e., buildings, parking structures and paved parking areas), which will preclude erosion.

- 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?*

Less Than Significant Impact. Please refer to Item 3.6. a.3).

- 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?*

No Impact. All of the soil types in Downey can be compacted so they do not hinder site development. By adhering to accepted soils engineering and grading practices, the risk of settlement should be mitigated. Areas of compressible soil can be developed by replacing it with suitable fill and compacting it to meet load bearing specifications, using special foundation construction or a combination of these techniques. Although the characteristic soil associations have a low shrink-swell potential, where soils are thick and well developed, expansive soil should be suspected. If areas of expansive soil are identified, appropriate grading plans and foundation designs will be incorporated into the project's design.

- 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. Site soils are capable of supporting a sewer network. As noted, the affected site is presently developed and sewers served the former use. Similarly, sewers will be the method use to carry the proposed project's wastewater.

4.7 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?*

No Impact. Due to the nature and characteristics of the project's planned uses (i.e., retail, office and research and development), their daily operations do not involve transporting, using or disposing of hazardous materials.

- 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?*

No Impact. Day-to-day activities at the site will not involve the use of hazardous materials. Thus, project implementation is not expected to create a significant hazard to the public or the environment in this regard.

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

No Impact. Due to the nature and characteristics of the project's activities, their day-to-day operations will not involve the use of hazardous or acutely hazardous materials. No impacts are anticipated in this regard.

- 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?*

No Impact. The project site is not included on a list of sites containing hazardous materials, and will not result in a significant hazard to the public or to the environment.

- 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 affected site is not within the boundaries of an adopted airport land use plan nor is it within two miles of a public airport. Therefore, project implementation will not create a safety hazard to project employees or store customers nor will it pose a safety hazard for the people living and working in the area.

- 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 proposed project site is not within the vicinity of a private airstrip so developing it will not result in a safety hazard in this regard for people residing nearby or for those employed at businesses nearby.

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

No Impact. According to Exhibit V-6 in the Safety Chapter of the General Plan, evacuation routes frame the project site. Lakewood Boulevard and Imperial Highway are designated primary routes, while Bellflower Boulevard and Stewart & Gray Road are listed as secondary routes. The project is not of the scope or magnitude, however, to interfere with the planned responses of the community's emergency plan. Similarly, it is not characteristic of the project's uses to block evacuation routes.

- 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?*

No Impact. The project site is improved and located within a fully developed urban setting. Therefore, project implementation will not expose people or structures to loss, injury or death involving wildland fires.

4.8 HYDROLOGY AND WATER QUALITY. *Would the project:*

- a) *Violate any water quality standards or waste discharge requirements?*

No Impact. Project implementation solely involves converting a portion of a building from one use to another. As such, implementation will not violate a water quality standard nor will it violate a waster discharge requirement.

- 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 well would drop to a level which would not support existing land uses or planned uses for which permits have been granted?)*

Potentially Significant Unless Mitigated (Potential Impact will be analyzed in the EIR). Approximately 90% of the water consumed in the City of Downey is pumped from the Central Groundwater Basin. Groundwater levels are maintained by the Water Replenishment District of Southern California. The City purchases the rest of its water supply from the Metropolitan Water District (MWD). As these figures indicate, the city consumes more water than its allotted pumping allocation; and consequently depends on MWD to supplement the water supply.

Considering the project's magnitude, coupled with knowing the city uses more groundwater than its allocated, the EIR shall assess the project's impacts on the city's water supply. It will identify the daily amount of water the project's activities are anticipated to consume and compare that to supply. The EIR will also advance mitigation measures if the potential impacts are determined to be significant.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?*

No Impact. Project implementation may alter the site's present-day drainage patterns; however, any changes are not expected to result in erosion or siltation on-or offsite. As noted previously; project development entails developing the site with impermeable surfaces such as buildings, parking areas and parking structures. As a consequence, the site's soils will be covered and therefore not susceptible to erosion.

- 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 Unless Mitigated (Potential Impact will be assessed in the EIR). Development as noted previously may alter the site's existing drainage pattern. And the new pattern could result in an increase in the amount of surface runoff that enters the offsite storm drain network that currently serves the site. In the event of this potential effect, the EIR will at a minimum:

- Identify and quantify the site's current drainage patterns and water flows within and adjacent to it.
- Identify the capability of the affected storm drain network to accommodate the changed water flows.

- Recommend mitigation measures if necessary to reduce potential adverse impacts to a level of insignificance.

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 Unless Mitigated (Potential Impact will be assessed in the EIR). Please refer to item 4.8.d.

f) *Otherwise substantially degrade water quality?*

No Impact. Due to the nature and scope of the proposed project, its implementation will not degrade water quality.

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. The proposed project does not involve the development of dwelling units.

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

No Impact. The project site is within special flood hazard area (SFHA) Zone A99. Zone A99 is an area that's in the process of being restored to provide protection to structures from the base flood or a greater level of protection. The Federal Emergency Management Agency changed the site's flood zone designation to Zone A99 on September 1, 2000. With the new designation, the project site and the rest of the community is in a special flood hazard area protected from the anticipated base flood. It is protected by the Los Angeles County Drainage Area project, which is a federally sponsored flood control project now under construction.

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?*

No Impact. Please refer to Item 4.8.h).

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

No Impact. No significant water features have been identified in the project area. Thus, the project site is not anticipated to experience any impacts from inundation resulting from seiches, tsunamis or mudflows.

4.9 LAND USE AND PLANNING. *Would the project:*

a) *Physically divide an established community?*

No Impact. Project implementation and operation will not physically divide any part of an established community. Instead, it involves converting a former aerospace facility, now largely vacant except for some temporary uses, into a multiple-use development

consisting of a shopping center and office park. Development will not encroach into any neighboring sites.

- 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?*

Less Than Significant. The project is consistent with the site's existing general plan category. However, one of the project's planned land use components is inconsistent with the site's existing zoning classification. That is, while the site's General Manufacturing (M-2) zone does permit office and research and development uses, it does not permit retail uses (i.e., the shopping center). Nonetheless, the M-2 zone was not imposed on the site for the purpose of avoiding or mitigating an environmental effect. Rather, it best reflected the improvements that have occupied the site since the 1940s: airplane manufacturing and aerospace companies.

To address the land use/zoning conflict, the application includes the preparation of a specific plan that's being designed to recognize the project's proposed uses. Moreover, the specific plan is designed to replace the site's existing zoning classifications. The specific plan will be a regulatory specific plan containing development standards, permitted and conditionally permitted land uses and maximum building intensities.

With respect to the General Plan, the site maintains the "Mixed Use" land use category. Its general plan category was changed from Manufacturing to "Mixed Use" in 1992 as part of the most recent General Plan Update. The "Mixed Use" category was designed to accommodate either commercial or manufacturing uses, or a combination of the two on the same site. And the project's proposed uses are grouped within these categories. In addition, the project's proposed floor area ratio (FAR) falls within the range that's permitted by the "Mixed Use" category. The EIR's analysis will focus on conformity between the specific plan and the goals and policies of the "Mixed Use" category.

There are also regional plans adopted by regulatory agencies that encompass the project site. Plans include: 1) the L. A. County Metropolitan Transportation Authority's Congestion Management Program; 2) and the South Coast Air Quality Management District's (SCAQMD) 1997 Air Quality Management Plan. As part of the environmental assessment, the EIR will analyze the nature and extent of the specific plan's potential impacts on these plans. For example, project-generated traffic may adversely impact the roadway network serving the development; and some sections of this network are also part of the CMP highway network. The EIR's assessment will analyze the project's traffic impacts on the CMP network. Additionally, the EIR will employ the land use analysis methodology advanced in the 1997 Congestion Management Program to prepare the traffic impact analysis.

Potential air quality impacts from project activities are forecasted to exceed the established "thresholds of significance" as defined in the SCAQMD's 1993 CEQA Air Quality Handbook. The environmental document will assess the extent of the project's impacts on air quality, relative to the 1997 Air Quality Management Plan. The EIR will also suggest measures to reduce forecasted emissions from project activities to a level of insignificance.

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

No Impact. As stated in Response 4.4.f), the project will not conflict with a habitat conservation plan or natural community conservation plan. Neither of these kinds of plans have been imposed on the site or neighboring properties.

4.10 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. The site does not feature any known mineral resources.

- b) *Result in the loss of availability of a locally-important mineral resource recovery sitedelineated on a local general plan, specific plan or other land use plan?*

No Impact. The project site is part of a fully developed urban setting. Improvements occupying neighboring properties include a variety of uses, such as apartment complexes, single-family residences and senior health care facilities. The project site has not been delineated as a mineral resource recovery site in the City's General Plan or any other kind of land use plan. No significant impacts are anticipated in this regard.

4.11 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 Unless Mitigated (Potential Impact will be assessed in the EIR). Project implementation will generate both short- and long-term noise impacts. Short-term effects are the impacts generated by the project's construction-related activities; while project-generated traffic and onsite project activities will produce the long-term noise impacts.

And since the site's facilities are unoccupied, the proposed activities will generate substantially more traffic compared to the current inactivity. As a consequence, noise levels more than likely will increase along the roadways that serve the project site. The extent of the additional vehicular noise generated will be assessed in the EIR's noise analysis. The analysis will determine whether noise levels will exceed city standards, and whether they will expose people to levels above accepted thresholds.

In preparing the noise impact analysis, the EIR will, at a minimum:

- Identify existing noise levels generated onsite and future noise levels forecasted to be generated by project activities and the additional vehicle trips associated with the proposed project.
- Discuss short- and long-term noise impacts based on compliance with the noise levels permitted in the City's Noise Ordinance and General Plan Noise Chapter.
- Discuss the anticipated effects on surrounding sensitive noise receptors, specifically the residential uses and senior health care facilities in the vicinity of the project site.

- Recommend mitigation measures necessary to reduce all identified noise impacts to a level of insignificance.

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

Potentially Significant Unless Mitigated (Potential Impact will be assessed in the EIR). Please refer to the response in Item 4.11. a).

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

Potentially Significant Unless Mitigated (Potential Impact will be assessed in the EIR). Please refer to the response in Item 4.11.a).

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

Potentially Significant Unless Mitigated (Potential Impact will be assessed in the EIR). Refer to Response 4.11.a).

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 proposed project site is not located within an airport land use plan nor is it located within two miles of a public airport; as such, project development and operation will not expose people residing or working in the project area to excessive noise levels in this regard.

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 project site is not located near a private airstrip.

4.12 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)?*

Potentially Significant Unless Mitigated (Potential Impact will be assessed in the EIR). Project implementation may create a demand for housing given the project's scale and the employment opportunities its different components will create. The project's components include a shopping center and a office park. The EIR will, at a minimum:

- Identify the project's impacts on the City's jobs/housing balance.
- Identify the number of employment opportunities the project will create.
- Recommend mitigation measures if necessary to reduce all population-related impacts to a level of insignificance.

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

No Impact. Project implementation will not displace dwelling units since no housing exist onsite.

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

No Impact. Project implementation will not displace people. Facilities occupying the 140-acre site are largely vacant, with portions of the site under temporary use, and have been so for the last few years. For a number years, Rockwell International, and more recently the Boeing Company, occupied the site. However, Boeing relocated a few years ago and the site has been vacant, with portions under temporary use, ever since.

4.13 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:*

1-2) *Fire and Police Protection*

Potentially Significant Unless Mitigated (Potential impacts will be analyzed in the EIR).

Project implementation will require the provision of both fire and police protection. The extent project's impacts on these providers is uncertain, however. The EIR will, at a minimum.

- Identify the departments' existing staffing and resource levels.
- Identify to what extent project implementation will impact both departments.
- Recommend mitigation measures necessary to reduce the impacts to levels of insignificance.

3) *Schools?*

Potentially Significant Unless Mitigated. (Potential impacts will be analyzed in the EIR). As noted above, the project is expected to create a number of employment opportunities. State legislation allows parents to enroll their children in the public schools in the vicinity of their place of employment. In light of the possibility future employees choose this educational option, the EIR needs to assess the potential impacts on the affected public school district (i.e., Downey Unified School District) and the public schools in the vicinity of the project site. If the EIR concludes that the impact will be significant, it will suggest mitigation measures to reduce the impact to an insignificant level.

In addition, the EIR will assess the likelihood of the project's future employees relocating near the project site and the potential impact this would have on nearby public schools.

4) *Parks?*

No Impact. Project implementation is not expected to impact nearby parks. The project's future employees and the shopping center's customers are not anticipated to impact these facilities. A point also worth noting regarding this matter is that a 2.45-acre park will be developed as part of Area III, as well as with a possible aerospace museum and/or community building of up to 50,000 square feet. Overall, the project would have a beneficial impact upon the City's parks and open space system.

5) *Other public facilities?*

No Impact. Project implementation is not anticipated to impact the City's other public facilities, such that the need would arise for new or physically altered facilities.

4.14 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?*

No Impact. Given that the proposed project involves developing a shopping center and office park, its development and operation is not expected to impact any nearby existing recreational facilities.

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. As noted previously, one of the improvements planned for a Area III is a 2.45-acre park that will be developed in conjunction with a community building and aerospace museum. However, developing and operating the park is not anticipated to adversely impact the environment. Implementation will involve converting an existing parking lot into the planned park, and would constitute a beneficial impact to the City's parks and open space system.

4.15 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 Unless Mitigated (Potential impacts will be analyzed in the EIR). Initial estimates show the project's retail and office components will generate a substantial number of vehicle trips per day. As a consequence, project-generated traffic may adversely impact the roadway network, as well as the signalized and unsignalized intersections that serve the project site. Therefore, the EIR will analyze the project's potential traffic impacts. The traffic impact study shall assess the impacts of the development by analyzing trip generation, parking generation, trip distribution, intersection levels of service, access, on- and off-site circulation, operation analysis

(queuing, signal warrant, etc.) and examine the effects of the recommended mitigation measures.

The analysis shall employ the procedures described in the "Guidelines for Congestion Management Program Transportation Impact Analysis" and as detailed below. The City's Traffic Engineer shall determine the applicability of any assumptions incorporated in the study. Furthermore, before the selected consultant begins to prepare the Traffic Impact Study, he/she will meet with City staff to clearly establish the study's Scope of Work and define the required tasks.

Study Conditions

The study shall use current traffic volumes to assess the existing conditions. Turning movement counts and 24-hour machine traffic counts shall be conducted to sufficiently analyze the project's anticipated impacts. It shall identify all traffic impacts under the following conditions.

- Existing conditions;
- Future conditions without the project;
- Future conditions, plus proposed project; and
- Future conditions, plus proposed project with mitigation measures.

