

DOWNNEY CIVIC CENTER MASTER PLAN

CITY OF DOWNEY & SCAG COMPASS BLUEPRINT

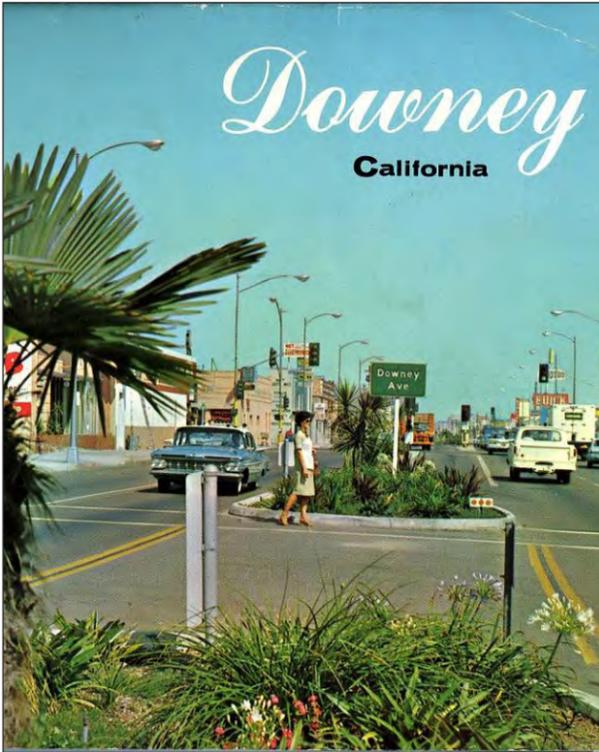
DOWNEY, CALIFORNIA

June 25, 2013

ADOPTED



studio **n** eleven
at Perkowitz+Ruth Architects



PREFACE

Founded in 1873 and incorporated in 1956, the City of Downey has long been interested in developing and enhancing its quality of life while keeping its small town roots. True to the city's motto, "Future Unlimited," the City's fourth and current general plan—Downey Vision 2025—envisions what the City will be like twenty or thirty years from now and sets forth clear direction to achieve such a city. In 2010, the City initiated the Downtown Specific Plan to further guide its growth, dividing the downtown area into five land use districts: Downtown Core, Downtown Residential, Firestone Boulevard Gateway, Paramount Boulevard Professional, and Civic Center. The specific plan outlines several objectives:

- Establish Downtown Downey as a diverse area with a variety of activities to support and entertain all ages
- Promote the Downtown as an economic core creating new employment opportunities
- Strengthen pedestrian, bicycle, and transit-oriented characteristics while ensuring access for automobiles
- Preserve and enhance the unique character of existing structures
- Identify Downtown as a cultural center for Downey
- Concentrate growth in Downtown while respecting and preserving surrounding residential neighborhoods

Recognizing the specific plan's goals to establish the downtown as a vibrant center to live and work, the Southern California Association of Governments (SCAG) selected the Downtown Specific Plan as the 2011 recipient of its Compass Blueprint Recognition Award for Achievement in Livability. Following the receipt of the grant, the City Council issued a Request for Proposal (RFP) from qualified professional consultants to assist the City in designing and developing a Civic Center Master Plan, the first district to be developed from the specific plan. Based on their planning expertise and alignment with the City's values and goals, Studio One Eleven of Long Beach, California was selected to lead the design.

The Master Plan for the Downey Civic Center and Transportation Plan, as developed in collaboration with a panel of key stakeholders from the community, is based on reorganizing the District's vast parking fields into more efficient lots—including a park-once structure—in order to reintroduce a walkable grid and create a central green space for the community. The Master Plan gives clear direction for the design of necessary public and private improvements along with standards and strategies for implementing and maintaining that vision.

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Compass Blueprint Program

This is a project for the City of Downey with funding provided by the Southern California Association of Governments' (SCAG) Compass Blueprint Program. Compass Blueprint assists Southern California cities and other organizations in evaluating planning options and stimulating development consistent with the region's goals. Compass Blueprint tools support visioning efforts, infill analyses, economic and policy analyses, and marking and communication programs.

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) through the U.S. Department of Transportation (DOT) in accordance with the provisions under the Metropolitan Planning Program as set forth in Section 104(f) of Title 23 of the U.S. Code.

The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG, DOT or the State of California. This report does not constitute a standard, specification or regulation. SCAG shall not be responsible for the City's future use or adaptation of the report.

Compass Blueprint Strategy

In 2001, SCAG started a visioning process that culminated in a regional strategy to accommodate the coming growth. This strategy, called "Compass Blueprint" promotes a stronger link between region wide transportation and land use planning and encourages creative, forward-thinking, and sustainable development solutions that fit local needs and support shared regional values. The strategy is broadly based on the following four key "Compass Principles."

Principle 1: Improve Mobility

Principle 2: Foster Livability in All Communities

Principle 3: Enable Prosperity for All People

Principle 4: Promote Sustainability for Future Generations

Beginning in 2005, SCAG initiated the implementation phase of Compass Blueprint and began partnering with jurisdictions in Southern California to realize this growth vision on the ground. To date, over 50 demonstration projects have been conducted that exemplify the goals shared by the Compass Blueprint and local communities.



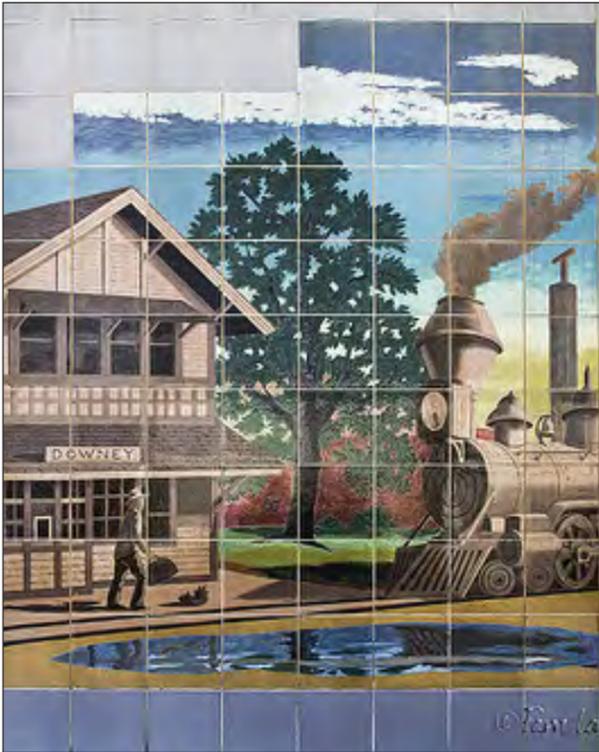


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1. INTRODUCTION



1.1 Purpose and Intent

The Downey Civic Center and Transportation Plan was initiated by the City upon receipt of the Southern California Association of Government’s (SCAG) 2011 Compass Blueprint Award in order to enact the first phase of the Downtown Specific Plan. The issues and challenges of revitalizing the Civic Center District include:

1. Underutilized Land

Two-thirds or 8-acres of the Civic Center area consists of pavement including surface parking, sidewalks, and roadways; Civic Center Drive is exceedingly wide for the traffic load it carries and its advisory speed limit of 20 miles per hour.

2. Underutilized Parking

According to the City’s Downtown Parking Study, parking rarely reaches the capacity of existing supply, but a perceived shortage of parking remains during peak periods.

3. Lack of Linkages and Connections

Linkage to the Civic Center from both Second Street and Dolan Avenue are interrupted by parking lots.

4. Absence of Diverse Uses

The absence of convenient eating facilities and recreational activities within the Civic Center District give City employees and patrons no choice but to walk across a sea of parking to reach the Downtown retail and commercial district for a quick meal--or to drive the ¼ mile distance, the equivalent of a five-minute walk.

5. Character of the Civic Center District

At present, the Civic Center District is characterized more by its parking lots than its park. Although the existing greenbelt provides shade and a pleasant walk, the community lacks a central gathering space for its many events and celebrations such as the Taste of Downey.

The City’s general plan and its Downtown Specific Plan serve as the blueprints for the City’s land use, urban design, economic development, and transportation systems. The introduction to the general plan states:

“...the overriding vision of the City is to maintain and enhance its role as the premiere quality city in the southeast area of Los Angeles County. The issues addressed by Downey Vision 2025 will work towards achieving this vision by adhering to the value of providing excellent housing, education, employment, and recreation opportunities plus the mission of providing a safe, convenient, and attractive community to those that live, work, or visit.”

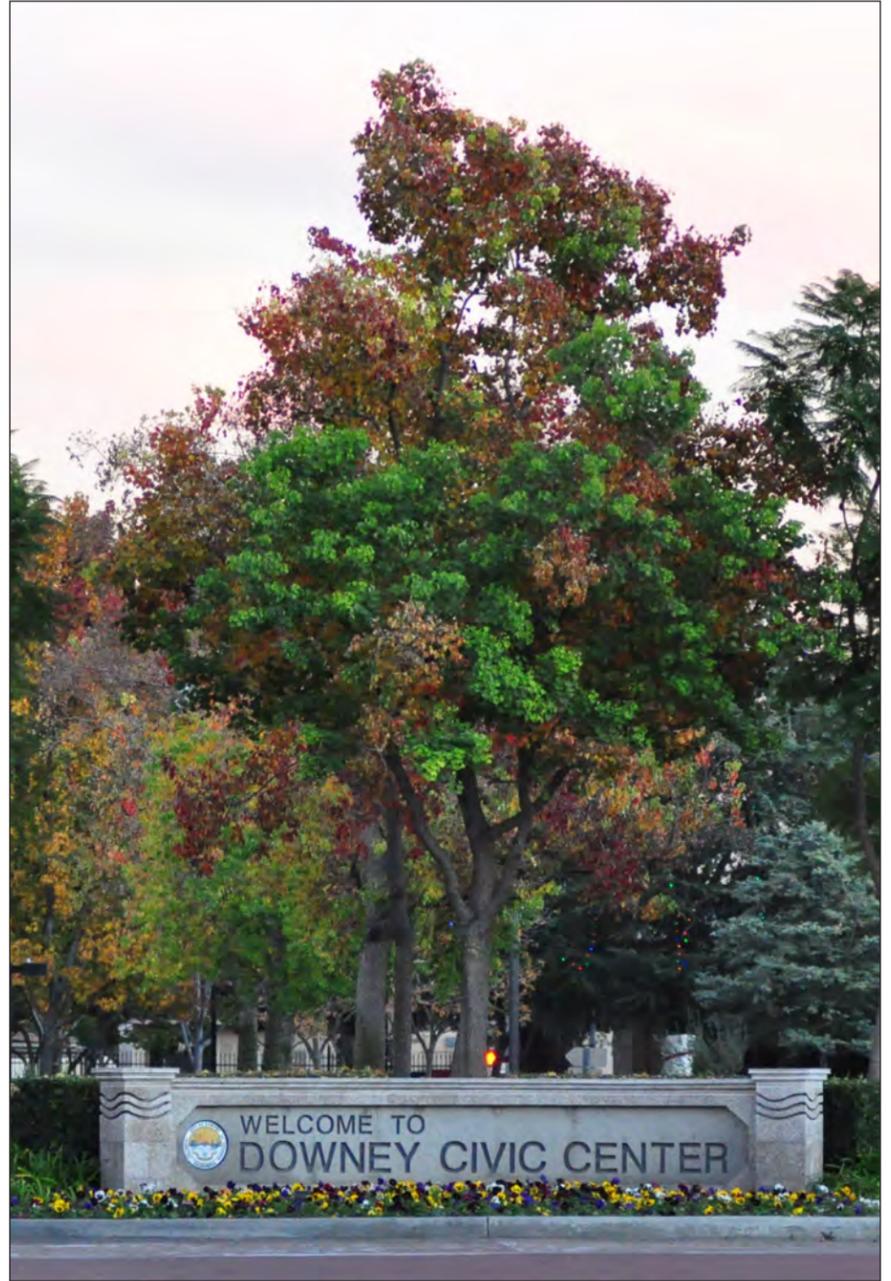
The specific plan continues:

“Downtown Downey is envisioned as a vibrant urban center providing a wide array of dining, working, living, shopping, entertainment, and cultural opportunities all within a short walking distance.”

Consistent with these core values, the purpose of this 2013 Master Plan is to present a physical vision of the future of Downey’s Civic Center District while its intent is to address the six major issues listed above. The vision itself is presented in Chapter 2 of this document, and Chapters 3 and 4 break that vision down into an organized series of standards and guidelines for public and private improvements. Chapter 5 concludes the Master Plan and addresses implementation strategies that intend not only to realize the City’s vision, but also to maintain it in the years to come.



Originally built in 1983, the Civic Center is the home of the Downey Police Department (left), City Council Chamber and City Hall (City of Downey).



A sign welcomes visitors to the Civic Center District from Third Street at Dolan Avenue.

1.2 Goals and Opportunities

Given the challenges of the Civic Center District, this Master Plan envisions the following opportunities:

Goal 1

Reintroduce vehicular and pedestrian linkages to the downtown and surrounding neighborhoods.

Goal 2

Reallocate surface parking lots to maintain capacity while better utilizing Civic Center property to create a centralized civic open space for community festivals, fairs, and events.

Goal 3

Repurpose excess roadway for pedestrian and bicycle access, curbside parking, and usable open space while enabling convenient automobile access at speeds that complement these modes.

Goal 4

Enhance the design of all open spaces, including streets, parks, plazas, courts, and paseos—the “outdoor rooms” in which the life of the community may thrive.

Goal 5

Phase the Master Plan into a series of strategic, incremental projects with public and private investment in order to feasibly implement the Vision.

Goal 6

Serve as a catalyst for community and City discussion regarding financial mechanisms and strategies to both implement and maintain these improvements for the future.



Downey Avenue is the primary street in the Downtown Core District and is home to many small shops and restaurants.



A walkway connects the Civic Center to Downey High School and is frequented by students.



The Downey City Library is a vital component to the Civic Center District.



The Downey Theatre anchors the south end of the Civic Center and is one of the City's cultural resources.

An Outdoor Living Room for the City

As its name implies, the Civic Center District ("District") houses all of the major government and cultural functions of the city including City Hall, the Police Department, the Library, and the Theatre. However, it is important to note that in addition to the functions of city government, the District also serves other user groups. Immediately adjacent to the District is the First Baptist Church of Downey ("Church"), a major stakeholder in the downtown area and one of the largest religious congregations in the city. The five-story, Embassy Suites Hotel ("Hotel") with 219 rooms is also located next to the District, and Downey High School ("High School") is directly across Brookshire Avenue from City Hall with a current enrollment of over 4,200 students. These facilities bring in thousands of people on a daily basis.

While technically located in other districts, the aforementioned facilities have a direct impact on the Civic Center District and need to be considered in future planning studies. For example, approximately one half of the Hotel's parking is located in the southwestern portion of the Civic Center surface lot, which includes an area for layover of tourist buses. In addition, each weekday afternoon and morning, the Civic Center District is bustling with parents picking up and dropping off their children and additional students arrive via the DowneyLINK transit stop located at Third Street and Dolan Avenue.

The specific plan envisions that future development of the Civic Center District will feature a large public gathering space, which could function as an "outdoor living room" for the city, providing residents and visitors with a place for community festivals, fairs, and events. The Downtown Specific Plan and Section 1.1 of this report both acknowledge that the District is characterized by a large amount of surface parking spaces and underutilized land. In order to create a usable public park, a change in the approach to parking is therefore fundamental. Not only will parking stalls need to be shared among various uses with different peak need times, but they will also need to be consolidated into a district parking structure that will leverage the existing surface lots for use as public park space.



The First Baptist Church of Downey is a major stakeholder in the Civic Center District.

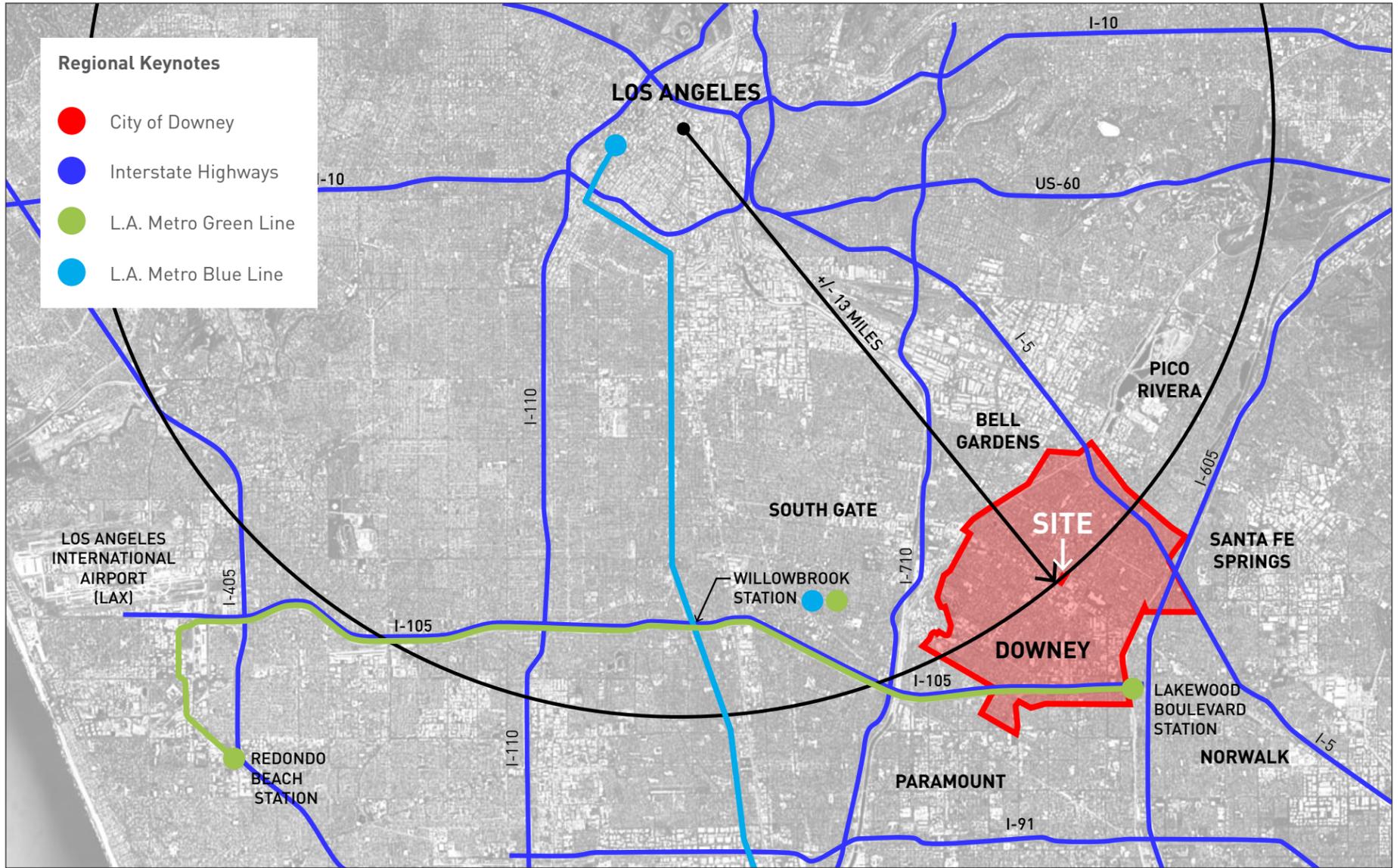


The 219-room Embassy Suites Hotel is a key stakeholder in the Civic Center District.



The Chamber of Commerce at Second Street and Brookshire Avenue.

1.3 Project Area



The City of Downey is just 13 miles south of downtown Los Angeles.

1.3.1 Regional Context

The City of Downey is approximately 13 miles southeast of downtown Los Angeles and occupies about 12.8 square miles. As of the 2011 population estimate by the U.S. Census Bureau, Downey has 112,584 residents. Neighboring cities include Bell Gardens, Lynwood, Paramount, Pico Rivera, Norwalk, Santa Fe Springs, and South Gate. Downey’s major transportation routes are: Interstate 5 (I-5), Interstate 105 (I-105), Interstate 710 (I-710), and Interstate 605 (I-605) along with the Los Angeles Metropolitan Transit Authority’s (LA MTA) Metro Green Line and its Lakewood Boulevard station.

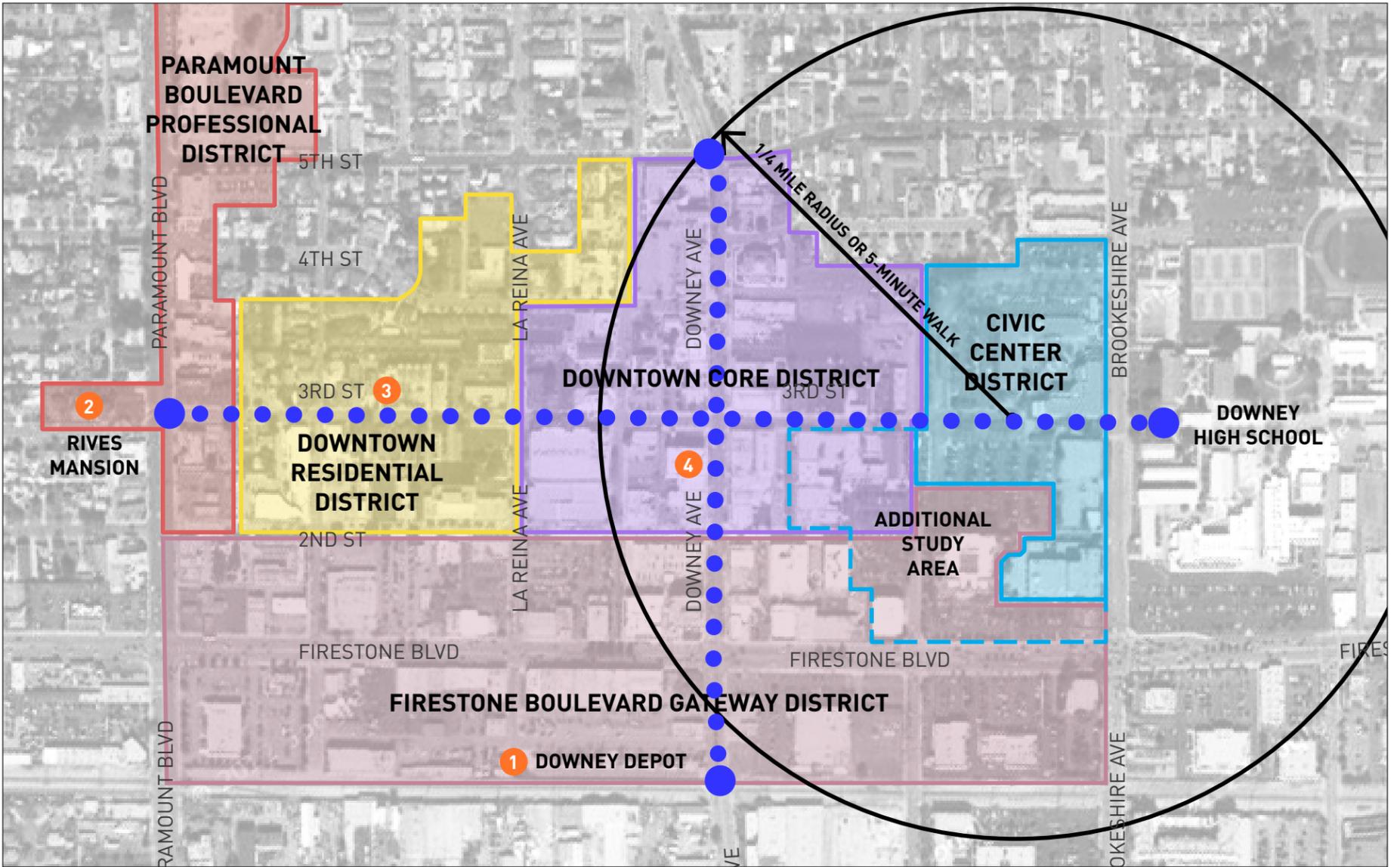
1.3.2 Community Context

One of five Land Use Districts identified in the Downtown Specific Plan, the Civic Center area is located west of Brookshire Avenue and east and south of Civic Center Drive and is approximately 13 acres in size. Streets surrounding the Civic Center District are: Civic Center Drive, Brookshire Avenue, Second Street and Dolan Avenue. According to the City’s general plan, the Civic Center area’s land use designation is Mixed-Use, in keeping with the adjacent downtown area. However, the Downtown Specific Plan (which takes precedent over the general plan) distinguishes the Civic Center by prohibiting housing from the District and limiting commercial and retail use. Permitted uses are identified as: restaurants, outdoor patios and seating, cultural institutions, conference facilities, offices, open space, public parks and recreation facilities, public utilities, transit centers, art galleries, and kiosks.

