

DECEMBER 2011

DOWNEY LANDING

Amended
Specific Plan



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Section One:
INTRODUCTION

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A. PREFACE

For over 75 years, activities on the Downey Landing site (the “Site”) have touched the lives of thousands of Downey residents. As one of the first places where Southern California’s aeronautics primacy was established, this parcel of land looms large in the history and culture of the City.

For the past two hundred years, the evolution of the Site has mirrored the evolving Southern California landscape. The transition from raw grazing land to agriculture was the first major change in the landscape. The change from agriculture to airplane manufacturing was the second major change in the landscape. Consistent with the Site’s location near Hollywood, the next transition was from manufacturing to studio operations. Now, a change from movie, television and commercial production to mixed-use is the next major transition for the Site. This change of use mirrors the dramatic economic changes in Southern California that have occurred over the past two decades.

The *Downey Landing Specific Plan* (“Original Plan”) was created to guide the transition to new uses. The Plan had three primary purposes: a vision for the reuse of this Site; the rules for future development on the Site; and a tool to help City of Downey decision-makers better understand the physical, visual, circulatory and infrastructure changes to the City fabric inherent with the development of the Site.

This document amends the Original Plan. As the Kaiser parcel (30 acres) and the Downey Landing Retail Center (34 acres) adjacent to Stewart & Gray Road, and the 13-acre park consisting of the Discovery Sports Complex and Columbia Memorial Space Center are substantially complete, this document addresses the middle 77 acres of the Original Plan. From 2002 to the present, the 77-acre central portion of the Site (the “Central Portion”) was redeveloped into Downey Studios. This project will transform Downey Studios into the Tierra Luna Marketplace. This *Amended Downey Landing Specific Plan* (“Amended Plan”) replaces what the former sections of the Original Plan referred to as the Commerce Center and the Media Center and prescribes new regulations for the Tierra Luna Marketplace portions of the Site.

This Amended Plan also updates other sections of the Original Plan to reflect changes and items now completed, previously referred to as proposed actions.

Nothing in this Amended Plan is intended, nor shall it be construed, to revise entitlements already granted to properties already built under the Original Plan. Additionally, the regulations governing those properties in the future will remain the same as they are under the Original Plan.

B. PURPOSE OF THE SPECIFIC PLAN

The Amended Plan implements the Goals, Objectives, and Policies of the City of Downey General Plan (*Vision 2025 General Plan*, adopted January 2005). The Original Plan when combined with the Amended Plan contains a vision, land use concepts, infrastructure and service plans, design guidelines, and development regulations for approximately 154 acres of former industrial property. As stated previously, the Amended Plan pertains to the Central Portion, as well as the balance of the 154-acre Site.

The Plan contains the following components:

- Section 1 Introduction
- Section 2 Summary of Existing Site Conditions
- Section 3 Visions — Goals, Objectives, and Strategies
- Section 4 Development Plans
- Section 5 Development Standards and Guidelines
- Section 6 Project Approval Process

C. PROJECT LOCATION

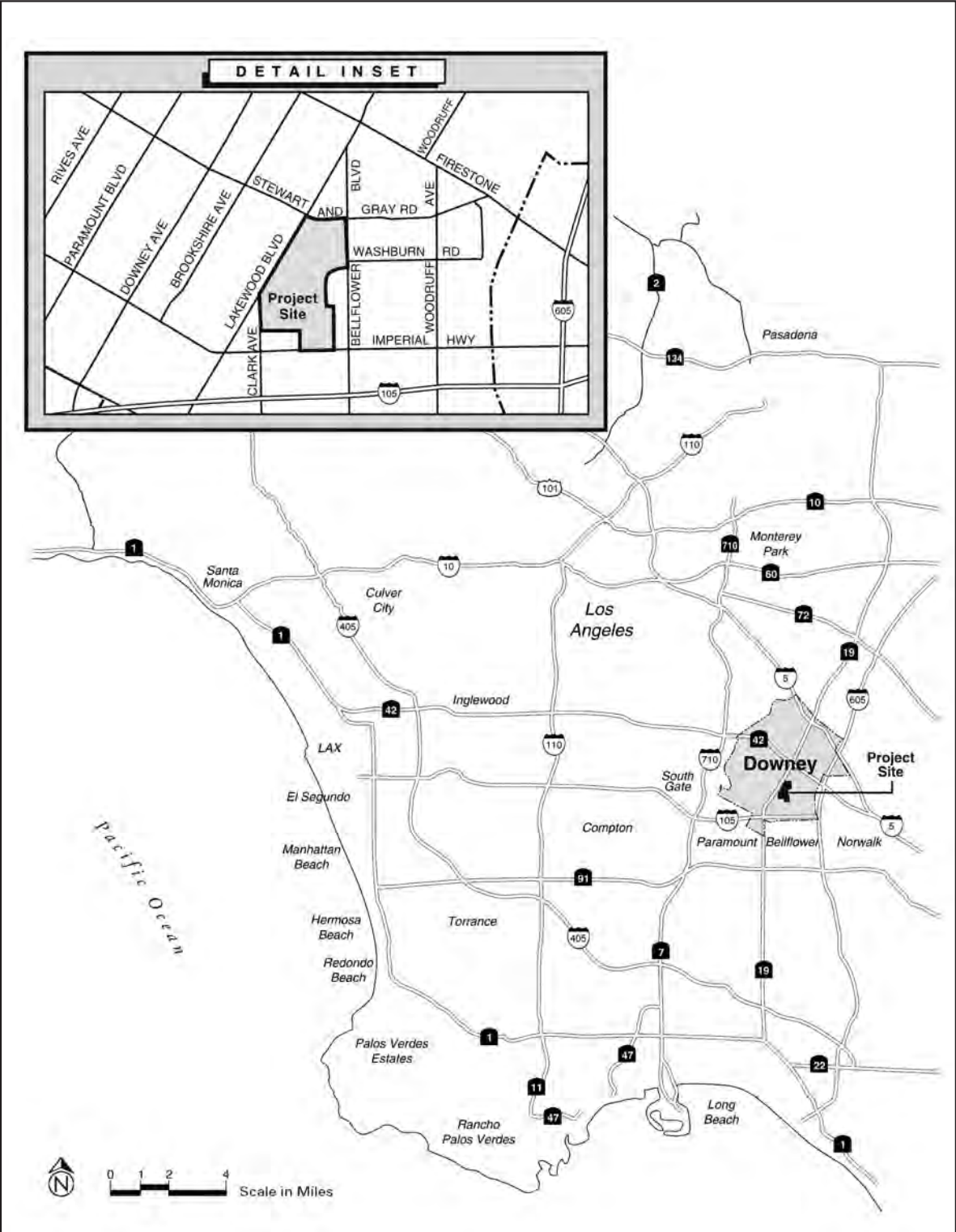
The City of Downey is located in the southeastern portion of Los Angeles County. Lakewood Boulevard, Stewart & Gray Road, Bellflower Boulevard, Imperial Highway and Columbia Way bound the site. The site is accessed from all of these streets. (Figure 1.1) The Site was originally a former industrial site of approximately 154 acres located in the southern portion of the City of Downey.

As previously mentioned, fifty percent of the property covered by the Original Plan has been successfully developed into the Downey Landing Retail Center on approximately 34 acres of the Site, the \$390 million Kaiser Downey Medical Center on approximately 30 acres of the Site and the Discovery Sports Complex and Columbia Memorial Space Center on approximately 13 acres of the Site.

D. SITE HISTORY

The Downey Landing site was in continuous industrial use since construction of the initial manufacturing facilities in 1929, until development of other uses after the adoption of the Original Plan. The built form of the Site evolved over its lifetime and included aircraft manufacturing and assembly; testing and operation of the first low-level nuclear reactor in California; invention, testing, and patenting of chemical milling processes; research, production, and assembly of early American rockets and missiles; design, production, assembly, and testing of equipment associated with space and moon landing programs; and support for the Space Shuttle program. The Central Portion is currently used for television and film production.

The progression of ownership and operation of the aeronautical facilities was from Vultee to Consolidated to North American Aviation to National Aeronautics and Space Administration



REGIONAL LOCATION FIGURE 1.1

(NASA) and Rockwell/Boeing/North American Aviation. In 1998, as a result of restructuring within the Boeing Company, the NASA Industrial Plant was determined to be “excess to the company’s needs,” and was, therefore, also considered to be excess to the government’s needs, making it available for disposal by the federal government. The ownership of the parcel was transferred from the federal government to the City of Downey shortly before the Original Plan was adopted and subsequently was sold or ground-leased to the current property owners.

The Site has been and will be developed into three major components — a mixed use on approximately 111 acres, a new Kaiser Hospital and Medical Office Complex on approximately 30 acres and a thirteen-acre site that supports the City’s Discovery Sports Complex and the Columbia Memorial Space Center.

Through a competitive bidding process the City entered into a memorandum of understanding (MOU) with the Downey Landing LLC to develop a majority of the Site and Kaiser Permanente (Kaiser) to purchase the remainder. Pursuant to the MOUs, the City prepared the Original Plan to guide development of the site into a mixed-use commercial and medical complex. In accordance with the requirements of the California Environmental Quality Act (“CEQA”), an Environmental Impact Report (EIR) was prepared to assist in the evaluation of the impacts of the reuse proposed for this Site. This EIR was certified and the City of Downey City Council adopted the Original Plan on March 12, 2002.

E. PROJECT CHARACTERISTICS AND OPPORTUNITIES

The Original Plan provides for the development of a mix of uses including commercial, medical, business, technical, and open space that form distinct districts within the City of Downey.

Downey Landing is, first and foremost, a comprehensive project. All of the development within the 154 acres had been governed by common development standards and guidelines described in this plan. The entire 154 acres was named Downey Landing, reflecting its historic uses and its importance to the future of the City.

The Central Portion is currently being used for movie and television production, operating with and around the various industrial buildings that were constructed by previous occupants when the Site was used primarily for manufacturing. The Site’s topography is virtually flat. The Plan provides for both pedestrian and automobile circulation networks. The surrounding scale of development is one to two stories, providing a low-rise perimeter around Downey Landing.

The northern portion of the Site, planned and developed as a retail center, is set back considerably from the road. A landscaped pedestrian walkway along Lakewood Boulevard provides direct pedestrian access to the food court located at the corner of Lakewood Boulevard and Stewart & Gray Road.

The southern portion of the Site was planned and developed as a major hospital and medical office complex. Facing Imperial Highway are a landscaped entry and surface parking. Additional parking can be provided in a structure at the rear of the medical center, fronting Congressman Steve Horn Way.

The Amended Plan will facilitate the development of the Central Portion (between the Kaiser Downey Medical Center and Downey Landing Retail Center) that is referred to in this Amended Plan as the Tierra Luna Marketplace, a true mix of uses, including commercial, retail, entertainment, office, medical office and hotel.

F. AUTHORITY FOR THE SPECIFIC PLAN

The authority for preparation and amendment of specific plans is found in the California Government Code, Section 65450, *et seq.* The law permits the preparation of a specific plan once a General Plan has been adopted. The specific plan creates a systematic implementation mechanism for the General Plan.

G. RELATIONSHIP TO THE GENERAL PLAN

The Kaiser Downey Medical Center, the Columbia Memorial Space Center and Discovery Sports Park and Downey Landing Retail Center, adjacent to Stewart & Gray Road, are substantially complete and were developed under the *City's Downey Vision 2010* General Plan, adopted in 1992.

The *Amended Downey Landing Specific Plan* will follow the direction of the City's "*Downey Vision 2025*" General Plan, adopted by the City of Downey on January 25, 2005. Portions of that General Plan specifically directed at the Downey Landing Site are highlighted below.

Land Use – The General Plan specifies a Mixed-Use designation with a maximum Floor Area Ratio of 5:1. The General Plan also suggests that surrounding properties be developed to attract the best types of uses which will complement the Downey Landing Site. Surrounding uses were specified as the General Plan anticipated that the Central Portion of the site would remain a motion picture production facility rather than the business-oriented mixed-use center proposed to replace the motion picture facilities.

Within the Land Use chapter of the General Plan, under "livable community concepts", the plan calls for project designs that reduce traffic, promote mixed use and locate dining facilities within walking distance of employment centers. This section also calls for the development of the Downey Landing site as a catalyst for further economic development including housing on properties along the periphery of the site. However, due to deed restrictions that were recorded as part of the Federal Government's disposition of the Site, residential uses are prohibited on the Site. Consequently, no residential uses have been proposed in either the Original Plan or the Amended Plan.

Circulation – The General Plan includes policies specifically addressing Downey Landing. The parking section recommends that the City encourage flexibility in regards to parking, including joint use parking, off-site parking and shared-use parking.

Open Space – the General Plan specifies the existing Discovery Sports Complex and the Columbia Memorial Space Center on the west side of the property.

H. PLANNING AND RELATED DOCUMENTS

The process leading to the consideration of the Amended Plan created two documents that will guide the planning, design, and development of the Central Portion of the Site as the Tierra Luna Marketplace. These documents are discussed below.

Amended Downey Landing Specific Plan (“Amended Plan”)

The Amended Plan is a comprehensive guide describing the appearance, scale, and quality of development on the site. The Amended Plan sets forth permitted uses and provides measures to ensure that future development is acceptable to and compatible with surrounding uses on the Site and in the City.

Development Plans

The Development Plans section (Amended Specific Plan Section Four) addresses how the Central Portion will be developed, at what intensity, and in which areas. It describes the supporting services that are required to support levels of development. The sections include Land Use, Open Space, Circulation, Utility, and Public Service Plans.

The Amended Plan specifically designates a mixed-use development project referred to as the Tierra Luna Marketplace for the 77-acre Central Portion of the 154-acre Downey Landing Site.

Development Standards and Design Guidelines

Development Standards and Design Guidelines provide detailed direction for future development on the Central Portion of the Site. The Standards and Guidelines implement planning and design concepts provided in the Amended Plan.

Where the Development Standards and Guidelines conflict with other City codes, or where other City codes are silent, the Standards and Guidelines contained herein are to control and govern the development on the Site.

The Standards and Guidelines are intended to encourage appropriate design solutions while maintaining sufficient flexibility to accommodate realities in the market place. The amended Development Standards and Guidelines relate specifically to the Central Portion. The Specific Plan’s existing Development Standards will continue to apply to the Downey Landing Retail Center and Kaiser Downey Medical Center. Revised and existing Development Standards are found in Section Five of this document.

Environmental Impact Report (EIR)

The existing Downey Landing Specific Plan Environmental Impact Report (“Original Plan EIR”), certified in 2002 in accordance with CEQA, examined the environmental impacts of the actions contemplated in the Original Plan and focused on potential changes in the environment resulting from its implementation. As an evaluation tool for the decision-makers in the City of Downey, the Original Plan EIR examined all phases of the project including planning, construction, and occupancy.

Adoption of the Amended Plan for the 77-acre Tierra Luna Marketplace (i.e. the proposed project) also requires an Environmental Impact Report (the EIR for the Tierra Luna Specific Plan) because certain physical impacts of the proposed project may have a significant effect(s) on the environment. The Tierra Luna Marketplace is identified as the 2011 Alternative, or Alternative F in the final EIR.

The physical development of Downey Landing was planned as a multi-phased project. Future applications for development, determined by City staff to be consistent with either the Original Plan or Amended Plan, and falling within the scope of the EIRs prepared, will require no further environmental review, unless otherwise required by law. If development plans fall outside the scope of the prior environmental reviews, or there are potential significant effects peculiar to the project, further environmental review may be necessary.

Development Agreements

The City of Downey and a person with legal or equitable interest in all or part of the 154 acres may enter into Development Agreements for all or parts of the 154 acres of the Downey Landing project. A development agreement is an agreement between property owners/developers and the City. Generally, development agreements state the terms and conditions under which development may take place, the roles and responsibilities of each of the parties, and an agreement as to the responsibility for various project costs and the timing of those costs.

Property owners, subject to the provisions of the *Amended Downey Landing Specific Plan*, may execute a development agreement with the City of Downey in accordance with the California Government Code, Sections 65864 through 65869.5. A development agreement may set forth needed infrastructure improvements, the timing and method of financing improvements, and other specified performance obligations of the property owners and the City of Downey as it relates to a development of the Central Portion. A development agreement serves as a legal and binding contract between the City of Downey and property owners/developers and provides vested rights to develop this property.

Section Two:
SUMMARY OF
EXISTING SITE
CONDITIONS



A. EXISTING CONDITIONS

History and Conditions at the Time of Original Plan

Prior to the downturn of the aerospace industry in the early 1990s, the Site played an important role in California's aerospace industry. The Site was home first to Vultee Aircraft, then North American Aviation, later North American Rockwell, then Rockwell International which was bought by the Boeing Company. The Boeing facility was the birthplace of the Apollo space program and the space shuttle.

Existing Conditions at Time of Original Plan Approval

Prior to the redevelopment of the Site under the Original Plan, the Site was comprised of approximately 124 industrial buildings and structures from the Site's aerospace days. After the adoption of the Original Plan, but before its actual redevelopment, land uses on the Site included:

- Vacant, former manufacturing buildings
- Vacant, undeveloped lots
- Vacant parking uses

The Original Plan contained as an appendix a Memorandum of Agreement ("MOA") among the State Office of Historic Preservation (SHPO), NASA, the General Services Administration (GSA) and the City of Downey. The parties to the MOA (see Appendix B) determined which of the buildings on the Site were to be preserved in place and other measures to be taken to ensure that the history of the Site was preserved for future generations. The documentation required by the National Park Service was completed and accepted in 2007.

Building 1 is the most prominent of the structures, encompassing about 913,023 square feet. The MOA prescribed that a portion of Building 1 must be preserved in place, but the MOA determined that the other buildings designated as potentially historic in the MOA (including the remaining portion of Building 1 along with Buildings 6, 10, 11, 25, 36, 39, 41, 42, 108, 120, 123, 125, 126, 127, 128, 130, and 290) did not need to be preserved.

None of the buildings identified as historic in the MOA were listed on the National Register of Historic Places or the California Register of Historic Places. The MOA required documentation of the historic value of the buildings to preserve the legacy of the noteworthy activities that have occurred on the Site. In addition, the City oversaw construction of, and contributed \$10 million to, the Columbia Memorial Space Center, which documents the Site's contributions to the nation's aeronautical and aerospace industries.

At Time of the Amended Specific Plan

The Central Portion is comprised of older, generally metal-clad industrial structures and parking lots. Of the 1.5 million square feet of existing buildings in the middle area, approximately 750,000 square feet is currently in use as Downey Studios, a media facility that includes sound stages, studio, production, office uses, an outdoor suburban movie set, 20 acres of backlot industrial space and associated parking lots. Portions of Building 1, which were required by the MOA to be preserved in place, were restored according to the Secretary of the Interior's Guidelines. Other portions of Building 1 and Buildings 6/290, 11 and 39 have been used as part of Downey Studios.

The middle area is mostly secured with a perimeter fence that generally follows the property line along street frontages. Street trees occur intermittently along some of the perimeter streets. Limited landscaping is found on the Site.

The site is currently served by existing utilities. Much of the onsite infrastructure was replaced in connection with the development of the Downey Landing Retail Center and Kaiser Downey Medical Center. Further off-site utility improvements may be required. A description of the existing service providers, systems configuration, and proposed changes and upgrades are found in Chapter Four – Development Plans.

B. CONTEXT

Surrounding Land Uses at Time of Original Plan

The site is surrounded by a variety of land uses that include:

- Low-, low/medium-, and medium-density residential uses to the north and northeast, across Stewart & Gray Road and Bellflower Boulevard.
- Neighborhood Commercial, low-density residential, multi-family housing, senior care, religious, and school uses to the west, across Lakewood Boulevard.
- General commercial and multi-family uses to the west, across Columbia Way (formerly Clark Avenue), between Lakewood Boulevard and Imperial Highway.
- Medium-density residential, commercial manufacturing, Independence Park, a Public Works yard, and commercial uses to the east, across Bellflower Boulevard.

Surrounding Land Uses at Time of Amended Plan

The Central Portion of the Site is surrounded by a variety of land uses including:

- Downey Landing Retail Center to the north of the Central Portion.
- Kaiser Downey Medical Center to the southeast, across Congressman Steve Horn Way.
- Discovery Sports Complex and the Columbia Memorial Space Center to the southwest, across Congressman Steve Horn Way.

Existing Transportation Network

Regional access to the project area is provided by the Century Freeway (I-105), which is located approximately one-quarter mile south of the Site, the San Gabriel River Freeway (I-605), which is located approximately one mile east of the Site, and the Santa Ana Freeway (I-5), which is located approximately two miles northeast of the Site. Within the vicinity of the Site, the Century Freeway has interchanges at Lakewood Boulevard and Bellflower Boulevard, the I-605 Freeway has interchanges at Imperial Highway and Firestone Boulevard, and the Santa Ana Freeway has an interchange at Lakewood Boulevard.

Streets that provide direct access to the Site are Lakewood Boulevard, Stewart & Gray Road, Bellflower Boulevard, Imperial Highway, Columbia Way (formerly Clark Avenue) and Congressman Steve Horn Way. Streets that provide direct access to the Central Portion of the Site are Lakewood Boulevard, Bellflower Boulevard, Columbia Way and Congressman Steve Horn Way.

Pedestrian and Bicycle Routes

While the City of Downey does not have a bicycle plan, there are bike and pedestrian paths along the San Gabriel, Los Angeles, and Rio Hondo Rivers, all of which are within biking distance of the Site.

Public Transit

The Site is currently served by the Los Angeles County Metropolitan Transportation Authority's (MTA) regularly scheduled bus services. Existing service includes lines 121 (along Imperial Highway), 127 (along Bellflower Boulevard) and 266 (along Lakewood Avenue).

The City of Downey's Downey LINK, a local fixed-route bus service serving the City of Downey, also serves the Site. The Southeast Route serves the project site from the corner of Bellflower Boulevard and Imperial Highway.

The Metro Green Line light rail line serves Downey from a station at the intersection of the I-105 Freeway and Lakewood Boulevard. The station is approximately one-quarter mile to the south of the Site.

C. ISSUES AT TIME OF ORIGINAL PLAN ADOPTION

Four major issues had to be addressed with respect to the redevelopment of the Site. Those were: (1) retention of existing structures while maintaining flexibility to respond to changing market conditions, (2) consistency between current zoning and the General Plan, (3) traffic and circulation impacts, and (4) compatibility with adjacent uses. The Original Plan addressed these issues, which are discussed in the following paragraphs.

Retention of Existing Structures vs. Maintaining Flexibility in Changing Markets

This issue pertains only to the Central Portion of the Site. Therefore, this issue remains today. Consistent with the MOA, a portion of Building 1 was restored according to the Secretary of Interior's Guidelines. Eighteen of the other remaining buildings were determined to be potentially historic by the MOA, and the historic value of those buildings has been documented to preserve the legacy of the noteworthy activities that have occurred on the Site. However, the MOA did not require that those 18 buildings be retained. The Tierra Luna Marketplace development proposal seeks to replace Downey Studios with a mixed-use scheme.

As explained above, of the 1.5 million square feet of existing buildings, approximately 750,000 square feet is currently in use as Downey Studios. Although the studio has operated for the last 7 years, the property owner contemplated that the studio use might not be economically viable in the long-term, and the Original Plan allowed for a transition from studio to commercial uses if the studio was not commercially viable. Since it began operating in 2004, the studio has operated at a loss, because nearly 75% of the Site's revenue comes from the television, movie and commercial industry. Due to a combination of industry tax credits provided by other states, the evolution of computer generated imagery (CGI) and the dramatic decrease in the need for large stage space in Southern California, Downey Studio's total aggregate loss over the last 7 years is approximately \$13 million.

General Plan and Zoning Consistency

State planning law states that a city or county zoning ordinance must be consistent with their General Plan. Currently, Downey's General Plan designates the Site as Mixed Use (i.e., General Plan map and text) and the Site is zoned "Downey Landing Specific Plan" (SP-01-1). The Site's General Plan designation was changed from Manufacturing to Mixed Use in 1992 as part of that year's General Plan Update. Moreover, the Original Specific Plan was designed to be consistent with the Mixed Use designation; in that, the provisions of the Specific Plan serve to implement the Mixed Use designation's goals and objectives. For example, a primary intent of the Mixed Use category is to accommodate a broad mix of commercial and office uses, and the Specific Plan's list of permitted and conditional uses reflects those categories.

Additionally, the Amended Plan proposes to change only the provisions of the Central Portion of the Site and the Amended Plan recognizes the objectives of the Mixed Use designation. Specifically, the development plan contemplated for the Central Portion is a multiple-use project whose prospective uses fall under two of the General Plan's land use headings: commercial and office; contemplated uses will include a variety of retail formats, along with office uses, entertainment, a hotel and restaurants.

Traffic and Circulation Impacts

Although the project site accommodated over 25,000 workers at one time and the surrounding road network has been sized over the years to accommodate the needs of the site, circulation in the vicinity will be impacted by this new development, as discussed in Chapter 4, Development Plans.

The Tierra Luna Marketplace proposes a mix of primarily commercial and office uses totaling approximately 1.5 million Gross Square Feet including a 150-key hotel.

Environmental Conditions and Compatibility with Adjacent Land Uses

Although the Downey Landing Site was a manufacturing and assembly plant for over seventy years, a mix of manufacturing and non-manufacturing land uses surround it. The majority of previous industrial uses took place in the center of the Site while the perimeter was a parking buffer. That buffer shielded the surrounding uses from light and glare as well as noise and often around-the-clock activity.

Due to the manufacturing processes employed on the site, there exist hazardous materials in the Site's soil. These hazardous materials are currently being remediated. As stated previously, deed restrictions recorded against the Site preclude residential uses on the Site.

Section Three:
VISION,
GUIDING
PRINCIPLES,
GOALS AND
STRATEGIES



A. VISION

At the time the Original Plan was adopted in 2002, the City and the community envisioned that the development of the Downey Landing Site would provide the City of Downey with high quality commercial businesses, and a medical center that would be an asset to the Gateway Cities region. The vision has been realized in substantial part by the successful redevelopment of Downey Landing Retail Center and the Kaiser Downey Medical Center. This vision continues in the Amended Plan and will be fully realized by the development of the mixed-use scheme known as the Tierra Luna Marketplace.

Mobility in Downey will be Enhanced

Land uses and buildings have been and will continue to be developed around a circulation network that includes open space and sidewalks. This internal mobility network links to region-serving transportation networks outside the Site including a Metro Green Line Station and the bicycle network accessible along the San Gabriel, Rio Hondo, and Los Angeles Rivers.

Downey will Grow more Beautiful

At the time the Original Plan was adopted, the City envisioned landscaping replacing barren parking lots. Downey Landing Retail Center was also envisioned as a haven of shade and tranquility in the midst of a bustling city. This vision has been realized by the development of Downey Landing Retail Center at the northern end of the Site, which is framed by landscaped parkways. Also, the new, state-of-the-art Kaiser Downey Medical Center is a modern and invaluable asset to the City. The Tierra Luna Marketplace will benefit the City and region by its tree-lined streets, new open spaces, landscaped pedestrian corridors, and local services aesthetically designed to meet the needs of the local residents, visitors and employees.

Downey will Grow more Prosperous

Downey Landing has already added approximately 1.2 million square feet of commercial, business, and medical enterprises to the City's tax base. Demand for goods and services in the immediate and surrounding areas has grown, spurring new startup businesses. The economic jump-start provided by Downey Landing Retail Center and Kaiser Downey Medical Center has added to the quality of life for Downey citizens. The City and community expect that the development of the Tierra Luna Marketplace, with slightly more than 1.5 million square feet of additional commercial and office uses, will also be a tremendous addition to the City's tax base, as well as an amenity for both City residents and visitors.

The details, in brief:

- The Downey Landing Retail Center provides region-wide shopping opportunities and additional tax revenue to the City. Buildings have been designed and sited to create visual interest and to facilitate pedestrian movement. This portion of the site has a remaining, unbuilt entitlement of approximately 30,000 square feet.
- A mixed-use development is proposed for the middle 77 acres (Central Portion) and provides a distinctive business address for the region. This portion of the Site has operated as Downey Studios since 2004. Redevelopment of the Central Portion will become the mixed-use project known as the Tierra Luna Marketplace.
- Kaiser Downey Medical Center has constructed a \$390 million new hospital, a medical office building and central plant on the south end of Downey Landing. Kaiser is also entitled to develop a second 4-story, medical office building (173,616 square-feet) and a multi-story 742 space parking structure.
- The Discovery Sports Complex and the Columbia Memorial Space Center, a museum dedicated to aerospace exploration and a learning center for the community's benefit, was developed on the west side of Site.

B. GUIDING PRINCIPLES

Guiding Principles are the set of assumptions or fundamental rules guiding the planning at Downey Landing. Guiding Principles serve to guide the development of Downey Landing over a period of years, to provide a level of quality consistent with the image of the City of Downey, and to create a workplace that attracts and retains companies and workers. The Guiding Principles establish the framework to achieve the vision.

The Guiding Principles include the following:

- Within Downey Landing there will be a diversity of land uses, building types, and open spaces.
- Development of the Site will promote sustainability by use and placement of appropriate landscape materials and by providing transportation alternatives to the automobile for both commuter and internal trips.
- As required by the MOA, a portion of Building 1 will be preserved in place.
- Economic and environmental benefits will be balanced to provide a safe, efficient, healthy and attractive development project.
- With respect to the Tierra Luna Marketplace, the documentation gathered as part of the Secretary of the Interior's Guidelines process and the development of the Columbia Memorial Space Center will preserve the rich history of the Site.

C. GOALS

Project goals provide a glimpse of the end state of the planning process. During the project application process, it is advisable for the City and the developers to compare what is being built or proposed with the stated goals. If the proposed development is compatible, it should then proceed.

Project goals, many of which have been met by the Downey Landing Retail Center and Kaiser Downey Medical Center, include the following:

- A development with a variety of users, responding to market conditions and community needs (Economic Vitality).
- A mix of uses that maximizes fiscal benefit to the City (Economic Vitality).
- A development that is compatible with surrounding land uses. (Design).
- A distinct place created by diligent use of a cohesive and integrated set of land uses and design guidelines (Design).
- A pedestrian-oriented environment that reduces the amount of internal and external vehicle trips (Design).
- A street network serving local land uses and not as a conduit for through trips (Design).
- A development that serves as the institutional memory of an important era in Downey's history by preserving a portion of Building 1, documenting the Site's potentially historic structures, and developing the Columbia Memorial Space Center.
- Concurrence between and among the City's regulatory requirements (Regulatory).
- Adequate infrastructure is provided concurrent with development (Infrastructure).
- Providing comprehensive, state-of-the-art healthcare to meet the community's needs.

The majority of these goals will be furthered by the development of the Tierra Luna Marketplace. In particular, the development of the Tierra Luna Marketplace will preserve in place those portions of Building I required to be preserved by the MOA.

D. STRATEGIES

Strategies are specific plans or methods of achieving goals. Specific strategies are stated below:

Economic Vitality

- Create employment opportunities to replace jobs previously lost at Boeing.
- Increase retail opportunities within the City and enlarge the City's share of regional commerce.
- Strengthen the City's economic base through additional business development.
- All of these strategies have been utilized to accomplish the goals achieved so far and will continue to be used to achieve the development of the Tierra Luna Marketplace.

