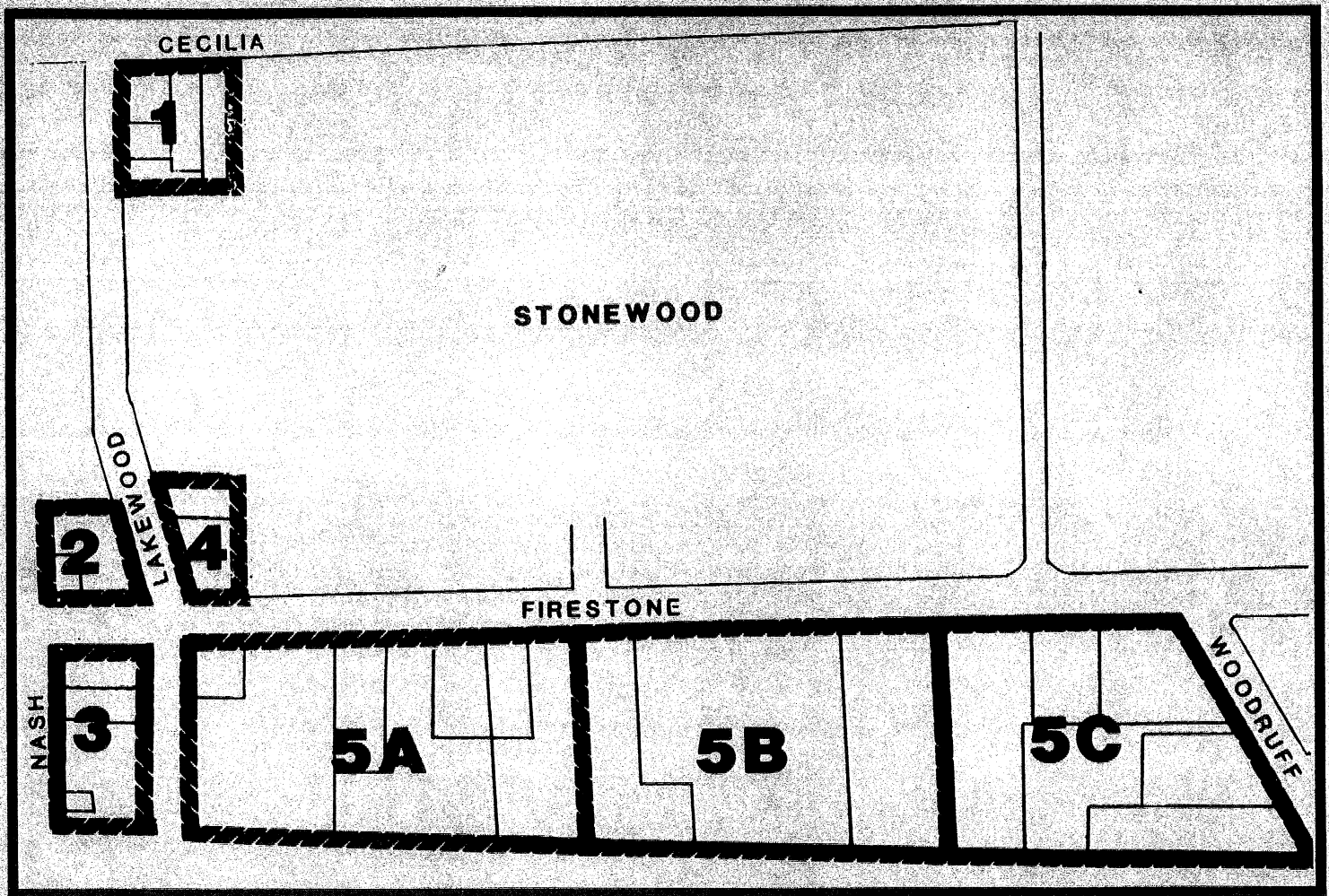


CITY OF DOWNEY LAKEWOOD/FIRESTONE SPECIFIC PLAN 91-2



CITY OF DOWNEY LAKEWOOD/FIRESTONE SPECIFIC PLAN 91-2

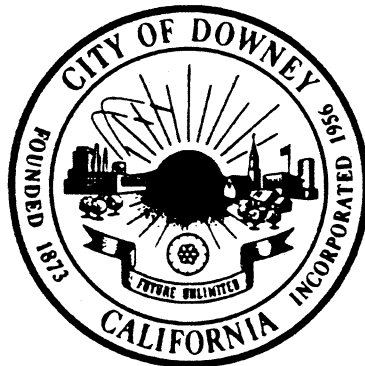
MARCH 1992

CITY COUNCIL

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Diane Boggs, Mayor Pro-Tem
Robert Cormack, Councilmember
Robert Brazelton, Councilmember
Barbara Jean Riley, Councilmember**

PLANNING COMMISSION

**Gary McCaughan, Chairman
Dianne Lumsdaine, Commissioner
Joyce Lawrence, Commissioner
Steve Allen, Commissioner
Frank Sheldon, Commissioner**



CITY MANAGER

Gerald Caton

ASSISTANT CITY MANAGER/ECONOMIC DEVELOPMENT
(During Plan Preparation)

Ken Farfsing

COMMUNITY DEVELOPMENT DEPARTMENT

Art Rangel, AICP, Director of Community Development
Terri Johansen, Executive Secretary

Planning Division

Ronald Yoshiki, City Planner/Asst. Community Development Director
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LAKWOOD/FIRESTONE SPECIFIC PLAN
SP 91-2
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STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF DOWNEY)

I, JUDITH E. McDONNELL, City Clerk of the City of Downey, do hereby certify that the foregoing Ordinance No. 943 was regularly introduced and placed upon its first reading at a regular meeting of the City Council on the 10th day of March, 1992. That thereafter, said Ordinance was duly adopted and passed at a regular meeting of the City Council on the 24th day of March, 1992 by the following vote:

AYES: 5 COUNCILMEMBERS: Cormack, Boggs, Riley, Brazelton, Hayden
NOES: 0 COUNCILMEMBERS: None
ABSENT: 0 COUNCILMEMBERS: None
ABSTAINED: 0 COUNCILMEMBERS: None

Judith E. McDonnell, City Clerk

*EXHIBIT "A" AVAILABLE FOR REVIEW IN
CITY CLERK'S OFFICE

If record

RESOLUTION NO. 1535

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF DOWNEY
RECOMMENDING THAT THE CITY COUNCIL ADOPT
SPECIFIC PLAN 91-2

THE PLANNING COMMISSION OF THE CITY OF DOWNEY DOES RESOLVE AS FOLLOWS:

SECTION 1. The Planning Commission hereby finds, determines, and declares that:

- A. In April 1990, the City Council of the City of Downey initiated preparation of Specific Plan 91-2 (SP 91-2) to guide retail commercial development of approximately 36.5 acres in the vicinity of Stonewood Shopping Center.
- B. A Draft Environmental Impact Report (DEIR) has been prepared for SP 91-2 in accordance with the California Environmental Quality Act (CEQA), including mitigation measures reducing and eliminating impacts identified in the DEIR as a result of developing the area with up to 477,000 square feet of predominately retail commercial uses. The Planning Commission has studied the environmental impacts of the project in accordance with the requirements of CEQA, CEQA's Guidelines, and the City of Downey's Environmental Procedures and recommended that the EIR be certified by the City Council.
- C. On January 15, 1992 and February 5, 1992, the Planning Commission held a duly noticed public hearing on SP 91-2 and its EIR and have carefully considered all of the evidence and public comments received at said hearing.

SECTION 2. Having considered all of the oral and written evidence presented to it at said public hearing, the Planning Commission further finds, determines, and declares that:

- A. SP 91-2 is necessary and desirable for the development of the community and is consistent with the objectives of the general plan; and
- B. SP 91-2 is consistent with the existing commercial land uses of the properties and furthers the public health, safety, and general welfare and will be compatible with and complementary to existing conditions and adjoining properties; and
- C. SP 91-2 identifies specific uses that can be accommodated on the properties.
- D. SP 91-2 establishes circulation goals and improvements for the type and quantity of traffic that is expected to be generated by the project. Utilities and services exist or are planned to be installed to adequately serve the project. The specific plan has examined and established service and infrastructure requirements to the satisfaction of the City.
- E. There are changed circumstances since the existing zoning ordinance became effective that warrant the specific plan. Based on the approximate 36.5-acre size of the area involved, specific standards are necessary to guide orderly and effective retail commercial development of the area.

SECTION 3. Based on the findings set forth above, the Planning Commission hereby recommends to the City Council that the City Council adopt Specific Plan 91-2.

SECTION 4. Certified copies of this Resolution shall be transmitted to the City Council of the City of Downey.

PASSED, APPROVED, AND ADOPTED THIS 5TH DAY OF FEBRUARY, 1992.

Gary McCaughan, Chairman
City Planning Commission

I HEREBY CERTIFY that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of Downey at a regular meeting thereof held on the 5th day of February, 1992 by the following vote:

AYES:	5	COMMISSIONERS: Lawrence, Sheldon, Lumsdaine, Allen, McCaughan
NOES:	0	COMMISSIONERS: None
ABSENT:	0	COMMISSIONERS: None
ABSTAINED:	0	COMMISSIONERS: None

Theresa Still, Secretary
City Planning Commission

SECTION I – INTRODUCTION

A. Purpose, Goals, and Objectives

The Lakewood/Firestone Specific Plan serves as the planning and development regulations for approximately 36.5 acres along Firestone Boulevard, Lakewood Boulevard, and Woodruff Avenue near the commercial heart of Downey. It is the intent and purpose of this document to provide a comprehensive set of land uses, building envelopes, development regulations, design guidelines, and implementation programs to ensure quality development consistent with the goals, policies, and objectives of the Downey General Plan.

This Specific Plan includes regulations and standards that will coordinate and visually unify future architectural, circulation, landscaping, and utility improvements into a comprehensive development program. The text and graphics in this document serve as the ongoing zoning code for the specific plan area, to achieve the following goals:

- Provide standards that ensure attractive, revenue-producing commercial developments as the properties within the study area recycle.
- Improve vehicular and pedestrian circulation on streets within and around the specific plan area, and minimize impacts to nearby streets and intersections from future commercial development.
- Encourage assembly of parcels to facilitate development of efficient, master-planned projects.
- Provide the specific plan area with a unified character through design standards and complementary site planning.
- Permit and encourage land uses that would benefit from the study area's location near a regional shopping center.
- Phase-out approvals of zone exception permits.
- Ensure adequate domestic water supply, fire flow, and drainage.

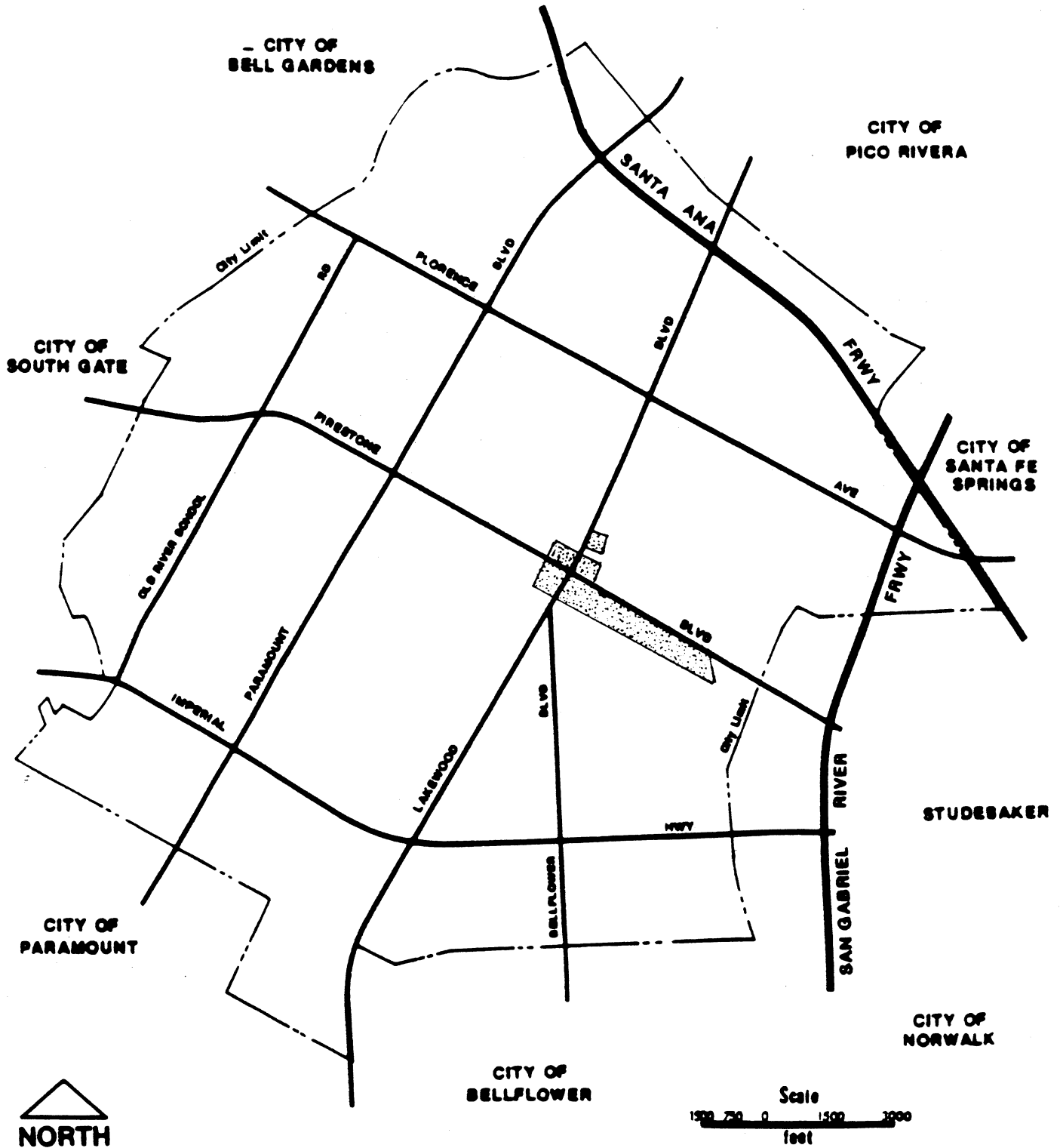


EXHIBIT NO. 101



DOWNEY PLANNING DIVISION

**LOCATION
WITHIN
DOWNEY**

B. Background

Prior to the city's incorporation in 1956, the Southern Pacific Railroad was the major transportation artery through Downey. Although Downey was primarily an agricultural community before World War II, industry also found a convenient location here, often immediately adjacent to the railroad. Firestone Boulevard paralleled the railroad and carried motor vehicles. Because many of Downey's agricultural and manufactured products travelled great distances, however, the rail line was the more important of the two.