It is important to note that the Civic Center District is immediately adjacent to the Downtown Core District and the Firestone Boulevard Gateway District. Both of these busy districts are envisioned to intensify their land uses in the future to include additional commercial and residential development, which has the potential to impact the Civic Center by bringing more people in the surrounding area. In addition, the primary street linking downtown to the Civic Center is Third Street, which in the Downtown Specific Plan is envisioned to be transformed through a streetscape improvement program into a destination open space and a walkable backbone for Downtown redevelopment. This open space connection along Third Street informed the location of the Central Green in this Master Plan study.



Los Angeles Metro Rail System Map (Metro, 2012)



Downey's Civic Center District is immediately east of the Downtown Core District. Third Street is an important linkage between several districts with termini that could be strengthened. Downey Avenue serves as the main north-south spine in the Downtown.



1 Downey Depot



2 Rives Mansion



3 3rd Street



4 Downey Avenue

1.4 Existing Conditions

1.4.1 History of Downey

The City of Downey developed in the westward expansion of the transcontinental railroad. At an auction in 1859, John Gately Downey, an Irishman and the seventh Governor of California, purchased a 96-acre parcel of what would later become part of modern-day Downey. In 1873, Governor Downey subdivided the 96-acres into the Tract of the Downey Land Association, giving birth to a new community he called Downey. The City became a major farming community, characterized by orange-groves, ranches, and dairies.

The beginning of the 20th century witnessed the establishment of the Downey Board of Trade—known today as the Chamber of Commerce—and the birth of several major aviation companies throughout the city. World War I sparked local interest in the aviation industry, and companies such as Vultee Aircraft, North American Aviation, and Rockwell International (later bought by the Boeing Company) thrived in Downey for the next 70 years. With the population boom of the 1950s, Downey grew considerably in size, from 12,000 to more than 86,000 in twenty years. One of the first suburban planned communities in the area, Downey soon replaced its orange-groves with homes, schools, and commercial centers.

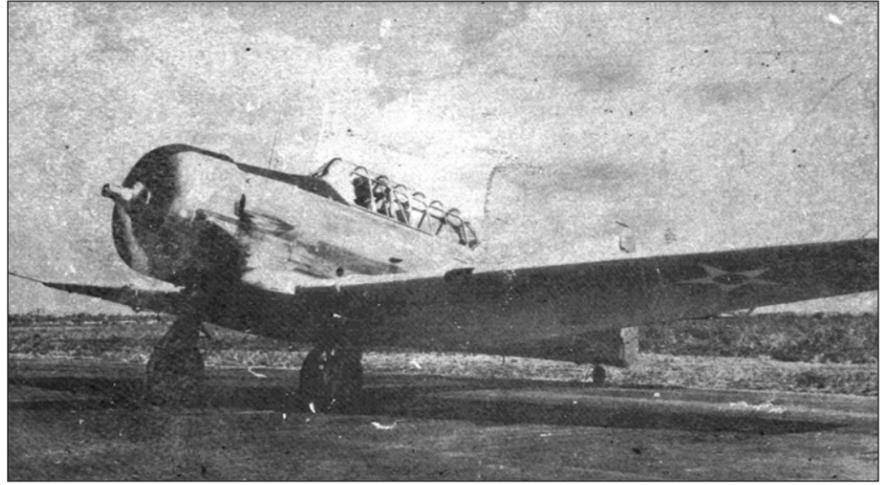
Downtown revitalization has been a prominent issue for the City since its incorporation. In 1967, the City widened Downey Avenue, creating opportunities for new storefronts and landscaping. The following years saw the adoption of the Neighborhood Revitalization Strategy and the development of the Civic Center campus, Embassy Suites Hotel, and Mimi's Café. After yet another reexamination of the Downtown, a Blue Ribbon Committee made up of representatives from the City, local businesses, and residents created the Downey Avenue Street Fair in 1994.

1.4.2 History of the Civic Center District

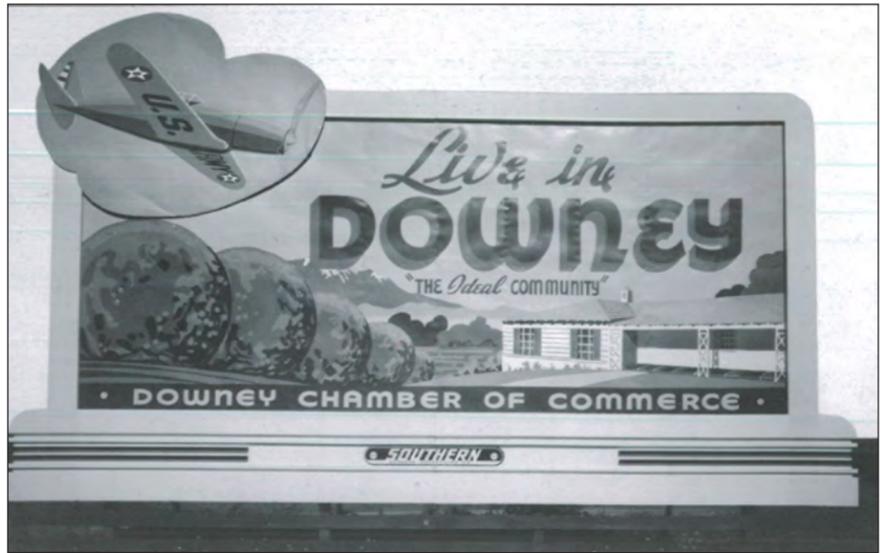
Even after incorporation in 1956, the site of today's Civic Center District remained primarily an undeveloped field up until the 1960s construction of Downey Elementary School. The few nearby buildings were the Downey Grammar School, the Church of the Nazarene, and commercial buildings at the corner of Firestone Boulevard and Brookshire Avenue. Downey High School, however, was already situated in its current location across Brookshire Avenue.

When the vote for incorporation passed in December of 1956, the first city council members found some office space in the former Downey Grammar School building, transforming it into Downey's first City Hall. All government functions operated out of the Spanish-style building until 1984, upon completion of the modern-day Civic Center.

By the 1960s, the northern half of today's Downey City Library had been built, but it was not until the 1980s development of the Civic Center that the City would build the southern addition to it. The construction of the existing Downey Chamber of Commerce, the Embassy Suites Hotel, and the closing of Dolan Avenue and Third Street likewise developed at this time.



A North American SNJ-3 Scout Trainer built in Downey for the U.S. Navy (Downey Historical Society).



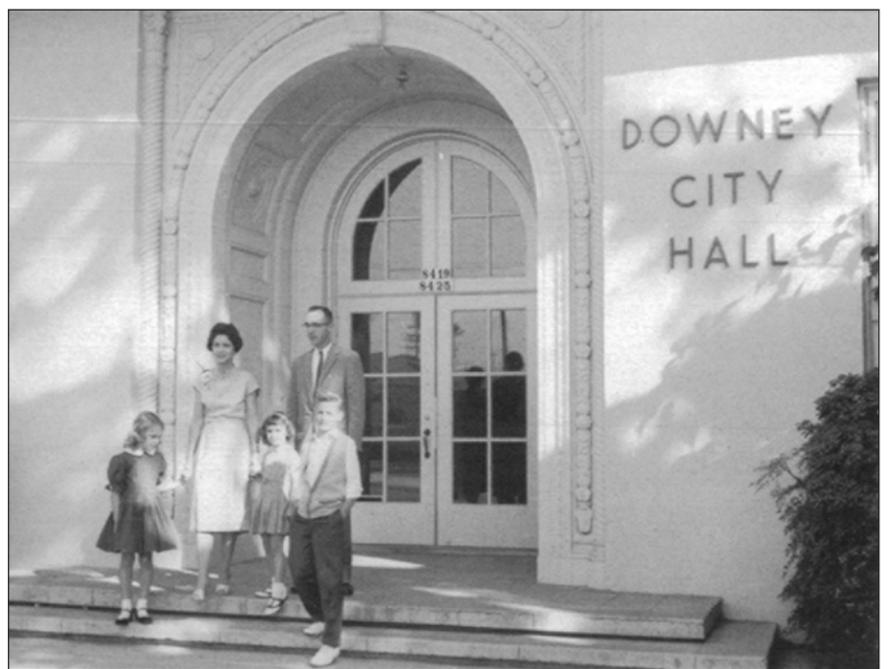
A sign used by the Downey Chamber of Commerce to promote new home building in the 1950s (Downey Historical Society).



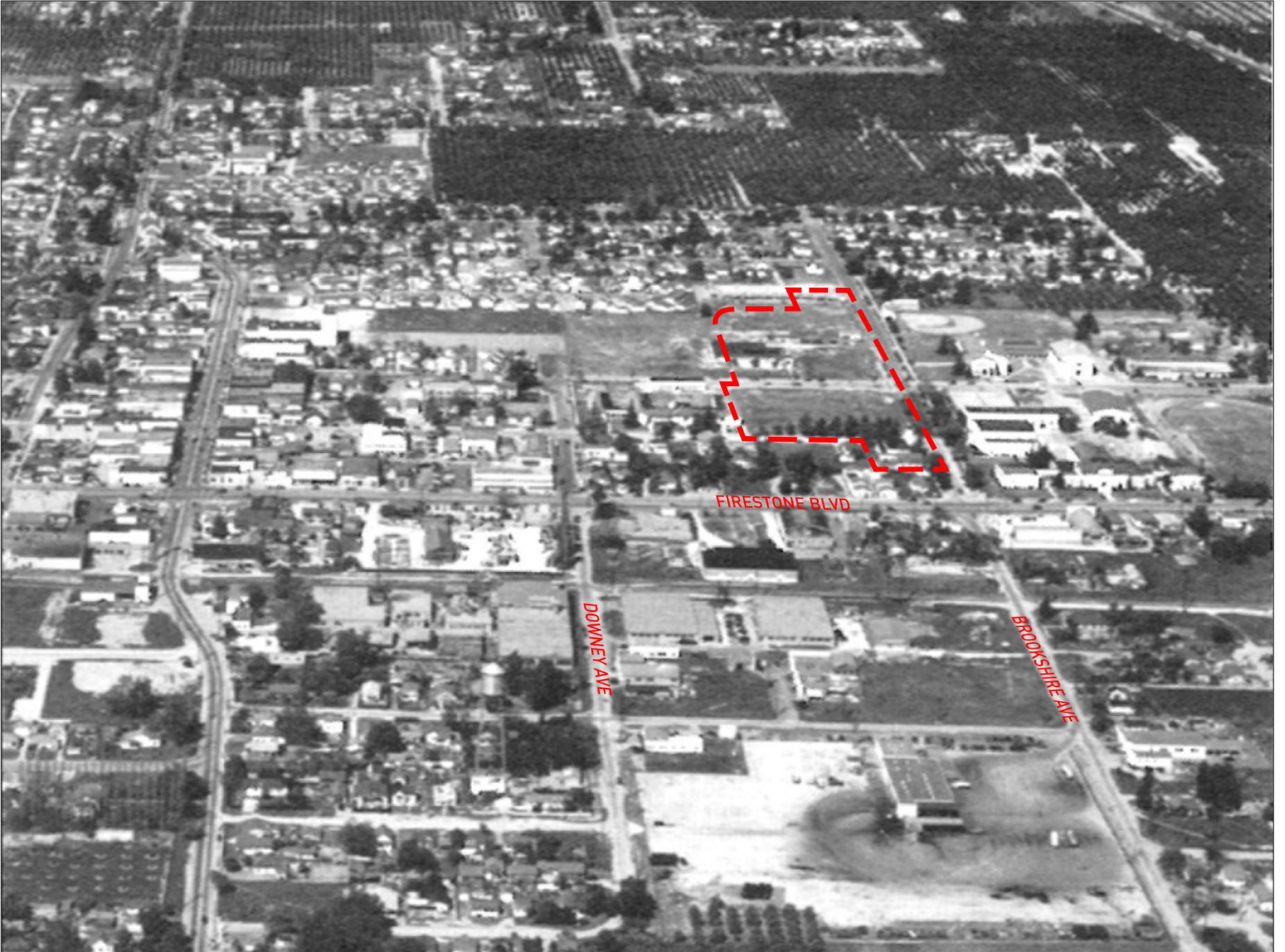
Construction of the existing City Hall in the early 1980s, with Downtown Downey beyond (City of Downey).



Downey's first City Hall found office space in the old Downey Grammar School building. The arch pictured was relocated to Civic Center Drive during the demolition of the School (Downey Historical Society).



Downey's first City Hall found office space in the old Downey Grammar School building. The arch pictured was relocated to Civic Center Drive during the demolition of the School (Downey Historical Society).



This aerial photograph of the eastern half of Downey taken in the 1940s looks north with the intersection of Crawford Street (Downey Avenue) and Firestone Boulevard in the center. Church Street (Brookshire Avenue) dead-ends at the orange groves of Ball Ranch, just north of the existing Civic Center District. The area outlined in red illustrates the current Civic Center boundaries (Downey Historical Society).



Privatization of Dolan Avenue and construction of the existing Embassy Suites Hotel in the early 1980s (City of Downey).

1.4.3 Parking and Transportation

The transportation network of Downey's Civic Center District consists of multiple travel modes that serve both local and regional travel.

Roadway System

The City has access to Interstate 5 (I-5), Interstate 105 (I-105), Interstate 710 (I-710), and Interstate 605 (I-605). According to the Downtown Specific Plan, major arterials include Firestone Boulevard and Paramount Boulevard; secondary arterials include Downey Avenue and Brookshire Avenue; and collector or local streets are Dolan Avenue, La Reina Avenue, Third Street, and Fifth Street.

Transit

The Downey Depot, just south of the Civic Center District, serves as the primary transit hub for the local DowneyLINK system, which has four established routes that service each quadrant of the City: Northeast, Northwest, Southeast, and Southwest. Regionally, the LA MTA's Lakewood Boulevard Metro Green Line Station provides connections through Metro Bus and Metro Rail.

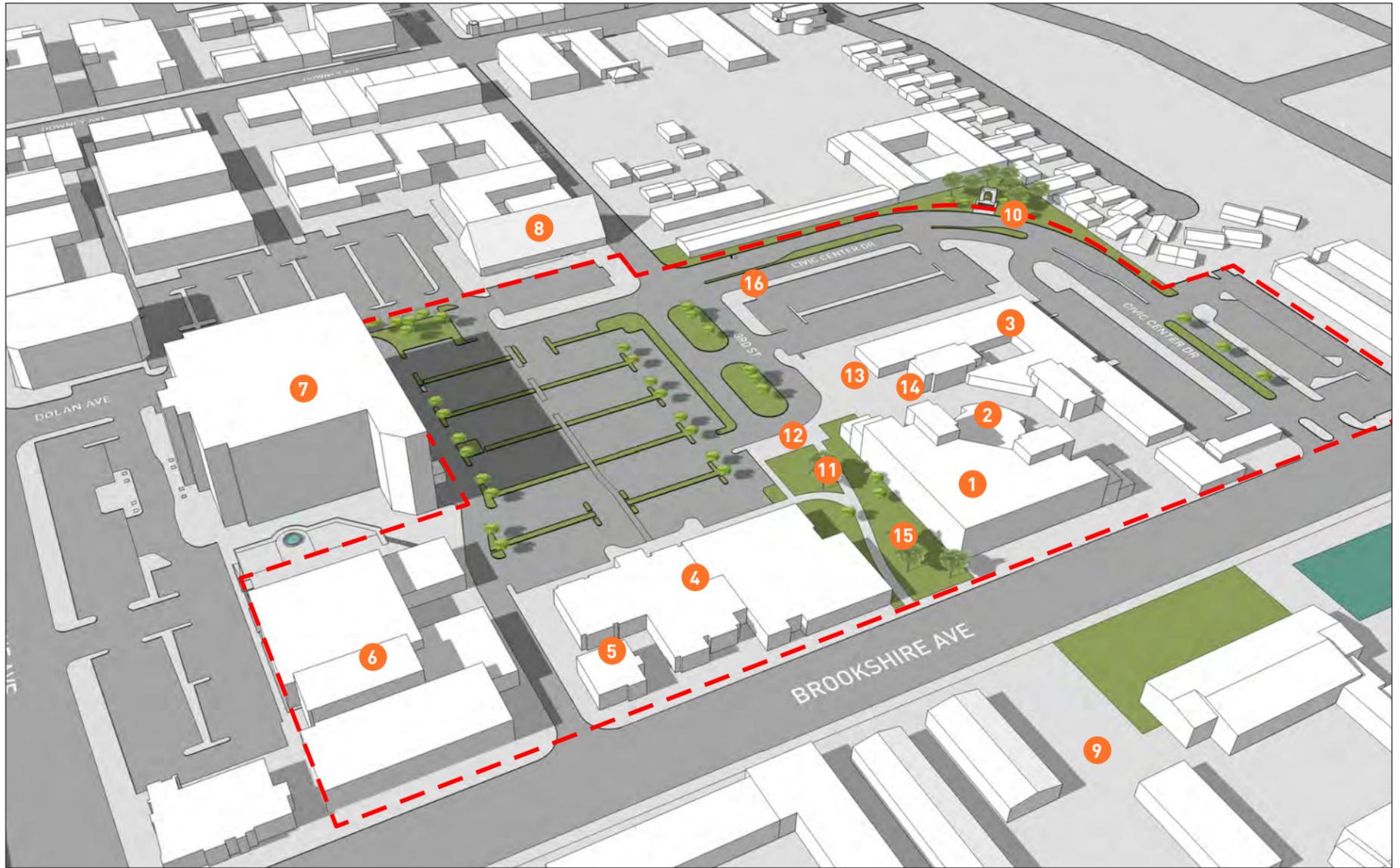
Bicycle and Pedestrian

Third Street and Downey Avenue serve as primary pedestrian corridors. The Downtown Specific Plan outlines a potential bicycle backbone network along its secondary arterials and collector streets, but no designated bike paths or lanes currently exist within the Civic Center and the Downtown.

Parking

Existing parking count in the Civic Center numbers 850 spaces, not including the six spaces reserved for the mayor and councilmembers. Only 727 of those spaces are included in our shared parking analysis which will be referred to as the "study area."

1.4.4 Project Site



Aerial view looking North

Project Site Keynotes

- 1 City Hall
- 2 City Council Chamber
- 3 Police Department
- 4 City Library
- 5 Chamber of Commerce
- 6 Theatre
- 7 Embassy Suites Hotel
- 8 First Baptist Church of Downey
- 9 Downey High School
- 10 Historic Gateway Arch Monument
- 11 City Christmas Tree
- 12 Del Clawson Memorial and Flagpoles
- 13 Veterans Memorial
- 14 Fallen Officer Memorial
- 15 Parkway/Promenade
- 16 DowneyLINK Bus Stop
- Civic Center Boundary

1.5 Site Analysis

In analyzing the site conditions of the Civic Center District, it was noted that the district is dominated by surface parking lots, a disconnected street network, a lack of clear block structure, a deficiency of public open space, and poor vehicular and pedestrian circulation. Much of the land that is occupied by surface parking could be better utilized. On the positive side, the District's close proximity to Firestone Boulevard, Downey High School, and the Downtown Core could create the potential for a well-used district and cultured heart of the city.



Lack of linkage to Civic Center from Second Street.



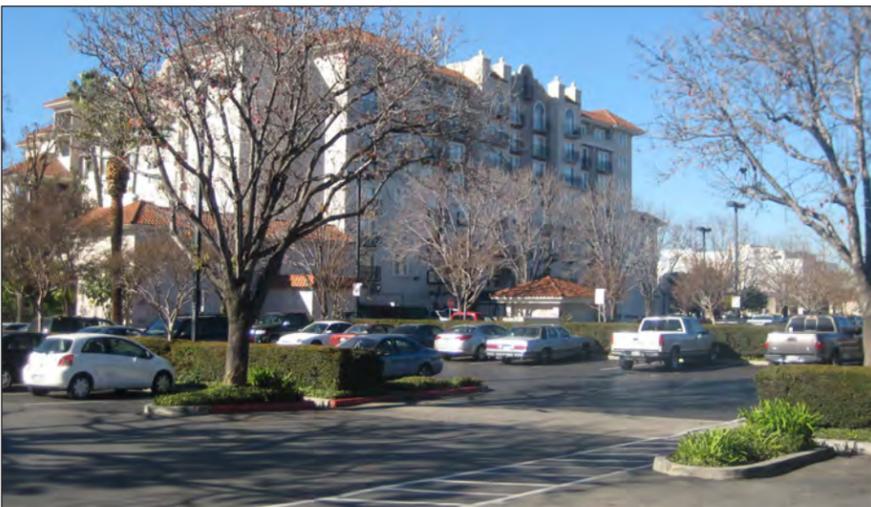
Complicated street network due to split ownership of right-of-ways.



Civic Center Park restricts vehicular connection from Civic Center to Brookshire Avenue.



