APPENDIX B

Revised Initial Study/Notice of Preparation, Errata Sheet, and Comment Letters

Errata and Additions to the Initial Study

Comments from agencies and the public on the Initial Study/Notice of Preparation have resulted in the following revisions. None of these revisions affects the environmental analysis contained in the Initial Study or the Draft EIR. Deletions are indicated in ~~strikeout~~, and additions are shown in double underlined text.

Page 24 of the Initial Study

Comments from the California Division of Mines and Geology have resulted in the following revisions. Note that these revisions to not alter the findings of the Initial Study/Notice of Preparation, as circulated:

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.~~ For the Ezralow portion of the project, adherence to the seismic requirements of the latest Uniform Building Code is required and will provide specific standards for buildings to withstand ground shaking within an acceptable level of risk.

The Kaiser Permanente Medical Center will be constructed to meet ~~the Structural Performance Category ("SPC") 5~~ standards established by ~~the State of California under the Alfred E. Alquist Hospital Facilities Seismic Safety Act of 1983 (SB 1953)~~ Title 24 of the California Code of Regulations, the 1998 California Building Code (CBC). As required by California State law, Kaiser will submit a CDMG-approved geotechnical report to the Building & Safety Division and the CDMG for review and approval. Further, Kaiser shall be required to incorporate all applicable measures in the report, as well as those recommended by the approving agencies, into the building plans for the hospital and associated facilities. All plans must be prepared according to Chapters 16, 18, and 33 of the 1998 CBC, and are subject to review and approval by the California Office of State Healthwide Planning and Development (OSHPD) ~~which meets the seismic standards for 2030 established by the State~~. The increased risk in seismic safety represented by the new Kaiser Permanente Medical

Center would ~~therefore~~ be less than significant, assuming compliance with applicable statutes and codes related to seismic construction standards. To ensure that these impacts remain less than significant, Mitigation Measures IS-1, IS-2, and IS-3 are proposed.

Mitigation Measure IS-1: Prior to issuance of a grading permit, Ezralow Retail Properties shall submit to the Building and Safety Division a geotechnical report prepared by a California Certified Engineering Geologist and Registered Geotechnical Engineer. The report shall employ the standard criteria and methods enumerated in CDMG Special Publication 117, "Guidelines for Evaluating and Mitigating Seismic Hazards in California." Ezralow shall be required to demonstrate to the City Planning Department and the Building and Safety Division, implementation of all applicable recommendations of the report into its construction plans.

Mitigation Measure IS-2: Prior to issuance of a grading permit, Kaiser Permanente shall submit, to the Building and Safety Division and to the CDMG, a geotechnical report prepared by a California Certified Engineering Geologist and Registered Geotechnical Engineer. The report shall employ the standard criteria and methods enumerated in CDMG Special Publication 117, "Guidelines for Evaluating and Mitigating Seismic Hazards in California."

Mitigation Measure IS-3: Kaiser Permanente shall incorporate all applicable provisions of Chapters 16, 18, and 33 of the CBC, as well as the recommendations of the geotechnical report and the CDMG, into the construction and site plans for the Kaiser portion of the proposed project. Compliance with the CBC and incorporation of recommended measures shall be demonstrated to the City Planning Department prior to issuance of a grading permit.

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

Less Than Significant Impact. In ~~February~~ March 1999, the California Division of Mines and Geology (CDMG) released a Seismic Hazard Zones map for the South Gate 7.5′ USGS quadrangle, showing that all areas within Downey may be subject to liquefaction ~~hazards~~. As required by Mitigation Measures IS-1 to IS-3 and by State law, the project developers will each submit a geotechnical report to the Building & Safety Division and/or CDMG, as appropriate, prior to ~~during~~ the project's construction plan check stage to identify the ~~extent of~~ appropriate standard engineering measures to reduce the potential hazard. As described above under item 2, State regulations require that the Kaiser Hospital facility obtain a permit from the OSHPD. Applicable controlling provisions of State law are the California Code of Regulations, Title 24, Chapters 16, 18, and 33. As required by California State law, Kaiser will submit a CDMG-approved geotechnical report to the Building & Safety Division and the

CDMG for review and approval. Based on the report's recommendations, measures will be ~~developed and required~~ incorporated into Kaiser's site and construction plans to reduce the liquefaction hazard to a less-than-significant level. Compliance with applicable State statutes and regulations is therefore considered sufficient to ensure that impacts from liquefaction would be less than significant. However, Mitigation Measures IS-1 to IS-3, above, are recommended to ensure that these impacts remain less than significant.

Mail to: State Clearinghouse, 1400 Tenth Street, Room 121, Sacramento, CA 95814 – 916/445-0613

Notice of Completion and Environmental Document Transmittal Form

See NOTE below
SCH # 2001031096

1. Project Title: Downey Landings 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, ¾ 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)
  Hospital: 680,000 sq. ft.(max)
  Medical Office Building: 292,700 sq. ft. (max)
  Parking Structure: 600,000 sq. ft. (max)
  Central Plant (facilities): 27,300 sq. ft.

10. Total Acres: 160

11. Total Jobs Created: N/A

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

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 160-acre former Rockwell/Boeing site in Downey. Proposed land uses include a shopping center, offices, 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.

Ezralow Proposal

According to the development proposal submitted by Ezralow, the project involves dividing the project site into three distinct land areas. The improvements proposed for each area are described below:

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

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.

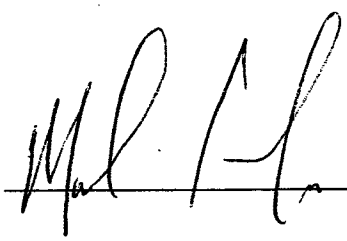
Area III will be developed as an office park. It will encompass 44 acres and occupy the southern portion of the project site; plans show Area III will front on Clark Avenue and Imperial Highway. Planned improvements consist of eleven, 2-story office buildings, ranging in floor area from 49,000 to 70,000 square feet, for a combined maximum of 600,000 square feet. A 3 to 5-acre parcel adjacent to the Kaiser portion of the site 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.

Open space/greenspace 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.

Kaiser Foundation Hospitals Proposal

According to the development proposal submitted by Kaiser, this portion of the project would develop 1.6 msf of buildings and structured parking on 20 acres of partially improved land, consisting of 15 acres of "Parcel 5" and 5 acres of "Parcel 2", adjacent to Area II of the Ezralow portion of the project, fronting on Bellflower Boulevard. Proposed improvements include the replacement of Kaiser's existing 8-story hospital tower in the City of Bellflower with a new 6-story, 600,000-square-foot hospital building with a planned ultimate capacity of 343 beds, the construction of new 4 story, 97,500-square-foot and 185,000 square foot medical office buildings, a 27,300-square-foot central facilities plant, and a 6 level, 775-space parking structure. During Phase 2, the proposed improvements include a 80,000 square foot expansion of the hospital building, an additional 10,200 square feet of office space and an additional 82,000 square-foot, 535-space parking structure. The total square footage of the parking structures (at Phase II build-out) would be 600,000 square feet.

The facilities would be constructed in several phases. The first phase, which Kaiser plans to complete between January 2003 and December 2004, would consist of 282,500 square feet of the medical office building and 1,875 parking spaces, of which 775 shall be in a parking structure and 1100 spaces of surface parking. Commencing on or before December 31, 2006, Kaiser will construct a new 600,000 square foot, 343 bed hospital, which will be completed and ready for occupancy within 4 years of the commencement of construction. Kaiser also may develop, as Phase 2, an additional 80,000 square feet of hospital capacity and a further 10,200 square feet of office use. The phasing of the balance of construction, which may include up to 80,000 additional square feet for the hospital, up to 10,200 square feet for the medical office building.

16. Signature of Lead Agency Representative:  **Date:** June 14, 2001

NOTICE OF PREPARATION

To: _____

_____

_____

From: Mark Sellheim, Principal Planner
City of Downey
Community and Economic Development Dept.
11111 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~~ 30 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: Downey Landings Specific Plan

Project Applicant, if any: The Ezralow Company, Kaiser Foundation Hospitals

Date: June 14, 2001

Signature _____

Title Principal Planner

Telephone (562) 904-7154

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

INITIAL STUDY

1.0 BACKGROUND

1.1 Project Title:

Downey Landings Specific Plan

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 160-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. Parcel 2 of the site, along Bellflower Boulevard (the easterly portion of the site) will be redeveloped by Kaiser Foundation Hospitals ("KHF"); the remaining portion of the site will be developed by Ezralow Companies ("Ezralow") with a mix of commercial and retail uses.

1.5 Project sponsors' names and addresses:

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

Kaiser Foundation Hospitals
Bellflower Satellite
14371 Clark Avenue
Bellflower, CA 90706
Attn: James Herrington, Project Director
Facilities Design and Construction

1.6 General Plan designation:

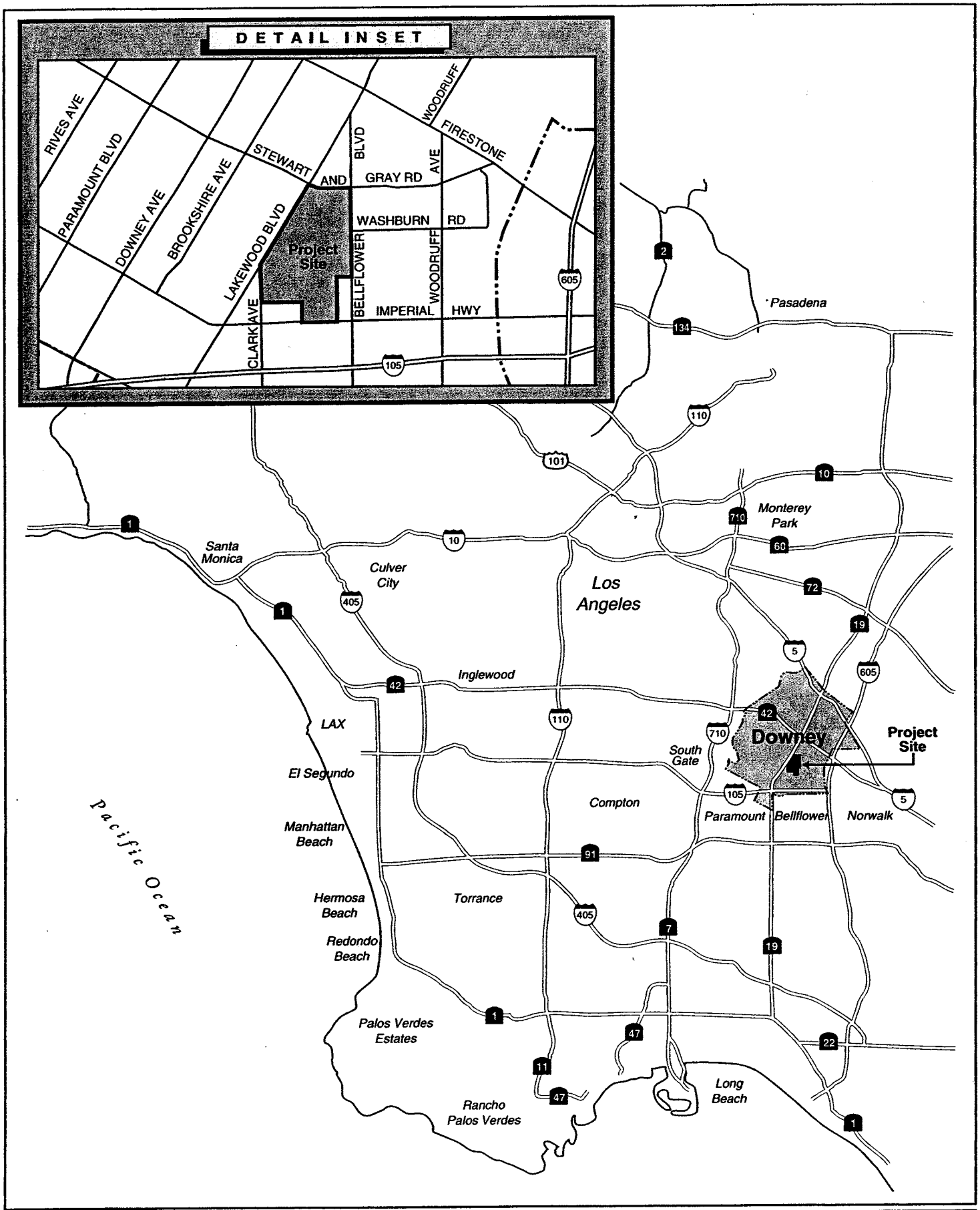
"Mixed Use." This designation is designed to accommodate both manufacturing and commercial uses.