After incorporation, Firestone Boulevard became a major route for truck traffic and for the cars that resulted from the Downey's rapid transformation into a residential suburb. Commercial uses serving the new city and its expanding population multiplied along this arterial from the Downey's eastern to western boundaries, the most significant change being the opening of Stonewood Shopping Center in 1958. While the land south of the railroad has largely remained industrial and residential, most properties between the railroad and Firestone Boulevard have gradually shifted from agricultural, industrial, and residential uses to commercial activity. The renovation of Stonewood Center in 1990 gave new vigor to this trend.

Despite commercial expansion, much of the land immediately north of the railroad remained zoned and used for manufacturing. Zone changes were processed in 1986 to establish commercial zoning on most parcels south of Stonewood. In 1991, a zone change re-designated the land north of Firestone at Downey's western boundary for a new retail center. At Paramount Boulevard, such changes have even begun to move south of the railroad.

The land near Stonewood Shopping Center has long been used for commercial activity. Before the development of the shopping center, land in this area was used for agriculture, industry, and some commercial uses.

In the spring of 1990, the City Council recognized that the enclosure and renovation of Stonewood made the area an even more attractive destination for shoppers from throughout southeast Los Angeles County. Stonewood Center (along with local auto dealers) strongly attracts shoppers who live in other communities to come to Downey. Seventy-seven percent of Stonewood shoppers, for example, come from outside Downey¹. These nonresident shoppers generate important sales tax revenue for the Downey—amounting to one percent of gross sales. The Council also recognized that the City's existing development regulations did not acknowledge that the Stonewood area differed from most other commercial districts areas in Downey with its ability to attract regionally-oriented retail uses. In April 1990, the Council established a moratorium on construction of new projects to allow time for a specific plan to be prepared. In 1991, the Council extended the moratorium for an additional year as allowed by law.

In developing this plan, City staff contacted all property owners in the specific plan area. Only two owners did not respond to the City's requests for meetings. Staff met with the property owners and major tenants to hear their ideas for the future of their properties and for the future of the specific plan area. These have been incorporated or accommodated,

¹ Market Profiles Study, Tier One, pIV-1.

where feasible, into this document. Most property owners expressed support for the concept of encouraging regional retail uses at this location that would complement and benefit from the proximity of Stonewood.

The City of Downey employed the firm of Market Profiles to determine whether there was a market for additional retail in Downey, what kinds of businesses the city lacks, what businesses would be attracted to a location like the Lakewood/Firestone area, and the minimum development standards of those businesses. The Market Profiles study is available for review in the Planning Division, and was used as an aid in preparing this specific plan, and for the background data that the firm prepared. Not all recommendations of Market Profiles are applicable and practical, given the City's detailed knowledge of the specific plan area's history and property owners' interests. Recommendations of the Market Profiles Study that are not incorporated into this specific plan should not be construed as recommendations or policies endorsed by the City of Downey.

The Market Profiles study affirmed that there are many retailers who prefer to locate near—and not necessarily in—regional shopping centers. This phenomenon can be seen at nearby Los Cerritos Center and Lakewood Center Mall. Such businesses capitalize on the customer exposure that arterials adjacent to malls provide. In addition to location near Stonewood, Downey offers other advantages²:

- An established, high-quality population base, including nearly 600,000 persons within a five mile radius and a median income of \$30,578. Within three miles, the population is nearly 220,000 with a median household income of \$32,878—higher than the County average of \$30,525.
- Major streets with high traffic counts (over 40,000 cars daily along Lakewood and Firestone).
- Limited potential for competition because Downey is largely "built-out"

Certain retailers are currently unrepresented in Downey for key categories of merchandise. In fact, Market Profiles found that Downey residents often leave the city to purchase³:

- Apparel
- Art Supplies
- Photographic Equipment
- Stationery and Books
- Office and School Supplies
- Furniture
- Appliances
- Specialty Stores
- Food Stores

Purchases in other cities benefit those communities at Downey's expense. Since 1983, Downey has experienced declining sales for goods in several categories, even after inflation⁴.

² Market Profiles Study, Tier One, pII-3, pIV-2.

³ Market Profiles Study, Tier One, pII-2.

⁴ Market Profiles Study, Tier One, p II-1.

Market Profiles found that much of the existing development within the specific plan area does not take full advantage of its location near the mall, and that many of the existing buildings and uses provide neither the amenities nor the environment that retailers seek in the modern market. Many of the properties within the specific plan area were created in the 1950s and 1960s, when retailers' land requirements were typically less than they are today. Many businesses, particularly recognized chains, now seek large lots with excellent exposure. The specific plan area can deliver on the second requirement, but often not on the first.

During the moratorium period, property owners were allowed to apply for conditional use permits (CUPs) to develop their parcels. A permit was granted for a new shopping center on Site 6 at the northwest corner of Lakewood and Firestone. A similar CUP was granted for major rehabilitation of the auto dealership on Site 24. Conditional use permit approval was denied for remodeling of the aging motel on Site 12. Expansion and remodeling of the shopping center on Site 15, which was approved before the moratorium's adoption, was completed in 1990.

The moratorium on construction and plan processing in the Lakewood/Firestone Specific plan area expires April 23, 1992. By that date, the provisions of this Specific Plan 91-2 should be in effect as the zoning and development regulations for all new construction and substantial renovation on the properties involved.

C. Zoning and Relation to the General Plan

The regulations and standards presented in this specific plan will henceforth serve as the zoning for the specific plan area (see Section VIIB of this document). All properties in the Specific Plan Area are designated "General Commercial" in the land use chapter of the City's general plan, as adopted in 1973. The proposed 1992 amendment to the land use chapter retains this classification for all properties. The land uses permitted by Specific Plan 91-2 and the provisions herein are consistent with the General Commercial designation.

D. Environmental Review

An Environmental Impact Report (EIR) for the Lakewood/Firestone Specific Plan was prepared in compliance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, and the City's Environmental Review Procedures. The City of Downey prepared an initial study of environmental impacts and determined that the planned development could have significant effects. Therefore, an EIR was required. That document was prepared to guide the planning effort and evaluate the consequences of implementing this specific plan. When certified, the EIR is applicable to all permits and approvals that implement Specific Plan 91-2.

SECTION II – PROJECT DESCRIPTION

A. Location/Area Description

The Lakewood/Firestone specific plan area consists of commercially-zoned properties in the vicinity of Stonewood Shopping Center. The 36.5-acre area is divided into five Subareas:

- Subarea 1: The southeast corner of Lakewood and Cecilia
- Subarea 2: The northwest corner of Lakewood and Firestone
- Subarea 3: The southwest corner of Lakewood and Firestone
- Subarea 4: The northeast corner of Lakewood and Firestone
- Subarea 5: The south side of Firestone from Lakewood to Woodruff

Subarea 5 is itself divided into three sectors:

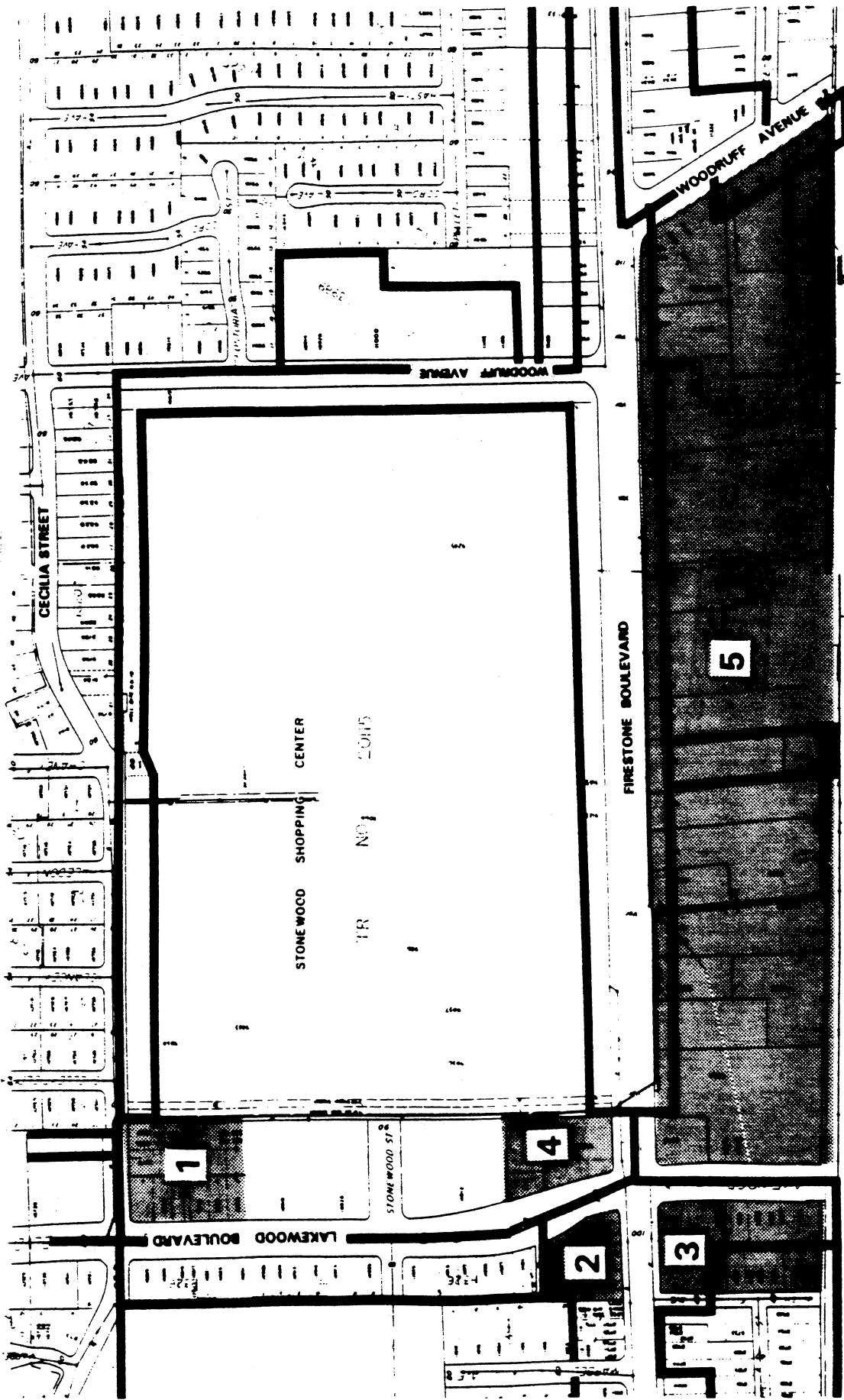
- Sector A: Lakewood through 9112 Firestone (the "Sam's Tire" site)
- Sector B: 9130 through 9240 Firestone (Bradley Bags to So. Calif. Gas Co.)
- Sector C: 9262 Firestone to Woodruff, then south to the railroad

The entire specific plan area is further divided into 29 "sites"—single parcels or groupings of adjacent parcels under one ownership. All subareas within the Lakewood/Firestone Specific Plan have been part of the City of Downey since its incorporation in 1956 and 24 sites are included in Redevelopment Amendment Area #4, adopted in 1987. All subareas are designated in Downey's General Plan for General Commercial use.

Zoning prior to adoption of this plan was predominantly General Commercial (C-2), although some parcels were zoned C-1 (Neighborhood Commercial), C-3 (Downtown Business) and M-1 (Light Manufacturing). Portions of properties along Firestone and Woodruff were zoned P-B (Parking Buffer). Most parcels are developed and occupied with commercial uses, although several light manufacturing businesses are located within the area. Four sites are vacant or unoccupied. Retail space accounts for nearly one third (32.1%) of existing building space; auto and auto-related uses represent an additional 11.5%, restaurants 3.3%, and financial 8.3%. These commercial uses make up 55% of the total existing building area in 1991. The remainder of the area includes industrial space (14.6%), Offices (14.7%), Institutional (6.8%), Mixed-use (6.7%), and vacant structures (2%). In addition, there are 36 apartment units and 43 motel units¹.

Physically, the area is relatively flat with no distinguishing natural features. The railroad borders the specific plan area to the south with manufacturing and residential uses lying on the other side.

¹ Market Profiles Study, Tier One, pIII-1.