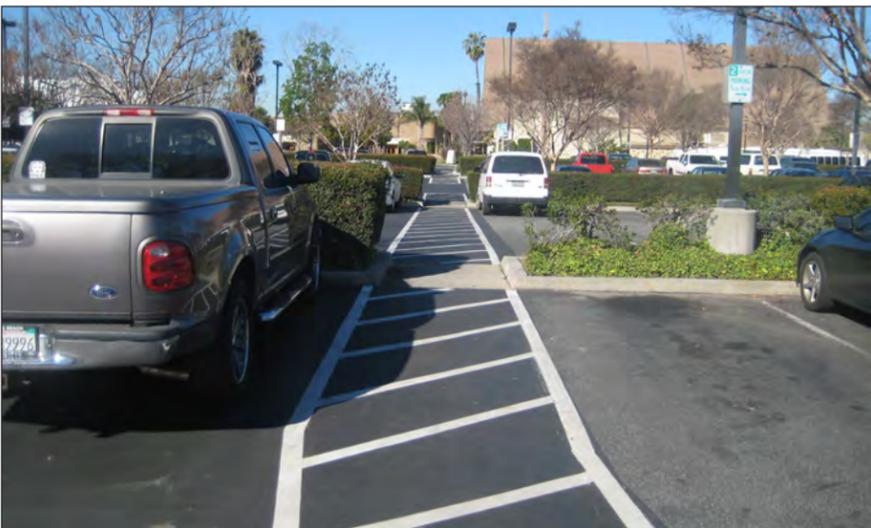
Civic Center Drive is under-utilized and exceedingly wide.



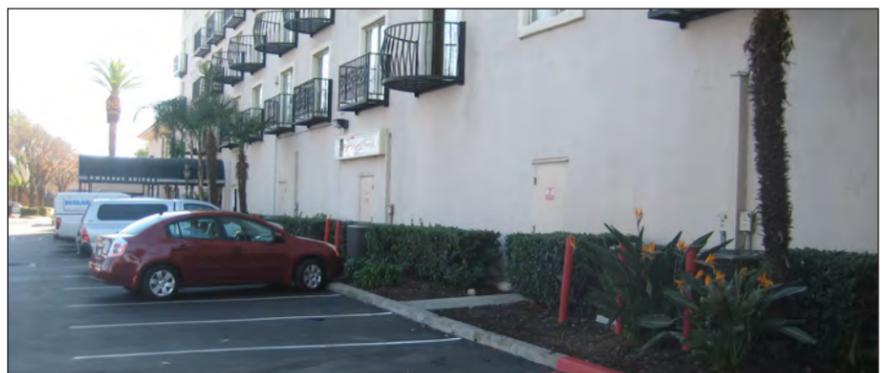
2/3 or 8 acres of the Civic Center consists of pavement, including parking lots, sidewalks, and roadways.



Existing hotel dining does not take advantage of theatre plaza.



Lack of safe and convenient pedestrian connections between Civic Center entities.



Lack of ground activation at Hotel facing the Civic Center.



Lack of church presence in Civic Center due to severed vehicular and pedestrian connections.

1.5.1 Street Network and Block Structure

Over the years, the existing street network has been altered to the point where vehicular circulation within the District is unclear and confusing to visitors. In some cases, public streets have been incorporated into private surface lots and there is little clarity of the public route of travel. For example: Second Street terminates into a parking stall end-island; Dolan Avenue is forced to make an awkward right turn around a private parking lot before connecting to Third Street; and Third Street ends in a drop off/vehicular turn-around. Both Dolan Avenue and Second Street were continuous, public right-of-ways until 1984. Furthermore, the right-of-way at Civic Center Drive is far too wide for its use and posted speed limit with four lanes and a large landscaped median, creating an underutilization of valuable land in the District.

The lack of a clear block structure contributes to a deficiency of pedestrian connections and clarity of circulation. Existing pedestrian connections through the parking lot are demarcated with painted lines on the asphalt and very little consideration how people experience the walk. In fact, these lines only serve to connect people walking through the parking lot. Sidewalk connections between all of the facilities of the District and the Downtown area need to be strengthened and incorporated in accordance with the intent of the specific plan.

Keynote

 Surface Parking Lots



1.5.2 Circulation

Vehicular, pedestrian, and bicycle circulation is negatively affected by the lack of a clear block structure and street network. Vehicular circulation is confusing and physically and visually interrupted from making clear connections. The intertwining of public and private routes adds to the lack of clarity in movement. For bicyclists, the District lacks designated bike paths and bicycle parking facilities. For pedestrians, it lacks a network of attractive sidewalks, augmented with lighting, amenities, and landscaping that could help to establish a pedestrian realm that would stitch together the various open spaces. The connection to Brookshire Avenue north of the library is a very active zone, and could serve as an example of a pedestrian environment that could be emulated throughout the District. Way finding signage could be useful in lending a sense of place to the District, but would likely have limited success in resolving the circulation problems.

Keynotes

-  Pedestrian Accessible
-  Pedestrian Inaccessible
-  Clear Street Grid
-  Broken Street Grid





1.5.3 Parking Supply

As stated previously, surface parking dominates the District. There are a total of 727 stalls provided within the study area, and our parking analysis indicates that 799 are required. There are a number of contiguous public and private lots that serve various uses in and around the District. Observations indicate that there is an underutilization of parking, and that uses in and around the District rarely coincide to full capacity although among some stakeholders, there is a perceived shortage of parking. The detailed parking and transit report can be found under a separate cover (Downey Transportation Plan, Stantec, 2013).

Keynotes

- City Owned
- Privately Owned



1.5.4 Open Space

Currently there is a shortage of usable park space in the Civic Center District, created by the large expanse of land occupied by surface parking and the vehicular circulation. Notable existing open spaces are: the 20,000 square foot green between the Library and City Hall (which is home to the city Christmas tree), the 11,500 square foot plaza between the Embassy Suites Hotel and the Downey Theatre, the landscaped medians at Third Street, and the lawn at the corner of the property where the historic arch is located. Currently all of these spaces are not well connected, underutilized by the public, undersized to function as active recreation areas or public gathering spaces, and do not contribute to a clear open space network.

1.6 Community Collaboration

This Master Plan developed through a process of collaboration with local property owners and public agencies through monthly progress meetings involving the City and the consulting team. This process consisted of the following milestones:

Information Collection and Analysis

September 26, 2012	City Staff and Consultant Team Kick-Off
October 24, 2012	City Staff Review of Site Analysis
November 7, 2012	Stakeholder Interviews and Questionnaires

In conversations between the City, the local stakeholders, and the design team, the entities shared many of the same concerns and wishes. In summary:

- All agreed that a usable central green space would be a valuable resource for the community. The City envisioned the park serving civic events such as the Taste of Downey and the Veterans Day Ceremony; the First Baptist Church thought it could serve as a tot-lot or a gathering place after Sunday School; the Embassy Suites Hotel saw the potential for weddings in the park; and Downey High School could imagine an area for outdoor student band concerts. All supported the idea of a coffee kiosk near the library.
- Creating a stronger pedestrian connection to the Downtown area was also a top priority for the stakeholders. They acknowledged that the reestablishment of a street grid throughout the Civic Center would help achieve this.
- Regarding parking and transit, the stakeholders agreed that at peak parking demands, they perceived a shortage of parking in the Civic Center District. The stakeholders saw an opportunity for shared parking as well as for a centralized parking structure. In regards to the Downey Depot, the stakeholders felt that it should either stay in its current location on Nance Street or be relocated to an area north of Third Street.

Design

November 28, 2012	City Staff and Stakeholder Review of Potential Schemes
January 23, 2013	City Staff Review of Revised Schemes

Master Plan Preparation

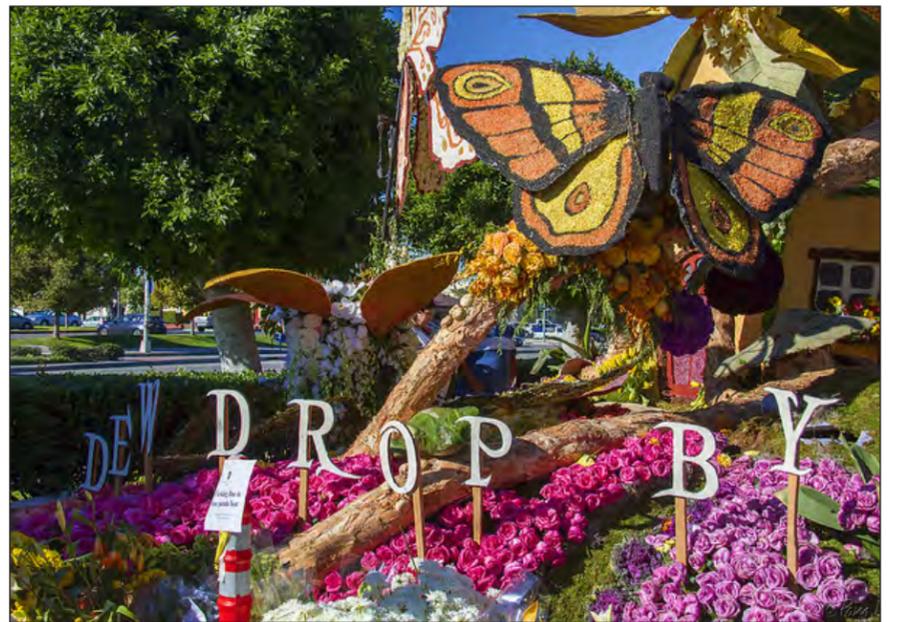
February 27, 2013	City Staff Review of Administrative Draft Master Plan
April 24, 2013	City Staff Review of Transportation Analysis
May 31, 2013	Publication of Public Draft Master Plan
June 11, 2013	Public Hearing



Downey has had a long tradition of participating in Pasadena's Tournament of Roses Parade. This photograph shows the award-winning Downey float from 1921 (Latimer, 2010).



The Civic Center is the home of the popular "Taste of Downey" annual event (Downey Daily Photos, 2011).



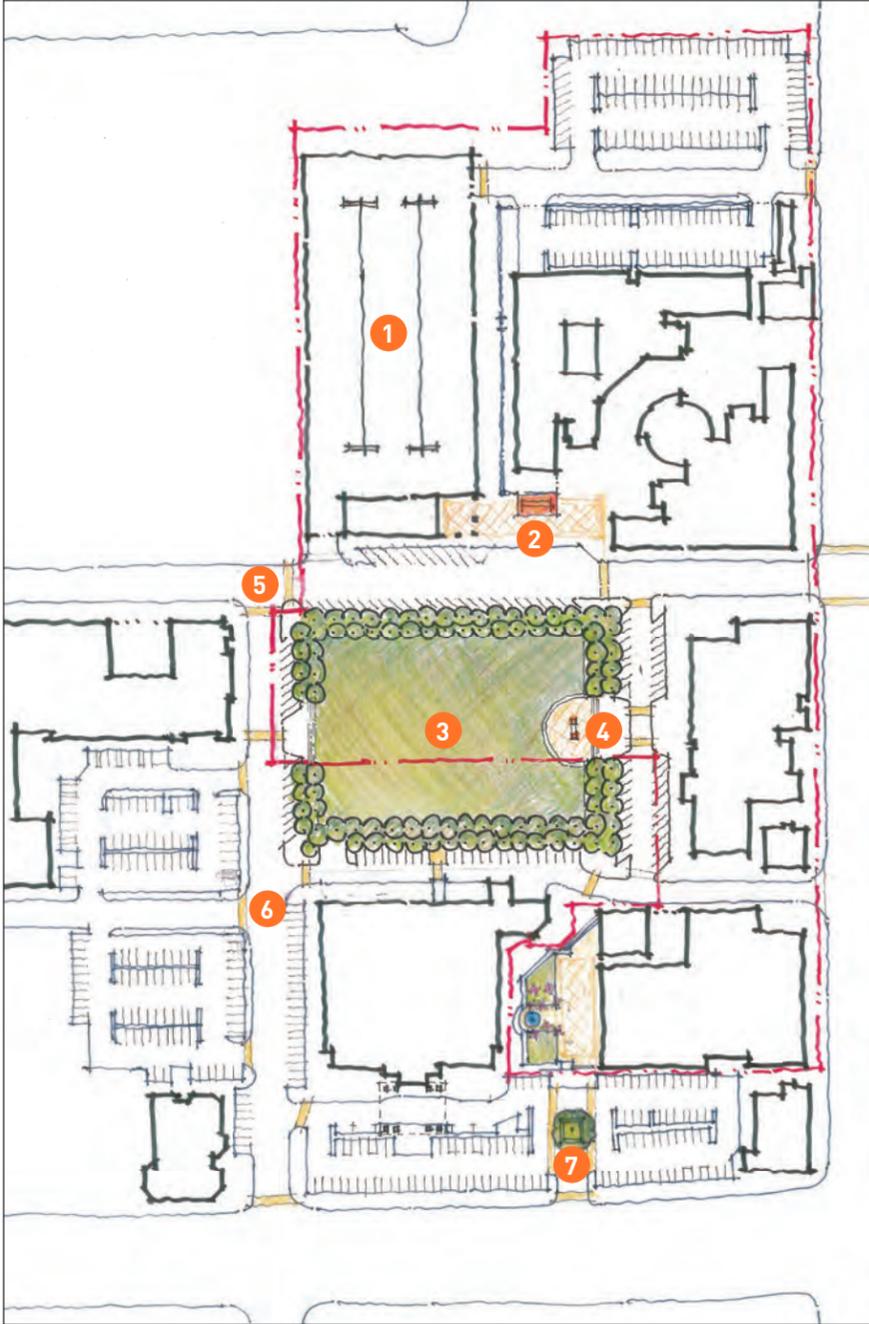
Downey's Tournament of Roses Parade float traditionally parks in front of the Embassy Suites Hotel for public viewing after the Tournament of Roses (Downey Daily Photos, 2013).



Congresswoman Lucille Roybal-Allard speaks in front of the Downey Theatre at the City's Veterans Day Ceremony (Machado, 2010).

1.6.1 Conceptual Schemes

After thorough research and analysis of the existing site conditions and the City's vision for its Downtown, the design team collaborated to develop the following four initial schemes which were presented to the City and then to stakeholders involved.

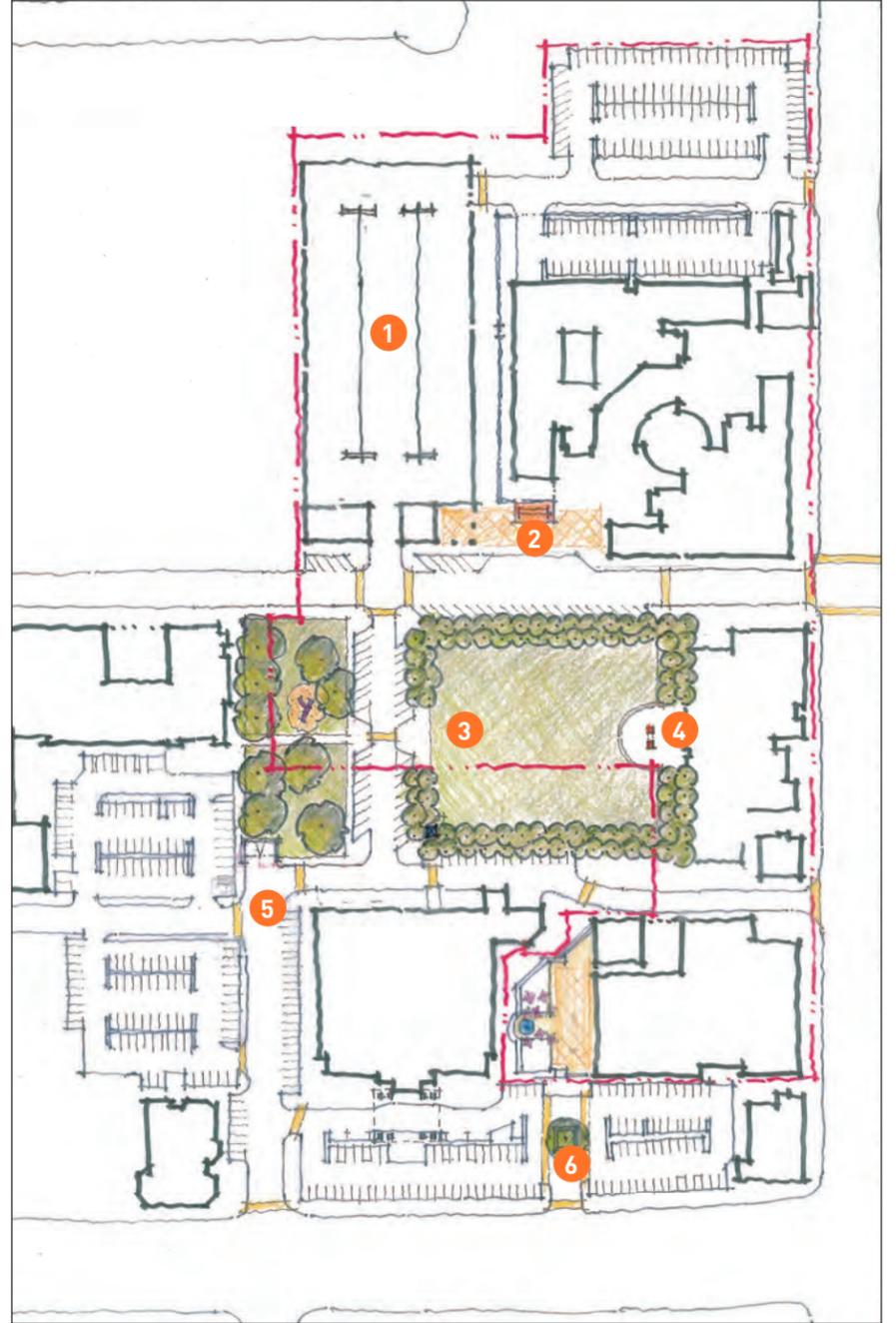


Scheme A - "Reconnecting the Grid"

Scheme A's main goal was to reinstate the clear street network of Downey's former days. Third Street continues to Brookshire Avenue, Dolan Avenue reconnects to Third Street, and Second Street reconnects at Dolan Avenue, creating more convenient linkages for both vehicles and pedestrians. A large park is shared between all Civic Center users with access to subterranean Hotel parking below.

Keynotes

- 1 Park-Once Structure with Liner Building
- 2 Monument Plaza at new Veteran's Memorial Sculpture
- 3 1.6-acre park with shared head-in parking
- 4 Arch Monument relocated to prominent location
- 5 Dolan Avenue reconnected to Third Street
- 6 Second Street reconnected to Dolan Avenue
- 7 "Big Tree" to terminate view looking south from Theatre Plaza

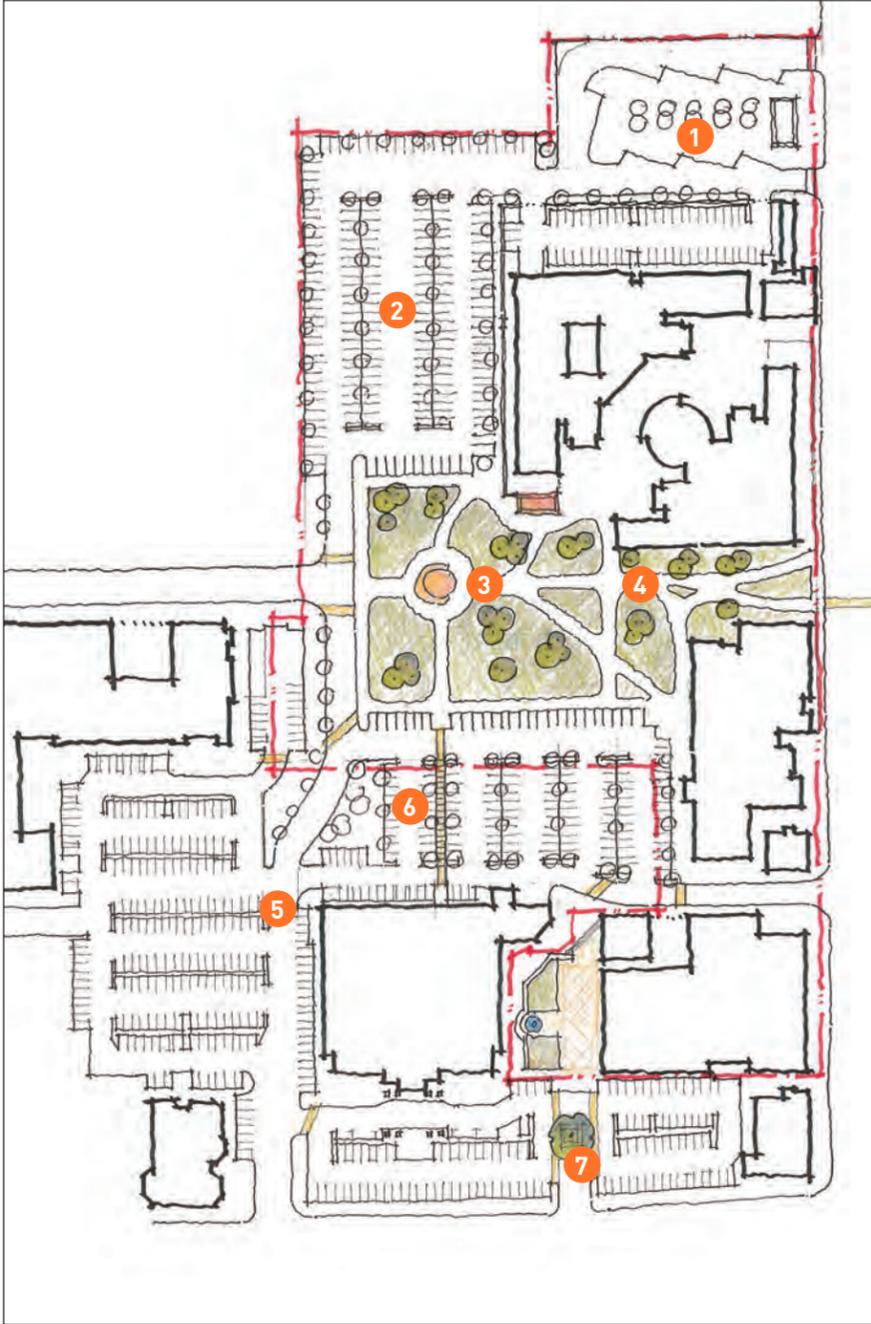


Scheme B - "Twin Parks"

In this second scheme, the large park is divided into two, with different natures and users: on the left, this smaller park would best serve families with children, particularly those leaving Sunday School at the Church, who could enjoy the tot-lot and playground without crossing the street; on the right, this larger park brings the Library to the forefront and serves more civic events and uses. Like Scheme A, a large amount of Hotel parking is below the park.