Design

- Allow for a mix of land uses that enhance the character of the City of Downey and create a sense of place to uniquely distinguish the City.
- Use design guidelines to address compatibility issues with surrounding neighborhoods.
- Implement a comprehensive land use strategy that ensures development occurs in a unified manner, rather than a series of independent, unrelated projects.
- Ensure a high quality design to help strengthen the image of the City.
- Use good planning, urban design, and architecture design principles to ensure high-quality development.
- Provide a pedestrian-oriented environment that provides internal linkages, encourages the minimization of vehicle trips, and provides a pleasant and healthy work place.
- Ensure that development under the Amended Plan provides adequate parking for customer and employees.
- All of these strategies have been used so far and will continue to be used to achieve the development of the Tierra Luna Marketplace.

Preservation

- Preserve and adaptively reuse those portions of Building I required to be preserved in place by the MOA.
- Recognize the role this site played in America's aviation and space programs.
- This strategy has particular relevance to the Central Portion and the Tierra Luna Marketplace.

Regulatory

- Design a mixed-use project that meets the City General Plan's Goals and Policies.
- Replace existing zoning with a mixed-use Specific Plan. This strategy was successfully implemented in connection with the Original Plan and will continue to be used to fulfill the goals of the Amended Plan.

Infrastructure

- Provide public services to attract businesses and employees to the area.
- Maintain public safety through site design.
- Provide infrastructure improvements to maintain high levels of water quality.
- All of these strategies have been utilized to accomplish the goals achieved so far and will continue to be used to achieve the development of the Tierra Luna Marketplace.

Section Four:
DEVELOPMENT
PLANS

A. OVERVIEW

The purpose of the Development Plan Chapter in the Original Plan was to detail the proposed development scenario(s) that the City contemplated would occur within the 154-acre Site. Issues addressed in this chapter of the Original Plan included Land Use, Open Space, Circulation, Utility, and Public Services.

In the Original Plan, each section included both quantitative and qualitative descriptions of the existing condition and what is required to support the cumulative development program described in the Land Use section of this chapter. However, as stated previously in this Amended Plan, approximately half the Site has been successfully redeveloped with amenities for residents and visitors alike. The development of three of the four districts described below is largely complete. The Amended Plan details the proposed development scenario(s) for the Central Portion.

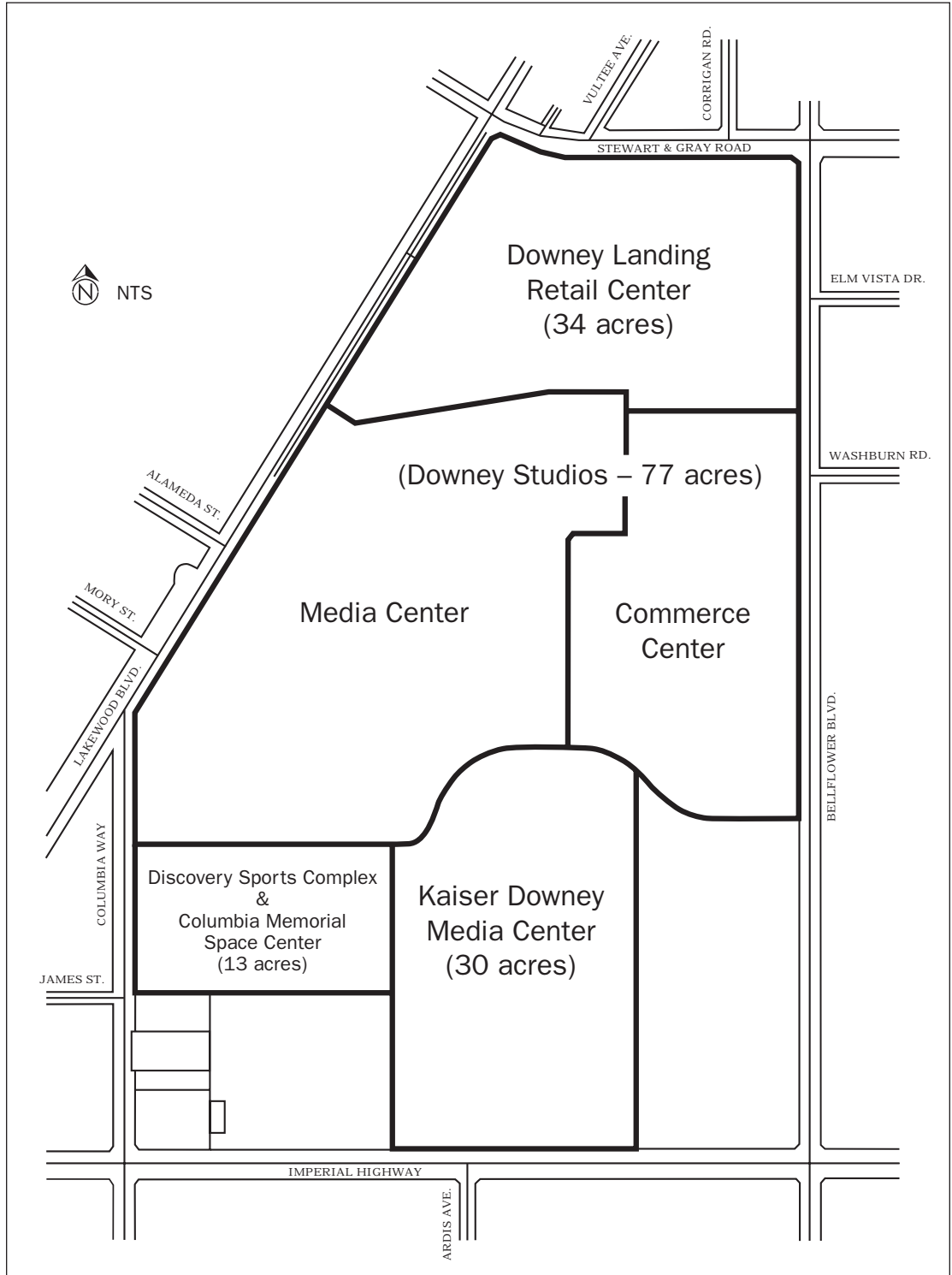
B. LAND USE

Districts

The Original Plan described four distinct districts to be developed within its 154 acres of property: Downey Landing Retail Center, Kaiser Downey Medical Center, the Park Complex, which includes the Discovery Sports Complex and the Columbia Memorial Space Center and Downey Studios (referred to in the Original Plan as the Commerce and Media Centers). (Figure 4.1) The first three districts are largely completed. This Amended Plan focuses on the redevelopment of Downey Studios into the Tierra Luna Marketplace in the Central Portion of the Site. The intent of the Original Plan was to provide flexibility in the location of these districts within the Site and to provide land use flexibility as well. It is the intent of this Amended Plan to also provide flexibility in order to be responsive to market conditions and to provide the best project for residents and visitors alike.

The Downey Landing Retail Center comprises approximately 34 acres and occupies the northern portion of the Site. This retail center orients to both Lakewood Boulevard and Stewart & Gray Road.

Downey Studios is located on the central approximately 77 acres of the Site (Central Portion). Under the Original Plan, Permitted Uses on the Central Portion were General Commercial and Retail, Assembly and Repair, Entertainment and Related Uses, Food Uses, Health and Medical Uses and Public and Semi-Public Uses.



DOWNEY LANDING PROJECT DISTRICTS FIGURE 4.1

Under the Amended Plan, the Marketplace is proposing approximately 1.5 million square-feet that is anticipated to include retail, office, restaurant, entertainment, theater and hotel and other related uses in a project program generally as depicted on Figure 4.2. Note, all Tierra Luna Marketplace graphics are to be considered for illustrative purposes only.

The conceptual breakdown of Tierra Luna Marketplace, in approximate square footage (sq. ft.) is provided below:

Retail: Total retail uses are capped at 1,035,000 sq. ft. There are three types of retail uses proposed: Large Format Retail (may include a grocery), 5,000 sq. ft. service station, bank/money center, 24-hour retail sales, sales of alcoholic beverages for off-site consumption, a garden center, a vision or optical center or dispensary, medical clinic, drug store/pharmacy, personal services (such as salon, photo processing, etc.), ancillary food services for on-site consumption, screened outdoor storage facilities (including a trash compactor, and bale and pallet recycling area), outdoor sales area (subject to approval of Community Development Director or designee), home improvement/hardware stores and/or tire sales and installation; Junior Anchor Retail (may include theaters, fitness centers, entertainment and other retail); and Shops (may include restaurants, financial institutions, drive-throughs and other related retail establishments).

Permitted Uses in the retail category also include sale of alcoholic beverages for off-site consumption, personal services such as salon or vision center, and ancillary food sales for on-site consumption.

Office/Medical Office: Approximately 300,000 sq. ft.

Hotel/Lodging: Approximately 116,000 sq. ft. (150 key)

Theater: Approximately 65,000 sq. ft.

Total Proposed Square Footage (Excluding Parking Structures): Not to exceed 1,516,000 sq. ft.

Office/Medical Office Space Flexibility – Tierra Luna Marketplace:

Office uses are permitted in three locations on the Tierra Luna Marketplace site. Those locations are as follows: (1) the area near the preserved historic portion of Building 1 (adaptive reuse of existing structure); (2) in a designated area within the south-central portion of the Site (Figure 4.9); and (3) the approximately 20-acre parcel on the east side of the Site, next to Bellflower Boulevard (refer to Parcel Map 71543 in Appendix F of this document)."

Portions of Building 1 are designated by the MOA to be preserved in place. Those portions consist of the Gordon Kaufmann-designed office building, a portion of which has been restored in accordance with the Secretary of the Interior's Guidelines and is the crown jewel of the Central Portion. As such, the use in Building 1 could be office, medical office, retail, another commercial or public use. Most important is that the use chosen for the portion of Building 1 required to be preserved in place by the MOA should have appropriate synergies with the history of the site, should be a "good fit" in the building and should complement and, perhaps, enhance the restoration that has already been completed. One or more additional office/medical office

buildings are proposed adjacent to and in the vicinity of Building 1. A restaurant(s) or retail use could also be appropriate for this commercial complex as well. The commercial square footage proposed for this area is 75,000 sq. ft.

The second area of the 77-acre site where office/medical offices can be developed is shown on the bottom right side of Figure 4.9 and consists of the areas marked "Lots 4, 5, 6, 7 and 8". This office complex is located in the south-central portion of the Site, next to the proposed hotel.

The third area of the 77-acre site where office/medical offices can be developed is along the eastern edge of the property, facing Bellflower Boulevard. The area totals nearly 20 acres and it is the area that Tentative Parcel Map 71543 encompasses, found in Appendix F of this document.

Built into the project is the flexibility to develop up to 200,000 sq. ft. of retail space as office/medical office space if market conditions warrant. That is, instead of developing 1,100,000 sq. ft. of commercial/retail floor area and 300,000 sq. ft. of office/medical office floor area (as described above), the applicant/developer has the option to build up to 900,000 sq. ft. of commercial/retail floor area and up to 500,000 sq. ft. of office/medical office floor area, together with 116,000 sq. ft. of hotel space. Total development would still not exceed 1,516,000 sq. ft..

In exercising the flexibility to switch from commercial/retail to office/medical office, the applicant/developer can develop the 200,000 sq. ft. of floor area by right within the nearly 20 acres that Tentative Parcel Map 71543 encompasses. If the applicant/developer, however, wishes to exchange uses and develop the additional 200,000 sq. ft. of office/medical office space to either Building 1 area or the area known as "Lots 4, 5, 6, 7 and 8" (both described above), the applicant/developer must first obtain the approval of the City's Community Development Director.

Parking Structures Square Footage: Approximately 800,000 sq. ft. for the Marketplace.

The **Kaiser Downey Medical Center (KDMC)** occupies 30 acres on the southern portion of the Site. KDMC faces Imperial Highway, Caring Way (formerly Ardis Avenue) and Congressman Steve Horn Way and is located south of the Central Portion. The KDMC is connected to the neighboring Kaiser facilities at the corner of Bellflower Boulevard and Imperial Highway via a sidewalk along Imperial Highway and an internal walkway.

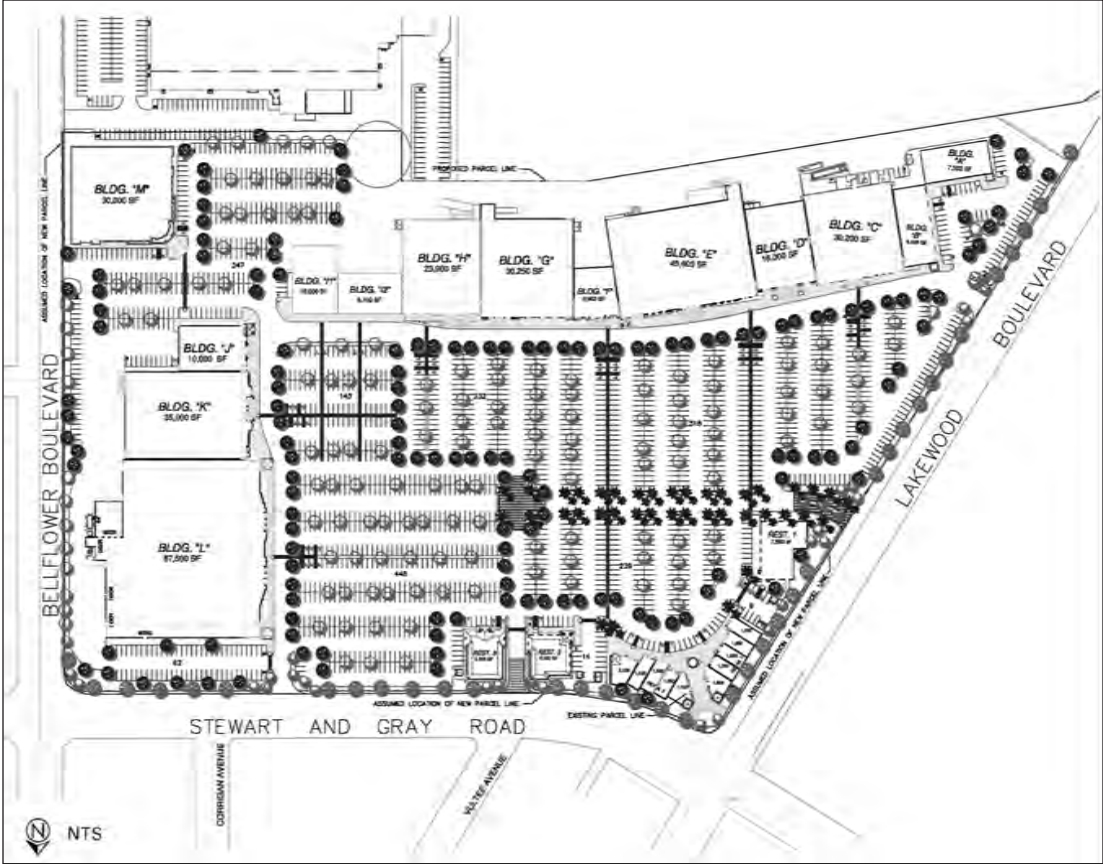
The **Discovery Sport Complex and the Columbia Memorial Space Center** are located on the west side of the Site directly south of the Central Portion, along Columbia Way (formerly Clark Avenue).

Boundaries

The 34-acre **Downey Landing Retail Center** is bounded by Lakewood Boulevard on the west, Stewart & Gray Road on the north, Bellflower Boulevard on the east, and a common property line with the Central Portion on its south.

The proposed **Tierra Luna Marketplace** is south of the existing Downey Landing Retail Center and north of Kaiser Downey Medical Center. The Tierra Luna Marketplace will front Congressman Steve Horn Way, Lakewood and Bellflower Boulevards and Columbia Way (formerly Clark Avenue).

The **Kaiser Downey Medical Center** is located on a 30-acre parcel that faces Imperial Highway and is located south of the Tierra Luna Marketplace.

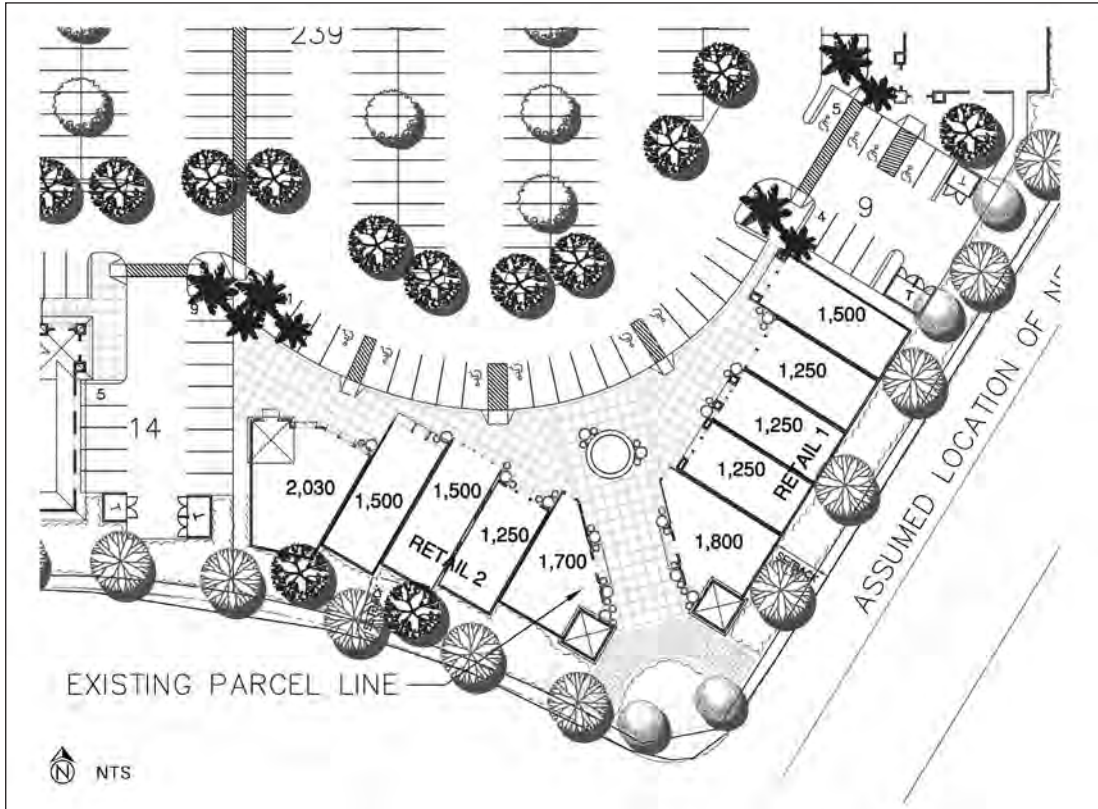


DOWNEY LANDING RETAIL CENTER SITE PLAN FIGURE 4.3

The **Discovery Sports Complex and the Columbia Space Science Learning Center** are located on a 13-acre parcel on the west side of the Site directly south of the Central Portion, along Columbia Way (formerly Clark Avenue).

Land Use Summary

Downey Landing includes 154 acres of which the dominant uses are retail, commercial, office, medical and open space. The proposed Master Plan for the Tierra Luna Marketplace is shown as Figure 4.2 and is summarized below.



DETAIL OF DOWNEY LANDING RETAIL CENTER FOOD COURT FIGURE 4.4

Permitted Uses

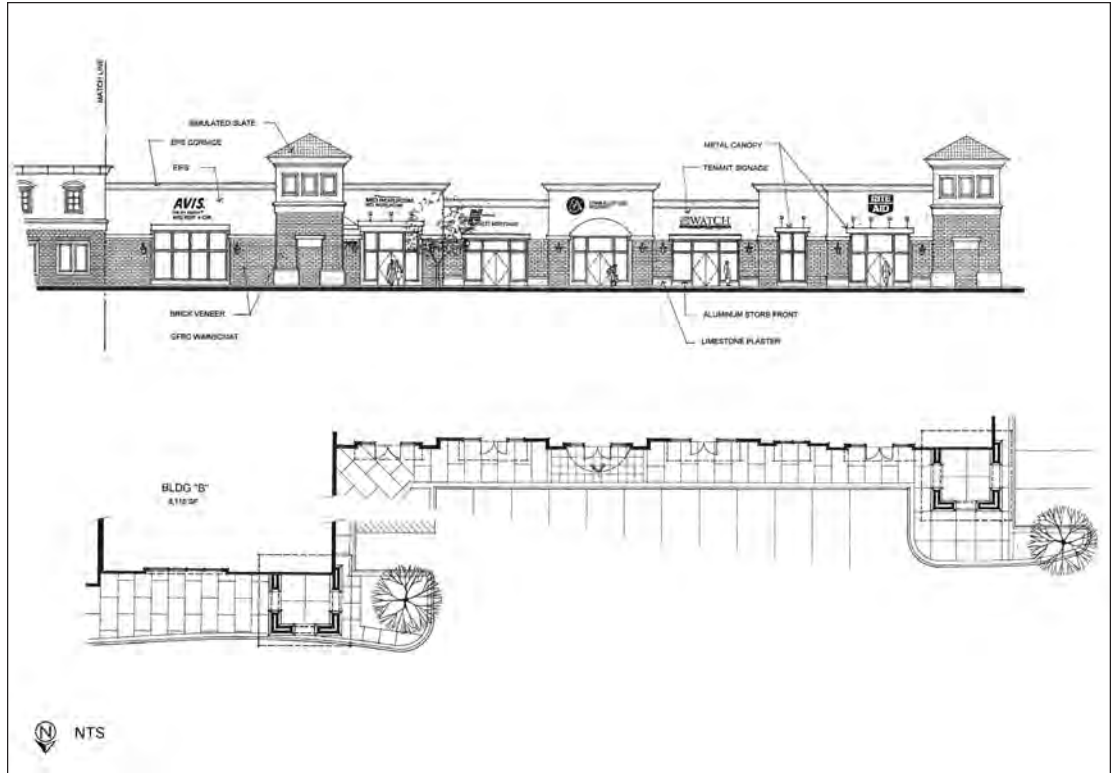
Under the Amended Plan, the permitted and conditional uses for Downey Landing Retail Center and Kaiser Downey Medical Center will be retained, while the uses for the Tierra Luna Marketplace will replace the uses in the Original Plan specified for the Media and Commerce Centers. The land uses permitted for each district are shown in Appendix A.

Land Use Plan

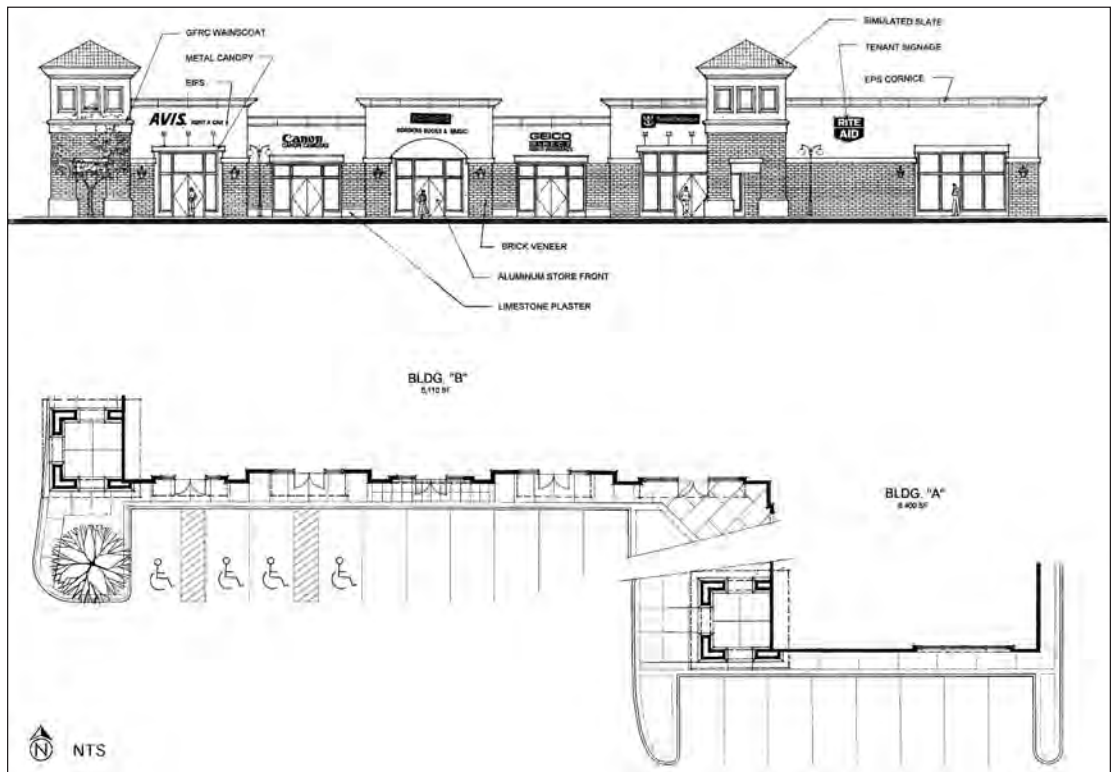
Downey Landing Retail Center

This area encompasses approximately 34 acres and occupies the northern portion of the Downey Landing site. Downey Landing Retail Center occupies this area and is oriented towards Lakewood Boulevard and Stewart & Gray Road. The Center features inline stores, free-standing buildings and parking. A maximum of 410,000 sq. ft. of retail space is permitted in this district. (Figure 4.3)

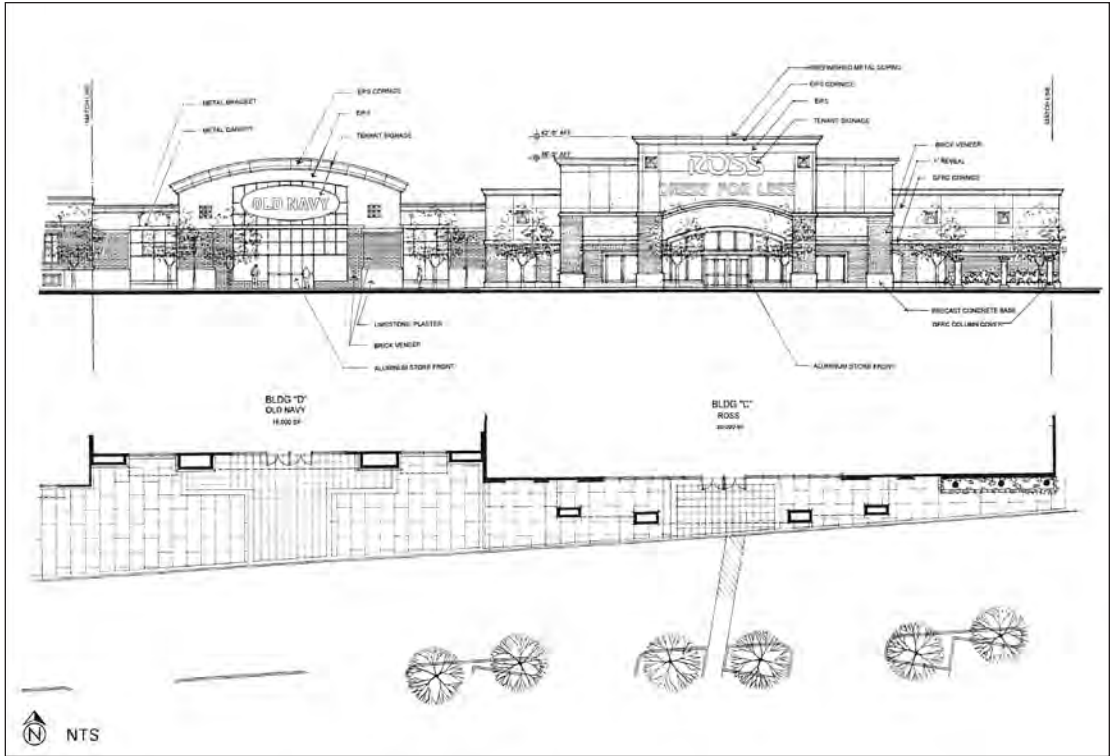
The primary building cluster is located on the southern end of the property and is oriented to Lakewood Boulevard and Stewart & Gray Road. Another cluster of buildings, whose rear elevations face Bellflower Boulevard, is located along the eastern side of the property. A food court is located at the corner of Lakewood Boulevard and Stewart & Gray Road. Details of the Retail Center food court are illustrated in Figure 4.4. Parking is provided in landscaped parking lots fronting all stores.