SECTOR A

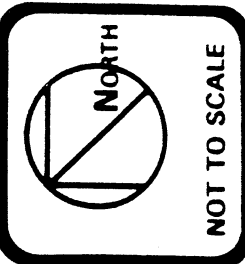
SECTOR B

SECTOR C

**LAKWOOD/FIRESTONE
SP 91-2**

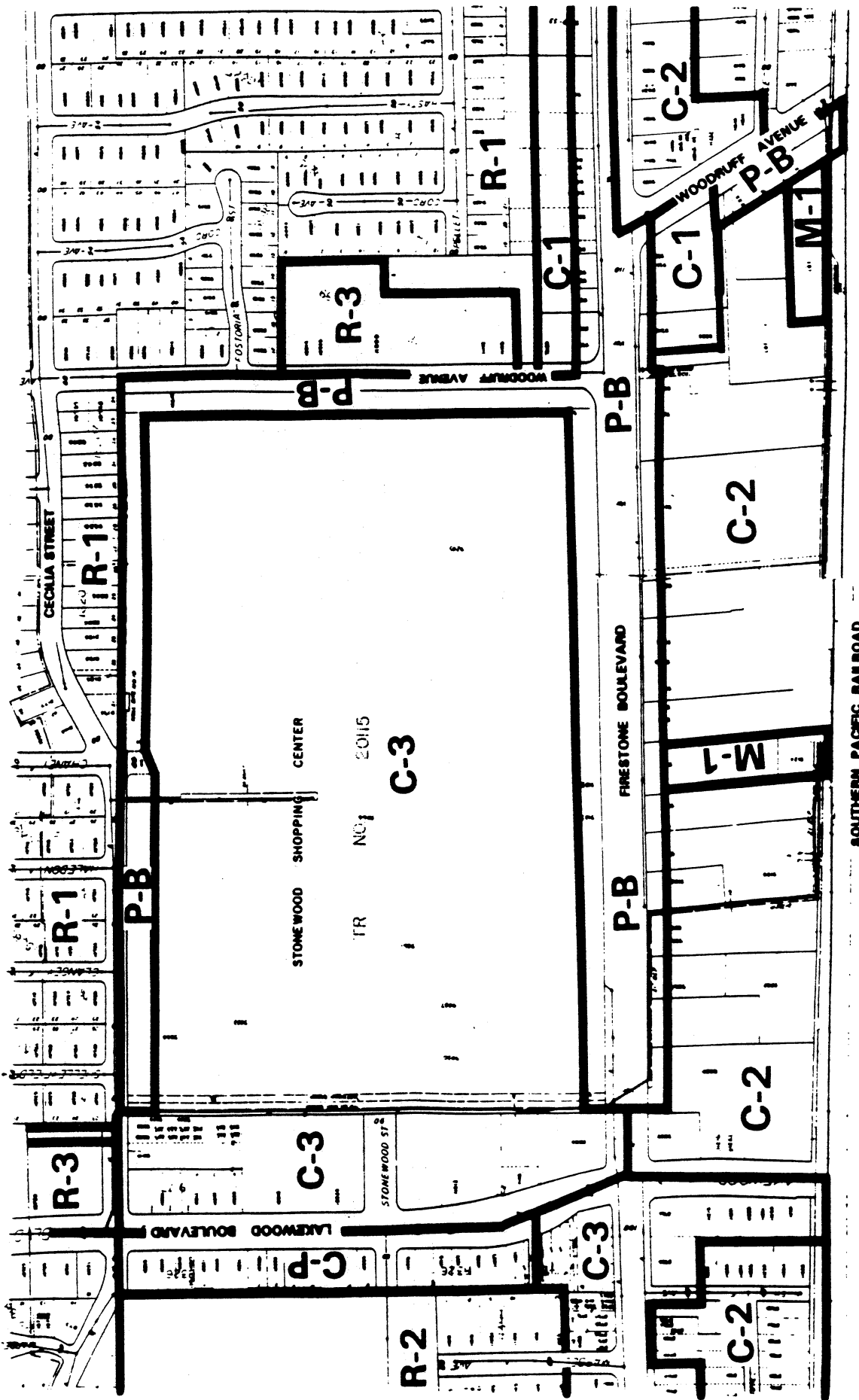
**SUBAREAS
AND
SECTORS**

**EXHIBIT
NO. 201**



NOT TO SCALE

dp SOURCE:
DOWNEY PLANNING DIVISION

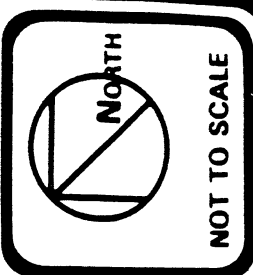


SOUTHERN PACIFIC RAILROAD

**LAKWOOD/FIRESTONE
SP 91-2**

**SOURCE:
DOWNEY PLANNING DIVISION**

**PRE-SP91-2
ZONING**



B. Opportunities and Constraints

1. Opportunities

The specific plan area presents several opportunities for high-quality, high revenue-producing land uses:

- a. Approximately 2550 feet of frontage along Firestone Boulevard, 1685' along Lakewood Boulevard, and 500' along Woodruff Avenue.
- b. Minimal exposure to sensitive development (e.g., residential uses) immediately adjacent to the specific plan area.
- c. Inclusion (of most parcels) within redevelopment project area boundaries.
- d. Deep parcels in Subarea 5 (approximately 500 feet).
- e. Easy accessibility from the I-605 freeway.
- f. Exposure to busy commercial intersections.
- g. Flat parcels

2. Constraints

Several constraints also exist that present challenges to development of these properties. These include:

- a. Small parcels with diverse, often incompatible uses.
- b. Several irregularly-shaped parcels
- c. Multiple property owners
- d. Lack of unity in site planning and design of current developments.
- e. Poor pedestrian environment.

Opportunities and constraints for individual subareas and sectors are noted in Section III of this plan.

C. Land Use Plan/Development Concept

The concept land use plan involves introduction of additional, large-scale retail commercial uses to this area, and retention and expansion of existing retail. The primary goal is to attract and retain retail commercial uses that will benefit from and enhance the regional draw of the recently remodeled Stonewood Shopping Center—an important engine of the City's economic vibrancy. The City desires that each subarea and sector be developed with an efficient circulation pattern, consistent scale, and complementary architecture. Ideally, development in each subarea and sector will function as a single unenclosed center or project, even if the properties involved remain under separate ownership. Cooperation between property owners will simplify site planning, promote better unity of design, and maximize efficiency and lot coverage.

This specific plan provides for development of up to 477,000 square feet of commercial (and some manufacturing) space, covering up to 30% of the land area. Most new structures would be set back from Firestone Boulevard, with parking and landscaping in the front. Smaller structures or "pads" may be located closer to Firestone and would serve as attractive sites for restaurants. Specific commercial uses permitted in each subarea and sector are noted in Section III of this plan, as are development standards for

the entire area. These regulations would permit development within the building envelopes shown below. This concept does not represent a particular proposal, but provides an example of where structures and uses could be arranged according to the guidelines of this document. These regulations also provide for the continuation of existing uses and structures within the specific plan area.

Specific Plan 91-2 is designed to encourage large-scale retailers, in the categories currently under-represented in the City of Downey, to locate here. This includes retail tenants who would occupy bays and structures of the approximate sizes noted below. These sizes are suggestions and not requirements². However, in order to encourage retailers of the targeted scale, the number of ground-level tenant bays shall be restricted to no more than one bay for every 2,000 square feet—the smallest area listed in the Market Profiles study. Although 2,000^{sq} is the minimum *average* size for units within a center, individual bays may be smaller than that.

- Women's apparel: 2,500 to 15,000 square feet
- Family apparel: 6,000 to 30,000 square feet
- Men's apparel: 2,000-20,000 square feet
- Children's Apparel: 2,000 to 20,000 square feet.
- Appliances: 8,500 to 10,000 square feet
- Specialty Stores (sporting goods, Toys, Video, Office Supplies, etc.)
6,000 to 50,000 square feet
- Variety Stores: 12,000 to 20,000 square feet.
- Home Furnishings (including furniture and linens): 4,000 to 50,000 square feet
- Drugstores: 5,000 to 31,000 square feet

D. Design Concept

Unified and compatible building designs are goals of this specific plan. To encourage this, a set of design guidelines has been developed for all new construction and substantial rehabilitation of existing structures. Section IV of this document lists guidelines for site planning, architecture, landscaping, and lighting.

E. Circulation Concept

The traffic study based on development allowed by this specific plan determined that traffic in the Lakewood/Firestone vicinity would increase slightly from existing levels, with particular effects at four intersections. Firestone, Lakewood, and Woodruff will continue to be the primary arterials serving the properties. The regulations listed in Section V are intended to minimize traffic impacts.

This plan encourages efficient circulation within the proposed commercial centers and between parcels. Where adjacent properties and developments have separate owners, shared parking and reciprocal access agreements are encouraged to facilitate this circulation. On-site circulation guidelines are also included in Section V.

² Market Profiles Study, Tier One, p11-12.

Development allowed by this specific plan would not interfere with operations of the railroad.

F. Water Distribution and Drainage Concept

The specific plan area is served by one water agency, the City of Downey. Existing domestic water, sewer capacity and storm drains are generally considered adequate for the uses described in this plan. Some improvements, however, may be required to ensure adequate fire flow. Information about water is provided in Section VI.

SECTION III — DEVELOPMENT STANDARDS

The minimum development standards listed in this section shall apply to all properties within the Lakewood/Firestone specific plan area. Where these requirements conflict with standards of the Downey Municipal Code, the standards noted here shall take precedence.

The Lakewood/Firestone specific plan area is influenced by different adjacent land uses, site constraints, access, and visibility. To respond to these factors, the specific plan area has been divided into five subareas. The largest subarea is further divided into 3 sectors. The regulations set forth in Section III-A apply to all properties in the specific plan area. These are followed by specific regulations—including permitted land uses—for each subarea and sector. Subareas and Sectors are further divided into parcels, although development standards within subareas are typically consistent.

SECTION III-A — STANDARDS APPLICABLE TO ALL SITES

A. Building Envelopes: Setbacks, Height, Lot Coverage, and Maximum Size

1. **Setbacks.** Structures may be placed only within those areas, or "envelopes" noted in Sections III-A through III-H of this specific plan. For Subarea 5, this includes most of the area adjacent to the railroad right-of-way and several development pads closer to Firestone Boulevard. Where potential building location is not clear in the labeled exhibits in this section, the following setbacks shall apply:
 - a. Cecilia Street: twenty (20) feet
 - b. Firestone Boulevard:
 - to structures in Subarea 2 six (6) feet
 - to structures in Subarea 3 ten (10) feet
 - to main structures parallel to street
 - Subarea 5, Sector A two hundred thirty (230) feet
 - to main structures parallel to street
 - Subarea 5, Sectors B and C one hundred forty-five (145) feet
 - to smaller structures, and structures in Subarea 4 twenty (20) feet
 - c. Lakewood Boulevard: twenty (20) feet
 - d. Nash Avenue: three (3) feet
 - e. Woodruff Avenue: twenty (20) feet
 - f. Southern Pacific Railroad: No setback required
 - g. Interior Property Lines: No setback required,
except adjacent to residentially zoned property, where a forty (40) foot setback shall apply

Previous zoning included a 42'-44' wide strip of P-B (Parking-Buffer) zoning along most of Firestone and a 20'-wide P-B strip along a portion of Woodruff. Several zone exceptions granted before 1978 permitted structural encroachments into these areas. The provisions of Specific Plan 91-2 replace the previous zoning, and the intent of the former P-B zone is replaced by the new setback standards of this plan. The wide buffer was established because a frontage road was once envisioned along this portion of Firestone. That plan was abandoned and a frontage road is no longer

being considered. Therefore, the setback has been reduced to twenty feet along Firestone and ten feet along Woodruff.

2. **Existing Structures Outside Building Envelopes.** Several structures and portions of structures existing as of the date of adoption of this specific plan are located outside of the envelopes described in this section. These structures and portions of structures shall be permitted to remain and shall *not* be considered nonconforming. Existing tenants may remain, new tenants and uses may occupy and vacate such structures, tenant improvements may be approved and constructed, and limited renovation and reconstruction—including exterior improvements—may be permitted. The "footprint" or building floor area of such structures or portions of structures, however, may not be expanded or reconfigured, except for architectural projections and design elements that do not create additional floor area.
3. **Height.** The maximum height of buildings, to top of ridge line, shall be three (3) stories or thirty-eight (38) feet, whichever is less, except as noted in the following sections for selected building envelopes, where the maximum height shall be one (1) story. See section III-G below for maximum height on Site 23.
4. **Lot Coverage.** Structures may cover no more than thirty percent (30%) of the total specific plan area. In addition, no more than twenty-five percent (25%) of any individual parcel may be covered by structures (except as noted in Section III-H below for Site 29). Development may cover up to thirty percent (30%) of a parcel or parcels involved when at least one of the following conditions are met:
 - a. The existing or future parcels involved in the proposed development equal or exceed the minimum lot area requirements as noted on page III-6.
 - b. Reciprocal access agreements, satisfactory to the Director or Community Development, are developed between the parcel or parcels on which development is proposed and an adjacent parcel or parcels. The combined area of the parcels involved must equal or exceed the minimum area noted on page III-6.
 - c. The proposed development will appear, in architecture and layout to be an extension or companion of development on an adjacent parcel. The combined area of the parcels involved must equal or exceed the minimum area noted on page III-6.
5. **Maximum Development Size.** All structures in the specific plan area may not total more than four hundred seventy-seven thousand square feet (477,000 ϕ).

B. Community Development Commission Review

Twenty-four of the twenty-nine sites addressed by Specific Plan 91-2 are included in Redevelopment Project Amendment Area No. 4, which was approved in 1987. Sites 13, 23, 26, 28 and 29 are not included. The Redevelopment Plan for Amendment No. 4 notes (section 633):

Building permits, sign permits or other permits issued for the development of any new buildings or for any construction on existing buildings in the project area shall be processed in accordance with procedures established by the City of Downey. All applications for building permits where the value of building improvements (either new construction or rehabilitation) exceeds \$10,000 shall be referred to the Agency for review and consideration as to whether the proposed construction or rehabilitation activity is consistent with the express provisions of this Plan. Building permits for projects resulting in less than \$10,000 in improvements shall be reviewed as to whether the proposed construction or rehabilitation activity is consistent with the express provisions of this Plan as determined by the Executive Director, or his designee, who may approve or deny the issuance of the building permit or refer the matter to the Agency for review and consideration. Neither the agency nor the Executive Director shall approve the issuance of a building permit for any construction or rehabilitation activities which do not comply with this plan and the Downey General Plan.

In order to be consistent with the requirements of the Redevelopment Plan, new construction and rehabilitation of properties in accordance with this Specific Plan 91-2 (with the exception of that on Sites 13, 23, 26, 28, and 29), and with a value in excess of \$10,000, must be reviewed by the Community Development Commission.