Keynotes

- 1 Park-Once Structure with Liner Building
- 2 Monument Plaza at new Veteran's Memorial Sculpture
- 3 Two parks, totalling 1.8 acres: the smaller adjacent to the First Baptist Church with a tot-lot playground; the larger creating a "library in the park"
- 4 Arch Monument relocated to prominent location
- 5 Second Street reconnected to Dolan Avenue
- 6 "Big Tree" to terminate view looking south from Theatre Plaza

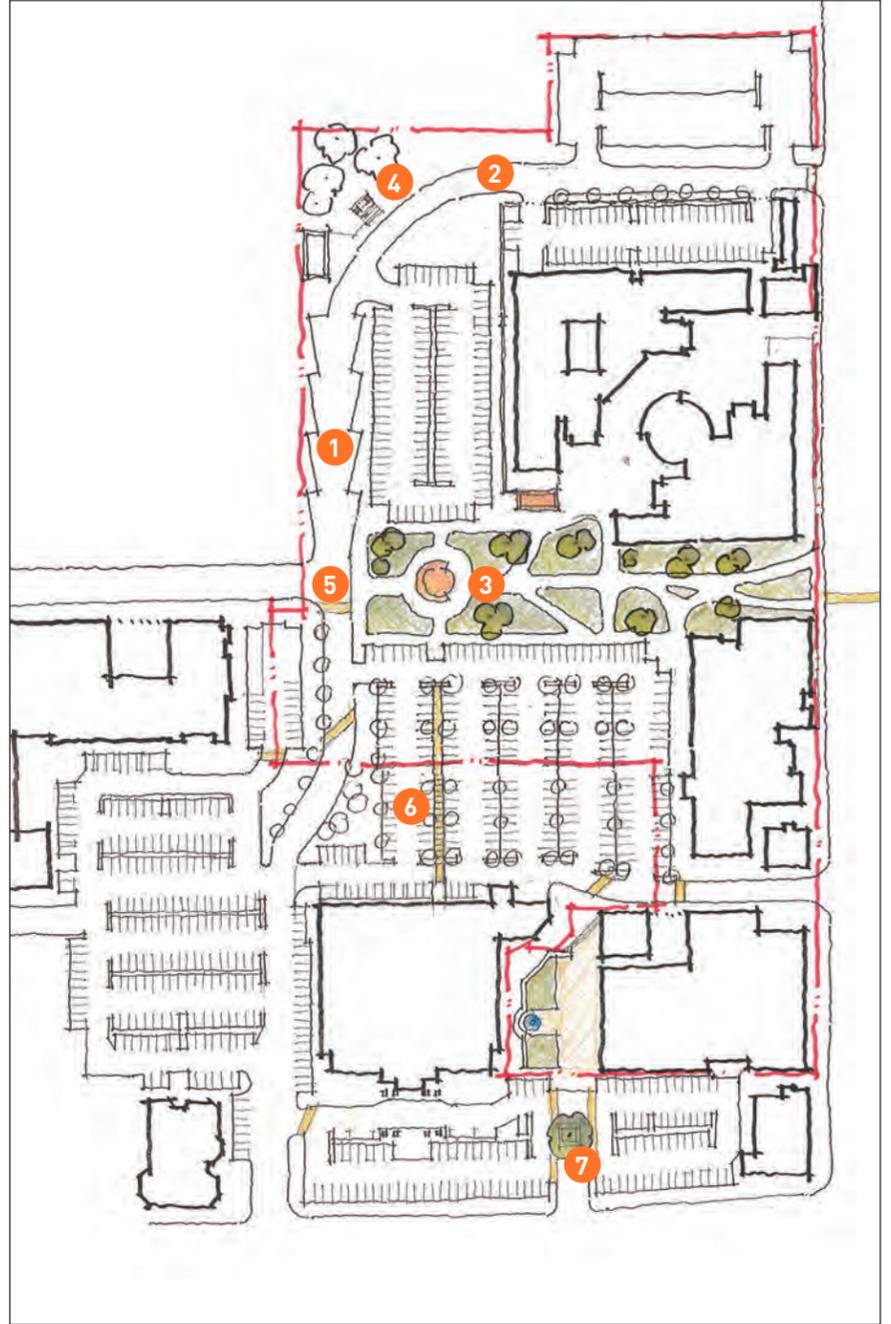


Scheme C - "Surface Parked"

Scheme C works within City property only and assumes no major stakeholder involvement. Dolan Avenue continues through to Third Street, but with a slight bend in the road. The Downey Depot relocates to the northern Police parking lot while all parking remains in surface lots. An addition to the existing greenbelt extends the park almost to the Church property.

Keynotes

- 1 Downey Depot relocated to northern lot of Civic Center
- 2 Removal of Civic Center Drive to create parking lot
- 3 1.4 acre park addition to existing parkway at Third Street
- 4 Arch Monument relocated to prominent location
- 5 Dolan Avenue reconnected to Third Street
- 6 Pedestrian connection from Embassy Suites Hotel to park
- 7 "Big Tree" to terminate view looking south from Theatre Plaza



Scheme D - "Linear Park"

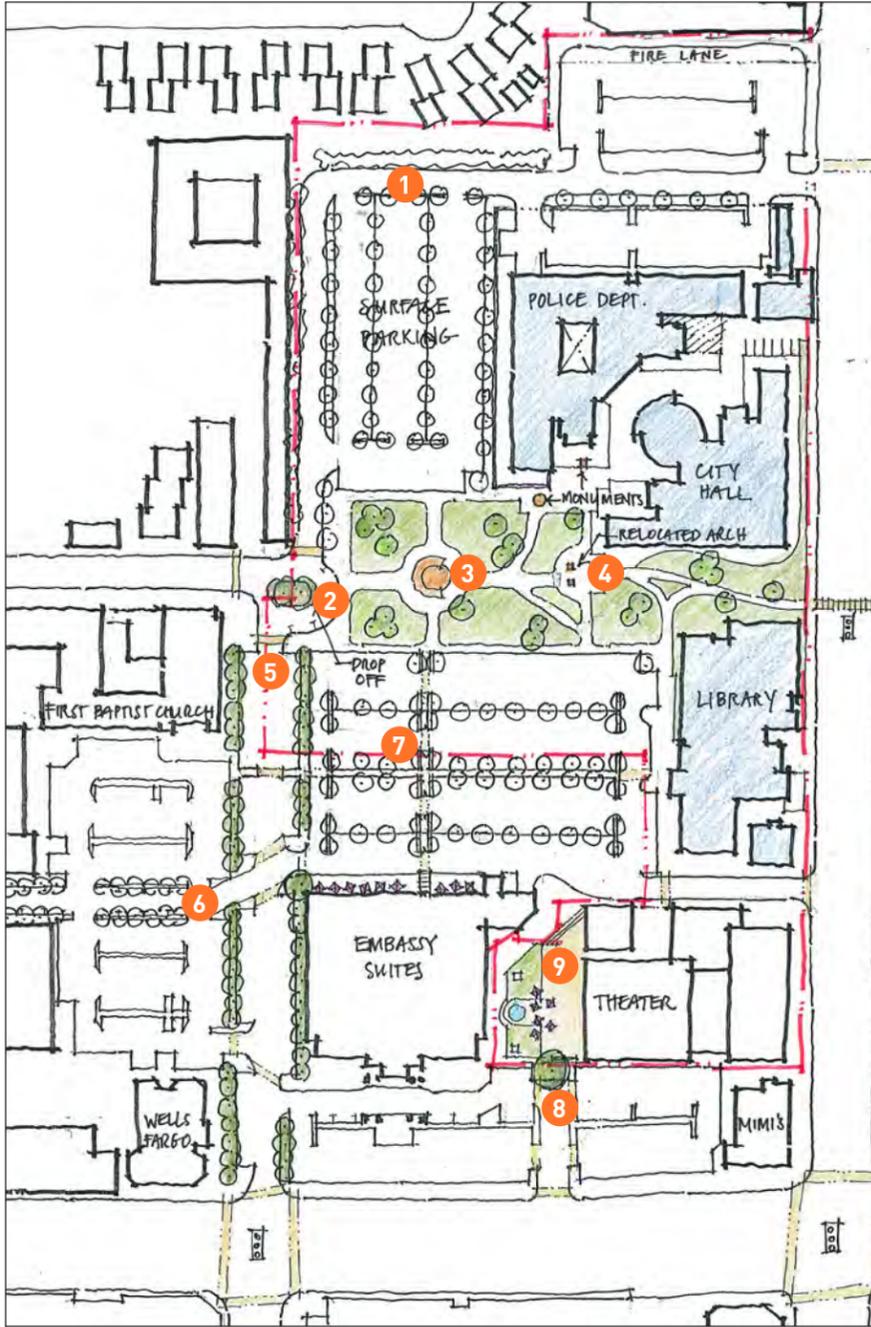
Scheme D is a variation of C. Civic Center Drive has been narrowed and supports one-way traffic with the Downey Depot relocated along its southern end. Once again, Dolan Avenue continues through to Third Street, but with a slight bend in the road. The park has been reduced to save some surface parking, but still meets Dolan Avenue near the Church.

Keynotes

- 1 Downey Depot relocated to southwest portion of Civic Center Drive
- 2 Civic Center Drive to accommodate one-way traffic
- 3 1.2 acre park addition to existing parkway at Third Street
- 4 Arch Monument to remain
- 5 Dolan Avenue reconnected to Third Street
- 6 Pedestrian connection from Embassy Suites Hotel to park
- 7 "Big Tree" to terminate view looking south from Theatre Plaza

1.6.2 Developed Scheme

While the City found favorable design elements in each scheme, the City believed Scheme C, "Surface Parked," to best align with its vision. However, the City saw the shared parking structure from Schemes A and B as highly important to future development as well. In this second rendition of the conceptual scheme, the design team presented a phased Master Plan in order to more feasibly implement the vision of the Downtown Specific Plan.

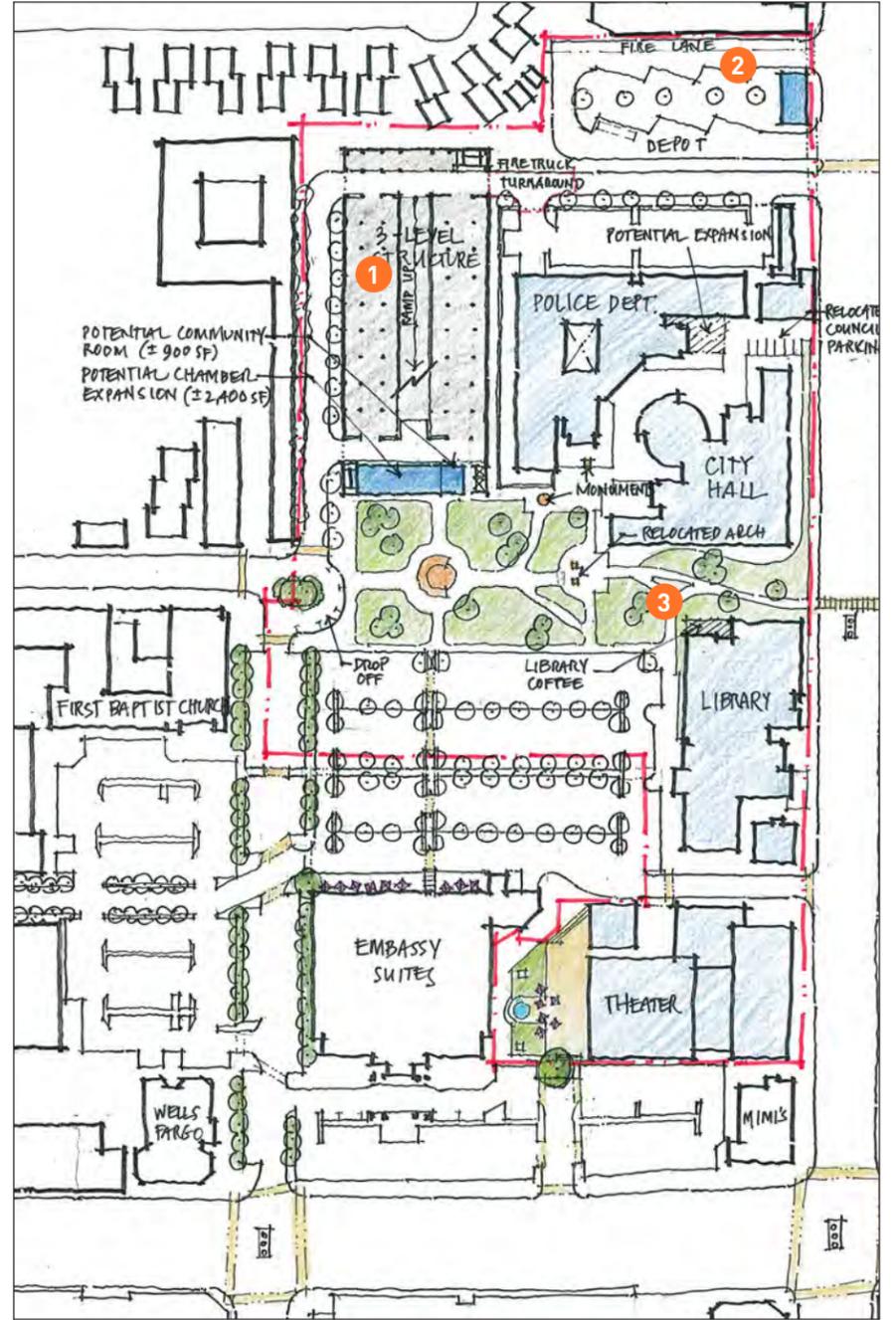


Phase I

In the first phase of development, this scheme reconfigures the parking lots and roadways in the Civic Center District in order to more efficiently utilize the available land. The existing greenbelt between City Hall and the Library remains but is extended west into a larger central green, featuring the relocated historic arch monument.

Keynotes

- 1 Reconfiguration of Civic Center Drive
- 2 Roundabout Drop-off on axis with the Rives Mansion
- 3 1.4 acre Park addition to existing parkway at Third Street
- 4 Arch Monument relocated to prominent location
- 5 Dolan Avenue reconnected to Third Street and lined with street trees
- 6 Second Street reconnected to Dolan Avenue and lined with street trees
- 7 Pedestrian connection from Embassy Suites Hotel to Park
- 8 "Big Tree" to terminate view looking south from Theatre Plaza
- 9 Theatre Plaza activated by outdoor seating for Hotel's Restaurant



Phase II

Phase II proposes the relocation of the Downey Depot north of the Police Department. A three-level park-once structure would be constructed west of the Police Department with an approximately 3,000 square-foot liner building on the ground floor along the northern edge of the park. At the northwest corner of the Library, a coffee kiosk is proposed under its large roof overhang.

Keynotes

- 1 3-Level Park-Once Structure with Liner Building
- 2 Downey Depot relocated to northern lot of Civic Center
- 3 Library Coffee kiosk area

2. CIVIC CENTER MASTER PLAN



2.1 Master Plan Recommendations

After collaboration with the public and private stakeholders and thorough analysis of the site challenges, Studio One Eleven recommends the following strategies for redevelopment of the Civic Center District:

- 1. Reintroduce the Grid**
Reintroduce vehicular and pedestrian linkages to the downtown and surrounding neighborhoods through re-establishment of the street grid.
- 2. Consolidate Parking**
Reallocate surface parking lots to maintain capacity. Repurpose excess roadway, such as Civic Center Drive, for pedestrian and bicycle access and curbside parking while enabling convenient automobile access.
- 3. Create a Usable Central Green**
Utilize the reallocated Civic Center property to create a centralized civic park for community festivals, fairs, and events.
- 4. Share Resources**
Enhance the design of all public spaces, including streets, parks, plazas, courts, and paseos—the “outdoor rooms” in which the life of the community may thrive.
- 5. Mix It Up**
Provide for a variety of parking opportunities such as bicycle parking, short-term curbside parking, and long-term structured parking. Introduce new uses such as a coffeeshop into the library to enhance and support a more vibrant District.

2.1.1 Reintroduce the Grid

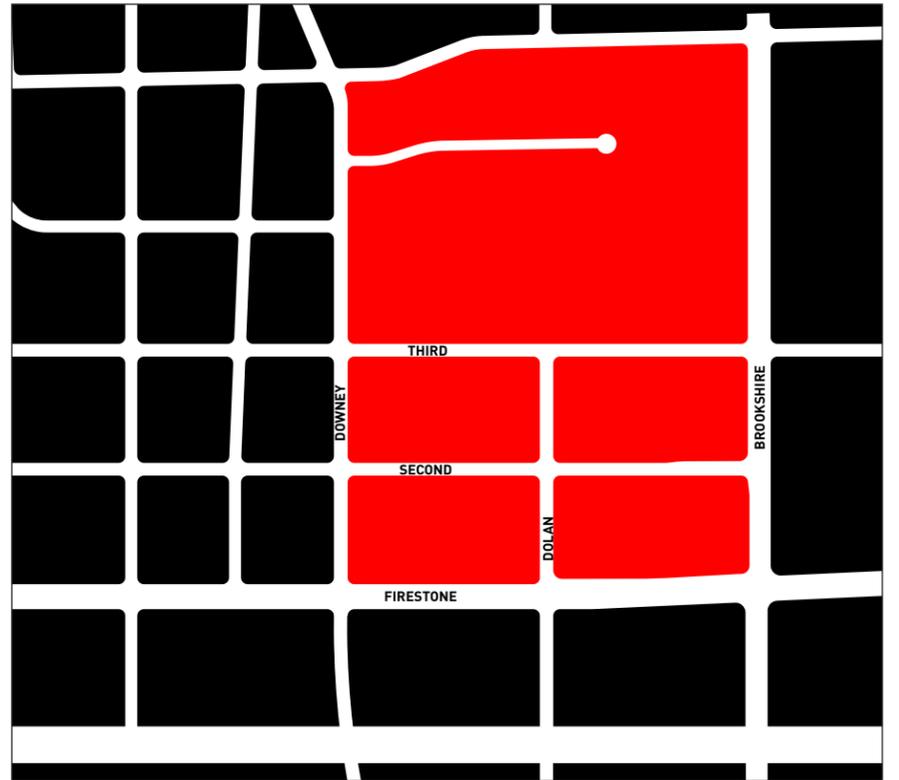
Prior to the 1980s construction of the Civic Center complex, both Second and Third Streets connected to Brookshire Avenue, with Second Street terminating in a view of Downey High School, and Third Street carrying past Brookshire Avenue to the old football field up to the 1960s. Dolan Avenue connected to both Second and Third Streets, creating a true grid through the eastern portion of Downtown.

Upon completion of the Civic Center complex as seen today, three of Downey’s primary collector streets, Second Street, Third Street, and Dolan Avenue, were severed from the street network with two ending in parking lots and one in a cul-de-sac.

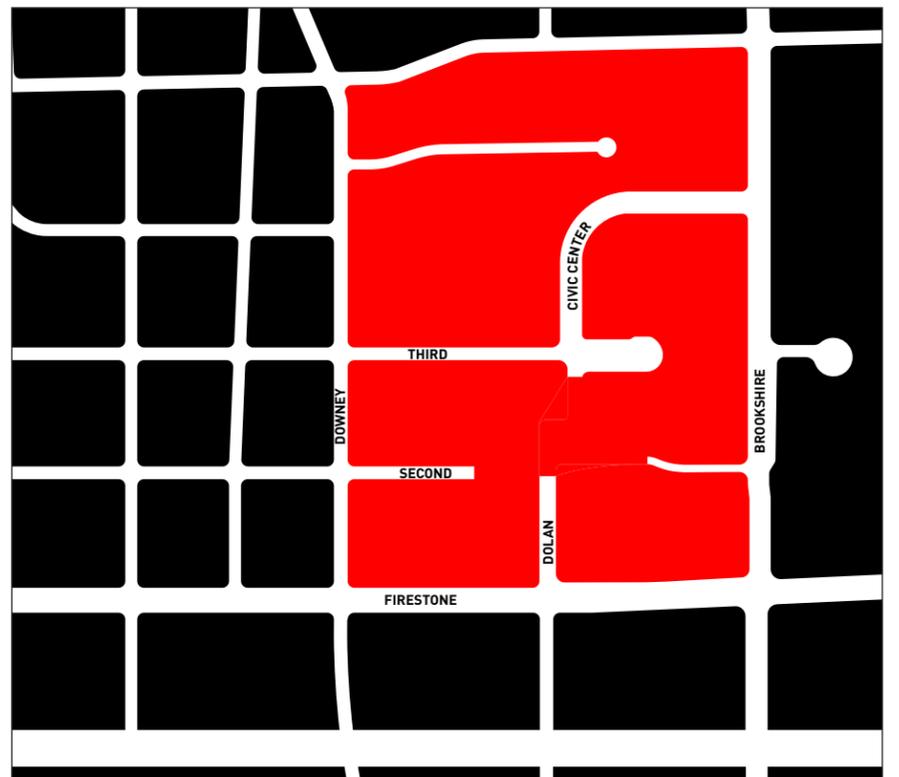
The Master Plan seeks to reconnect these once public right-of-ways and tie them back into the City’s street grid, connecting the blocks and thereby the vehicles and pedestrians who frequent them. Because the City opted to keep the eastern end of Third Street as a terminus, the design keeps this street closed and extends the existing greenbelt into the proposed park.



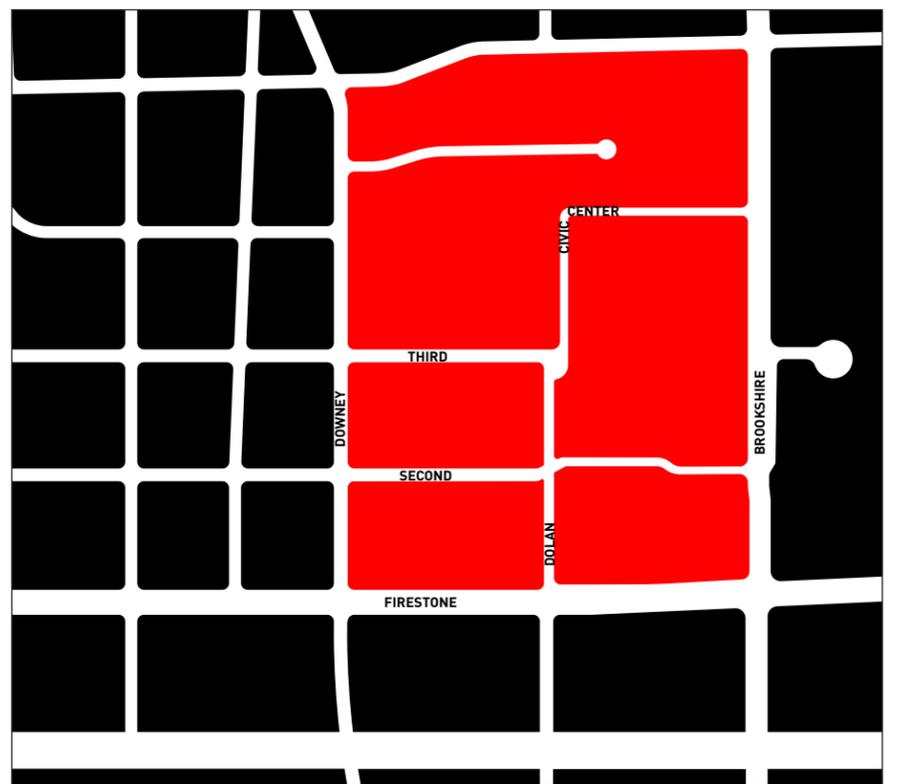
This aerial photograph from 1953 looks west over Downey High School at Third Street. The vacant field in the upper right would be the site of the modern-day city library.