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 is



0 1 2 4 Scale In Miles

N

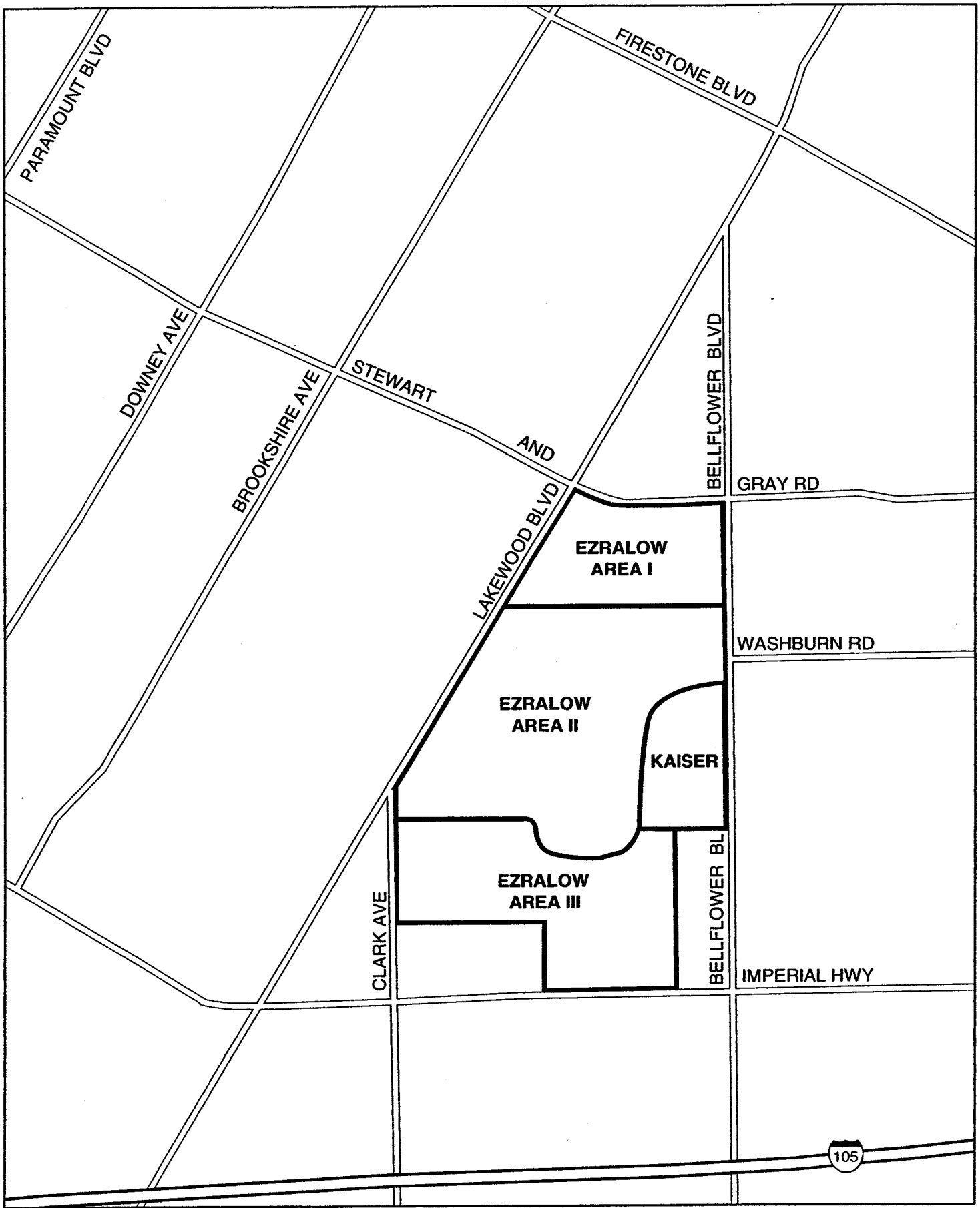
SOURCE: EIP Associates

EIP ASSOCIATES

FIGURE 1

Regional Location

City of Downey



Not to Scale

N

EIP ASSOCIATES

FIGURE 2

Project Development Areas

City of Downey

SOURCE: EIP Associates

intended to identify the environmental areas that project implementation may significantly affect.

The proposed project involves the development of a specific plan that is being prepared for multiple-use development and redevelopment proposals planned for the former Rockwell/Boeing site in Downey. Since circulation of an Initial Study from March 13, 2001 to April 19, 2001, the project scope has been expanded to include approximately one million square feet (msf) of redevelopment and new construction on portions of Parcels 5 and 2 of the project site by Kaiser Foundation Hospitals (Kaiser), adjacent to Area II of the initially proposed Ezralow project. Land uses planned for development by Kaiser include a new Kaiser hospital, medical office building, and a parking structure. In total, the area to be entitled by the proposed specific plan now encompasses 160 acres developed with approximately 3.7 msf of floor area, compared to 2.1 million square feet, as originally proposed, due to the additional development by Kaiser.

Consequently, the City of Downey, as the Lead Agency for the project, determined that circulation of a revised Initial Study for the project was necessary to provide an opportunity for public comment on the scope of the environmental analysis for the proposed project, as revised.

Ezralow Proposal

According to the development proposal submitted by Ezralow, the project involves dividing the project site into three distinct land areas. The improvements proposed for each area are described below:

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Required Discretionary Approvals

The Ezralow and Kaiser proposals, hereafter collectively called the project, would require the following discretionary approvals from the City of Downey:

- Approval by the Design Review Board of the Design Review Guidelines.
- Adoption of Specific Plan.
- Adoption of Development Agreements with the Ezralow Company and Kaiser.

In addition to discretionary approvals by the City of Downey, implementation of the proposed project may require discretionary approvals from other State or local agencies. These approvals are discussed below, under "Responsible and Trustee Agencies."

1.9 Environmental Determination

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

1.10 Organization and Content of Initial Study

This 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 determination of significant impact. It also serves as the document in which the Lead Agency's determination is formally declared and signed.
4. *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 will 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).

Responsible agencies for the proposed project could include the California Department of Transportation (encroachment permit on Lakewood Boulevard [State Route 19]), the California Regional Water Quality Control Board, Los Angeles Region (National Pollutant Discharge Elimination System General Construction Permit), the California Environmental Protection Agency Department of Toxic Substances Control, California Department of Health Services, State Fire Marshal, and the South Coast Air Quality Management District. The State Lands Commission may be a Trustee Agency with jurisdiction over the project.

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 110,600, as of January 1, 2001 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 160-acre site. The project site is in the southern part of the City, just southeast of the intersection of the Lakewood Boulevard and Stewart and Gray Road.

Site Conditions

The affected site until recently was part of the Boeing Company's land holdings. It is an irregularly shaped parcel totaling 160 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 and is intended to accommodate manufacturing or commercial uses, or both, on the same site.

Most of the site is zoned General Manufacturing (M-2), except for the edges, which are zoned P-B, or Parking Buffer. The P-B zone is intended to accommodate landscaping and parking facilities and, 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. The proposed project involves replacing these zoning classifications with a specific plan that will recognize the applicants' development proposals.

The impacts arising from the Ezralow project and the Kaiser project will, where feasible, be identified separately in the EIR so that the appropriate mitigation measures can be applied to the corresponding site. It is anticipated that Kaiser will mitigate the impacts arising from its development and Ezralow will be responsible for mitigating its impacts, with the parties

negotiating and sharing in certain impacts that will need to be mitigated together in order to achieve economies of scale and efficiency.

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
X	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 that 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 that 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, and 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
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

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section15064.5?			X	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section15064.5?				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
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	

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				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 §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
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

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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 that 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
h. Place within a 100-year flood hazard area structures that 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

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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 ground-borne vibration or ground-borne noise levels?		X		
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
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

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
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:				
1) Fire protection?		X		
2) Police protection?		X		
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 that might have an adverse physical effect on the environment?				X

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
15. TRANSPORTATION/TRAFFIC. Would the project:				
a. Cause an increase in traffic that 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
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		

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
e. Result in a determination by the wastewater treatment provider that 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	
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 that 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 that 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 Unless Mitigated.* The development will have the potential to generate impacts that 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.

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

Potentially Significant. 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 dated improvements 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 ensure that 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,

design review guidelines for all phases of the proposed project, as well as its landscape and irrigation plans.

However, the height of the proposed hospital structures could result in shadows on nearby residences, which could constitute a significant impact. The EIR will address the issue of shade and shadow.

d) *Create a new source of substantial light or glare that 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 introduce new light sources, such as buildings' exterior signs, reactivated and new parking lot lights, and the headlights from on-site vehicle traffic.

Nevertheless, the substantial anticipated increase in ambient light levels in the northern and eastern portions 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. 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 due to 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 is the District's responsibility to bring the basin into compliance with the plan's provisions.

Project implementation involves developing approximately 3.7 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 will include a comprehensive air quality analysis. The analysis will assess the project's 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 such as the emissions from project-generated traffic. Other sources could include emissions from fume hoods in hospital laboratory facilities.

The EIR will at a minimum:

- 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 long-term air quality impacts resulting from project-generated traffic and point source emissions.
- 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 that exceed quantitative thresholds for ozone precursors)?

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

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

Potentially Significant Unless Mitigated. Please see response to Item 4.3. a). Although the project will include a hospital, with potentially sensitive receptors such as children, infirm and elderly, it is not anticipated that any contact or exposure would occur between any sensitive receptor and substantial pollution due to the project design and proposed hazardous material remediation.

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

No Impact. Multiple-use projects such as the applicants' development proposals that feature hospital, retail, office, and parking 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 160 acres; it is almost entirely improved with buildings and asphalt-covered parking lots. No habitat is present; 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, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No Impact. The project site contains no riparian corridors, riparian habitat, or any other sensitive natural community; therefore, 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. The project proposes to redevelop an urban site surrounded by urban uses. 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 Conservation 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 included 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 has entered 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 will 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 will 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 will 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 will 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 will 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 will be made available to SHPO, the Historical Society, the Foundation, and appropriate archives designated by GSA.
- The City will, 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 will 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 executed by NASA, GSA, SHPO, and the City. Therefore, potential impacts to historical resources will be reduced to a less-than-significant level.

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, contains extensive subsurface infrastructure, and is part of the built urban environment; there are no known 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. Also, refer to Item 4.5.b).

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 impact 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 is required and will provide specific standards for buildings to withstand ground shaking within an acceptable level of risk. The Kaiser Permanente Medical Center will be constructed to meet the Structural Performance Category ("SPC") 5 standards established by the State of California under the Alfred E. Alquist Hospital Facilities Seismic Safety Act of 1983 (SB 1953), which meets the seismic standards for 2030 established by the State. The increased risk in seismic safety represented by the new Kaiser Permanente Medical Center would therefore be less-than-significant.

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 that all areas within Downey may be subject to liquefaction hazards. As required by State law, the project developer will 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 developed and required to reduce the liquefaction hazard to a less-than-significant level.

4) *Landslides?*

No Impact. The project site and surrounding properties are 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 substantial loss of topsoil. As the project's plans show, project development will result in nearly the entire site being covered with impermeable surfaces (i.e., buildings, parking structures and paved parking areas), which will preclude erosion. Additionally, the project site is already largely developed, and does not contain substantial quantities of topsoil.

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

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?*

Less Than Significant Impact. All of the soil types in Downey can be compacted to a degree that they do not hinder site development. By adhering to accepted soils engineering and grading practices, the risk of settlement would be mitigated. Areas of compressible soil can be developed by replacement with suitable fill and compaction 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, and would ensure that this impact remains less than significant.

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

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 used 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?*

Potentially Significant Unless Mitigated. The nature and characteristics of the Ezralow portion of the project's planned uses (i.e., retail, office and research and development) do not involve transporting, using, or disposing hazardous materials during daily operation. The nature and characteristics of the Kaiser's proposal's planned uses necessarily involve transporting, using, or disposing of hazardous materials during daily

operation. These impacts are potentially significant unless mitigated. The EIR will include a hazardous materials assessment and analysis; however, a Human Health Risk Assessment (HHRA) may be required. The analysis will assess the project's short- and long-term impacts on hazardous waste and will, at a minimum:

- Identify the existing hazardous material environment of the project site.
- Describe the short-term hazardous materials impacts, if any, associated with construction activities anticipated to accompany project development.
- Identify and quantify long-term hazardous materials impacts resulting from daily operation of the proposed project.
- Identify mitigation measures necessary to reduce short- and long–term hazardous materials impacts.

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?*

Potentially Significant Unless Mitigated. Day-to-day activities at the hospital site will involve the routine use of hazardous materials such as medical waste, radiological waste and chemical waste. Medical waste includes biologically hazardous waste and is generally described as waste capable of producing infectious disease. Radiological waste refers to waste products contaminated with radioactive material, such as radioactive implants used in nuclear medicine. All radioactive waste would be collected at the source and contained onsite in a lead-lined vault until it is rendered safe for sanitary landfill disposal. Monitoring equipment is routinely used by Kaiser to detect radioactive materials in waste products. Chemical waste includes toxic chemicals such as formaldehyde, xylene, alcohols and reagents. All such wastes would be stored in accordance with law and removed from the site by a licensed hazardous waste hauler and taken to an appropriate facility for disposal. Spent X-ray developer would be collected, labeled and removed by Kaiser's Biomedical Engineering department for recycling. Implementation of existing Federal, State and local requirements regulating hazardous materials and waste at a medical facility would be required. However, the use of hazardous materials at the project site represents a potentially significant impact.

Additionally, the site contains both soil and groundwater contamination: Phase I and II Site Assessments have been prepared for the Ezralow portion of the site by Earthtech—the most recent was completed in September 2000, and soils remediation in Area I is currently in progress under the supervision of Foster-Wheeler. A Phase I site assessment was prepared in April of 2001 by LAW Crandall for Kaiser, and determined that soil and groundwater contamination exist on Parcel 2 (on which the Kaiser facility is proposed), and the report recommended that a Phase II ESA be prepared. No Phase II has yet been prepared or completed for that portion of the project site. Also refer to Item 4.7.a). The General Services Administration of the Federal Government has acknowledged its obligation to remediate the project site to a level that would allow commercial development, at its cost. The potential for groundwater and soil contamination on the site represents a potentially significant impact with would be reduced to a less than significant level by further investigation, and proposed cleanup and remediation of soils and groundwater during the development of the site.