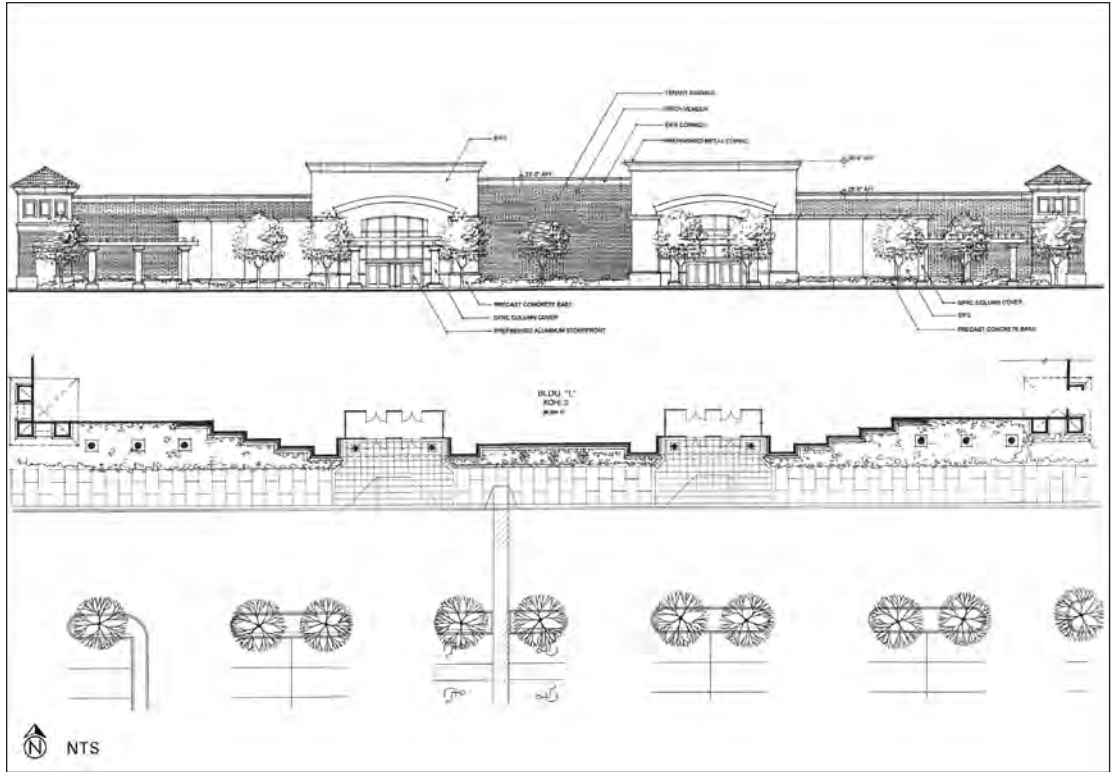
DOWNEY LANDING RETAIL CENTER - NORTH ELEVATION OF BUILDING 'A' FIGURE 4.5



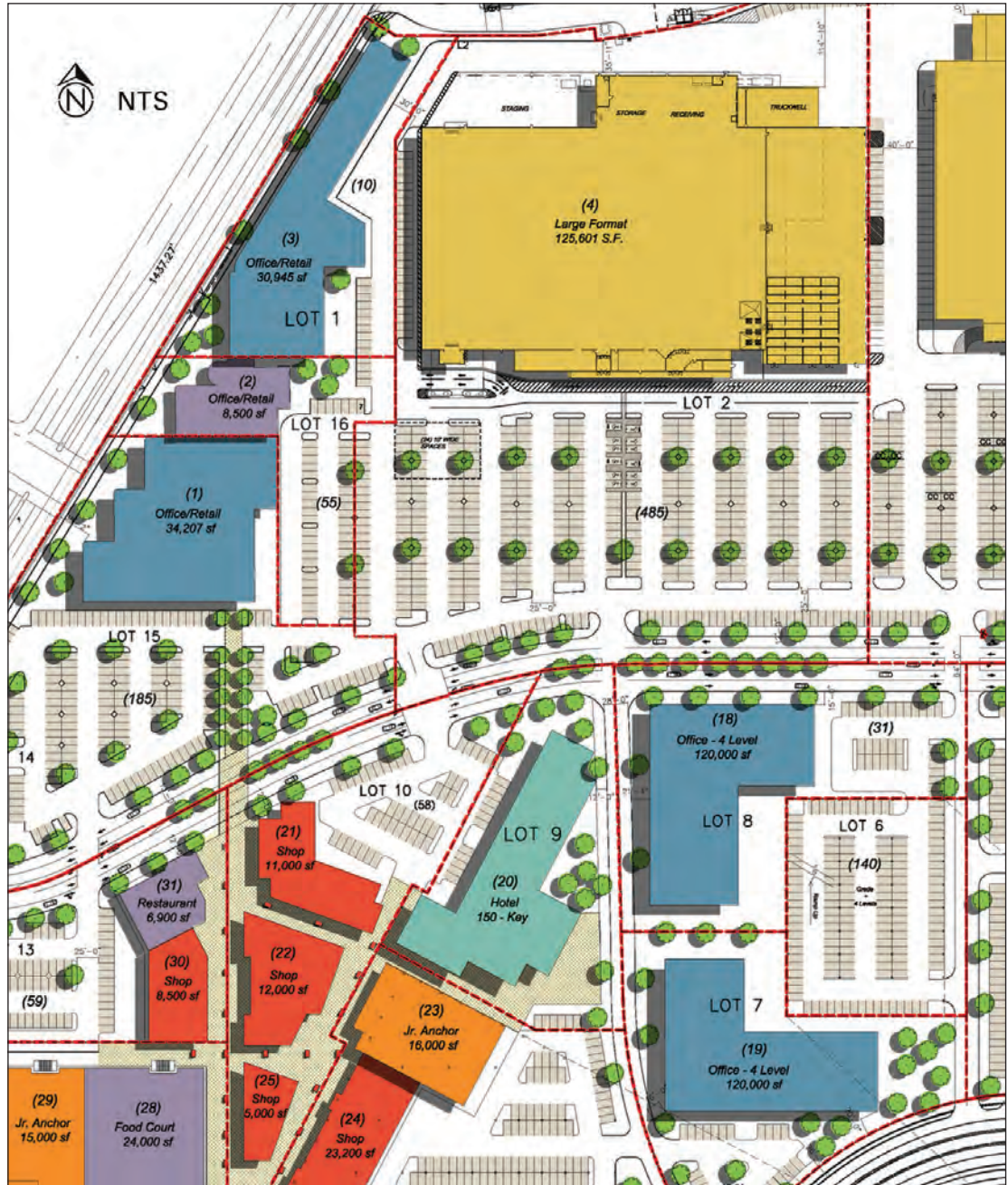
DOWNEY LANDING RETAIL CENTER - WEST ELEVATION OF BUILDING 'B' FIGURE 4.6



DOWNEY LANDING RETAIL CENTER - NORTH ELEVATION OF BUILDING 'C' AND 'D' FIGURE 4.7



DOWNEY LANDING RETAIL CENTER - WEST ELEVATION OF BUILDING 'L' FIGURE 4.8



TIERRA LUNA MARKETPLACE OFFICE AREAS (IN BLUE) FIGURE 4.9

Design Elements

Building materials at Downey Landing Retail Center include brick, glass, stucco, simple geometric forms, bold signage, and strong landscaping. Conceptual drawings of elevations are shown in Figures 4.5 through 4.8.

Tierra Luna Marketplace

The Central Portion where Downey Studios is currently located and operating will be renamed Tierra Luna Marketplace and will be a commercially oriented mixed-use center with retail, office, medical office, hotel, restaurant, entertainment and open spaces uses. Design intent for each area is described below.

Office/Medical Office

Emanating from the commercial complex around Building 1 will be a themed, landscaped pedestrian spine. Kiosks of many sorts will be strategically placed along this spine to create a festival interaction with shoppers. This pedestrian spine will pass through the retail/entertainment/hotel complex proposed to the south and terminate at the Columbia Memorial Space Center, located to south, beyond the retail/entertainment complex.

Design Elements - Office/Medical Office

As stated earlier, office uses are permitted in only two locations on the Tierra Luna Marketplace Site. Those two locations are near the preserved historic portion of Building 1 (adaptive reuse of existing structures) and in a designated area within the south-central portion of the Site. (Figure 4.9)

Portions of Building 1 are designated by the MOA to be preserved in place. Those portions consist of the Gordon Kaufmann-designed office building, a portion of which has been restored in accordance with the Secretary of the Interior's Guidelines and is the crown jewel of the Central Portion. As such, the use in Building 1 could be office, medical office, retail, another commercial or public use. Most important is that the use chosen for the portion of Building 1 required to be preserved in place by the MOA should have appropriate synergies with the history of the site, should be a "good fit" in the building and should complement and, perhaps, enhance the restoration that has already been completed. One or more additional office/medical office buildings are proposed adjacent to and in the vicinity of Building 1. A restaurant(s) or retail use could also be appropriate for this commercial complex as well. The commercial square footage proposed for this area is 75,000 sq. ft.

The only other area of the 77-acre Site where office uses can be developed is shown on the bottom right side of Figure 4.9 and consists of the areas marked "Lots 4, 5, 6, 7 and 8". This office complex is located in the south central portion of the Site, adjacent to the proposed hotel.

A range of approximately 300,000 to 500,000 sq. ft. of office/medical office uses is proposed for the Tierra Luna Marketplace. The Applicant proposes office buildings served by the both surface and structured parking onsite.



TIERRA LUNA MARKETPLACE RETAIL/ENTERTAINMENT/HOTEL COMPLEX FIGURE 4.10

As stated earlier, office uses are permitted in only two locations on the Tierra Luna Marketplace Site. Those two locations are historic Building 1 (adaptive reuse of existing structures) and in a designated area within the south-central portion of the Site.

There are two primary areas proposed for office/medical office uses. The area around and including Building 1 is comprised primarily of existing structures erected during this Site's manufacturing days. Additional structures in the vicinity of Building 1 and external design elements such as materials and patterns should strive to complement the exterior features of those portions of Building 1 required to be preserved in place by the MOA. It should be noted that complementing does not mean the same thing as copying.

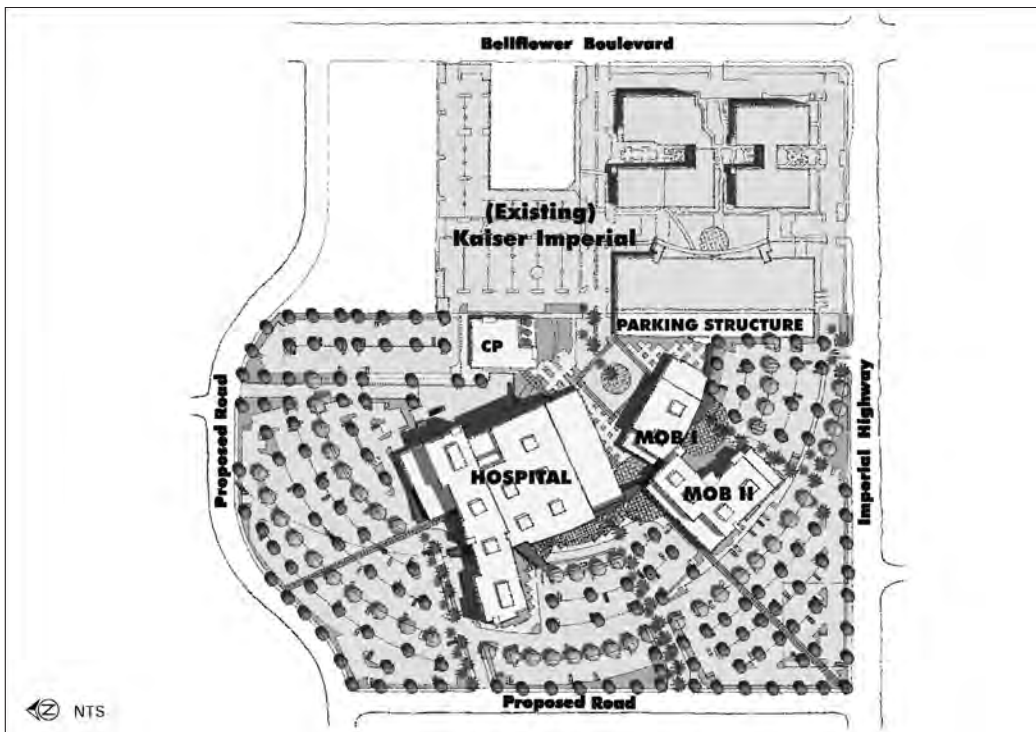
For any new office buildings, reflective glass shall not be permitted. Pedestrian gathering areas and the provision of outdoor shade structures is encouraged.

Retail/Entertainment/Hotel Complex

The Retail/Entertainment/Hotel Complex is comprised of retail, restaurants, a food court and shops in an outdoor setting and a 150-key hotel (116,000 sq. ft.). This activity complex also anticipates a 16-screen theater (65,000 sq. ft.) built on the second floor, over retail, and a food court. (Figure 4.10)

This complex is planned as the center of the community, particularly for shopping, dining and entertainment for residents, workers and visitors from surrounding neighborhoods and communities.

The themed landscaped spine bisects this district in a way that directs pedestrians through the entertainment core, linking the historic buildings to the entertainment complex.



KAISER DOWNEY MEDICAL CENTER SITE PLAN FIGURE 4.11

Retail Pads

Three types of retail uses are proposed within the Tierra Luna Marketplace. They are large format retail, junior anchors and shops.

Large Format Retail

Large format retailers are freestanding buildings ranging in size from 100,000 sq. ft. to 200,000 sq. ft. Each building will have its own parking field in front of it. Up to two such structures are proposed for the Tierra Luna Marketplace for a total of up to approximately 280,000 sq. ft. of building area.

Junior Anchor Retail

Junior Anchors are medium-sized retail users (ranging in size from approximately 13,000 sq. ft. to 65,000 sq. ft. in size). Most of the proposed Junior Anchors are proposed along Bellflower Boulevard, Congressman Steve Horn Way and the retail/entertainment/hotel complex.

Shops/Freestanding Restaurants

Shops in the Tierra Luna Marketplace may be small retail spaces that provide convenient retail uses to bolster foot traffic. Shops may be woven throughout and include freestanding buildings that could be restaurants, financial institutions and other related retail establishments.

Kaiser Downey Medical Center

Program

The Kaiser Downey Medical Center (KDMC) occupies 30 acres on the southern portion of Downey Landing and will consist of two medical office buildings, a hospital, central plant, and parking structure (Figure 4.11). The program defined for the Medical Center is as follows:

PHASE 1

Building	Sq. Footage	Height	Parking Required
Medical Office Building (MOB) 1	97,500	4 stories	390 spaces
Total Phase 1		97,500	390 spaces

PHASE 2

Building	Sq. Footage	Height	Parking Required
Medical Office Building (MOB) 2	185,000	4 stories	740 spaces
Hospital	600,000	6 stories	1,068 spaces
Central Plant	27,300	2 stories	
Parking Structure	600,000	6 levels	
Total Phase 2	812,300		1,808 spaces

PHASE 3

Building	Sq. Footage	Height	Parking Required
Medical Office Building (MOB)	10,200	4 stories	41 spaces
Hospital	80,000	6 stories	192
Parking Structure	81,550	6 levels	
Total Phase 3	90,200		233 spaces

PROJECT TOTAL

(Excluding Parking Structures)	1,000,000		2,431 spaces
Total Parking Structures	681,550		



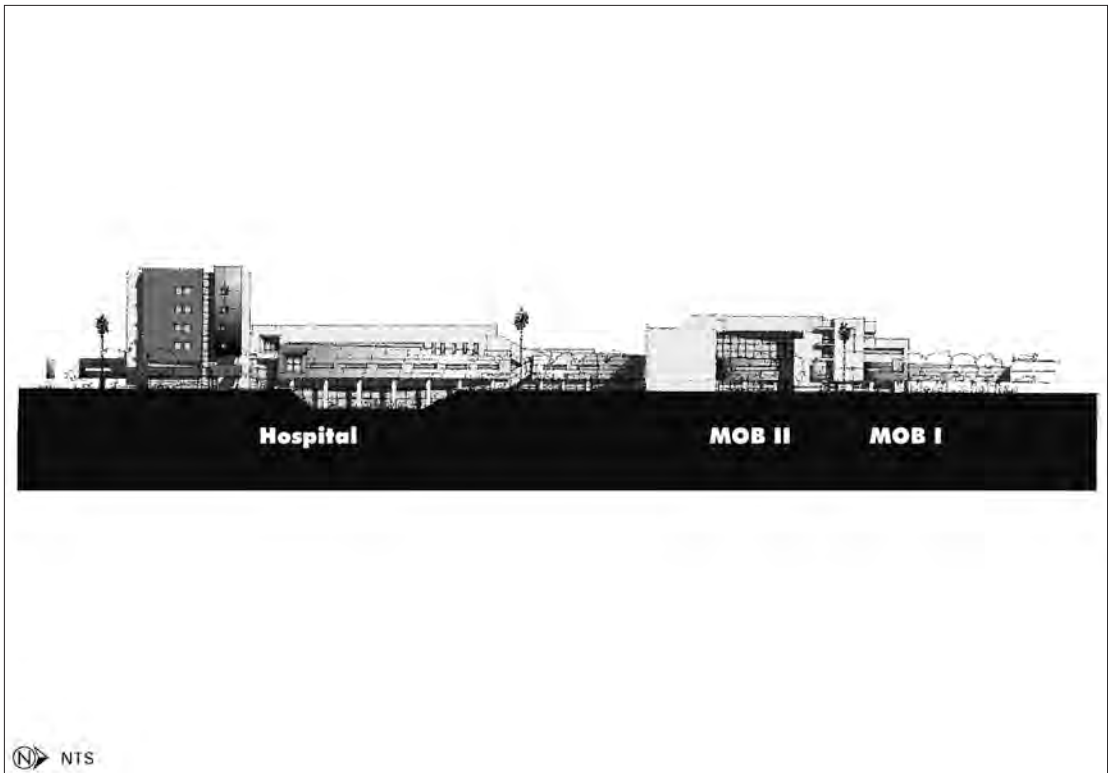
KAISER DOWNEY MEDICAL CENTER - MAIN ENTRANCE FIGURE 4.12



KAISER DOWNEY MEDICAL CENTER - LOBBY VIEW FIGURE 4.13



KAISER DOWNEY MEDICAL CENTER - EXTERIOR OF DINING PLACE FIGURE 4.14



KAISER DOWNEY MEDICAL CENTER - WEST ELEVATION FIGURE 4.15

Design Elements

The KDMC is oriented to Imperial Highway, Caring Way (formerly Ardis Avenue) and Congressman Steve Horn Way. The hospital and office buildings flank a grand entry. Figure 4.12 illustrates how the main entrance is designed and illustrates conceptually how the hospital appears from the street. Figures 4.13 and 4.14 illustrate the view of lobby and the exterior of dining place.

The hospital and medical office buildings will be built over time but designed as one complex. Design elements, materials, and colors will be coordinated throughout the complex. Figure 4.15 illustrates the conceptual west elevations of the hospital and medical office buildings.

A parking structure will be built at the rear of the property facing Congressman Steve Horn Way. A large plaza/courtyard, serving both patients and hospital staff will link the future parking structure and hospital/medical office complex. The Central Plant is located east of the hospital and south of the future parking structure.

C. OPEN SPACE

An existing park is situated on the west side of the Site along Columbia Way (formerly Clark Avenue). The park complex includes the Discovery Sports Complex and the Columbia Memorial Space Center that measures 20,000 sq. ft.

D. CIRCULATION

Existing Circulation

As noted earlier, regional vehicular access to Downey Landing is provided by the Century Freeway (I-105), which is located approximately one-quarter mile south of the project Site, the San Gabriel River Freeway (I-605), which is located approximately one mile east of the project Site, and the Santa Ana Freeway (I-5), which is located approximately two miles north of the project Site.

Within the project vicinity, the Century Freeway has interchanges at Lakewood Boulevard and Bellflower Boulevard, the I-605 Freeway has interchanges at Imperial Highway and Firestone Boulevard, and the I-5 has an interchange at Lakewood Boulevard.

The streets that provide direct access to the Site are Lakewood Boulevard, Stewart & Gray Road, Bellflower Boulevard, Imperial Highway, Caring Way (formerly Ardis Avenue), Congressman Steve Horn Way and Columbia Way (formerly Clark Avenue). Lakewood Boulevard is a six lane north-south arterial street that abuts the northwest side of the Site. Stewart & Gray Road is a four-lane east-west street that abuts the north side of the Site. Bellflower Boulevard is a four-lane north-south arterial street that abuts the east side of the Site. Columbia Way is a two-lane north-south street that also abuts the west side of the Site. Streets that provide direct access to the Central Portion are Lakewood Boulevard, Bellflower Boulevard, Congressman Steve Horn Way and Columbia Way.

Other regional streets that serve as access routes to the Site are Firestone Boulevard, Woodruff Avenue, Washburn Road and Alameda Street.

Regional-serving MTA buses, local-serving Downey LINK, and bicycle paths along the San Gabriel and Rio Hondo Rivers provide non-vehicular access to Site.

Site Access

Downey Landing Retail Center

The Downey Landing Retail Center is accessed from Lakewood Boulevard, Stewart & Gray Road, and Bellflower Boulevard. A description of the circulation improvements are listed below:

Primary Retail Entrance on Lakewood Boulevard

- Distance from Stewart & Gray Road: minimum of 500 feet, optimum distance: 650 feet (from centerline) (COMPLETED - 550 feet actual)
- Southbound left-turn pocket required, recommended length: 150 feet (plus transition) (COMPLETED - 70 feet actual)
- Northbound right-turn pocket required, recommended length: 150 feet (plus transition) (COMPLETED - 173 feet actual)
- Traffic signal required, with left-turn phase for southbound traffic (COMPLETED)

Retail Entrance on Stewart & Gray Road

- Westbound left-turn pocket required, recommended length: 150 feet (plus transition) (COMPLETED - 300 feet actual)
- Eastbound right-turn pocket required, recommended length: 150 feet (plus transition) (COMPLETED - 150 feet actual)

Retail Entrance on Bellflower Boulevard

- Southbound right-turn pocket, minor entrance with low traffic volumes (COMPLETED)

Downey Studios

Mory Street Extension

- Southbound left-turn pocket required, recommended length: 150 feet (plus transition) (COMPLETED – 180 feet actual)

Kaiser Downey Medical Center

New Intersection at Bellflower and Congressman Steve Horn Way

- Aligns with existing traffic signal at Bellflower Boulevard (COMPLETED)
- Northbound left-turn pocket required, recommended length: 300 feet (plus transition) or double left-turn lanes at 150 feet each (COMPLETED - 210 feet actual)

- Southbound right-turn pocket required, recommended length: 150 feet (plus transition) (COMPLETED - 150 feet actual)
- Traffic signal upgrade/modification required, with left-turn phase for northbound traffic (COMPLETED)
- Three eastbound egress lanes required, recommended lane configuration is a left-turn lane, a through lane and a right-turn land (COMPLETED)

Imperial Highway/Ardis Avenue/Caring Way

- Align Caring Way with Ardis Avenue at Imperial Highway and modify traffic signal
- Provide three southbound egress lanes: right-turn lane, a through lane and a left-turn lane
- Provide two northbound ingress lanes

Tierra Luna Marketplace

New intersection at Bellflower Boulevard/Aviation Boulevard/Project Entrance

- Northbound Approach: Two through lanes, one left-turn lane.
- Southbound Approach: Two through lanes, one right-turn only lane.
- Eastbound Approach: One left-turn lane, one optional left-turn lane or optional right-turn lane and one right-turn only lane.

Lakewood Boulevard/Site Entrance Intersection

- Northbound Approach: Three through lanes and one right-turn only lane.
- Southbound Approach: Two through lanes and two left-turn lanes.
- Westbound Driveway Departure: Two left-turn lanes and a single right-turn only lane.

Street Design

Congressman Steve Horn Way

Congressman Steve Horn Way is the primary means of vehicular circulation within Downey Landing. The configuration of the street is described below.

The lane configuration on the eastbound portion of Congressman Steve Horn Way (between Caring Way and Bellflower Boulevard) is five lanes (two lanes in each direction, and a center median/left-turn lane). The curb-to curb width is 64 feet (13-foot outside lanes, 12-foot inside lanes, and a 14-foot median/left-turn lane). A 16-foot parkway on each side results in a 96-foot right-of-way. Parking is not permitted on this street.

Caring Way (formerly Ardis Avenue) - North of Imperial Highway

The required lane configuration for Caring Way, between Imperial Highway and Congressman Steve Horn Way is five lanes (two lanes in each direction, and a center median/left-turn lane). The curb-to curb width is 64 feet (13-foot outside lanes, 12-foot inside lanes, and a 14-foot median/left-turn lane). A 10-foot parkway on each side results in an 84-foot right-of-way. Parking is not permitted on this street.

Proposed Aviation Boulevard

Aviation Boulevard is proposed as the primary internal street for Tierra Luna Marketplace. Plans show it aligned in an east/west direction, extending from the project's entrance at the intersection of Lakewood Boulevard/Mory Street to the entrance at Bellflower Boulevard. The street's alignment would nearly halve the Site and its configuration is described below:

It will consist of four (4) lanes — two lanes in each direction with left-turn pockets, plus a median and parkways. The curb to curb width is 64 feet (13-foot outside lanes, 12-foot inside lanes and a 14-foot raised landscape median/left-hand turn lanes). Also, a 12-foot parkway on each side results in an 88-foot right-of-way.

Traffic Signals on Bellflower Boulevard

Traffic signals are currently in place on Bellflower Boulevard at Imperial Highway, at Bellflower Boulevard and Congressman Steve Horn Way, at Bellflower Boulevard and Washburn Road and Bellflower Boulevard and Stewart & Gray Road.

Secondary Driveways

- Right-turn only signs have been installed at the secondary driveway egress points.
- Right-turn pockets are not recommended at the secondary driveways.

Off-Site Street Improvements

2002 Final EIR for the Downey Landing Specific Plan (Original Plan)

Downey Landing Retail Center and Kaiser Downey Medical Center

The development of Downey Landing will cause increased congestion at a number of intersections near the project Site. The firm Stevens-Garland Associates prepared the traffic impact analysis for the 2002 EIR and the Original Plan. The analysis indicated that the following intersections would be impacted and will require improvements.

The Lakewood/Firestone, Lakewood/Stewart & Gray, Lakewood/Imperial, and Bellflower/Imperial intersections would be significantly impacted during the morning and afternoon peak periods, and the Lakewood/Bellflower and Bellflower/Stewart & Gray intersections would be significantly impacted during the morning peak period.

Recommended improvements at these intersections are as follows, although these measures are subject to modification depending on the actual intensity, layout, and phasing of the project

development. If these improvements are deemed infeasible (i.e. they could not be completed within existing right-of-way) project applicant shall contribute to a fair-share funding program administered by the City of Downey to be applied as a partial payment of the roadway improvement or traffic signal coordination system that the City may ultimately install at the locations.

- Right-turn lanes at the Lakewood Boulevard/Firestone Boulevard intersection in the northbound, southbound and eastbound directions and double left-turn lanes in the eastbound and westbound directions. (COMPLETED)
- An additional northbound through lane on Lakewood Boulevard at the Lakewood/Bellflower intersection. (COMPLETED)
- An additional northbound and southbound through lane on Lakewood Boulevard at the Lakewood/Stewart & Gray intersection. (COMPLETED)
- An eastbound-to-southbound right-turn lane on Imperial Highway at the Imperial/Bellflower intersection. (PENDING)
- A southbound-to-westbound right-turn lane on Bellflower Boulevard at the Bellflower/Stewart & Gray intersection. (COMPLETED)

Pedestrian

Tierra Luna Marketplace

A landscape sidewalk adjacent to Congressman Steve Horn Way provides a pedestrian connection to Bellflower Boulevard. An enhanced pedestrian spine is proposed to originate at historic Building 1, pass through the retail / entertainment / hotel complex and terminate at the Columbia Memorial Space Center and Discovery Sports Complex.

Public Transportation

Los Angeles County Metropolitan Transportation Authority (MTA) buses operate on all of the streets that surround the Site. In cooperation with the MTA, the Original Plan contemplated that the developers would create a comprehensive bus stop plan. In addition, bus and transit shelters are required at all bus stops.

The Original Plan also contemplated that the developers will coordinate with Downey LINK, the fixed route local transit provider to create service for the Site. It is preferred that Downey LINK and MTA utilize common facilities.

E. UTILITY PLANS

Utilities include the provision of storm water management, water, sanitary sewer, and dry utilities including electricity, gas, and telephone services.

Storm Drain System

The Site is located within the Los Angeles-San Gabriel Hydrologic Unit as defined by the California Regional Water Quality Control Board (“RWQCB”), Los Angeles Region (4), and is tributary to the San Gabriel River. Generally, on-site storm runoff follows site topography southerly and westerly.

The RWQCB Water Quality Control Plan for the Los Angeles Region addresses water quality objectives for both surface and groundwater. The surface water sources in and around the Site are minor and are not identified in the Basin Plan for specific water quality objectives or for beneficial uses. Water quality discharge requirements meeting area wide surface water use objectives are established as permit requirements by the RWQCB, Standard Urban Storm Water Mitigation Plan (SUSMP), and NPDES (National Pollutant Discharge Elimination System) permitting for construction and operations of proposed development projects.

Existing Conditions

The Site is located within the Los Angeles-San Gabriel Hydrologic Unit as defined by the California Regional Water Quality Board, Los Angeles Region (4), and is tributary to the San Gabriel River. Generally, onsite storm water runoff follows Site topography southerly and westerly. The Site is drained by an existing system of underground storm drains that collect the onsite runoff and carry it southward either through the Site or westerly to Lakewood and Columbia Way (formerly Clark Avenue) then southerly into Imperial Highway. From Imperial Highway, the existing storm drain system converges and continues southerly along Ardis Avenue, eventually entering the San Gabriel River.

Regional Flooding

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Maps, the project is located in a special study area. On May 24, 2001, FEMA changed the Site’s flood zone designation to “X”, which distinguishes the area as either of the following:

- An area of 500-year flood; an area of 100-year flood with average depths of less than one foot; and an area protected by levees from 100-year flood
- An area determined to be outside the 500-year flood plain

This change was confirmed by FEMA on January 11, 2002. The Site has been determined to be within the 500-year flood plain (Brian Ragland, Downey Public Works, July 2001).

Surface Water Quality

Various point- and non-point-source pollutants affect surface water quality in urban areas. Point source pollutants are those emitted from a discrete or a specific point, such as a pipe, while non-point source pollutants are typically generated by less confined sources, such as streets, building sites or agricultural areas.

The drainage facilities within the City of Downey receive runoff from a variety of non-point sources. As a general rule, point source pollutants are more easily monitored; thus pollutant discharge standards are more easily enforced, while non-point source pollutants, such as those found in runoff, are more difficult to identify. Even though non-point-source pollutants are difficult to monitor, they are important contributors to surface water quality, especially in urban areas.

Constituents of runoff water, and their concentrations, vary with surrounding land uses, topography, and amount of impervious cover, as well as intensity and frequency of irrigation or rainfall. Runoff may typically contain oil, grease, and metals accumulated on streets, as well as pesticides, herbicides, particulate matter, nutrients, animal wastes and other oxygen-demanding substances from landscaped and agricultural areas.

Concentrations of pollutants in runoff generated during the dry season by landscape irrigation and street washing (dry-weather runoff) are typically lower than concentrations found at the start of wet-weather runoff (runoff generated by precipitation during the wet season). The highest pollutant concentrations are found in storm water runoff generated at the beginning of the wet season, during the so-called "first-flush." Approximately 90 percent of total accumulated pollutants are removed within the first 0.75-inch of rainfall, with street surfaces as the primary source of pollution in urban areas.

Proposed Improvements

There are several existing storm drain lines throughout this Site that run both on and off the Site. The proposed storm drainage system will utilize the 96-inch RCP (reinforced concrete pipe) that runs on-site just north of the intersection between Imperial Highway and Caring Way (formerly Ardis Avenue), the 81-inch RCP that runs along Bellflower Boulevard, and 45-inch RCP that runs along Lakewood Boulevard. Final storm drain sizes will be determined when final design calculations are performed.

Best management practices (BMP) were implemented on this Site. This ensured that the storm water runoff was managed and treated for oil, grease, sediment, trash, and debris contamination.

Implementation Measures - 2002 Final EIR (Original Plan)

Downey Landing Retail Center and Kaiser Downey Medical Center

- Prior to issuance of a grading permit, a final grading plan, final drainage plan, and final hydrologic/hydraulic analysis shall be submitted to the City of Downey for review and approval. Final design of the project storm drain system shall be consistent with the recommendations of the final hydrologic/hydraulic analysis and in conformance with the requirements of the City of Downey.
- Prior to the issuance of grading permits for each phase, the applicant shall submit and obtain approval of construction drainage and erosion control plans for each phase of grading. The control measures contained in the plan shall be approved by the City of

Downey prior to any construction activities. The plans shall serve as the basis for the construction portion of the Storm Water Pollution Prevention Plan (SWPPP) and shall include the applicable measures such as the following:

- ◆ Diversion of off-site runoff away from the construction site.
- ◆ Diversion of off-site runoff away from the construction site.
- ◆ Prompt revegetation of proposed landscaped areas.
- ◆ Perimeter sandbagging or temporary basins to trap sediment.
- ◆ Regular sprinkling of exposed soils during construction phases.
- ◆ Installation of a minor retention basin(s) to alleviate discharge of increased flows.
- ◆ Specifications for construction waste handling and disposal.
- ◆ Erosion control measures maintained throughout the construction period.
- ◆ Prior to the issuance of a grading permit, the project applicants shall file a Notice of Intent (NOI) with the State and comply with the requirements of the NPDES General Construction Permit, including the preparation of a SWPPP and a SUSMP incorporating BMPs (Best Management Practices) for construction and post-construction control of run-off. The SWPPP and SUSMP shall be prepared for review and approval by the City of Downey. The plans shall reduce the discharge of pollutants to the maximum extent practical using management practices, control techniques and systems, design and engineering methods and such other provisions that are appropriate.