Future conditions shall be the project's opening year. The weekday AM and PM peak periods will be analyzed. The AM peak period is 7:00 AM to 9:00 AM. The PM peak period is 4:00 PM to 6:00 PM. The specific AM and PM peak hours shall be identified in the study.

Trip Generation

The study shall identify the number of daily and peak hour trips the project's proposed uses are anticipated to generate, using the most recent Institute of Traffic Engineers (ITE) Trip Generation Manual.

Parking Generation

The study shall identify the peak parking demand of each of the project's three areas and their proposed uses. On-street parking shall not be considered. The parking analysis should also consider development phasing.

Trip Distribution

The study shall provide a distribution plan for project's anticipated vehicle trips. The distribution assignments will be subject to the approval by the City's Traffic Engineer.

Level of Service: Signalized Intersections

The Study shall assess the proposed project's anticipated traffic impacts (Level of Service, queuing, delay, etc.) on the following signalized intersections:

- Lakewood Blvd./ Imperial Hwy.
- Imperial Hwy./ Clark Ave.

- Lakewood Blvd./ Firestone Blvd.
- Woodruff Ave.(E)/ Firestone Blvd.
- Woodruff Ave.(W)/ Firestone Blvd.
- Imperial Hwy./ Bellflower Blvd.
- Imperial Hwy./ Ardis Ave.
- Bellflower Blvd./Washburn Rd.
- Bellflower Blvd./ Stewart & Gray Rd.
- Lakewood Blvd./ Bellflower Blvd.
- Lakewood Blvd./ Stewart & Gray Rd.
- Lakewood Blvd./ Alameda St.
- Lakewood Blvd./ Clark Ave.
- Bellflower Blvd./ I-105 Freeway
- Lakewood Blvd/ I-105 Freeway
- All major project driveways
- Four additional locations to be determined by the City's Traffic Engineer, based on project traffic assignment

The study may assume the installation of a new traffic signal at Bellflower Boulevard and Washburn Road as part of the project. The anticipated traffic impacts at this intersection shall be analyzed accordingly.

The assessment will identify the project's anticipated traffic impacts on the level of service (LOS) at each intersection, during weekday AM and PM peak commuting hours. For this assessment, employ the Intersection Capacity Utilization (ICU) methodology.

The ICU factors are as follows: 1) Assume 1,600 vehicles per hour capacity for through and left turn lanes; 2) Right turn volume can be eliminated for free-right conditions or reduced based on volume evaluation; 3) NO adjustments for right turns on red; and 4) Assume a clearance factor of 0.10.

A significant adverse traffic impact is defined as a project that: 1) adds 2% or more traffic to an intersection operating at an ICU value of LOS E or F; or 2) a decrease in LOS from A, B, C, or D to E, or F. The impacts shall be compared against traffic conditions without the proposed project.

If the analysis shows the proposed project will significantly impact an intersection, the study will identify the most cost effective measures to reduce the impacts to an acceptable level of insignificance (Future conditions without project). The Study will also indicate the operating conditions before and after applying the mitigation measure. The operation evaluation should include queuing analysis, left-turn warrant, weaving, etc.

Level of Service: Unsignalized Intersections

The Study will also assess the anticipated traffic impacts on the unsignalized intersections near the project site during AM and PM peak commuting hours. In particular, the Study shall evaluate intersection capacity, delay, LOS, and sign warrants. Unsignalized intersections to be studied are:

- Stewart & Gray Rd./ Corrigan Ave.
- Stewart & Gray Rd./ Vultee Ave.

- Bellflower Blvd./ Rockwell Gate 53
- Bellflower Blvd./ Elm Vista St.

The study shall utilize the Highway Capacity Manual method for unsignalized intersections. A significant adverse traffic impact is defined as a project that 1) adds 2% or more to delay at an intersection operating at LOS E or F or a decrease in an intersection LOS to E or F. It shall assume the removal of the traffic signal at Bellflower Boulevard and Rockwell Gate 53 as part of the project.

Circulation

The Study shall evaluate whether the project-generated traffic would have a significant adverse effect to the traffic flow on the surrounding roadways that serve the project site: Stewart & Gray Road, Bellflower Boulevard, Imperial Highway, Clark Avenue and Lakewood Boulevard. The evaluation should focus on AM and PM peak commuting hours. It shall also identify the most cost-effective measures to reduce any significant impact to an acceptable level of insignificance (operating conditions without the project).

The Study shall evaluate the new public roadways proposed in the project. In particular, it shall consider traffic from the remaining buildings diverted to the new roadways, truck circulation and loading requirements. If traffic impacts are found to be significant, the Study shall identify the most cost-effective measures to reduce adverse impacts to insignificance. The new streets must be designed to provide access to both the project buildings and existing buildings adjacent to the Project, discourage through traffic, and minimize impacts to the existing street system. The study shall evaluate on-site circulation in conjunction with off-site circulation in order to develop a comprehensive circulation plan that promotes safe access and efficient circulation, as well as mitigates adverse traffic impacts on surrounding streets.

The Study shall include the following topics:

Executive Summary/Mitigation Measures	Introduction/Project Description
Site Plan/Vicinity Map	Existing Conditions
Future Conditions	Methodology
Project Traffic	Future, Plus Project Conditions
Parking/Circulation	Mitigation of Significant Impacts
Appendix/Data	

- b) *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency (CMA) for designated roads or highways?*

Potentially Significant Unless Mitigated (Potential impacts will be analyzed in the EIR). Please refer to the response for Item 4.15.a).

- 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?*

No Impact. The proposed project will not affect air traffic patterns nor will not result in an increase in air traffic levels.

- 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. Project implementation may result in the need to make roadway and intersection improvements. The nature and extent of future impacts along with any recommended mitigation measures will be determined as part of the traffic analysis. None of these improvements are anticipated to create or substantially increase hazards, and all necessary improvements would be subject to the approval of the City Traffic Engineer.

- e) *Result in inadequate emergency access?*

No Impact. All project facilities will be accessible to fire department personnel, fire-fighting equipment and police department personnel. All development under the proposed specific plan would be required to conform with all applicable provisions of the Uniform Fire Code, and would also be subject to review and approval by the City Fire Department.

- f) *Result in inadequate parking capacity?*

No Impact. The project's uses (i.e., principally retail and office uses) will comply with the applicable parking requirements.

- g) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

No Impact. Project implementation will not conflict with adopted policies, plans, or programs supporting alternative transportation modes.

4.16 UTILITIES AND SERVICE SYSTEMS. Would the project:

Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Potentially Significant Unless Mitigated (Potential Impacts will be assessed in the EIR). Project development and operation is expected to place added demand on the wastewater treatment facilities that service the project site. However it's uncertain as to the extent of the impact. The EIR will:

- Assess the existing capacity of the applicable wastewater treatment facilities.
- Identify the extent of the project's impacts.
- Identify mitigation measures necessary to reduce all impacts to a level of insignificance.

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 Unless Mitigated (Potential Impact will be assessed in the EIR). Please refer to the response in Item 4.16.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 Unless Mitigated (Potential Impact will be assessed in the EIR). Project development will impact the stormwater drainage facilities that serve the project site. However, it's uncertain as to the extent of the impact. The EIR will:

- Identify the current capacity of the storm drain network that serves the project site;
- Identify to what extent project implementation will impact the network;
- Identify mitigation measures necessary to reduce all impacts to a level of insignificance.

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

Potentially Significant Unless Mitigated (Potential Impact will be assessed in the EIR). Project development will require the provision of certain public services and utilities including but not limited to water supplies, wastewater treatment and solid waste disposal. The adequate supply of these public services and the ability of the providers to deliver these utilities and services to the project site is uncertain.

The EIR to be prepared for the proposed project will, at a minimum:

- Assess the adequacy of the supply of services and utilities to be delivered to the project site.
- Identify impacts which might result from the provision of services and utilities to the project site.
- Identify mitigation measures necessary to reduce all identified public service and utility impacts to a level of insignificance.

- f) *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 Unless Mitigated (Potential Impact will be assessed in the EIR). Please refer to response for Item 4.16 d-g.

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

Potentially Significant Unless Mitigated (Potential Impact will be assessed in the EIR). Please refer to response for Item 4.16 d-g.

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

Potentially Significant Unless Mitigated (Potential Impact will be assessed in the EIR). Please refer to the response for Item 4.16 d-g.

5.0 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?*

Less Than Significant Impact. Implementation of the proposed project could result in the demolition or substantial modification of structures that have been determined to be potentially eligible to the National Register of Historic Places. However, as discussed above in Section 4.5 (a), this effect has already been resolved with the SHPO, and a mitigation plan has already been formulated to the satisfaction of SHPO, NASA, GSA, and the City of Downey. No further analysis of this issue is required in the EIR.

- 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 Unless Mitigation Incorporated (Potential Impact will be assessed in the EIR). The analysis in the EIR of each issue area identified above (refer to the responses to items 1-16) as potentially significant will include an analysis of the project's potential cumulative effect with respect to the relevant issue area.

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

Potentially Significant Unless Mitigation Incorporated (Potential Impact will be assessed in the EIR). Refer to the responses to items 1-16, above.



South Coast Air Quality Management District

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

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MAR 30 2001

PLANNING

March 23, 2001

Mr. Mark Sellheim
Principal Planner
City of Downey
Community and Economic Development Dept.
11111 Brookshire Avenue
Downey, CA 90241-7016

Dear Mr. Sellheim:

Notice of Preparation of an Environmental Impact Report Former Rockwell/Boeing Site Specific Plan

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The AQMD'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 AQMD 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 AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the AQMD's Subscription Services Department by calling (909) 396-3720.

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 considered. 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 evaluation. 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

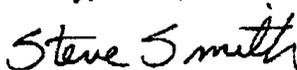
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the AQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, AQMD'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

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

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

Sincerely,



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

SS:CB:li

LAC010321-08LI
Control Number



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

March 27, 2001

Mr. Mark Sellheim
Community and Economic Devel. Dept.
City of Downey
11111 Brookshire Avenue
Downey, CA 90241-7016

RECEIVED
MAR 30 2001
PLANNING

Dear Mr. Sellheim:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Former Rockwell / Boeing Site Specific Plan. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with both highway and freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "1997 Congestion Management Program for Los Angeles County", Appendix D. The geographic area examined in the TIA must include the following, at a minimum:

1. all CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

1. evidence that the affected transit operators received the NOP for the Draft EIR;
2. a summary of the existing transit services in the area;
3. estimated project trip generation and mode assignment for both morning and evening peak periods;
4. documentation on the assumptions/analyses used to determine the number of percentage of trips assigned to transit;
5. information on facilities and/or programs that will be incorporated in to the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and

6. an analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

The MTA looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please call me at 213-922-2238 or email at foxs@mta.net. Please send the Draft EIR to the following address:

LACMTA
One Gateway Plaza
Attn: Steve Fox
Regional Planning, 99-23-2
Los Angeles, CA 90012-2952

Sincerely,



Stephen G. Fox
Program Manager, Regional Planning

**Document Details Report
State Clearinghouse Data Base**

SCH# 2001031096
Project Title Former Rockwell/Boeing Site Specific Plan
Lead Agency Downey, City of

Type NOP Notice of Preparation

Description Specific plan for a multiple-use development on the 140-acre former Rockwell/Boeing site in Downey. Proposed land use include a shopping center, offices, plus buildings designed to accommodate research and development activities. Together, the project's buildings will total a maximum of ~2.1 million square feet of floor area in three distinct land use areas.

Area I. Area I encompasses slightly more than 33 acres and occupies the northern portion of the project site. A planned retail shopping center will occupy this area, and will be oriented toward Lakewood Boulevard. Other streets bordering Area I include Stewart & Gray Road and Bellflower Boulevard. the center will feature both inline stores and freestanding buildings. Together, the center's building will provide a maximum of 410,000 square feet, plus parking.

Area II. Will total ~63 acres. It supports an existing that contains 883,550 square feet, which both Rockwell and the Boeing Company used for aerospace manufacturing and testing purposes. The development proposal involves either reusing a portion of the building for motion picture studio and production.

Lead Agency Contact

Name Mark Sellheim
Agency City of Downey Economic and Community Development Department
Phone 562/904-7154 **Fax**
email
Address 11111 Brookshire Avenue
City Downey **State** CA **Zip** 90241-7016

Project Location

County Los Angeles
City Downey
Region
Cross Streets Lakewood Boulevard/SR-19/Stewart and Gray Road
Parcel No. 6256-004-900
Township 3S **Range** 12W **Section** **Base** S. Gate

Proximity to:

Highways SR-19
Airports
Railways UPRR
Waterways San Gabriel River
Schools
Land Use Mixed Use (includes commercial and industrial uses)

Project Issues Aesthetic/Visual; Air Quality; Flood Plain/Flooding; Drainage/Absorption; Job Generation; Housing; Noise; Schools/Universities; Sewer Capacity; Solid Waste; Traffic/Circulation; Water Quality; Water Supply; Growth Inducing; Cumulative Effects; Landuse

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

Date Received 03/21/2001 **Start of Review** 03/21/2001 **End of Review** 04/19/2001

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



Gray Davis
GOVERNOR

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



Steve Nissen
DIRECTOR

Notice of Preparation

March 21, 2001

RECEIVED
MAR 26 2001
PLANNING

To: Reviewing Agencies

Re: Former Rockwell/Boeing Site Specific Plan
SCH# 2001021096

Attached for your review and comment is the Notice of Preparation (NOP) for the Former Rockwell/Boeing Site Specific Plan draft Environmental Impact Report (EIR).