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

Potentially Significant Unless Mitigated. Due to the nature and characteristics of the project's activities, their day-to-day operations will involve the use of hazardous or acutely hazardous materials, and facilities such as fume hoods could emit potentially hazardous materials. Because of the presence of schools within ¼ mile of the project site, and the fact that land on the project site could be offered to the Downey Unified School District (although construction of a school on the project site is not anticipated, and this EIR is not intended to provide environmental review for any school, potentially significant impacts can be anticipated unless mitigated. Also refer to item 4.7.a).

d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Potentially Significant Unless Mitigated. The project site is a formerly used defense site (FUDS), and as such is included on a list of sites containing hazardous materials, and may result in a significant hazard to the public or to the environment. The General Services Administration of the Federal Government and the project applicants intend to remediate such impacts in accordance with the guidelines imposed by local, state and federal agencies. The EIR will evaluate this potential impact.

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. The presence of the Kaiser Permanente Medical Center is a beneficial impact of the project that will enhance the implementation of an emergency response plan or emergency evacuation plan.

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 has the potential to violate a water quality or wastewater discharge requirement; however, assuming the City's full compliance with local, regional, state, and federal water quality and wastewater standards, no impact is anticipated.

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. Over 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 the City's current demand for water beyond its allocation, the EIR will 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 propose 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 that would result in flooding on- or off-site?*

Potentially Significant Unless Mitigated. Development as noted previously may alter the site's existing drainage pattern. 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.
- Evaluate the quality of these water flows.
- Recommend mitigation measures, if necessary, to reduce potential adverse impacts.

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. 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 would not substantially degrade water quality.

g) *Place housing within a l00-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 that 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 and the project site and surrounding area are both urban in character and devoid of substantial topography. 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, office park, and hospital/medical center uses. 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 is 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. 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 and 2) the South Coast Air Quality Management District's (SCAQMD) 1997 Air Quality Management Plan. As part of the environmental assessment, the EIR will evaluate the specific plan's consistency with 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 the1997 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 Item 4.4.f), the project will not conflict with a habitat conservation plan or natural community conservation plan. Neither of these kinds of plans has 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. Further, availability of any such resource would be nonexistent due to the site's current developed nature.

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

No Impact. 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. 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 facilities and activities could produce the long-term noise impacts.

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 and equipment noise generated will be assessed in the EIR's noise analysis, including a qualitative assessment of siren noise from hospital-bound ambulances. 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.

b) *Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?*

Potentially Significant Unless Mitigated. 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. 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. Refer to the response in Item 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. Project implementation may create a demand for housing given the project's scale and the employment opportunities that its different components will create. The project's components include a hospital, medical office building, shopping center and 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 population-related impacts.

The project may result in a significant impact to the jobs/housing balance, unless appropriate mitigation measures are implemented to offset the net added employees. Many of the employees at the Kaiser project will be relocated from Kaiser's existing Bellflower location, hence the net increase in employees from the Kaiser project may be limited.

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 majority of the160-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 majority of the site has been vacant, with portions under temporary use. The Kaiser proposal contemplates the demolition of the existing vacant industrial and manufacturing buildings on the site, hence no housing units will be demolished and thus no replacement housing will be required.

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. 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 the extent to which project implementation would impact both departments.
- Recommend mitigation measures necessary to reduce the impacts.

3) *Schools?*

Potentially Significant Unless Mitigated. 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 pubic 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 3- to 5-acre museum/learning center will be developed as part of Area III of the Ezralow portion of the project. 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, a new, expanded hospital facility and medical office building, 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 that might have an adverse physical effect on the environment?*

No Impact. As noted previously, one of the improvements planned for Area III of the Ezralow portion of the project is a 3- to 5-acre museum/learning center that will be developed in conjunction with a community building. 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 that 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. Initial estimates show the project's retail and office components, as well as the hospital and medical office facilities, 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 non-signalized intersections that serve the project site. Therefore, the EIR will analyze the project's potential traffic impacts. The traffic impact study will 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 will employ the procedures described in the "Guidelines for Congestion Management Program Transportation Impact Analysis" and as detailed below. The City's Traffic Engineer will determine the applicability of any assumptions incorporated in the study.

Study Conditions

The study will use current traffic volumes to assess the existing conditions. Turning movement counts and 24-hour machine traffic counts will be conducted to sufficiently analyze the project's anticipated impacts. It will 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 will 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 will be identified in the study.

Trip Generation

The study will 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. Note that in the case of the Kaiser facility, trip generation will be dictated by the 1 msf of hospital, plant, and medical office uses. The square footage associated with the parking structure is included only to disclose the total site area that will be developed: it does not generate traffic by itself, and will therefore not be included for trip generation purposes.

Parking Generation

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

Trip Distribution

The study will 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 will 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 and Gray Rd.
- Lakewood Blvd./ Bellflower Blvd.
- Lakewood Blvd./ Stewart and 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 will be analyzed accordingly.

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: Non-Signalized Intersections

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

- Stewart and Gray Rd./ Corrigan Ave.
- Stewart and Gray Rd./ Vultee Ave.
- Bellflower Blvd./ Rockwell Gate 53
- Bellflower Blvd./ Elm Vista St.

The study will employ the Highway Capacity Manual method for non-signalized intersections.

Circulation

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

The Study will evaluate the new roadways proposed in the project. In particular, it will 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 will identify the most cost-effective measures to reduce adverse impacts. The study will 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.

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. 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 for 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 is 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 to 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 hospital/medical, 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:

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

Potentially Significant Unless Mitigated. Project development and operation is expected to place added demand on the wastewater treatment facilities that service the project site. However, the extent of this effect is uncertain. 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 identified impacts.

b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Potentially Significant Unless Mitigated. 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. Project development will impact the stormwater drainage facilities that serve the project site. However, the extent of this effect is uncertain. 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 identified impacts.

d) *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. 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 are 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 that might result from the provision of services and utilities to the project site.
- Identify mitigation measures necessary to reduce identified public service and utility impacts.

e) *Result in a determination by the wastewater treatment provider that 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. Please refer to response for Item 4.16.d).

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

Potentially Significant Unless Mitigated. Please refer to response for Item 4.16.d).

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

Potentially Significant Unless Mitigated. Please refer to the response for Item 4.16.d).

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 Mitigated. 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 that will cause substantial adverse effects on human beings, either directly or indirectly?*

Potentially Significant Unless Mitigated. Refer to the responses to items 1-16, above.

6.0 REFERENCES

The following references were used to prepare this Initial Study.

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APPENDIX C
Air Quality Data Sheets

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10552-00
Project Title: Downey Landings Specific Plan Program EIR

Background Information

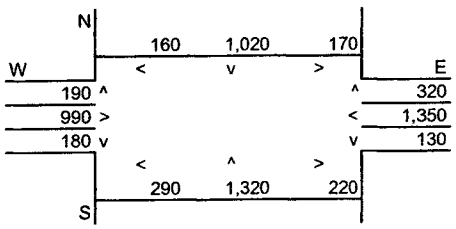
Nearest Air Monitoring Station measuring CO:	Pico Rivera
Background 1-hour CO Concentration (ppm):	5.2
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2001

Roadway Data

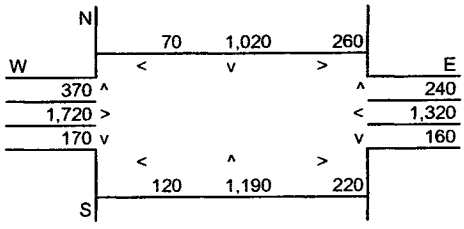
Intersection: Lakewood/Firestone
Analysis Condition: Existing Traffic Volumes

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Lakewood Blvd.	At Grade	4	10	10
East-West Roadway:	Firestone Blvd.	At Grade	6	10	10

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	3,180	N-S Road:	3,150
E-W Road:	3,180	E-W Road:	3,920

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 50 Feet	A_2 Reference CO Concentrations 100 Feet	A_3 Reference CO Concentrations 300 Feet	B Traffic Volume	C Emission Factors[1]	Estimated CO Concentrations 50 Feet	Estimated CO Concentrations 100 Feet	Estimated CO Concentrations 300 Feet
A.M. Peak Traffic Hour								
North-South Road	5.4	3.8	1.6	3,180	19.63	3.37	2.37	1.00
East-West Road	2.0	1.7	1.1	3,180	19.63	1.25	1.06	0.69
P.M. Peak Traffic Hour								
North-South Road	2.2	1.7	1.1	3,150	19.63	1.36	1.05	0.68
East-West Road	4.9	3.5	1.6	3,920	19.63	3.77	2.69	1.23

[1] Methodology and emission factors from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
50 Feet from Roadway Edge	9.8	10.3	7.9
100 Feet from Roadway Edge	8.6	8.9	6.9
300 Feet from Roadway Edge	6.9	7.1	5.6

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10552-00
Project Title: Downey Landings Specific Plan Program EIR

Background Information

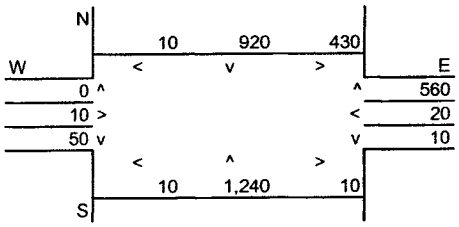
Nearest Air Monitoring Station measuring CO:	Pico Rivera
Background 1-hour CO Concentration (ppm):	5.2
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2001

Roadway Data

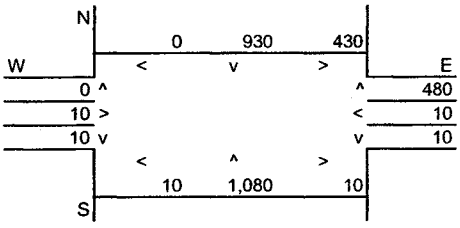
Intersection: Lakewood/Bellflower
Analysis Condition: Existing Traffic Volumes

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Lakewood Blvd.	At Grade	4	15	20
East-West Roadway:	Bellflower Blvd.	At Grade	4	15	20

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	3,160	N-S Road:	2,920
E-W Road:	1,040	E-W Road:	950

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 50 Feet	A_2 Reference CO Concentrations 100 Feet	A_3 Reference CO Concentrations 300 Feet	B Traffic Volume	C Emission Factors[1]	Estimated CO Concentrations 50 Feet	Estimated CO Concentrations 100 Feet	Estimated CO Concentrations 300 Feet
A.M. Peak Traffic Hour								
North-South Road	5.4	3.8	1.6	3,160	13.24	2.26	1.59	0.67
East-West Road	2.2	1.7	1.1	1,040	13.24	0.30	0.23	0.15
P.M. Peak Traffic Hour								
North-South Road	5.4	3.8	1.6	2,920	10.04	1.58	1.11	0.47
East-West Road	2.2	1.7	1.1	950	10.04	0.21	0.16	0.10

[1] Methodology and emission factors from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
50 Feet from Roadway Edge	7.8	7.0	6.1
100 Feet from Roadway Edge	7.0	6.5	5.6
300 Feet from Roadway Edge	6.0	5.8	4.9

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10552-00
Project Title: Downey Landings Specific Plan Program EIR

Background Information

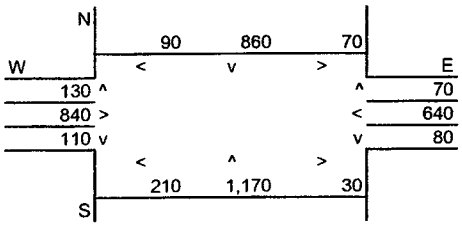
Nearest Air Monitoring Station measuring CO:	Pico Rivera
Background 1-hour CO Concentration (ppm):	5.2
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2001

Roadway Data

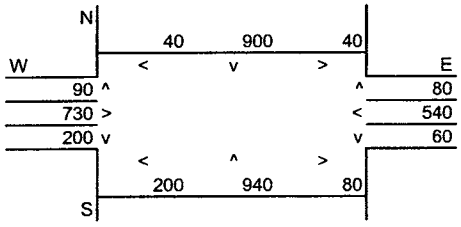
Intersection: Lakewood/Stweart & Gray
Analysis Condition: Existing Traffic Volumes

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Lakewood Blvd.	At Grade	4	15	15
East-West Roadway:	Stewart & Gray Rd.	At Grade	4	15	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	2,460	N-S Road:	2,380
E-W Road:	2,020	E-W Road:	1,800

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 50 Feet	A_2 100 Feet	A_3 300 Feet	B Traffic Volume	C Emission Factors[1]	Estimated CO Concentrations 50 Feet	100 Feet	300 Feet
A.M. Peak Traffic Hour								
North-South Road	5.4	3.8	1.6	2,460	13.24	1.76	1.24	0.52
East-West Road	2.2	1.7	1.1	2,020	13.24	0.59	0.45	0.29
P.M. Peak Traffic Hour								
North-South Road	5.4	3.8	1.6	2,380	13.24	1.70	1.20	0.50
East-West Road	2.2	1.7	1.1	1,800	13.24	0.52	0.41	0.26

[1] Methodology and emission factors from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
50 Feet from Roadway Edge	7.5	7.4	5.9
100 Feet from Roadway Edge	6.9	6.8	5.5
300 Feet from Roadway Edge	6.0	6.0	4.9

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10552-00
Project Title: Downey Landings Specific Plan Program EIR