C. Land Uses

1. Standard Permitted Uses

"Standard Permitted Uses", where referred to in Sections III-B through III-H of this specific plan, shall refer exclusively to the following list

- a. Antique Sales of genuine antiques
- b. Apparel Sales, including women's, men's, and children's apparel
- c. Art Galleries and Auction Houses
- d. Art Supplies and Picture Framing
- e. Banks and Financial Institutions, excluding check cashing centers
- f. Bedding and Linen Sales
- g. Book, Stationery and/or Magazine Stores, new goods only
- h. Business, Medical, and Professional offices, when part of a development that includes retail commercial uses
- i. Camera and Photographic Supply Stores, Photography Studios, and Photo Processing
- j. Christmas Tree Lots, Pumpkin Sales, and Fireworks Stands (seasonal only)
- k. Clothing and Costume Rentals
- l. Computer and Computer Software Stores (repair as an accessory use only)
- m. Copy Services, including blueprinting, instant presses, and photocopy centers, and photoengraving
- n. Department Stores
- o. Drug Stores
- p. Dry Cleaners
- q. Fabric and Sewing Supply Stores
- r. Florists
- s. Furniture Sales, new merchandise only
- t. General Merchandise Catalog Showrooms
- u. Gift, Novelty, and Souvenir Shops
- v. Hobby, Toy, and Game Stores
- w. Household Appliance Stores (repair as an accessory use only)
- x. Jewelry Stores, Lapidaries, and Watch Repair
- y. Lamp and Lighting Stores
- z. Luggage and Leather Goods Stores
- aa. Musical Instrument and Supply Sales
- ab. Optical Goods Stores (optometry services as an accessory use only)
- ac. Office and School Supplies
- ad. Pet Shops and Pet Supplies (no grooming or boarding)
- ae. Radio, Television, and Consumer Electronics Stores (repair as an accessory use only)
- af. Record, Tape, and Video Sales and Rentals
- ag. Restaurants, cafes, coffee shops, delicatessens, and ice cream and yogurt sales (excluding drive-through)
- ah. Shoe Stores and Shoe Repair
- ai. Specialty Stores (including but not limited to, candy sales; china and glassware sales; closet accessory sales; fur sales; health food sales; retail paint, tile and wallpaper sales; scientific and professional instrument sales; tobacco sales; trophy sales)

- aj. Sporting Good Stores and Bicycle Sales and Repairs
- ak. Variety Stores (new merchandise only)

2. Standard Conditional Uses

"Standard Conditional Uses", where referred to in Sections III-B through III-H of this specific plan, shall refer exclusively to the following list of uses, which may be permitted subject to the approval of a conditional use permit, as provided in Section 9166 of the Downey Municipal Code:

- a. Garden Supply Stores and Nurseries
- b. Home Improvement Centers
- c. Liquor, on-sale, including beer and wine, when in conjunction with the operation of a restaurant.
- d. Liquor stores, off-sale
- e. Parking Lots, Public or Private
- f. Passenger stations, bus and railroad
- g. Restaurants, Drive-Through
- h. Theaters, indoor
- i. Tire sales and service
- j. Specialty vehicle sales, including motorcycles, boats, and recreational vehicles
- k. Used automobile sales (exclusively)

3. Transitional Uses

A use existing within the specific plan area as of the date of adoption of this document that does not conform to the uses set forth for the subarea or sector in which it is located shall be classified as a "Transitional Use". A transitional use may remain on its site until such use is discontinued for a period of one hundred eighty (180) days. Unlike nonconforming uses, there shall be no amortization period for transitional uses. Downey Municipal Code Section 9154 (the section on nonconforming uses) shall apply to transitional uses, except for those sections that discuss removal of uses and structures. Expansion of transitional uses shall not be permitted, except as allowed by Section 9154 for maintenance and repair.

Uses existing within the specific plan area as of the date of adoption of this document that are listed in Section III as "Conditional Uses" shall not be required to obtain new conditional use permits unless such uses are expanded.

4. Number of Tenants

The maximum number of ground-level tenant spaces within a multi-tenant center shall not exceed one tenant for every two thousand (2,000) square feet of gross ground-level floor area, excluding any remaining fraction thereof. Although 2,000 ϕ is the minimum *average* size for units within a center, individual tenant spaces may be smaller than that.

Example: An 8,500 square foot center would be allowed a maximum of four tenants (8,500 divided by 2,000, discarding the remainder). However, these stores may be of various sizes (e.g., two 1,000 sq.ft. bays and two 3,000 sq.ft. bays).

D. Lot Area Requirement

No property within the Subareas 1 through 4 may be subdivided into parcels less than three-quarters of one acre (0.75) in size. Property in Subarea 5 may not be subdivided into parcels less than three (3) acres in size. Existing parcels smaller than these minimums may be developed according to the standards of this specific plan.

E. Noise

Exterior loudspeakers shall be prohibited.

F. Parking

The requirements below are for number, size, design, and features of parking areas. See Section V of this document for requirements and guidelines for on-site circulation, which will further affect layout of parking. The provisions below (Section III-A(F)) and in Section V shall supersede requirements of Section 9150 of the Downey Municipal Code. For parking requirements and development standards not addressed by this specific plan, the provisions of Section 9150 shall apply.

1. The number of off-street parking spaces required for each use shall be as follows. Where more than one use occupies a development, the standards for each use shall be computed separately:

<u>Use</u>	<u>1 space for every (or fraction thereof)</u>
a. Retail Commercial	two hundred fifty (250) square feet
b. Office Uses	three hundred fifty (350) square feet
c. Restaurants, Drive Through	fifty (50) square feet
d. Restaurants	one hundred (100) square feet
e. Auto Dealers: Six (6) spaces minimum reserved exclusively for customers, plus	
• One space for every 1000 square feet of floor area used for vehicle display and storage; plus	
• One space for every 400 square feet of floor area used for repair, service, parts, and supplies; plus	
• One space for every 250 square feet of floor area used for offices and administration.	
f. Other Uses	As provided in Section 9150 of the Downey Municipal Code

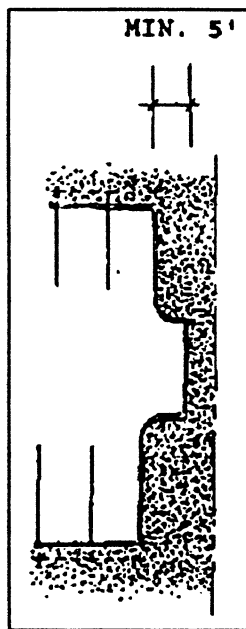
2. A universal parking stall size, eight and one half feet wide and eighteen feet deep (8½' x 18'), shall be permitted only when one or more of the following conditions are met:
 - a. The existing or future parcels involved in the proposed development equal or exceed the minimum lot area requirements as noted on page III-6.
 - b. Reciprocal access agreements, satisfactory to the Director or Community Development, are developed between the parcel or parcels on which development is proposed and an adjacent parcel or parcels. The combined area of the parcels involved must equal or exceed the minimum area noted on page III-6.
 - c. The proposed development will appear, in architecture and layout to be an extension or companion of development on an adjacent parcel. The combined

area of the parcels involved must equal or exceed the minimum area noted on page III-6.

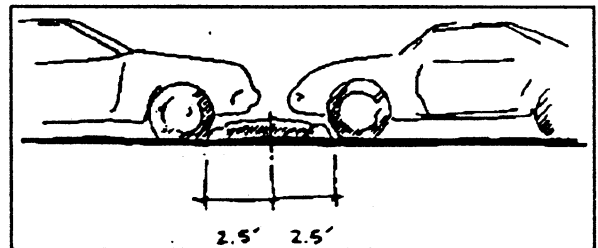
Developments permitted to use the universal parking stall size shall use the 8½' x 18' dimension for all parking spaces, except handicapped and loading spaces. "Compact" spaces as defined by the Downey Municipal Code shall not be permitted for these developments.

Developments approved by conditional use permit during the moratorium period preceding adoption of this plan shall be permitted to proceed under the parking requirements in place at the time of approval.

3. Parking facilities shared by two or more businesses or properties are encouraged. The requirements of Section 9150.32 of the Downey Municipal Code shall apply.
4. Provide end-stall turnarounds or a continuous circulation pattern.
5. Planting areas should be used between rows of parking, rather than wheels stops. Vehicles may overhang planting areas by a maximum of thirty inches (30"). Trees should be planted where they will not interfere with vehicles.



End-stall turn-around



Cars may overhang planting areas by 30".

6. For all subareas, a minimum of one (1) tree shall be provided in the parking lot for every fifteen (15) parking spaces. In Subarea 5, a planting island at least three (3) feet wide (exclusive of curbs) should separate every fifteen (15) parking stalls. These islands must be planted with trees.
7. Loading spaces, 12' x 20' shall be provided as follows:

Developments Under 20,000 ϕ gross floor area:	0 spaces
20,001 ϕ to 40,000 ϕ gross floor area:	1 space
40,001 ϕ and over:	2 spaces

8. Parking structures, if used, must be located within the rear half of any property, and should be screened from public view.
9. Underground or semi-subterranean parking may be permitted.
10. Trucks and service vehicles may be parked only in screened storage areas. No storage shall be permitted between a principal frontage street and a building.

G. Right-of-Way and Streetscape Improvements

The developer of any property shall be responsible for improvements to public rights-of-way and streetscape adjacent to that parcel, including parkways and intersections.

H. Signs

The provisions of Section 9148 of the Downey Municipal Code shall apply to all new signs in the Lakewood/Firestone Specific Plan Area. In addition, the following standards shall apply.

1. A comprehensive sign plan noting the type, size and location of all permanent signs shall be submitted concurrent with the Design Review process for any development. No permanent signs shall be installed on the parcel before that property's sign plan has been approved.
2. All signs shall be set back a minimum of five (5) feet from street property lines.
3. Each face of a monument sign shall not exceed eighty (80) square feet in area. Monument signs may be permitted to a maximum height of eight (8) feet, including base.
4. Each development within the specific plan area on a parcel meeting the minimum lot area requirement shall be permitted one (1) monument sign in addition to any monument sign displaying the name of the development. This supplemental monument sign may list only those tenants that occupy spaces of fifteen thousand (15,000) square feet or more. Such monument signs must be at least seventy-five (75) feet apart.
5. Signs shall be trimmed with a material used in the main building in order to promote an architecturally coordinated appearance.
6. Wall signs consisting of internally back-lighted reverse channel lettering are encouraged.
7. Raceways, ballast boxes, transformers, and sign company names and stamps shall be concealed.

I. Trash Enclosures

Trash must be screened from view of all public rights-of-way. Enclosures shall be constructed to the following standards.

1. **Size.** Interior dimensions shall be at least one foot longer on all sides than the trash bin. The following is the minimum enclosure area, which may be provided at a single location or in several locations that equal the total area required.

Less than 5000 sq.ft.	50 sq.ft.
5,000 to 19,000 sq.ft.	70 sq.ft.
20,000 to 25,000 sq.ft.	84 sq.ft.
over 25,000 sq.ft.	140 sq.ft.

2. **Design.** Each trash enclosure shall consist of walls, minimum six (6) feet in height, designed and constructed to match the colors and materials of the building(s) it serves. Concrete runners, 4" x 4", shall be provided around the bottom of the interior. The enclosure shall be set on a 4"-thick concrete slab.
3. **Gates.** All trash enclosures shall have garage door-type lift gates or swing gates. For enclosures larger than 84 sq.ft., an additional personnel access door shall also be provided. Gates shall be closed at all times when not being used.
4. **Lids.** All trash shall be placed and maintained in containers with fly-tight lids. The lid shall be secured in place at all times when the container is not being filled or emptied. Restaurant trash enclosures shall have self-closing lids. The tops of all enclosures shall be fitted with fine mesh screening.

J. Unlisted Uses

Interpretation of the permitted uses as described in this specific plan shall be governed by Section 9156 of the Downey Municipal Code. Determination of uses for the Specific Plan area shall be made at a noticed public hearing of the Planning Commission.

K. Utilities

Utilities shall be installed underground for all new developments. Transformers shall be installed underground whenever feasible. Existing utility easements that traverse the specific plan area should be maintained where needed by the easement holder.

L. Walls and Fences

1. Walls and fences shall not exceed:
 - a. Thirty-six (36) inches within parking areas and landscaped setbacks.
 - b. Ten (10) feet in all other areas.
2. All walls shall be constructed of decorative masonry block, stucco, wrought iron, or a combination thereof. Chain link may not be used.

3. Walls longer than 100 feet should be given some visual interest through a change in material or through articulation.
4. Barbed wire, razor wire, and the like shall not be allowed atop any wall or fence.
5. Walls and fences shall not be permitted to isolate a single parcel from the remainder of its subarea or sector and may not prohibit internal vehicular and pedestrian circulation. This restriction shall not apply to transitional uses.

SECTION III-B — SUBAREA ONE: LAKEWOOD/CECILIA

Sites 1-5

A. Subarea Profile

Subarea one is located at the southeast corner of Lakewood Boulevard and Cecilia Street and consists of five properties. Considered together, these parcels constitute an area that is roughly 314' x 271', or nearly two acres. The existing uses are commercial and residential.

Site 1 is occupied by a gas station (no vehicle service) and convenience store. This is a profitable and productive use that is likely to remain in this or similar form into the future.

Site 2 is a .18-acre parcel that is currently unused. The existing structure was formerly occupied by an auto rental agency and was originally a residence. Its size and condition suggest that this structure will not likely be remodeled or re-occupied

Site 3 is occupied by a 4,500 ϕ restaurant oriented toward Lakewood Boulevard with no pedestrian or vehicular access to Stonewood Center.

Sites 4 and 5, slightly more than .4 acres each, are occupied by apartments. The 20-unit Shalimar apartments are owned by the developer responsible for remodeling Stonewood. The 16-unit Downey Dells lies to the east, adjacent to Stonewood's Cecilia Street entrance. These uses have been nonconforming since the adoption of C-3 zoning for these parcels in 1977.

B. Opportunities and Constraints

Owners of the gas station/convenience market, the restaurant, and the Downey Dells apartments have indicated that they are satisfied with their location and have no immediate plans to move their businesses. The land will probably remain owned by several parties for some time. This land, at a signalized intersection with excellent visibility from Lakewood Boulevard, is likely to remain used for commercial purposes into the future.

A small center with one or two main structures or "pads" would allow the most efficient use of these properties in terms of circulation and exposure. This could be accomplished even if the parcels remain under separate ownership. As properties recycle, new or remodeled development could align with development on adjacent parcels and could feature similar design elements. With the cooperation of the various owners, several parcels could be combined for a single restaurant pad.