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

Please direct your comments to:

Mark Sellheim
City of Downey Economic and Community Development Department
11111 Brookshire Avenue
Downey, CA 90241-7016

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

Resources Agency	Fish and Game	Resources Agency	State Water Reso ; Control
Resources Agency Nadell Gayou	<input type="checkbox"/> Dept. of Fish & Game Joe Vincenty Environmental Services Division	<input type="checkbox"/> Colorado River Board Gerald R. Zimmerman	<input type="checkbox"/> State Water Reso ; Control Greg Frantz Division of Water Quality
Dept. of Boating & Waterways Bill Curry	<input type="checkbox"/> Dept. of Fish & Game Donald Koch Region 1	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Lyn Barnett	<input type="checkbox"/> State Water Resources Control Board Mike Falkenstein Division of Water Rights
California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Dept. of Fish & Game Banky Curtis Region 2	<input type="checkbox"/> Office of Emergency Services John Rowden, Manager	<input checked="" type="checkbox"/> Dept. of Toxic Substances Control CEDA Tracking Center
Dept. of Conservation Ken Troit	<input type="checkbox"/> Dept. of Fish & Game Brian Hunter Region 3	<input type="checkbox"/> Delta Protection Commission Debby Eddy	<u>Regional Water Quality Control Board (RWQCB)</u>
Dept. of Forestry & Fire Protection Allen Robertson	<input type="checkbox"/> Dept. of Fish & Game William Lauder milk Region 4	<input type="checkbox"/> Santa Monica Mountains Conservancy Paul Edelman	<input type="checkbox"/> RWQCB Cathleen Hudson North Coast Region (1)
Office of Historic Preservation Hans Kreutzberg	<input checked="" type="checkbox"/> Dept. of Fish & Game Sandy Peterson Region 5, Habitat Conservation Program	<input type="checkbox"/> Dept. of Transportation IGR/Planning District 1	<input type="checkbox"/> RWQCB Environmental Document Coordinator San Francisco Bay Region (2)
Dept of Parks & Recreation Resource Mgmt. Division	<input type="checkbox"/> Dept. of Fish & Game Gabriela Gatchel Region 6, Habitat Conservation Program	<input type="checkbox"/> Dept. of Transportation Ron Helgeson Caltrans - Planning	<input type="checkbox"/> RWQCB Central Coast Region (3)
Reclamation Board Pam Bruner	<input type="checkbox"/> Dept. of Fish & Game Tammy Allen Region 6, Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Dept. of General Services Robert Steppy Environmental Services Section	<input checked="" type="checkbox"/> RWQCB Jonathan Bishop Los Angeles Region (4)
S.F. Bay Conservation & Dev't. Comm. Sieve McAdam	<input type="checkbox"/> Dept. of Fish & Game DeWayne Johnston Marine Region	<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> RWQCB Central Valley Region (5)
Resources Agency Nadell Gayou	<input type="checkbox"/> Dept. of Fish & Game DeWayne Johnston Marine Region	<input type="checkbox"/> Airport Projects Jim Lerner	<input type="checkbox"/> RWQCB Central Valley Region (5) Fresno Branch Office
Dept. of Water Resources	<input type="checkbox"/> Dept. of Fish & Game DeWayne Johnston Marine Region	<input type="checkbox"/> Transportation Projects Ann Geraghty	<input type="checkbox"/> RWQCB Central Valley Region (5) Redding Branch Office
<u>Health & Welfare</u>	<u>Independent Commissions</u>	<input type="checkbox"/> Industrial Projects Mike Tolstrup	<input type="checkbox"/> RWQCB Lahontan Region (6)
Health & Welfare Wayne Hubbard	<input type="checkbox"/> California Energy Commission Environmental Office	<input type="checkbox"/> California Integrated Waste Management Board Sue O'Leary	<input type="checkbox"/> RWQCB Lahontan Region (6) Victorville Branch Office
Dept. of Health/Drinking Water	<input checked="" type="checkbox"/> Native American Heritage Comm. Debbie Treadway	<input type="checkbox"/> State Water Resources Control Board Diane Edwards Division of Clean Water Programs	<input type="checkbox"/> RWQCB Colorado River Basin Region (7)
<u>Food & Agriculture</u>	<input checked="" type="checkbox"/> Public Utilities Commission Andrew Barnsdale	<input type="checkbox"/> Dept. of Transportation Mike Sim District 8	<input type="checkbox"/> RWQCB Santa Ana Region (8)
Food & Agriculture Tad Bell	<input type="checkbox"/> State Lands Commission Betsy Silva	<input type="checkbox"/> Dept. of Transportation Caroline Yee for Kate Walton District 9	<input type="checkbox"/> RWQCB San Diego Region (9)
Dept. of Food and Agriculture	<input type="checkbox"/> Governor's Office of Planning & Research State Clearinghouse Planner		

04/02/2001 MON 10:10 FAX 92801-3334

The Gas Company

RECEIVED

Orange Coast Region

APR 02 2001

PLANNING



March 28, 2001

City of Downey
Community & Economic Development Dept.
11111 Brookshire Avenue
Downey, Ca 90241-7016

Southern California
Gas Company

Mailing address:
Box 3334
Anaheim, CA
92801-3334

Attention: Mark Selheim

Subject: Notice Of Preparation of a Draft E.I.R. Former Rockwell/Boeing Site

This letter is not to be interpreted as a contractual commitment to serve the proposed project but only as an information service. Its intent is to notify you that the Southern California Gas Company has facilities in the area where the above named project is proposed. Gas service to the project could be served by an existing main without any significant impact on the environment. The service would be in accordance with the company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

The availability of natural gas service, as set forth in this letter, is based upon present conditions of gas supply and regulatory policies. As a public utility, the Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. We can also be affected by actions of gas supply or the condition under which service is available, gas service will be provided in accordance with revised conditions.

Estimates of gas usage for non-residential projects are developed on an individual basis and are obtained from the Commercial-Industrial Market Services Staff by calling (800) 427-2000. 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

KK/mm
encl.
eircomm.doc

STATE OF CALIFORNIA

Gray Davis, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

RECEIVED



APR 02 2001

PLANNING

March 28, 2001

Mark Sellheim
City of Downey Economic and Community Development Department
11111 Brookshire Avenue
Downey, CA 90241-7016

RE: SCH# 20010110796- Former Rockwell/Boeing Site Specific Plan

Dear Mr. Sellheim:

The Native American Heritage Commission has reviewed the above mentioned NOP. To adequately protect archaeological resources from project-related impacts, the Commission recommends the following:

- ✓ Provisions for accidental discovery of archeological resources:
 - Lack of surface evidence of archeological resources does not preclude the existence of archeological resources. Lead agencies should include provisions for accidentally discovered archeological resources during construction per California Environmental Quality Act (CEQA) §15064.5 (f).
- ✓ Provisions for discovery of Native American human remains
 - Health and Safety Code §7050.5, CEQA §15064.5 (e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery and should be included in all environmental documents.

If you have any questions, please contact me at (916) 653-4040.

Sincerely,

A handwritten signature in black ink that reads "Rob Wood".

Rob Wood
Associate Governmental Program Analyst

CC: State Clearinghouse

The Gas Company

RECEIVED

Orange Coast Region

APR 02 2001

PLANNING



March 28, 2001

City of Downey
Community & Economic Development Dept.
11111 Brookshire Avenue
Downey, Ca 90241-7016

Southern California
Gas Company

Mailing Address:

Box 3334

Anaheim, CA

92803-3334

Attention: Mark Selheim

Subject: Notice Of Preparation of a Draft E.I.R. Former Rockwell/Boeing Site

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Sincerely,

Kris Keas
Technical Supervisor

KK/mm
encl
eircomm.doc

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

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APR 02 2001

PLANNING

March 28, 2001

Mark Sellheim
City of Downey Economic and Community Development Department
11111 Brookshire Avenue
Downey, CA 90241-7016

RE: SCH# 20010110796 - Former Rockwell/Boeing Site Specific Plan

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- ✓ Provisions for discovery of Native American human remains
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If you have any questions, please contact me at (916) 653-4040.

Sincerely,

A handwritten signature in black ink that reads "Rob Wood".

Rob Wood
Associate Governmental Program Analyst

CC: State Clearinghouse



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

RECEIVED

APR 05 2001

PLANNING

April 3, 2001

File No: 02-00.04-00

Mr. Mark Sellheim, Principal Planner
City of Downey
Community and Economic Development Dept.
11111 Brookshire Avenue
P.O. Box 7016
Downey, CA 90241-7016

Dear Mr. Sellheim:

Former Rockwell/Boeing Site Specific Plan

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 22, 2001. The proposed development is located within the jurisdictional boundaries of District No. 2. We offer the following comments regarding sewerage service:

1. Wastewater generated within the project boundaries may discharge to local sewers not maintained by the Districts for conveyance to the Districts' Downey-Bellflower Trunk Sewer, located in Lakewood Boulevard from Stewart and Gray Road to Clark Avenue and continuing south in Clark Avenue to Imperial Highway, or may discharge directly to the Districts' trunk sewer. This 21-inch diameter trunk sewer has a design capacity of 3.3-4.7 million gallons per day (mgd) and conveyed a peak flow of 2.6 mgd when last measured in 1993. A direct connection to a Districts' trunk sewer requires a Trunk Sewer Connection Permit, issued by the Districts. For information regarding the permit, please contact the Public Counter at extension 1205.
2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson or the Los Coyotes Water Reclamation Plant (WRP) located in the City of Cerritos. The JWPCP has a design capacity of 385 mgd and currently processes an average flow of 334 mgd. The Los Coyotes WRP has a design capacity of 37.5 mgd and currently processes an average flow of 34.6 mgd.
3. The expected average wastewater flow from the project site is 282,625 gallons per day.
4. Individual developments associated with the proposed project may require a Districts' permit for Industrial Wastewater Discharge. Project developers should contact the Districts' Industrial Waste Section at extension 2900, in order to reach a determination on this matter. If this permit is necessary, project developers will be required to forward a copy of final plans for the proposed development(s) to the Districts for review and approval before beginning project construction.

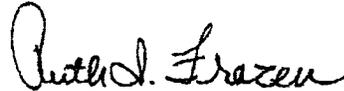
5. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already 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 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 with 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 which 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 which 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



MWD

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Office of the General Manager

April 5, 2001

Mr. Mark Sellheim
City of Downey
Community and Economic Development Department
11111 Brookshire Avenue
Downey, California 90241-7016

Dear Mr. Sellheim:

**Notice of Preparation of a Draft Environmental Impact Report for the
Former Rockwell/Boeing Site Specific Plan in the City of Downey**

The Metropolitan Water District of Southern California (Metropolitan) has received a Notice of Preparation (Notice) of a Draft Environmental Impact Report (EIR) for the Former Rockwell/Boeing Site Specific Plan in the City of Downey. The applicant, The Hszalow Company, proposes a multi-use development for the former Rockwell/Boeing site. Land uses planned for development include a shopping center, offices, plus buildings designed to accommodate research and development activities. This letter contains our response as a potentially affected public agency.

Our review of the Notice indicates that Metropolitan's Lower Feeder runs along the northern boundary of the proposed project and then southerly along Bellflower Boulevard. The enclosed map shows this facility in relation to the proposed project. It will be necessary for the applicant to consider this facility in its project planning.

In order to avoid potential conflicts with Metropolitan's rights-of-way, we request that any preliminary engineering design drawings or improvement plans for any activity in the area of Metropolitan's pipelines and rights-of-way be submitted for our review and written approval. The 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 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 METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Mr. Mark Sellheim
Page 2
April 5, 2001

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future environmental documentation on this project. If we can be of further assistance, please contact me at (213) 217-6242.

Very truly yours,



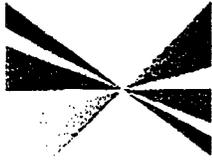
Laura J. Simonek
Principal Environmental Specialist

DTF

Enclosures



SOUTHERN CALIFORNIA



ASSOCIATION OF GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

T (213) 236-1800

F (213) 236-1825

www.scag.ca.gov

Officers • President: Mayor Pro Tem Ron Bates, City of Los Angeles • Second Vice President: Councilmember Hal Berenson, Los Angeles • Immediate Past President: Supervisor Zev Yaroslavsky, Los Angeles County

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Orange County: Charles Smith, Orange County • Ron Bates, Los Alamitos • Ralph Bauer, Huntington Beach • Art Brown, Buena Park • Blanche Curran, Costa Mesa • Cathryn DeYoung, Laguna Niguel • Ricard Dixon, Lake Arrowe • Alva Duke, La Palma • Shirley McCracken, Anaheim • Bev Perry, Brea

Riverside County: Bob Bister, Riverside County • Ken Lowinsky, Riverside • Greg Peus, Cathedral City • Andrea Fuga, Corona • Row Roberts, Temecula • Charles White, Moreno Valley

San Bernardino County: Jon Michels, San Bernardino County • Bill Alexander, Rancho Cucamonga • Jim Rigley, Twentynine Palms • David Blomson, Fontana • Lee Ann Garcia, Grand Terrace • Curtis Norton-Perry, Chino Hills • Judith Valby, San Bernardino

Ventura County: Julie Mikels, Ventura County • Diana De Paula, San Buenaventura • Glen Herrera, Santa Valley • Tom Young, West Lodi

Riverside County Transportation Commission: Brian Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Santa Valley

April 5, 2001

Mr. Mark Sellheim
Principal Planner
City of Downey
Economic and Community Development Department
11111 Brookshire Avenue
Downey, CA 90241-7016

RECEIVED
CITY OF DOWNEY
PLANNING

RE: **Comments on the Notice of Preparation for a Draft Environmental Impact Report for the Former Rockwell/Boeing Site Specific Plan - SCAG No. 1 20010140**

Dear Mr. Sellheim:

Thank you for submitting the Notice of Preparation for a Draft Environmental Impact Report for the Former Rockwell/Boeing Site Specific Plan to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies in reviewing projects and plans for consistency with regional plans.

In addition, The California Environmental Quality Act requires that EIRs discuss any inconsistencies between the proposed project and the 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 DEIR 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 DEIR. 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 DEIR 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 Planner
Intergovernmental Review

**COMMENTS ON THE PROPOSAL TO DEVELOP A
DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE
FORMER ROCKWELL/BOEING SITE
SPECIFIC PLAN
SCAG NO. I 20010140**

PROJECT DESCRIPTION

The proposed Project considers the development of a Specific Plan for a multi-use development proposal that's planned for the 140-acre, former Rockwell/Boeing site in the City of Downey. Land uses planned for development include a shopping center, offices, plus buildings to accommodate research and development activities. The proposed development will total a maximum of approximately 2.1 million square feet of floor area in three distinct land use areas.

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 Project.

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 1998 RTP (April 1998) Population, Household and Employment forecasts for the Gateway Cities Council of Governments (GCCOG) subregion and the City of Downey. These forecasts follow:

GCCOG Subregional Forecasts	2000	2005	2010	2015	2020
Population	2,086,500	2,149,700	2,196,900	2,275,500	2,368,600
Households	597,400	606,600	620,100	636,600	669,900
Employment	879,300	938,900	1,017,700	1,063,300	1,110,400

City of

Downey

Forecasts	2000	2005	2010	2015	2020
Population	99,900	102,900	105,100	108,800	113,200
Households	33,700	33,900	34,200	34,600	35,400
Employment	51,500	54,700	58,900	61,400	64,400

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.

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 and economical movements of people and goods.