Background Information

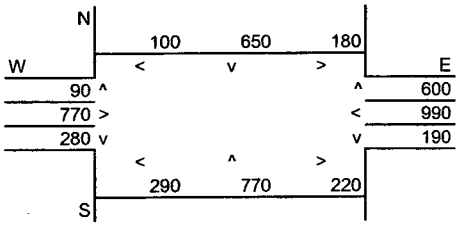
Nearest Air Monitoring Station measuring CO:	Pico Rivera
Background 1-hour CO Concentration (ppm):	5.2
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2001

Roadway Data

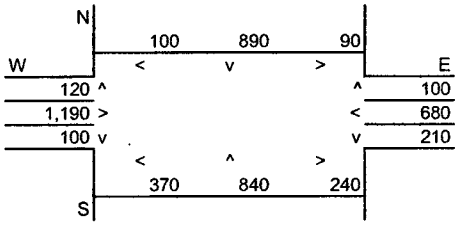
Intersection: Lakewood/Imperial
Analysis Condition: Existing Traffic Volumes

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Lakewood Blvd.	At Grade	4	20	10
East-West Roadway:	Imperial Hwy.	At Grade	6	20	10

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	2,400	N-S Road:	2,650
E-W Road:	2,950	E-W Road:	2,560

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 50 Feet	A_2 Reference CO Concentrations 100 Feet	A_3 Reference CO Concentrations 300 Feet	B Traffic Volume	C Emission Factors[1]	Estimated CO Concentrations 50 Feet	Estimated CO Concentrations 100 Feet	Estimated CO Concentrations 300 Feet
A.M. Peak Traffic Hour								
North-South Road	2.2	1.7	1.1	2,400	10.04	0.53	0.41	0.27
East-West Road	4.9	3.5	1.6	2,950	10.04	1.45	1.04	0.47
P.M. Peak Traffic Hour								
North-South Road	5.4	3.8	1.6	2,650	19.63	2.81	1.98	0.83
East-West Road	2.0	1.7	1.1	2,560	19.63	1.01	0.85	0.55

[1] Methodology and emission factors from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
50 Feet from Roadway Edge	7.2	9.0	7.0
100 Feet from Roadway Edge	6.6	8.0	6.3
300 Feet from Roadway Edge	5.9	6.6	5.3

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10552-00
Project Title: Downey Landings Specific Plan Program EIR

Background Information

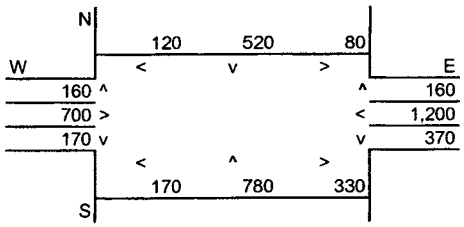
Nearest Air Monitoring Station measuring CO:	Pico Rivera
Background 1-hour CO Concentration (ppm):	5.2
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2001

Roadway Data

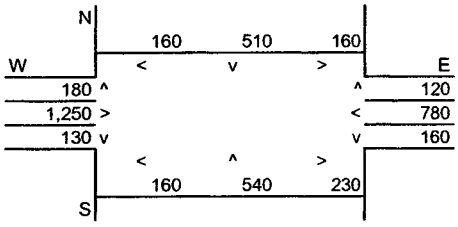
Intersection: Bellflower/Imperial
Analysis Condition: Existing Traffic Volumes

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Bellflower Blvd.	At Grade	4	10	15
East-West Roadway:	Imperial Hwy.	At Grade	6	10	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	2,340	N-S Road:	1,730
E-W Road:	2,840	E-W Road:	2,700

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 50 Feet	A_2 Reference CO Concentrations 100 Feet	A_3 Reference CO Concentrations 300 Feet	B Traffic Volume	C Emission Factors[1]	Estimated CO Concentrations 50 Feet	Estimated CO Concentrations 100 Feet	Estimated CO Concentrations 300 Feet
A.M. Peak Traffic Hour								
North-South Road	2.2	1.7	1.1	2,340	19.63	1.01	0.78	0.51
East-West Road	4.9	3.5	1.6	2,840	19.63	2.73	1.95	0.89
P.M. Peak Traffic Hour								
North-South Road	2.2	1.7	1.1	1,730	13.24	0.50	0.39	0.25
East-West Road	4.9	3.5	1.6	2,700	13.24	1.75	1.25	0.57

[1] Methodology and emission factors from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
50 Feet from Roadway Edge	8.9	7.5	6.9
100 Feet from Roadway Edge	7.9	6.8	6.2
300 Feet from Roadway Edge	6.6	6.0	5.3

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10552-00
Project Title: Downey Landings Specific Plan Program EIR

Background Information

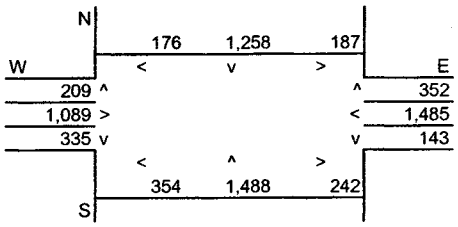
Nearest Air Monitoring Station measuring CO:	Pico Rivera
Background 1-hour CO Concentration (ppm):	5.2
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

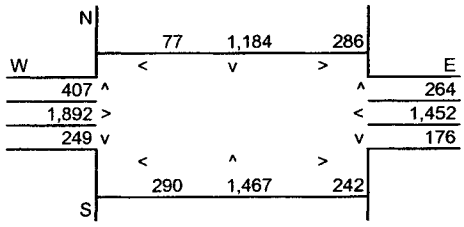
Intersection: Lakewood/Firestone
Analysis Condition: Future Traffic Volumes with Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Lakewood Blvd.	At Grade	4	10	10
East-West Roadway:	Firestone Blvd.	At Grade	6	10	10

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	3,820	N-S Road:	3,685
E-W Road:	3,648	E-W Road:	4,367

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 50 Feet	A_2 Reference CO Concentrations 100 Feet	A_3 Reference CO Concentrations 300 Feet	B Traffic Volume	C Emission Factors[1]	Estimated CO Concentrations 50 Feet	Estimated CO Concentrations 100 Feet	Estimated CO Concentrations 300 Feet
A.M. Peak Traffic Hour								
North-South Road	5.4	3.8	1.6	3,820	14.08	2.90	2.04	0.86
East-West Road	2.0	1.7	1.1	3,648	14.08	1.03	0.87	0.57
P.M. Peak Traffic Hour								
North-South Road	2.2	1.7	1.1	3,685	14.08	1.14	0.88	0.57
East-West Road	4.9	3.5	1.6	4,367	14.08	3.01	2.15	0.98

[1] Methodology and emission factors from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
50 Feet from Roadway Edge	9.1	9.4	7.2
100 Feet from Roadway Edge	8.1	8.2	6.4
300 Feet from Roadway Edge	6.6	6.8	5.4

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10552-00
Project Title: Downey Landings Specific Plan Program EIR

Background Information

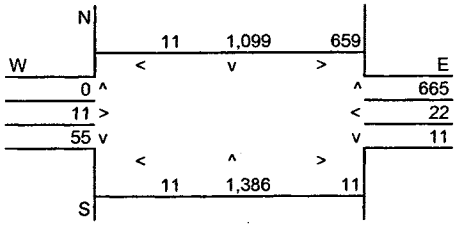
Nearest Air Monitoring Station measuring CO:	Pico Rivera
Background 1-hour CO Concentration (ppm):	5.2
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

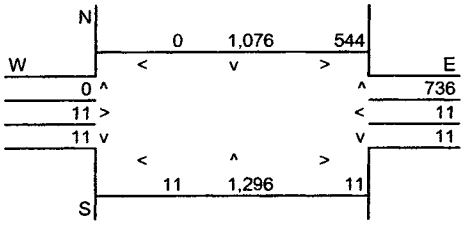
Intersection: Lakewood/Bellflower
Analysis Condition: Future Traffic Volumes with Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Lakewood Blvd.	At Grade	4	10	15
East-West Roadway:	Bellflower Blvd.	At Grade	4	10	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	3,820	N-S Road:	3,652
E-W Road:	1,379	E-W Road:	1,324

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 50 Feet	A_2 100 Feet	A_3 300 Feet	B Traffic Volume	C Emission Factors[1]	Estimated CO Concentrations 50 Feet	100 Feet	300 Feet
A.M. Peak Traffic Hour								
North-South Road	5.4	3.8	1.6	3,820	14.08	2.90	2.04	0.86
East-West Road	2.2	1.7	1.1	1,379	14.08	0.43	0.33	0.21
P.M. Peak Traffic Hour								
North-South Road	5.4	3.8	1.6	3,652	9.51	1.88	1.32	0.56
East-West Road	2.2	1.7	1.1	1,324	9.51	0.28	0.21	0.14

[1] Methodology and emission factors from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
50 Feet from Roadway Edge	8.5	7.4	6.6
100 Feet from Roadway Edge	7.6	6.7	6.0
300 Feet from Roadway Edge	6.3	5.9	5.1

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10552-00
Project Title: Downey Landings Specific Plan Program EIR

Background Information

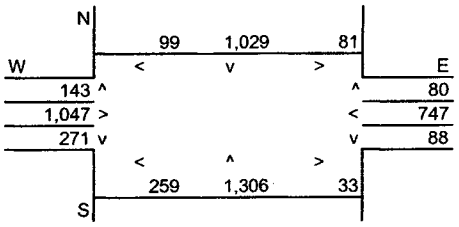
Nearest Air Monitoring Station measuring CO:	Pico Rivera
Background 1-hour CO Concentration (ppm):	5.2
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

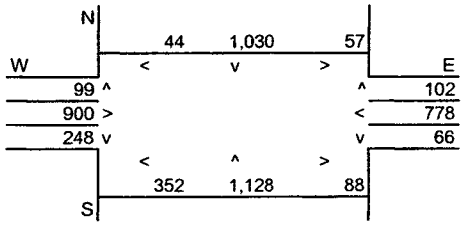
Intersection: Lakewood/Stewart & Gray
Analysis Condition: Future Traffic Volumes with Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Lakewood Blvd.	At Grade	4	10	10
East-West Roadway:	Stewart & Gray Rd.	At Grade	4	10	10

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	2,986	N-S Road:	2,912
E-W Road:	2,566	E-W Road:	2,421

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 50 Feet	A_2 100 Feet	A_3 300 Feet	B Traffic Volume	C Emission Factors[1]	Estimated CO Concentrations 50 Feet	100 Feet	300 Feet
A.M. Peak Traffic Hour								
North-South Road	5.4	3.8	1.6	2,986	14.08	2.27	1.60	0.67
East-West Road	2.2	1.7	1.1	2,566	14.08	0.79	0.61	0.40
P.M. Peak Traffic Hour								
North-South Road	5.4	3.8	1.6	2,912	14.08	2.21	1.56	0.66
East-West Road	2.2	1.7	1.1	2,421	14.08	0.75	0.58	0.37

[1] Methodology and emission factors from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
50 Feet from Roadway Edge	8.3	8.2	6.4
100 Feet from Roadway Edge	7.4	7.3	5.8
300 Feet from Roadway Edge	6.3	6.2	5.0

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10552-00
Project Title: Downey Landings Specific Plan Program EIR

Background Information

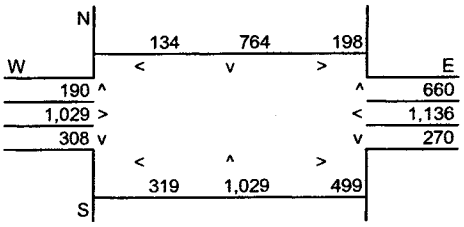
Nearest Air Monitoring Station measuring CO:	Pico Rivera
Background 1-hour CO Concentration (ppm):	5.2
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

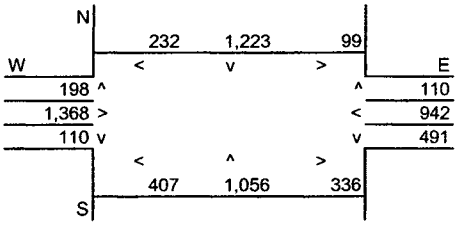
Intersection: Lakewood/Imperial
Analysis Condition: Future Traffic Volumes with Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Lakewood Blvd.	At Grade	4	10	10
East-West Roadway:	Imperial Hwy.	At Grade	6	10	10

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	3,189	N-S Road:	3,623
E-W Road:	3,792	E-W Road:	3,346

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 50 Feet	A_2 100 Feet	A_3 300 Feet	B Traffic Volume	C Emission Factors[1]	Estimated CO Concentrations 50 Feet	100 Feet	300 Feet
A.M. Peak Traffic Hour								
North-South Road	2.2	1.7	1.1	3,189	14.08	0.99	0.76	0.49
East-West Road	4.9	3.5	1.6	3,792	14.08	2.62	1.87	0.85
P.M. Peak Traffic Hour								
North-South Road	5.4	3.8	1.6	3,623	14.08	2.75	1.94	0.82
East-West Road	2.0	1.7	1.1	3,346	14.08	0.94	0.80	0.52

[1] Methodology and emission factors from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
50 Feet from Roadway Edge	8.8	8.9	6.9
100 Feet from Roadway Edge	7.8	7.9	6.2
300 Feet from Roadway Edge	6.5	6.5	5.2

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: 10552-00
Project Title: Downey Landings Specific Plan Program EIR