Because the currently unused site is very small, it is likely that this will be developed only in conjunction with the development or renovation of an adjacent parcel. For example, the gas station/convenience market may be remodeled to provide better circulation and access, or the land could be used to serve the existing (or a future) restaurant on Site 3 or a new center on Site 4. The Shalimar Apartments are currently owned by a commercial real estate developer, and it is possible that this land could be developed commercially in the coming years. A retail center with tenant bays facing Lakewood Boulevard could be built on this property. Development in Subarea 1 could also orient toward Stonewood and

appear to be part of the shopping center, with reciprocal access agreements between the various parcels. In this case, parking and circulation in Subarea 1 should align with Stonewood's, and landscaping should be consistent.

This plan will *not* require relocation of the apartments. The units will be permitted to remain as long as the owners of those properties so choose (this is, in fact, greater protection for these apartments than is provided under previous zoning). As has been the case since 1977, owners of those apartments will retain the option of converting the land to commercial uses in the future. Commercial development on Sites 1 through 3 or 4 can work around the Downey Dells. Availability or participation of Site 5, however, would greatly expand the development possibilities of all of Subarea 1.

To protect the residential areas to the north and to improve traffic flow, future developments should not be oriented toward Cecilia Street, and driveways to Cecilia should be reduced and eliminated wherever possible.

Other Constraints¹

1. Subarea and constituent parcels are too small for major development.
2. Parcels are divided among several owners.
3. Existing land uses are incompatible with each other and, for the most part, with Stonewood.
4. Existing building designs are incompatible with each other. There is no apparent coherence among the buildings.
5. Residential uses north of Cecilia must be considered in designing commercial uses for Subarea 1.
6. Parking is divided among the parcels and is inefficient.
7. Too many signs.
8. Insufficient landscaping along Lakewood Boulevard.
9. Nonconforming residential uses exist within the subarea.

Other Opportunities

1. Proximity to Stonewood. Subarea 1 appears to be part of Stonewood's parking lot.
2. Access and exposure to Lakewood Boulevard.
3. Subarea 1 is within the Redevelopment Project Area. The Community Development Commission will receive tax increment funds from renovation or sale of these properties.

C. Land Uses

1. Permitted Uses

- a. **Standard Permitted Uses**, as listed in Section III-A of this Specific Plan

¹ Additional opportunities and constraints adapted from Market Profiles Study, Tier One, pp VI-4-7

2. Conditional Uses

The following uses may be permitted subject to the approval of a conditional use permit as provided in Section 9166 of the Downey Municipal Code

- a. Restaurants, Drive-Through
- b. Automobile Service Stations (no auto repair) (Site 1 only)
- c. Convenience Markets

3. Transitional Uses

- a. Apartments (Sites 4 and 5 only)

D. Building Envelope

Exhibit 302 of this specific plan shall be the official map noting where new structures may be constructed within Subarea 1. See page III-2 for discussion of existing structures outside of the noted areas. If ambiguities arise in interpretation of Exhibit 302, the setbacks noted on page III-1 shall apply.

E. Conceptual Site Plans

Exhibits 303 and 304 show how Subarea 1 *might* be appear if it were developed according to the provisions of this specific plan. These are only two of many possible building and circulation arrangements permitted and do not represent specific proposals.

F. Site-Specific Development Standards

1. Additional Standards for all Sites in Subarea 1

- a. All uses shall be oriented toward Lakewood Boulevard or the parking lot of Stonewood Shopping Center. Uses should not be oriented toward Cecilia Street, which is primarily residential in character.
- b. Driveways from Cecilia Street to Subarea 1 are discouraged.
- c. Regardless of ownership pattern, development in Subarea 1 should appear associated with Stonewood Shopping Center. Reciprocal pedestrian and vehicular access between properties in Subarea 1 and Stonewood Center are strongly encouraged.

2. Additional Standard for Site 1

- a. A service station on this site shall be permitted two driveways, 35' wide, along Lakewood Boulevard and two driveways, 30' wide, along Cecilia Street (originally permitted by Zone Exception Case 595). Landscaped setbacks a minimum of five (5) feet wide shall be permitted on this site.

CECILIA STREET

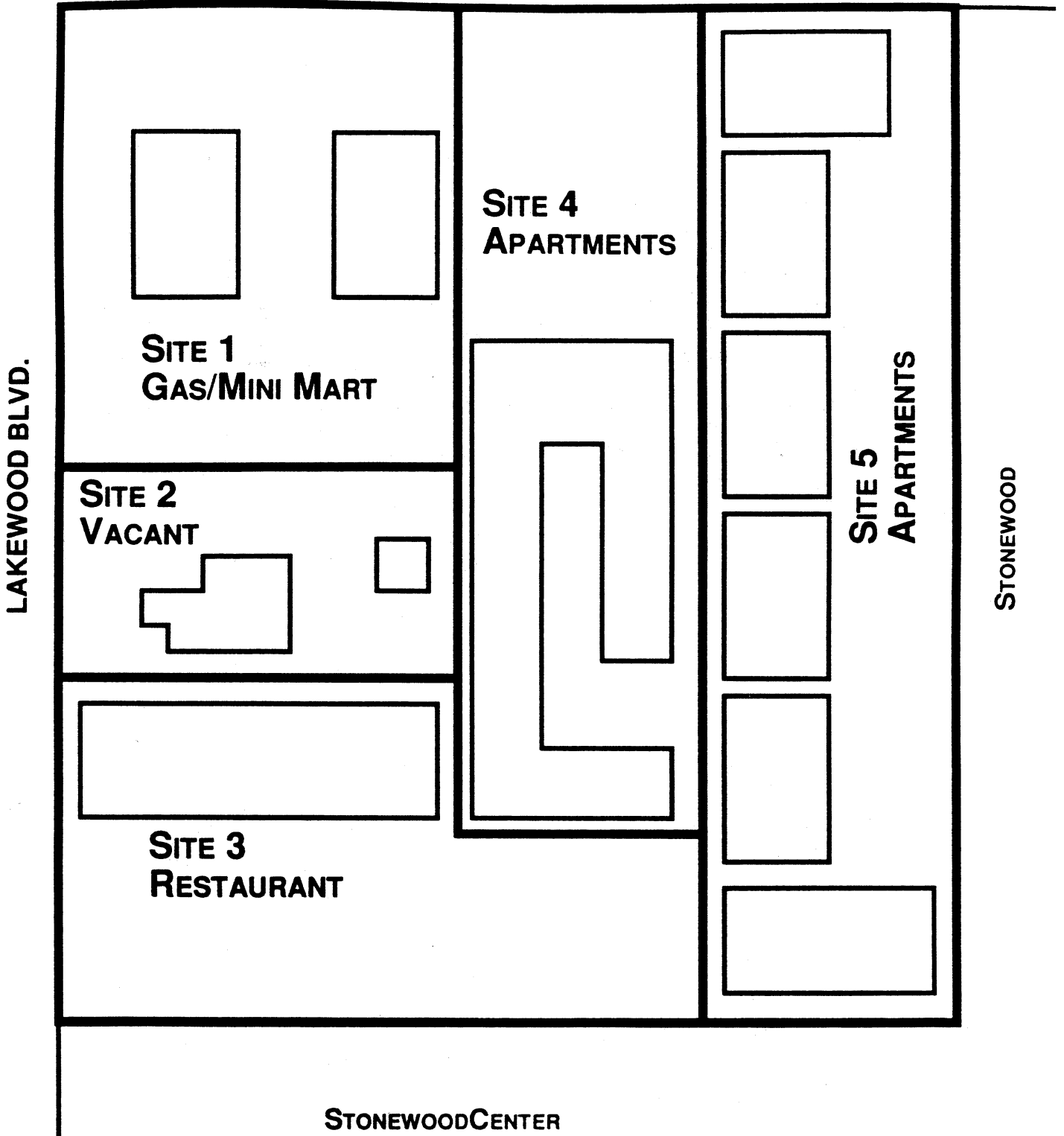


EXHIBIT 301 - SUBAREA 1 1992 PROFILE
These structures and uses may remain

CECILIA ST.

LAKWOOD BLVD.

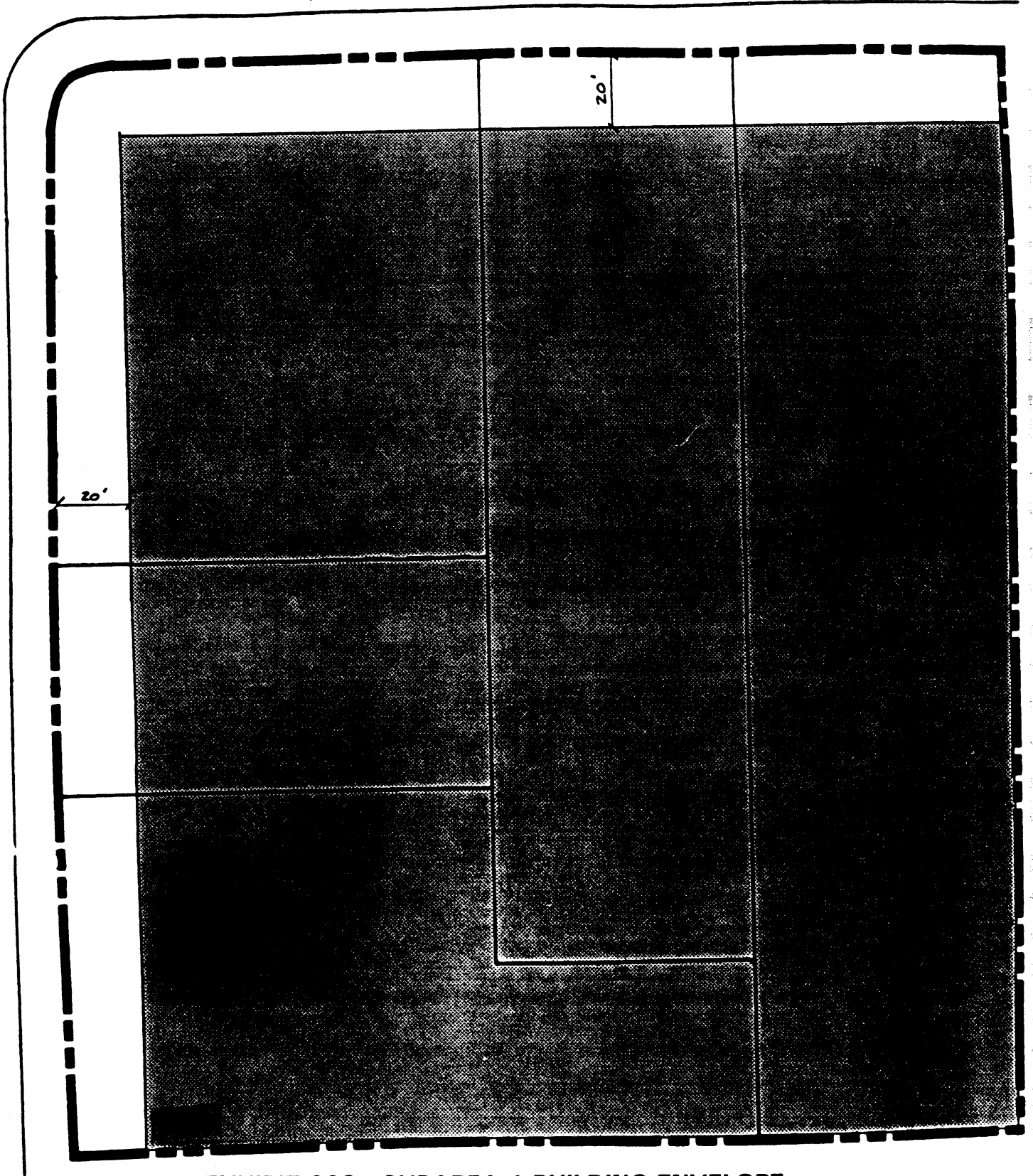


EXHIBIT 302 - SUBAREA 1 BUILDING ENVELOPE
Future structures may be located within the shaded areas.