- *Average Work Trip Travel Time in Minutes – 22 minutes*
- *PM Peak Highway Speed – 33 mph*
- *Percent of PM Peak Travel in Delay (All Trips) – 33%*

Accessibility - Transportation Systems 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 25 Minutes – 88%*

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

- *Meeting Federal and State Standards – Meet Air Plan Emission Budgets*

Reliability - Reasonable and dependable levels of service by mode. (All Trips)

- *Transit – 63%*
- *Highway – 76%*

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

- *Fatalities Per Million Passenger Miles – 0.008*
- *Injury Accidents – 0.929*

Livable Communities - Transportation Systems should facilitate Livable Communities in which all residents have access to all opportunities with minimal travel time. (All Trips)

- *Vehicle Trip Reduction – 1.5%*
- *Vehicle Miles Traveled Reduction – 10.0%*

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

- *Low-Income (Household Income \$12,000) Share of Net Benefits – Equitable Distribution of Benefits*

Cost-Effectiveness - Maximize return on transportation investment. (All Trips)

- *Net Present Value – Maximum Return on Transportation Investment*
- *Value of a Dollar Invested – Maximum Return on Transportation Investment*

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.

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 areas accessible to transit through infill and redevelopment.*
- 3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- 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.*
- 3.23 *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.

- 3.27 *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 services, recreational facilities, law enforcement, and fire protection.*

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.*

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

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April 5, 2001
Mr. Mark Sellheim
Page 7

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.

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.

ENDNOTE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

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(g)-(h), 49 U.S.C. §1607(f)-(g) 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.

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 Air 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 Impact 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 San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.



Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Department of Toxic Substances Control

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



Gray Davis
Governor

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APR 11 2001

PLANNING

April 6, 2001

Mr. Mark Sellheim
City of Downey Economic and Community Development Department
11111 Brookshire Avenue
Downey, California 90241-7016

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE FORMER ROCKWELL/BOEING SITE SPECIFIC PLAN (PROJECT), SCH 2001031096

Dear Mr. Sellheim:

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

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

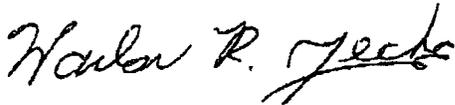
- 1) The draft EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area.
- 2) The draft EIR needs to identify any known or potentially contaminated site within the proposed Project area. For 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) 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 soil exists, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

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 www.dtsc.ca.gov.

Mr. Mark Sellheim
April 6, 2001
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP or to meet/discuss this matter further, please contact Bob Krug, Project Manager, at (818) 551-2866 or me at (818) 551-2877.

Sincerely,



Harlan R. Jeché
Unit Chief
Southern California Cleanup Operations - 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



Department of Toxic Substances Control



Edwin F. Lowry, Director
5796 Corporate Avenue
Cypress, California 90630

Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Gray Davis
Governor

August 24, 2000

Date: 4-18-01		# of Pages: 5		QUICK FAX™ OfficeMax	
TO: Neil Browner		Co./Dept. EIP		From: David Rodriguez	
Fax: 310-268-8175		Phone: 310-268-8132		Fax: (626) 795-9096	
Note: Pls call w/ any questions				Phone: (626) 304-7891	

Mr. David Hickens, Chief
Environmental Office
NASA Johnson Space Center
2101 NASA Road 1
Houston, Texas 77058

DRAFT ENVIRONMENTAL ASSESSMENT, MAY 2000 FOR DISPOSAL AND REUSE OF NATIONAL AERONAUTICS AND SPACE ADMINISTRATION (NASA) INDUSTRIAL PLANT IN DOWNEY, CALIFORNIA

Dear Mr. Hickens:

Thank you for responding to my telephone call requesting clarification about investigation and remedial actions being conducted at the National Aeronautics and Space Administration (NASA) Industrial Plant in Downey, California. The Department of Toxic Substances Control (DTSC) received a copy of the Draft Environmental Assessment (EA) for Disposal and Reuse of NASA Industrial Plant above-mentioned document from the State Clearinghouse (#2000064003). Negotiations are in progress concerning possible "early transfer" of NASA property to the City of Downey, that is, transfer of property prior to completion of remediation of environmental contamination. Based upon the EA, NASA has concluded that the disposal and reuse of the remaining 94 acres, also known as Parcels 1 and 2, will have no significant impact resulting from proposed demolition, construction and operation activities. The EA notes, however, that "NASA would have limited, if any, authority over redevelopment of the property after disposal occurs." As discussed below, some aspects of this project may fall within DTSC's areas of responsibility.

Subsequent to our discussion, I spoke with John Geroch of the Regional Water Quality Control Board (RWQCB). Mr. Geroch advised me that the RWQCB became involved in this project several years ago, following investigation into a report by the local water purveyor concerning detection of low-level concentrations of organic solvents, including tetrachloroethene (PCE) in regional groundwater. Based upon RWQCB authority under the California Water Code, they have provided oversight of investigation of the entire NASA facility. The RWQCB is currently overseeing remediation of soil with hazardous

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Mr. David Hickens, Chief
August 24, 2000
Page 2

substances contaminants which pose a threat to groundwater, as well as the closure and cleanup of numerous underground storage tanks used for petroleum-related substances at this facility.

DTSC's records indicate that this site was formerly known as Air Force Plant-16. According to Lloyd Godard, Los Angeles District Army Corps of Engineers, this site is listed as Formerly Used Defense Site (FUDS) JO9CA0101, for which bunkers at Building 125 are slated for demolition in 2004. However, based upon the information which you provided, this facility was privatized briefly in the 1950s, then taken over by NASA in 1960. NASA is an independent civilian agency, and the Department of Defense no longer has responsibility for cleanup costs or liability at this facility. Since that time, the facility has been "Government-Owned, Contractor Operated" (GOCO), operated by Firth Rockwell, and Boeing North America. The Plant was declared excess to NASA's needs in 1993. Environmental remediation is currently underway, and is scheduled to be completed by 2003. Subsequent to the passage of special legislation, 68 acres encompassing Parcels 3, 4, 5, and 6 were transferred to the City of Downey in 1996. The City of Downey has also indicated their interest in acquiring the remaining NASA Industrial Plant property, e.g., Parcels 1 and 2. Property transfer is being managed by the U.S. General Services Administration, San Francisco office.

The feasibility of "early transfer", also known as "Covenant Deferral", provisions of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA - 42 U.S.C., Section 9620), Section 120(h)(3)(C) is now being evaluated by all parties. DTSC notes, however, that the previous closures of sumps and tanks were not risk-based; it is also our understanding that no risk assessments for human and ecological health have yet been performed for this property. "Clean-closure" cannot be approved without the support of a human and environmental health risk assessment. The RWQCB will make a determination of the suitability to transfer the property, and will forward a recommendation, as appropriate, to the Governor's office, whose approval is required under CERCLA.

Additionally, it is DTSC's understanding that NASA has proposed that future land use restrictions be placed in the deed, to prohibit uses that may interfere with ongoing remediation or may expose persons or the environment to residual contaminants. If there will be residual hazardous substance contamination remaining onsite, DTSC recommends that a Land Use Covenant be entered into between NASA and either DTSC or the RWQCB, pursuant to California Civil Code Section 1471. Restrictions in the Land Use Covenant will "run with the land", and will bind future owners. In the event that deed restrictions are breached, the Land Use Covenant would provide the state with authority to intervene directly through state courts. Such restrictions should decrease future risks to public health and the environment, and promote long-term permanence and effectiveness of remedies selected to address contamination.

Mr. David Hickens, Chief
August 24, 2000
Page 3

Finally, DTSC notes that the Parks and Recreation Scenario for Future Reuse discussed in the EA indicates that construction of an elementary school on Parcel 2 is being contemplated by the City of Downey. If this reuse plan is approved, DTSC requests that the City of Downey contact DTSC's Schools Unit as soon as possible. On January 1, 2000, two new laws affecting schools became effective, which require that DTSC be involved in the environmental-review process for the proposed acquisition and/or construction of school properties utilizing state funding. DTSC's role in the assessment, investigation, and cleanup of proposed schoolsites is to ensure that selected properties are free of contamination, or if the property is contaminated, that it is cleaned up to a level that is protective of the students and faculty who will occupy the new school. Assembly Bill 387 and Senate Bill 162 amended the California Education Code (CEC) sections 17070.50 and 17268, and added sections 17072.13, 17210, 17210.1, 17213.1, 17213.2, and 17213.3. DTSC is required to review and respond to Phase I reports and Preliminary Endangerment Assessments, and has developed specific sampling protocols to assure adequate investigation and cleanup actions. Pursuant to the CEC, all investigations and cleanup actions must be conducted pursuant to Chapter 6.8, Division 20, of the California Health and Safety Code, including requirements for public participation and compliance with the California Environmental Quality Act (CEQA).

We will share this information with the City of Downey, the U.S. General Services Administration, the RWQCB, the U.S. Army Corps of Engineers, and the U.S. Air Force so that all parties are familiar with the site, and are aware of the possible need for DTSC's future involvement in work to be performed at this location. Please contact me at (714) 484-5433 if you have questions or need further information in this matter.

Sincerely,



Sharon Fair, Chief
Base Closure and Reuse Unit
Southern California Branch
Office of Military Facilities

cc: See next page

Mr. David Hickens, Chief
August 24, 2000
Page 4

cc: Mr. Lloyd E. Godard,
FUDS Project Manager
USACE: Los Angeles District
ATTN: CESPL-PM-M
Lloyd E. Godard
911 Wilshire Boulevard, Suite 15018
Los Angeles, California 90017

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
Department of Toxic Substances Control
400 P Street, 4th Floor
P.O. Box 806
Sacramento, California, California 95812-0806

Mr. Rod Whitten
U.A. Air Force Center for Environmental Excellence
Western Regional Compliance Office
333 Market Street, Suite 625
San Francisco, California 94105

Mr. John Geroch
California Regional Water Quality Control Board
Los Angeles Region
320 West Fourth Street, Suite 200
Los Angeles, California 90013

Mrs. Frances McChesney
Senior Staff Counsel
Office of the Chief Counsel
State Water Quality Control Board
P.O. Box 100
Sacramento, California 95812

Mr. Darrell George, Director
Community and Economic Development
City of Downey
11111 Brookshire Avenue
Downey, California 90241

Mr. David Hickens, Chief
August 24, 2000
Page 5

cc: Mr. Clark Van Epps
General Services Administration
Phillip Burton Federal Building and U.S. Courthouse
San Francisco, California 94102-3400

Mr. Steve Koyasako
Assistant Chief Counsel
Office of Legal Services
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

Mr. Peter Garcia, Chief
Schools Unit
Department of Toxic Substances Control
1011 N. Grandview Avenue
Glendale, California 91201

Ms. Alice Gimeno
FUDS and UXO Liaison
Southern California Branch
Office of Military Facilities
Department of Toxic Substances Control
5796 Corporate Avenue
Cypress, California 90630



Gray Davis
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse



Steve Nissen
DIRECTOR

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JUN 21 2001

PLANNING

Notice of Preparation

June 18, 2001

To: Reviewing Agencies

Re: Downey Landings Specific Plan
SCH# 2001031096

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

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

Please direct your comments to:

Mark Sellheim
City of Downey Economic and Community Development Department
11111 Brookshire Avenue
Downey, CA 90241-7016

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# 2001031096
Project Title Downey Landings Specific Plan
Lead Agency Downey, City of

Type NOP Notice of Preparation

Description Specific plan for a multiple-use development on the 160-acre former Rockwell/Boeing site in Downey. Proposed land use include a shopping center, offices, plus buildings designed to accommodate research and development activities, and a Kaiser Permanente hospital and medical office facility, with supporting uses. Together, the project's buildings will total a maximum of approximately 3.7 million square feet of floor area in four distinct land use areas.

Lead Agency Contact

Name Mark Selheim
Agency City of Downey Economic and Community Development Department
Phone 562/904-7154 **Fax**
email
Address 11111 Brookshire Avenue
City Downey **State** CA **Zip** 90241-7016

Project Location

County Los Angeles
City Downey
Region
Cross Streets Lakewood Boulevard/SR-19/Stewart and Gray Road
Parcel No. 6256-004-900
Township 3S **Range** 12W **Section** **Base** S. Gate

Proximity to:

Highways SR-19
Airports
Railways UPRR
Waterways San Gabriel River
Schools
Land Use Mixed Use (includes commercial and industrial uses)

Project Issues Aesthetic/Visual; Air Quality; Flood Plain/Flooding; Drainage/Absorption; Housing; Job Generation; Noise; Public Services; Schools/Universities; Sewer Capacity; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Parks and Recreation; Department of Water Resources; Department of Health Services; Department of Fish and Game, Region 5; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; Caltrans, District 7; Caltrans, Division of Aeronautics; California Highway Patrol; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4

Date Received 06/18/2001 **Start of Review** 06/18/2001 **End of Review** 07/17/2001

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

Resources Agency	Fish and Game	Other Agencies	Regional Water Quality Control Board (RWQCB)
<input checked="" type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Dept. of Fish & Game Scott Flint Environmental Services Division	<input type="checkbox"/> Colorado River Board Gerald R. Zimmerman	<input type="checkbox"/> State Water Resources Control Board Greg Frantz Division of Water Quality
<input type="checkbox"/> Dept. of Boating & Waterways Bill Curry	<input type="checkbox"/> Dept. of Fish & Game Donald Koch Region 1	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Lyn Barnett	<input type="checkbox"/> State Water Resources Control Board Mike Falkenslein Division of Water Rights
<input type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Dept. of Fish & Game Banky Curtis Region 2	<input type="checkbox"/> Office of Emergency Services John Rowden, Manager	<input checked="" type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center
<input checked="" type="checkbox"/> Dept. of Conservation Ken Troll	<input type="checkbox"/> Dept. of Fish & Game Robert Floerke Region 3	<input type="checkbox"/> Delta Protection Commission Debby Eddy	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input type="checkbox"/> Dept. of Forestry & Fire Protection Allen Robertson	<input type="checkbox"/> Dept. of Fish & Game William Lauder milk Region 4	<input type="checkbox"/> Santa Monica Mountains Conservancy Paul Edelman	<input type="checkbox"/> RWQCB Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> Office of Historic Preservation Hans Kreuzberg	<input checked="" type="checkbox"/> Dept. of Fish & Game Sandy Peterson Region 5, Habitat Conservation Program	<input type="checkbox"/> Dept. of Transportation L. Dennis Brunelle Office of Special Projects	<input type="checkbox"/> RWQCB Environmental Document Coordinator San Francisco Bay Region (2)
<input checked="" type="checkbox"/> Dept. of Parks & Recreation Resource Mgmt. Division	<input type="checkbox"/> Dept. of Fish & Game Gabrina Gatchel Region 6, Habitat Conservation Program	<input type="checkbox"/> Dept. of Transportation Ron Helgeson Caltrans - Planning	<input type="checkbox"/> RWQCB Central Coast Region (3)
<input type="checkbox"/> Reclamation Board Pam Bruner	<input type="checkbox"/> Dept. of Fish & Game Tammy Allen Region 3, Invo/Mono, Habitat Conservation Program	<input type="checkbox"/> Dept. of General Services Robert Sleppy Environmental Services Section	<input checked="" type="checkbox"/> RWQCB Jonathan Bishop Los Angeles Region (4)
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve McAdam	<input type="checkbox"/> Dept. of Fish & Game Tom Napoli Marine Region	<input type="checkbox"/> Air Resources Board Airport Projects Jim Lerner	<input type="checkbox"/> RWQCB Central Valley Region (5)
<input checked="" type="checkbox"/> Resources Agency Nadell Gayou Dept. of Water Resources	<input type="checkbox"/> Dept. of Fish & Game Marine Region	<input type="checkbox"/> Transportation Projects Ann Gersaghy	<input type="checkbox"/> RWQCB Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Health & Welfare Wayne Hubbard Dept. of Health/Drinking Water	<input type="checkbox"/> Independent Commissions	<input type="checkbox"/> Industrial Projects Mike Tollstrup	<input type="checkbox"/> RWQCB Central Valley Region (6) Lahontan Region (6)
<input type="checkbox"/> Food & Agriculture Ted Bell Dept. of Food and Agriculture	<input type="checkbox"/> California Energy Commission Environmental Office	<input type="checkbox"/> California Integrated Waste Management Board Sue O'Leary	<input type="checkbox"/> RWQCB Victorville Branch Office
	<input checked="" type="checkbox"/> Native American Heritage Comm. Debbie Treatway	<input type="checkbox"/> State Water Resources Control Board Diane Edwards Division of Clean Water Programs	<input type="checkbox"/> RWQCB Colorado River Basin Region (7)
	<input checked="" type="checkbox"/> Public Utilities Commission Andrew Sarnsdale		<input type="checkbox"/> RWQCB Santa Ana Region (8)
	<input checked="" type="checkbox"/> State Lands Commission Belly Silva		<input type="checkbox"/> RWQCB San Diego Region (9)
	<input type="checkbox"/> Governor's Office of Planning & Research State Clearinghouse Planner		