Background Information

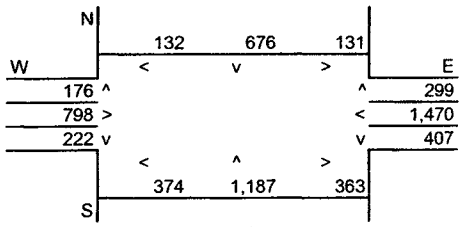
Nearest Air Monitoring Station measuring CO:	Pico Rivera
Background 1-hour CO Concentration (ppm):	5.2
Background 8-hour CO Concentration (ppm):	4.3
Persistence Factor:	0.7
Analysis Year:	2005

Roadway Data

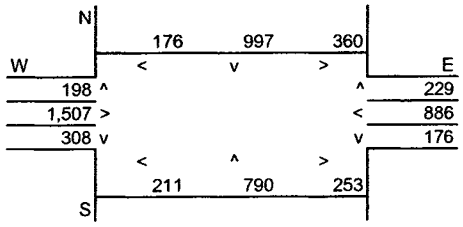
Intersection: Bellflower/Imperial
Analysis Condition: Future Traffic Volumes with Project

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Bellflower Blvd.	At Grade	4	10	10
East-West Roadway:	Imperial Hwy.	At Grade	6	10	10

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	3,229	N-S Road:	2,750
E-W Road:	3,468	E-W Road:	3,411

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 50 Feet	A_2 100 Feet	A_3 300 Feet	B Traffic Volume	C Emission Factors[1]	Estimated CO Concentrations 50 Feet	100 Feet	300 Feet
A.M. Peak Traffic Hour								
North-South Road	2.2	1.7	1.1	3,229	14.08	1.00	0.77	0.50
East-West Road	4.9	3.5	1.6	3,468	14.08	2.39	1.71	0.78
P.M. Peak Traffic Hour								
North-South Road	2.2	1.7	1.1	2,750	14.08	0.85	0.66	0.43
East-West Road	4.9	3.5	1.6	3,411	14.08	2.35	1.68	0.77

[1] Methodology and emission factors from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
50 Feet from Roadway Edge	8.6	8.4	6.7
100 Feet from Roadway Edge	7.7	7.5	6.0
300 Feet from Roadway Edge	6.5	6.4	5.2

[2] Methodology from Bay Area Air Quality Management District *BAAQMD CEQA Guidelines* (1996).

CONSTRUCTION EMISSIONS ESTIMATES
DEMOLITION PHASE

Project Number: 10552-00
Project Name: Downey Landings Specific Plan Program EIR

Construction Equipment Emissions
Emissions = F x G x H

	F	G	H									
		Hours/	Emission Factors in Pounds per Hour[1]					Emissions in Pounds per Day				
Equipment Type	Quantity	Day	CO	ROC	NO_x	SO_x	PM_{10}	CO	ROC	NO_x	SO_x	PM_{10}
Fork Lift - 50 Hp	0	8	0.18	0.053	0.441	0	0.031	-	-	-	-	-
Fork Lift - 175 Hp	0	8	0.52	0.17	1.54	0	0.93	-	-	-	-	-
Water Truck	1	4	1.8	0.19	4.17	0.45	0.26	7.2	0.8	16.7	1.8	1.0
Tracked Loader	1	8	0.201	0.095	0.83	0.076	0.059	1.6	0.8	6.6	0.6	0.5
Tracked Tractor	2	8	0.35	0.12	1.26	0.14	0.112	5.6	1.9	20.2	2.2	1.8
Scraper	0	7	1.25	0.27	3.84	0.46	0.41	-	-	-	-	-
Wheeled Dozer	2	8	0.572	0.12	0.713	0.35	0.165	9.2	1.9	11.4	5.6	2.6
Wheeled Loader	3	6	0.572	0.23	1.9	0.182	0.17	10.3	4.1	34.2	3.3	3.1
Wheeled Tractor	0	8	3.58	0.18	1.27	0.09	0.14	-	-	-	-	-
Roller	0	8	0.3	0.065	0.87	0.067	0.05	-	-	-	-	-
Motor Grader	0	8	0.151	0.039	0.713	0.086	0.061	-	-	-	-	-
Miscellaneous	0	8	0.675	0.15	1.7	0.143	0.14	-	-	-	-	-
Crane	1	8	0.75078	0.25026	1.91866	0.16684	0.12513	6.0	2.0	15.3	1.3	1.0
Backhoe	0	3.5	0.572	0.23	1.9	0.17	0.182	-	-	-	-	-
Crushing Equipment	2	8	1.9812	0.29718	2.37744	0.19812	0.14859	31.7	4.8	38.0	3.2	2.4
Subtotal								71.6	16.3	142.5	18.0	12.4

[1] Emission Factors from SCAQMD CEQA Air Quality Handbook (1993), Tables A9-8-A, A9-8-B, A9-8-C, and A9-8-D.

On-Road Vehicle Source Emissions
Emissions = F x G x H x I

	F	G	H	I									
		Trips/	Miles/	Emission Factors in Pounds per 100 Trips per Mile					Emissions in Pounds per Day				
Vehicle Type	Quantity	Vehicle	Trip	CO	ROC	NO_x	SO_x	PM_{10}	CO	ROC	NO_x	SO_x	PM_{10}
Haul Trucks[2]	10	2	50	1.42511	0.22467	1.982379	0	0.012118	14.3	2.2	19.8	0.0	0.1
Construction Employees[3]	22	3.7	10.6	2.2	0.82	1.16	0	0.22	1.8	0.7	0.9	0.0	0.2
Subtotal									16.0	2.9	20.8	0.0	0.3

[2] Emission factors from EMFAC7G (Year 2001, 100% heavy-duty diesel, 90F)
[3] Emission factors from URBEMIS7G (Year 2001, construction worker trips)

Structure Demolition
PM_{10} Emissions = 0.00042 lbs per cubic foot x N / O[4]

	N	O	PM_{10}
	Cubic Feet	Days of	Emissions
Emissions Source	of Bldg.	Demolition	(lbs/day)
Structure Demolition	40000	1	16.8

[4] Emission Factors from SCAQMD CEQA Air Quality Handbook (1993), Table A9-9-H.

Total Demolition Phase Emissions

	Emissions in Pounds per Day				
Emissions Source	CO	ROC	NO_x	SO_x	PM_{10}
Construction Equipment	71.6	16.3	142.5	18.0	12.4
On-Road Vehicles	16.0	2.9	20.8	0.0	0.3
Structure Demolition	-	-	-	-	16.8
Total	87.6	19.2	163.2	18.0	29.5
SCAQMD Threshold	550.0	75.0	100.0	150.0	150.0
Exceeds Threshold?	No	No	Yes	No	No

CONSTRUCTION EMISSIONS ESTIMATES
SITE GRADING PHASE

Project Number: 10552-00
Project Name: Downey Landings Specific Plan Program EIR

Construction Equipment Emissions
Emissions = F x G x H

	F	G	H									
		Hours/	Emission Factors in Pounds per Hour[1]					Emissions in Pounds per Day				
Equipment Type	Quantity	Day	CO	ROC	NO_x	SO_x	PM_{10}	CO	ROC	NO_x	SO_x	PM_{10}
Fork Lift - 50 Hp	0	8	0.18	0.053	0.441	0	0.031	-	-	-	-	-
Fork Lift - 175 Hp	0	8	0.52	0.17	1.54	0	0.93	-	-	-	-	-
Water Truck	2	4	1.8	0.19	4.17	0.45	0.26	14.4	1.5	33.4	3.6	2.1
Tracked Loader	3	8	0.201	0.095	0.83	0.076	0.059	4.8	2.3	19.9	1.8	1.4
Tracked Tractor	2	8	0.35	0.12	1.26	0.14	0.112	5.6	1.9	20.2	2.2	1.8
Scraper	3	7	1.25	0.27	3.84	0.46	0.41	26.3	5.7	80.6	9.7	8.6
Wheeled Dozer	2	8	0.572	0.12	0.713	0.35	0.165	9.2	1.9	11.4	5.6	2.6
Wheeled Loader	0	6	0.572	0.23	1.9	0.182	0.17	-	-	-	-	-
Wheeled Tractor	0	8	3.58	0.18	1.27	0.09	0.14	-	-	-	-	-
Roller	2	8	0.3	0.065	0.87	0.067	0.05	4.8	1.0	13.9	1.1	0.8
Motor Grader	3	8	0.151	0.039	0.713	0.086	0.061	3.6	0.9	17.1	2.1	1.5
Miscellaneous	0	8	0.675	0.15	1.7	0.143	0.14	-	-	-	-	-
Subtotal								68.7	15.3	196.5	26.1	18.8

[1] Emission Factors from SCAQMD CEQA Air Quality Handbook (1993), Tables A9-8-A, A9-8-B, A9-8-C, and A9-8-D.

On-Road Vehicle Source Emissions
Emissions = F x G x H x I

	F	G	H	I									
		Trips/	Miles/	Emission Factors in Pounds per 100 Trips per Mile					Emissions in Pounds per Day				
Vehicle Type	Quantity	Vehicle	Trip	CO	ROC	NO_x	SO_x	PM_{10}	CO	ROC	NO_x	SO_x	PM_{10}
Haul Trucks[2]	1	2	50	1.42511	0.22467	1.982379	0	0.012118	1.4	0.2	2.0	0.0	0.0
Construction Employees[3]	30	3.7	10.6	2.2	0.82	1.16	0	0.22	2.4	0.9	1.3	0.0	0.2
Subtotal									3.9	1.1	3.3	0.0	0.3

[2] Emission factors from EMFAC7G (Year 2001, 100% heavy-duty diesel, 90F)
[3] Emission factors from URBEMIS7G (Year 2001, construction worker trips)

Site Grading
PM_{10} Emissions = (10.0 lbs per day x A) - B[4]

	A	O		PM_{10}
	Acres/	Rule 403 Reduction		Emissions
Emissions Source	Day	%	lbs	(lbs/day)
Site Grading	40	68%	272.0	128.0

[4] Emission Factors from URBEMIS7G (2000).

Total Site Grading Phase Emissions

	Emissions in Pounds per Day				
Emissions Source	CO	ROC	NO_x	SO_x	PM_{10}
Construction Equipment	68.7	15.3	196.5	26.1	18.8
On-Road Vehicles	3.9	1.1	3.3	0.0	0.3
Site Grading	-	-	-	-	128.0
Total	72.5	16.4	199.8	26.1	147.1
SCAQMD Threshold	550.0	75.0	100.0	150.0	150.0
Exceeds Threshold?	No	No	Yes	No	No

CONSTRUCTION EMISSIONS ESTIMATES
CONSTRUCTION PHASE

Project Number: 10552-00
Project Name: Downey Landings Specific Plan Program EIR

Construction Equipment Emissions
Emissions = F x G x H

	F	G	H									
		Hours/	Emission Factors in Pounds per Hour[1]					Emissions in Pounds per Day				
Equipment Type	Quantity	Day	CO	ROC	NO_x	SO_x	PM_{10}	CO	ROC	NO_x	SO_x	PM_{10}
Fork Lift - 50 Hp	2	8	0.18	0.053	0.441	0	0.031	2.9	0.8	7.1	0.0	0.5
Fork Lift - 175 Hp	3	8	0.52	0.17	1.54	0	0.93	12.5	4.1	37.0	0.0	22.3
Water Truck	1	4	1.8	0.19	4.17	0.45	0.26	7.2	0.8	16.7	1.8	1.0
Tracked Loader	0	8	0.201	0.095	0.83	0.076	0.059	-	-	-	-	-
Tracked Tractor	0	8	0.35	0.12	1.26	0.14	0.112	-	-	-	-	-
Scraper	0	7	1.25	0.27	3.84	0.46	0.41	-	-	-	-	-
Wheeled Dozer	0	8	0.572	0.12	0.713	0.35	0.165	-	-	-	-	-
Wheeled Loader	3	6	0.572	0.23	1.9	0.182	0.17	10.3	4.1	34.2	3.3	3.1
Wheeled Tractor	0	8	3.58	0.18	1.27	0.09	0.14	-	-	-	-	-
Roller	2	8	0.3	0.065	0.87	0.067	0.05	4.8	1.0	13.9	1.1	0.8
Motor Grader	0	8	0.151	0.039	0.713	0.086	0.061	-	-	-	-	-
Miscellaneous	0	8	0.675	0.15	1.7	0.143	0.14	-	-	-	-	-
Crane	1	8	0.75078	0.25026	1.91866	0.16684	0.12513	6.0	2.0	15.3	1.3	1.0
Backhoe	2	3.5	0.572	0.23	1.9	0.17	0.182	4.0	1.6	13.3	1.2	1.3
Paving Equipment	1	8	0.675	0.15	1.7	0.143	0.14	5.4	1.2	13.6	1.1	1.1
Subtotal								53.1	15.7	151.1	9.8	31.1

[1] Emission Factors from SCAQMD CEQA Air Quality Handbook (1993), Tables A9-8-A, A9-8-B, A9-8-C, and A9-8-D.