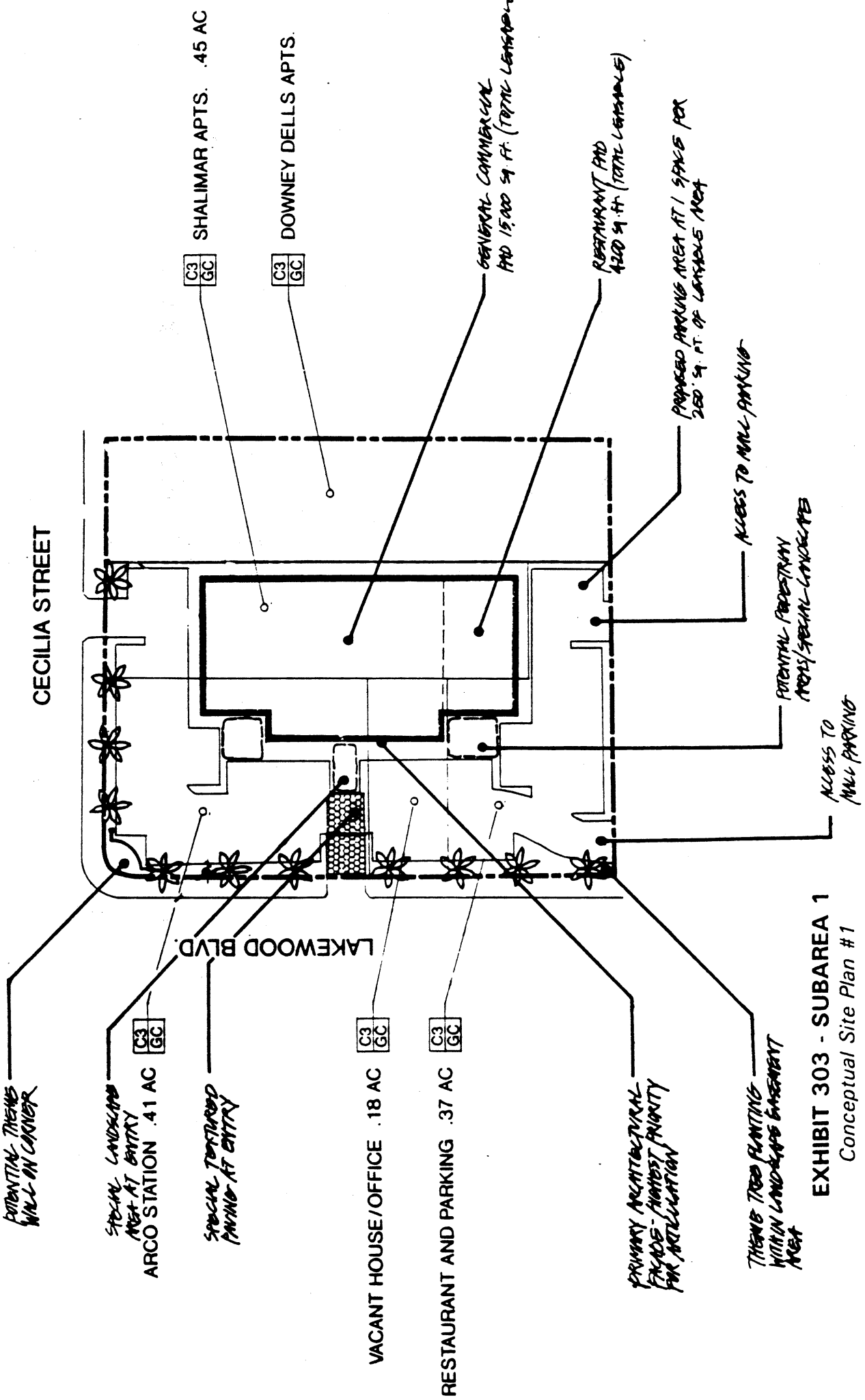


EXHIBIT 303 - SUBAREA 1
 Conceptual Site Plan #1

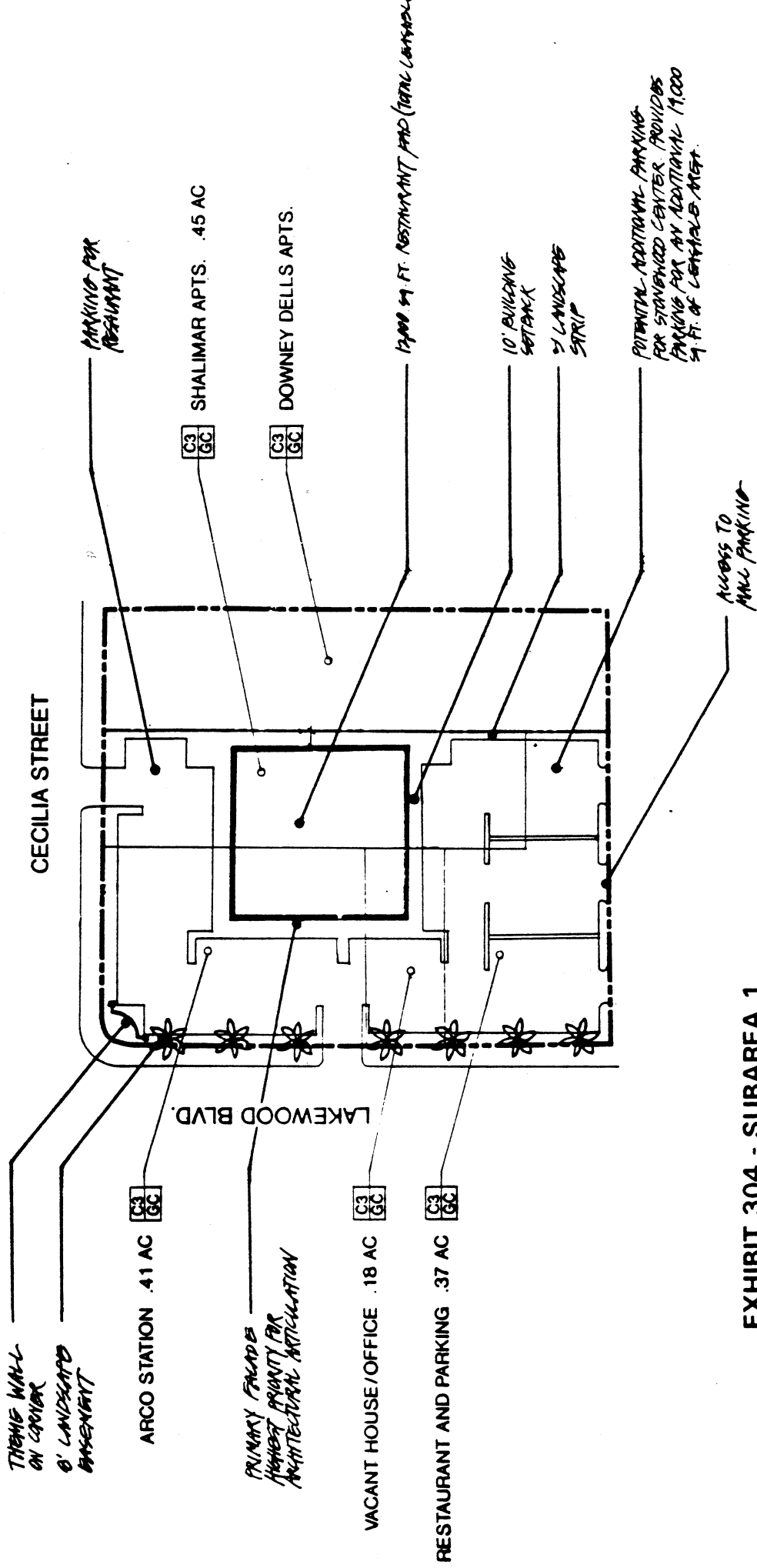


EXHIBIT 304 - SUBAREA 1
 Conceptual Site Plan #2

SECTION III-C — SUBAREA TWO: LAKEWOOD/FIRESTONE NORTHWEST Sites 6-7

A. Subarea Profile

Representing slightly over one acre and roughly 220' x 200', Subarea 2 is the smallest subarea covered by the Lakewood/Firestone Specific Plan.

Site 6, currently vacant, has been approved for construction of a multi-tenant commercial center. In approving this development, the City Council limited the number of commercial tenant bays in order to encourage larger retail tenants that would complement the size and character of tenants within Stonewood Center.

Site 7 is occupied by a small motel. This facility does not match the size or character of motels that have been built in Downey in the past two decades. Current standards for motels require a minimum lot area of 40,000 feet. Site 7 is approximately 10,000 feet. The owners have indicated an interest in continuing operations at this address.

B. Opportunities and Constraints

The small size of this area and the awkward shape of the larger parcel limits where structures may be placed. If the parcels were united, a larger center or a freestanding restaurant might be accommodated. If the parcels remain under separate ownership, the smaller lot may be developed in the future with a commercial structure that complements or ties into the center on Site 6. This could allow and improved circulation pattern for the entire subarea.

Other Constraints²

1. Subarea and constituent parcels are too small for major development.
2. Existing motel is old and unattractive.
3. Development of the larger parcel as approved in 1991 will limit the development options of the smaller parcel.

Other Opportunities

1. Proximity to Stonewood.
2. Access and exposure to Downey's premier intersection.
3. Subarea 2 is within the Redevelopment Project Area. The Community Development Commission will receive tax increment funds from renovation or sale of these properties.

C. Land Uses

1. Permitted Uses

- a. Standard Permitted Uses, as listed in Section III-A of this Specific Plan

² Additional opportunities and constraints adapted from Market Profiles Study, Tier One, pp VI-4-7

2. Transitional Uses

- a. Motels (Site 7 only)

D. Building Envelope

Exhibit 306 of this specific plan shall be the official map noting where new structures may be constructed within Subarea 2. See page III-2 for discussion of existing structures outside of the noted areas. If ambiguities arise in interpretation of Exhibit 306, the setbacks noted on page III-1 shall apply. The building envelope for Subarea 2 was determined in part by the site plan that the City Council approved for Site 6 in July 1991.

E. Conceptual Site Plans

Exhibit 307 shows how Subarea 2 *might* be appear if it were developed according to the provisions of this specific plan. This only one of many possible building and circulation arrangements permitted and does not represent a specific proposal.

F. Site-Specific Development Standards

1. Additional Standards for all Sites in Subarea 2

- a. Any parcel map including either Site 6 or Site 7 must show an irrevocable Offer of Dedication along Lakewood Boulevard and Firestone Boulevard for future roadway expansion to identified standards for right-of-way widths, as described in Section V of this specific plan.

2. Additional Standard for Site 6

- a. Dedication of 10 feet along the northerly property line shall be required for completion of an alley for Fire Department access purposes.

3. Additional Standard for Site 7

- a. Access to any development of Site 7 must permit vehicles to exit the property travelling in a forward manner.