A  Semptra Energy company

June 19, 2001

City of Downey
Economic and Community Devel. Dept.
11111 Brookshire Avenue
Downey, CA 90241-7016

Attention: Mark Sellheim

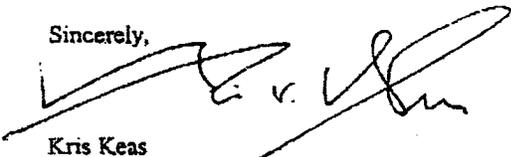
Subject: E.I.R. Downey Landings Specific Plan

This letter is not to be interpreted as a contractual commitment to serve the proposed project but only as an information service. Its intent is to notify you that the Southern California Gas Company has facilities in the area where the above named project is proposed. Gas service to the project could be served by an existing main without any significant impact on the environment. The service would be in accordance with the company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

The availability of natural gas service, as set forth in this letter, is based upon present conditions of gas supply and regulatory policies. As a public utility, the Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. We can also be affected by actions of gas supply or the condition under which service is available, gas service will be provided in accordance with revised conditions.

Estimates of gas usage for non-residential projects are developed on an individual basis and are obtained from the Commercial-Industrial Market Services Staff by calling (800) 427-2000. 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

kp
eircomm.doc

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JUN 22 2001

PLANNING

Southern California
Gas Company
Orange Coast Region
PO Box 3334
Anaheim, CA 92803-3334



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) 699-5422 FAX: (562) 699-5422
 www.lacsd.org

JAMES F. STAHL
 Chief Engineer and General Manager

RECEIVED
 JUN 29 2001

June 28, 2001

PLANNING

File No: 02-00.04-00

Mr. Mark Sellheim, Principal Planner
 City of Downey
 Community and Economic Development Dept.
 11111 Brookshire Avenue
 Downey, CA 90241-7016

Dear Mr. Sellheim:

**Downey Landings Specific Plan
 (formerly Former Rockwell/Boeing Site Specific Plan)**

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 June 18, 2001. The proposed development is located within the jurisdictional boundaries of District No. 2. We offer the following comments regarding sewerage service:

- Previous comments submitted by the Districts in correspondence dated April 3, 2001 (copy enclosed), to your agency, still apply to the subject project with the following updated information.
- The expected average wastewater flow from the project site is 550,477 gallons per day. A copy of the Districts' average wastewater generation factors is enclosed for your information.
- The Joint Water Pollution Control Plant (JWPCP) currently processes an average flow of 334.6 millions gallons per day (mgd). The Los Coyotes Water Reclamation Plant (WRP) currently processes an average flow of 34.7 mgd.
- For additional Industrial Wastewater Discharge Permit information, you may visit the Districts' website at www.lacsd.org under "Industrial Waste."

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:rf
 Enclosures

..ODMA\FPCDOCS\DM51515411



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 3, 2001

File No: 02-00.04-00

Mr. Mark Sellheim, Principal Planner
City of Downey
Community and Economic Development Dept.
11111 Brookshire Avenue
P.O. Box 7016
Downey, CA 90241-7016

Dear Mr. Sellheim:

Former Rockwell/Boeing Site Specific Plan

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 22, 2001. The proposed development is located within the jurisdictional boundaries of District No. 2. We offer the following comments regarding sewerage service:

1. Wastewater generated within the project boundaries may discharge to local sewers not maintained by the Districts for conveyance to the Districts' Downey-Bellflower Trunk Sewer, located in Lakewood Boulevard from Stewart and Gray Road to Clark Avenue and continuing south in Clark Avenue to Imperial Highway, or may discharge directly to the Districts' trunk sewer. This 21-inch diameter trunk sewer has a design capacity of 3.3-4.7 million gallons per day (mgd) and conveyed a peak flow of 2.6 mgd when last measured in 1993. A direct connection to a Districts' trunk sewer requires a Trunk Sewer Connection Permit, issued by the Districts. For information regarding the permit, please contact the Public Counter at extension 1205.
2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson or the Los Coyotes Water Reclamation Plant (WRP) located in the City of Cerritos. The JWPCP has a design capacity of 385 mgd and currently processes an average flow of 334 mgd. The Los Coyotes WRP has a design capacity of 37.5 mgd and currently processes an average flow of 34.6 mgd.
3. The expected average wastewater flow from the project site is 282,625 gallons per day.
4. Individual developments associated with the proposed project may require a Districts' permit for Industrial Wastewater Discharge. Project developers should contact the Districts' Industrial Waste Section at extension 2900, in order to reach a determination on this matter. If this permit is necessary, project developers will be required to forward a copy of final plans for the proposed development(s) to the Districts for review and approval before beginning project construction.

Mr. Mark Sellheim

2

April 3, 2001

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 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 with 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 which 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 which 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:cg

**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 Toxic Substances Control

Edwin F. Lowry, Director
1001 "I" Street, 25th Floor
P.O. Box 806
Sacramento, California 95812-0806

Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Gray Davis
Governor

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JUL 02 2001

PLANNING

June 27, 2001

Mark Sellheim
City of Downey Economic and Community Development Department
11111 Brookshire Avenue
Downey, California 90241-7016

Re: Downey Landings Specific Plan

The Department of Toxic Substances Control (DTSC) is in receipt of the environmental document identified above. Based on a preliminary review of this document, we have determined that additional review by our regional office will be required to fully assess any potential hazardous waste related impacts from the proposed project. The regional office and contact person listed below will be responsible for the review of this document in DTSC's role as a Responsible Agency under the California Environmental Quality Act (CEQA) and for providing any necessary comments to your office:

Sayareh Amirebrahimi
Site Mitigation
1011 North Grandview Avenue
Glendale, California 91201

If you have any questions concerning DTSC's involvement in the review of this environmental document, please contact the regional office contact person identified above.

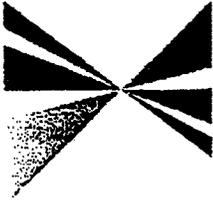
Sincerely,

Guenther W. Moskat, Chief
Planning and Environmental Analysis Section

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 www.dtsc.ca.gov.

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SOUTHERN CALIFORNIA



ASSOCIATION of
GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.SCAG.ca.gov

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Orange County: Charles Smith, Orange County • Ron Dales, Los Alamitos • Ralph Bauer, Huntington Beach • Art Brown, Buena Park • Lou Bone, Tustin • Elizabeth Cowan, Costa Mesa • Carolyn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Alan Duke, La Habra • Shirley McCracken, Anaheim • Beverly Price • Neil Rodgeaway, Newport Beach

Riverside County: Bob Butler, Riverside County • Ron Lovelidge, Riverside • Greg Potts, Cathedral City • Ben Roberts, Temecula • Jan Baldwin, Corona • Charles White, Moreno Valley

San Bernardino County: Jon Miles, San Bernardino County • Bill Alexander, Rancho Cucamonga • David Kuhlman, Fontana • Lee Ann Torres, Grand Terrace • Bob Huetter, Victorville • Gwendolyn Norton-Perry, Chino Hills • Judith Wilson, San Bernardino

Ventura County: Judy Miles, Ventura County • Glen Becker, Simi Valley • Dyanne de Paola, San Bernardino • Dana Young, Park Meunistic

Riverside County Transportation Commission: Helen Irwin, Menlo

Ventura County Transportation Commission: Bill Davis, Simi Valley

June 26, 2001

Mr. Mark Sellheim
Principal Planner
City of Downey
Community and Economic Development Department
11111 Brookshire Avenue
Downey, CA 90241-7016

RE: Comments on the Notice of Preparation for a Draft Environmental Impact Report for the Downey Landings Specific Plan - SCAG No. 1 20010332

Dear Mr. Sellheim:

Thank you for submitting the Notice of Preparation for a Draft Environmental Impact Report for the Downey Landings Specific Plan 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.

In addition, The California Environmental Quality Act requires that EIRs discuss any inconsistencies between the proposed project and the 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 DEIR 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 DEIR. 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 DEIR 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 Planner
Intergovernmental Review

June 26, 2001
 Mr. Mark Sellheim
 Page 2

**COMMENTS ON THE PROPOSAL TO DEVELOP A
 DRAFT ENVIRONMENTAL IMPACT REPORT
 FOR THE
 DOWNEY LANDINGS SPECIFIC PLAN
 SCAG NO. I 20010332**

PROJECT DESCRIPTION

The proposed Project considers the development of a Specific Plan for a multiple-use development and redevelopment proposals for the former Rockwell/Boeing site in the City of Downey. In total, the proposed Project area encompasses 160-acres with a potential for 3.7 million square feet of floor area. Proposed land uses include a shopping center, offices, research and development, hospital and medical facilities, along with other supporting uses. The proposed Project is located at Lakewood Boulevard and Stewart and Gray Roads in the City of Downey.

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 Downey Landings Specific Plan.

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 (GCCOG) subregion and the City of Downey. These forecasts follow:

GCCOG

**Subregional
 Forecasts**

	<u>2000</u>	<u>2005</u>	<u>2010</u>	<u>2015</u>	<u>2020</u>
Population	2,021,497	2,105,832	2,147,761	2,188,992	2,244,951
Households	575,571	583,857	597,965	612,065	626,177
Employment	815,223	860,715	907,739	935,552	960,967

June 26, 2001
 Mr. Mark Sellheim
 Page 3

City of Downey

Forecasts	2000	2005	2010	2015	2020
Population	100,850	104,824	104,837	104,850	104,866
Households	33,393	33,649	33,688	33,729	33,769
Employment	49,934	52,635	55,430	57,083	58,596

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.*

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*

June 26, 2001
 Mr. Mark Sellheim
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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%*
- *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.*
- 4.06 *Implementing transit restructuring, including Smart Shuttles, freight improvements, advanced transportation technologies, airport ground access and traveler information services are RTP priorities.*
- 4.16 *Maintaining and operating the existing transportation system will be a priority over expanding capacity.*

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

June 26, 2001
Mr. Mark Sellheim
Page 5

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 areas accessible to transit through infill and redevelopment.*
- 3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- 3.15 *Support local jurisdictions strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- 3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and*

June 26, 2001
Mr. Mark Sellheim
Page 6

redevelopment.

- 3.18 *Encourage planned development in locations least likely to cause environmental impact.*
- 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.

- 3.27 *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 services, recreational facilities, law enforcement, and fire protection.*

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.*

June 26, 2001
Mr. Mark Sellheim
Page 7

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.

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.

June 26, 2001
Mr. Mark Sellheim
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ENDNOTE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

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(g)-(h), 49 U.S.C. '1607(f)-(g) 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.

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 Air 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 Impact Reports* of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

July 2, 2001

Mr. Mark Sellheim, Principal Planner
City of Downey
Community and Economic Development Department
11111 Brookshire Ave.
Downey, CA 90241-7016

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JUL 03 2001

PLANNING

Dear Mr. Sellheim:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Downey Landings Specific Plan project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with both highway and freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "1997 Congestion Management Program for Los Angeles County", Appendix D. The geographic area examined in the TIA must include the following, at a minimum:

1. all CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

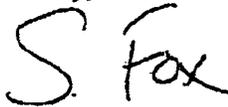
1. evidence that the affected transit operators received the NOP for the Draft EIR;
2. a summary of the existing transit services in the area;
3. estimated project trip generation and mode assignment for both morning and evening peak periods;
4. documentation on the assumptions/analyses used to determine the number of percentage of trips assigned to transit;
5. information on facilities and/or programs that will be incorporated in to the development plan that will encourage

- public transit usage and transportation demand management (TDM) policies and programs; and
6. an analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

The MTA looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please call me at 213-922-2238 or email at foxs@mta.net. Please send the Draft EIR to the following address:

LACMTA
One Gateway Plaza
Attn: Steve Fox
Regional Planning, 99-23-2
Los Angeles, CA 90012-2952

Sincerely,



Stephen G. Fox
Program Manager, Regional Planning

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5380 - Fax



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PLANNING

July 5, 2001

Mark Shellheim
City of Downey Economic and community Development Department
11111 Brookshire Avenue
Downey, CA 90241-7016

RE: SCH# 2001031096 - Downey Landings Specific Plan

Dear Mr. Shellheim:

The Native American Heritage Commission has reviewed the above mentioned NOP. To adequately assess the project-related impact on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a records search. The record search will determine:
 - Whether a part or all of the project area has been previously surveyed for cultural resources.
 - Whether any known cultural resources have already been recorded on or adjacent to the project area.
 - Whether the probability is low, moderate, or high that cultural resources are located within the project area.
 - Whether a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The report containing site significance and mitigation measures should be submitted immediately to the planning department.
 - The site forms and final written report should be submitted within 3 months after work has been completed to the Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check.
 - A list of appropriate Native American Contacts for consultation concerning the project site and assist in the mitigation measures.
- ✓ Provisions for accidental discovery of archeological resources:
 - Lack of surface evidence of archeological resources does not preclude the existence of archeological resources. Lead agencies should include provisions for accidentally discovered archeological resources during construction per California Environmental Quality Act (CEQA) §15064.5 (f).
- ✓ Provisions for discovery of Native American human remains
 - Health and Safety Code §7050.5, CEQA §15064.5 (e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery and should be included in all environmental documents.