On-Road Vehicle Source Emissions
Emissions = F x G x H x I

	F	G	H	I									
		Trips/	Miles/	Emission Factors in Pounds per 100 Trips per Mile					Emissions in Pounds per Day				
Vehicle Type	Quantity	Vehicle	Trip	CO	ROC	NO_x	SO_x	PM_{10}	CO	ROC	NO_x	SO_x	PM_{10}
Haul Trucks[2]	6	2	50	1.42511	0.22467	1.982379	0	0.012118	8.6	1.3	11.9	0.0	0.1
Construction Employees[3]	35	3.7	10.6	2.2	0.82	1.16	0	0.22	2.8	1.1	1.5	0.0	0.3
Subtotal									11.4	2.4	13.4	0.0	0.4

[2] Emission factors from EMFAC7G (Year 2001, 100% heavy-duty diesel, 90F)
[3] Emission factors from URBEMIS7G (Year 2001, construction worker trips)

Stationary Source Emissions
Emissions = F x G

	F	G					
	Units or	ctors in Pounds per Day			Emissions in Pounds per Day		
Emissions Source	1,000 sf	ROC	NO_x	PM_{10}	ROC	NO_x	PM_{10}
Stationary Sources	4	0.168	0.137	0.008	0.7	0.5	0.0

[4] Emission Factors from URBEMIS7G (2000).

Asphalt Paving
ROC Emissions = 2.62 lbs per acre x A / B[5]

	A	B	ROC
	Acres of	Days of	Emissions
Emissions Source	Paving	Paving	(lbs/day)
Asphalt Paving	0.5	1	1.3

[5] Emission Factors from URBEMIS7G (2000).

Architectural Coatings
ROC Emissions = 0.0185 lbs per square foot x A[6]

	A	
	Surface Area/	ROC Emissions
Emissions Source	Day	(lbs/day)
Architectural Coatings	2500	46.3

[6] Emission Factors from URBEMIS7G (2000).

Total Construction Phase Emissions

	Emissions in Pounds per Day				
Emissions Source	CO	ROC	NO_x	SO_x	PM_{10}
Construction Equipment	53.1	15.7	151.1	9.8	31.1
On-Road Vehicles	11.4	2.4	13.4	0.0	0.4
Stationary Equipment	-	0.7	0.5	-	0.0
Asphalt Paving	-	1.3	-	-	-
Architectural Coatings	-	46.3	-	-	-
Total	64.5	66.3	165.0	9.8	31.5
SCAQMD Threshold	550.0	75.0	100.0	150.0	150.0
Exceeds Threshold?	No	No	Yes	No	No

EXPLANATION OF CHANGES MADE TO DEFAULT SETTINGS IN URBEMIS7G

The following pages include the printed results of the air pollutant emissions modeling for one of the land use components of the proposed project. The air emissions modeling was conducted using the URBEMIS7G for Windows computer program developed for the San Joaquin Valley Unified Air Pollution Control District in May 1998. URBEMIS7G is programmed with EMFAC7G emission factors developed by the California Air Resources Board.

As part of this analysis, changes have been made to several of the default values programmed into URBEMIS7G. These changes were made to more accurately reflect the nature of the proposed land use. Each of these changes are discussed below.

Vehicle Trip Rates

The default vehicle trip rate values were changed to be consistent with the traffic impact analysis prepared for the project.

Vehicle Fleet Mix

URBEMIS7G is programmed with the following state-wide average vehicle fleet mix:

State-Wide Vehicle Type	Total
Automobiles	75.0%
Light Duty Trucks	10.0%
Medium Duty Trucks	3.0%
Light-Heavy Duty Trucks	1.0%
Medium-Heavy Duty Trucks	1.0%
Heavy-Heavy Duty Trucks	5.0%
Urban Buses	2.0%
Motorcycles	3.0%

However, this state-wide average fleet mix is not appropriate for the majority of land use analyses. The project land use assessed in this analysis is identified below along with the total percentage of trucks (medium and heavy) that are expected for this land use. The following vehicle mix was calculated based on the percentage of trucks associated with this land use.

Project Land Use:	Truck %	ADT	Truck #
820 Retail	2.10%	12,670	266
760 Technology/R&D	1.84%	6,680	123
740 Museum/Community Center	1.20%	1,140	14
410 Park	0.44%	400	2
710 Office	1.84%	5,620	103
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
	Project Totals:	26,510	508
	Project Truck %:	1.92%	

Vehicle Type	Total
Automobiles	81.74%
Light Duty Trucks	10.90%
Medium Duty Trucks	0.57%
Light-Heavy Duty Trucks	0.19%
Medium-Heavy Duty Trucks	0.19%
Heavy-Heavy Duty Trucks	0.96%
Urban Buses	2.18%
Motorcycles	3.27%

URBEMIS 7G For Windows 5.1.0

File Name: C:\Program Files\URBEMIS 7G For Windows\Projects\NASAEzralow.urb
Project Name: Downey Landings Specific Plan Program EIR - Ezralow Project
Project Location: South Coast Air Basin (Los Angeles area)

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SOX
TOTALS(lbs/day,unmitigated)	1.63	14.50	9.74	0.04	0.00
TOTALS (lbs/day, mitigated)	1.53	14.50	9.22	0.04	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	PM10
TOTALS (ppd, unmitigated)	239.04	309.03	1,674.50	164.43
TOTALS (ppd, mitigated)	224.61	286.79	1,554.50	152.68

URBEMIS 7G For Windows 5.1.0

File Name: C:\Program Files\URBEMIS 7G For Windows\Projects\NASAEzralow.urb
Project Name: Downey Landings Specific Plan Program EIR - Ezralow Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	PM10	SOX
Natural Gas	1.05	14.47	5.79	0.03	-
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.58	0.03	3.95	0.01	0.00
Consumer Prdcts	0.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	1.63	14.50	9.74	0.04	0.00

AREA SOURCE EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10	SOX
Natural Gas	0.95	14.47	5.27	0.02	-
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.58	0.03	3.95	0.01	0.00
Consumer Prdcts	0.00	-	-	-	-
TOTALS (lbs/day, mitigated)	1.53	14.50	9.22	0.04	0.00

Area Source Mitigation Measures

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	PM10
Museaum/Community Center	8.55	12.61	63.91	6.91
Park/Open Space	2.20	3.20	17.28	1.60
Regnl shop. center < 5700	100.70	135.14	736.47	67.73
Technology/R&D	71.45	85.55	460.84	47.54
Office park	56.14	72.54	396.00	40.66
TOTAL EMISSIONS (lbs/day)	239.04	309.03	1,674.50	164.43

Includes correction for passby trips.
Includes the following double counting adjustment for internal trips:
Residential trips: 0.00 % reduction. Nonresidential trips: 0.00 % reduction.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2005 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Museaum/Community Center	22.88 trips / 1000 sq. ft.	50.00	1,144.00
Park/Open Space	400.00 trips / area	1.00	400.00
Regnl shop. center < 5700	41.19 trips / 1000 sq. ft.	410.00	16,887.90
Technology/R&D	6.85 trips / 1000 sq. ft.	975.00	6,678.75
Office park	8.76 trips / 1000 sq. ft.	600.00	5,256.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	81.74	1.16	98.58	0.26
Light Duty Trucks	10.90	0.13	99.54	0.33
Medium Duty Trucks	0.57	1.44	98.56	-
Lite-Heavy Duty Trucks	0.19	19.56	40.00	40.44
Med.-Heavy Duty Trucks	0.19	19.56	40.00	40.44
Heavy-Heavy Trucks	0.96	-	-	100.00
Urban Buses	2.18	-	-	100.00
Motorcycles	3.27	100.00% all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Museaum/Community Center				2.0	1.0	97.0
Park/Open Space				0.0	0.0	100.0
Regnl shop. center < 570000 sf				2.0	1.0	97.0
Technology/R&D				35.0	17.5	47.5
Office park				48.0	24.0	28.0

MITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	PM10
Museaum/Community Center	7.94	11.60	58.78	6.35
Park/Open Space	2.02	2.94	15.87	1.47
Regnl shop. center < 5700	93.24	124.27	677.36	62.29
Technology/R&D	68.00	79.92	430.73	44.41
Office park	53.41	68.07	371.75	38.15
TOTAL EMISSIONS (lbs/day)	224.61	286.79	1,554.50	152.68

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2005 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Museaum/Community Center	22.88 trips / 1000 sq. ft.	50.00	1,144.00
Park/Open Space	400.00 trips / area	1.00	400.00
Regnl shop. center < 5700	41.19 trips / 1000 sq. ft.	410.00	16,887.90
Technology/R&D	6.85 trips / 1000 sq. ft.	975.00	6,678.75
Office park	8.76 trips / 1000 sq. ft.	600.00	5,256.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	81.74	1.16	98.58	0.26
Light Duty Trucks	10.90	0.13	99.54	0.33
Medium Duty Trucks	0.57	1.44	98.56	-
Lite-Heavy Duty Trucks	0.19	19.56	40.00	40.44
Med.-Heavy Duty Trucks	0.19	19.56	40.00	40.44
Heavy-Heavy Trucks	0.96	-	-	100.00
Urban Buses	2.18	-	-	100.00
Motorcycles	3.27	100.00% all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Museaum/Community Center				2.0	1.0	97.0
Park/Open Space				0.0	0.0	100.0
Regnl shop. center < 570000 sf				2.0	1.0	97.0
Technology/R&D				35.0	17.5	47.5
Office park				48.0	24.0	28.0

ENVIRONMENTAL FACTORS APPLICABLE TO THE PROJECT

Pedestrian Environment

```
 2.0            Side Walks/Paths: Most Destinations Covered
 0.5            Street Trees Provide Shade: Some Coverage
 3.0            Pedestrian Circulation Access: Most Destinations
 1.0            Visually Interesting Uses: Some Uses within Walking Distance
 1.0            Street System Enhances Safety: Some Streets
 1.0            Pedestrian Safety from Crime: Moderate Degree of Safety
 0.5            Visually Interesting Walking Routes: Minor Level

 9.0    <- Pedestrian Environmental Credit
 9.0   /19 =  0.5    <- Pedestrian Effectiveness Factor
```

Transit Service

```
20.0            Transit Service: 15-30 Minute Bus within 1/4 Mile

20.0    <- Transit Effectiveness Credit
 9.0    <- Pedestrian Factor
29.0    <-Total
29.0    /110 =  0.3     <-Transit Effectiveness Factor
```

Bicycle Environment

```
 1.0            Interconnected Bikeways: Low Coverage
 1.0            Bike Routes Provide Paved Shoulders: Few Routes
 0.5            Safe Vehicle Speed Limits: Few Destinations
 0.0            Safe School Routes: No Schools
 1.0            Uses w/in Cycling Distance: Some Uses
 1.0            Bike Parking Ordinance: Requires Unprotected Bike Racks

 4.5    <- Bike Environmental Credit
 4.5  /20 =  0.2    <- Bike Effectiveness Factor
```

MITIGATION MEASURES SELECTED FOR THIS PROJECT
(All mitigation measures are printed, even if
the selected land uses do not constitute a mixed use.)

Transit Infrastructure Measures

% Trips Reduced	Measure
15.0	Credit for Existing or Planned Community Transit Service
15.0	<- Totals

Pedestrian Enhancing Infrastructure Measures (Residential)

% Trips Reduced	Measure
2.0	Credit for Surrounding Pedestrian Environment
2.0	<- Totals

Pedestrian Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
2.0	Credit for Surrounding Pedestrian Environment
1.0	Provide Wide Sidewalks and Onsite Pedestrian Facilities
1.0	Project Uses Parking Structures/Small Dispersed Lots
0.5	Provide Street Lighting
0.5	Project Provides Shade Trees to Shade Sidewalks
0.5	Project Provides Street Art and/or Street Furniture
0.5	Provide Pedestrian Safety Designs/Infrastructure at Crossings
6.0	<- Totals

Bicycle Enhancing Infratructure Measures (Residential)

% Trips Reduced	Measure
7.0	Credit for Surrounding Bicycle Environment
7.0	<- Totals

Bike Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
5.0	Credit for Surrounding Area Bike Environment
1.0	Provide Securre Bicycle Parking
6.0	<- Totals

Operational Measures (Applying to Commute Trips)

% Trips Reduced	Measure
1.5	Preferential Carpool/Vanpool Parking
1.0	Employee Rideshare Incentive Program
2.5	<- Totals

Operational Measures (Applying to Employee Non-Commute Trips)

% Trips Reduced	Measure
0.0	<- Totals

Operational Measures (Applying to Customer Trips)

% Trips Reduced	Measure
0.0	<- Totals

Measures Reducing VMT (Non-Residential)

VMT Reduced	Measure

0.0 <- Totals

Measures Reducing VMT (Residential)

VMT Reduced Measure
0.0 <- Totals

Total Percentage Trip Reduction
with Environmental Factors and Mitigation Measures

Travel Mode	Home-Work Trips	Home-Shop Trips	Home-Other Trips
Pedestrian	0.10	0.42	0.42
Transit	3.95	0.87	1.07
Bicycle	1.58	1.58	1.58
Totals	0.00	0.00	0.00

Travel Mode	Work Trips	Employee Trips	Customer Trips
Pedestrian	0.31	2.84	2.84
Transit	3.95	0.08	3.95
Bicycle	1.35	1.35	1.35
Other	0.44	0.00	0.00
Totals	0.00	0.00	0.00

Changes made to the default values for Area

The wood stove option switch changed from on to off.
The fireplcase option switch changed from on to off.
Mitigation measure Central Water Heater: Cmrcl Space Heat.
has been changed from off to on.
Mitigation measure Increase Insulation Beyond Title 24: Cmrcl Space Heat.
has been changed from off to on.
Changes made to the default values for Operations