A clear street grid runs through the site prior to the 1980s (Not to Scale).



The existing blocks have disconnected streets, creating megablocks that are inconvenient for both vehicles and pedestrians (Not to Scale).



The proposed street grid returns Second Street and Dolan Avenue to the greater street network, relinking missing roadways and sidewalks (Not to Scale).



A 1984 photograph looking west down Third Street at Brookshire Avenue just after the construction of City Hall. Third Street is about to be filled in with a greenbelt.



A current photograph of the greenbelt.



A rendering of the proposed park and library plaza. The historic arch monument can be seen at the end of the greenbelt with the bandshell in the distance.

2.1.2 Consolidate Parking into a Park-Once Structure

The idea behind a park-once structure is true to its name—a visitor parks only once when visiting a district in which many users share the same parking structure. As noted in Section 1 of this document, two-thirds or 8-acres of the existing Civic Center District consists of roadway, pavement, or parking lot. For example, the existing four-lane configuration of Civic Center Drive is designed significantly over capacity. By reducing it to only two lanes, capacity is still met with the additional land relocated to better uses such as structured parking. In consolidating a large amount of the parking supply into one structure, the District will gain valuable land resources which can be given back to the community in the form of public park space, buildings, or a clear street grid.



Public parking garage lined with retail and live-work units (South Pasadena, CA).



Modern parking structure without liner buildings but with an articulated facade (Fullerton, CA).



Public parking with exposed garage above and retail on the ground floor (Claremont, CA).

2.1.3 Create a Usable Central Green

A Civic Center District is incomplete without a usable public park space, whether it is hardscaped or landscaped. A public square or park gives back to its residents by way of recreation and community, serving as a venue for events and celebrations where residents can gather and a sense of place can be established.

In conversations with the public and private stakeholders, all agreed that a usable central park would be a valuable resource. The City envisioned the park serving civic events such as the Taste of Downey and the Veterans Day Ceremony; the First Baptist Church thought it could serve as a tot-lot or a gathering place after Sunday School; the Embassy Suites Hotel saw the potential for weddings in the park; and Downey High School could imagine an area for public outdoor student-based concerts. All supported the idea of a coffee kiosk near the library as a desirable amenity.



City Hall and public library with a central green space (Newport Beach, CA).



Open space becomes a place to gather and play.



Paved area, water feature, and bandshell attracts pedestrians (Town Square, Healdsburg, CA).



Curbside parking on Firestone Boulevard provided convenient customer parking and helped businesses such as the Greater All-American Market flourish (Downey Historical Society).



A Wednesday concert at Downey's Furman Park featuring Mariachi Monumental de America and Folklor Pasion Band Mexicana de Los Angeles (Downey Daily Photos, 2012).



Parklets activate the sidewalk and boost business (Long Beach, CA).



Coffee and food kiosks in the park attract visitors and encourage people to linger (New York, New York).

2.1.4 Share Resources

Public spaces—parks, plazas, streets, and sidewalks—all can contribute to a healthy and sustainable community. A street becomes highly efficient when cyclists and vehicles share its roadways, pedestrians use its sidewalks, and vehicles park along its curb. These public outdoor rooms and spaces allow the community to gather and interact. In sharing the same spaces, a community not only optimizes their use, but also activates the life of the city, making it safer, more vibrant, and attractive.



The green strip illustrates shared vehicular and bike lanes: "Sharrows" (Long Beach, CA).

2.1.5 Mix It Up

As with sharing a city's resources, a place is made vibrant and active when it supports a variety of uses and consequently, a variety of reasons to come and go there. By introducing new uses to the Civic Center District such as the coffee kiosk at the Library or the enhanced outdoor space between the Hotel and the Theatre, the Master Plan creates one more reason to visit the District—and one more reason to stay. With new uses comes new users, diversifying demographics and allowing community members to interact with people from all walks of life.

Different uses and users also necessitate different parking needs. By providing a mix of parking opportunities, each user has convenient access to and from the Civic Center District, whether it be a 20 minute stop or an 8-hour day.



Cafe Pinot is a classic example of dining in the park, with the Los Angeles Central Library next door. It doubles as an venue for events from weddings to sports banquets (Los Angeles, CA).



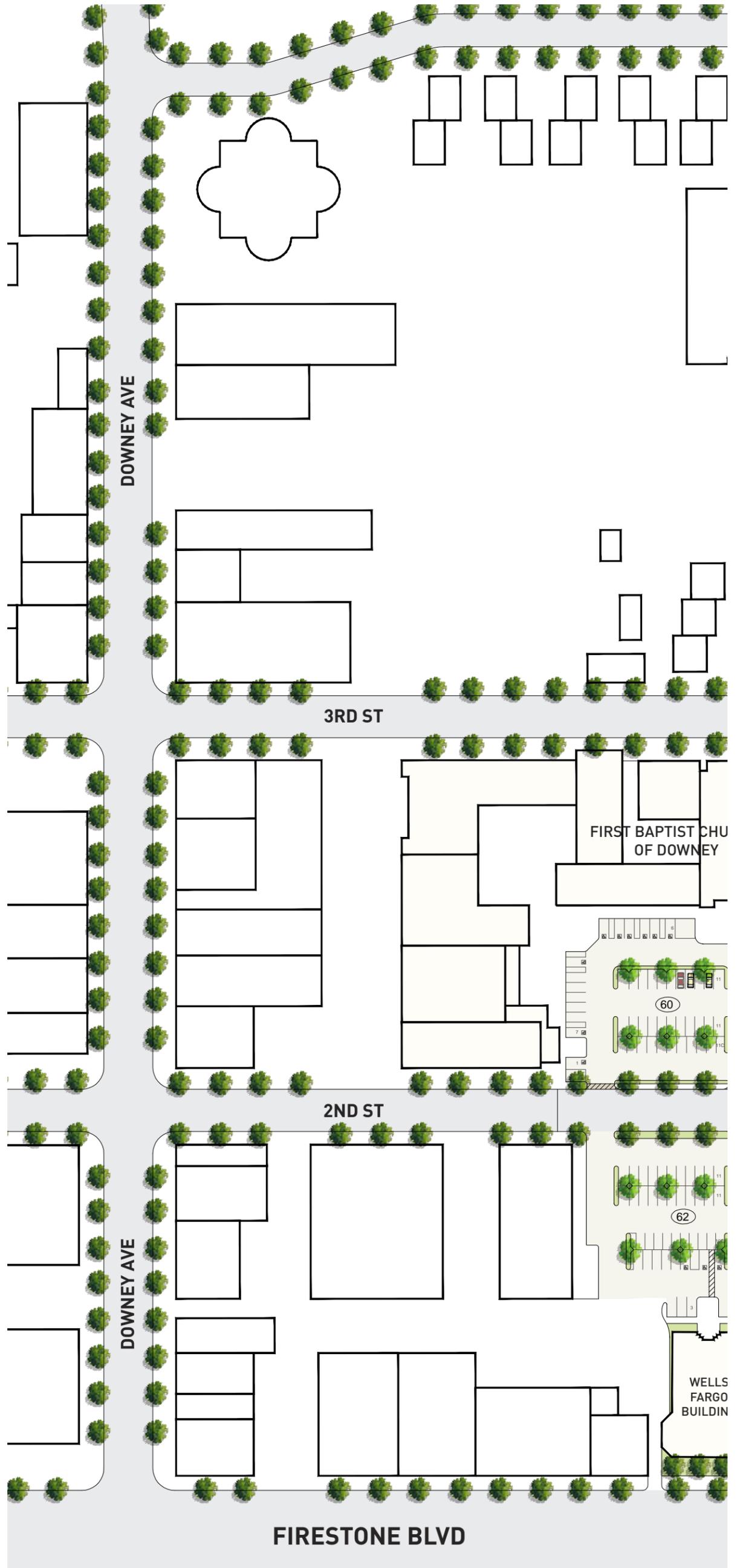
Markets or bazaars create a lively place for residents to meet and mingle (Whittier, CA).

2.2 Preferred Civic Center Master Plan

This Chapter contains an overview of the Master Plan followed by descriptions and illustrations of each of its design components. These descriptions convey the general urban design intent of each feature while also relating it to the context of Downey. The Master Plan is divided into two phases: Phase I, which includes a 1.16-acre central park and 840 total spaces within the study area; and Phase II, which features a three-level park-once structure, giving the Civic Center District 989 total spaces within the study area. The chosen Master Plan for the Civic Center District not only reflects the City's vision for the future, but it also reflects the teamwork involved in its creation—the collaboration of Downey's organizations, businesses, and residents alike.

Master Plan Highlights

- 1 Drop-Off and Civic Center Monument Sign
- 2 Relocated Historic Arch Monument and Bell
- 3 Library Coffee Plaza
- 4 Playground
- 5 Bandshell
- 6 Fountain
- 7 Symphony Square
- 8 Proposed Community Building
- 9 Restroom Buildings
- 10 Potential Police Expansion
- 11 Pedestrian Walkways
- 12 City Christmas Tree
- 13 Relocated Flagpoles and Del Clawson Memorial
- 14 Veterans Memorial
- 15 Fallen Officer Wayne Presley Memorial
- 16 John Gately Downey Sculpture





1 Drop-Off

In the Downtown Specific Plan, Third Street is designated not only as a primary collector street, but more importantly as Downtown’s major thoroughfare. The City envisions future landscaping and streetscaping improvements along with bike accommodations in order to activate this main street.

Currently, the east end of Third Street terminates in an elongated drop-off area in the Civic Center District, frequently used for the drop-off and pick-up of Downey High School students and as a parking area for larger vehicles such as fire trucks. While the existing drop-off is usable, it functions as a cul-de-sac, disconnected from the nearby public right-of-ways. To connect it to the existing street network, the proposed drop-off area doubles as a small roundabout at Civic Center Drive, Dolan Avenue, and Third Street while still serving as a terminating vista for Downtown’s main east-west street opposite the Rives Mansion.



2 Relocated Historic Arch Monument

After incorporation in 1956, Downey established its first City Hall in the former Downey Grammar School building on Second Street, just west of the modern-day Civic Center District. When the building was demolished in 1984, the arch of its main entrance was preserved and moved to the bend of Civic Center Drive. Although somewhat visible from its current location, this monument commemorating the City’s establishment is rarely visited due to two major inconveniences:

- The location is isolated and has no pedestrian connections such as a sidewalk.
- Because of the low amount of traffic and the excessive street width of Civic Center Drive, few cars pass by the monument and those that do, drive much too quickly to appreciate it.

The Master Plan proposes that the arch be framed by palms and relocated to a central, pedestrian supported location at Brookshire Avenue on axis with Third Street where it can be enjoyed and viewed daily by patrons.



3 Library Coffee Plaza

Books and coffee are a harmonious combination. Utilizing the existing space under the overhang on the north end of the library, a small, glassy coffee kiosk can serve as a friendly, people-space for Civic Center employees, visitors, and students, functioning as a place to take a quick break, meet a friend, or study outdoors. The Master Plan repaves and relandscapes the greenbelt to more prominently celebrate this entrance to the Civic Center District and to make room for a patio to complement the coffee kiosk. The nearby Downey Christmas tree is preserved and even more visible to all passersby.



4 Playground

In conversations with the First Baptist Church of Downey, the congregation expressed great interest in creating a tot-lot or play area for children to use, especially after Sunday School. Locating it on the western end of the park closest to the Church, a proposed playground is buffered from the street traffic by trees.





5 Bandshell

In interviews with the local stakeholders, all could envision the central green space as a venue for large outdoor events such as public band concerts, movies in the park, or even weddings. A proposed bandshell in the park's center serves both as a functional stage for these gatherings and as a design piece that terminates the axes on Third Street. The rendering shown here suggests an open, translucent shell in order for the bandshell to be appreciated from both sides—from Downey High School and from Downtown.



6 Fountain

Water features are pleasing both to the eye and to the ear—the bubbling sound of a fountain often attracts children and adults to play and sit nearby. On a warm day, the fountain and the shade trees cool the surrounding air and help to attract pedestrians to the space. The fountain doubles as a usable seating wall, further enhancing this public space.



7 Symphony Square

In conversations with the Embassy Suites Hotel, the administration saw an opportunity to open their restaurant into the Theatre's plaza area, activating both the plaza and the restaurant by way of outdoor seating. The City and the Hotel have already begun plans to renovate the plaza. String lights are proposed to tie into the existing lights at the Theatre courtyard.



8 Liner Building

Parking liners, or buildings that conceal parking, enhance a façade by creating a usable people space often in the form of offices, community spaces, or retail buildings. To activate the north side of the park, an approximately 3,000 square-foot liner building is proposed which could serve as the new home for the Chamber of Commerce and a non-profit community based organization such as the Downey Historical Society, the Downey Arts Coalition, or the Friends of the Downey Library.



Aerial view of the existing Civic Center Master Plan, looking northwest.



Aerial view of the proposed Civic Center Master Plan, looking northwest.



Aerial view of the proposed Civic Center Master Plan, looking west toward Downtown.





Aerial view over City Hall and the proposed three-level park-once structure, looking North.



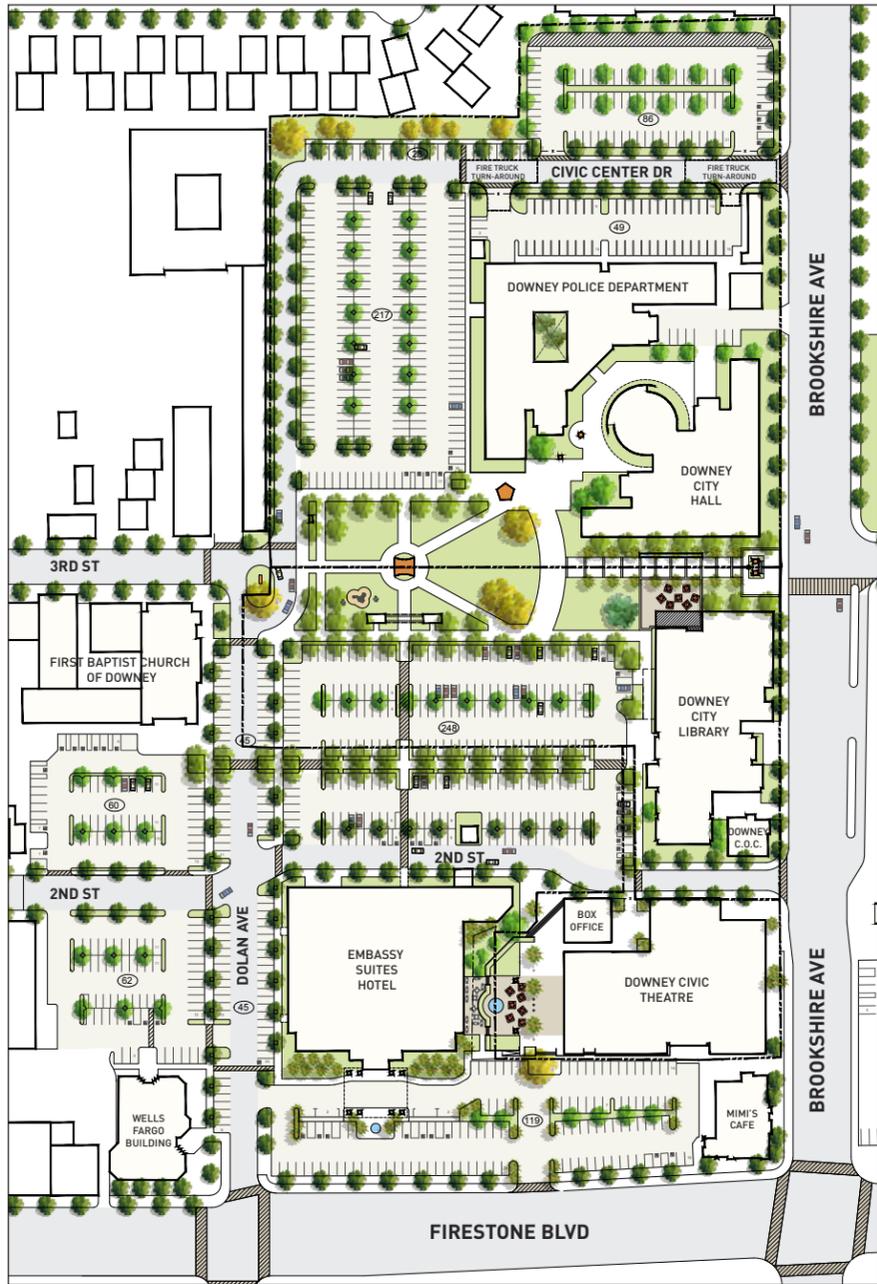


View of the proposed library plaza with a coffee kiosk and a proposed water feature lining the pathway into the Civic Center District from Downey High School. The proposed bandshell is visible in the distance.



2.3 Master Plan Phasing

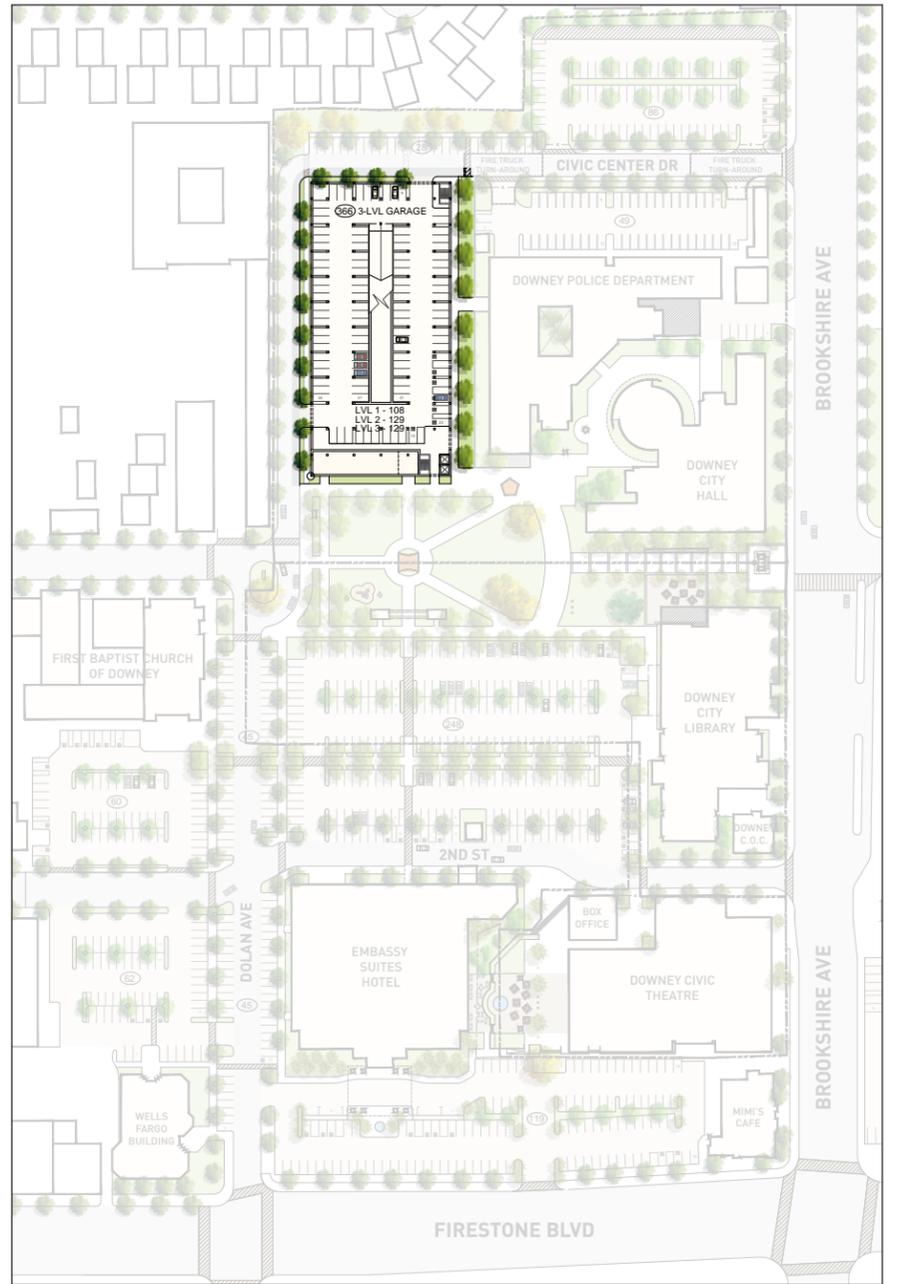
In order to more feasibly implement the proposed design, the Master Plan has been divided into two phases: Phase I, which includes the realignment of the street grid, the restructuring of the surface parking lots, and the central park; and Phase II, which will see the construction of the park-once structure to the west of the police department.



Phase I

Phase I encompasses the majority of improvements to the Civic Center District. It begins with the restructuring of the parking lots within the Civic Center study area (i.e., all lots except for the southernmost which serves the Hotel and Mimi's Café). The lots adjacent to Civic Center Drive expand in order to narrow the underutilized roadway and create additional parking spaces. The main Library lot is reoriented in order to create two pedestrian promenades through the parking lot, connecting the Church to the Library and the Hotel to the City Hall and Police Department. To further connect the Civic Center District, Second Street and Dolan Avenue are redefined as public streets and reintroduced to the street network. These reconfigured parking lots would supply a total of 840 spaces within the study area, meeting the parking quota recommended in the supplementary Downey Transportation Plan. All roadways would accommodate buses and fire trucks.

The highlight of the Master Plan is a 1.16-acre park at the heart of the District, extending west from the existing greenbelt along the Third Street axis. Park amenities include a bandshell, tot-lot, and restroom buildings. On the west end of the park, in order to smoothly connect the proposed Civic Center Drive to Dolan Avenue, the design team proposed a drop-off area at Third Street where the Civic Center monument sign would be relocated. Moving east, the park narrows into a promenade leading to Downey High School where a proposed 5,500 square-foot plaza with a coffee kiosk and public fountain are located just north of the Library. Fronting Brookshire Avenue is the historic arch monument, relocated from the corner of Civic Center Drive to a more prominent place at the heart of the District. Between the Hotel and the Theatre, an extension of the outdoor seating area, landscaping, and lighting improvements will enhance the 11,500 square-foot plaza. Specimen palms would accent the space, and a heritage tree would help to line the southern edge of this plaza and give it a pleasant terminating vista.



Phase II

This phase proposes the demolition of the parking lot west of the Police Department in order to erect a three-level park-once structure with 366 total spaces: 108 spaces on the ground level and 129 on each of the upper floors. This would increase the parking supply from 840 spaces in Phase I to 989 total spaces within the Civic Center study area—149 spaces more than the recommended number. The structure would accommodate handicap spaces as well. Along the southern edge of the structure, an approximately 3,000 square-foot liner building activates the park. This building can be used as a new community space for either the Chamber of Commerce or a non-profit such as the Downey Historical Society, the Downey Arts Coalition, or the Friends of Downey Library.