The plans shall include:

- Control of impervious area runoff, including installation of detention basins, retention areas, filtering devices, energy dissipaters, pervious drainage systems, porous pavement alternatives.
- Implement regular sweeping of impervious surfaces such as parking lots and entry drives.
- Use of efficient irrigation practices.
- Provision of infiltration trenches and basins.
- Linings for urban runoff conveyance channels.
- Vegetated swales and strips.
- Protection of slopes and channels.
- Landscape design such as Xeriscape or other designs minimizing use of fertilizers.

- Minimize storm water runoff through site design.
- Minimize outdoor storage, including trash container areas.
- Prior to the issuance of building permits for the project, the project applicants shall implement conditions of the City of Downey regarding storm drainage improvements that shall include, but not be limited to: construct the necessary storm drainage improvements (including detention basins if needed) to handle increased flows and provide BMPs.

Water System

Existing Conditions

Domestic Water

The City of Downey uses groundwater to provide 100 percent of the potable water needs to the City. The City's Utility Division operates 21 groundwater wells, which pump the groundwater from the Central Groundwater Basin. The Water Replenishment District of Southern California maintains these groundwater levels. The City both owns and leases groundwater-pumping rights, which allow the City to pump water from the Central Basin. Connections to the Metropolitan Water District of California's ("MWD") Feeder Main can be opened in an emergency to provide a backup supply of potable water.

MWD's 79-inch water main runs along the northeastern and northern boundary of the Site under Bellflower Boulevard and Stewart & Gray Road. The City of Downey's water system connects to this main line near the intersection of Lakewood Boulevard and Stewart & Gray Road. The City's water system includes a 16-inch water main in Stewart & Gray Road, 6-inch and 10-inch water lines in Lakewood Boulevard, and 12-inch and 16-inch water lines in Imperial Highway. The City recently constructed a 20-inch domestic water main in Lakewood Boulevard.

The on-site water system connects to the City of Downey public system on Stewart & Gray Road, Lakewood Boulevard, Columbia Way, Imperial Highway, and Bellflower Boulevard.

Reclaimed Water

The Central Basin Municipal Water District supplies reclaimed water to portions of the City of Downey. Recycled water lines were constructed adjacent to the Site and provide reliable access to recycled water for the Site.

Groundwater

One hundred percent (100%) of the City of Downey's water supply is pumped from the Central Groundwater Basin. The Water Replenishment District of Southern California maintains these groundwater levels.

Fire Service Water

The Site's existing fire system is connected to the City of Downey's public domestic water system. The Site has an existing network of water lines that serve the buildings and connect to

the City of Downey water systems in Stewart & Gray Road, Lakewood Boulevard, Columbia Way and Imperial Highway.

A 12-inch line is located in Lakewood Boulevard, with 8-inch to 10-inch lines in Stewart & Gray Road and Imperial Highway connecting to the Site. For Downey Studios, the onsite fire service system utilizes pump houses on-site to lift the on-site water pressure in the event that it drops below effective fire-fighting levels. Power pumps augment the underground fire looped system.

Existing Improvements

Two separate, looped water systems were implemented, all of them tying into existing or new water lines bordering streets or onsite.

The first system serves Downey Landing Retail Center at the north end of the Site. The system is tied into an existing 16-inch line in Stewart & Gray Road, an existing 10-inch line that runs along Lakewood Boulevard and a 12-inch line that extends the length of the center's southerly boundary.

The second looped system serves Kaiser Downey Medical Center and connects to 12-inch lines in Imperial Highway, Bellflower Boulevard, Caring and Columbia Ways and Congressman Steve Horn Way.

Tierra Luna Marketplace

Proposed Improvements:

- Onsite looped water system will be installed on the Site.

Implementation Measures - 2002 Final EIR (Original Plan)

Downey Landing Retail Center and Kaiser Downey Medical Center

- Prior to the issuance of building permits on each separate project, the project applicant shall demonstrate to the City's Public Works Department, the installation of ultra low-flow toilets, water-conserving faucets, and other appropriate water-conserving appliances, as appropriate.
- Prior to final design, the project applicants shall coordinate with the City of Downey to determine if the anticipated project water needs exceed supply. If the demand exceeds supply, appropriate measures shall be implemented to provide adequate water supply to the Site.
- Prior to the completion of the final design, the project applicants shall design an on-site public water loop system that joins main water lines on Lakewood Boulevard, Bellflower Boulevard, and Columbia Way (formerly Clark Avenue).
- Prior to the final design, the project applicants shall coordinate with the City of Downey and the Central Basin Water District to determine if the provision of reclaimed water is a desirable action. If the use of reclaimed water in Downey Landing is a desired goal of the City and the Central Basin Water District, the applicant shall do the following:

- ◆ Submit a final reclaimed water usage analysis plan and final public reclaimed water extension plan.
- ◆ Design and install a double piping system in or around the proposed buildings, as feasible, for the use of reclaimed water for non-potable plumbing, landscaping, cooling towers and industrial uses per Sections 13550/13556 of the California Water Code.

Sanitary Sewer System

Existing Conditions

Downey Landing is within the jurisdictional boundaries of the County of Los Angeles Sanitation Districts (“LACSD”) District No. 2. Two City of Downey 8-inch sanitary sewer lines currently collect wastewater from north and east of the Site and carry the flow southerly down Bellflower Boulevard and Lakewood Boulevard.

On the westerly border of the Site, LACSD maintains a 21-inch sewer, known as the Downey-Bellflower Trunk Sewer. This line begins north of the Site, continues adjacent to the site southerly along Lakewood Boulevard and southerly along Columbia Way. This Downey-Bellflower Trunk Sewer collects wastewater from the Site and areas north and west of the Site.

Either the Joint Water Pollution Control Plant in the City of Carson or the Los Coyotes Water Reclamation Plant in Cerritos treats wastewater. The County Sanitation Districts dispose of the effluent and solids from this 21-inch Trunk Sewer in compliance with the requirements set by the RWQCB. Although the City has a wastewater system adjacent to the Site within Bellflower Boulevard, analysis of the on-site wastewater systems shows that the project wastewater drains southerly and westerly through a series of on-Site wastewater lines to the 21-inch Trunk Sewer that lies within Lakewood Boulevard and Columbia Way. This on-Site system currently connects to the trunk sewer in Lakewood and Columbia Way in as many as 12 separate locations.

The north end of the Site is serviced by a proposed sewer line, with diameter sizes that vary from 8-inch to 21-inch, that will be connected to the existing 15-inch sewer that runs along Lakewood Boulevard. A second sewer line, with sizes that vary from 6-inch to 15-inch, serves the east end of the Site and is connected to the existing sewer on Bellflower Boulevard. The Kaiser Downey Medical Center site is serviced by sewer lines, with sizes that vary from 18-inch to 21-inch, that connect to the existing 21-inch sewer main on Columbia Way.

Implementation Measures - 2002 Final EIR (Original Plan)

Downey Landing Retail Center and Kaiser Downey Medical Center

- Prior to the issuance of building permits, the project applicant shall, as part of the construction drawings, specify City of Downey and County Sanitation District of Los Angeles County measures that apply to wastewater improvements. These measures shall include, but not be limited to the

design and installation of necessary wastewater improvements (including on-site treatment facilities if necessary) to handle any increased flows beyond measured capacities.

- Prior to the issuance of building permits, the project applicants shall obtain appropriate clearances from the City of Downey and the County Sanitation Districts of Los Angeles County LACSD regarding proposed wastewater improvements to ensure that adequate wastewater services are maintained and provided.
- See Appendix D (Additional Wastewater Memo)

Dry Utilities

Existing Conditions

Electricity

The primary electricity provider for the City of Downey is Southern California Edison. Five, 12,000-volt electrical lines feed into the Site, two located in Lakewood Boulevard, two in Imperial Highway, and one in Bellflower Boulevard. Southern California Edison has provided a will-serve letter dated June 27, 2001, stating its readiness to install electrical distribution facilities within the proposed project.

Gas

The primary natural gas supplier for the City of Downey is the Southern California Gas Company. The Site is serviced by 2-inch to 8-inch gas lines in Bellflower Boulevard, Imperial Highway, Stewart & Gray Road, Lakewood Boulevard, and Columbia Way.

Proposed Improvements

Downey Landing currently has gas, telephone, and electric services on site. All proposed connections would be made within the right of ways on Lakewood Boulevard, Columbia Way, Imperial Highway, Bellflower Boulevard, and Stewart & Gray Road.

Implementation Measures - 2002 Final EIR (Original Plan)

Downey Landing Retail and Kaiser Downey Medical Center

- Business tenants shall develop and implement energy conservation programs, as feasible.

F. PUBLIC SERVICE PLANS

Public services include solid waste collection, schools, police, and fire protection.

Solid Waste

Existing Conditions at the Time the Original Plan was Adopted

The Calsan Disposal Company provides solid waste disposal service for the City of Downey. The Downey Area Recycling and Transfer Station, F.R. Bowerman Landfill, and Puente Hills Landfill service the project area. The Downey Area Recycling Center (DART) is permitted for 5,000 tons per day (TPD), F.R. Bowerman Landfill is permitted for 8,500 TPD, and the Puente Hills Landfill is permitted for 13,200 TPD.

Hazardous Waste

Hazardous waste disposal service for the current Kaiser Bellflower facility (used as a baseline for expected generation by Kaiser Downey Medical Center) is provided by either Thomas Gray & Associates, Inc., or Evergreen. The Kaiser Bellflower Hospital facility produced less than 220 pounds (0.11 tons) per month of hazardous waste, which consists of mercury, waste oil, reagents, and bulk chemotherapy products, and is considered a small hazardous waste generator. All hazardous waste handled by Thomas Gray & Associates is transported and disposed of out of state. Waste oil handled by Evergreen is transported to its Newark refinery, where it is recycled and processed.

Biohazardous waste produced by the Kaiser Bellflower facility is picked up by Steri-Cycle. Sharps are autoclaved at the Steri-Cycle facility and are then disposed of in area landfills. Waste to be incinerated, such as pharmaceutical, pathological, and trace biohazardous waste, are picked up by Steri-Cycle and transported to Chandler, Arizona. Kaiser also has an autoclave on-site for sterilization of bandages and suction canisters, which are then picked up by Steri-Cycle and taken to area landfills. Total biohazardous waste produced by Kaiser Bellflower is approximately 10 tons per month.

Proposed

The existing service providers within the City will handle solid waste disposal.

Implementation Measures - 2002 Final EIR (Original Plan)

Downey Landing Retail Center and Kaiser Downey Medical Center

- Business tenants shall develop and implement appropriate recycling programs.

Schools

Existing Conditions at the Time the Original Plan was Adopted

Three schools, all within the Downey Unified School District, currently serve the project area. Existing schools serving the project area include

- Gauldin Elementary—design capacity 660, current enrollment 848 (128%) December 2001.
- East Middle School—design capacity 1,344, current enrollment 1,282 (95%) December 2001.
- Downey High School—design capacity 2,800, current enrollment 3,150 (113%) January 2002.

Sources: Sally McCarthy, Downey Unified School District, 562.904.3500; and <http://downey.dusd.net/prin.htm> for the enrollment number of Downey High School.

Police

Existing Conditions at the Time of the Original Plan Adoption

The Downey Police Department (DPD) is located near the center of the City at 10911 Brookshire Avenue. The department is comprised of 182 total employees, which includes 115 sworn officers. This staff includes three Captains, six Lieutenants, 14 Sergeants, 24 Detectives, seven motorcycle officers, four administrative officers, and the remainder assigned to patrol.

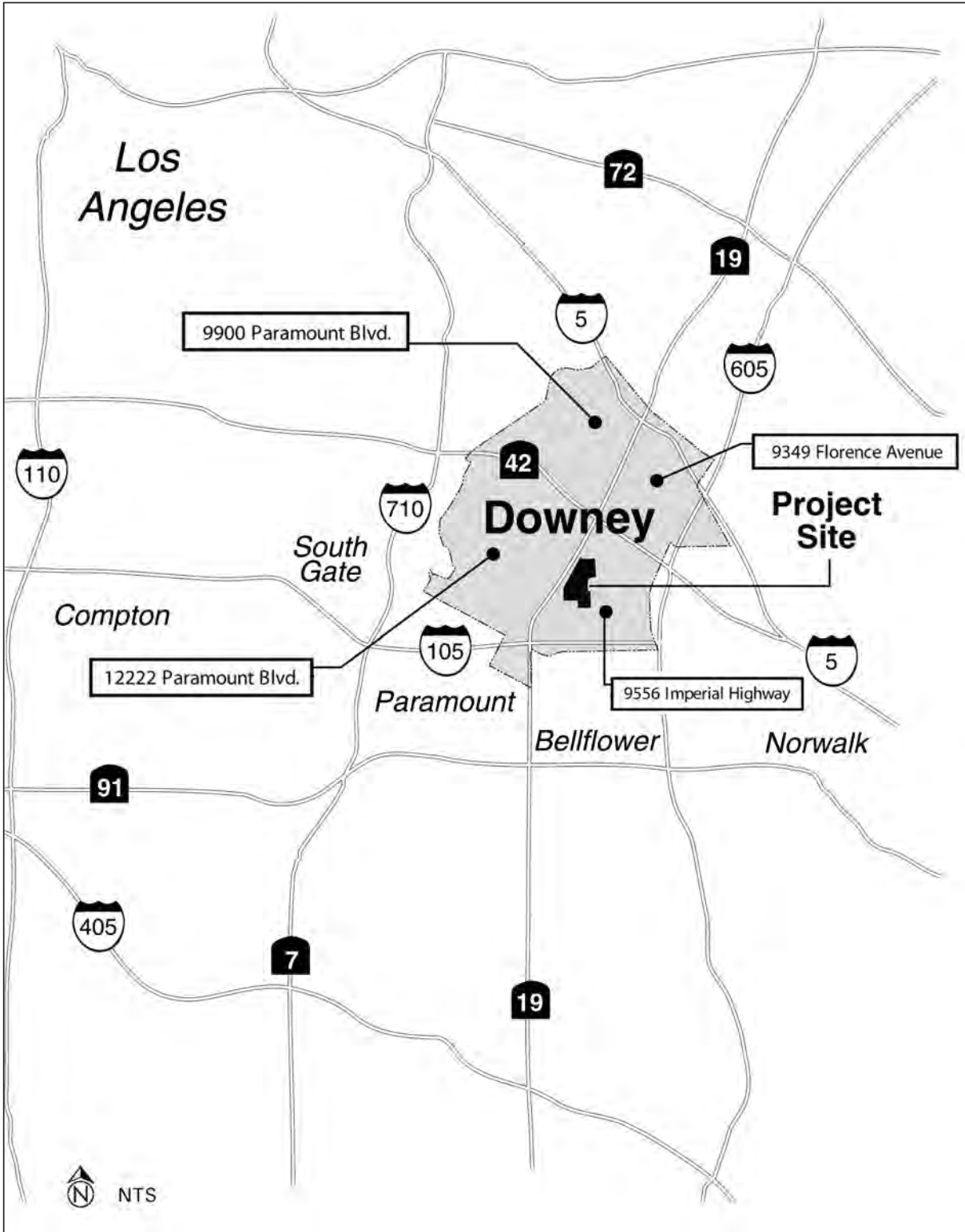
While predetermined patrol routes do not exist, the City of Downey officers patrol all of the areas of the City that are accessible to them. To provide balanced enforcement, the City has been divided into quadrants, and at least one officer is assigned to each area. In addition, traffic enforcement officers and detective personnel supplement Downey patrol officers.

Fire

Existing Conditions at the Time of the Original Plan Adoption

There are four City of Downey fire stations and additional support provided by Los Angeles County Fire Station #98 in Bellflower. The Downey stations house four engines, one ladder truck, two paramedic rescue squads, one civilian ambulance squad, and one USAR (Urban Search and Rescue) vehicle. The Downey Fire Department (DFD) responded to 7,530 emergencies in 2000.

Of the total, 2,062 calls were for fire or hazardous condition-related incidents, 4,776 were emergency medical responses, and 692 were mutual aid responses. Department suppression and rescue training is facilitated by a centrally located, in-city training tower, as well as a closed cable television network, which allows classes, meetings, or training films to be broadcast into any fire station within the City.



LOCATION OF FIRE STATIONS FIGURE 4.16

Standard structure fire response in the project area is from Stations #1 and #2, with three fire engines, one ladder truck, one paramedic rescue ambulance, and one battalion commander, totaling a minimum of 16 personnel. Each engine company has a minimum staffing of three personnel: one captain, one engineer, and one firefighter. The ladder truck has a minimum staffing of four personnel: one captain, one engineer, and two firefighters. The rescue ambulance has a minimum of two personnel, both certified paramedics. One battalion chief staffs the command vehicle. The initial response from stations #1 and #2 is backed up by Downey Fire Stations #3 and #4, with preset mutual aid responses from the Fire Departments of Compton, Montebello, Santa Fe Springs, Vernon, and Los Angeles County. All DFD personnel are "HazMat first responder" certified, specially trained to handle toxic, flammable, or other hazardous materials. Figure 4.16 shows the locations of four fire stations.

The DFD focuses its resource pool and training in six budgeted programs: administration, fire suppression, emergency medical response and basic life support, joint fire communications, fire prevention/arson, and emergency preparedness. Management structure within the organization includes the Fire Chief, Assistant Fire Chief, four Battalion Chiefs, sixteen Captains, and a Deputy Fire Marshal/Hazardous Materials Specialist. The Department has a total of 69 firefighters and rescue personnel to cover an area of 12.8 square miles. Minimum staffing requirement for fire suppression is 21 firefighters.

Implementation Measures - 2002 Final EIR (Original Plan)

Downey Landing Retail Center and Kaiser Downey Medical Center

- Prior to submittal of final designs to the City of Downey, the project applicant shall coordinate with the City of Downey Public Works and/or Fire Department to:
 - ◆ Determine current fire flow data based on specific project plans including; fire flow, on-site fire hydrant, and building sprinkler requirements for each portion of the project
 - ◆ Certify existing building sprinkler systems and/or required modifications, if any.
 - ◆ Develop an interim fire system plan to provide protection during demolition of the current on-site system, including the removal of existing pump houses.
- Prior to the issuance of building permits, the project applicants shall submit a final on-site fire system plan to the City of Downey Public Works Department and the Fire Department for review and approval.
- The applicant/project developer shall comply with the provisions set forth in local, state, and national fire codes and regulations.

Section Five:
DEVELOPMENT
STANDARDS
AND DESIGN
GUIDELINES



A. TYPES OF DEVELOPMENT ACTIVITIES

Two types of development are expected to occur on this Site: new construction and adaptive reuse.

Adaptive Reuse

When existing buildings are to be adapted for new uses, they must adhere to the terms of the Memorandum of Agreement Regarding Disposal of a Portion of the NASA Industrial Plant, Downey, Los Angeles County, California (MOA). A copy of this document is found in Appendix B of the Amended Plan. If a structure, building, or feature is not listed in the MOA, there is no need to comply with the terms of the MOA.

Guidelines within the Downey Landing Specific Plan do not apply to interior modifications, except those portions of Building 1, which must be preserved in place in accordance with the MOA.

As appropriate and feasible (to be determined by City of Downey), exterior improvements must comply with the architectural guidelines.

For any adaptive reuse project, exterior Site guidelines must be adhered to, as appropriate. Those Guidelines specifically include: Landscaping and Parking Setbacks, Landscape, Streetscape Furniture, Hardscape, Walls and Fences, Circulation, Parking, Signage, Storage, Loading & Service Areas, and Lighting.

New Construction

New construction will be required for the new uses within Downey Landing Retail Center, Kaiser Downey Medical Center and all development within the Tierra Luna Marketplace with the exception of the adaptive reuse of those portions of Building 1, which must be preserved in place in accordance with the MOA.

New construction must abide by the standards and guidelines listed below.

B. DEVELOPMENT STANDARDS AND DESIGN GUIDELINES:

Site Planning

The purpose of Site Planning Guidelines is to establish basic site layout ground rules.

Downey Landing Retail Center

- Primary entries of retail stores shall orient to the main parking lot.
- Retail and commercial uses backing onto Bellflower Boulevard must provide visual screening to block views into the rear of the buildings.
- Pedestrian-oriented areas shall be established in the following locations: food court and the areas in front of retail stores and at the pedestrian connection located at the southeast corner of the Retail Center.
- Rear facades of the food court structures shall provide well-designed and landscaped views to Lakewood Boulevard and Stewart & Gray Road.

Tierra Luna Marketplace

- As required by the MOA, a portion of Building 1 shall be preserved in place. That portion has been restored according to the Secretary of the Interior's Guidelines.
- Primary entries of retail stores shall orient to the main parking lot.
- Retail and commercial uses backing onto Bellflower Boulevard and Congressman Steve Horn Way must provide visual screening to block views into the rear of buildings.
- Pedestrian-oriented areas shall be established in the following locations: food court, area in front of retail stores and at the pedestrian spine from Building 1 and throughout the multiplex theater/hotel complex.
- The entrances to the Central Portion from Lakewood and Bellflower Boulevards should draw people into the Site.

Kaiser Downey Medical Center

- The "main" entrances to the Site shall be from Imperial Highway and from Congressman Steve Horn Way to the north.
- Secondary entrances shall be from the west edge of the Site.
- Buildings shall be grouped to create courts and to provide appropriate open space towards Imperial Highway and the park site to the west.

Setbacks

Downey Landing Retail Center

- The Retail Center requires a variety of setbacks to ensure proper siting of buildings, pedestrian areas and vehicle parking.

Landscape and Parking setbacks from:

- Stewart & Gray Road—13', clear, from curb to vehicle bumper.
- Bellflower Blvd.—13', clear, from curb to vehicle bumper.
- Lakewood Blvd.—15', clear, from curb to vehicle bumper.

Building Setbacks

- Setback from property lines to face of buildings—25'.

Tierra Luna Marketplace

Landscape and Parking Setbacks from:

- Bellflower Boulevard – 15', clear, from curb to vehicle bumper.
- Congressman Steve Horn Way – 16', clear from curb to vehicle bumper.
- Columbia Way – 15', from curb to vehicle bumper.
- Lakewood Boulevard, - 15' clear, from curb to vehicle bumper.
- Aviation Boulevard – 12', clear from curb to vehicle bumper.

Building Setbacks

- Setbacks from street curb to face of building – 25'.
- Setback from street curb to face of Building 1 (facing Lakewood Boulevard – existing dimension).

Kaiser Downey Medical Center

Landscape and Parking Setbacks from:

- Imperial Highway – 5', clear, from property line to vehicle bumper.
- Caring Way (formerly Ardis Avenue) – 5', clear, from property line to vehicle bumper.
- Congressman Steve Horn Way – 5', clear to property line to vehicle bumper.

Building Setbacks

- Imperial Highway – 25' clear from property line to building face.
- Bellflower Boulevard – 25' clear from curb to building face.
- Caring Way (formerly Ardis Avenue) and Congressman Steve Horn Way – 15' clear from property line to building face.
- Internal property lines – 10' clear from property line to building face.

Building Heights

The proposed building heights as specified in these Guidelines are within the range of building heights currently on the Site. Both market conditions and the character of the surrounding built environment preclude high-rise structures.

Building Height Guidelines include the following:

Downey Landing Retail Center

Heights are measured from the top ridge to the adjacent finished grade.

- Main structures – 36 feet in height.
- Parapet and roof enclosures (four sides) – Maximum of 50 feet in height.
- Roof Enclosures – Hidden from parking and traffic
- Food Court – 25 feet in height.
- Landscape structures, public art, or landscape features – Maximum of 40 feet in height.

Tierra Luna Marketplace

Height is measured from the street curb level to the highest point of a rooftop.

Retail/Entertainment/Hotel Complex

One-Level Building: 23 to 26-foot parapet heights with architectural elements that shall not exceed 42’.

Two-Level Building: 45 to 50-foot parapet heights with architectural elements that shall not exceed 62’.

Theatre Building: 65 to 80-foot parapet heights with architectural elements that shall not exceed 105’.

Office Buildings: 63 to 70-foot parapet heights with architectural elements that shall not exceed 83’.

Large Format Retail: 40 to 42-foot parapet heights with architectural elements that shall not exceed 61’.

Junior Anchors: 29 to 32-foot parapet heights with architectural elements that shall not exceed 42’.

Hotel: 84 to 94-foot parapet heights with architectural elements that shall not exceed 108’.

Kaiser Downey Medical Center

Within the Kaiser Downey Medical Center will be several mid-rise structures including a 6-story hospital (proposed for 8-stories), a six-story medical office building, and a six-story parking structure.

- New buildings—Maximum of 160' in height.
- Parking Structures—Maximum of 60' in height.
- Auxiliary Buildings—Maximum of 50' in height.
- Architectural features and landscape structures—Maximum of 40' in height.

Lot Size and Dimensions

Tierra Luna Marketplace

Lot area and dimensions shall be the same as specified on Tentative Maps 71543 and 71544. See Appendices E & F.

On-Site Landscaping – Tierra Luna Marketplace

- Ten percent (10%) of the site shall be landscaped.

Architecture

Buildings and structures within Downey Landing, including the Central Portion, will have visually prominent features and will establish the character of the development. It is the goal of these Guidelines to establish common characteristics among buildings.

General

- All visible elevations shall have architectural treatment comprising of colors, materials, and/or textural variations.
- Unique and enhanced treatments that act as unifying elements in the Site development throughout the project are encouraged. These treatments may include towers, fountains, and trellises.
- Building entries shall be emphasized through design, materials, color, scale, texture, and lighting.
- Building elements along sidewalks shall relate to the pedestrian. Treatments at the pedestrian level may include, but not be limited to windows, awnings, trellises, planters, and changes in materials and/or color composition.
- Varied rooflines, wall planes, and wall heights are encouraged.
- Buildings shall be visually broken up—change in volume, articulation, color composition, varying heights, and/or through ornamentation.

- Screening for equipment shall be integrated into the building and roof design – compatible materials, colors, and forms. No wood lattice or fence-like materials are allowed as screening materials. Perforated metal, wire fabric, and similar materials are acceptable.
- Roof-mounted equipment shall be setback from roof edge, placed behind parapet wall so they are not visible to motorists or pedestrians on adjacent streets or within Downey Landing itself. Integrally designed roof-mounted equipment shall be allowed with the approval of the City of Downey.
- Design references to the Site’s aeronautical history and buildings, when appropriate, are encouraged.
- Color shall be used to create visual interest and scale.
- Building walls may consist of integrally colored masonry units, painted block, painted plaster, painted concrete, metal panels, and glass or other material appropriate for uses permitted as part of the Tierra Luna Marketplace project.
- Roof access to be provided within each building.
- Pitched or gabled roofs are not permitted except as part of an architectural theme element, such as a tower.

Energy Conservation

- All new structures constructed in Downey Landing shall utilize solar or low emission water heaters or other equally effective technology designed to reduce natural gas consumption and emissions.
- All new structures constructed in Downey Landing shall have wall and attic insulation that meet or exceed Title 24 requirements.

Downey Landing Retail Center

- The architecture theme the retail center is to achieve the characteristics of buildings that are found on a main street of a business district, or downtown of a town in the USA in 1930s. Building facades are to be designed with the combination of various building materials to resemble the main materials of that period such as brick facade, brick detailing, stucco, cornice, awning, and canopy. This is to bring the building to a human scale and pedestrian friendly. Figures 5.1 and 5.2 illustrate this architecture theme.
- Ground floor level of street-facing or pedestrian walkway-facing facades of all retail, commercial, or office buildings must be at least 40 percent transparent by use of glass windows and doors or at least 60 percent treated with landscaping or architectural articulations such as change



ENTRANCE TO DOWNEY LANDING RETAIL CENTER FOOD COURT FIGURE 5.1



ELEVATION OF DOWNEY LANDING RETAIL CENTER FIGURE 5.2

of horizontal and vertical elevation, change of texture and building finishes to avoid massive amount of untreated wall. These criteria do not apply unless the façade directly faces either a street or a pedestrian way.

- Ground floor windows shall not be reflective.

Tierra Luna Marketplace

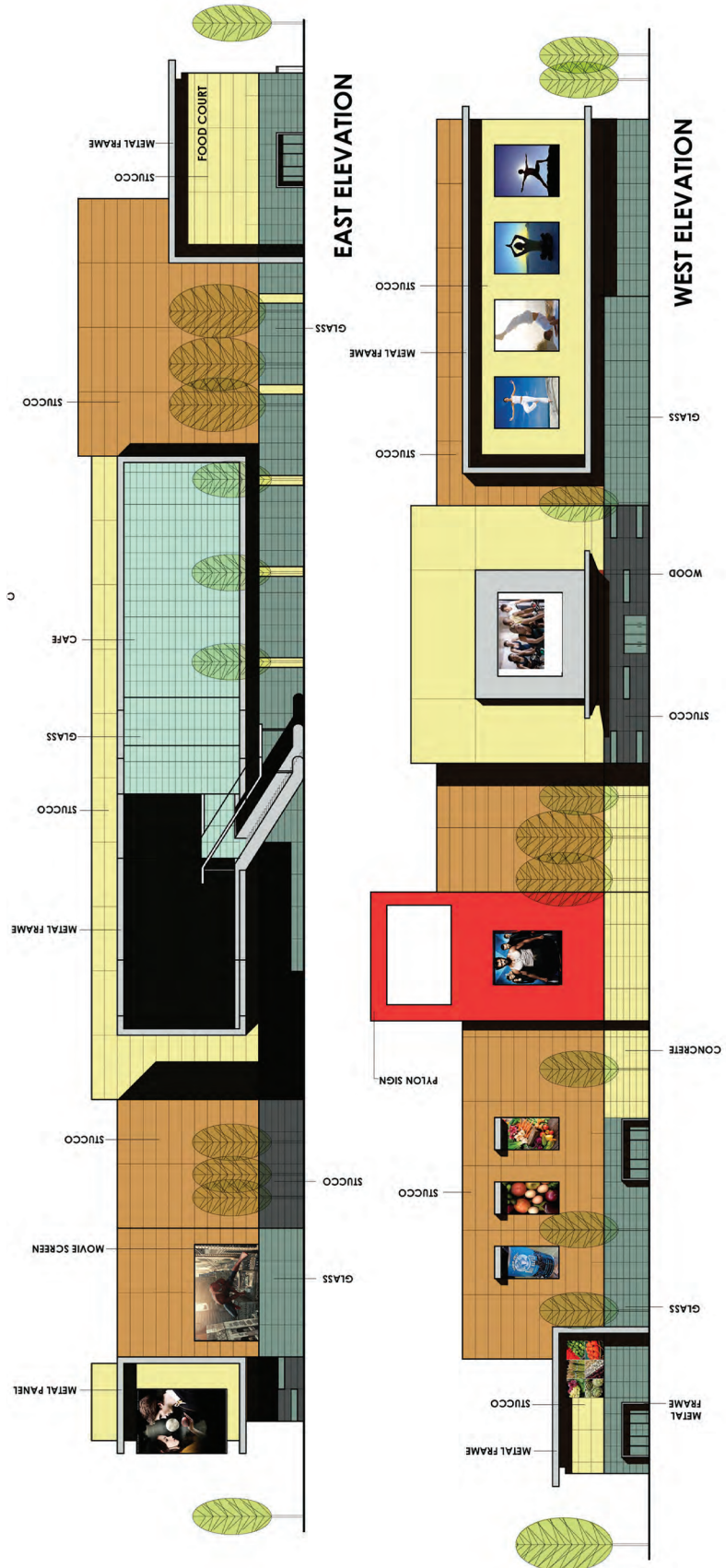
- That portion of Building 1 that will be preserved in place according to the MOA shall retain the features characteristic of its time.
- Exterior materials may include concrete, glass, plaster, and composite materials such as fiberglass, ceramic KalWal, natural and simulated stone, and resilient tiles. Exposed block is not permitted. Figures 5.3 through 5.5 illustrate proposed typical materials and finishes.
- Courtyards and patios shall be distinguished by “enhanced” treatment of hard surface areas, i.e. colored concrete, sandblasted or washed aggregate concrete, and/or the introduction of materials from materials list. Pedestrian interaction with these areas is to be encouraged through the integration of Site furniture and lighting as well as proximity to sun and shade.