If you have any questions, please contact me at (916) 653-4040.

Sincerely,

Rob Wood
Associate Governmental Program Analyst

CC: State Clearinghouse



South Coast Air Quality Management District

21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 · <http://www.aqmd.gov>

RECEIVED

JUL 16 2001

PLANNING

June 28, 2001

Mr. Mark Sellheim
Principal Planner
City of Downey
Community and Economic Development Dept.
11111 Brookshire Avenue
Downey, CA 90241-7016

Dear Mr. Sellheim:

Notice of Preparation of an Environmental Impact Report for Downey Landings Specific Plan

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The AQMD'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 AQMD 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 AQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the AQMD's Subscription Services Department by calling (909) 396-3720.

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 considered. 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 evaluation. An analysis of all toxic air contaminant impacts due to the

Mr. Mark Sellheim

-2-

June 28, 2001

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

Mitigation Measures

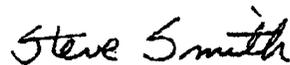
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the AQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, AQMD'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

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

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

Sincerely,



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

SS:CB:li

LAC010619-03LI
Control Number



COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1531
Telephone: (626) 458-5100

JAMES A. NOYES, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91803-1460

IN REPLY PLEASE REFER TO FILE **WM-4**

July 9, 2001

Mr. Mark Sellheim
Principal Planner
City of Downey
Community and Economic Development
Department
11111 Brookshire Avenue
Downey, CA 90241-7016

RECEIVED
JUL 18 2001
PLANNING

Dear Mr. Sellheim:

**RESPONSE TO AN INITIAL STUDY FOR DOWNEY LANDINGS SPECIFIC PLAN
CITY OF DOWNEY**

Thank you for the opportunity to provide comments on the Initial Study for the proposed Downey Landings Specific Plan project. We have reviewed the submittal and offer the following comments:

Land Development (Geology and Soils)

The proposed project will not have significant environmental effects from a geology and soils standpoint. The project is located within a mapped potentially liquefiable area, per the State of California Seismic Hazard Zone Map, South Gate Quadrangle. However, liquefaction analysis is not warranted at this time. Detailed liquefaction analyses, conforming to the requirements of the State of California Division of Mines and Geology, Special Publication 117, must be conducted at the Tentative Map and/or Grading/Building Plans stages.

If you have any questions regarding the above comments, please contact Mr. Amir Alam at (626) 458-3883.

Mr. Mark Sellheim
July 9, 2001
Page 2

Land Development (Grading and Drainage)

The project may have an impact to the County-maintained facilities in the area. A drainage concept addressing the impact to all County-owned facilities in the area must be submitted for review and approval prior to approval of the environmental documents. Sufficient information must be submitted to Public Works showing the extent of drainage problems and solutions.

The project may also impact water quality and should incorporate permanent post-construction Best Management Practices to mitigate this impact. These plans must be reviewed and approved by Public Works prior to the issuance of any permit.

If you have any questions regarding the above comment, please contact Mr. Perfecto Tobias at (626) 458-4921.

Land Development (Transportation Planning)

The proposed project may impact Stewart and Gray Roads, Bellflower Boulevard, Clark Avenue, secondary highways, and Lakewood Boulevard, Imperial Highway, major highways, on the City of Downey protects the existing right of way for those highways. Since Lakewood Boulevard is State Route 19, we also recommend that Caltrans review the proposed specific plan.

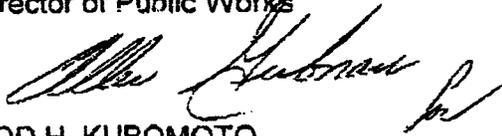
If you have any questions regarding this matter, please contact Mr. Hubert Seto at (626) 458-4349.

Mr. Mark Sellheim
July 9, 2001
Page 3

If you have any questions regarding the environmental reviewing process of this Department, please contact Ms. Massie Munroe at the address on the first page or at (626) 458-4359.

Very truly yours,

JAMES A. NOYES
Director of Public Works



ROD H. KUBOMOTO
Assistant Deputy Director
Watershed Management Division

MM:sw
C:\Drainage\Mm194.wpd

Mark Sellheim

From: Sydnor, Robert [rsydnor@consrv.ca.gov]
Sent: Wednesday, July 18, 2001 12:02 PM
To: 'msellhei@downeyca.org'
Subject: Downey Landing - Notice of Preparation under CEQA



Special Publication 117
- extract...



SCEC Liquefaction
Procedures ...



Earthquake Return
Periods, CDE...



CDMG Map Sheet 48 -
Seismic St...

Mr. Mark Sellheim

Principal Planner
 City of Downey
 11111 Brookshire Avenue
 Downey, CA 90241-7016
 telephone 562-904-7154

July 18, 2001

Dear Mr. Sellheim:

In follow-up of our telephone conversation, your NOP is mistaken about liquefaction as "less than significant" at this site. The entire project is legally zoned by the California Division of Mines and Geology as an official liquefaction zone. Please convey our

Reference to the South Gate Quadrangle, legally dated March 25, 1999 (not February as your consultants have written on page 24.) This legal map has been officially sent to the Planning Director of the City of Downey two years ago. We also sent you official copies of California Division of Mines and Geology Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California, 74 pages, dated March 1997. Please use and cite this in the Draft EIR as the correct legal document to evaluate liquefaction.

Under California State Law, you are required to cite and use the Seismic Hazards Zones Map if it directly applies to a project. It is a mandatory citation under CEQA (at NOP and Draft EIR phase), and your entire project could be legally defective if not fully disclosed. We recommend that an extract of the map be shown.

The Kaiser Hospital within this project is directly under control permit from the California Office of State Healthwide Planning and Development, OSHPD. The state law that covers this is the California Code of Regulations, Title 24, = 1998 California Building Code. This means that senior structural engineers from OSHPD and (myself) a Senior Engineering Geologist from the California Division of Mines and Geology will be performing the plan-check. This also means that the earthquake ground motion (for hospitals) is much higher than the Design Basis Earthquake ground motion for regular commercial and residential structures in Downey.

On page 24 of the report, it is incorrect to state that SB-1953 regulations will be used for any new hospital construction. Instead, all regular new hospitals are under Chapters 16, 18, and 33 of the 1998 California Building Code. SB-1953 applies only to existing older hospitals and the text is found in Part 1 of Title 24, Chapter 6 within the California Building Standards Administrative Code.

Until there is a CDMG-approved consulting geotechnical report by a California Certified Engineering Geologist and Registered Geotechnical Engineer on this Kaiser hospital site, it is best to not dismiss liquefaction as conveniently trivial... when it is within a legal liquefaction zone. Therefore we recommend that you consider it to be "Significant unless Mitigated" under CEQA.

In an attached document, we explain the earthquake terms that you should use in the Draft EIR.

Sincerely yours, Robert H. Sydnor

<<Special Publication 117 - extract of title page 3-2001.doc>> <<SCEC Liquefaction Procedures - August 17, 1999.doc>> <<Earthquake Return

Periods, DBE & UBE, June 2001.doc>> <<CDMG Map Sheet 48 - Seismic Shaking Hazard Maps of California.doc>>

Robert H. Sydnor
RG 3267, CPG 4496, CHG 6, CEG 968
Senior Engineering Geologist
Calif. Division of Mines & Geology
801 K Street, Mail Stop 12-32
Sacramento, CA 95814-3531

office telephone: (916) 323-4399
e-mail: RSydnor@consrv.ca.gov

fax: (916) 322-4765
CDMG home page: <http://www.consrv.ca.gov/dmg>

California Division of Mines & Geology

Special Publication 117

1997

74 pages

Guidelines for Evaluating and Mitigating Seismic Hazards in California

Adopted March 13, 1997 by the State Mining and Geology Board
in accordance with the Seismic Hazards Mapping Act of 1990

Chapter 1, Introduction
Chapter 2, Definitions, Caveats and General Considerations
Chapter 3, Overview of Investigations for Assessing Seismic Hazards
Chapter 4, Estimation of Earthquake **Ground-Motion** Parameters
Chapter 5, Analysis and Mitigation of Earthquake-Induced **Landslide Hazards**
Chapter 6, Analysis and Mitigation of **Liquefaction** Hazards
Chapter 7, Guidelines for Reviewing Site-Investigation Reports
References Cited
Related References
Appendix A, Seismic Hazards Mapping Act of 1990

This 74-page report may be downloaded at no cost from our website:

<http://www.consrv.ca.gov/dmg>

As of May 2001, there are 57 quadrangles legally zoned for seismic hazards. The names of the 7½-minute quadrangles are available at our CDMG website. Note that SP-117 pertains to ground motion, landslides, and liquefaction, but *not* surface faulting. Please refer to CDMG Special Publication 42, 1997 edition, for an index of the 544 official quadrangles that have been legally zoned for active faults by the State Geologist under the *Alquist-Priolo Earthquake Fault Zoning Act*. A complete list of all CDMG publications and index of Alquist-Priolo maps is available at our website. Listed below are public information offices of the California Division of Mines & Geology where SP-117 can be purchased:

Southern California Regional Office
Calif. Division of Mines & Geology
655 South Hope Street, Suite 700
Los Angeles, CA 90017-3231
(213) 239-0877

Publications and Information Office
Calif. Division of Mines & Geology
801 K Street, Mail Stop 14-33
Sacramento, CA 95814-3532
(916) 445-5716

Bay Area Regional Office
Calif. Division of Mines & Geology
185 Berry Street, Suite 120
San Francisco, CA 94107-1728
(415) 904-7707

Announcement of Publication in Liquefaction Analysis
May 1999

**Recommended Procedures for Implementation of
CDMG Special Publication 117
Guidelines for Analyzing and Mitigating Liquefaction
in California**

edited by Dr. Geoffrey R. Martin, professor of geotechnical engineering at USC,
and Dr. Marshall Lew, consulting geotechnical engineer, Law/Crandall
with committee members: K Arulmoli, J.I. Baez, T.F. Blake, J. Earnest, F. Gharib, J. Goldhammer,
D. Hsu, S. Kupferman, J. O'Tousa, Charles R. Real of CDMG, W. Reeder, E. Simantob,
and T. Leslie Youd.

63 pages, 8½ × 11 format, softbound, price: \$10.00

Chapter 1: Introduction; Chapter 2: Establishment of Liquefaction Hazard Zones; Chapter 3: Roles of Engineering Geologists and Geotechnical Engineers; Chapter 4: Preliminary Screening for Liquefaction; Chapter 5: Field Investigations; Chapter 6: Ground Motions for Liquefaction Analyses; Chapter 7: Evaluation of Liquefaction Hazards; Chapter 8: Mitigation of Liquefaction Hazards; Chapter 9: Reporting of Results; Chapter 10: Concluding Remarks; Chapter 11: References/Bibliography.

Order from:

Southern California Earthquake Center

Mark Benthien, Outreach Coordinator

University of Southern California

Los Angeles, CA 90089-0742

telephone: (213) 740-5843

fax: (213) 740-0011

e-mail: SCECinfo@usc.edu

homepage: www.scec.org

These "Recommended Procedures" will assist consulting engineering geologists and geotechnical engineers with implementation of CDMG Special Publication 117, *Guidelines for Evaluating and Mitigating Seismic Hazards in California*, 74 pages. SP-117 was legally adopted March 13, 1997 by both the State Mining & Geology Board and the California State Board of Registration for Geologists and Geophysicists. SP-117 can be purchased from the California Division of Mines & Geology for \$15 (comb-bound with stiff covers) or down-loaded free from the DMG website at:
www.consrv.ca.gov/dmg

Statistical Return Periods for Ground Motion in Building Codes

June 2001

Design-Basis Earthquake Ground Motion for Residential & Commercial Construction

**10% Chance of Exceedance in 50 Years.
Statistical Return Period \approx 475 Years.**

calculation: $50 \text{ years} \div -\ln(1.0 - 0.10) \approx 475 \text{ years.}$

The peak ground acceleration (PGA) for the Design-Basis Earthquake ground-motion can only be calculated using Probabilistic Seismic Hazard Analysis (PSHA) methods. Deterministic seismology methods should *not* be used.

Reference: 1997 Uniform Building Code §1627, §1629.1, §1631.2

Upper-Bound Earthquake Ground Motion

In California, a more conservative approach applies to
Public Schools, Community Colleges, Hospitals, & Skilled Nursing Facilities

**10% Chance of Exceedance in 100 Years.
Statistical Return Period \approx 949 Years.**

calculation: $100 \text{ years} \div -\ln(1.0 - 0.10) \approx 949 \text{ years.}$

The peak ground acceleration (PGA) for the Upper-Bound Earthquake ground-motion can only be calculated using Probabilistic Seismic Hazard Analysis (PSHA) methods. Deterministic seismology methods should *not* be used.

References: 1998 California Building Code §1631A.2.6 and
1998 California Building Standards Administrative Code §7-111

June 12, 2001

Robert H. Sydnor, *Senior Engineering Geologist*
RG 3267, CHG 6, CPG 4496, CEG 968

California Division of Mines & Geology

801 K Street, MS 12-32, Sacramento, CA 95814-3531

(916) 323-4399

RSydnor@consrv.ca.gov

Seismic Shaking Hazard Maps of California

CDMG Map Sheet 48

published July 1, 1999

by Mark D. Petersen, D.J. Beeby, William A. Bryant, T. Cao, Chris H. Cramer, James F. Davis, Michael S. Reichle, George J. Saucedo, S.S. Tan, Gary C. Taylor, T.L. Topozada, Jerome A. Treiman, and Chris J. Wills; seismologists and engineering geologists, California Division of Mines & Geology.

This new statewide colored map shows the Peak Ground Acceleration for California. The ground motion is calculated for 10 percent chance of exceedance in 50 years, which is the Design Basis Earthquake specified in the 1997 Uniform Building Code; refer to §1627, §1629, and §1631.2.

1997 UBC applies to residential and commercial development which constitute the majority of construction. Note that public schools and hospitals are subject to a *different* code and higher ground motion: Title 24 of California Code of Regulations = the 1998 *California* Building Code. The Upper Bound Earthquake ground motion applies: 10 percent chance of exceedance in 100 years.

CDMG Map Sheet 48 will be useful for regional hazards planning purposes by a wide spectrum of users including: Certified Engineering Geologists, Registered Geotechnical Engineers, Registered Structural Engineers, city and county officials, consulting environmental planners who prepare CEQA documents and Safety Elements of local General Plans, developers and business executives, academia, Realtors[®], insurance actuaries, environmentalists, utility managers, disaster preparedness officials, and the general public. The 58 county boundaries are shown for reference and ease of reading. City place-names and highways are not shown so as to keep the map readable.