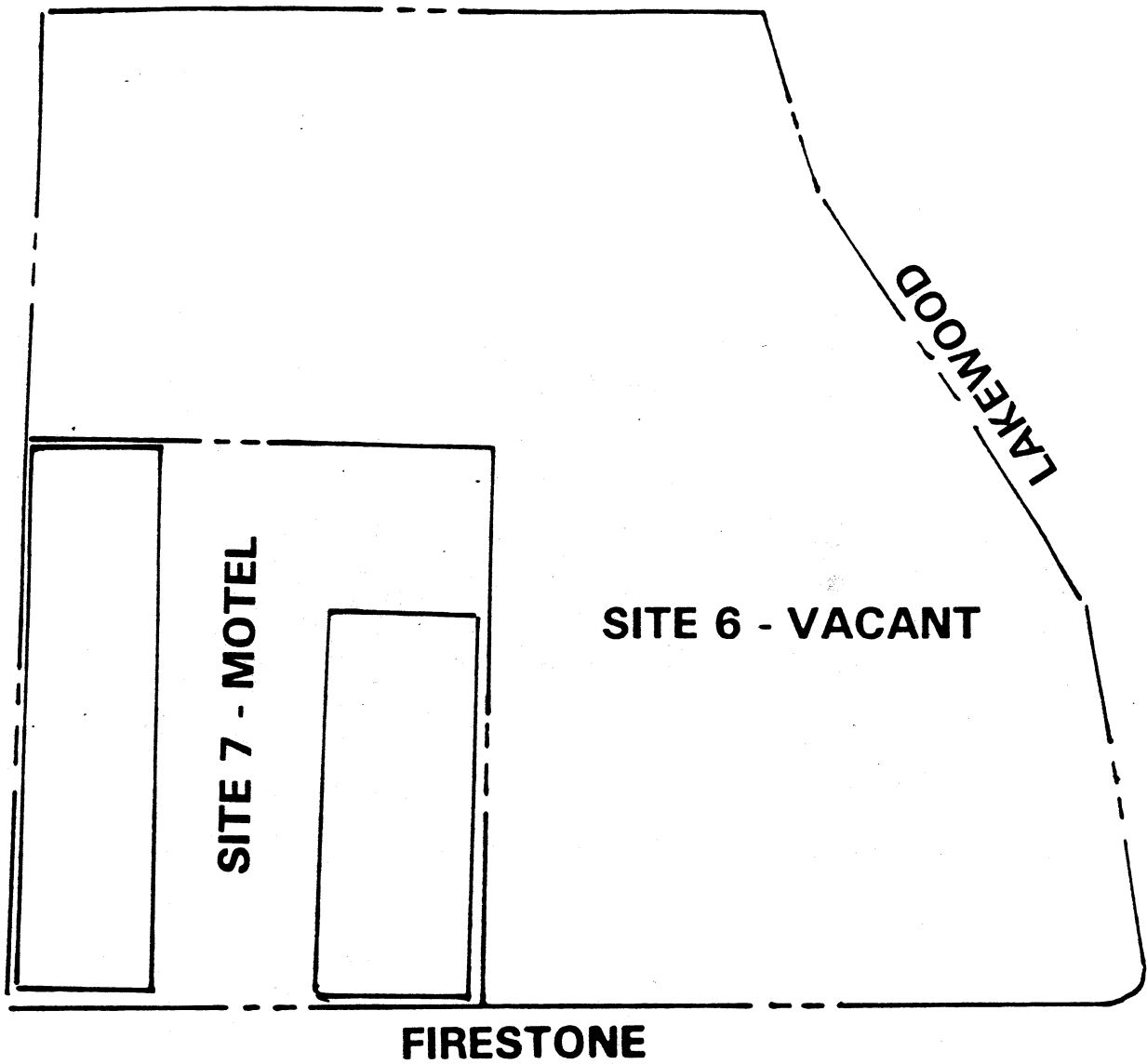


EXHIBIT 305 - SUBAREA 2 1992 PROFILE
These structures and uses may remain

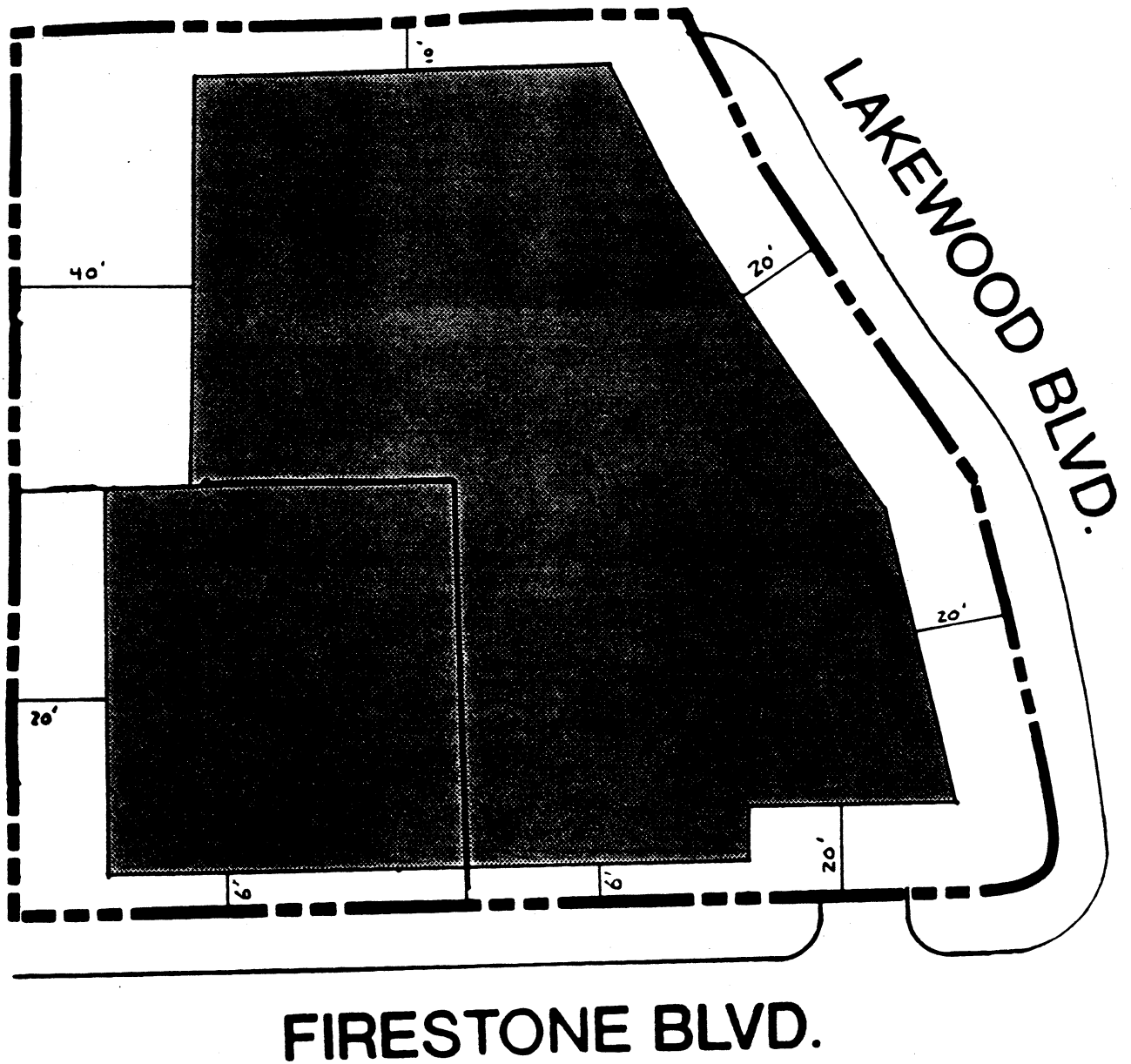
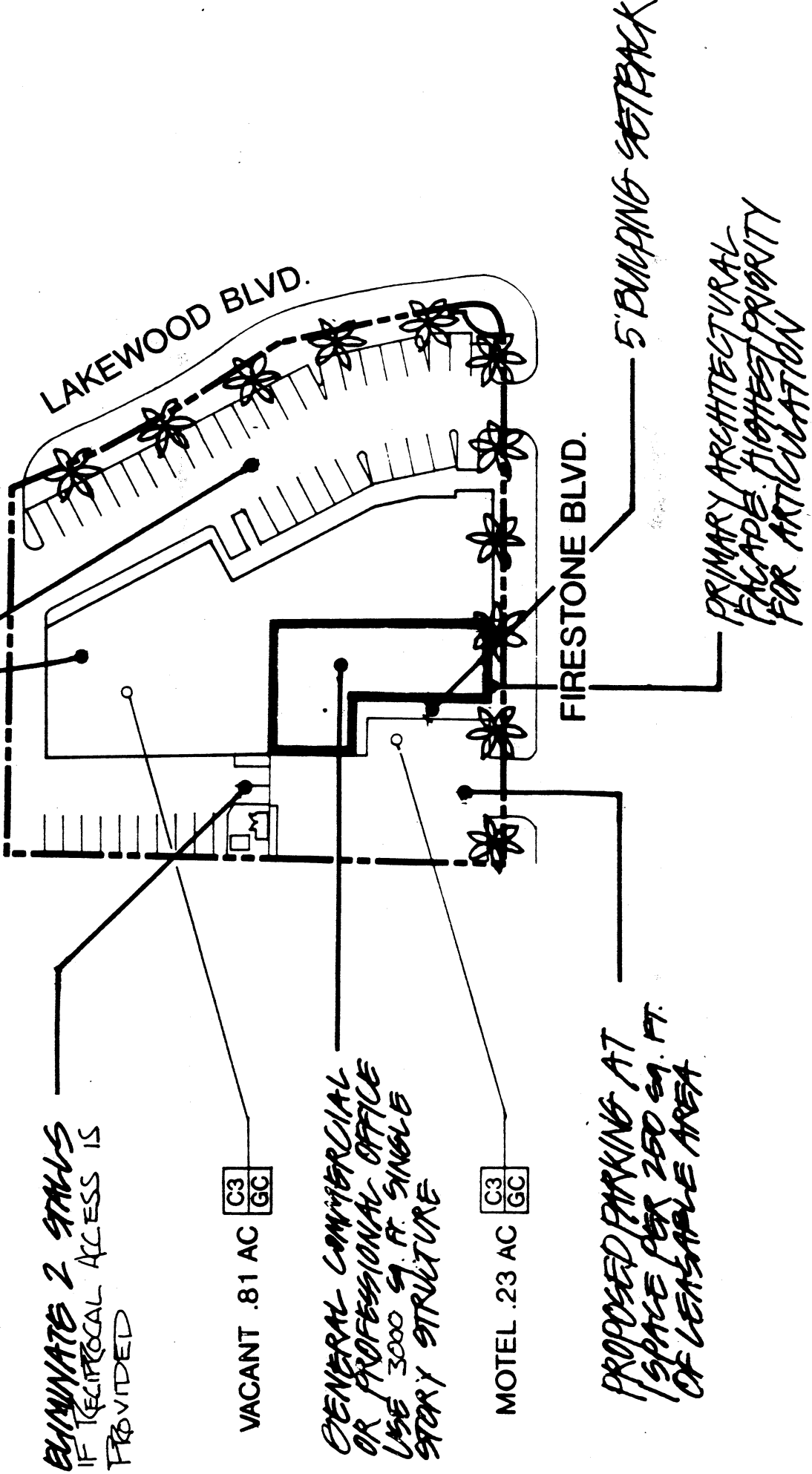


EXHIBIT 306 - SUBAREA 2 BUILDING ENVELOPE
Future structures may be located within the shaded areas.

PREVIOUSLY APPROVED IMPROVEMENTS



ELIMINATE 2 STALLS IF RECIPROCAL ACCESS IS PROVIDED

VACANT .81 AC
C3
GC

GENERAL COMMERCIAL OR PROFESSIONAL OFFICE USE 3000 SQ. FT. SINGLE STORY STRUCTURE

MOTEL .23 AC
C3
GC

PROPOSED PARKING AT 1 SPACE PER 250 SQ. FT. OF LEASABLE AREA

EXHIBIT 307 - SUBAREA 2
Conceptual Site Plan

SECTION III-D — SUBAREA THREE: LAKEWOOD/FIRESTONE SOUTHWEST Sites 8-11

A. Subarea Profile

Four owners control the 2.45 acres (approximately 434' x 247') that comprise Subarea 3 at the southwest intersection of Lakewood and Firestone. Despite its location at Downey's premier commercial intersection, the only active commercial use is a 2,700 square foot bank at the intersection, with more parking than it needs. The remaining parcels consist of vacant buildings, vacant land, and two small houses. Both houses are nonconforming uses.

Site 8, which covers the entire Firestone frontage of Subarea 3 from Nash Street to Lakewood Boulevard was developed with a bank in the mid-1970s. The bank anticipates continuing operations here indefinitely. The facility currently has more parking than is required by the Downey Municipal Code.

Site 9, one-third of an acre in size, is occupied by a commercial building constructed in 1952. A record store occupied the site until 1991. It is now vacant.

Site 10 is a conglomeration of 8 small parcels held by one owner. A vacant structure formerly housing medical offices occupies the southeastern corner of the site adjacent to Lakewood Boulevard. Houses once occupied most of the other parcels—all but one of which have now been cleared. One occupied house remains, facing Nash Street. Both remaining houses are nonconforming.

Site 11, also facing Nash, is a single-family house that is vacant.

B. Opportunities and Constraints

This subarea would be ideal for a commercial development that functions as a single center, even if the land remains owned by different parties. Development should be visually consistent and have a single circulation pattern. The majority of the building area should be situated along the railroad and along Nash Avenue, facing the Lakewood/Firestone intersection. Several smaller pads, including the bank, could be located closer to Lakewood Boulevard. These pads should be designed, however, to impede as little as possible visibility between the Lakewood/Firestone intersection and the main buildings.

Because landscaped medians bisect Lakewood Boulevard, access to the subarea from northbound Lakewood is somewhat limited. Further, if a grade separation is constructed someday between Lakewood and the railroad, access may be limited further. To avoid future problems, new developments' should use Nash Avenue for secondary access.

To meet the City's policy for future right-of-way width at the Lakewood/Firestone intersection, some dedication (1-3 feet) from both the Firestone and Lakewood rights-of-way will be required for future subdivision actions regarding these properties.

Structures should be sited so that they do not block the visibility of other properties. Because this subarea is not large, reciprocal access and sign agreements are encouraged to promote efficient design for parking areas and advertising for the center and tenants.

Nash Avenue should be used for secondary access. Although developed with houses, the neighborhood to the west of Subarea 3 is zoned for commercial uses and the land will likely recycle in the coming decades. Therefore, only a small setback from Nash is required. In the future, Nash will likely be merely an access road for development within Subarea 3 and the land to the west.

Other Constraints³

1. Parcels are divided among several owners.
2. Nonconforming residential land uses exist in the subarea.
3. Dedications are required for Lakewood and Firestone rights-of-way.

Other Opportunities

1. Most of the subarea is currently vacant.
2. Proximity to Stonewood.
3. Access and exposure to Downey's premier intersection.
4. Subarea 3 is within the Redevelopment Project Area. The Community Development Commission will receive tax increment funds from renovation or sale of these properties.

C. Land Uses

1. Permitted Uses

- a. Standard Permitted Uses, as listed in Section III-A of this Specific Plan

2. Conditional Uses

The following uses may be permitted subject to the approval of a conditional use permit as provided in Section 9166 of the Downey Municipal Code

- a. Standard Conditional Uses, as listed in Section III-A of this Specific Plan.

3. Transitional Uses

- a. Single-family dwellings, not to exceed 1100 square feet (Site 11 and the northwesternmost corner of Site 10 only).

³ Additional opportunities and constraints adapted from Market Profiles Study, Tier One, pp VI-4-7

D. Building Envelope

Exhibit 309 of this specific plan shall be the official map noting where new structures may be constructed within Subarea 3. See page III-2 for discussion of existing structures outside of the noted areas. If ambiguities arise in interpretation of Exhibit 309, the setbacks noted on page III-1 shall apply.

E. Conceptual Site Plans

Exhibits 310 and 311 show how Subarea 3 *might* be appear if it were developed according to the provisions of this specific plan. These are only two of many possible building and circulation arrangements permitted and do not represent specific proposals.

F. Site-Specific Development Standards

1. Additional Standards for all Sites in Subarea 3

- a. Any parcel or tract maps must show an irrevocable Offer of Dedication along Lakewood Boulevard and Firestone Boulevard for future roadway expansion to identified standards for right-of-way widths, as described in Section V of this specific plan.
- b. Reciprocal sign agreements shall be permitted to allow development on parcels 10 and/or 11 to be advertised on a sign along Firestone Boulevard that also advertises development on Sites 8 and/or 9. Similarly Sites 8 and/or 9 may be represented on a sign located on Site 10 adjacent to Lakewood Boulevard. Development on separate parcels within Subarea 3 may be identified from a single sign on both Lakewood and Firestone, only if the affected property owners have entered into agreements for reciprocal vehicular and pedestrian access across their properties. It is the City's desire to have as few signs in Subarea 3 as possible. Sign agreements must be prepared by the concerned property owners and must be approved by the City Planner for consistency with the regulations of this specific plan and the Downey Municipal Code. All regulations of SP91-2 and DMC Section 9148 regarding height, content, placement, design, etc. shall apply.

2. Additional Standards for Site 9

- a. Structures on the western half of Site 9 must maintain a minimum twelve and one-half foot (12.5') setback from the southerly property line, to ensure that one driveway from Nash Avenue may one day serve development on both Site 9 and Site 10.
- b. Maximum height within the building envelope closest to Lakewood Boulevard that straddles the property line between Site 9 and Site 10 shall be one (1) story.

3. Additional Standards for Site 10

- a. Structures on the western half of Site 10 must maintain a minimum twelve and one-half foot (12.5') setback from the northerly property line, to ensure that one driveway from Nash Avenue may one day serve development on both Site 9 and Site 10.
- b. Maximum height within the building envelope closest to Lakewood Boulevard that straddles the property line between Site 9 and Site 10 shall be one (1) story.