Kaiser Downey Medical Center

- The building massing and orientation shall be such to clearly connote pedestrian and vehicular entries.
- Building material shall be appropriate to the scale and type of project. Exterior plaster, concrete masonry, concrete, glass, and metal are acceptable materials.
- The wall fenestration shall combine openings and solids with the appropriate materials to create an overall architectural composition within the site. Contrasting colors and/or materials or design elements may be used to connote entry points.
- Courtyards and plaza areas shall be incorporated into the design to facilitate way finding and pathways.

Landscape Elements

Landscape is an integral component of overall project design, setting the stage for project-wide identity. The establishment of Landscape Guidelines promotes a compatible and continuous landscape pattern that enhances and unifies the development over time. Plantings should be designed to create year-round visual interest through the use of seasonal color, texture, heights, shapes, and habits (evergreen and deciduous). Plant materials native to California or naturally adapted “Mediterranean” species are encouraged. These Landscape Guidelines create the design character and visual qualities for development within the Specific Plan. A preferred plant list can be found in Appendix C.



TIERRA LUNA MARKETPLACE - SAMPLE RETAIL ELEVATIONS FIGURE 5.3



EXAMPLES OF FACADE
ARTICULATION WITH
JUXTAPOSITION OF
SOLID AND TRANSPARENT
MATERIALS

FRAMED ENTRY

LIMITED USE OF
CONCRETE ON
LOWER LEVEL

EXAMPLE OF
"BIG BOX"
FACADE
ARTICULATION

FACADE MATERIALS

TIERRA LUNA MARKETPLACE - PROTOTYPICAL FACADE MATERIALS FIGURE 5.4



ARCHITECTURE

TIERRA LUNA MARKETPLACE - PROTOTYPICAL ARCHITECTURE FIGURE 5.5

The goals of these Guidelines are to provide for water-efficient planting, neat, and well maintained appearance in areas not occupied by buildings, parking, or streets and drives; to enhance the existing Site character; to minimize adverse visual and environmental impacts of large paved areas; and to promote the conservation of water and electricity.

General

- Landscape design and plant material selection will encourage drought-tolerant plant materials. Use of turf shall be limited to accent areas, activity areas, or in parkways, between sidewalk and street.
- All required landscaping shall be continually preserved and maintained, including watering, weeding, fertilizing, spraying, pruning, root aeration, and irrigation repair.
- Plant materials shall be encouraged in front of buildings to break up long walls.
- A single species of tree should be used for each major parking area.
- Drip irrigation is recommended for narrow planting areas and planting areas adjacent to parking areas.
- The landscape plans developed for the project shall identify the location of shade trees to shade the on-site walkways.

Landscape Zones

In order to provide landscape definition and plants appropriate for certain areas of the Downey Landing property, Landscape Zones have been defined as a means of providing visual interest. Examples of appropriate plant materials are found in Appendix C.

Perimeter Zone

Perimeter landscaping around the project zones shall provide a consistent edge treatment using a limited variety of plant materials. This edge in all zones will act as a foreground between development and the street. Views into the Site are to be designed in a manner to create interest and beauty. Large canopy shade trees and ornamental trees along the perimeter edge should blend and accent entry formal plantings.

Low berms with landscaping shall be used along the entire perimeter of the Site.

Lakewood Boulevard

Plantings along the Lakewood Boulevard frontage shall be grouped in informal drifts and tree quantities shall be determined by the length of the property adjacent to the street divided by the recommended spacing of each tree variety. The sidewalk should run through the middle of the planting drifts. Informal drifts will taper off 20 feet before entry points to accent the formal entrance plantings. All parkway planting shall be subject to review and approval.

Ground cover, low shrubs, and small trees will be placed on the inside curve of the drifts in addition to the street trees will create a shade pattern of heavy to low shade along the curvilinear path. Low shrubs will block views of autos and be kept at a safe height for pedestrians.

Bellflower Boulevard and Imperial Highway

Plantings along Bellflower Boulevard and Imperial Highway shall be consistent with those existing along those streets

Stewart & Gray Road

To provide an inviting doorway into the site from the adjacent uses, especially residential areas, low berms will be planted with small shrubs, accent plants, and trees.

Congressman Steve Horn Way

- Boulevard trees shall flank both sides of the street to create a symmetrical allée of trees along the road.

Columbia Way

- Landscaping shall be consistent with the plantings used along the portion of the site that fronts Lakewood Boulevard.

Parking Areas

General

- Landscaping shall be evenly distributed (but not necessarily uniformly) throughout the parking lot.
- The size of a single parking lot shall not exceed four acres, unless divided by a building, major drive or a major row of trees.
- Parking lot planter for trees shall be minimum 25 square feet and minimum dimension of 5 feet.
- Planters with trees shall be placed appropriately throughout parking lots to achieve required shading.
- Long planters accommodating multiple trees are preferred over individual tree wells.
- Planters shall be protected by use of raised curbs. All raised curbs in the parking lots shall be a minimum of six inches in height and four inches in width. Curbs will not be used adjacent to a public R.O.W.

Tierra Luna Marketplace

- Landscaping shall be evenly distributed throughout the parking areas planted sufficiently to achieve complete coverage within one (1) year of initial planting. Islands at the end of parking lanes shall be provided to help achieve "orchard" parking lot landscaping.

- Parking lot planters for trees shall contain a minimum area of 25 square feet and shall have a minimum dimension of five (5) feet, exclusive of curbs.
- Parking lot trees shall be provided using the following spacing standard: One (1) planter with groundcover for every four parking spaces.
- A landscape planter shall separate the end of each parallel stall row from driveways; the planter shall have a minimum width of five (5) feet, exclusive of curbs.
- Where vehicular parking areas abut a property line wall/fence, an irrigated planter area shall be provided, not less than 4' feet in width.

Kaiser Downey Medical Center

- Landscape shall be used to provide way finding to, from, and among facilities.
- Landscaped courtyards and plazas shall be designed to complement the design of the buildings and provide a "healing" environment.

Water Features

Downey Landing Retail Center

Downey Landing will use a water element in the Retail section and at the entry into the Commercial area off of Lakewood Boulevard.

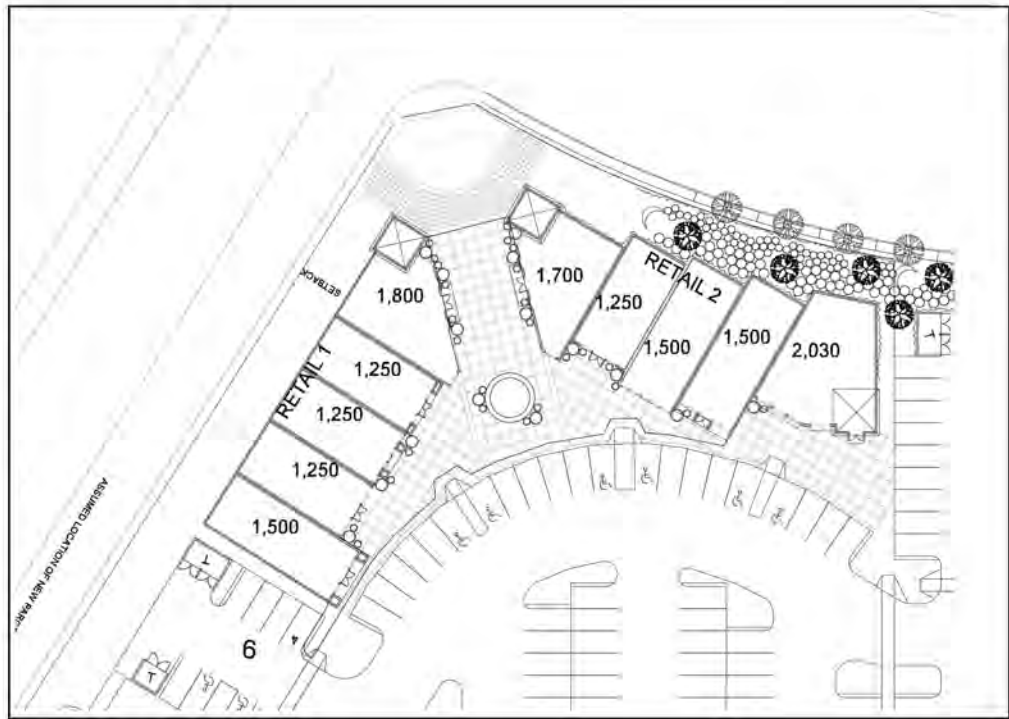
In the retail area, water is used in the food court area as an attractive center to the community plaza, which is created in the patio area. The water feature has seating around the edge and is significant for its design and the visual and audio pleasure.

In the Commercial Zone, the water feature is more monumental and designed to be viewed from Lakewood Blvd, as well as from vehicles entering off the street. It is a spectacular yet refined water statement, which sets the area apart from the norm. Figure 5.6 illustrates the view of the main entrance into the Retail Center Food Court.

Entry Landscaping

Primary

- The entries shall be landmarks of the complex, attracting and guiding visitors. At the entry, trees shall be grouped together providing shade and sense of scale. Symmetrical, boulevard tree plantings on both sides of the main entry drive shall be used. Curbed areas where drives meet streets should be checked for visibility impairment as a result of signage and plantings.
- Features at the main entries shall consist of a monument or other sculptural feature that is visible to vehicles and is in character with the architectural style prevalent throughout the Site.



DOWNEY LANDING RETAIL CENTER FOOD COURT ENTRY FIGURE 5.6

- Main drives, in districts other than Downey Landing Retail Center, shall have, at a minimum, five-foot detached landscaped walkways with a two-foot planter/parkway.

Secondary

- To de-emphasize these entries, a scale-down planting plan (similar in concept to those at the main entries) shall be designed at all secondary entries.

Figures 5.7 and 5.8 illustrate the details of entry landscaping for the Retail Center Site.

Streetscape Furniture

Streetscape furniture is essential for fostering a pedestrian-oriented environment. The provision of pedestrian amenities encourages healthy employees, a cleaner environment, and a reduction of vehicle trips through the project.

A unified family of street furniture shall be used throughout all Downey Landing to help establish a sense of identity and consistency.

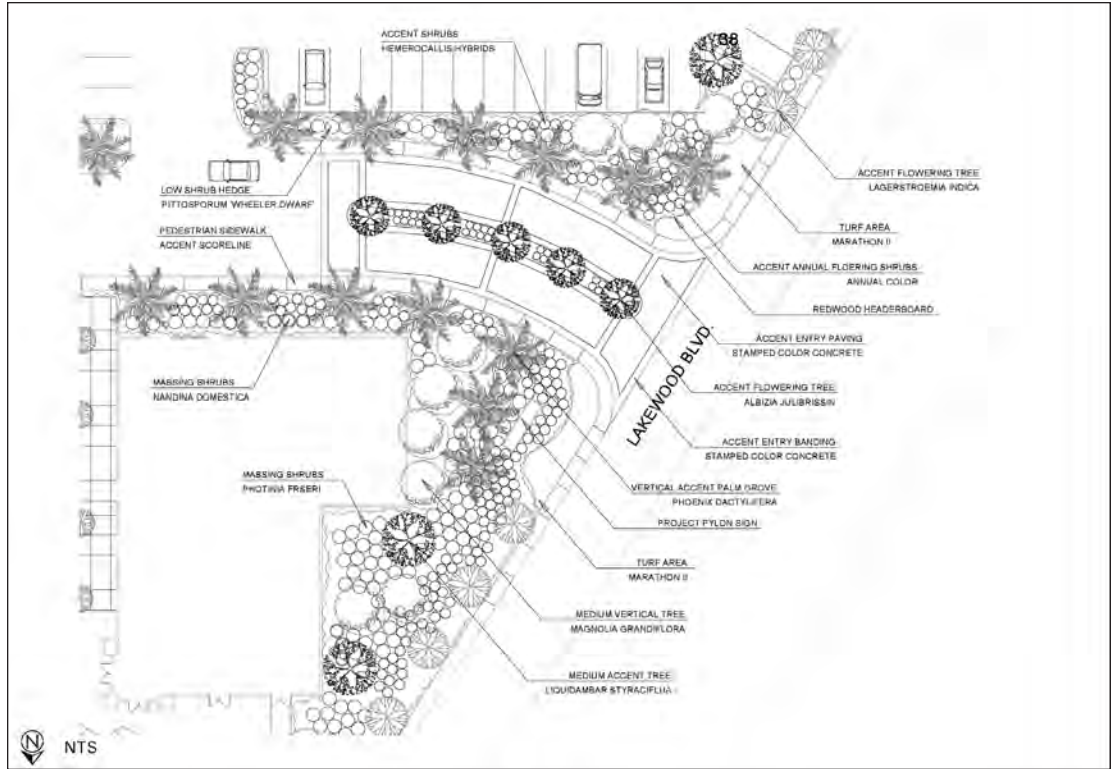
Streetscape Furniture Guidelines include:

- The Site plans developed shall incorporate street furniture along on-site pedestrian pathways.
- Streetscape furnishings such as benches, bollards, and trash receptacles should reflect the overall theme of the development.
- Street furnishings may be individually selected within each of the four main districts.
- A common set of street furnishings shall be selected for use along the pedestrian network and in common open space areas.
- Sun and rain shelters at public transportation stops shall be installed. Design of the shelters shall reflect the architectural or stylistic theme of Downey Landing.

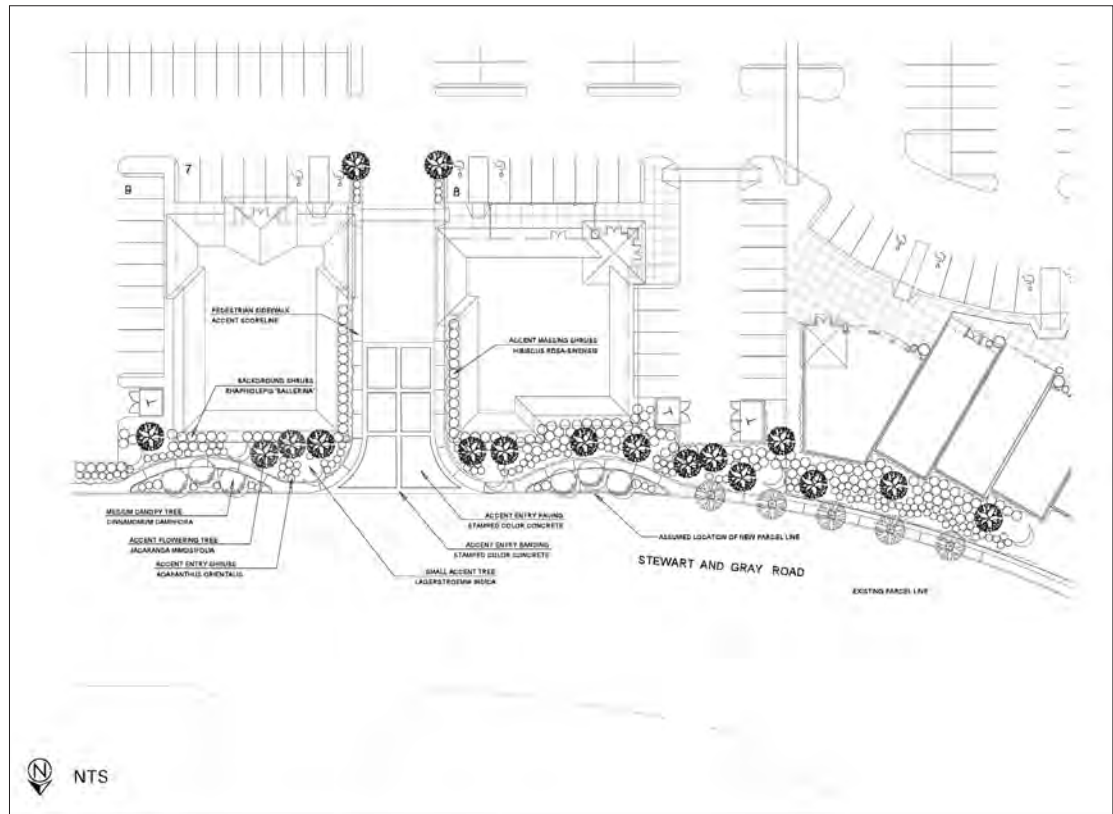
Hardscape Elements

General

- The use of an enriched paving treatment shall be used for major entries into the Site, at building entry plaza areas, and vehicular drop-off areas. Examples of enhanced materials include stamped concrete with surface stain or integrally colored, score patterns, and special finishes such as exposed aggregate, pavers, and tile inserts.
- Paving materials shall serve as a primary means of unifying the appearance of the project while at the same time providing interest and character to key areas.



DOWNEY LANDING RETAIL CENTER LANDSCAPE FIGURE 5.7



DOWNEY LANDING RETAIL CENTER LANDSCAPE FIGURE 5.8

- Main drives, in districts other than the Downey Landing Retail Center, shall have, at a minimum, five-foot detached landscaped walkways with a two-foot planter/parkway.
- Enriched paving treatments of colored, textured concrete or asphalt shall be used to visually denote crosswalks across driveways.

Walls and Fences

As an essential and project-wide design element, walls and fences are required to be consistent throughout Downey Landing. Requirements are outlined below. Only the fencing types listed below are permitted within the Site. Chain-link and wood fencing is specifically prohibited.

Permitted Fence and Wall Types

Masonry

- Masonry wall materials and colors shall complement building colors, finishes, prevailing materials, and design elements. The design of the walls and fences shall include pilasters, wall caps, or other architectural features. Pilasters intervals shall be 50' or less.
- Masonry walls shall be screened from the street by landscape.
- Masonry walls, pilasters, and wrought iron/painted steel tubing may be combined in a single fence.

Wrought Iron/Steel Tube Fencing

- Wrought iron or steel tube fencing is permitted.
- Metal fencing shall be painted dark blue, dark green, or black.
- Metal fencing shall have stone, masonry, or metal pilasters placed at an interval of 50 feet or less.

Downey Landing Retail Center

- A solid, six-foot masonry wall will be located along the property line of Bellflower Boulevard. This wall will be located behind the retail structures, from the corner of Bellflower and Stewart & Gray Road and the driveway serving the retail center.
- A solid masonry wall or landscaped metal fence, not exceeding ten feet in height, will be located at the rear "property line" between the Retail Center and the Tierra Luna Marketplace.

Tierra Luna Marketplace

- A solid, six-foot masonry wall will be located along the property line of Bellflower Boulevard, where the rear of buildings back up to the street.

Kaiser Downey Medical Center and Park

- A solid masonry wall, not to exceed 10' in height may be located on the south property line of the Columbia Memorial Space Center/Discovery Sports Complex.

Circulation

The goal of the circulation guidelines is to help move vehicles to the outside road network and to create an alternative network of mobility options that decrease the reliance of personal vehicles for internal trips.

General

- A Site-wide Transportation Demand Management program shall be prepared and implemented on an on-going basis to encourage ridesharing and/or use of public transportation. All employers shall be required to participate in the program as part of the lease contracts.

Streets

- A clear circulation hierarchy with main drive routes, clearly defined by landscaped areas, shall be developed for the Site.
- The entry drives, at major entries along Imperial Highway, Columbia Way (formerly Clark Avenue), Bellflower Boulevard, Congressman Steve Horn Way and Lakewood Boulevard, shall be designed with a minimum five-foot wide median.
- Street widths, design standards, and designations shall conform to existing City of Downey standards and criteria.
- Street markings and required signage shall conform to existing City of Downey standards and criteria.
- Driveways shall be paved with concrete curbs and gutters.

Pedestrians

- The Site plans developed for the project shall incorporate pedestrian safety designs and infrastructure at street/driveway crossings.
- Continuous parking lot walkways shall be located at key locations to allow pedestrian movement between buildings and to reduce conflicts with vehicles.
- A pedestrian promenade shall be provided along the retail frontage in the Downey Landing Retail Center.
- Pedestrian paths shall use common design elements including pedestrian-scaled light standards, benches, and trash receptacles.

- All pedestrian walks shall be designed to provide access in compliance with the Americans with Disabilities Act (“ADA”) and Title 24 of the State of California Public Resources Code.
- All pedestrian crossings shall be plainly marked by painted stripes or by use of a contrasting paving material.
- Light poles and transformers shall not encroach onto the sidewalk.
- The primary project-wide pedestrian network shall have a minimum five-foot-wide landscaped pedestrian path.

Public Transportation

- Public transportation shall be encouraged by locating bus stops and shelters where MTA or Downey LINK stops are located.
- Use of the Green Line light rail system shall be encouraged by providing on-site maps and directions to the Green Line Station.
- The Site plans developed for the project shall incorporate transit shelters and benches at appropriate locations along the Site perimeter. The transit stops shall include route signs and displays.

Parking

For the Downey Landing, land uses require parking for the majority of peak periods. Well-designed parking lots will have well marked travel paths and parking spaces of sufficient size to accommodate typical modern personal vehicles, including SUVs. These parking standards supercede the requirements of the City’s Municipal Code.

- Parking stall sizes shall be 8.5’ X 18’, minimum.
- The Site plans developed for the non-retail areas of the project shall designate preferential parking spaces for carpool/vanpool parking.

Parking Standards for Tierra Luna Marketplace

- Retail/Restaurant: 3.24 spaces/1000 sq. ft.
- Movie Theater: 0.09 spaces/seat
- Hotel: 0.44 spaces/room
- Office: 3.09 spaces/1000 sq. ft
- Medical Office: 4.5 spaces/1000 sq. ft.

Shopping Carts

- Shopping cart islands shall be provided at multiple locations within the parking islands.

- Shopping cart storage shall not be provided on the exterior of buildings, it shall be designed as an integral part of the building architecture. Such shielded storage areas shall not interfere with pedestrian walkways.

Signage

The sign program has been established for the purpose of assuring that all signage and graphic elements within Downey Landing are consistent with the project development plan and established architectural standards. This program shall serve as the singular guideline for all signage design on or around the exterior of the project and visible from public right-of-ways. A project sign criteria program is a requirement of the City of Downey.

Approvals and Compliance

- All signage plans, permanent or temporary, must be reviewed and approved by an authorized agent of the Downey Landing at Downey Management prior to submittal to the City of Downey Planning Staff.
- All signage, permanent or temporary, must comply with the approved signage plan for The Downey Landing in Downey and have the required City of Downey Building Permits prior to installation.
- Where interpretation of these guidelines is not clear, the Director of Community Development and/or his designee shall make decision and clarification.
- The sign area shall be defined as the area including all figures, which is an integral part of the sign. Decorative or structural sign supports shall not be included in the calculation of sign area.
- Actual quantities may vary. Specified quantities are minimums.
- All signage shall conform to sight distance and visibility design requirement to avoid impeding the ability of commuters to view oncoming traffic.

Downey Landing Retail Center

Project Identification - Primary Project Gateway Sign

- Height: Maximum 80' above entry road grade 14' minimum clearance if spanning across primary entries to Project parking areas.
- Area: 800 sq. ft. Maximum (will include project name and up to 10 panels for anchor tenants)
- May include sculptural design elements on each side of entry, as part of the support column structure, which will not be calculated as part of the allowable sign area.
- Tenant name listing panels must be integral parts of overall sign design. Materials, lighting technique, and placement must be consistent for all tenant panels.

Secondary Project Monument Signs

- Height: Maximum 10' above entry road grade.
- Area: 400 sq. ft. Maximum per side (project name only).
- Sign may include project name.
- Project name and non-sign elements (base, columns, etc.) should relate to the design motif and use of materials as established in the primary project identification signs.

3rd Level Signs—Interior signs visible to exterior

- Professionally prepared signs may be placed no closer than 12 inches to any window area and shall not occupy more than 10 percent of this total area if tenant should not be attached to this glass area.
- Exterior banners as permitted for the first 30 days after tenant opens for business.

Primary Tenant Wall-Mounted Sign

- Height: Not to extend above buildings parapet.
- Area: 2.25 multiplied by building front footage Maximum (project name only included in calculation).

Secondary Tenant Wall-Mounted Sign

- Height: Not to extend above buildings parapet.
- Area: one half of the area allowable of primary project wall sign.
- One wall sign may be attached to each building elevation.

Directional Signs

- Height: 6' maximum above grade.
- Area: 18 sq. ft. Maximum per side (sign panel only included in calculation).
- Sign may be internally or indirectly illuminated.
- Sign may carry tenant names and logos in a standardized color.

Freestanding Kiosks

- Height: Up to 8'.
- Area: Up to 50 sq. ft.
- Illuminated internally and externally.

Downey Landing Entry Sign

- Height: Up to 10' (max).

- Area: 80 sq. ft. (sign only)
- Illuminated (internally & externally)
- Sign will carry name of center and logo.

Retail Tenant Identification Signs

- Creativity, uniqueness, and high-quality materials shall characterize signage elements used to identify retail tenants in The Downey Landing in Downey. Each storefront will be a custom design with graphics appropriate to the individual storefront's design vocabulary.
- Sign area for tenant signage will be calculated around the sign copy only, as contained by a box of up to 8 continuous straight lines (with right angles) formed around the extreme outer limits of the sign message and will not include elements integral to the storefront design.
- These criteria apply only to tenant signage visible from public right-of-way.

Building Mounted Storefront Signs - Allowable Signage Area:

- Individual letters: 4 feet tall with exception of logo or marquee, which could be 6 feet tall.
- Tenant spaces with less than 15,000 sq. ft. can install cabinets for their logos and corporate identities only. Tenants are permitted one sign per elevation.
- Tenants with stores greater than 15,000 feet will be allowed 6-foot letters, and cabinet type sign or logos only.
- Tenants occupying more than one story shall have signage allowances doubled.
- Retail tenant signage may occur on each elevation of leased floor area.
- Sign may be individual letters only. Letters to be an integral part of the overall storefront designs.
- Creative use of lighting sources is encouraged, internal or indirect.
- Lighting fixtures must be designed as an integral part of the signage and storefront design.
- Exposed neon will be permitted only if submitted as part of an overall store front design scheme and must meet all U.L. and local building code standards. Where used other than in letters, neon, will not be considered a sign, but will be subject to all general storefront design criteria.
- Logo marks and corporate identity elements (such as mascots, symbols, special shapes, etc.) are encouraged, but will be considered signage and are subject to all regulations contained in these guidelines if the mascot, symbols, and special shapes are larger than letters by 1 foot.

Tierra Luna Marketplace

This sign program has been established for the purpose of assuring that all signs and graphic elements within the Central Portion are consistent with the development plan and established architectural standards. This program shall serve as the singular guideline for all signage design on or around the exterior of the project and visible from the public right-of-ways. A project sign criteria program is a requirement of the City of Downey. Graphics illustrating proposed locations for signage described below is found in Appendix E, Signage Program, of this document.

Approvals and Compliance

- All signage plans, permanent or temporary, must be reviewed and approved by an authorized agent of the property owner prior to submittal to the City of Downey Planning Staff for review and approval.
- All signage, permanent or temporary, must comply with the approved signage plan for the Tierra Luna Marketplace or other proposed project on the Central Portion and have the required City of Downey Building permits prior to installation.
- Where interpretation of these guidelines is not clear, the Community Development Director and/or his designee shall make the decision and clarification.
- The sign area shall be defined as the area including all figures, which is an integral part of the sign. Decorative or structural sign supports shall not be included in the calculation of the sign area.
- All signage shall conform to sight distance and visibility design requirement to avoid impeding the ability of commuters to view oncoming traffic.

Design Criteria for all Building and Free-Standing Signage

- This signage program has been developed as a guideline for all signage and graphic elements at the Tierra Luna Marketplace. These criteria shall serve as the guideline for all signage design on or around the exterior of the site.
- All tenant names and non-tenant names are required to be aluminum reverse channel letters, internally illuminated and pinned off the face of the face of the building. The typeface can be the corporate standard for the tenant.
- Signage on all other signs shall be aluminum channel letters externally illuminated or mounted on backlit panels that are integral to the design of the signage element.

Project identification – Pylon

- Design: The two pylon signs will be designed in keeping with the overall theme of the project and will be two sided.

- Area: 1,500 sq. ft. maximum; this includes the project name and up to 10 anchor tenants' names and logos.
- Height: Maximum 80' above top of curb with a 15' minimum setback from the sidewalk to the base of the signage element and no part of the sign shall extend over the public right-of-way.
- Tenant Names: up to 10 anchor tenant names will be allowed within the overall area of the pylon sign.

Project Identification – Low Pylon

- Height: 15'-0" wide x 25'-0" high.
- Area: 375 sq. ft. maximum, two sided sign with project name and tenant names (9 maximum) on both sides.
- Design to be consistent with the theme of the project.

Project Monument Signs - Secondary Monument Directional

- Height: 12'-6" wide x 7'-0" high.
- Area: 87'-6" sq. ft. maximum per side.
- Sign may include the project name and three major tenant names.
- Tenant name listing panels must be integral parts of the overall sign design.
- Materials, lighting technique, and placement must be consistent for all tenant panels.

Tower Signage Theatre Building

- Height: 40'-0" wide x 105'-0" tall, with a 30' x 20' Digital panel which will be utilized for the promotion of upcoming films. Movie Posters at 16' wide and 20' tall (6 total).
- Area: 4,200 sq. ft. maximum area.
- The digital panel and the other signage connected with the theatre building shall be used to only promote current and upcoming films.

Tower Signage Parking Structure

- Height: 40'-6" wide x 40'-0" high (not to extend above top of parking structure).
- Area: 1,600 sq. ft. maximum per side.
- Sign may include the project name and eight major tenant names.
- Tenant name listing panels must be integral parts of the overall sign design.
- Materials, lighting technique and placement must be consistent for all tenant panels.

- Project name and non-sign elements (base, vertical elements, etc.) of the two parking structure tower signs should relate to the design motif and use of materials in the primary project identification signs.

Hotel - Low Pylon

- Height: 17'; width: 10'
- Area: 73'-6" sq. ft. maximum per side.