Map Sheet 48 is not intended for use in site-specific projects. It will serve as a point of departure for the next step in development (a consulting engineering geology or seismology report) whereby the earthquake ground motion at a particular location (latitude & longitude) is reliably calculated using detailed geologic information (e.g., specific geologic mapping and geotechnical boreholes).

This new map supercedes other previous seismic shaking hazard maps that hypothetically modeled the geologic subgrade of the entire state as one slab of soft rock from Oregon to Mexico. The new seismic shaking hazard map correctly models each pixel of geologic subgrade by its shear-wave velocity, V_s . The classification is tied to §1636 and Table 16-J of the 1997 Uniform Building Code. For example, sandstone (= Type S_B rock), shale (= Type S_C soft rock), alluvium (= Type S_D stiff soil), and soft bay mud (= Type S_E soft soil) are properly accounted for on a pixel-by-pixel basis for disparate potential of earthquake shaking.

Map Sheet 48 uses the concept of Maximum Magnitude (M_{max}) for individual fault segments with the moment magnitude scale (M_w), and appropriate slip-rates (mm/year) for each of the 182 seismogenic faults in California. This is a full probabilistic seismic hazard analysis. Map Sheet 48 supersedes and replaces antiquated seismic hazard maps of the 1970s with insights from recent earthquakes (e.g., 1994 Northridge, 1992 Landers, 1992 Cape Mendocino, and 1989 Loma Prieta). Modern ground-motion attenuation formulas are used (Boore-Joyner-Fumal, 1997; refer to CDMG Open-File Report 96-08, and the January/February 1997 issue of *Seismological Research Letters*, vol. 68, no. 1).

Copies of CDMG Map Sheet 48 may be purchased as a folded map in an envelope for \$12, over-the-counter flat for \$12, or rolled in a sturdy mailing tube for \$17. Prices include state sales tax and U.S. postage. Visa and MasterCard are accepted. Order from our website at: www.consrv.ca.gov/dmg or any of the three Public Information Offices of the California Division of Mines & Geology:

Southern California Regional Office
Calif. Division of Mines & Geology
655 South Hope Street, Suite 700
Los Angeles, CA 90017-3231
(213) 239-0877

Publications and Information Office
Calif. Division of Mines & Geology
801 K Street, Mail Stop 14-33
Sacramento, CA 95814-3532
(916) 445-5716

Bay Area Regional Office
Calif. Division of Mines & Geology
185 Berry Street, Suite 120
San Francisco, CA 94107-1728
(415) 904-7707

Notice of Completion and Environmental Document Transmittal Form

SCH # _____

1. Project Title: Former Rockwell/Boeing Site Specific Plan
 2. Lead Agency: City of Downey, Economic and Community Devel. Dept. 3. Contact Person: Mark Sellheim, Principal Planner
 3a. Street Address: 11111 Brookshire Avenue 3b. City: Downey
 3c. County: Los Angeles 3d. Zip: 90241-7016 3e. Phone: (562) 904-7154

Project Location

4. County: Los Angeles 4a. City/Community: Downey
 4b. Assessor's Parcel No. 6256-004-900 4c. Section: unnamed Twp: 3 S Range: 12 W Base: South Gate
 5a. Cross Streets: Lakewood Blvd. (SR-19) and Stewart and Gray Rd. 5b. For Rural, Nearest Community: N/A
 6. Within 2 Miles: 6a. State Hwy. # SR-19 (Lakewood Blvd.) 6b. Airports: N/A
 6c. Railways: Union Pacific, <2 mi north of the project site 6d. Waterways: San Gabriel River, ¼ mi east of the project site

7. Document Type

- CEQA:**
 01. NOP
 02. Early Consultation
 03. Negative Declaration
 04. Draft EIR
 05. Supplement/Subsequent EIR (Prior SCH# _____)
 06. Notice of Exemption
 07. Notice of Completion
 08. Notice of Determination

NEPA:

09. Notice of Intent
 10. FONSI
 11. Draft EIS
 12. Env. Assessment

Other:

13. Joint Document
 14. Final Document
 15. Other _____

8. Local Action Type

01. General Plan Update
 02. New Element
 03. General Plan Amendment
 04. Master Plan
 05. Annexation
 06. Specific Plan
 07. Community Plan
 08. Redevelopment
 09. Rezone
 10. Land Division (Subdivision, Parcel Map, Tract Map, etc.)
 11. Use Permit
 12. Waste Management Plan
 13. Cancel Agricultural Preserve
 14. Other _____

9. Development Type

01. Residential: Units _____ Acres _____
 02. Office: Sq. Ft.: 600,000 (max.) Acres: N/A
 Employees: N/A
 04. Shopping/Commercial: Sq. Ft. 410,000 (max.) Acres: N/A
 Employees: N/A
 05. Water Facilities: Type _____
 MGD _____
 06. Transportation: Type _____
 07. Mining: Mineral _____
 08. Power: Type _____ Watts _____
 09. Waste Treatment: Type _____
 10. OCS Related _____
 11. Other Public; Sq Ft. 50,000 (max.)
 Office Park; 975,000 Sq. Ft. (max)

10. Total Acres: 140

11. Total Jobs Created: N/A

12. Project Issues Discussed in Document

- | | | | |
|---|--|---|---|
| <input checked="" type="checkbox"/> 01. Aesthetic/Visual | <input type="checkbox"/> 09. Geologic/Seismic | <input type="checkbox"/> 17. Social | <input type="checkbox"/> 25. Wetland/Riparian |
| <input type="checkbox"/> 02. Agricultural Land | <input checked="" type="checkbox"/> 10. Jobs/Housing Balance | <input type="checkbox"/> 18. Soil Erosion | <input type="checkbox"/> 26. Wildlife |
| <input checked="" type="checkbox"/> 03. Air Quality | <input type="checkbox"/> 11. Minerals | <input checked="" type="checkbox"/> 19. Solid Waste | <input checked="" type="checkbox"/> 27. Growth Inducing |
| <input type="checkbox"/> 04. Archaeological/Historical | <input checked="" type="checkbox"/> 12. Noise | <input type="checkbox"/> 20. Toxic/Hazardous | <input checked="" type="checkbox"/> 28. Incompatible Land use |
| <input type="checkbox"/> 05. Coastal Zone | <input checked="" type="checkbox"/> 13. Public Services | <input checked="" type="checkbox"/> 21. Traffic/Circulation | <input checked="" type="checkbox"/> 29. Cumulative Effects |
| <input type="checkbox"/> 06. Economic | <input checked="" type="checkbox"/> 14. Schools | <input type="checkbox"/> 22. Vegetation | <input type="checkbox"/> 30. Other _____ |
| <input type="checkbox"/> 07. Fire Hazard | <input type="checkbox"/> 15. Septic Systems | <input checked="" type="checkbox"/> 23. Water Quality | |
| <input checked="" type="checkbox"/> 08. Flooding/Drainage | <input checked="" type="checkbox"/> 16. Sewer Capacity | <input checked="" type="checkbox"/> 24. Water Supply | |

13. Funding (approx.) Federal \$ N/A State \$ N/A Total \$ N/A

14. Present Land Use and Zoning: Mixed Use (includes commercial and industrial uses)

15. Project Description:

Specific plan for a multiple-use development on the 140-acre former Rockwell/Boeing site in Downey. Proposed land uses include a shopping center, offices, plus buildings designed to accommodate research and development activities. Together, the project's buildings will total a maximum of approximately 2.1 million square feet of floor area in three distinct land use areas.

Area I. Area I encompasses slightly more than 33 acres and occupies the northern portion of the project site. A planned retail shopping center will occupy this area, and will be oriented toward Lakewood Boulevard. Other streets bordering Area I include Stewart & Gray Road and Bellflower Boulevard. The center will feature both inline stores and freestanding buildings. Together, the center's building will provide a maximum of 410,000 square feet, plus parking.

Area II will total approximately 63 acres. It supports an existing building that contains 883,550 square feet, which both Rockwell and the Boeing Company used for aerospace manufacturing and testing purposes. The development proposal involves either reusing a portion of the building for motion picture studio and production

NOTE: Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g., from a Notice of Preparation of a previous draft document) please fill it in

space, or demolishing the building altogether in favor of approximately 975,000 square feet of technology/business park uses. The latter option would generate the highest traffic counts and is therefore the option examined in the EIR, to provide a conservative environmental analysis. In addition to technology/business park uses, the easternmost 8-acre portion of Area II, which abuts Bellflower Boulevard, is proposed to include a maximum 50,000-square-foot museum/learning center/community center and a park. Parking would be provided to serve these anticipated uses.

Area III will be developed as an office park. It will encompass 44 acres and occupy the southern portion of the project site; plans show Area III will front on Clark Avenue and Imperial Highway. Planned improvements consist of eleven, 2-story office buildings, ranging in floor area from 49,000 to 70,000 square feet, for a combined maximum of 600,000 square feet.

16. Signature of Lead Agency Representative: _____ Date: March 19, 2001

Reviewing Agencies

- | | |
|---|--|
| <input type="checkbox"/> Resources Agency | <input checked="" type="checkbox"/> Caltrans District <u>7</u> |
| <input type="checkbox"/> Boating/Waterways | <input type="checkbox"/> Dept. of Transportation Planning |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Aeronautics |
| <input type="checkbox"/> Fish and Game | <input type="checkbox"/> California Highway Patrol |
| <input type="checkbox"/> Forestry | <input type="checkbox"/> Housing and Community Development |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> Statewide Health Planning |
| <input type="checkbox"/> Dept. Water Resources | <input type="checkbox"/> Health |
| <input type="checkbox"/> Reclamation | <input type="checkbox"/> Food and Agriculture |
| <input type="checkbox"/> Parks and Recreation | <input type="checkbox"/> Public Utilities Commission |
| <input checked="" type="checkbox"/> Office of Historic Preservation | <input type="checkbox"/> Public Works |
| <input type="checkbox"/> Native American Heritage Commission | <input type="checkbox"/> Corrections |
| <input type="checkbox"/> S.F. Bay Cons. & Dev't Commission | <input type="checkbox"/> General Services |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> OLA |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> Santa Monica Mountains |
| <input type="checkbox"/> State Lands Commission | <input type="checkbox"/> TRPA |
| <input checked="" type="checkbox"/> Air Resources Board | <input type="checkbox"/> OPR – OLGA |
| <input type="checkbox"/> Solid Waste Management Board | <input type="checkbox"/> OPR – Coastal |
| <input type="checkbox"/> SWRCB: Sacramento | <input type="checkbox"/> Bureau of Land Management |
| <input checked="" type="checkbox"/> SWRCB: Region # 9 | <input type="checkbox"/> Forest Service |
| <input type="checkbox"/> Water Rights | <input type="checkbox"/> Other _____ |
| <input checked="" type="checkbox"/> Water Quality | <input type="checkbox"/> Other _____ |

For SCH Use Only

Date Received at SCH _____	Catalog Number _____
Date Review Starts _____	Applicant _____
Date to Agencies _____	Consultant _____
Date to SCH _____	Contact _____ Phone _____
Clearance Date _____	Address _____

Notes:

NOTICE OF PREPARATION

To: _____

From: Mark Sellheim, Principal Planner
City of Downey
Community and Economic Development Dept.
1111 Brookshire Avenue
Downey, CA 90241-7016

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 45 days after the receipt of this notice.

Please send your response to Mark Sellheim, Principal Planner, at the address shown above. We will need the name of a contact person in your agency.

Project Title: Former Rockwell/Boeing Site Specific Plan

Project Applicant, if any: The Ezralow Company

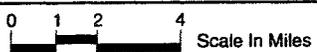
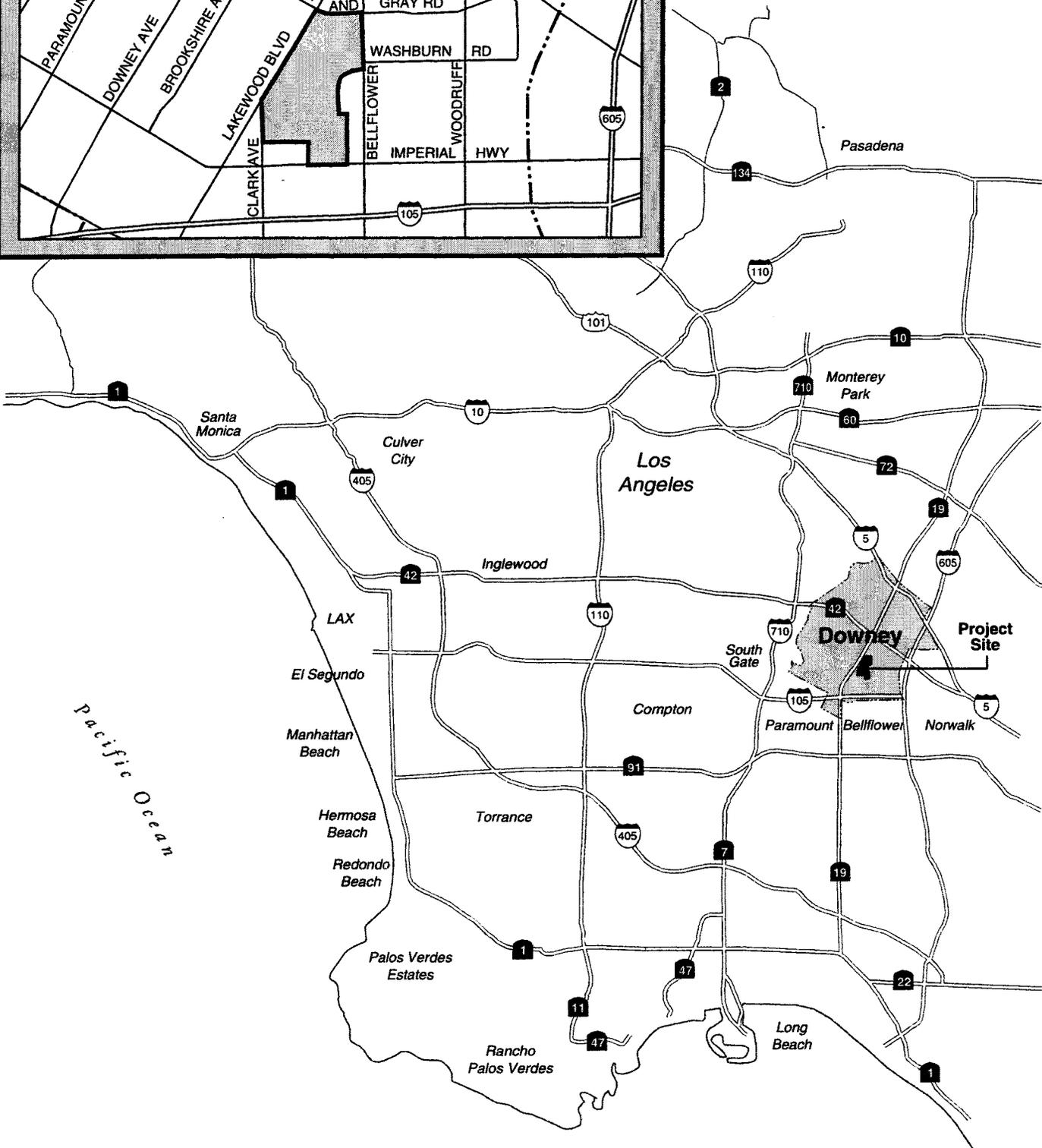
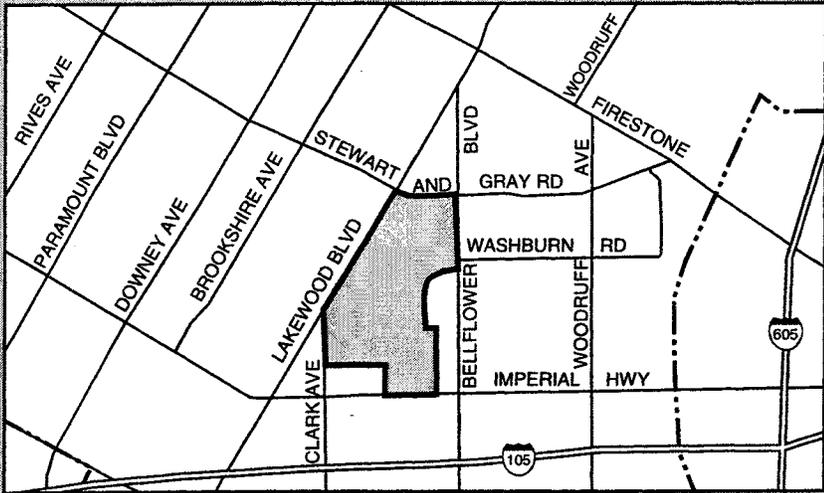
Date: March 19, 2001