3. LANDSCAPE PLAN



3.1 Landscape Plan

The issues and challenges of revitalizing the Civic Center District include:

1. Existing Trees

The Civic Center District currently contains a variety of mature tree species. The landscape plan should endeavor to retain existing trees in place, or relocate mature trees to work within the framework of the Master Plan.

2. Maintenance

The trees and plants in the Civic Center District are currently well maintained. Plant species would need to be selected to minimize maintenance requirements and be attractive year-round.

3. Longevity

It is a challenge to create a park that will be cherished for generations. The landscape plan would strive to select species that have a long life span, will not require replacement and will be resistant to decline by insects or other pests. Significant trees (such as the City Christmas Tree) should be retained and noted for their significance.

4. Hierarchy of plant material and trees

The planting in the Civic Center District currently reflects an eclectic mix of plant materials. The landscape plan should simplify the plant palette to create large scale, bold plantings of a civic character. This could be lead to memorably planted spaces such as rose gardens. In addition, the landscape plan should reinforce the street network and enhance pedestrian through a clear streetscape plan and organized arrangement of parking lot trees.

5. Educational opportunities

Some civic parks identify plant material through the use of name plates listing the botanical name, common name and place of origin. The new plan should incorporate this trend, using the Civic Center gardens to educate residents and visitors about water conservation, plant types and attractive species that grow well in their neighborhood.

6. Sustainability

Downey is in a region that is characterized by occasional drought, and water conservation is fundamental to a sustainable plan. The landscape palette should be founded on plant species that are low water use.

Landscaping or the “greening” of spaces is an important piece of the Downtown Specific Plan. The City envisions not only the creation of open



The Downey Christmas tree is a historic tree of cultural significance and will be preserved in place as a central feature.

spaces for its future, but also the landscaping of its streets in order to promote an enjoyable pedestrian experience for its residents and visitors. Chapter 3 of the Master Plan seeks to address the landscaping issues listed above both by making recommendations for the Civic Center District’s plant palette and also by outlining a physical plan of suggested tree types.

3.2 Goals and Opportunities

Given the challenges of the Civic Center District, this Master Plan envisions the following opportunities:

Goal 1

Include a variety of choices for the unique conditions that are found in the Master Plan area, including sun and shade exposure, streetscape and parking lot conditions, planter and planting strip sizes, background plantings, and screening.

Goal 2

Include drought-tolerant plants to meet the need to reduce water use.

Goal 3

Provide a selection of hardy, long-lived, “bullet-proof” materials for the backbone shrub plantings, including hedges and mass shrub plantings, in addition to shorter-lived natives and flowering perennials.

Goal 4

Develop a tree palette that provides tree selections for all of the conditions throughout the project area. The tree list also ensures that trees used in the project area are drought-tolerant, require low-moderate maintenance, provide longevity, and provide the desired shade and canopies for each individual use type.

Goal 5

Provide a variety of plants based on a greater range of flower colors.

Goal 6

Provide a variety of plant materials for shaded locations.

Goal 7

Provide a variety of flowering plants and foliage types.

Goal 8

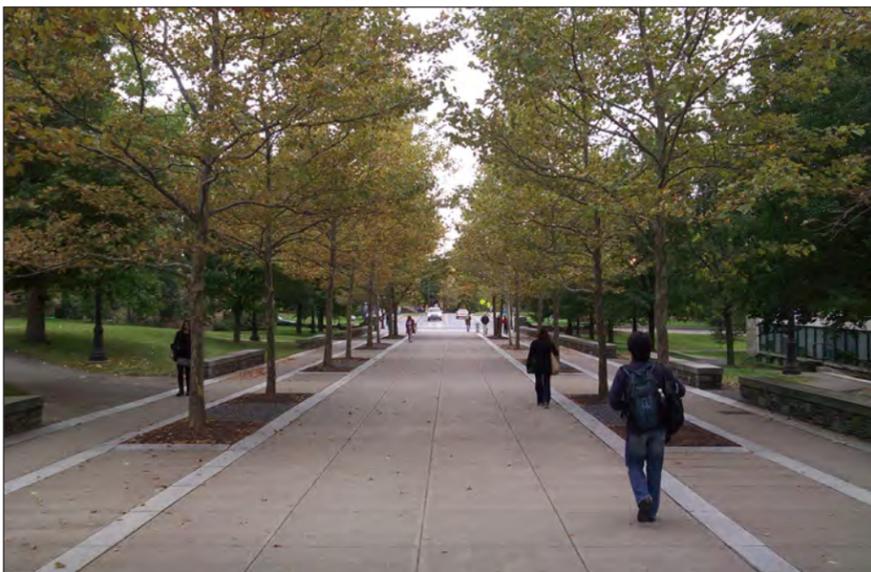
Provide plants that have minimal pest problems.

Goal 9

Protect existing valuable trees or relocate exceptional specimen trees.



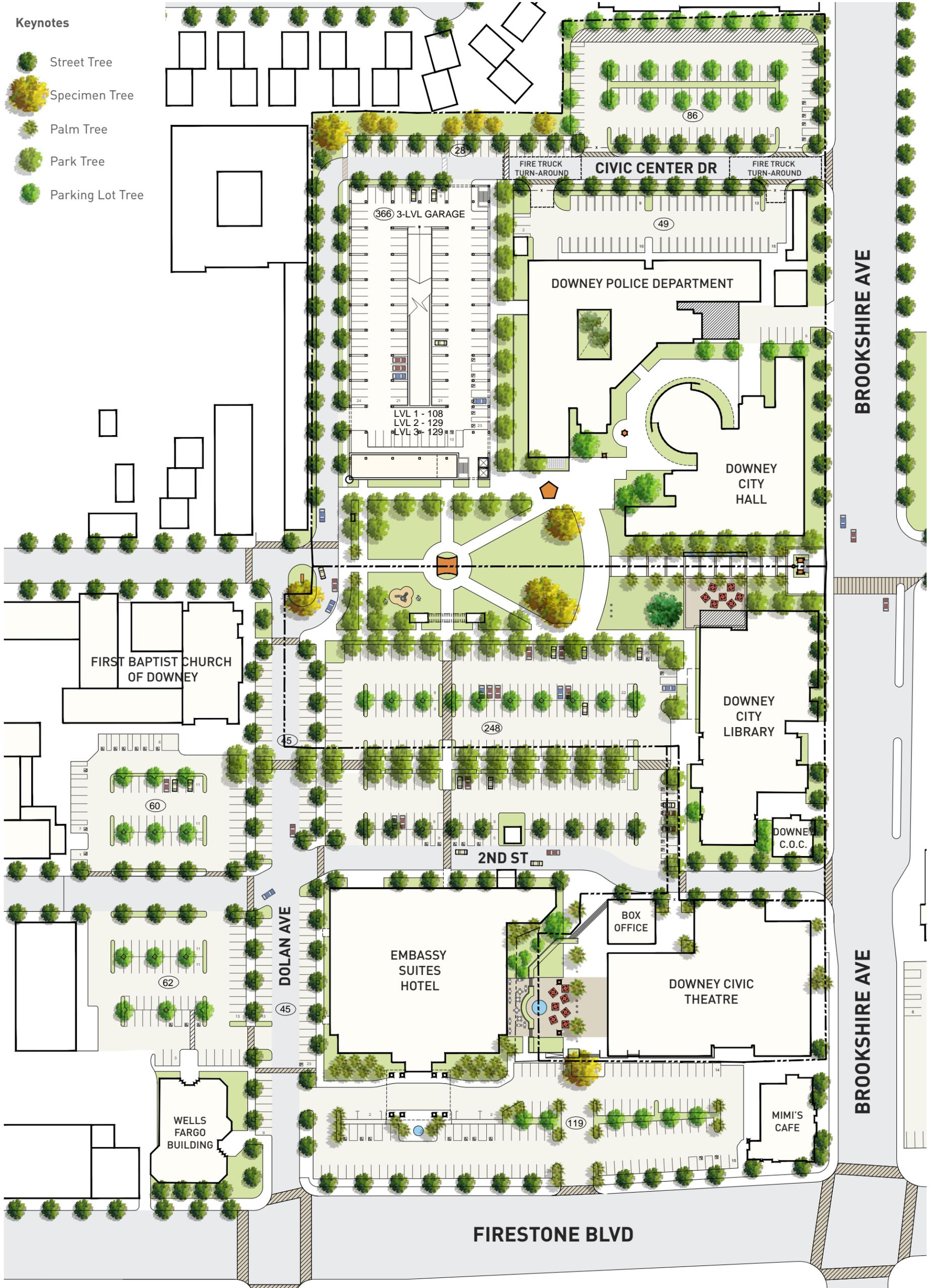
Large scale, bold plantings contribute to the creation of memorable spaces with a civic presence.



A clear streetscape plan enhances pedestrian and vehicular circulation.

Keynotes

-  Street Tree
-  Specimen Tree
-  Palm Tree
-  Park Tree
-  Parking Lot Tree



3.3 Plant Palette Recommendations

The Master Plant list for the Civic Center Master Plan was developed to achieve the nine goals listed in Section 3.2.

The list does not include “flower bed” or pot Annuals due to their short lifespan and the frequency of replacement. However, Annuals and Perennial flower species, most of which do well in Downey, are encouraged for showy flower accent beds, entry statements, and pot plantings.

The following images illustrate a sample of the trees and plants included in the Master Landscape Plant Palette.

Shrubs - Perennial / Ornamental



Indian Hawthorn



Kangaroo Paw



Dwarf Bottlebrush



Swan Neck Agave



New Zealand Flax



Mexican Feather Grass



Carpet Rose



Sea Lavender



Fortnight Lily

Shrubs - Hedge



Wax Leaf Privet



Boxwood



Red Leaf Photinia

Vines



Bougainvillea



Lavender Trumpet Vine



Blood Red Trumpet Vine

Groundcover



Blue Chalk Sticks



Dwarf Natal Plum



Bearberry Cotoneaster

Turfgrass



Marathon II Sod



Santa Ana Bermudagrass



UC Verde Buffalograss

Trees - Street



Pink Trumpet Tree



Ornamental Pear



Gold Medallion Tree

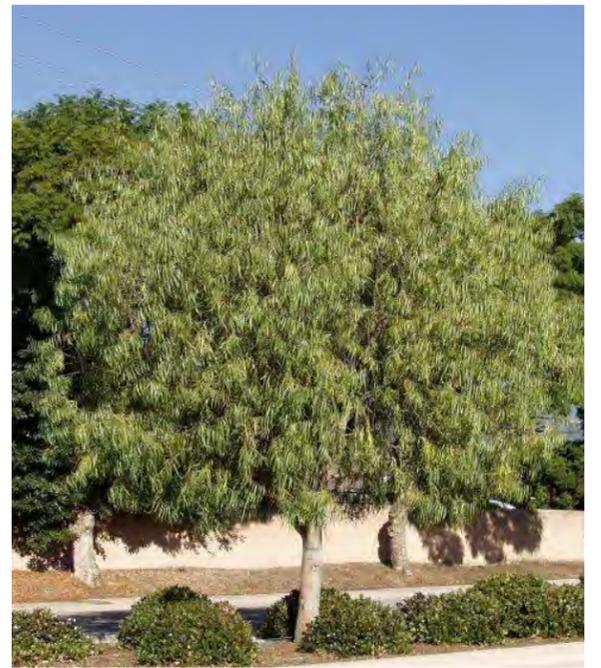
Trees - Parking Lot



African sumac



Brisbane Box



Australian willow

Trees - Park / Specimen



Camphor



Coast live oak

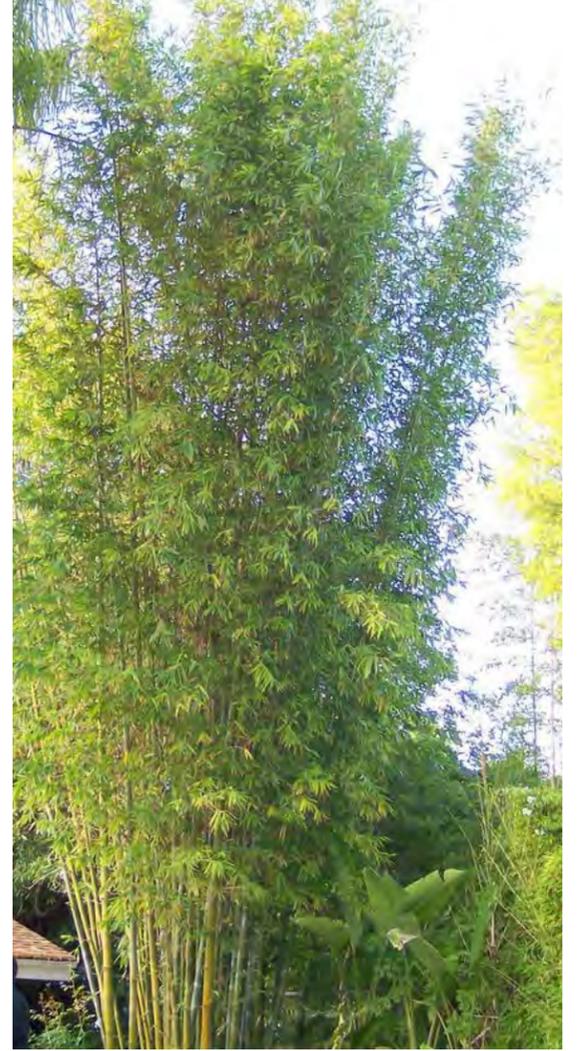
Trees - Vertical Screen at Park-Once Structure



Canary Island Pine



Bottle Tree



Timber Bamboo

Trees - Accent



Strawberry Tree



Crape Myrtle



Date Palm

Civic Center Master Plant Palette

Trees - Street

Botanic Name	Common Name	Exposure	Size (Ht x Spread)	Growth	Maintenance	Lifespan	Comments
Bauhinia blakeana	Hong Kong Orchid Tree	Sun	20-35' x 20-25'	Fast	Moderate	Moderate	Outstanding ornamental value
Cassia leptophylla	Gold Medallion Tree	Sun	20-25' x 20-25'	Fast	Moderate	Long	Flowering, nearly evergreen
Koelreuteria bipinnata	Chinese Flame Tree	Sun	25-35' x 25-35'	Slow/Mod	Moderate	Long	Prune for shape, deciduous
Platanus acerifolia 'Columbia'	Columbia Sycamore	Sun	30-50' x 20-30'	Moderate	Moderate	Long	Takes tough conditions, pyramidal shape
Pyrus calleryana 'Aristocrat'	Aristocrat Pear	Sun / Part Sun	35-45' x 25-30'	Moderate	Moderate	Long	Flowering, deciduous, upright habit
Quercus ilex	Holly Oak	Sun	35-50' x 25-45'	Moderate	Low	Long	Good evergreen street tree
Tabebuia impetiginosa	Pink Trumpet Tree	Sun / Part Sun	20-25' x 10-20'	Moderate	Low	Long	Flowering, briefly deciduous
Tipuana tipu	Tipu Tree	Sun	25-35' x 35-40'	Fast	Moderate	Long	Flowering, briefly deciduous

Trees - Parking Lot

Botanic Name	Common Name	Exposure	Size (Ht x Spread)	Growth	Maintenance	Lifespan	Comments
Geijera parviflora	Australian Willow	Sun	20-30' x 20-25'	Slow	Low	Moderate	Weeping habit
Magnolia grandiflora 'Samuel Sommer'	Samuel Sommer Southern Magnolia	Sun	35-40' x 20-30'	Moderate	Moderate	Mod- Long	Upright. Showy flowers spring-summer
Quercus virginiana	Southern Live Oak	Sun / Part Sun	30-40' x 25-30'	Moderate	Moderate	Long	Evergreen
Rhus lancea	African Sumac	Sun	15-25' x 10-20'	Slow	Low	Short	Flowers in winter, pollen
Tristania conferta	Brisbane Box	Sun / Part Sun	35-60' x 15'-30'	Fast	Moderate	Moderate	Good replacement for Eucalyptus
Ulmus parvifolia 'Drake'	Drake Chinese Elm	Sun / Part Sun	35-45' x 35-50'	Fast	Moderate	Moderate	Adaptable to urban conditions

Trees - Park Tree / Specimen

Botanic Name	Common Name	Exposure	Size (Ht x Spread)	Growth	Maintenance	Lifespan	Comments
Cinnamomum camphora	Camphor Tree	Sun / Part Sun	40-50' x 40-60'	Fast	Moderate	Long	Adaptable to urban soils. Strong branches
Ginkgo biloba 'Autumn Gold'	Ginkgo, Maidenhair Tree	Sun	40-50' x 20-30'	Moderate	Moderate	Moderate	Male is non-fruiting, deciduous, pest free
Platanus racemosa	California Sycamore	Sun	30-75' x 25-35'	Fast	Moderate	Very Long	Native. Informal specimen form
Pistacia chinensis	Chinese Pistache	Sun / Part Sun	25-35' x 25-35'	Moderate	Moderate	Long	Adaptable to urban soils. Red flower/fruit
Quercus agrifolia	Coast Live Oak	Sun	35-60' x 30-60'	Slow	Low	Very Long	Native. Specimen form + structure
Schinus molle	Pepper Tree	Sun	25-40' x 30-40'	Fast	Moderate	Very Long	Specimen form + structure/ Leaf + pod litter

Trees - Vertical Screen

Botanic Name	Common Name	Exposure	Size (Ht x Spread)	Growth	Maintenance	Lifespan	Comments
Bambusa oldhamii	Giant Timber Bamboo	Sun / Part Sun	20-50' x 5'	Fast	Moderate	Long	Fast vertical growth, evergreen, linear
Brachychiton poulneus	Bottle Tree	Sun / Part Sun	30-50' x 15'-20'	Fast	Moderate	Long	Erect growth, evergreen
Podocarpus macrophyllus	Yew Podocarpus	Sun / Part Sun	10-20' x 5'	Fast	Moderate	Long	Dense green, evergreen
Pinus canariensis	Canary Island Pine	Sun	20-35' x 10-15'	Fast	Low	Long	Use grouped

Trees - Accent

Botanic Name	Common Name	Exposure	Size (Ht x Spread)	Growth	Maintenance	Lifespan	Comments
Arbutus unedo	Strawberry Tree	Sun / Part Sun	15-30' x 15-25'	Moderate	Low	Moderate	Flowers, Edible Red Fruits
Cercis canadensis 'Forest Pansy'	Forest Pansy Redbud	Sun	15-20' x 15-20'	Moderate	Low	Moderate	Flowering, deciduous
Lagerstroemia indica spp.	Crape Myrtle	Sun / Part Sun	15-25' x 15-20'	Moderate	Low	Moderate	Flowering, deciduous
Phoenix dactylifera	Date Palm	Sun	30-40' x 20-30'	Moderate	Low	Long	Specimen/Accent or Architectural Framing

Shrubs - Hedge

Botanic Name	Common Name	Exposure	Size (Ht x Spread)	Growth	Maintenance	Lifespan	Comments
Buxus microphylla 'Green Beauty'	Green Beauty Japanese Boxwood	Sun/Part Shade	S/M	Moderate	Moderate	Long	Low Hedge, Border, strong green color
Ligustrum japonicum 'texanum'	Texas wax-leaf privet	Sun/Part Sun	M	Fast	Moderate	Moderate	Excellent dense screen
Myrtus communis	Common Myrtle	Sun	S	Slow	Moderate	Long	Needs good drainage
Photinia x. fraserii	Fraser's Red Leaf Photinia	Sun	M	Moderate	Moderate	Moderate	Colored foliage, flowering
Rhapiolepis spp.	Indian Hawthorn	Sun/Part Sun	Varies by Variety	Moderate	Moderate	Moderate	Many sizes and flower colors
Xylosma congestum	Shiny Xylosma	Sun/Part Sun	M	Fast	Low	Long	Can be hedged

Shrubs - Perennial / Ornamental

Botanic Name	Common Name	Exposure	Size (Ht x Spread)	Growth	Maintenance	Lifespan	Comments
Agave attenuata	Swan Neck Agave	Sun	Varies by Species	Fast	Low	Moderate	Sculptural, plant in mass
Aloe striata / vera	Coral Aloe / Medicinal Aloe	Sun/Part Sun	Varies by Species	Moderate	Low	Mod/Long	Flowering, range of sizes
Anigozanthos flavidus	Kangaroo Paw	Sun	Varies by Species	Fast	Moderate	Moderate	Flowering, Range of sizes/colors
Callistemon viminalis 'Little John'	Dwarf Callistemon	Sun	3' x 3'	Moderate	Low	Moderate	Flowering
Ceanothus spp.	California Lilac	Sun	Varies by Species	Moderate	Low	Moderate	Native. Sensitive to watering; flowering
Cistus purpureus	Orchid Rockrose	Sun	M	Fast	Moderate	Moderate	Flowering
Coleonema pulchrum 'Sunset Gold'	Sunset Gold Breath of Heaven	Sun, Part-Sun	M	Fast	Moderate	Moderate	Colored foliage
Dianella tasmanica 'variegata'	Variegated Flax Lily	Part Sun/Shade	S/M	Moderate	Low	Moderate	Shade tolerant
Dietes bicolor	Yellow Fortnight Lily	Sun/Part Shade	M	Fast	Moderate	Moderate	Flowering
Helictotrichon sempervirens	Blue Oat Grass	Sun	S	Fast	Low	Short	Blue-Grey Foliage
Hemerocallis hybrida	Evergreen Daylily	Sun	S/M	Moderate	Moderate	Moderate	Flowers/Fragrance
Limonium perzii	Sea Lavender	Sun/Part Sun	M	Moderate	Low	Moderate	Flowering
Phormium spp.	New Zealand Flax	Sun/Part Sun	Varies by Variety	Moderate	Low	Moderate	Many color variations, use dwarf sizes
Pittosporum tobira 'Wheeler's Dwarf'	Dwarf Mock Orange	Sun/Part Sun	S/M	Moderate	Moderate	Moderate	Dense. Low growing
Rhapiolepis spp.	Indian Hawthorn	Sun/Part Sun	Varies by Variety	Moderate	Moderate	Moderate	Many Sizes and Flower colors
Rosa x. 'Noare'	Groundcover carpet rose	Sun	S	Moderate	Moderate	Moderate	Evergreen, red flowering
Salvia leucantha 'Midnight'	Mexican bush sage	Sun	M	Fast	Low	Moderate	Flowers
Stipa tenuissima	Mexican feather grass						

Vines

Botanic Name	Common Name	Exposure	Size (Ht x Spread)	Growth	Maintenance	Lifespan	Comments
Bougainvillea spp.	Bougainvillea	Sun	M/L	Fast	Moderate	Moderate	Spines, showy flowers
Distictus buccinatoria	Blood Red Trumpet Vine	Sun	M/L	Fast	Moderate	Long	Rampant Vine, showy flowers
Clytostoma callistegioides	Lavender Trumpet Vine	Sun	M/L	Fast	Moderate	Long	Rampant Vine, showy flowers
Ficus pumila	Creeping Fig	Sun / Part Sun	M/L	Fast	Moderate	Long	Fast growing Vine; evergreen
Partenocissus tricuspidata	Boston Ivy	Sun / Part Sun	M/L	Fast	Low	Long	Fast growing Vine; deciduous

Groundcover

Botanic Name	Common Name	Exposure	Size (Ht x Spread)	Growth	Maintenance	Lifespan	Comments
Acacia redolens 'Desert Carpet'	Acacia (GC form)	Sun	M	Fast	Low	Moderate	Green-Grey Foliage
Carissa macrocarpa 'Green Carpet'	Dwarf Natal Plum	Sun	S	Fast	Low	Moderate	Dense form, dark green color
Cotoneaster dammeri 'lowfast'	Bearberry Cotoneaster	Sun/Part Sun	S	Fast	Low	Moderate	Spiny; Red Berries; other species
Dymondia margaretae	Silver Carpet	Sun	S	Moderate	Low	Moderate	Takes foot traffic
Festuca ovina glauca	Blue Fescue	Sun/Part Sun	S	Fast	Low	Moderate	Grass-like, Blue-Grey Foliage
Gazania hybrids	African Daisy	Sun/Part Sun	S	Moderate	Low	Moderate	Flowering, many colors
Myoporum parvifolium 'Putah Creek'	Creeping Myoporum	Sun	M/L	Fast	Low	Moderate	Low, spreading
Senecio mandraliscae	Blue Chalk Sticks	Sun	S	Fast	Low	Moderate	Blue-Grey Foliage
Trachelospermum jasminoides	Star Jasmine	Sun	S	Fast	Moderate	Moderate	Flowering, bright green foliage

Turf

Botanical	Common	Exposure	Size	Growth	Maintenance	Lifespan	Comments
Buchloe Dactyloides UC Verde	UC Verde [®] Buffalograss	Sun	S	Slow	Low	Short	winter dormant, planted via plugs, low water
Carex praeegracilis (C. pansa)	Sand Dune Sedge, Calif. Field Sedge	Sun/Part Shade	S	M	Low	Moderate	Takes Light traffic, drought resistant
Cynodon dactylon	Santa Ana Bermudagrass	Sun	S	Fast	Low	Short	drought tolerant, sun loving
Festuca Arundinacea	Marathon II	Sun/Part Shade	S	M	Moderate		compact growth, dark green, wear resistant
Monofilament, polyethylene fiber	Select Artificial Turf	Sun / Shade	S	-	Very Low	Moderate	takes traffic, no watering

4. TRANSPORTATION PLAN

Executive Summary



4.1 Transportation Plan Executive Summary

This Chapter summarizes the Downey Transportation Plan prepared by transportation planners at Stantec Consulting, which can be found under a separate cover. As part of their final report, Stantec identified the following parking and transit challenges:

1. Lack of Shared Parking

Many of the parking spaces in the Civic Center are restricted either by time limits or by signs indicating a reserved space and are not shared when the intended user is absent.