Large Format Anchor Signage

Primary Tenant Wall-Mounted Signs

- Height: not to extend above the parapet of the building; maximum height for the tenant name 72", and 36" for a non-tenant name; corporate logo may be larger than the tenant name size and location to be approved by the Community Development Department.
- Maximum sign area: 3.0 sq. ft. x the lineal frontage of the tenant space.
- Tenant name signs/logos: one tenant name wall sign and logo per elevation
- Non-tenant name signs: prospective non-tenant name wall signs shall be submitted to the Community Development Director for his approval.

Secondary Tenant Wall-Mounted Signs

- Height: not to extend above the parapet of the building.
- Maximum Sign Area: one half the maximum allowable area for the primary tenant wall-mounted sign.
- Tenant name signs/logos: one tenant name wall sign and logo per elevation.
- Non-tenant name signs: prospective non-tenant name wall signs shall be submitted to the Community Development Director for his approval.

Junior Anchor Signage

Primary Tenant Wall-Mounted Sign

- Height: not to extend above the parapet of the building; maximum height for the tenant name 36"; and 30" for a non-tenant name.
- Maximum Sign Area: 3.0 sq. ft. x the lineal frontage of the tenant space.
- One tenant name wall sign per elevation.

Secondary Tenant Wall-Mounted Sign

- Maximum sign area: one half the maximum allowable area for the primary tenant wall-mounted sign.

Office Signage - Wall Signs

- Height: not to extend above the parapet of the building; maximum height for the tenant name 36", and 30" for a non-tenant name.

- Area: 3.0 x the lineal frontage of the tenant space.
- Maximum of one sign per elevation on the top fascia band and one per elevation on the fascia bulkhead between the first and second floor.

Hotel Signage - Wall Signs

- Height: not to extend above the parapet of the building; maximum height for the tenant name 36", and 30" for a non-tenant name.
- Area: 3.0 x the lineal frontage of the tenant space.
- Maximum of one sign per elevation on the top fascia bulkhead and one per elevation on the fascia bulkhead between the first and second floor.

Restaurant Signage - Wall Signs

Primary Wall-Mounted Sign

- Height: not to extend above the parapet of the building; maximum height for the tenant name 36", and 30" for a non-tenant name.
- Maximum sign area: 3.0 sq. ft. x the lineal frontage of the tenant space.
- One sign may be attached to each elevation.

Secondary Wall-Mounted Sign

- Maximum sign area: one half the maximum allowable area for the primary wall-mounted sign.

Small Shop Signage

Primary Wall-Mounted Sign

- Height: not to extend above the parapet of the building; maximum height for the tenant name 36", and 30" for a non-tenant name.
- Maximum sign area: 3.0 sq. ft. x the lineal frontage of the tenant space.
- One sign may be attached to each building elevation.

Secondary Wall-Mounted Sign

- Maximum sign area: one half the maximum allowable area for the primary wall-mounted sign.

Advertisement Signage

- Design: Scrim type digitally printed advertising signage stretched over a metal frame that is supported out from the face of the building.
- This signage is intended to be changed out at least 4 times a year or more often. This signage can advertise any tenant of the center or advertisements in general like car dealers, movies, beverages and any other corporate advertisers.
- Dimensions: The dimensions of the project's scrim shall be approved by the Community Development Director.

- Permitted location for scrim: 1) The elevations of Junior Anchor stores that face Bellflower Boulevard (easterly elevations); and 2) the southerly and easterly elevations of the 3-level parking structure at the intersection of Congressman Steve Horn Way and Caring Way.

Historic Walk Signage

- Design: This signage element is intended use is to tell the story of this historically rich Site at each location (10 to 15 total signs) the signage will include a digitally presented story with a looping presentation that focuses on a period of the Sites use and contribution to history.
- Height: 3'-0" x 5'-0" sign area 36" above grade.

Storage, Loading and Service Areas

The goal of these Guidelines is to maintain a visually pleasing environment by concealing or minimizing the negative visual impact of storage, loading, and service areas.

- These areas shall be designed and located on the site so they are screened from public view.
- Loading and service areas should be located away from the storefront and pedestrian circulation areas.
- Service areas shall be screened from view by building design, layout, masonry walls, or a combination of walls and plantings or berms.
- Construction shall be compatible with and, in the case of loading and service areas, integral with the building architecture. Chain link fencing shall not be allowed.
- Trash collection areas are to be designed to ensure that refuse and refuse containers are not visible from primary exposure areas (streets, entries, amenity areas, etc.).
- Trash collection enclosures are to be designed with the same materials, finishes, and colors as the adjacent building. Solid metal gates shall be provided.
- Trash collection areas shall be designed and located so as to be convenient for deposit of refuse and recyclables generated onsite.
- Trash enclosures shall not be permitted within the streetside building setback.
- Trash enclosures shall have a minimum 3-foot-wide landscape planter on all non-accessible sides with the exception of the retail service drive.
- Refuse collection vehicles are to have clear and convenient access to these areas.

- Service vehicle activities shall not disrupt the efficient flow of on-site and off-site traffic.
- Transformer and other aboveground utilities, where required, shall be screened as described for trash enclosures or by using a masonry wall and landscaping.

Outdoor Storage

With the exception of the cases presented below, no outdoor storage is permitted within the Downey Landing project and Tierra Luna Marketplace. When outdoor storage is permitted, it will not be visible from surrounding properties, buildings, parking lots, or streets.

- Outdoor storage is permitted for a garden center or nursery.
- Functions including trash compacting and areas for baling and pallet storage shall be screened from public view by means of a solid enclosure. This enclosure shall be of the same materials, colors and design as the structure it serves. No materials or equipment may be visible over the top of the enclosure. The perimeter or walls of the enclosure may be landscaped. Opaque metal gates are required.
- Trash enclosures are not permitted within the public rights-of-way nor in setback areas.

Service Delivery Area

- Each off-street loading space shall have a minimum 15-foot height clearance, shall not be less than 12 feet wide, and shall not be less than 20 feet long.
- Loading docks, loading wells, and service and delivery areas shall be screened, recessed, and/or enclosed so they are not visible from public right-of-ways and shall not interfere with circulation of parking areas and driveways.
- Loading, service and delivery areas shall not encroach into any required landscape area. Each space shall be designed and located so vehicles shall not extend onto public sidewalks or street or required driveways in the course of loading or unloading goods.
- No part of alley, street, fire lane, or drive aisle shall constitute part of a loading area. No loading zone provided in connection with a building shall be eliminated or reduced in size.
- No materials, supplies or equipment shall be stored in any area on Site, except within an enclosed building and enclosed garden center.

Lighting

Lighting shall be placed to direct and control glare, obtrusive light, and upward directed, wasted light.

- All light fixtures are to be concealed source/full cut-off fixtures except for pedestrian-oriented lights.
- Light standards in parking areas shall not exceed 43 feet in height.
- Lighting shall provide a minimum average of one foot-candle in parking lots and in pedestrian areas.
- Parking lot lights shall be clear white sodium lights or LED lighting and shall be consistent throughout the development.
- Lights in parking areas shall be mounted on three-foot high concrete bases only if they are stand-alone fixtures.
- Lights in parking lots shall not be co-located with trees in planters where they impede lighting. The lighting and landscape plan must be fully integrated and coordinated.
- The site plans developed for the project shall incorporate street lighting that illuminates pedestrian pathways.
- Fifteen foot maximum height pedestrian lights shall be provided along pedestrian and bicycle ways.
- Service area lighting shall be contained within the service yard boundaries and enclosure walls. No light spillover shall occur outside the service area. The light source shall not be visible from any streets and residences.
- Building illumination and architectural lighting for all structures not in the Downey Landing Retail Center or Tierra Luna Marketplace shall be indirect. Floodlights are prohibited in all areas except the Downey Landing Retail Center and the Tierra Luna Marketplace.
- Architectural lighting should articulate the building design as well as provide functional lighting for the safety of pedestrian movement.
- The use of low-level lighting to enhance the architecture, landscape, or other features is encouraged.
- Security lighting fixtures shall not project above the fascia or roofline of the building and are to be shielded. The shields shall be painted to match the surface to which they are attached. Security lighting fixtures are not to be substituted for parking lot or walkway lighting fixtures and are not restricted to lighting only loading and storage locations or other similar service areas. All security lighting designs shall be fully shielded (full cut-off).

- Strings of white or clear lights shall be allowed on trees and as accents for building details and for holiday decorations.
- Colored lights may be used for holiday decorations.

Construction Impact Mitigation

2002 Final EIR – Downey Landing Retail Center and Kaiser Downey Medical Center (Original Plan)

Construction Impacts

Develop and implement a construction management plan, as approved by the City of Downey, which includes the following measures recommended by the SCAQMD, or equivalently effective measures approved by the SCAQMD:

- Configure construction parking to minimize traffic interference.
- Provide temporary traffic controls during all phases of construction activities to maintain traffic flow (e.g., flag person).
- Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the degree practicable.
- Re-route construction trucks away from congested streets.
- Consolidate truck deliveries when possible.
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
- Maintain equipment and vehicle engines in good condition and in proper tune as per manufacturers' specifications and per SCAQMD rules, to minimize exhaust emissions.
- Suspend use of all construction equipment operations during second stage smog alerts. Contact the SCAQMD at 800/242-4022 for daily forecasts.
- Use methanol or natural gas-powered mobile equipment and pile drivers instead of diesel if readily available at competitive prices.
- Use propane- or butane-powered on-site mobile equipment instead of gasoline if readily available at competitive prices.

Dust

Implement all rules and regulations by the Governing Board of the SCAQMD which are applicable to the development of the project (such as Rule 402—Nuisance and Rule 403—Fugitive Dust) and which are in effect at the time of development. The following measures are currently recommended to implement Rule 403—Fugitive Dust. These measures have been quantified by the SCAQMD as being able to reduce dust generation between 30 and 85 percent depending on the source of the dust generation.

- Apply approved non-toxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for four days or more).
- Replace ground cover in disturbed areas as quickly as possible.
- Enclose, cover, water twice daily, or apply approved soil binders to exposed piles (i.e., gravel, sand, and dirt) according to manufacturers' specifications.
- Water active grading sites at least twice daily.
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour.
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code.
- Sweep streets at the end of the day if visible soil material is carried over to adjacent roads (recommend water sweepers using reclaimed water if readily available).
- Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Apply water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces.
- Enforce traffic speed limits of 15 miles per hour or less on all unpaved roads.

Noise

- The project developer shall incorporate the following best management practices for noise control of demolition and construction activities into the construction documents to be implemented by all project contractors:
 - ◆ Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures: provide enclosures for stationary equipment and barriers around particularly noisy areas on the site or around the entire site; use shields, impervious fences, or other physical sound barriers, to inhibit the transmission of noise to sensitive receptors; and position stationary equipment to minimize noise impacts on the community.
 - ◆ Require that all construction equipment engines be properly tuned and muffled according to manufacturers' specifications.
 - ◆ Select haul routes for the removal of excavation materials and transport of building materials in conjunction with the City of Downey such that noise-sensitive (e.g., residential) areas are avoided as much as possible.

- ◆ Neighbors within 500 feet of construction areas shall be notified of the construction schedule in writing, prior to construction. The project sponsor shall designate a “disturbance coordinator” who shall be responsible for responding to any local complaints regarding construction noise. The coordinator (who may be an employee of the developer or general contractor) shall determine the cause of the complaint and shall require that reasonable measures warranted to correct the problem be implemented. A telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site fence and on the notification sent to neighbors adjacent to the site.
- ◆ Construction activities shall be limited to the hours of 7:00 a.m. to 7:00 p.m. with no construction allowed on Sunday.

Hazardous Materials

- The Applicant and the City shall comply with all applicable Federal, State and local plans and policies regarding hazardous substances use, transportation, and disposal, as well as contaminant remediation, including, but not limited to the applicable provisions of the Toxic Substances Control Act (TSCA), the Asbestos Hazard Emergency Response Act (AHERA), the California Health and Safety Code, the California Hazardous Waste Control Law, and other applicable provisions of the California Code of Regulations (CCR), as well as applicable regulations promulgated by the U.S. and California Occupational Safety and Health Administrations (OSHA) and Environmental Protection Agency (EPA).
- Prior to issuance of a grading permit, the City of Downey shall, in consultation with and with the approval of the RWQCB, formulate a plan to be implemented in the event that grading or excavation activities during construction expose potentially contaminated soils (e.g., soils that exhibit staining or odors).
At a minimum, the plan shall identify the RWQCB as a responsible agency, and shall include the following specific points:
 - ◆ All work in the vicinity of the affected area shall cease.
 - ◆ The Los Angeles RWQCB shall be contacted.
 - ◆ The appropriate California Health and Safety Code procedures shall be followed.
 - ◆ The plan shall also identify a procedure for sampling, testing, and remediation, as appropriate, of contaminated soils, and for obtaining the concurrence of and necessary clearance from the RWQCB, before construction activities can resume. The plan shall also provide for the preventative procedures for the protection of construction workers during work in areas where contaminated soils have previously been discovered.

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Section Six:
PROJECT
APPROVALS

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A. ADMINISTRATION

The City of Downey is the public agency responsible for the administration, implementation, and enforcement of both the Original and Amended Plans (collectively, the “Specific Plan”).

Administration of the Specific Plan includes subsequent application review, amendments, revisions, and compliance with California Environmental Quality Act (CEQA).

B. SPECIFIC PLAN APPROVAL

The Specific Plan includes land use regulations, design guidelines, and development standards specific enough to guide review of specific development plan proposals that are considered subsequent to approval of the Specific Plan.

Elements of the Specific Plan

- Vision, Objectives, and Principles
- Development Plans
- Development Standards
- Design Guidelines
- Implementation Measures

Steps for Specific Plan Approval

Planning Commission

The City of Downey Planning Commission reviewed the Specific Plan and forwarded its recommendation to City Council. The authority for the Planning Commission recommendation is found in the State Government Code, Section 65855.

City Council

The City Council received the recommendations of the Planning Commission and held a public hearing where the City Council certified the EIR and introduced the Specific Plan. The City Council then held a second reading and adopted the Specific Plan.

C. REVIEW OF DEVELOPMENT APPLICATIONS

The Specific Plan is sufficiently detailed to provide guidance to the Community Development Department of the City of Downey for review of any proposed development plan within the boundaries of the Site. Any new structure requires approval of a development plan. Approval or denial of development plans rests with the Community Development Department. If the development plan complies with the provisions of the Amended Specific Plan, no further review, except for changes or modifications provided for in the plan, is necessary.

Submission Requirements

While the Specific Plan includes land use diagrams, details regarding subsequent development are required with subsequent development application submittals. The City of Downey Community Development Department will review all development applications. If the project complies with the provisions of the Specific Plan, no further environmental or entitlement review is required.

Development Plans Requiring Approval

Any plan that requires exterior renovation, demolition of an existing structure, or construction or erection of a new structure requires development approval from the City of Downey Community Development Department.

As part of the Section 106 review, nineteen structures on-site — structures 1, 6, 10, 11, 25, 36, 39, 41, 42, 108, 120, 123, 125, 126, 127, 128/674/676 (1 structure), 130, 288, and 290 — were determined to be potentially eligible to the National Register of Historic Places (NRHP). Buildings 1 and 6/290 were determined to be the principal historical resources of the Site, and were potentially eligible on an individual basis, while the remaining structures have potential collective significance. None of these buildings have been listed on the National Register of Historic Places or the California Register of Historic Places, and since 2002, Buildings 10, 25, 41, 42, 120, and 288 have been documented pursuant to the Secretary of the Interior's Guidelines and subsequently demolished.

With the exception of a portion of Building 1, no interior modifications require review from the City Community Development Department. All interior renovations, on any structure, require the applicant to secure all applicable permits from the City. Any changes to Building 1 require approval from the City Community Development Department. The applicant must formally submit a plan and abide by the MOA between the City of Downey, SHPO, GSA and NASA.

Variances

A variance is a permit that grants an interested party relief from a development standard(s) contained in the Amended Specific Plan. An applicant seeking a variance will adhere to the procedures for processing a variance that are stipulated in Section 9826.06 of the City of Downey Zoning Ordinance (Zoning Ordinance). In order for the Planning Commission to approve a variance, it must make the finding that the requested variance is consistent with the Amended

Downey Landing Specific Plan, plus the six (6) findings that are necessary for the Planning Commission to grant a variance, as stated in Section 9826.08 of the Zoning Ordinance.

Interpretation and Ambiguities

The Community Development Department shall be responsible for the interpretation of the provisions of the Downey Landing Specific Plan unless otherwise provided, the Community Development Director shall resolve any ambiguity concerning the content or application of this specific plan. Any person aggrieved by such interpretation may request review by the Planning Commission in accordance with Section 9806.04 of the Downey Municipal Code.

Specific Plan Amendments

A detailed discussion of the process for a Specific Plan Amendment is found in item E, below in this section.

Conditional Use Permit

An applicant must file an application with the City's Community Development Department for a Conditional Use Permit (CUP) when a conditionally permitted use is proposed. In order for the Planning Commission to approve a CUP, the following findings must be made:

- That the proposed use is consistent with the Amended Downey Landing Specific Plan.
- That the location, size and operating characteristics of the proposed land use are compatible with and will not adversely impact surrounding uses, as per Section 9824.06 of the City of Downey Zoning Code.

Appeals

The appeal process may begin once the Community Development Department makes a determination on an applicant's request at the staff level. Staff decisions may be appealed to the Community Development Director by any aggrieved party. If any aggrieved party wishes to appeal the decision of the Community Development Director, the aggrieved party may appeal to the Planning Commission. If any aggrieved party wishes to appeal the decision of the Planning Commission, the aggrieved party may appeal to the City Council. Decisions of the City Council are final. The time periods for appeals shall be those included in Section 9806.04 of the Downey Municipal Code.

D. ENVIRONMENTAL REVIEW

The Original Plan EIR, certified in 2002, and the Tierra Luna EIR prepared for the Amended Plan in 2011 (collectively, the "EIRs") serve as the analysis of the potential impacts to the environment by development on the Site. Subsequent development applications on the Site will be reviewed to determine consistency with the Specific Plan and the EIRs. Those applications determined to be consistent with the Specific Plan and that fall within the scope of development studied

in the EIRs will require no further environmental review. The City's Community Development Department shall make that determination.

If it is determined that an application is consistent with the Specific Plan, but the proposed development does not fall within the scope of development studies in the EIRs, the City's Community Development Department shall make the determination of what further analysis is required under CEQA.

If it is determined by the Community Development Department that the application is inconsistent with the Amended Specific Plan, a determination will be made as to the appropriate required subsequent environmental documentation. If an application is determined to be inconsistent with the Specific Plan, the applicant will need to file for an amendment to the Specific Plan and prepare additional environmental review based on the direction of the Community Development Department.

Any development plan requiring a CUP as set forth in this Specific Plan may require an Initial Study pursuant to CEQA. The determination of the environmental document required for a CUP will be made by the Community Development Department pursuant to CEQA.

E. AMENDMENTS TO THE SPECIFIC PLAN

An amendment to the adopted Downey Landing Specific Plan shall be processed in the same manner as the adoption of the Specific Plan.

Amendment Determination

The Community Development Director, or his assignee, is authorized to determine that a proposed change to the Downey Landing Specific Plan is consistent with the intent and basic provisions of the Specific Plan or, whether an amendment is required.

Findings

Specific Plan amendments require City Council approval, with a prior recommendation forwarded by the Planning Commission. Approval of a Specific Plan amendment shall require findings and conclusions in the affirmative on the following:

- The requested Specific Plan Amendment (amendment) is necessary and desirable for the development of the community in harmony with other objectives of the General Plan and is in the interests of furtherance of the public health, safety, and general welfare.
- The requested amendment will be compatible with and complementary to existing conditions and adjoining property in the surrounding area.
- The site is adequate in size to accommodate the uses permitted in the amendment requested and that all applicable property development standards can be complied with.

- The site properly relates to streets and highways designed and are fully improved to carry the type and quantity of traffic that is expected to be generated in the area and that utilities exist or are planned which will adequately serve the property, as amended.
- There are changed conditions since the existing Specific Plan became effective that warrant different or additional amendments.
- The proposed amendment is in general conformance with the General Plan.

F. MITIGATION MONITORING

Mitigation Monitoring and Reporting Programs (“MMRPs”) consistent with 14 California Code of Regulations (CCR) Section 15097 and the California Public Resources Code (PRC) Section 21081.6 were adopted in connection with the certifications of the EIRs for the Specific Plan. The MMRPs can be found in the Final EIRs for the Original Plan and the Amended Plan. Please refer to those documents.

Appendix A:
PERMITTED
AND
CONDITIONAL
USES

DOWNEY LANDING RETAIL CENTER

Permitted and Conditional Land Uses Retail Center

A	GENERAL COMMERCIAL AND RETAIL USES	
1	Addressing and Mailing Services	P
2	Advertising Business	P
3	Alarm/Warning Sales and Services	P
4	Antique Store	P
5	Appliance Store	P
6	Athletic Equipment and Sporting Goods Store	P
7	ATM—Remote Teller, Freestanding	C
8	Awning Sales	P
9	Barber or Beauty Shop	P
10	Batting Cages	P
11	Bicycle Sales and Rental	P
12	Blueprinting and Photocopying Services	P
13	Boat Parts and Accessories Store	P
14	Book Store	P
15	Building Material and Lumber Sales	P
16	Burglar Alarm Sales and Service	P
17	Butcher Shop	P
18	Carpet Cleaning Store	P
19	Child Care Center	C
20	Christmas Tree Sales	P
21	Clothing and Apparel Store	P
22	Computer Programming/Software and System Design	P
23	Computer Sales, Rental or Lease	P
24	Consumer Electronic Sales	P
25	Costume Shop—Sale and Rent	P
26	Curio or novelty Shop	P
27	Data Processing Service	P
28	Delivery Service	P
29	Department Stores	P
30	Dressmaking Shop	P
31	Dry Cleaners	C
32	Equipment Rental Store	P
33	Floor Covering, Drapery or Upholstery Store	P
34	Florist	P
35	Fortune Telling	C
36	Furniture Sales or Rental Store	P
37	Garage Equipment and Tool Sales	P
38	Gardening, Landscaping Store	P
39	General Retail or Department Store	P
40	Gift or Card Shop	P
41	Glassware Sales or Service	P
42	Hang Glider Sales and Service	P
43	Hardware Store	P
44	Ice Cream Shop	P

Permitted and Conditional Land Uses Retail Center

45	Interior Decorator Supply and Sales	P
46	Jewelry Store sales	P
47	Kiosks for Key Shops, Film Drops, etc.	C
48	Lapidary Shop	P
49	Lawn Mower and Garden Power Tools Sales and Rental	P
50	Locksmith-Key and Lock Shop	P
51	Mail or Delivery Service Pickup Station	P
52	Motorcycle Sales and Rental Service	P
53	Music or Record Store	P
54	Newspaper or Magazine Stand	C
55	Nursery, Plants	P
56	Office Machines and Equipment Sales	P
57	Paint and Wallpaper Shop	P
58	Pet Store, including grooming and ancillary vet services	P
59	Photographic Supply or Camera Store	P
60	Picture Framing Shop	P
61	Pool Table Sale	P
62	Power Tools Sales	P
63	Shoe Store, including shoe shine	P
64	Stamp or Coin Store	P
65	Stationery Store	P
66	Tailor	P
67	Tanning Salon	C
68	Television and Radio Sales	P
69	Ticket/Travel Agency	P
70	Tobacco Shop	P
71	Toy Store	P
72	Trophy/Emblem Store	P
73	Video Store, Sales and Rental	P
74	Watches Sales	P
B	ASSEMBLY AND REPAIR USES	
1	Bicycle Repair	P
2	Camera Repair	P
3	Computer Repair	P
4	Jewelry Repair	P
5	Music Instrument Repair	P
6	Television and Radio Repair	P
7	Watches Repair	P

Permitted and Conditional Land Uses Retail Center

C	OFFICES AND RELATED USES	
1	ATM—Freestanding	C
2	Bank, Savings and Loan, Finance, Loan, Credit Office	P
3	Insurance Office	P
4	Medical or Dental Office	C
5	Real Estate Office and Property Management Office	P
D	ENTERTAINMENT AND RELATED USES	
1	Art and Photographic Gallery or Studio	P
2	Sports Club/Fitness Club	P
E	FOOD USES	
1	Bakery, Pastry Shop	P
2	Candy Store	P
3	Convenience Store/Neighborhood Market (less than 6,000 square feet in size)	C
4	Delicatessen	P
5	Drive-Through Food Service	C
6	Drug Store and Sundries	P
7	Liquor Store	C
8	Play lot Associated with Fast Food Restaurant	C
9	Restaurants with Entertainment	C
10	Restaurants with/without Alcohol Service	P
11	Supermarket	P
F	HEALTH AND MEDICAL SERVICES	
1	Eyeglasses, Frames, Contact Lens—Sales and Service	P
2	Hearing Aids—Sales and Service	P
3	Medical Clinic	P
4	Physical Therapy/State Licensed	C
G	PUBLIC AND SEMI-PUBLIC USES	
1	Cellular or Wireless Retail Stores	P
2	Cellular Towers Facilities	C
3	Parking Structure	C
4	Physical Fitness Center	P

Note: Permitted Uses are marked “P”; uses requiring a Conditional Use permit are marked “C”.

TIERRA LUNA MARKETPLACE

PERMITTED, CONDITIONAL AND TRANSITIONAL USES

1. General Retail/Specialized Retail, permitted (see definition provided below)
2. Department Stores, permitted
3. Supermarkets, Markets, and Grocery Stores, permitted
4. Supermarkets, Markets, and Grocery Stores, with/without alcoholic beverage sales for off-site consumption, permitted
5. Home Improvement/Hardware Stores, permitted (see definition provided below)
6. Home Improvement Stores with Ancillary Garden Supply store, permitted
7. Warehouse Club Stores, permitted
8. Warehouse Club Stores with Ancillary Tire Stores, permitted
9. Warehouse Food Stores, permitted
10. Large Format Retail (see definition provided below)
11. Outdoor Sales Area, as an ancillary activity, permitted subject to the approval of the Community Development Director or designee.
12. Appliance Stores, permitted
13. Pet Stores with Grooming and Ancillary Vet. Services, permitted
14. Drug Stores/Pharmacies, permitted
15. Drug Stores/Pharmacies with Drive-thru, CUP
16. Hotels with/without Restaurant, permitted
17. Hotels with/without Bar, permitted
18. Movie Theater – Multiplex Theatre, permitted
19. Office Uses
 - General, permitted
 - Business and Professional, permitted
 - Medical and Dental, permitted
 - Financial Services, Banks, Credit Unions, permitted
 - Administrative and Executive, permitted
 - Insurance, permitted
 - Research and Development, permitted
20. Food Uses
 - Restaurants, Cafes, Delicatessens, Sandwich Shops, Coffee Establishments, permitted
 - Restaurants with Alcoholic Beverage Sales for on-site consumption, permitted
 - Restaurants (as the principal use) with Bar, permitted
 - Restaurants with Entertainment, CUP
 - Restaurants with Outdoor Patio Seating or Dining, permitted

- Drive-thru Restaurant, permitted subject to the review of a traffic impact analysis by the Community Development Director
 - Bakeries, permitted
 - Ice Cream Shops, permitted
21. Bars/Night Clubs/Live Entertainment, CUP
 22. Personal Services, permitted (see Zoning Ordinance Definition)
 23. Sports Club/Fitness Studio, permitted
 24. ATM – Building Exterior, permitted
 25. ATM – Stand-Alone and/or Driveway, permitted subject to the review of a traffic impact analysis by the Community Development Director
 26. Automobile Service Stations, CUP, Subject to the provisions of Zoning Ordinance Section 9406 – Drive-in Businesses
 27. Commercial Recreation Facility, CUP (see definition provided below)
 28. Parking Structures, permitted
 29. Alcoholic Beverage Sales (Principal Use) – off-site consumption, CUP
 30. General Commercial Services, permitted (see definition provided below)
 31. Motion Picture Studio, transitional
 32. Movie Set Production Studio, transitional
 33. Studio for Movie, Radio and Television Recordings, transitional
 34. Movie-Related Uses, Including Post Production Activities, transitional
 35. Public and Civic Uses, permitted.

General Retail and Specialized Retail (Definition):

An establishment, including a department store, variety store, discount store or general store, etc., engaged in retail sales of new merchandise, including any dry goods, apparel and accessories, small wares, sporting goods and equipment, bicycles and mopeds, musical instruments, arts and accessories, office supplies, books, stationery, jewelry, hobby materials, toys and games, cameras and photographic supplies, gifts, novelties and souvenirs, luggage and leather goods, fabric and sewing supplies, florists and houseplant stores, artists supplies, tobacco shops, video rental, orthopedic supplies, party supplies and rentals, religious goods, handcrafted items (stores for which may include space for crafting operations, when such area is subordinate to retail sales) and other miscellaneous retail shopping goods.

Home Improvement/Hardware Stores (Definition):

An establishment engaged in providing retail sale, rental, service or repair and installation of home improvement products including building materials, paint and wallpaper, carpeting and floor coverings, mattresses, decorating supplies, heating, air conditioning, electrical plumbing, mechanical equipment, roofing, yard and supplies, home appliances and similar home improvement products.

Large Format Retail (Definition):

An establishment engaged in retail sales, which may include grocery, 5,000 sq. ft. service station, 24-hour retail sales, the sale of alcoholic beverages for off-site consumption, garden center, vision or optical center or dispensary, drug store/pharmacy, personal services (such as salon, photo processing, etc.), ancillary food service for on-site consumption, medical clinic, bank/money center, screened outdoor storage facilities (including a trash compactor and bale and pallet recycling area), outdoor sales area (subject to approval of Community Development Director or designee), home improvement/hardware stores, tire sales and installation, and/or video arcade games.

Commercial Recreation Facility (Definition):

Any use or development, either public or private, providing amusement, pleasure or sport, diversion, exercise, or other resource affording relaxation and enjoyment that is operated primarily for financial gain. Typical uses may include health and fitness centers, batting cages, skating rinks, paint ball, bowling alleys, pool hall, arcades and miniature golf courses. This use excludes adult entertainment facilities.

General Commercial Services (Definition):

An establishment providing general services to the public, including computer repair shops, carpet/rug/drapery cleaners, locksmith shops, plumbing shops and similar services that are commercial in nature.

**INTERPRETATION OF UNLISTED USES
BY DIRECTOR OF COMMUNITY DEVELOPMENT**

Community Development Department staff recognizes that ambiguities may arise concerning the appropriate classification of a particular unlisted use within the meaning and intent of the Amended Plan.

Procedure

Initiation. When an unlisted use is proposed, the following procedure shall be used:

1. The Planning Division shall study the proposed similar use and provide the information necessary to assure action consistent with the intent of the Amended Plan and General Plan and make recommendations to the Community Development Director.
2. The Community Development Director shall ascertain all such facts he/she deems necessary concerning such use or request and, by resolution, make his/her findings and state the reasons for classifying or permitting an unlisted use as a similar use permitted in the Amended Plan.

Approval. Within thirty (30) days after filing the request, the Community Development Director shall approve or disapprove the request. In his/her decision, the Community Development Director shall make findings that all of the following conditions do or do not exist in relation to the proposed use in the specific plan within which such use is proposed to be added.