The double counting option switch changed from off to on.
The light duty auto percentage changed from 75.0 to 81.74.
The light duty truck percentage changed from 10.0 to 10.9.
The medium duty truck percentage changed from 3.0 to 0.57.
The light heavy duty truck percentage changed from 1.0 to 0.19.
The medium heavy duty truck percentage changed from 1.0 to 0.19.
The heavy heavy duty truck percentage changed from 5.0 to 0.96.
The urban bus percentage changed from 2.0 to 2.18.
The motorcycle percentage changed from 3.0 to 3.27.
The operational emission year changed from 2000 to 2005.
The double counting option changed from 1 to 0.
The travel mode environment settings changed from both to: non-residential
The default/nodefault travel setting changed from nodefault to: nodefault
Side Walks/Paths: No Sidewalks
changed to: Side Walks/Paths: Most Destinations Covered
Street Trees Provide Shade: No Coverage
changed to:Street Trees Provide Shade: Some Coverage
Pedestrian Circulation Access: No Destinations
changed to:Pedestrian Circulation Access: Most Destinations
Visually Interesting Uses: No Uses Within Walking Distance
changed to:Visually Interesting Uses: Some Uses within Walking Distance
Street System Enhances Safety: No Streets
changed to: Street System Enhances Safety: Some Streets
Pedestrian Safety from Crime: No Degree of Safety
changed to:Pedestrian Safety from Crime: Moderate Degree of Safety
Visually Interesting Walking Routes: No Visual Interest
changed to:Visually Interesting Walking Routes: Minor Level
Transit Service: Dial-A-Ride or No Transit Service
changed to: Transit Service: 15-30 Minute Bus within 1/4 Mile
Interconnected Bikeways: No Bikeway Coverage
changed to: Interconnected Bikeways: Low Coverage
Bike Routes Provide Paved Shoulders: No Routes
changed to:Bike Routes Provide Paved Shoulders: Few Routes
Safe Vehicle Speed Limits: No Routes Provided
changed to:Safe Vehicle Speed Limits: Few Destinations
Uses w/in Cycling Distance: No Uses w/in Cycling Distance
changed to:Uses w/in Cycling Distance: Some Uses
Bike Parking Ordinance: No Ordinance or Unenforceable
changed to:Bike Parking Ordinance: Requires Unprotected Bike Racks
Mitigation measure Provide Wide Sidewalks and Onsite Pedestrian Facilities:1
has been changed from off to on.
Mitigation measure Project Uses Parking Structures/Small Dispersed Lots:1
has been changed from off to on.
Mitigation measure Provide Street Lighting:0.5
has been changed from off to on.
Mitigation measure Project Provides Shade Trees to Shade Sidewalks:0.5
has been changed from off to on.
Mitigation measure Project Provides Street Art and/or Street Furniture:0.5
has been changed from off to on.
Mitigation measure Provide Pedestrian Safety Designs/Infrastructure at Crossings:0.5

has been changed from off to on.
Mitigation measure Provide Securre Bicycle Parking:1
has been changed from off to on.
Mitigation measure Preferential Carpool/Vanpool Parking:1.5
has been changed from off to on.
Mitigation measure Employee Rideshare Incentive Program:1
has been changed from off to on.
Mitigation measuremitop5: Park and Ride Lots
has been changed from on to off.

EXPLANATION OF CHANGES MADE TO DEFAULT SETTINGS IN URBEMIS7G

The following pages include the printed results of the air pollutant emissions modeling for one of the land use components of the proposed project. The air emissions modeling was conducted using the URBEMIS7G for Windows computer program developed for the San Joaquin Valley Unified Air Pollution Control District in May 1998. URBEMIS7G is programmed with EMFAC7G emission factors developed by the California Air Resources Board.

As part of this analysis, changes have been made to several of the default values programmed into URBEMIS7G. These changes were made to more accurately reflect the nature of the proposed land use. Each of these changes are discussed below.

Vehicle Trip Rates

The default vehicle trip rate values were changed to be consistent with the traffic impact analysis prepared for the project.

Vehicle Fleet Mix

URBEMIS7G is programmed with the following state-wide average vehicle fleet mix:

State-Wide Vehicle Type	Total
Automobiles	75.0%
Light Duty Trucks	10.0%
Medium Duty Trucks	3.0%
Light-Heavy Duty Trucks	1.0%
Medium-Heavy Duty Trucks	1.0%
Heavy-Heavy Duty Trucks	5.0%
Urban Buses	2.0%
Motorcycles	3.0%

However, this state-wide average fleet mix is not appropriate for the majority of land use analyses. The project land use assessed in this analysis is identified below along with the total percentage of trucks (medium and heavy) that are expected for this land use. The following vehicle mix was calculated based on the percentage of trucks associated with this land use.

Project Land Use:	Truck %	ADT	Truck #
610 Hospital	1.84%	11,870	218
720 Medical Office Bldg.	1.20%	10,580	127
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
0		0	0
	Project Totals:	22,450	345
	Project Truck %:	1.54%	

Vehicle Type	Total
Automobiles	82.05%
Light Duty Trucks	10.94%
Medium Duty Trucks	0.46%
Light-Heavy Duty Trucks	0.15%
Medium-Heavy Duty Trucks	0.15%
Heavy-Heavy Duty Trucks	0.77%
Urban Buses	2.19%
Motorcycles	3.28%

URBEMIS 7G For Windows 5.1.0

File Name: C:\Program Files\URBEMIS 7G For Windows\Projects\NASAKaiser.urb
Project Name: Downey Landings Specific Plan Program EIR - Kaiser Project
Project Location: South Coast Air Basin (Los Angeles area)

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SOX
TOTALS(lbs/day,unmitigated)	0.72	6.68	4.25	0.02	0.00
TOTALS (lbs/day, mitigated)	0.67	6.68	4.01	0.02	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	PM10
TOTALS (ppd, unmitigated)	190.71	287.50	1,492.39	164.43
TOTALS (ppd, mitigated)	178.20	266.49	1,383.97	152.44

URBEMIS 7G For Windows 5.1.0

File Name: C:\Program Files\URBEMIS 7G For Windows\Projects\NASAKaiser.urb
Project Name: Downey Landings Specific Plan Program EIR - Kaiser Project
Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	PM10	SOX
Natural Gas	0.48	6.67	2.67	0.01	-
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.23	0.01	1.58	0.01	0.00
Consumer Prdcts	0.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.72	6.68	4.25	0.02	0.00

AREA SOURCE EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10	SOX
Natural Gas	0.44	6.67	2.43	0.01	-
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.23	0.01	1.58	0.01	0.00
Consumer Prdcts	0.00	-	-	-	-
TOTALS (lbs/day, mitigated)	0.67	6.68	4.01	0.02	0.00

Area Source Mitigation Measures

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	PM10
Medical office building	81.30	126.71	649.10	71.85
Hospital	109.41	160.79	843.29	92.58
TOTAL EMISSIONS (lbs/day)	190.71	287.50	1,492.39	164.43

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

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2005 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Medical office building	36.13 trips / 1000 sq. ft.	292.70	10,575.25
Hospital	16.78 trips / 1000 sq. ft.	707.30	11,868.49

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	82.05	1.16	98.58	0.26
Light Duty Trucks	10.94	0.13	99.54	0.33
Medium Duty Trucks	0.46	1.44	98.56	-
Lite-Heavy Duty Trucks	0.16	19.56	40.00	40.44
Med.-Heavy Duty Trucks	0.16	19.56	40.00	40.44
Heavy-Heavy Trucks	0.77	-	-	100.00
Urban Buses	2.19	-	-	100.00
Motorcycles	3.28	100.00% all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Medical office building				7.0	3.5	89.5
Hospital				25.0	12.5	62.5

MITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	PM10
Medical office building	75.43	116.87	598.85	66.28
Hospital	102.77	149.62	785.12	86.16
TOTAL EMISSIONS (lbs/day)	178.20	266.49	1,383.97	152.44

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2005 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Medical office building	36.13 trips / 1000 sq. ft.	292.70	10,575.25
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Light Duty Trucks	10.94	0.13	99.54	0.33
Medium Duty Trucks	0.46	1.44	98.56	-
Lite-Heavy Duty Trucks	0.16	19.56	40.00	40.44
Med.-Heavy Duty Trucks	0.16	19.56	40.00	40.44
Heavy-Heavy Trucks	0.77	-	-	100.00
Urban Buses	2.19	-	-	100.00
Motorcycles	3.28	100.00% all fuels		

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Medical office building				7.0	3.5	89.5
Hospital				25.0	12.5	62.5

ENVIRONMENTAL FACTORS APPLICABLE TO THE PROJECT

Pedestrian Environment

```
 2.0            Side Walks/Paths: Most Destinations Covered
 0.5            Street Trees Provide Shade: Some Coverage
 3.0            Pedestrian Circulation Access: Most Destinations
 1.0            Visually Interesting Uses: Some Uses within Walking Distance
 1.0            Street System Enhances Safety: Some Streets
 1.0            Pedestrian Safety from Crime: Moderate Degree of Safety
 0.5            Visually Interesting Walking Routes: Minor Level

 9.0    <- Pedestrian Environmental Credit
 9.0   /19 =  0.5    <- Pedestrian Effectiveness Factor
```

Transit Service

```
20.0            Transit Service: 15-30 Minute Bus within 1/4 Mile

20.0    <- Transit Effectiveness Credit
 9.0    <- Pedestrian Factor
29.0    <-Total
29.0    /110 =  0.3     <-Transit Effectiveness Factor
```

Bicycle Environment

```
 1.0            Interconnected Bikeways: Low Coverage
 1.0            Bike Routes Provide Paved Shoulders: Few Routes
 0.5            Safe Vehicle Speed Limits: Few Destinations
 0.0            Safe School Routes: No Schools
 1.0            Uses w/in Cycling Distance: Some Uses
 1.0            Bike Parking Ordinance: Requires Unprotected Bike Racks

 4.5    <- Bike Environmental Credit
 4.5  /20 =  0.2    <- Bike Effectiveness Factor
```

MITIGATION MEASURES SELECTED FOR THIS PROJECT
(All mitigation measures are printed, even if
the selected land uses do not constitute a mixed use.)

Transit Infrastructure Measures

% Trips Reduced	Measure
15.0	Credit for Existing or Planned Community Transit Service
15.0 <- Totals	

Pedestrian Enhancing Infrastructure Measures (Residential)

% Trips Reduced	Measure
2.0	Credit for Surrounding Pedestrian Environment
2.0 <- Totals	

Pedestrian Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
2.0	Credit for Surrounding Pedestrian Environment
1.0	Provide Wide Sidewalks and Onsite Pedestrian Facilities
1.0	Project Uses Parking Structures/Small Dispersed Lots
0.5	Provide Street Lighting
0.5	Project Provides Shade Trees to Shade Sidewalks
0.5	Project Provides Street Art and/or Street Furniture
0.5	Provide Pedestrian Safety Designs/Infrastructure at Crossings
6.0 <- Totals	

Bicycle Enhancing Infratructure Measures (Residential)

% Trips Reduced	Measure
7.0	Credit for Surrounding Bicycle Environment
7.0 <- Totals	

Bike Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
5.0	Credit for Surrounding Area Bike Environment
1.0	Provide Securre Bicycle Parking
6.0 <- Totals	

Operational Measures (Applying to Commute Trips)

% Trips Reduced	Measure
1.5	Preferential Carpool/Vanpool Parking
1.0	Employee Rideshare Incentive Program
2.5 <- Totals	

Operational Measures (Applying to Employee Non-Commute Trips)

% Trips Reduced	Measure
0.0 <- Totals	

Operational Measures (Applying to Customer Trips)

% Trips Reduced	Measure
0.0 <- Totals	

Measures Reducing VMT (Non-Residential)

VMT Reduced	Measure

0.0 <- Totals

Measures Reducing VMT (Residential)

VMT Reduced Measure
0.0 <- Totals

Total Percentage Trip Reduction
with Environmental Factors and Mitigation Measures

Travel Mode	Home-Work Trips	Home-Shop Trips	Home-Other Trips
Pedestrian	0.10	0.42	0.42
Transit	3.95	0.87	1.07
Bicycle	1.58	1.58	1.58
Totals	0.00	0.00	0.00

Travel Mode	Work Trips	Employee Trips	Customer Trips
Pedestrian	0.31	2.84	2.84
Transit	3.95	0.08	3.95
Bicycle	1.35	1.35	1.35
Other	0.40	0.00	0.00
Totals	0.00	0.00	0.00

Changes made to the default values for Area

The wood stove option switch changed from on to off.
The fireplcase option switch changed from on to off.
Mitigation measure Central Water Heater: Cmrcl Space Heat.
has been changed from off to on.
Mitigation measure Increase Insulation Beyond Title 24: Cmrcl Space Heat.
has been changed from off to on.
Changes made to the default values for Operations

The pass by trips option switch changed from on to off.
The light duty auto percentage changed from 75.0 to 82.05.
The light duty truck percentage changed from 10.0 to 10.94.
The medium duty truck percentage changed from 3.0 to 0.46.
The light heavy duty truck percentage changed from 1.0 to 0.155.
The medium heavy duty truck percentage changed from 1.0 to 0.155.
The heavy heavy duty truck percentage changed from 5.0 to 0.77.
The urban bus percentage changed from 2.0 to 2.19.
The motorcycle percentage changed from 3.0 to 3.28.
The operational emission year changed from 2000 to 2005.
The travel mode environment settings changed from both to: non-residential
The default/nodefault travel setting changed from nodefault to: nodefault
Side Walks/Paths: No Sidewalks
changed to: Side Walks/Paths: Most Destinations Covered
Street Trees Provide Shade: No Coverage
changed to:Street Trees Provide Shade: Some Coverage
Pedestrian Circulation Access: No Destinations
changed to:Pedestrian Circulation Access: Most Destinations
Visually Interesting Uses: No Uses Within Walking Distance
changed to:Visually Interesting Uses: Some Uses within Walking Distance
Street System Enhances Safety: No Streets
changed to: Street System Enhances Safety: Some Streets
Pedestrian Safety from Crime: No Degree of Safety
changed to:Pedestrian Safety from Crime: Moderate Degree of Safety
Visually Interesting Walking Routes: No Visual Interest
changed to:Visually Interesting Walking Routes: Minor Level
Transit Service: Dial-A-Ride or No Transit Service
changed to: Transit Service: 15-30 Minute Bus within 1/4 Mile
Interconnected Bikeways: No Bikeway Coverage
changed to: Interconnected Bikeways: Low Coverage
Bike Routes Provide Paved Shoulders: No Routes
changed to:Bike Routes Provide Paved Shoulders: Few Routes
Safe Vehicle Speed Limits: No Routes Provided
changed to:Safe Vehicle Speed Limits: Few Destinations
Uses w/in Cycling Distance: No Uses w/in Cycling Distance
changed to:Uses w/in Cycling Distance: Some Uses
Bike Parking Ordinance: No Ordinance or Unenforceable
changed to:Bike Parking Ordinance: Requires Unprotected Bike Racks
Mitigation measure Provide Wide Sidewalks and Onsite Pedestrian Facilities:1
has been changed from off to on.
Mitigation measure Project Uses Parking Structures/Small Dispersed Lots:1
has been changed from off to on.
Mitigation measure Provide Street Lighting:0.5
has been changed from off to on.
Mitigation measure Project Provides Shade Trees to Shade Sidewalks:0.5
has been changed from off to on.
Mitigation measure Project Provides Street Art and/or Street Furniture:0.5
has been changed from off to on.
Mitigation measure Provide Pedestrian Safety Designs/Infrastructure at Crossings:0.5
has been changed from off to on.