2. Perceived Parking Shortage at Peak Periods

Although the existing parking supply likely meets the existing demand, on special occasions, there is a perceived parking shortage due to higher desirability for more conveniently located facilities.

3. Inconsistent Bus Times

Two of the four DowneyLINK routes often run late due to factors such as congestion, manually operated wheelchair ramps, and longer routes.

4. DowneyLINK Ridership

The City's bus transit system is not self-sustaining, needing a large amount of economic subsidy from the City.

Consistent with the City's vision in the Downtown Specific Plan, the goals and recommendations outlined in the Downey Transportation Plan intend to increase the attractiveness and transit connectivity of the Civic Center District.

4.2 Goals and Opportunities

Given the parking and transit challenges of the Civic Center District, this Transportation Plan envisions the following opportunities:

Goal 1

Implement a shared parking strategy for users within the Civic Center District.

Goal 2

Increase the parking supply within the Civic Center District in order to alleviate perceived parking shortages.

Goal 3

Efficiently manage the parking supply in order to optimize its use.

Goal 4

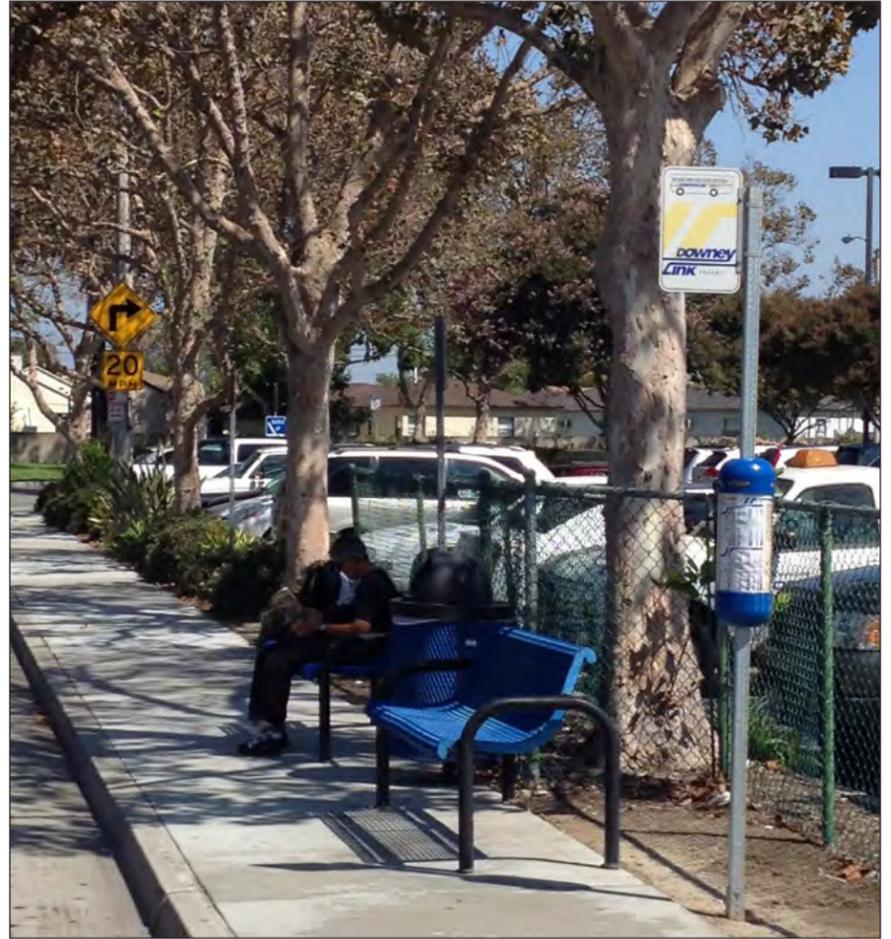
Study the viability of relocating the Downey Depot in order to shorten routes and activate the Civic Center District.

Goal 5

Extend the DowneyLINK directly to the Metro Green Line at Lakewood Boulevard Station.

Goal 6

Connect major employment centers across the City to the DowneyLINK.



The DowneyLINK stop at the Civic Center is popular with students, and could be expanded to have more presence in the district.



The recently built Downey Transit Depot is the administrative office and central hub for the DowneyLINK system.

4.3 Existing Conditions



Surface parking is located throughout the district, and while well-used, at most times does not reflect a shortage.



The DowneyLINK bus connects four quadrants throughout the city, and is centered in the downtown area.

In order to better understand the transportation needs of the Civic Center District, the design team observed and analyzed the existing site conditions as follows.

4.2.1 Parking

Many different parking spaces and lots currently serve the Civic Center District. In order to clearly identify each lot, the design team separated the existing parking supply into eight distinct lots, numbered starting in the north of the District. In total, the Civic Center District has 850 parking stalls. However, as noted in the Transportation Plan, only Lots 1-7 will be considered as part of the study area, since Lot 8 exclusively serves the Embassy Suites Hotel and Mimi's Café and cannot be shared. This brings the existing parking supply within the study area to 727 spaces.

4.2.1 Transit

The City of Downey operates its own public transit system, known as DowneyLINK, which operates Monday through Friday from 6:30 am to 6:30 pm and consists of four circuitous routes, each serving one of the City's four quadrants: the Northeast, Northwest, Southeast, and Southwest. Each of the routes is designed to take less than one hour, allowing for transfers between routes at the Downey Depot Transportation Center, located at 8150 Nance Street, one block south of Firestone Boulevard and one block west of the Civic Center Area.

4.4 Transportation Recommendations

Upon analysis of the parking and transit demands, Stantec Consulting recommends the following:

Share Parking

840 parking stalls (5% more than the Partially Shared demand of 799) should be provided in the Civic Center District, which should allow for an excess of stalls at most times and meet the needs of existing users.

Keep the Existing Downey Depot

The cost and logistics of moving the existing transit center would not likely be justified by the minimal route time savings of relocating it. In addition, the amount of area needed for a relocated Depot impacts other district priorities. However, urban design improvements, such as upgraded sidewalks, landscaping and wayfinding signage at La Reina Avenue and Firestone Boulevard should be improved to enhance linkages to downtown and to signify a transit center character.

Convert Loops to Two-Way Service

Two-way transit service is more direct and convenient for riders.

Implement System-Wide Improvements

Provide for transit signal priority and faster wheelchair access to improve route times.

Implement Route-Specific Improvements

The Northeast and Southeast routes are good candidates for specific improvements since they suffer from more delays.

4.4.1 Parking

Stantec reported two shared parking analyses: "Fully Shared Parking Needs" and "Partially Shared Parking Needs."

Fully Shared

The design team studied the parking demands of these entities: the City departments, Chamber of Commerce, First Baptist Church, Wells Fargo Bank, and Embassy Suites Hotel. In calculating the parking needs of these users, the design team found that at peak parking demand, 720 stalls are required for the Civic Center District.

Partially Shared

Because the First Baptist Church and the Wells Fargo Bank buildings indicated that they may not be amenable to shared parking, the design team studied a partially shared scenario with only the City departments, Chamber of Commerce, and Embassy Suites Hotel. Without the parking supply of the Church and the Bank, yet including their parking needs, at peak parking demand, 799 stalls are required for the Civic Center District.

In both scenarios, while the existing parking supply likely meets the existing demand excepting special occasions, a typical 5% surplus is recommended to allow for vehicle turnover and to eliminate delays in the parking area. This brings the Fully Shared total to 756 stalls and the Partially Shared total to 840 stalls. To ensure adequate parking throughout the Civic Center, the Master Plan is designed for the more conservative Partially Shared scenario.

4.4.2 Transit

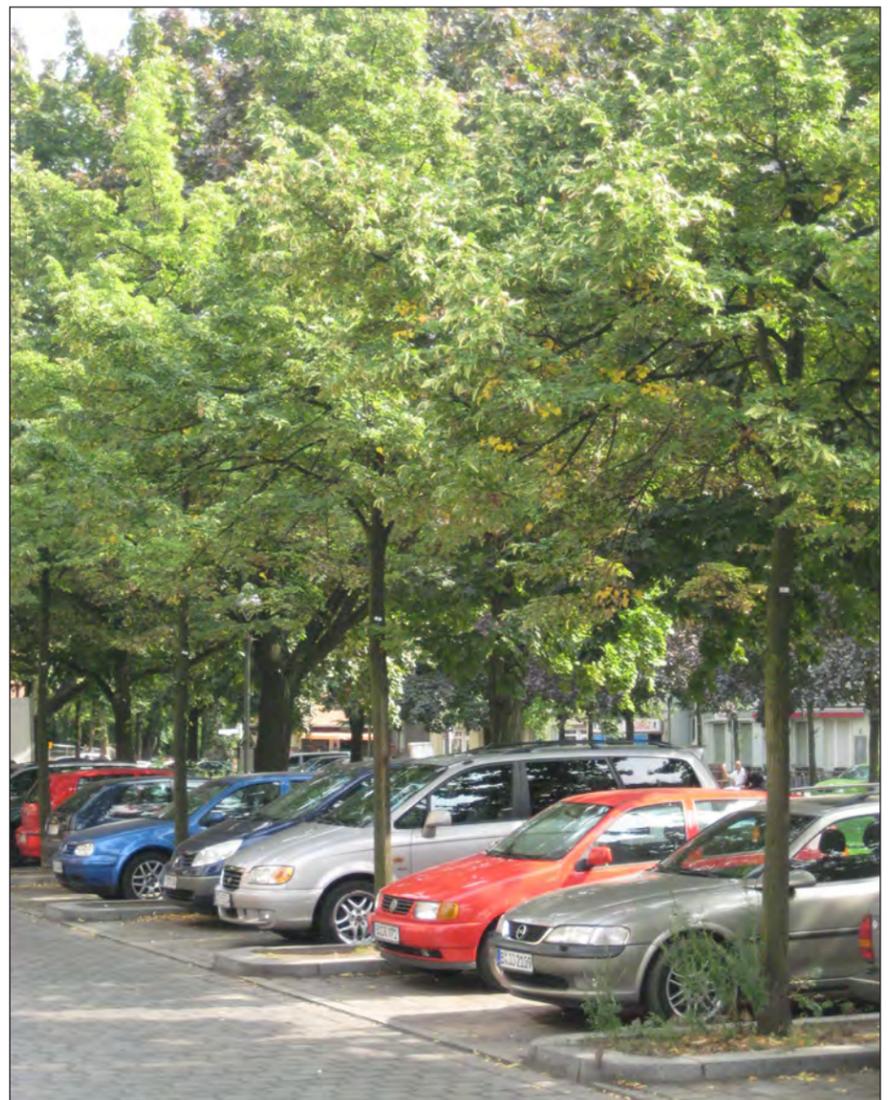
For the transit study, on and off surveys were taken for each route. Recommended improvements are divided into two categories – those that should be implemented throughout the whole DowneyLINK system and those that affect only one route.

System-Wide Improvements

- **Transit Center Location:** Although relocating the Downey Depot to the Civic Center District would eliminate a bus stop and save each route a few minutes per loop, the design team reviewed the possibility of relocation and found it to be infeasible. With a location of equivalent space unavailable within the District and the cost magnitude of more than one million dollars, the design team concluded that minimal route time savings could not justify relocation of the Depot. As noted in the Civic Center Master Plan, the design team recommends highlighting the existing Downey Depot through landscaping and signage, particularly at the entrance at La Reina and Firestone Boulevard, with some improvements at Nance and Downey Avenue as well.
- **Signal Prioritization:** The surveys revealed that the buses experience significant delays at red traffic signals especially on routes crossing freeway interchanges. Since the traffic signals along the routes appear to already have emergency vehicle preempt capabilities, one approach



Active town square with parallel parking (Albuquerque, NM).



Parking court next to a public park.



Transit center adjacent to retail (Los Angeles, CA).



Connecting the Metro Green Line with the DowneyLINK is critical to creating a regional transit link to Downey.

to minimize the delay is to equip buses with special transmitters that trigger traffic signal priority, allowing the bus to extend the green signal or advance to the bus-serving phase more quickly.

- **ADA Compliance:** The buses on the DowneyLINK system currently do not provide easily accessible wheelchair ramps. In order for a wheelchair rider to get on or off the bus, the driver manually removes the ramps from under the bus where they are stored, places the ramps on the steps, and then replaces the ramps securely under the bus after the rider has been safely moved. The manual use of ramps causes unnecessary significant delays. Therefore, it is recommended that the buses be upgraded or that replacement buses be equipped with built-in wheelchair facilities.
- **Real Time Bus Arrival Display:** Real-time bus arrival and travel information can help to inform riders of both where they'll be going and when they'll be going, which makes for a better travel experience. The most common devices are passenger information displays installed at popular bus stops which show when the next bus will be arriving at the station in real time. It is also possible to provide online data, or even text messages to registered users of a certain route. This type of display might be appropriate for the Downey Depot or busier stop locations.
- **Loop Route Configuration:** While loop routes appear to provide additional coverage on maps, they do a poor job of providing direct, two-way service. This can limit their attractiveness to potential users who will find other means of travel that are more direct, especially for travel against the flow direction of the loop.

Route-Specific Improvements

- **Northeast Route:** One of the congestion points and delays for this route was turning from Cecilia Street onto Dollison Drive, where the bus waits at a stop sign for a break in traffic before turning. One option is to signalize the intersection of Cecilia Street and Dollison Drive allowing the bus to turn onto Dollison Drive without significant delays. Another option is to provide a third lane on Dollison Drive north of the intersection with Cecilia Street, allowing for one southbound and two northbound lanes. The third lane allows for a smoother merge with the northbound traffic, without waiting for a break in both north and southbound traffic before turning.
- **Southeast Route:** The Southeast route currently provides a stop near the existing Metro Green Line Station on Lakewood Boulevard but no direct connection to it. The LA MTA has indicated that it will allow the DowneyLINK a stop location within the station, but only for the loading and unloading of passengers. The design team recommends that the Southeast route make this direct connection.

5. CONCLUSION



(Downey Daily Photos, 2011)

5.1 Implementation

In addition to the phasing plan outlined in Section 2.3 of this document, strategies for implementation of the Master Plan include the following:

Brick Sales

Particularly in the proposed plaza areas near the Library and the Theatre, special paving may incorporate bricks engraved with donor names or special dedications.

Adopt-a-Park

The City is finalizing an Adopt-a-Park program which may include park bench sales and dedications. Similar to bricks, placards can be engraved with the names of donors and displayed on public benches throughout the Civic Center District.

Tree Donations

In addition to re-using mature trees within the District, the City can also ask for tree donations from service clubs, non-profits, businesses, and other organizations to fill the proposed park and plazas. A “Plant Palette Menu” can be provided, ensuring that the donated plants will comply with the Master Plan.

5.2 Future Development

Northern Parcel 1

Currently serving as secured Police Department parking and public parking, the northernmost parcel in the Civic Center District has the potential to be developed or to be sold off for additional funding. The design team studied an option for roughly 30 townhouse-type residential units on the parcel. A zoning variance to the Downtown Specific Plan would be required.

Police Expansion 2

The design team identified two areas for potential expansion and improvements to the Police Department. Should the need arise, the council parking lot could be moved eastward to allow for a 1,800 square foot increase to the building. On the southwest corner of the Police Department, a patio space is proposed for use by the Chief and staff.

Lining the Park 3

In future years if the need arises, the design team sees the potential for new civic-related buildings along the southern edge of the proposed Central Green. By providing additional positive building edges, the City could further activate the park and the Civic Center District. Careful consideration to address parking demand would be required.

Downey Depot 4

With future improvements to the DowneyLINK and the City’s overall transit network, the design team suggests enhancing the existing Depot with upgraded sidewalks, lighting, landscape, and wayfinding signage at La Reina Avenue and Firestone Boulevard and at Downey and Nance Avenues. Other potential improvements could be a “bike kitchen”—a bike facility that not only repairs bicycles, but also offers amenities for bicycle commuters such as bike racks, showers, and lockers. An ideal location for the bike kitchen would be near the Downey Depot.

5.3 Compliance

The Downey Civic Center and Transportation Plan complies with the following documents:

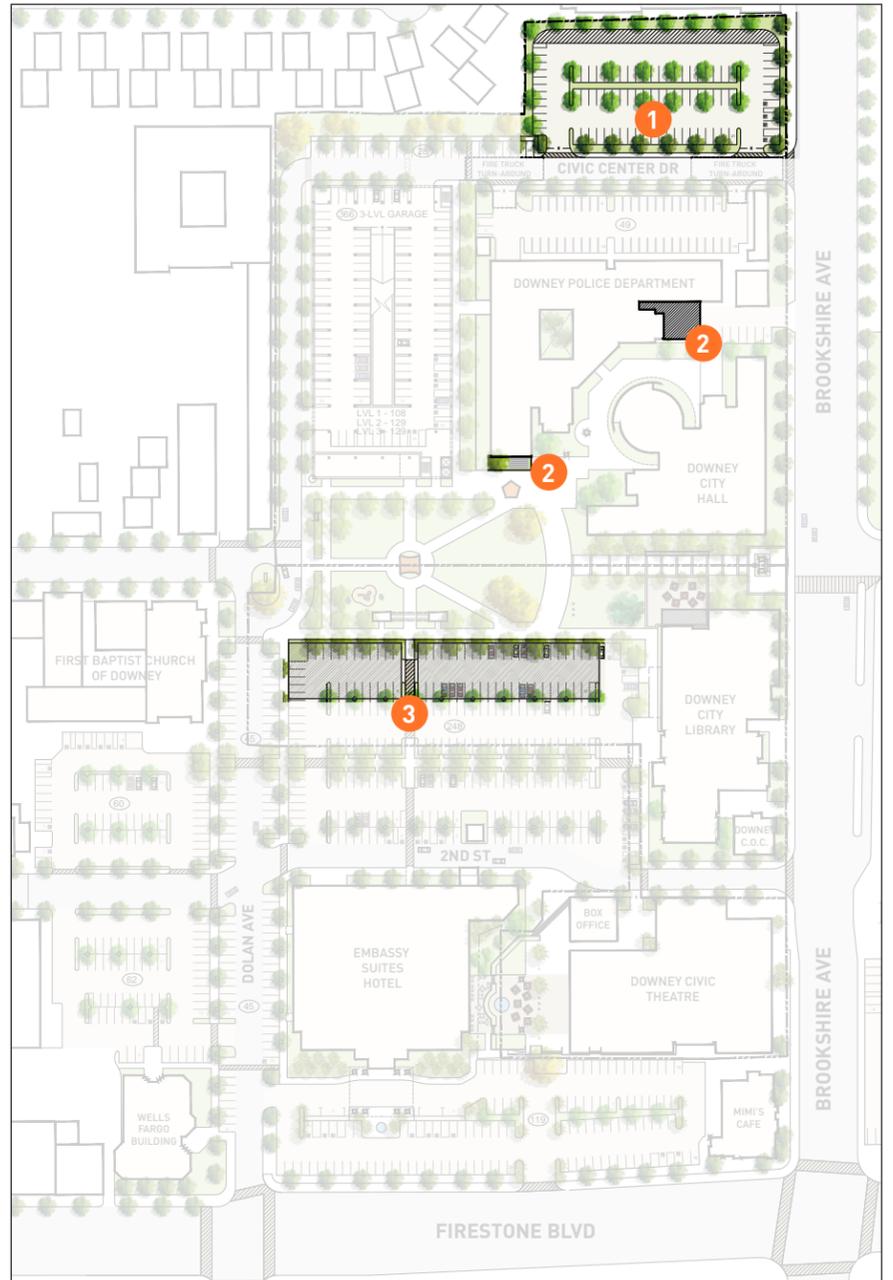
- City of Downey General Plan
- City of Downey General Plan Environmental Impact Report
- City of Downey Downtown Specific Plan
- City of Downey Downtown Specific Plan Environmental Impact Report

However, after several studies to relocate the Downey Depot to the Civic Center District as outlined in the Downtown Specific Plan, the design team found that its relocation would be financially and economically unviable. The relocation of the Downey Depot is the only departure from the above documents.