1. It is consistent with the intent and purpose of the specific plan.
2. It is similar to one or more uses permitted in the specific plan.
3. Its operations are compatible with other permitted uses within the specific plan.
4. It will not cause substantial injury or impair the present or potential use of the property in the specific plan.
5. It will not generate substantial additional traffic congestion over other permitted uses in the Amended Plan.
6. It will not be detrimental to the public health, safety, convenience, and welfare of the community.
7. It will not be subject to necessary specific regulations of development or operation.
8. It will not adversely affect the intent of the City's General Plan.
9. No special considerations are required to permit the request.

Planning Commission Action. If the Director makes findings that all the conditions exist, the Director shall state his/her reasons and, by resolution, include the proposed use as a permitted one within the area of the Amended Plan. A copy of such resolution shall be filed with the Planning Division within (3) days following its adoption date.

If the Director of Community Development denies the request, the Applicant may appeal his request to the Planning Commission.

TRANSITIONAL USES

A use operating within the central portion of the specific plan area when the Amended Plan became effective that does not conform with the intent of the Amended Plan is classified as a transitional use. Examples include a motion picture studio and a movie set production studio (see Nos. 30 through 33, Permitted, Conditional and Transitional Uses). A new transitional use cannot be established within the central portion, but a transitional use that was operating there when the Amended Plan became effective may continue to do so until it discontinues operations permanently. Downey Municipal Code Section 9410 shall apply to transitional uses, except for those sections that discuss removal of structures and uses. In addition, amortization schedules in Section 9140 shall not apply to transitional uses.

Also, construction of new facilities for transitional uses shall not be permitted, except as allowed by Section of 9410.10 of the Downey Municipal Code for Repair and Maintenance or as approved by the Community Development Director. However, a transitional use may be expanded with the approval of the Community Development Director. A transitional use that is operating in one location within the Central Portion may also be conducted in any other location within the Central Portion.

KAISER DOWNEY MEDICAL CENTER USES

Permitted uses within the Kaiser Downey Medical Center are those permitted in the Downey Landing Specific Plan (2002).

Permitted and Conditional Land Uses Kaiser Medical Center		
A	OFFICES AND RELATED USES	
1	Administrative and Executive Offices	P
2	ATM—Freestanding and/or Driveway Interior and Exterior	C
3	Insurance Office	P
4	Medical or Dental Office	P
5	Prescription Pharmacy	P
B	HEALTH AND MEDICAL SERVICES	
1	Adult Day Health Center	C
2	Eyeglasses, Frames, Contact Lens—Sales and Service	P
3	Hearing Aids—Sales and Service	P
4	Helistop	C
5	Hospital	P
6	Laboratory—Medical, Dental or Optical	P
7	Laboratory—Research, Analysis	P
8	Massage Therapy—Principal Use with State-approved Certificate of Training	C
9	Medical Clinic	P
10	Medical or Dental Office	P
11	Orthopedic Appliances Sales/Service	P
12	Physical Therapy	P
13	Sanitarium	P
14	Social Rehabilitation Center	P
C	PUBLIC AND SEMI-PUBLIC USES	
1	Cellular or Wireless Communication Facilities/Tower	C
2	Parking Structure	P

Appendix B:
HISTORIC
PRESERVATION
MEMORANDUM
OF
AGREEMENT

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MEMORANDUM OF AGREEMENT

AMONG
THE NATIONAL AERONAUTICS AND SPACE ADMINISTRATION,
THE GENERAL SERVICES ADMINISTRATION,
THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER,
AND
THE CITY OF DOWNEY

REGARDING DISPOSAL OF A PORTION OF
THE NASA INDUSTRIAL PLANT,
DOWNEY, LOS ANGELES COUNTY, CALIFORNIA

WHEREAS, the National Aeronautics and Space Administration (NASA) has determined that it no longer requires Parcels 1 and 2, including land, structures, and improvements (Property), of the NASA Industrial Plant, Downey, California, and has reported it as excess to its needs; and

WHEREAS, the Property identified in Appendix A of this Memorandum of Agreement (MOA) consists of Parcels 1 and 2; consultation with respect to Parcels 3, 4, 5 and 6 was previously concluded and is not subject to this MOA; and

WHEREAS, pursuant to the California Desert Protection Act (P.L. 103-433) the General Services Administration (GSA) has determined that the Federal government may transfer the Property to the City of Downey, California (City) (Undertaking) for reuse and development, pursuant to the signed "Offer To Purchase Real Estate and Acceptance" (Appendix B to this MOA), dated _____; and

WHEREAS, GSA has determined that the Undertaking may have an adverse effect on Buildings 1, 6, 10, 11, 25, 36, 39, 41, 42, 108, 120, 123, 125, 126, 127, 128, 130, 288 and 290, properties determined, by consensus, to be eligible for inclusion for listing in the National Register of Historic Places (Historic Properties) and has consulted with the California State Historic Preservation Officer (SHPO), and has notified the Advisory Council on Historic Preservation (Council) of the adverse effect, pursuant 36 CFR 800, regulations effective June 17, 1999 implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

WHEREAS the Downey Historical Society (Society), and the Aerospace Legacy Foundation (Foundation) have been invited to participate in the consultation;

NOW THEREFORE, NASA, GSA, the SHPO, and the City agree that upon GSA's decision to proceed with disposal of the Property to the City, GSA shall ensure the following stipulations are implemented in order to take into account the effect of the Undertaking on historic properties and to satisfy NASA and GSA's Section 106 responsibilities for the Undertaking.

1 **STIPULATIONS**

2
3 GSA shall ensure that the following stipulations are implemented:

4
5 **I. Deed Covenants**

6
7
8 The document transferring the Property to the City will require execution of covenants
9 that stipulate all of the following:

- 10
11 1. The City, its successors or assigns shall preserve in-place a portion of Building 1
12 (Building 1 Portion) most specifically, the original wing constructed by E.M. Smith in
13 1929 and the engineering addition designed by Gordon Kaufmann and constructed
14 between 1939 and 1942, including the terrazzo insignia of the Consolidated Vultee
15 Aircraft Corporation that is in the rotunda of the Kaufmann-designed wing. These
16 improvements are delineated in Appendix C and D respectively of this MOA.
17
18 2. The City, its successors or assigns, shall preserve, rehabilitate, and maintain the
19 Building 1 Portion in accordance with the recommended approaches in "The
20 Secretary of the Interior's Standards for Rehabilitation and Guidelines for
21 Rehabilitating Historic Buildings" (National Park Service, 1992).
22
23 3. The City, its successors or assigns, shall preserve the brick-lined concrete walkway
24 panels currently situated in front of Building 290 and, in cooperation with the Society
25 and the Foundation, integrate these small features into its design for the reuse of the
26 Property in such a way as to make it readily accessible to the interested public during
27 reasonable days and hours, in order to commemorate the significant contribution the
28 Apollo Space Program has made to the City of Downey and the American Space
29 Program. These features are delineated in Appendix E of this MOA. Notwithstanding
30 the foregoing, the concrete panels may be relocated.
31
32 4. The City, its successors or assigns, in cooperation with the Society and the
33 Foundation, shall incorporate into development and reuse of the Property an
34 interpretive display of photographs highlighting the significant events and persons
35 associated with the Property. The interpretive display shall be readily accessible to
36 the interested public during reasonable days and hours.
37
38 5. The City covenants for itself, its successors, and assigns and every successor in
39 interest to the Property hereby conveyed, or any part thereof, that the real Property
40 above described is hereby conveyed subject to the conditions, restrictions, and
41 limitations hereinafter set forth which are covenants running with the land; that the
42 City, its successors, and assigns, covenants and agrees, that in the event that the
43 Property is sold or otherwise disposed of, these covenants and restrictions shall be
44 inserted in the instruments of conveyance, in a manner consistent with California
45 State law regarding assignments and assumptions.
46
47 6. In the event of violation of the above restrictions, the United States of America,
48 following reasonable notice to the City its successors, and assigns and every
49 successor in interest to the Property hereby conveyed, or any part thereof, may

1 institute a suit to enjoin such violation or to require the restoration of the property, or
2 for damages by reason of any breach thereof.
3

4 GSA shall provide the SHPO with an opportunity to review and comment on the transfer
5 document, including covenants and restrictions, prior to execution. Failure of the SHPO
6 to comment within twenty-one (21) days of receipt shall not preclude GSA from finalizing
7 and executing the transfer document. GSA shall take any SHPO comments into account
8 to the fullest reasonable extent and shall provide the SHPO with a final copy of the
9 transfer document, including covenants and restrictions, prior to proceeding with the
10 transfer process.

11
12 GSA shall ensure that recordation of the instrument of conveyance, including covenants
13 and restrictions, is conducted in accordance with all applicable California law. Upon
14 completion, GSA shall provide SHPO with documentation evidencing that the recordation
15 process has been duly completed in the manner stipulated herein.
16

17 **II. Mitigation Measures**

18

- 19 1. In the event Building 1, other than the Building 1 Portion, is proposed to be
20 substantially altered not in conformance with the "The Secretary of the Interior's
21 Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" or
22 demolished, *the City shall record* the remainder of the interior and exterior of Building
23 1 (excluding the Building 1 Portion)- including the 1930s and 1940s vintage fire
24 hydrants along the north facade and the Astronaut Walk along the east facade- in
25 accordance with Level I Historic American Buildings Survey/Historic American
26 Engineering Record (HABS/HAER) guidelines, so that there will be a permanent
27 record of their history and present condition in their original setting. Notwithstanding,
28 Level I Historic American Building Survey/Historic American Engineering Record
29 (HABS/HAER) documentation shall only be required for those portions to be
30 substantially altered not in conformance with the "Secretary of the Interior's
31 Standards and Guidelines for Rehabilitating Historic Buildings."
32
- 33 2. In the event Buildings 6, 10, 11, 25, 36, 39, 41, 42, 108, 120, 123, 125, 126, 127,
34 128, 130, 288 and 290 or any portion thereof is/are proposed to be substantially
35 altered not in conformance with the "The Secretary of the Interior's Standards for
36 Rehabilitation and Guidelines for Rehabilitating Historic Buildings" or demolished,
37 *the City shall record* the remainder of the Historic Property- including the interior of
38 Building 6/290, as well as streetscapes, grids, layouts and overall views of the
39 Property that contribute to (and in the context of) the Property as a whole- in
40 accordance with Level II Historic American Buildings Survey/Historic American
41 Engineering Record (HABS/HAER) guidelines, so that there will be a permanent
42 record of their history and present condition in their original setting. Notwithstanding,
43 Level II Historic American Buildings Survey/Historic American Engineering Record
44 (HABS/HAER) documentation shall only be required for those buildings or portions
45 thereof to be substantially altered not in conformance with the "Secretary of the
46 Interior's Standards and Guidelines for Rehabilitating Historic Buildings."
47
- 48 3. With respect to Stipulations II (1) and II (2) above, the following parties (or at such
49 address or addresses, as may be designated by time to time, by the Parties or its

1 successors) shall be furnished with copies of- and be designated as repositories for-
2 any Level I or Level II HABS/HAER documentation that may be required once the
3 recordation of designated historic properties is completed and accepted by the
4 National Park Service:
5

6 A. National Aeronautics & Space Administration
7 ATTN: Mrs. Melody A. Nation
8 Planning and Integration Office (JA161)
9 Lyndon B. Johnson Space Center
10 Houston, Texas 77058
11

12 B. General Services Administration
13 ATTN: Clark Van Epps
14 Public Buildings Service
15 Property Disposal Division (9PR)
16 450 Golden Gate Avenue, 4th Floor East
17 San Francisco, California 94102-3434
18

19 C. City of Downey
20 ATTN: Mr. Darrell George
21 11111 Brookshire Avenue
22 Downey, California 90241
23

24 D. Office of Historic Preservation
25 ATTN: Mr. Daniel Abeyta
26 Department of Parks and Recreation
27 P.O. Box 942896
28 Sacramento, California 94296-0001
29

30 E. Downey Historical Society
31 ATTN: Mr. J. Vincent
32 P.O. Box 554
33 Downey, California 90241
34

35 F. Aerospace Legacy Foundation
36 ATTN: Mr. Ed Dowd
37 12626 Bellflower Blvd., PMB 302
38 Downey, California 90242
39

40 G. Downey City Library
41 ATTN: City Librarian
42 11121 Brookshire Avenue
43 Downey, California 90241
44

45 H. South Central Coastal Information Center
46 California State University, Fullerton
47 800 North State College Blvd.
48 Fullerton, California 92834-6846
49

- 1 4. *NASA shall, prior to sale, transfer to the City all known historical documents, records,*
2 *photographs found in or on the Property or in NASA files in order to facilitate*
3 *development and reuse, and for required documentation. All documentation required*
4 *by this stipulation shall be completed and/or transferred prior to alteration or*
5 *demolition of the Property, or any portion thereof. Copies of this documentation, in*
6 *the form of color Xerox, laser, or the equivalent, shall be made available to the*
7 *SHPO, the Society, the Foundation, and appropriate archives designated by GSA, in*
8 *cooperation with NASA.*
9
- 10 5. *The City shall, in cooperation with NASA, develop an educational program in order to*
11 *foster awareness of the Property and its impact on the City of Downey and the*
12 *American aeronautics and aerospace industries. The educational program may*
13 *utilize reused, reconstructed and new facilities on the Property as a physical plant,*
14 *however it is anticipated the program will have a regional focus on teacher education*
15 *and training. The program is in early planning stages and is expected to be*
16 *conceptualized within two years of conveyance of the Property, and with curriculum*
17 *development and rehabilitation/construction of the physical plant expected within five*
18 *years of Property conveyance. NASA is expected to be a long term partner with the*
19 *City in curriculum development and implementation. The City may establish a new*
20 *non-profit organization to oversee and be responsible for the educational program.*
21

22 **III. Administrative Stipulations**

23
24 **Dispute Resolution:**

- 25
- 26 1. Should any signatory object at any time to the manner in which the terms of this MOA
27 are implemented, GSA shall consult with the objecting party(ies) to resolve the
28 objection. GSA shall determine a reasonable time frame for this consultation. If
29 resolution is reached, the terms of this MOA shall be carried out in accordance with
30 such resolution. If resolution is not reached through such consultation, GSA shall
31 forward all documentation relevant to the objection to the Council, including its
32 proposed response to the objection, and request the Council's comments in
33 accordance with 36 CFR 800.2(b)(2). Any comments provided by the Council, and all
34 comments from the signatories regarding the objection, shall be taken into account
35 by GSA in reaching its final decision regarding the objection. GSA will promptly
36 provide all signatories with a copy of its final decision regarding resolution of the
37 dispute.
38
- 39 2. GSA's responsibility to carry out all actions under this MOA that are not the subjects
40 of the dispute will remain unchanged. GSA may authorize any action subject to
41 dispute under this stipulation to proceed after complying with paragraph 1 of this
42 stipulation.
43

44 **Public Objection:**

45
46 At any time during implementation of the terms of this MOA, should an objection
47 pertaining to this MOA be raised by a member of the public, GSA shall immediately notify
48 the other signatories in writing of the objection and take the objection into account. GSA
49 shall consult with the objecting party and, if the objecting party so requests, with any or

1 all of the other signatories, for no more than 30 (calendar) days. Within 14 (calendar)
2 days following closure of the consultation period, GSA will render a decision regarding
3 the objection and notify all parties of this decision in writing. In reaching its decision,
4 GSA will take all comments from the parties into account. GSA's decision regarding the
5 resolution of the objection will be final.

6
7 Amendments and Termination:

- 8
9 1. If any signatory believes that this MOA should be amended, that signatory may
10 propose amendments to the other signatories, whereupon all signatories will consult
11 to consider amendments pursuant to 36 CFR 800.6(c)(7) and 800.6(c)(8).
12
13 2. If GSA determines that it cannot implement the terms of this MOA, or if the SHPO
14 determines that the MOA is not being properly implemented, either of these
15 signatories may propose that the MOA be terminated. The signatory proposing
16 termination shall so notify the other parties to the MOA, explaining the reasons for
17 termination and affording these other parties at least 15 days to consult and seek
18 alternatives to termination. The parties shall then consult.
19
20 3. Should such consultation fail, either GSA or the SHPO may terminate this MOA by
21 so notifying the other parties.
22
23 4. Should this MOA be terminated, GSA shall either consult in accordance with 36 CFR
24 800.6 to develop and execute a new MOA or request the comments of the Council
25 pursuant to 36 CFR 800.7.

26
27 Duration of the MOA:

- 28
29 1. Unless terminated pursuant to III.B.3/4., above, this MOA will be in effect until GSA,
30 in consultation with the other signatories, determines that all of its terms have been
31 satisfactorily fulfilled. Upon a determination by GSA that all of the terms of this MOA
32 have been satisfactorily fulfilled, the MOA will terminate and have no further force or
33 effect. GSA will promptly provide the other signatories with written notice of its
34 determination and of termination of this MOA.
35
36 2. The terms of this MOA shall be satisfactorily fulfilled within 5 years following the date
37 of conveyance of the Property. If GSA determines that this requirement cannot be
38 met, this MOA shall be considered null and void, unless extended by written
39 agreement of GSA and SHPO. If this MOA becomes null and void, GSA shall so
40 notify the other parties in writing and, if it chooses to continue with the Undertaking,
41 shall again initiate review of the Undertaking in accordance with 36 CFR Part 800.
42

43 Applicability of the MOA:

- 44
45 1. This MOA applies only to the Undertaking as defined herein. If, following execution
46 of this MOA, GSA decides not to transfer the Property to the City or if the City
47 decides not accept the Property, this MOA will automatically become null and void.
48

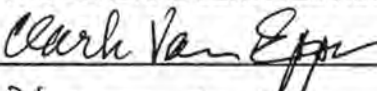
1 2. Execution of this MOA by NASA, GSA, the City, and the SHPO, its transmittal to the
2 Council, and subsequent implementation of its terms, evidence that GSA and NASA
3 have afforded the Council an opportunity to comment on the Undertaking and its
4 effects on historic properties, that GSA and NASA have taken into account the
5 effects of the Undertaking on historic properties, and that GSA and NASA have
6 satisfied their responsibilities under Section 106 of the National Historic Preservation
7 Act and applicable regulations.
8
9

10 **SIGNATORY PARTIES:**
11
12
13

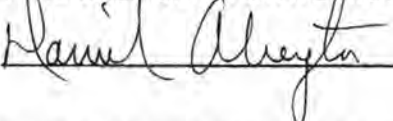
14 **FOR THE NATIONAL AERONAUTICS AND SPACE ADMINISTRATION**

15
16 By:  Date: 3/13/01
17
18 Title: Director, Johnson Space Center
19
20


21 **FOR THE GENERAL SERVICES ADMINISTRATION**

22
23 By:  Date: 1/24/01
24
25 Title: Director - Real Property Disposal
26
27

28 **FOR THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER**

29
30 By:  Date: 1/29/01
31
32

33 **FOR THE CITY OF DOWNEY, LOS ANGELES COUNTY, CALIFORNIA**

34
35 By:  Date: 4/2/01
36
37 Title: MAYOR
38
39

Appendix C:
LANDSCAPING
PALETTE

DOWNEY LANDING PLANT PALETTE - SITE

DESCRIPTION	BOTANICAL NAME	COMMON NAME
FRONTAGE TREE	<i>Pyrus Kawakami</i>	EVERGREEN PEAR
	<i>Lagerstroemia indica</i>	CRAPE MYRTLE
	<i>Meterosideros excelsus</i>	NEW ZEALAND CHRISTMAS TREE
FRONTAGE HEDGE	<i>Ligustrum japonicum</i>	TEXAS PRIVET
	<i>Juniperus chinensis</i>	'PARSONII' JUNIPER
FRONTAGE ACCENT SHRUB	<i>Bougainvillea spp.</i>	BOUGAINVILLEA
	<i>Hibiscus rosa-sinensis</i>	HIBISCUS
FRONTAGE GROUNDCOVER	<i>Gazania spp.</i>	GAZANIA
	<i>Zoysia tenuifolia</i>	KOREAN GRASS
ENTRY DRIVE THEME TREE	<i>Ulmus parvifolia</i>	CHINESE ELM
ENTRY DRIVE TREE	<i>Jacaranda mimisifolia</i>	JACARANDA
	<i>Pinus canariensis</i>	CANARY ISLAND PINE
	<i>Pyrus calleryana "Bradford"</i>	BRADFORD PEAR
ENTRY DRIVE ACCENT SHRUB	<i>Azalea spp.</i>	AZALEA
ENTRY DRIVE EDGE SHRUB	<i>Phormium tenax</i>	FLAX
ENTRY DRIVE LOW SHRUB	<i>Trachelospermum jasminoides</i>	STAR JASMINE
END ISLAND TREE	<i>Lagerstroemia indica</i>	CRAPE MYRTLE
	<i>Rhapiolepis "Magestic Beauty"</i>	INDIA HAWTHORN TREE FORM
END ISLAND LOW SHRUB	<i>Aspidistra elatior</i>	CAST-IRON PLANT
	<i>Trachelospermum jasminoides</i>	STAR JASMINE
	<i>Rosmarinus officinalis</i>	SPREADING ROSEMARY
END ISLAND ACCENT SHRUB	<i>Rosa spp.</i>	SHRUB ROSE
PARKING LOT TREE	<i>Platnaus acerifolia "Bloodgood"</i>	LONDON PLANE TREE
	<i>Ulmus parvifolia "True Green"</i>	TRUE GREEN ELM
	<i>Zelkova serratta</i>	SAWLEAF ZELKOVA
	<i>Ulmus parvifolia</i>	CHINESE ELM
SCREEN TREES	<i>Eucalyptus spp.</i>	EUCALYPTUS
	<i>Pinus spp.</i>	PINES
	<i>Agonia flexuosa</i>	PEPPERMINT TREE
SCREEN TREES	<i>Melaleuca quinqueneruia</i>	CAJEPUT TREE
	<i>Tristania conferta</i>	BRISBANE BOX

Note: Use of native and drought tolerant plant material is encouraged and should be used in addition to the above shown Plant Palette, as established by the Original Specific Plan (2002).

DOWNEY LANDING PLANT PALETTE - SIZING

BOTANICAL NAME	COMMON NAME	DESCRIPTION	
Trees			
<i>Albizzia julibrissin</i>	Silk Tree	24" Box	25' Canopy
<i>Cinnamomum camphora</i>	Camphor Tree	24" Box	35' Canopy
<i>Jacaranda mimosifolia</i>	Jacaranda	24" Box	35' Canopy
<i>Koelreuteria bipinnata</i>	Chinese Flame Tree	24" Box	25' Round
<i>Lagerstroemia indica</i>	Crape Myrtle	24" Box	18' Canopy
<i>Liquidambar 'Palo Alto'</i>	Sweet Gum	24" Box	45' Vertical
<i>Liriodendron tulipifera</i>	Tulip Tree	24" Box	15' Column
<i>Magnolia g. S. sommers</i>	Magnolia	24" Box	30' Canopy
<i>Melaleuca quinquenervia</i>	Cajeput	24" Box	30' Vertical
<i>Pinus canariensis</i>	Canary Island Pine	24" Box	60' Vertical
Palms			
<i>Syagrus romanansofflanum</i>	Queen Palm	12'	Field grown
<i>Phoenix dactylifera</i>	Date Palm	14'	Field grown
Shrubs			
<i>Agapanthus africanus</i>	Lily of the Nile	5-Gal	Accent
<i>Ceanothus g. Anchor Bay</i>	Wild Lilac	5-Gal	Horizontal
<i>Hebe 'Coed'</i>	Veronica	5-Gal	Accent
<i>Hibiscus Full Moon</i>	Hibiscus	5-Gal	Showy
<i>Juniperus c. Prostrata</i>	Prostrate Juniper	5-Gal	Horizontal
<i>Lantana Confetti</i>	Lantana	5-Gal	Showy
<i>Nerium 'Petite Pink'</i>	Oleander	5-Gal	Showy
<i>Photinia fraseri</i>	Photinia	5-Gal	Mass
<i>Pittosporum t. varieg</i>	Mock orange	5-Gal	Mass
<i>Pittosporum Wheeleri</i>	Dwf. Mock orange	5-Gal	Mass
<i>Raphiolepis 'Clara'</i>	Hawthorn	5-Gal	Mass
Vines			
<i>Bougainvillea sp.</i>	Bougainvillea	5-Gal	
<i>Ficus pumila</i>	Creeping Fig	1-Gal	
<i>Trachelospermum</i>	Star Jasmine	5-Gal	
<i>Parthenocissus</i>	Boston Ivy	1-Gal	
Groundcovers			
<i>Fragaria chiloense</i>	Strawberry	Flats	
<i>Potentilla verna</i>	Cinqfoil	Flats	
<i>Hedera helix Hahnii</i>	Hahns Ivy	Flats	
<i>Vinca minor</i>	Periwinkle	Flats	
<i>Marathon sod</i>	Lawns		

Appendix D:
ADDITIONAL
WASTEWATER
INFO MEMO

MEMO



To: Wendy Katagi, EIP Associates
From: Tom Carcelli
CC:
Date: 02/13/02
Re: JN 93.01 - Downey NASA Site
Additional Wastewater Info. Debrief.

Re: Expected sewage flows from Kaiser Site

Contact: John Lee at Greenbergfarrow

Greenbergfarrow anticipates that the average wastewater flows based upon the proposed Kaiser hospital, medical office building, central plant and museum will be 0.3751 cfs, or approx. 242,000 gallons per day (0.242 mgd).

The wastewater will be collected onsite and outlet into Imperial Highway through a proposed 12-inch sewer line. It is also proposed that this line will run westerly toward Clark Avenue to connect to the existing 21-inch County Sanitation District of Los Angeles County sewer, called the Downey-Bellflower Trunk Sewer.

Within Imperial Highway there is an existing 8-inch sewer line that, according to the city, does not fully serve the frontage of the proposed Kaiser site. Since the proposed sewer line from the Kaiser site will be a 12-inch line, it is anticipated that a new line of at least 12-inch diameter will need to be constructed along Imperial Highway westerly from the proposed point of connection for the Kaiser site to the existing 21-inch Downey-Bellflower Trunk Sewer.

The 21-inch trunk sewer should be able to handle the proposed flows from the Kaiser site. It was previously reported that the Downey-Bellflower Trunk Sewer has a design capacity of 3.4 to 4.7 mgd along the frontage of the project site. When last measured in 1993, the actual sewer peak flow was 2.6 mgd. Any additional wastewater flows to the Downey-Bellflower Trunk Sewer will also be alleviated by any wastewater from the proposed site in the northeast and east being directed to Bellflower Blvd.


Re: Capacity of the Foster Road Trunk Sewer

Contact: Ruth Fazen

The nearest portion of the Foster Road Trunk Sewer to the proposed site is at Bellflower and Adoree. At this point the Trunk Sewer is a 27-inch line and has a design capacity of 9.1 mgd. When flows were last measured in this area, the actual sewer flow was 3.7 mgd. It should be noted that both the Downey-Bellflower Trunk Sewer and the Foster Road Trunk Sewer outlet into the Joint Water Pollution Control Plant (JWPCP) located in the city of Carson. We had previously reported that the JWPCP design capacity is 385 mgd and is currently processing an average flow of 334 mgd. Ruth has updated the average processing flow to 324.5 mgd. Therefore, it appears that there is no negative impact to treatment capacities as well.