Mitigation measure Provide Securre Bicycle Parking:1
has been changed from off to on.
Mitigation measure Preferential Carpool/Vanpool Parking:1.5
has been changed from off to on.
Mitigation measure Employee Rideshare Incentive Program:1
has been changed from off to on.
Mitigation measuremitop5: Park and Ride Lots
has been changed from on to off.

APPENDIX D
Noise Data Sheets

ON-SITE TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 10552-00
Project Name: Downey Landings Specific Plan Program EIR

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Stevens Garland - fax dated July 13, 2001

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition / Roadway Name / Roadway Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Distance from Centerline of Roadway: CNEL at 100 Feet	Distance to Contour: 70 CNEL	65 CNEL	60 CNEL
Existing Traffic Volumes											
Lakewood Boulevard											
S&G to Alameda	4	0	27,900	40	0	1.8%	0.7%	66.1	40	128	404
Alameda to Clark	4	0	29,900	40	0	1.8%	0.7%	66.4	43	137	433
Imperial Highway											
Clark to Ardis	6	0	31,900	40	0	1.8%	0.7%	66.8	48	151	476
Ardis to Bellflower	6	0	31,900	40	0	1.8%	0.7%	66.8	48	151	476
Bellflower Boulevard											
S&G to Washburn	4	0	19,700	40	0	1.8%	0.7%	64.5	29	90	285
Washburn to Imperial	4	0	19,700	40	0	1.8%	0.7%	64.5	29	90	285
Stewart & Gray Road											
Lakewood to Bellflower	4	0	17,800	40	0	1.8%	0.7%	64.1	26	81	258
Clark Avenue											
Lakewood to Imperial	4	0	7,000	35	0	1.8%	0.7%	58.7	-	-	74
Future (2006) Traffic Volumes with Projects											
Lakewood Boulevard											
S&G to Alameda	4	0	37,350	40	0	1.8%	0.7%	67.3	54	171	540
Alameda to Clark	4	0	39,670	40	0	1.8%	0.7%	67.6	57	182	574
Imperial Highway											
Clark to Ardis	6	0	42,270	40	0	1.8%	0.7%	68.0	63	199	631
Ardis to Bellflower	6	0	38,910	40	0	1.8%	0.7%	67.6	58	184	581
Bellflower Boulevard											
S&G to Washburn	4	0	34,010	40	0	1.8%	0.7%	66.9	49	156	492
Washburn to Imperial	4	0	33,660	40	0	1.8%	0.7%	66.9	49	154	487
Stewart & Gray Road											
Lakewood to Bellflower	4	0	23,270	40	0	1.8%	0.7%	65.3	34	106	337
Clark Avenue											
Lakewood to Imperial	4	0	9,770	35	0	1.8%	0.7%	60.2	-	33	104

[1] Distance is from the centerline of the roadway segment to the receptor location.
"-" = contour is located within the roadway lanes.

OFF-SITE TRAFFIC NOISE LEVELS

Project Number: 10552-00
Project Name: Downey Landings Specific Plan Program EIR

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	24-Hour CNEL
Source of Traffic Volumes:	Stevens Garland - fax dated July 13, 2001

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition / Roadway Name / Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor'	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hour dB(A) L_{eq}	24-Hour dB(A) CNEL
Existing Traffic Volumes													
Lakewood Boulevard													
Firestone to Bellflower	Residential	4	0	0	33,600	40	100	0	0	1.8%	0.7%	0.0	66.9
Bellflower to S&G	Residential	4	0	0	24,300	40	100	0	0	1.8%	0.7%	0.0	65.5
S&G to Alameda	Residential & Senior	4	0	0	27,900	40	100	0	0	1.8%	0.7%	0.0	66.1
Alameda to Clark	Residential	4	0	0	29,900	40	100	0	0	1.8%	0.7%	0.0	66.4
Clark to Imperial	Residential & School	4	0	0	31,900	40	100	0	0	1.8%	0.7%	0.0	66.6
Bellflower Boulevard													
Lakewood to S&G	Residential	4	0	0	11,700	40	100	0	0	1.8%	0.7%	0.0	62.3
S&G to Washburn	Residential	4	0	0	19,700	40	100	0	0	1.8%	0.7%	0.0	64.5
Stewart & Gray Road													
west of Lakewood	Residential	4	0	0	20,900	35	100	0	0	1.8%	0.7%	0.0	63.5
Lakewood to Bellflower	Residential	4	0	0	17,800	40	100	0	0	1.8%	0.7%	0.0	64.1
east of Bellflower	Residential	4	0	0	16,500	40	100	0	0	1.8%	0.7%	0.0	63.8
Imperial Highway													
east of Bellflower	Residential	6	0	0	31,400	40	100	0	0	1.8%	0.7%	0.0	66.7
Clark Avenue													
Lakewood to Imperial	Residential	4	0	0	7,000	35	100	0	0	1.8%	0.7%	0.0	58.7
Future (2006) Traffic Volumes without Projects													
Lakewood Boulevard													
Firestone to Bellflower	Residential	4	0	0	37,000	40	100	0	0	1.8%	0.7%	0.0	67.3
Bellflower to S&G	Residential	4	0	0	26,700	40	100	0	0	1.8%	0.7%	0.0	65.9
S&G to Alameda	Residential	4	0	0	30,700	40	100	0	0	1.8%	0.7%	0.0	66.5
Alameda to Clark	Residential	4	0	0	32,900	40	100	0	0	1.8%	0.7%	0.0	66.8
Clark to Imperial	Residential & School	4	0	0	35,100	40	100	0	0	1.8%	0.7%	0.0	67.1
Bellflower Boulevard													
Lakewood to S&G	Residential	4	0	0	12,900	40	100	0	0	1.8%	0.7%	0.0	62.7
S&G to Washburn	Residential	4	0	0	21,700	40	100	0	0	1.8%	0.7%	0.0	65.0
Stewart & gray Road													
west of Lakewood	Residential	4	0	0	23,000	35	100	0	0	1.8%	0.7%	0.0	63.9
Lakewood to Bellflower	Residential	4	0	0	19,600	40	100	0	0	1.8%	0.7%	0.0	64.5
east of Bellflower	Residential	4	0	0	18,200	40	100	0	0	1.8%	0.7%	0.0	64.2
Imperial Highway													
east of Bellflower	Residential	6	0	0	34,500	40	100	0	0	1.8%	0.7%	0.0	67.1
Clark Avenue													
Lakewood to Imperial	Residential	4	0	0	7,700	35	100	0	0	1.8%	0.7%	0.0	59.1
Future (2006) Traffic Volumes with Ezralow Project													
Lakewood Boulevard													
Firestone to Bellflower	Residential	4	0	0	39,390	40	100	0	0	1.8%	0.7%	0.0	67.6
Bellflower to S&G	Residential	4	0	0	28,170	40	100	0	0	1.8%	0.7%	0.0	66.1
S&G to Alameda	Residential	4	0	0	36,850	40	100	0	0	1.8%	0.7%	0.0	67.3
Alameda to Clark	Residential	4	0	0	39,070	40	100	0	0	1.8%	0.7%	0.0	67.5
Clark to Imperial	Residential & School	4	0	0	40,390	40	100	0	0	1.8%	0.7%	0.0	67.7
Bellflower Boulevard													
Lakewood to S&G	Residential	4	0	0	13,800	40	100	0	0	1.8%	0.7%	0.0	63.0
S&G to Washburn	Residential	4	0	0	26,710	40	100	0	0	1.8%	0.7%	0.0	65.9
Stewart & gray Road													
west of Lakewood	Residential	4	0	0	25,390	35	100	0	0	1.8%	0.7%	0.0	64.3
Lakewood to Bellflower	Residential	4	0	0	21,020	40	100	0	0	1.8%	0.7%	0.0	64.8
east of Bellflower	Residential	4	0	0	20,870	40	100	0	0	1.8%	0.7%	0.0	64.8
Imperial Highway													
east of Bellflower	Residential	6	0	0	36,890	40	100	0	0	1.8%	0.7%	0.0	67.4
Clark Avenue													

Lakewood to Imperial	Residential	4	0	0	9,210	35	100	0	0	1.8%	0.7%	0.0	59.9
Future (2006) Traffic Volumes with Kaiser Project													
Lakewood Boulevard													
Firestone to Bellflower	Residential	4	0	0	39,250	40	100	0	0	1.8%	0.7%	0.0	67.5
Bellflower to S&G	Residential	4	0	0	27,200	40	100	0	0	1.8%	0.7%	0.0	66.0
S&G to Alameda	Residential	4	0	0	31,200	40	100	0	0	1.8%	0.7%	0.0	66.5
Alameda to Clark	Residential	4	0	0	33,500	40	100	0	0	1.8%	0.7%	0.0	66.9
Clark to Imperial	Residential & School	4	0	0	35,600	40	100	0	0	1.8%	0.7%	0.0	67.1
Bellflower Boulevard													
Lakewood to S&G	Residential	4	0	0	15,150	40	100	0	0	1.8%	0.7%	0.0	63.4
S&G to Washburn	Residential	4	0	0	29,000	40	100	0	0	1.8%	0.7%	0.0	66.2
Stewart & gray Road													
west of Lakewood	Residential	4	0	0	25,250	35	100	0	0	1.8%	0.7%	0.0	64.3
Lakewood to Bellflower	Residential	4	0	0	21,850	40	100	0	0	1.8%	0.7%	0.0	65.0
east of Bellflower	Residential	4	0	0	21,010	40	100	0	0	1.8%	0.7%	0.0	64.8
Imperial Highway													
east of Bellflower	Residential	6	0	0	36,750	40	100	0	0	1.8%	0.7%	0.0	67.4
Clark Avenue													
Lakewood to Imperial	Residential	4	0	0	8,260	35	100	0	0	1.8%	0.7%	0.0	59.4
Future (2006) Traffic Volumes with Ezralow and Kaiser Projects													
Lakewood Boulevard													
Firestone to Bellflower	Residential	4	0	0	41,640	40	100	0	0	1.8%	0.7%	0.0	67.8
Bellflower to S&G	Residential	4	0	0	28,670	40	100	0	0	1.8%	0.7%	0.0	66.2
S&G to Alameda	Residential	4	0	0	37,350	40	100	0	0	1.8%	0.7%	0.0	67.3
Alameda to Clark	Residential	4	0	0	39,670	40	100	0	0	1.8%	0.7%	0.0	67.6
Clark to Imperial	Residential & School	4	0	0	40,890	40	100	0	0	1.8%	0.7%	0.0	67.7
Bellflower Boulevard													
Lakewood to S&G	Residential	4	0	0	16,050	40	100	0	0	1.8%	0.7%	0.0	63.7
S&G to Washburn	Residential	4	0	0	34,010	40	100	0	0	1.8%	0.7%	0.0	66.9
Stewart & gray Road													
west of Lakewood	Residential	4	0	0	27,640	35	100	0	0	1.8%	0.7%	0.0	64.7
Lakewood to Bellflower	Residential	4	0	0	23,270	40	100	0	0	1.8%	0.7%	0.0	65.3
east of Bellflower	Residential	4	0	0	23,680	40	100	0	0	1.8%	0.7%	0.0	65.3
Imperial Highway													
east of Bellflower	Residential	6	0	0	39,140	40	100	0	0	1.8%	0.7%	0.0	67.7
Clark Avenue													
Lakewood to Imperial	Residential	4	0	0	9,770	35	100	0	0	1.8%	0.7%	0.0	60.2

[1] Distance is from the centerline of the roadway segment to the receptor location.