The Downey Civic Center and Transportation Plan also received a Negative Declaration in its Initial Study Checklist for the California Environmental Quality Act. The 18 checklist categories were found to have either Less Than Significant Impact or No Impact on the environment.

5.4 Conclusion

The proposed Vision, presented in this Master Plan and the Transportation Plan, represents the collective thought and desire of the community for its City. With the discussed improvements—from reconnecting roadways to re-routing transit lines to creating a Central Green—the Downey Civic Center and Transportation Plan will revitalize and enhance the City of Downey, creating more “outdoor rooms” and spaces to be shared by its people. Thus, the overarching goal of this Master Plan is met as it serves as a catalyst for community discussion and as evidence of the City of Downey’s steps toward a Future Unlimited.



Potential Civic Center developments.



Potential Downey Depot developments.

APPENDIX

Source Documents
Historic Images
Precedent Images
Key Stakeholder Interview Questionnaires



Source Documents

The following is a list of source documents from the City of Downey that were reviewed in the process of preparation of the Master Plan.

Land Use and Planning

City of Downey General Plan
 City of Downey General Plan EIR (The Planning Center, 2004)
 City of Downey Municipal Code
 City of Downey GIS Survey
 City of Downey Downtown Specific Plan (Hogle-Ireland & Urban Studio, 2010)
 Downtown Downey Specific Plan EIR (ESA, 2010)
 Downey Civic Center and Transportation Plan Project Description
 Downey Civic Center Transportation Plan (Stantec Consulting, 2013)

Architecture/ Design

City of Downey General Plan
 City of Downey Municipal Code
 City of Downey Downtown Specific Plan (Hogle-Ireland & Urban Studio, 2010)

Historic

Downey Historical Society (John Vincent, Bob Thompson, & Bobbie Bruce)
Downey: Images of America (Larry Latimer & Downey Historical Society, 2010)
The History of Downey, California (Charles Quinn, 1973)
 City of Downey - Civic Center Construction Photographs
 Downey Historical Conservancy - Webshots
 Downey Daily Photos - Webshots
 Congresswoman Lucille Roybal-Allard - Webshots

Landscape

Western Garden Book (Sunset Books)
 CalPoly Urban Forest Ecosystems Institute, SelecTree

Transportation

City of Downey Downtown Specific Plan (Hogle-Ireland & Urban Studio, 2010)
 City of Downey Downtown Parking Study (May 2011)
 City of Downey Municipal Code - Section 9712, Parking Requirements
Shared Parking (Mary S. Smith & Urban Land Institute, 2006)
 DowneyLINK Route Map and Schedule
 DowneyLINK Ridership Numbers
 DowneyLINK Station Information

Historic Images

City Hall



Entrance to Downey Grammar School (Downey Historical Society, 1952)



George Fairhurst and Joyce Lawrence with City Hall Arch (R. Corrales, L.A. Times, 1984)



Downey City Hall, formerly Downey Grammar School, before demolition (City of Downey, 1984)



Demolition of Downey Elementary School--separate from Downey Grammar School--for the construction of the Civic Center complex (City of Downey, c. 1981)



City Hall under construction (City of Downey, c. 1983)

Downey High School

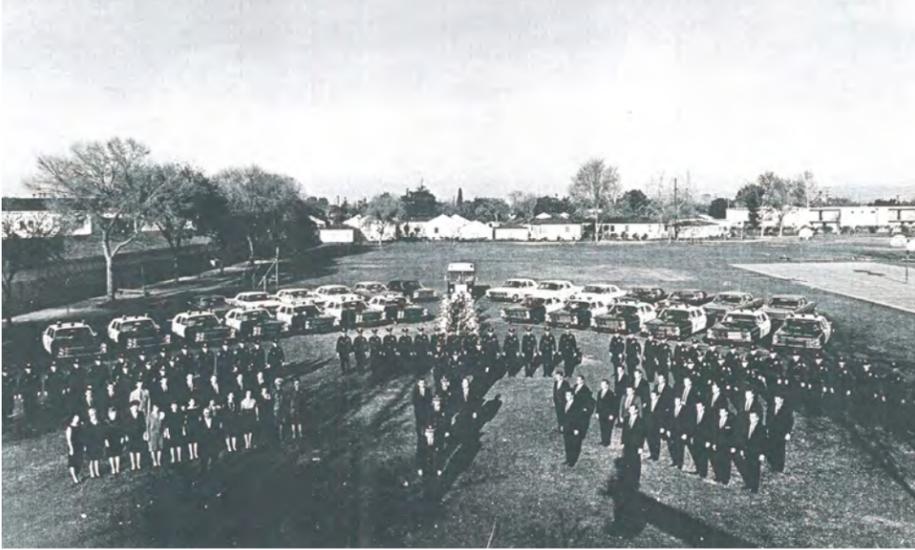


Aerial photograph looking west over Ball Ranch at Downey High School (Downey Historical Conservancy, c. 1950s)



Aerial photograph looking west over Downey High School after the construction of Downey Elementary School on the right (Downey Historical Conservancy, c. 1960s)

Downey Police Department

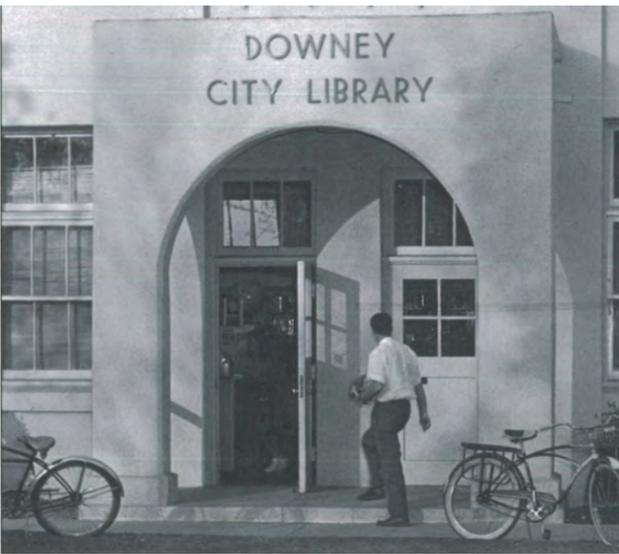


Downey Police Department Tenth Anniversary photograph on the field where Civic Center Drive would be paved (Downey Historical Society, 1966)



A photograph of the same field, now paved for Civic Center Drive and the parking lot west of the Police Department (City of Downey, c. 1982)

Downey City Library



The old cafeteria of Downey Grammar School became the Downey City Library (Downey Historical Society, 1959)



Addition to the library under construction (City of Downey, c. 1983)

Embassy Suites Downey



Closing of Dolan Avenue and construction of the existing Embassy Suites Hotel (City of Downey, 1984).



Construction of the Embassy Suites Hotel with the Downey Civic Theatre in the background (City of Downey, 1984).

First Baptist Church of Downey



The first First Baptist Church of Downey which today has been removed to Knott's Berry Farm and renamed the Church of Reflections (Downey Historical Society, n.d.)

Downey Chamber of Commerce



An early Chamber of Commerce building (Downey Historical Society, n.d.)

Precedent Images

Open Space



Paved area with water feature attracts pedestrians (Town Square, Healdsburg, CA).



Hardscape integrated with landscape (Playa Vista Concert Park, Los Angeles, CA).



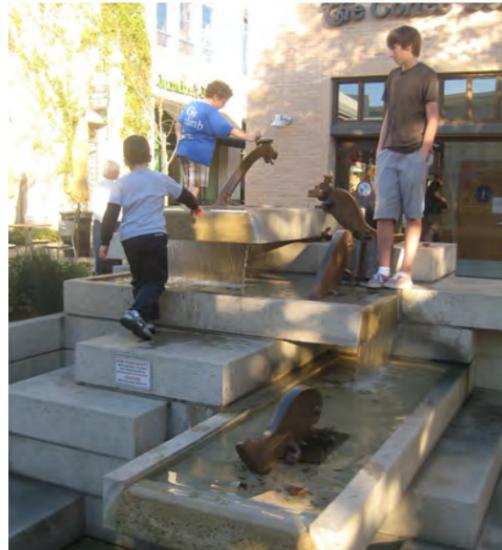
Green space with moveable furniture (Grand Park, Los Angeles, CA).



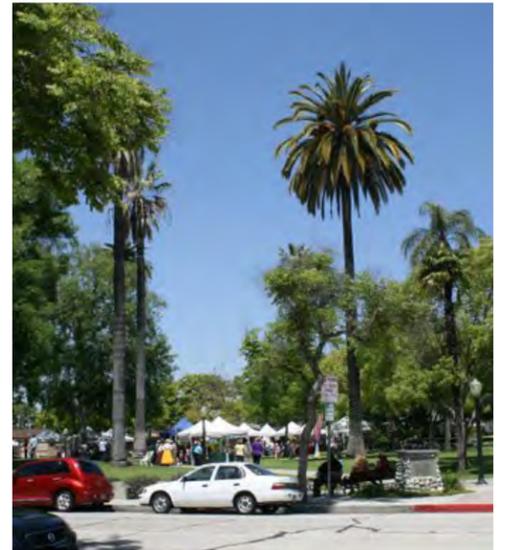
Stage area for Shakespeare in the Park or outdoor concerts (Pasadena, CA).



Movies in the park (Bryant Park, New York City, NY).



Water features encourage play.



Outdoor festivals bring community members together (Central Park, Whittier, CA).



Open space becomes a place to gather and play.



Shallow fountains to cool off on a hot day (Jamison Park, Portland, OR).

Mobility



Bike boulevard with roundabouts (Long Beach, CA).



Bike corrals increase customer parking (Long Beach, CA).



Bike station located next to Transit Mall (Long Beach, CA).



Sharrows on Second Street (Long Beach, CA).



Transit center adjacent to retail (Los Angeles, CA).



Transit district complete with retail, office, and dining that can be accessed from the back of buildings (Fullerton, CA).



Transit Mall with bus-only access (Long Beach, CA).

Streets



Landscaped medians can slow traffic and provide visual appeal.



Pedestrian bulb-outs add landscape and outdoor dining opportunities and act as a buffer to car traffic (Long Beach, CA).



Roundabouts can be turned into vibrant public space (Orange, CA).



Sidewalk bulb-outs create usable space for pedestrians and businesses and increase traffic flow by reducing crossing times (Long Beach, CA).



Head-in parking near Civic Center with benches and large sidewalks for pedestrians.



Curbside parking calms traffic, reduces demand on parking lots and structures, and provides a buffer for pedestrians.



Parklets activate the sidewalk, calm traffic speeds, and boost business (Long Beach, CA).

Parking



Public parking garage lined with ground floor retail and live-work units above (South Pasadena, CA).



Public parking with exposed garage above and retail on the ground floor (Claremont, CA).



Parking structure with an articulated facade (Fullerton, CA).



Parking liner with a contemporary look.



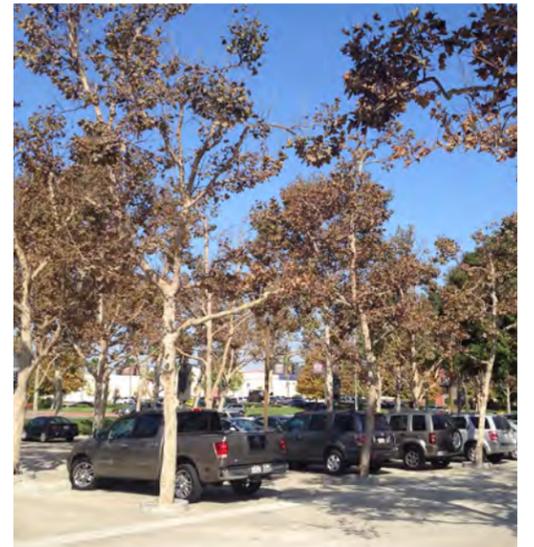
Retail, office, and concealed parking structure (Boulder, CO).



Parking court next to a public park.



Active town square with parallel parking (Albuquerque, NM).



Trees give shade to parking court (Lakewood, CA).

Key Stakeholder Interview Questionnaires

The following questionnaires were given to key project stakeholders at two group interviews held on 11/07/12 at Downey City Hall. In alphabetical order:

Downey Chamber of Commerce

studiOnEleven
at Perkowitz+Ruth Architects

DOWNEY CIVIC CENTER MASTER PLAN
Key Stakeholder Questionnaire

A. Briefly comment on the following items as they pertain to you:

- Where did your trip to the Civic Center originate from? Chamber of Commerce
- Where did you park? (See map) Behind Library
- Where else did you stop before coming here? N/A
- Where else will you stop after coming here? N/A

B. Briefly comment on the following items as they pertain to your employees and patrons (e.g., customers, members, students):

General	Employees	Patrons
1. What are your regular business hours?	<u>8:30-5</u>	
2. Any special events/activities? (Days, Times)	<u>mostly noon mtgs.</u>	
3. Where else do people go when visiting your establishment?		
Vehicular Access and Parking		
4. Do employees drive to your establishment? Patrons?	YES/NO	YES/NO
5. If YES, where do they park? (See map)	<u>Behind Library</u>	<u>Behind Library</u>
6. If NO, what would prevent them from driving?	<u>Live too far</u>	
7. When is peak demand for parking? (Days, Times)		
Bicycle Access and Parking		
8. Do employees bike to your establishment? Patrons?	YES/NO	YES/NO
9. If YES, where do they bike from? Where do they park their bikes? (Label on map)		<u>few</u>
10. If NO, what would prevent them from biking?		
Pedestrian Access		
11. Do employees walk to your establishment? Patrons?	YES/NO	<u>Some</u> YES/NO
12. If YES, where do they walk from? (Label on map)		<u>Don't know</u>
13. If NO, what would prevent them from walking?	<u>too far</u>	

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Public Transportation	Employees	Patrons
14. Do employees take public transportation to your establishment? Patrons?	YES/NO	YES/NO
15. If YES, which bus and/or route do they take?		
16. If NO, what would prevent them from taking transit?	<u>convenience of running errands</u>	

C. Briefly comment on the following items as they pertain to your employees and patrons (e.g., customers, members, students):

- What do you like about the Civic Center? Downtown Downey? More restaurants coming
convenience
- How would you change the Civic Center if you could?
- What are some of your favorite public spaces and why? (Parks, plazas, etc.) Forum PK - Trees
- What are your expectations for public spaces? (Kinds of uses, amenities, etc.)
- Would valet parking, free or paid, be an option for your patrons? not usually
- How would you feel about the Transit Center being relocated to the Civic Center? questionable
- How would you see the Downtown improvements financially maintained? Gov. Fund
- Please share any other concerns or desires you have.

STAKEHOLDER INFORMATION
Business/Org. Name: _____
Business Address: 1131 Brookshire Ave. Downey 90241
Phone #: 562/903-2191
Contact Person: STME

studiOnEleven

Downey High School

studiOnEleven
at Perkowitz+Ruth Architects

DOWNEY CIVIC CENTER MASTER PLAN
Key Stakeholder Questionnaire

A. Briefly comment on the following items as they pertain to you:

- Where did your trip to the Civic Center originate from? Downey High School
- Where did you park? (See map) DHS
- Where else did you stop before coming here? - no where
- Where else will you stop after coming here? - "

B. Briefly comment on the following items as they pertain to your employees and patrons (e.g., customers, members, students):

General	Employees	Patrons
1. What are your regular business hours?	<u>7:30-3:00pm</u>	
2. Any special events/activities? (Days, Times)	<u>too numerous to put</u>	
3. Where else do people go when visiting your establishment?	<u>surrounding restaurants</u>	
Vehicular Access and Parking		
4. Do employees drive to your establishment? Patrons?	YES/NO	YES/NO
5. If YES, where do they park? (See map)	<u>Downey H.S. Parking Lots (North/South)</u>	
6. If NO, what would prevent them from driving?		
7. When is peak demand for parking? (Days, Times)	<u>7:30-3:00 pm and weekends</u>	
Bicycle Access and Parking		
8. Do employees bike to your establishment? Patrons?	YES/NO	YES/NO
9. If YES, where do they bike from? Where do they park their bikes? (Label on map)	<u>some</u>	<u>DHS</u>
10. If NO, what would prevent them from biking?		
Pedestrian Access		
11. Do employees walk to your establishment? Patrons?	YES/NO	YES/NO
12. If YES, where do they walk from? (Label on map)	<u>surrounding</u>	<u>residences</u>
13. If NO, what would prevent them from walking?		

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Public Transportation	Employees	Patrons
14. Do employees take public transportation to your establishment? Patrons?	YES/NO	YES/NO
15. If YES, which bus and/or route do they take?		<u>Downey Link/Metro</u>
16. If NO, what would prevent them from taking transit?		

C. Briefly comment on the following items as they pertain to your employees and patrons (e.g., customers, members, students):

- What do you like about the Civic Center? Downtown Downey? Easy access to DHS - Parking at City Hall is a problem
- How would you change the Civic Center if you could? More parking and more organized parking - more green space
- What are some of your favorite public spaces and why? (Parks, plazas, etc.) - more than just grass - may be fountain, pond outdoor art
- What are your expectations for public spaces? (Kinds of uses, amenities, etc.)
- Would valet parking, free or paid, be an option for your patrons? no
- How would you feel about the Transit Center being relocated to the Civic Center? It would be ideal for students at DHS
- How would you see the Downtown improvements financially maintained? - Don't know
- Please share any other concerns or desires you have. Issue would be 3rd street connecting to Brookshire (Neither pro or con)

STAKEHOLDER INFORMATION
Business/Org. Name: Downey High School
Business Address: 11040 Brookshire Ave, Downey, CA 90241
Phone #: 562- 569-7301 x 5502
Contact Person: _____

studiOnEleven

Embassy Suites Hotel

studi@neleven
at Perkowitz+Ruth Architects

DOWNEY CIVIC CENTER MASTER PLAN
Key Stakeholder Questionnaire

A. Briefly comment on the following items as they pertain to you:

- Where did your trip to the Civic Center originate from? Hotel
- Where did you park? (See map) Behind Hotel
- Where else did you stop before coming here? NA
- Where else will you stop after coming here? NA

B. Briefly comment on the following items as they pertain to your employees and patrons (e.g., customers, members, students):

General		
1. What are your regular business hours?	<u>24/7</u>	
2. Any special events/activities? (Days, Times)	<u>Varies</u>	
3. Where else do people go when visiting your establishment?	<u>Varies</u>	
Vehicular Access and Parking		
4. Do employees drive to your establishment? Patrons?	YES/NO	YES/NO
5. If YES, where do they park? (See map)	<u>Hotel Lot</u>	<u>Hotel Lot</u>
6. If NO, what would prevent them from driving?	<u>7AM to 3PM</u>	
7. When is peak demand for parking? (Days, Times)	<u>Son 9 to 7AM</u>	
Bicycle Access and Parking		
8. Do employees bike to your establishment? Patrons?	YES/NO	YES/NO
9. If YES, where do they bike from? Where do they park their bikes? (Label on map)	<u>In Hotel</u>	
10. If NO, what would prevent them from biking?	<u>distance</u>	
Pedestrian Access		
11. Do employees walk to your establishment? Patrons?	YES/NO	YES/NO
12. If YES, where do they walk from? (Label on map)	<u>Local Business</u>	
13. If NO, what would prevent them from walking?		

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Public Transportation	Employees	Patrons
14. Do employees take public transportation to your establishment? Patrons?	YES/NO	YES/NO
15. If YES, which bus and/or route do they take?		
16. If NO, what would prevent them from taking transit?		

C. Briefly comment on the following items as they pertain to your employees and patrons (e.g., customers, members, students):

- What do you like about the Civic Center? Downtown Downey?
- How would you change the Civic Center if you could?
- What are some of your favorite public spaces and why? (Parks, plazas, etc.)
- What are your expectations for public spaces? (Kinds of uses, amenities, etc.)
Would like to have more
- Would valet parking, free or paid, be an option for your patrons?
Maybe
- How would you feel about the Transit Center being relocated to the Civic Center?
I would have some concern about homeless & crime
- How would you see the Downtown improvements financially maintained?
- Please share any other concerns or desires you have.

STAKEHOLDER INFORMATION
Business/Org. Name: _____
Business Address: 8425 Firestone Blvd
Phone #: 562-861-1900
Contact Person: _____

studi@neleven

First Baptist Church of Downey

studi@neleven
at Perkowitz+Ruth Architects

DOWNEY CIVIC CENTER MASTER PLAN
Key Stakeholder Questionnaire

A. Briefly comment on the following items as they pertain to you:

- Where did your trip to the Civic Center originate from? Santa Ana
- Where did you park? (See map) Library Parking lot
- Where else did you stop before coming here? None
- Where else will you stop after coming here? First Baptist Church

B. Briefly comment on the following items as they pertain to your employees and patrons (e.g., customers, members, students):

General		
1. What are your regular business hours?	<u>M & F 8:30 - 4:00</u>	
2. Any special events/activities? (Days, Times)	<u>NO</u>	
3. Where else do people go when visiting your establishment?	<u>No idea</u>	
Vehicular Access and Parking		
4. Do employees drive to your establishment? Patrons?	YES/NO	YES/NO
5. If YES, where do they park? (See map)	<u>Parking between Bank</u>	
6. If NO, what would prevent them from driving?	<u>PEOD & Wells Fargo</u>	
7. When is peak demand for parking? (Days, Times)	<u>M-F 8-7</u>	
Bicycle Access and Parking		
8. Do employees bike to your establishment? Patrons?	YES/NO	YES/NO
9. If YES, where do they bike from? Where do they park their bikes? (Label on map)	<u>N/A</u>	
10. If NO, what would prevent them from biking?	<u>Nothing</u>	
Pedestrian Access		
11. Do employees walk to your establishment? Patrons?	YES/NO	YES/NO
12. If YES, where do they walk from? (Label on map)	<u>N/A</u>	
13. If NO, what would prevent them from walking?	<u>Nothing</u>	

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Public Transportation	Employees	Patrons
14. Do employees take public transportation to your establishment? Patrons?	YES/NO	YES/NO
15. If YES, which bus and/or route do they take?	<u>- I have no idea -</u>	
16. If NO, what would prevent them from taking transit?	<u>Nothing</u>	

C. Briefly comment on the following items as they pertain to your employees and patrons (e.g., customers, members, students):

- What do you like about the Civic Center? Downtown Downey?
Indifferent
- How would you change the Civic Center if you could?
Eliminate Civic Center Drive & use space for parking structure
- What are some of your favorite public spaces and why? (Parks, plazas, etc.)
None
- What are your expectations for public spaces? (Kinds of uses, amenities, etc.)
None
- Would valet parking, free or paid, be an option for your patrons?
No
- How would you feel about the Transit Center being relocated to the Civic Center?
Indifferent
- How would you see the Downtown improvements financially maintained?
By whomever owns them
- Please share any other concerns or desires you have.

STAKEHOLDER INFORMATION
Business/Org. Name: Shepherd Development
Business Address: 8345 Firestone Blvd. P.O. Box 5029
Phone #: 562-879-3810
Contact Person: _____

studi@neleven