Appendix E:
TIERRA LUNA
MARKETPLACE
SIGNAGE

PROPOSED EXTERIOR SIGNAGE LEGEND

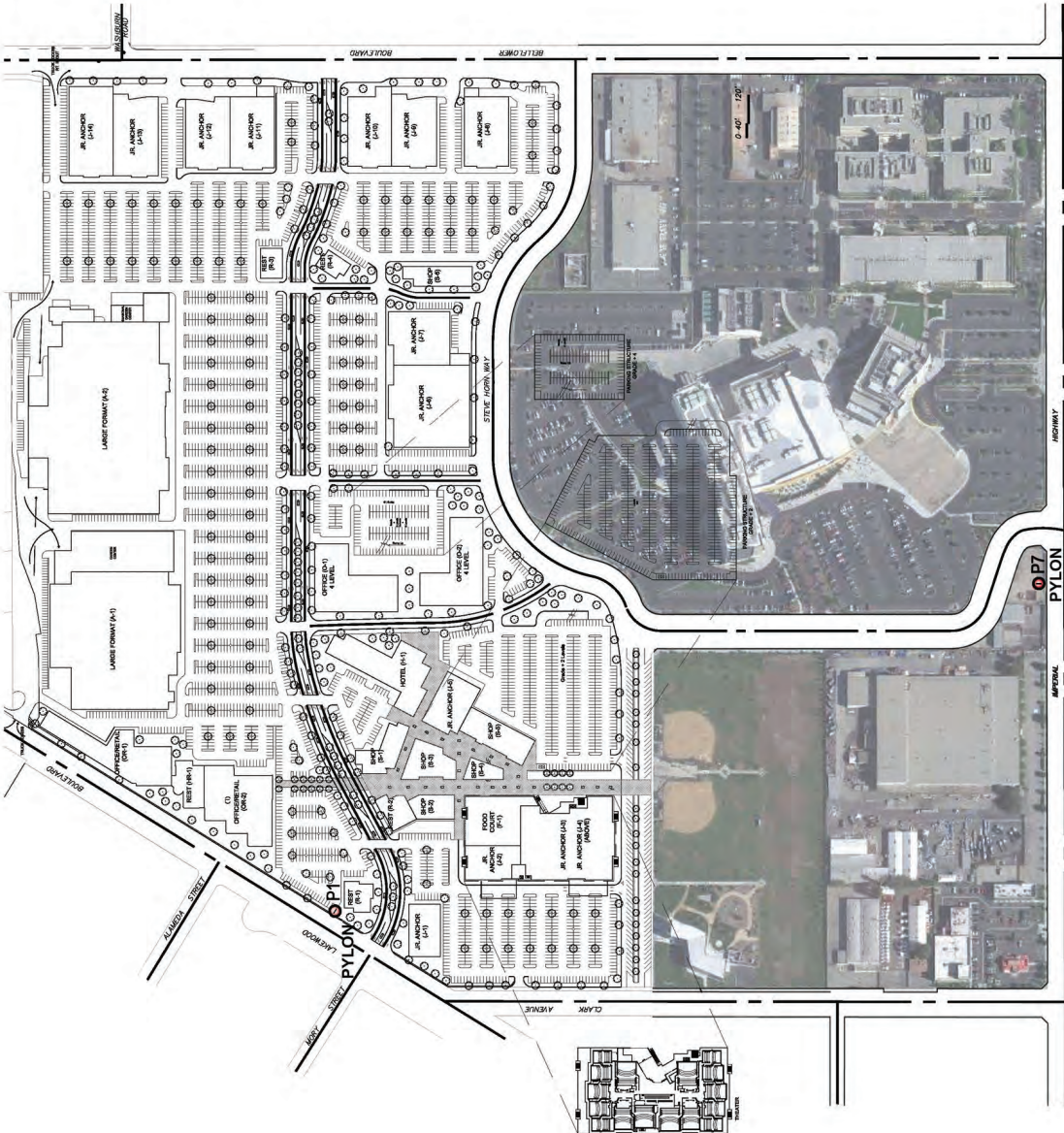
 P PYLON SIGN

PYLON SIGNS

P1 PYLON, 80'-0"X20'-0"
 P7 PYLON, 80'-0"X20'-0"

NOTES

1. SIGNAGE TO BE CHANNEL LETTERS, INTERNALLY ILLUMINATED, HALO LIT, PINNEOFF BUILDING FACE
2. SIGNAGE SHALL NOT BE CAN LETTERS OR PLEXI SHEETS

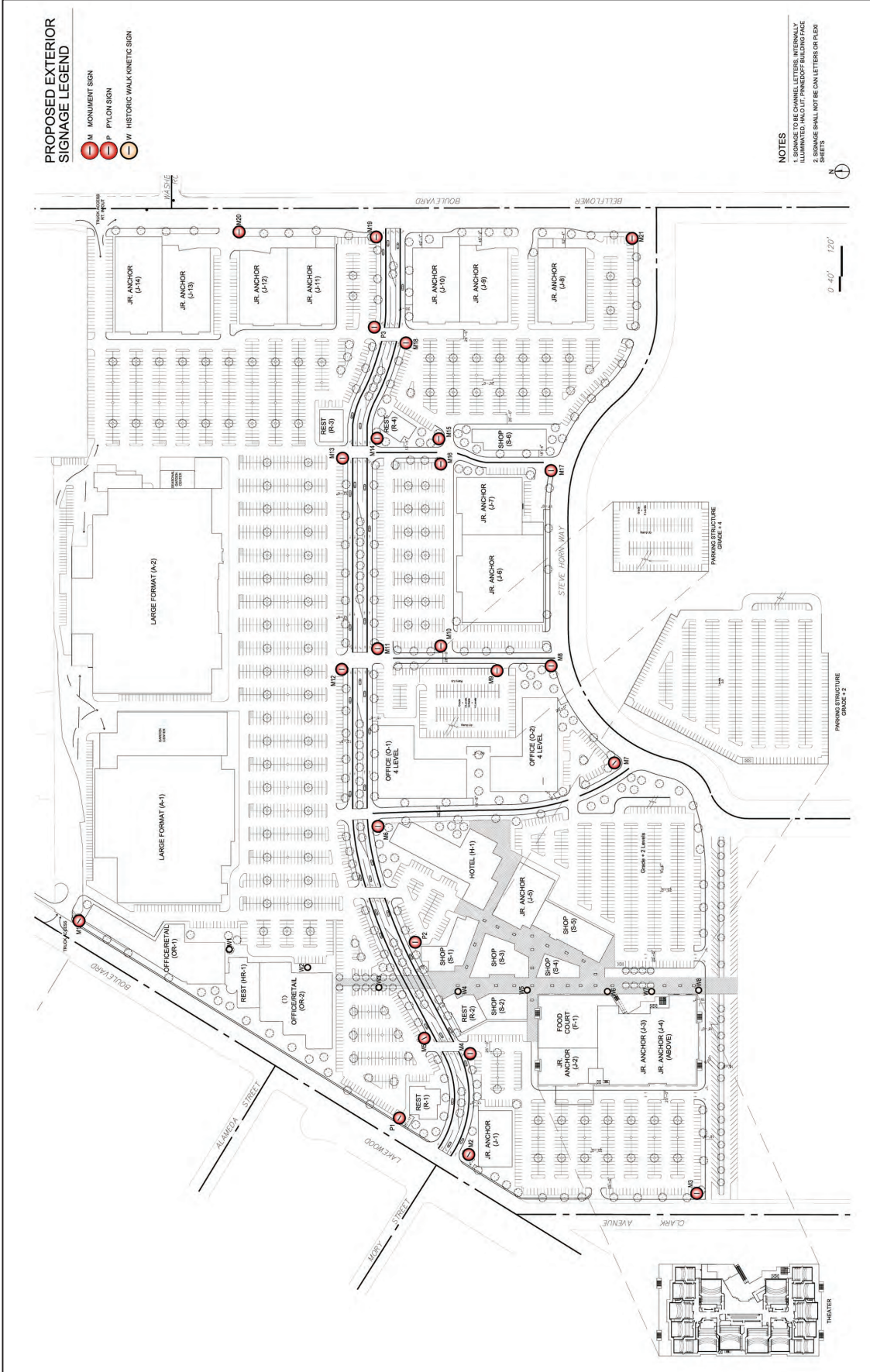


VICINITY MAP **1**
 TOTAL DIGITAL PYLON SIGNAGE: 8600 SF
 SCALE: N.T.S.

PROPOSED EXTERIOR SIGNAGE LEGEND

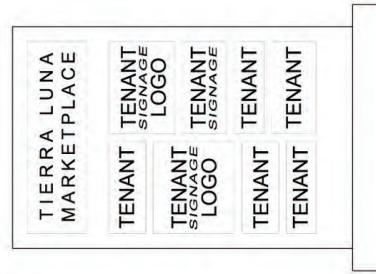
- M MONUMENT SIGN
- P PYLON SIGN
- W HISTORIC WALK KINETIC SIGN

NOTES
 1. ALL SIGNAGE SHALL BE CHANNEL LETTERS, INTERNALLY ILLUMINATED, PALCUT, PRINTED ON BUILDING FACE
 2. SIGNAGE SHALL NOT BE CAN LETTERS OR PLEX SHEETS

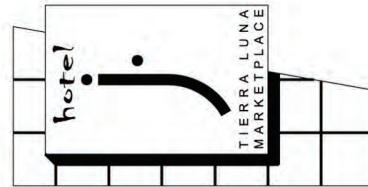




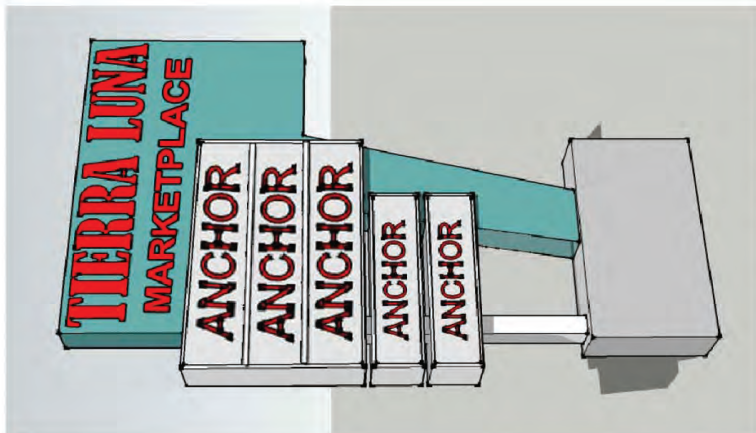
PROJECT MONUMENT
 SECONDARY MONUMENT DIRECTIONAL SIZE: 12'-6" X 7'-0"
 QUANTITY: 21 SF: 87.5 SF/SIDE
 NOTE: MONUMENTS ARE TWO SIDED (176 SF TOTAL)



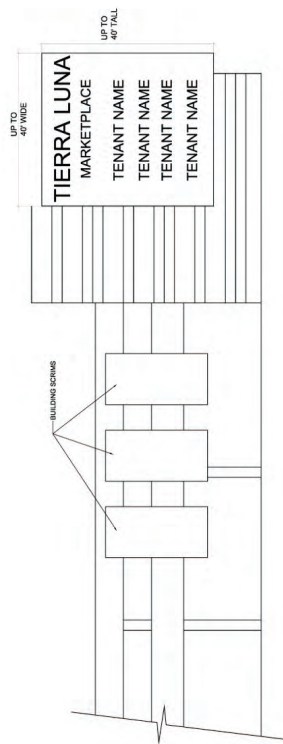
PROJECT IDENTIFICATION-LOW PYLON SIZE: 25'-0" X 15'-0"
 QUANTITY: 1 SF: 375/SIDE



HOTEL - LOW PYLON SIZE: 17'-0" X 10'-0"
 QUANTITY: 1 SF: 73.5/SIDE



PROJECT IDENTIFICATION - PYLON SIZE: 20'-0" X 80'-0"
 QUANTITY: 2 SF: 1500/SIDE



TOWER SIGNAGE - PARKING STRUCTURE
 QUANTITY: 1
 SIZE: 40'-0" X 40'-0"
 SF: 1600



TOWER SIGNAGE/THEATER
 QUANTITY: 1
 SIZE: 105'-0" X 40'-0"
 SF: 4200 S.F.



HISTORIC WALK KIOSK
 QUANTITY: 8
 SIZE: 3'-0" X 5'-0"
 SF: 15



BUILDING SCRIMS
 QUANTITY: 1
 SIZE: 10'X20'
 SF: 200

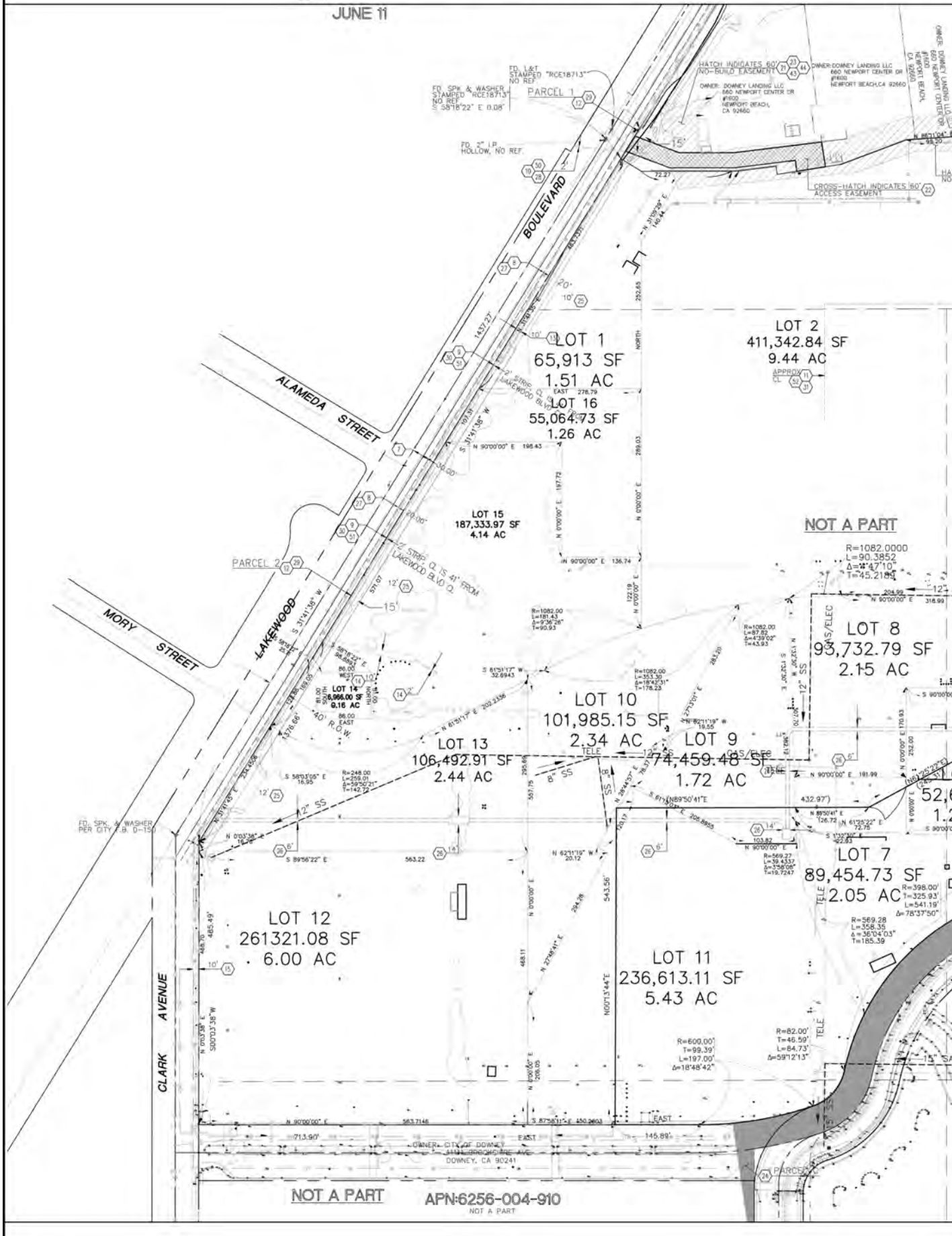
Appendix F:
TIERRA LUNA
MARKETPLACE
PARCEL MAP

Tentative Parcel Map No. 71

City of Downey, County of Los Angeles, State of California

THE LAND REFERRED TO HEREON IS DESCRIBED AS THOSE PORTIONS OF LOT 2 AND LOT 3 OF FRACTIONAL SECTION 10, TOWNSHIP 11 NORTH, RANGE 14 WEST, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS RECORDED IN BOOK 1, PAGE 502 OF MISCELLANEOUS RECORDS, RECORDED IN THE OFFICE OF THE COUNTY CLERK, COUNTY OF LOS ANGELES, CALIFORNIA.

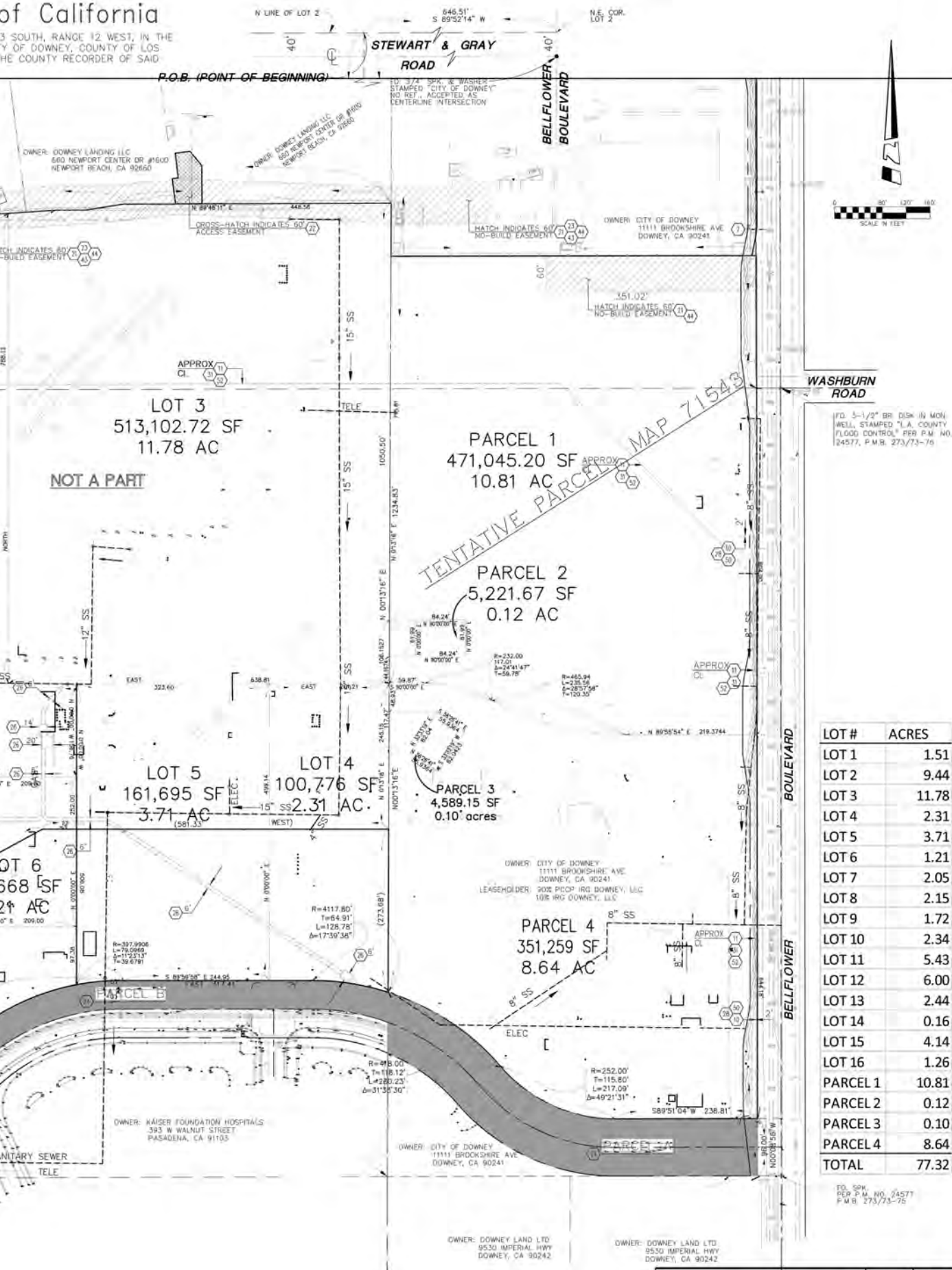
JUNE 11



71543

of California

3 SOUTH, RANGE 12 WEST, IN THE
 COUNTY OF DOWNEY, COUNTY OF LOS ANGELES
 THE COUNTY RECORDER OF SAID



FD. 5-1/2" BR. DISK (H) MOH.
 WELL, STAMPED "L.A. COUNTY
 FLOOD CONTROL" PER P.M. NO.
 24577, P.M.B. 273/73-75

LOT #	ACRES
LOT 1	1.51
LOT 2	9.44
LOT 3	11.78
LOT 4	2.31
LOT 5	3.71
LOT 6	1.21
LOT 7	2.05
LOT 8	2.15
LOT 9	1.72
LOT 10	2.34
LOT 11	5.43
LOT 12	6.00
LOT 13	2.44
LOT 14	0.16
LOT 15	4.14
LOT 16	1.26
PARCEL 1	10.81
PARCEL 2	0.12
PARCEL 3	0.10
PARCEL 4	8.64
TOTAL	77.32

FD. 5" SW
 PER P.M. NO. 24577
 P.M.B. 273/73-75

Madison
 CIVIL ENGINEERING LAND SURVEYING

PC	SHEET
DRAWN BY	2
FC	OF
CHECKED BY	4
PC	SHEETS
DATE	ENC-1277

|

Appendix G:
TIERRA LUNA
MARKETPLACE
TENTATIVE
TRACT MAP

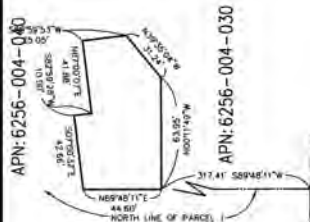
Tentative Tract Map No. 71

City of Downey, County of Los Angeles, State of California

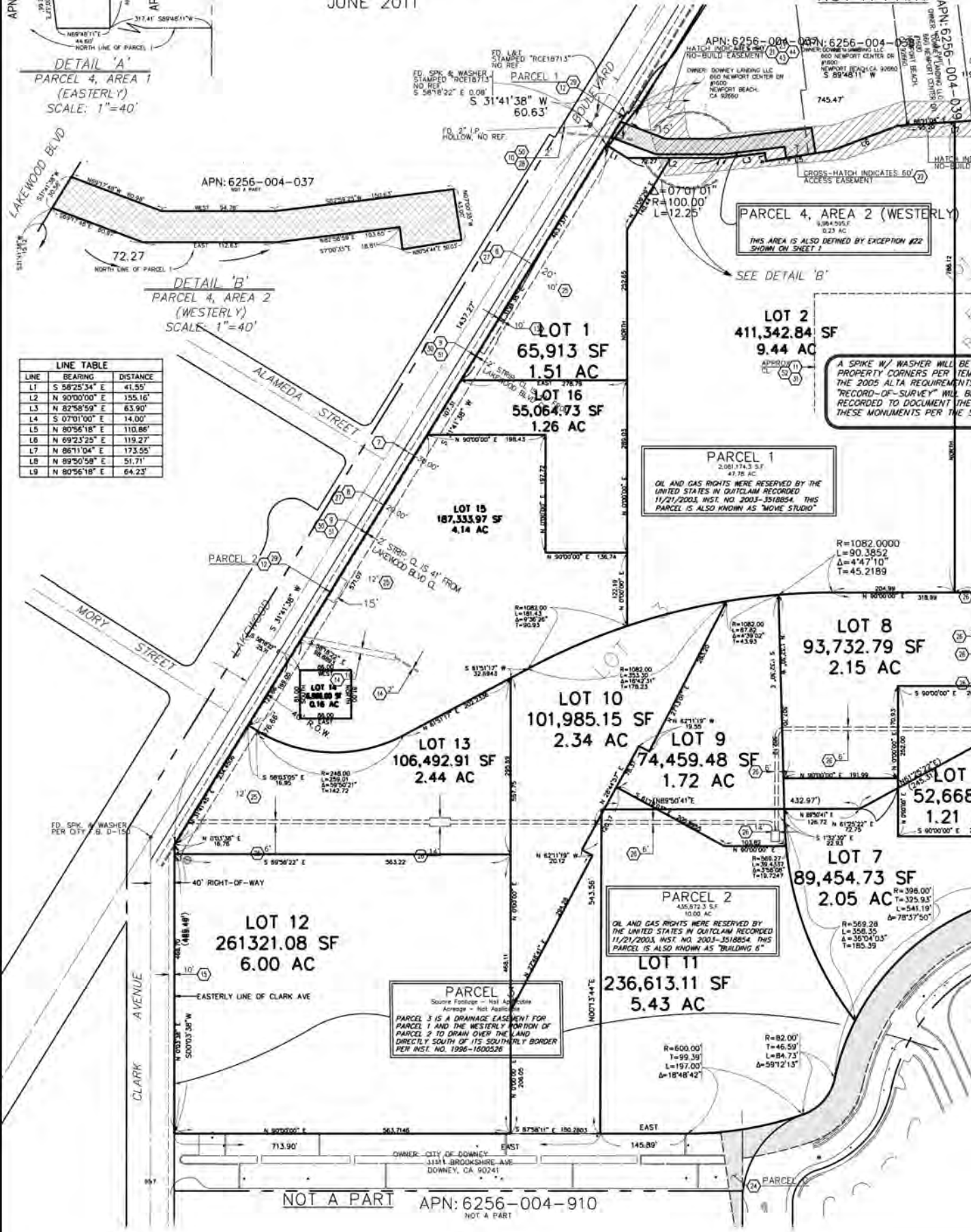
THE LAND REFERRED TO HEREON IS DESCRIBED AS THOSE PORTIONS OF LOT 2 AND LOT 3 OF FRACTIONAL SECTION 10, TOWNSHIP 3 NORTH, RANGE 12 WEST, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS RECORDED IN BOOK 1, PAGE 502 OF MISCELLANEOUS RECORDS, RECORDED IN THE OFFICE OF THE COUNTY CLERK.

JUNE 2011

NOT A PART



LINE	BEARING	DISTANCE
L1	S 58°25'34" E	41.55'
L2	N 90°00'00" E	155.16'
L3	N 82°58'59" E	63.90'
L4	S 07°01'00" E	14.00'
L5	N 80°56'18" E	110.86'
L6	N 69°23'25" E	119.27'
L7	N 86°11'04" E	173.55'
L8	N 89°50'58" E	51.71'
L9	N 80°56'18" E	64.23'



NOT A PART APN: 6256-004-910

OWNER: CITY OF DOWNEY
31111 BROOKSHIRE AVE
DOWNEY, CA 90241

SOUTH, RANGE 12 WEST, IN THE
Y OF DOWNEY, COUNTY OF LOS
THE COUNTY RECORDER OF SAID

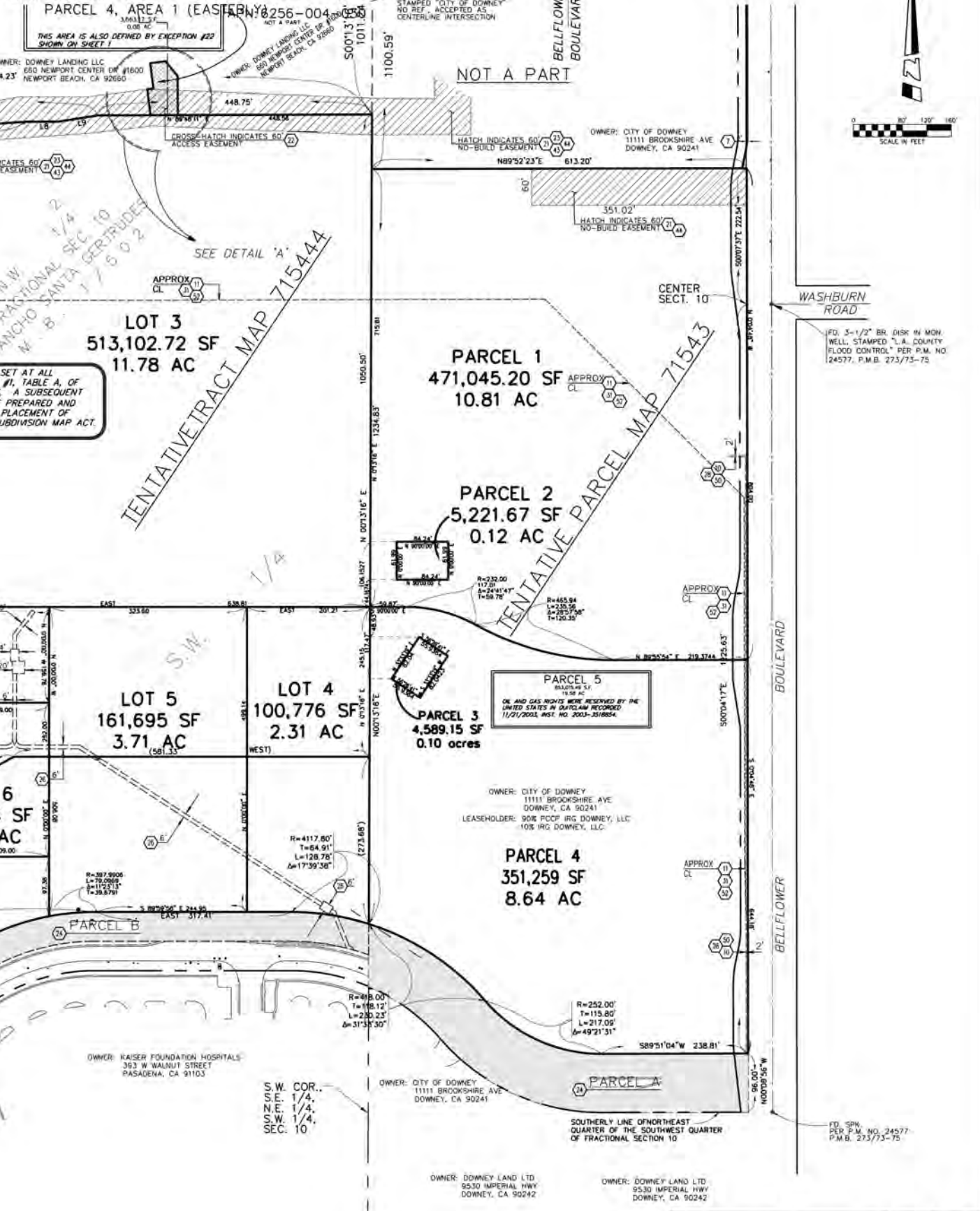
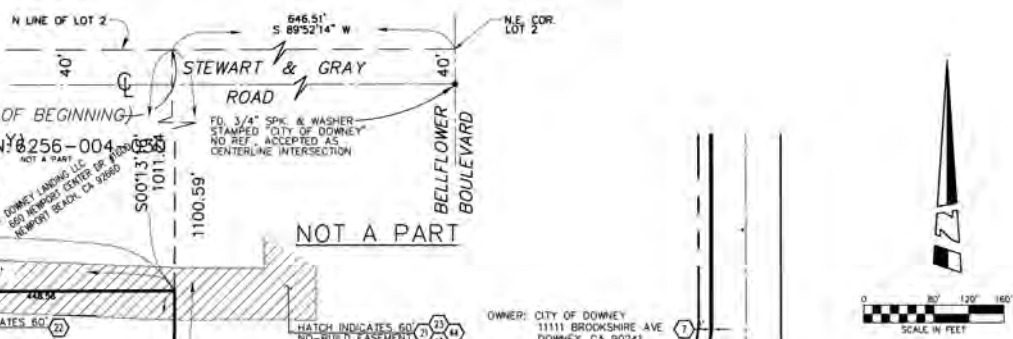
APN: 6256-004-040 P.O.B. (POINT OF BEGINNING)

PARCEL 4, AREA 1 (EASTERN)

OWNER: DOWNEY LANDING LLC
660 NEWPORT CENTER DR #1600
NEWPORT BEACH, CA 92660

APPROXIMATE 1/4
FRACTIONAL SEC 10
RANCHO SANTA GERTRUDES
M.B. 1/502

SET AT ALL
#1, TABLE A, OF
A SUBSEQUENT
PREPARED AND
PLACEMENT OF
SUBDIVISION MAP ACT.



FD. 5-1/2" BR. DISK IN MON.
WELL, STAMPED "L.A. COUNTY
FLOOD CONTROL" PER P.M. NO.
24577, P.M.B. 273/75-75

PARCEL 5
93,025.48 SF
2.68 AC
OIL AND GAS RIGHTS WERE RESERVED BY THE
UNITED STATES IN QUANTITY RECORDED
11/21/2003, REG. NO. 2003-351884.

Madison		SHEET 2 OF 4 SHEETS
CIVIL ENGINEERING LAND SURVEYING		
DESIGNED BY PC	CHECKED BY PDC	DATE 11/27/2013
FIELD BOOK	JOB NO. ENG-1277	

Appendix H:
PROJECT
CREDITS

City of Downey

City of Downey
11111 Brookshire Avenue
Downey, CA 90241
(562) 904-7158

City of Downey City Council

Roger C. Brossmer, District 3, Mayor
David R. Gafin, District 1, Mayor Pro-Tem
Dn. Mario A. Guerra, District 2
Fernando Vasquez, District 4
Luis H. Marquez, District 5

City of Downey Planning Commission

Robert Kiefer, District 2, Chairman
Michael Murray, District 1, Vice Chair
Louis Morales, District 3
Ernie Garcia, District 4
Hector Lujan, District 5

City of Downey

Gerald M. Caton, City Manager
Gilbert A. Livas, Assistant City Manager
Brian T. Saeki, Community Development
Director
Mark Sellheim, Principal Planner

Tierra Luna Marketplace

(Project Applicant)

Manarino Realty

Robert Manarino, Principal
(949) 748.7800
bobmanarino@manarinorealty.com

Consultants for City of Downey**Specific Plan - Practice of Rhett Beavers**

Rhett Beavers, ASLA, Principal
(213) 663.6820
rbeavers@roadrunner.com

EIR – Christopher A. Joseph Associates

Stacie Henderson, Senior Project Manager
(310) 473-1600
stacie@ceqa-nepa.com

Traffic – Linscott, Law & Greenspan, Engineers

David Shender, Manager
(626) 796-2322

Economic Advisors – Tierra West Advisors, Inc.

John Yonai, Principal Advisor
(323) 265-4400
jyonai@tierrawestadvisors.com

Consultant Team for Manarino Realty**Master Planning/Architecture – Trace**

Keith Ray, Vice President
(949) 221-1183
kray@tracedd.com

Civil Engineering – Madison Engineering

Patrick Crask, P.E., Principal
(951) 253-5488
patrick@madisoneng.com

Attorneys – Allen Matkins

Sonia Ransom, Attorney
(415) 873-1515
sransom@allenmatkins.com
Heather Riley, Attorney
(619) 233-1155
hriley@allenmatkins.com