Signature _____

Title Principal Planner

Telephone (562) 904-7154

DETAIL INSET



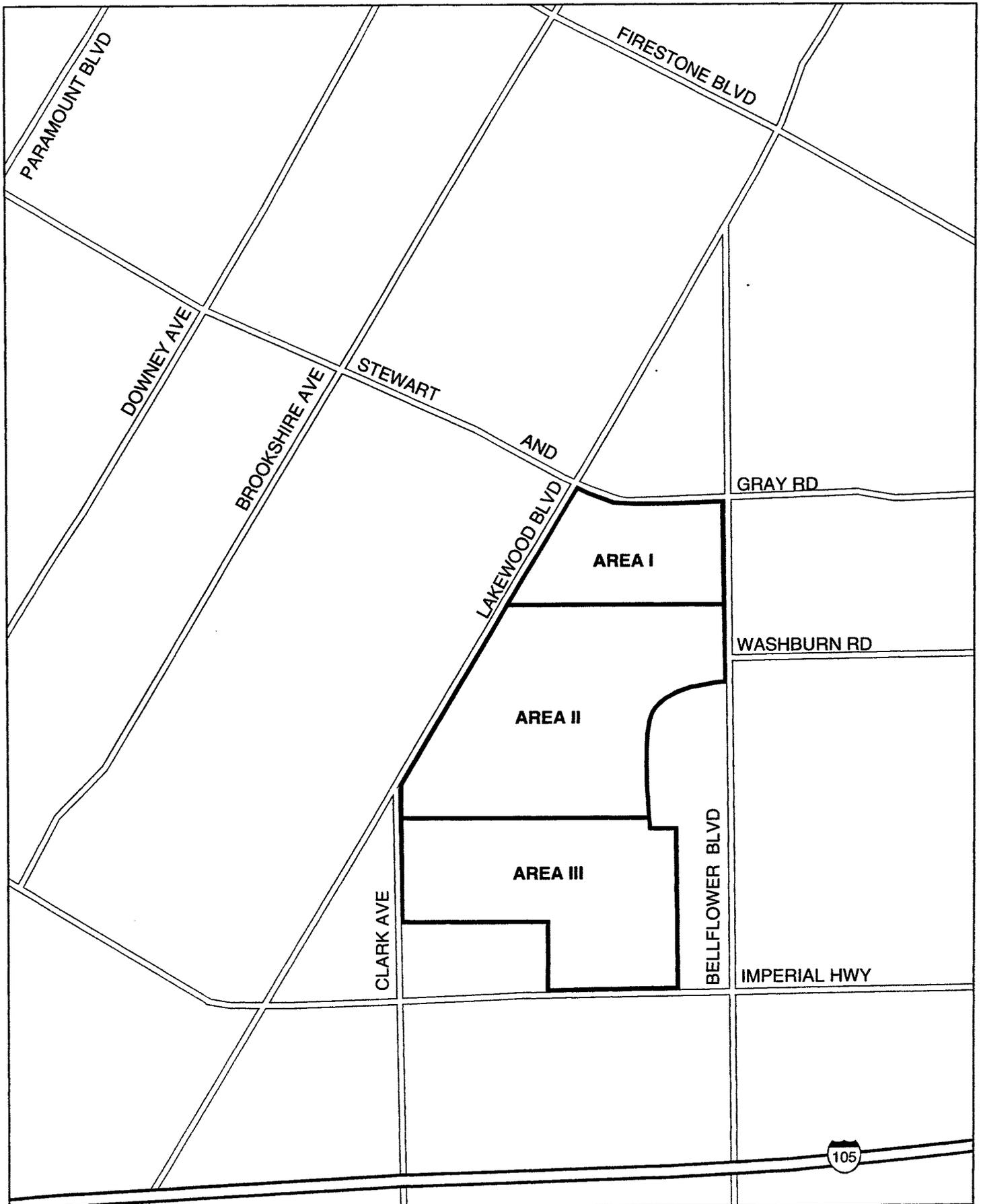
EIP
ASSOCIATES

SOURCE: EIP Associates

10519-00

FIGURE 1
Regional Location

City of Downey



Not to Scale



EIP
ENGINEERING & INTERPLANNING

Project Development Areas

FIGURE 2

SOURCE: EIP Associates

City of Downey

INITIAL STUDY

1.0 BACKGROUND

1.1 Project Title:

Specific Plan for the Former 140-acre Rockwell/Boeing Site

1.2 Lead Agency Name and Address:

City of Downey, 11111 Brookshire Avenue, Downey, California, 90241

1.3 Contact person and phone number:

Mr. Mark Sellheim, Principal Planner (562) 904-7158

1.4 Project Location:

The 140-acre site is roughly bounded by the following streets: Lakewood Boulevard (State Route 19) and Clark Avenue on the west, Imperial Highway on the south, Bellflower Boulevard and Stewart & Gray Road on the east and north, respectively.

1.5 Project sponsor's name and address:

The Ezralow Company
23622 Calabasas Road, Suite 100
Calabasas, CA 91302-1549

1.6 General Plan designation:

"Mixed Use". This designation is designed to accommodate both manufacturing and commercial uses.

1.7 Zoning:

General Manufacturing (M-2) and Parking Buffer (P-B)

1.8 Description of Environmental Document and Project:

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended and State CEQA Guidelines Section 15063. It's intended to identify the environmental areas project implementation may impact.

The proposed project involves the development of a specific plan that's being prepared for a multiple-use development proposal that's planned for the former Rockwell/Boeing site here in Downey. The project site totals 140 acres. Land uses planned for development include a shopping center, offices, plus buildings designed to accommodate research and development activities. Together, the project's buildings will total a maximum of approximately 2.1 million square feet of floor area. Also, according to the submitted development proposal, the project involves dividing the project site into three distinct land areas. The improvements that will make up each area are described below:

Area I. Area I encompasses slightly more than 33 acres and occupies the northern portion of the project site. A planned retail shopping center will occupy this area, and will be oriented toward Lakewood Boulevard. Other streets bordering Area I include Stewart & Gray Road and Bellflower Boulevard. The center will feature both inline stores and freestanding buildings. Together, the center's building will provide a maximum of 410,000 square feet, plus parking.

Area II will total approximately 63 acres. It supports an existing building (Building One) that contains 883,550 square feet, which both Rockwell and the Boeing Company used for aerospace manufacturing and testing purposes. The development proposal involves either reusing a the building for motion picture studio and production space, or demolishing the majority of the building in favor of approximately 975,000 square feet of technology and business park uses. The latter option would generate the highest traffic counts and is therefore the option examined in the EIR, to provide a conservative environmental analysis. In addition to technology and business park uses, the easternmost 8-acre portion of Area II, which abuts Bellflower Boulevard, is proposed to include a maximum 50,000-square-foot museum/learning center/community center and a park. Parking would be provided to serve these anticipated uses.

Area III will be developed as an office park. It will encompass 44 acres and occupy the southern portion of the project site; plans show Area III will front on Clark Avenue and Imperial Highway. Planned improvements consist of eleven, 2-story office buildings, ranging in floor area from 49,000 to 70,000 square feet, for a combined maximum of 600,000 square feet.

Park/open space/greenspace uses will be interspersed throughout the project site, as well. Construction of each area is anticipated to span 10 months. Area II is currently under temporary use by several motion picture production companies, and if Building One is kept externally intact and reused, the improvements would occur concurrently with construction of Area I. In the case of demolition of Building One, Areas I, II, and III would be developed in approximate numeric order, with some possible overlap. Construction staging is anticipated to occur on-site.

1.9 Environmental Determination

The City of Downey, which is the Lead Agency for this project, has determined that an environmental impact report shall be prepared for the proposed specific plan

1.10 Organization and Content of Initial Study

The Initial Study contains analyses and other supportive evidence by which the Lead Agency can determine whether the approval and implementation of the proposed specific plan will create significant environmental effects. The format and structure of this document reflects the City's Initial Study Checklist (Section 3.0) provided herein. The following outlines the contents of this Initial Study.

1. Section 1.0, Introduction, provides the procedural context surrounding the Initial Study's preparation and insight into its composition.
2. Section 2.0, Project Description, describes the proposed project.
3. Section 3.0, Initial Study Checklist is a form summarizing the contents of the next two sections, particularly with regard to the issue-by-issue

4. determination of significant impact. It also serves as the document in which the Lead Agency's determination is formally declared and signed. Section 4.0, Discussion of Environmental Evaluation describes the environmental effects anticipated to result from implementing the proposed project and the environmental areas the selected consultant will assess in the EIR.
5. Section 5.0, Mandatory Findings of Significance provides a discussion of how, or in what way, if any, the development contemplated might adversely impact one of the Checklist's environmental areas.

1.11 Disposition of this Initial Study

As indicated previously, the City of Downey, serving as the Lead Agency, has determined an environmental impact report shall be prepared for the proposed project. Certain projects or actions undertaken by a Lead Agency may require oversight, approvals, or permits from other public agencies. These agencies are referred to as Responsible Agencies and Trustee Agencies. Pursuant to Sections 15381 and 15386 of the State CEQA Guidelines as amended, responsible agencies and trustee agencies are defined as follows:

"Responsible Agency is a public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For purposes of CEQA, the term "Responsible Agency" includes all public agencies other than the Lead Agency which have discretionary approval over the project."

"Trustee Agency is a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the state of California" (such as the California Department of Fish and Game).

2.0 PROJECT DESCRIPTION

2.1 Project Location

Regional Vicinity

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

The City of Downey contains about 12.8 square miles and its topography is relatively level. The City's elevations range from approximately 90 feet above sea level in the southern part of the community to 140 feet in the northernmost portion. Approximately 63% of the City is developed with residential uses, while both commercial and industrial areas account for about 9% of its land area. Open space accounts for about 9%. The balance is devoted to

schools (5%), public use (3%) or is vacant (2%). Its population was estimated to be 102,103, as of January 1, 2000 by the State of California Department of Finance.

Local Vicinity

The project involves developing a mix generally consisting of Light Industrial, Commercial/Retail, Commercial/Office, and Open Space uses on a 140-acre site. The project site is in the southern part of the City, just southeast of the intersection of the Lakewood Boulevard and Stewart & Gray Road.

Site Conditions

The affected site until recently was part of the Boeing Company's land holdings. It's an irregularly-shaped parcel with a total of 140 acres. The site is designated "Mixed Use" on the General Plan's land use diagram. This category was developed in 1992 as part of the City's General Plan Update. It is intended to accommodate either manufacturing or commercial uses or both activities on the same site.

With respect to zoning, most of the site is zoned General Manufacturing (M-2), except the edges. They are zoned P-B, or Parking Buffer. The P-B zone, as the name implies, is designed to act as a separation between a parcel's activities and the adjoining streets and less intense neighboring land uses. In term of improvements, the P-B zone is intended to accommodate landscaping and parking facilities. The proposed project involves replacing these zoning classifications with a specific plan that will recognize the applicant's development proposal.

3.0 ENVIRONMENTAL CHECKLIST OF POTENTIALLY AFFECTED ISSUES:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that may be significantly impacted as indicated by the checklist on the following pages.

X	Aesthetics	X	Land Use and Planning
	Agriculture Resources		Mineral Resources
X	Air Quality	X	Noise
	Biological Resources	X	Population and Housing
	Cultural Resources	X	Public Services
	Geology and Soils		Recreation
	Hazards & Hazardous Materials	X	Transportation/Traffic
X	Hydrology & Water Quality	X	Utilities & Service Systems
X	Mandatory Findings of Significance		

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?				X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	X			
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?				X
b. Conflict with existing zoning for agricultural use, or a Williamson act contract?				X
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?				X
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?		X		
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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)?		X		
d. Expose sensitive receptors to substantial pollutant concentrations?		X		
e. Create objectionable odors affecting a substantial number of people?				X
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, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
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?				X
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?				X
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?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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?				X
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines 15064.5?			X	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines 15064.5?				X
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d. Disturb any human remains, including those interred outside of formal cemeteries?				X
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.				X
2) Strong seismic ground shaking?			X	
3) Seismic-related ground failure, including liquefaction?			X	
4) Landslides?				X
b. Result in substantial soil erosion or the loss of topsoil?				X

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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?			X	
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?				X
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?				X
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?				X
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?				X
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?				X
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?				X
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?				X

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
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?				X
8. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?				X
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)?		X		
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?				X
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?		X		
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?		X		
f. Otherwise substantially degrade water quality?				X
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?				X