FIRESTONE

SITE 8 - BANK

SITE 9 - VACANT

SITE 10 - HOUSE & VACANT OFFICES

**SITE 11
HOUSE**

NASH

LAKewood

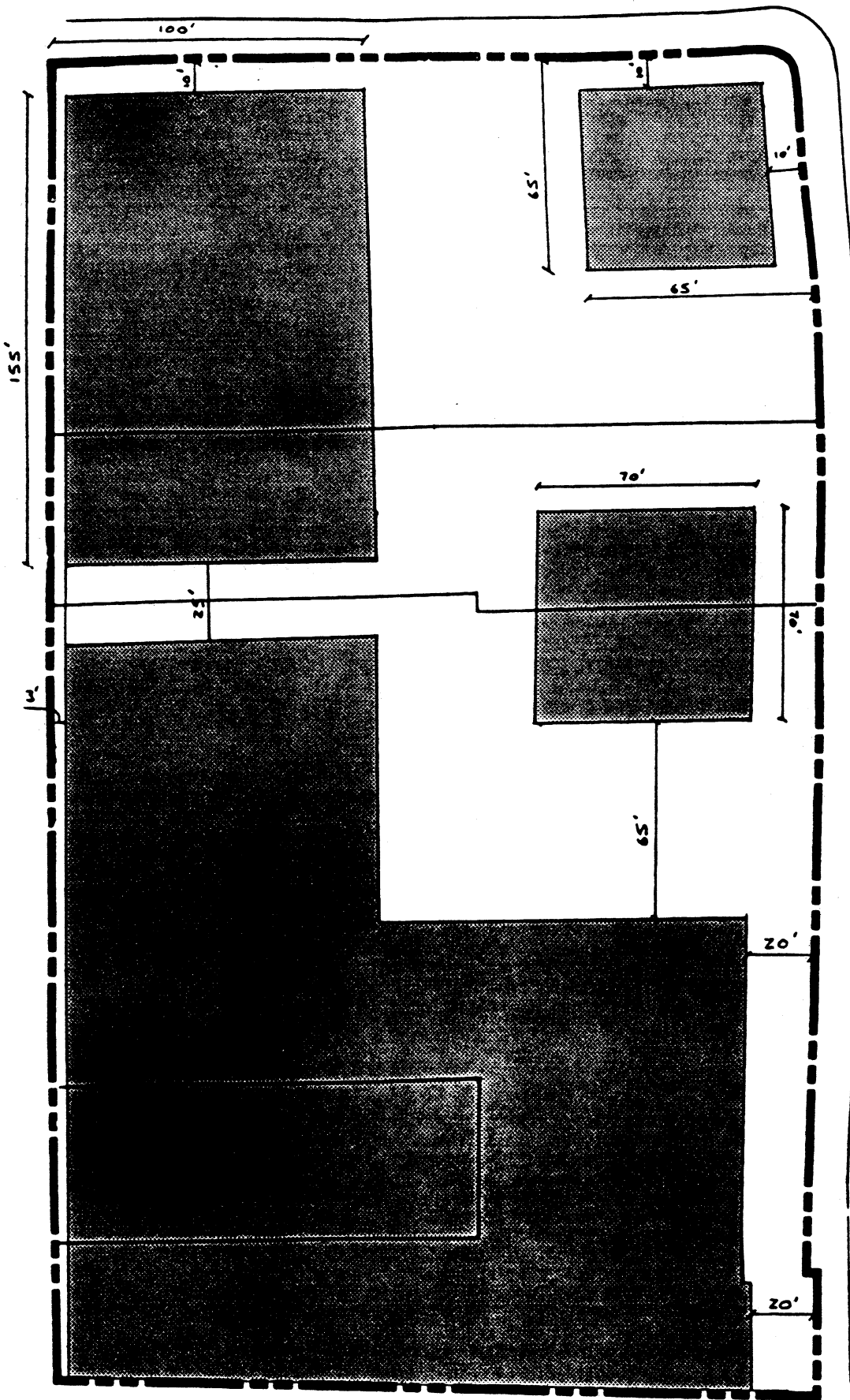
RAILROAD

EXHIBIT 308 - SUBAREA 3 1992 PROFILE

These structures and uses may remain

FIRESTONE BLVD.

NASH AVE.



SOUTHERN PACIFIC R.R.

LAKWOOD BLVD.

EXHIBIT 309 - SUBAREA 3 BUILDING ENVELOPES
Future structures may be located within the shaded areas.

THEME TREE PLANTING
WITHIN LANDSCAPE
ENHANCEMENT AREA

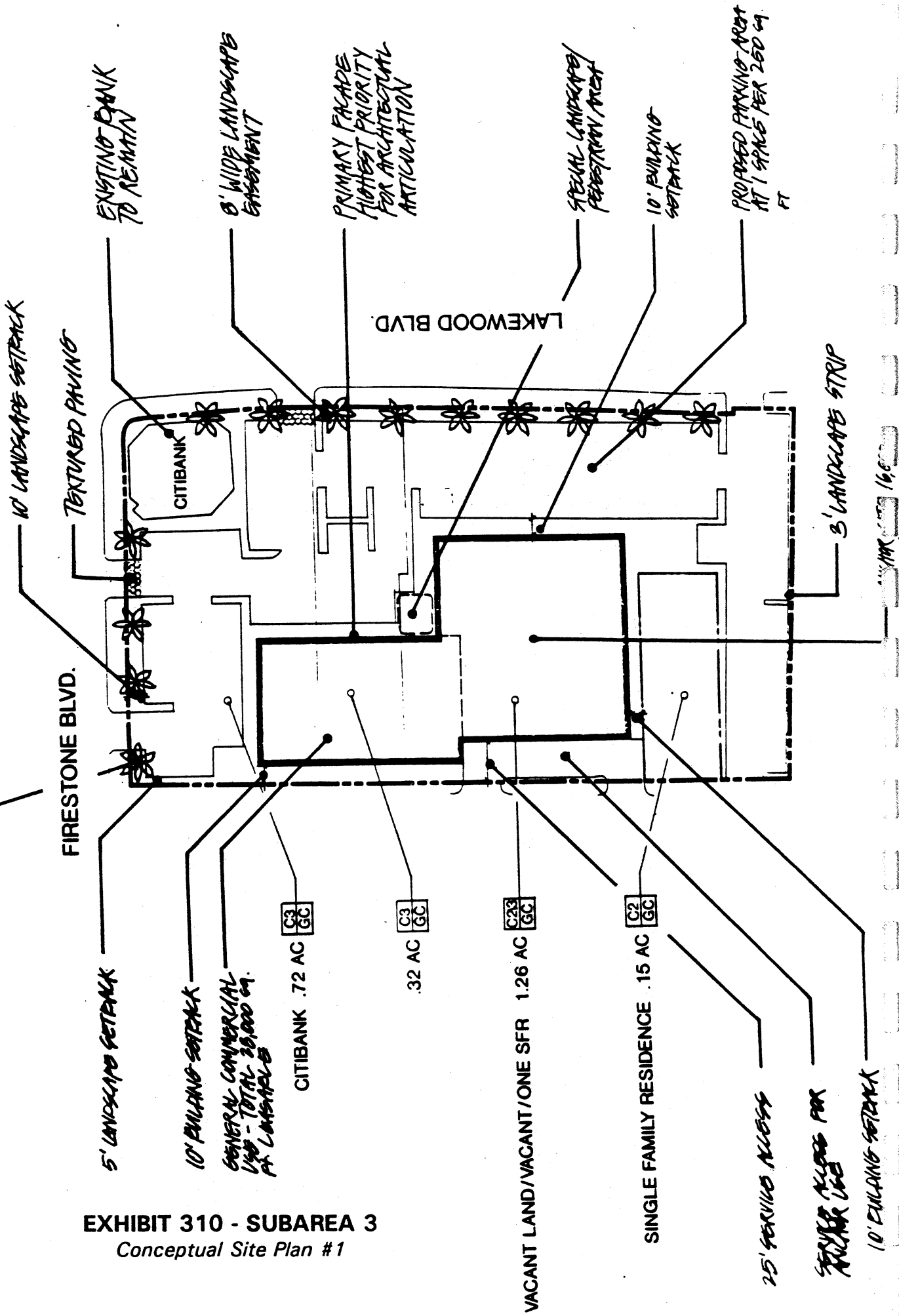


EXHIBIT 310 - SUBAREA 3
Conceptual Site Plan #1

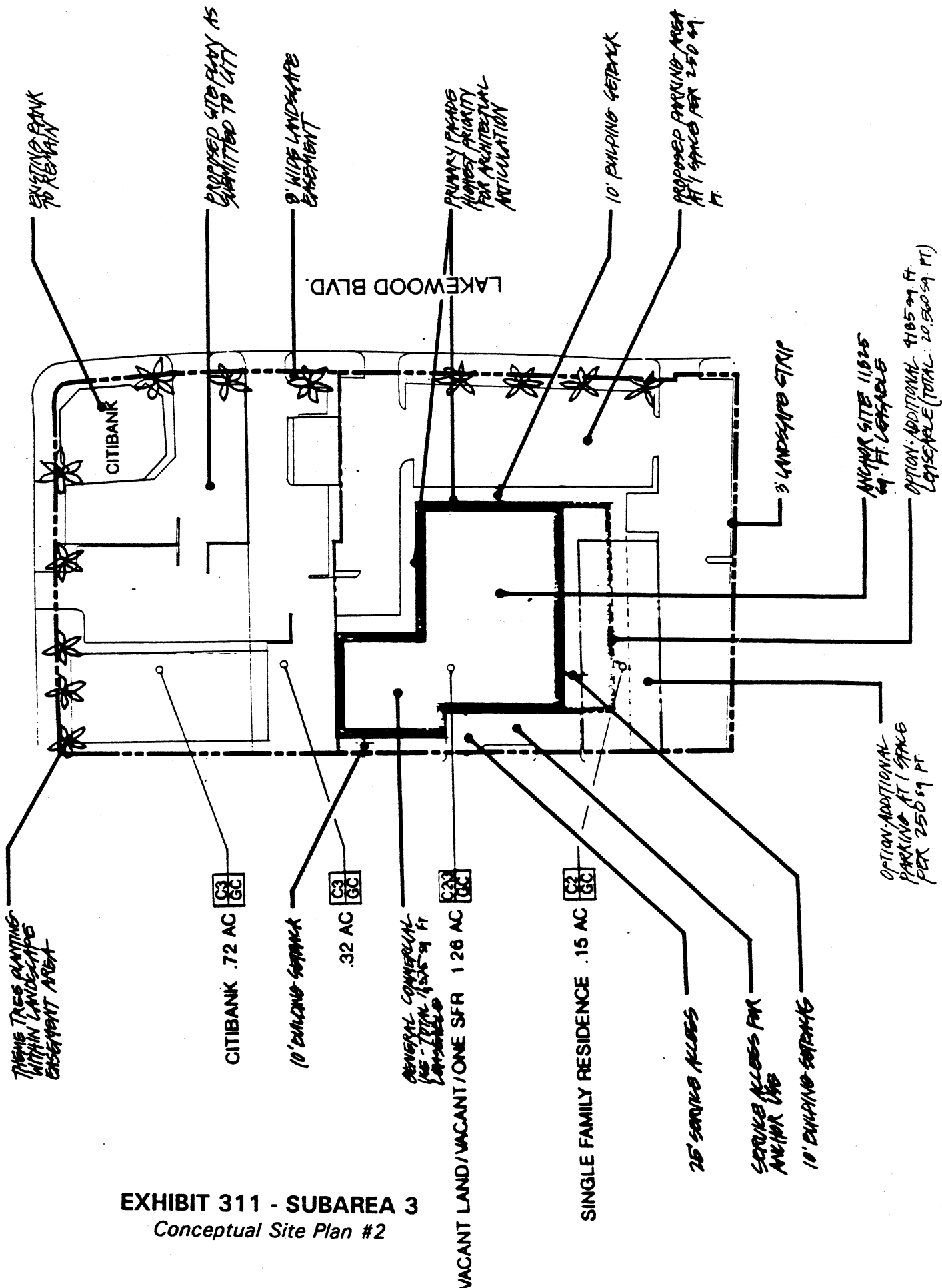


EXHIBIT 311 - SUBAREA 3
 Conceptual Site Plan #2

SECTION III-E — SUBAREA FOUR: LAKEWOOD/FIRESTONE NORTHEAST Sites 12-13

A. Subarea Profile

Subarea 4 consists of only two parcels, totalling approximately 1.2 acres. The smallest, **Site 12**, is occupied by a motel. Although larger than the motel on Site 7, the Stonewood Lodge is similar in that it is older, it occupies a parcel for which motels would not now be permitted, and it does not match the character of more recent motel accommodations in Downey. The .74-acre **Site 13** is occupied by a well-maintained financial institution that is likely to remain.

B. Opportunities and Constraints

Little physical change is likely to occur in Subarea 4. While the bank is expected to remain, the obsolete character of the motel suggests that that property may one day recycle. If it does, new development should be oriented toward the mall—to appear part of Stonewood—or toward Lakewood Boulevard. Future development on this parcel may include a small structure or pad oriented toward Stonewood and occupied by a restaurant or other commercial business. Should both properties in Subarea 4 be available for new development simultaneously, one or two restaurant pads might be considered.

Other Constraints⁴

1. Motel is old.
2. Dedication of Lakewood and Firestone rights-of-way would be required for new development.

Other Opportunities

1. Proximity to Stonewood. Area appears to be part of Stonewood's parking lot.
2. Access and exposure to Downey's premier intersection.
3. Site 13 is within the Redevelopment Project Area. The Community Development Commission will receive tax increment funds from renovation or sale of that site.
4. Motel site is small and could be incorporated into a new development to complement Stonewood.
5. The bank is an existing use compatible with Stonewood and with the uses allowed by this plan.

C. Land Uses

1. Permitted Uses

- a. Standard Permitted Uses, as listed in Section III-A of this Specific Plan

⁴ Additional opportunities and constraints adapted from Market Profiles Study, Tier One, pp VI-4-7

2. Conditional Uses

The following use may be permitted subject to the approval of a conditional use permit as provided in Section 9166 of the Downey Municipal Code.

- a. Restaurants, Drive-Through

3. Transitional Uses

- b. Motels (Site 12 only)

D. Building Envelope

Exhibit 313 of this specific plan shall be the official map noting where new structures may be constructed within Subarea 4. See page III-2 for discussion of existing structures outside of the noted areas. If ambiguities arise in interpretation of Exhibit 313, the setbacks noted on page III-1 shall apply.

E. Conceptual Site Plans

Exhibit 314 shows how Subarea 4 *might* be appear if it were developed according to the provisions of this specific plan. This is only one of many possible building and circulation arrangements permitted and does not represent a specific proposal.

F. Site-Specific Development Standards

1. Additional Standards for Both Sites in Subarea 4

- a. Any parcel map concerning Subarea 4 must show an irrevocable Offer of Dedication along Lakewood Boulevard and Firestone Boulevard for future roadway expansion to identified standards for right-of-way widths, as described in Section V of this specific plan.
- b. If both sites are developed simultaneously, new construction should be compatible in scale and architecture and should appear to be part of the same project.

2. Additional Standard for Site 12

- a. New development of Site 12 should accommodate and retain the mature palm trees on the property wherever possible.

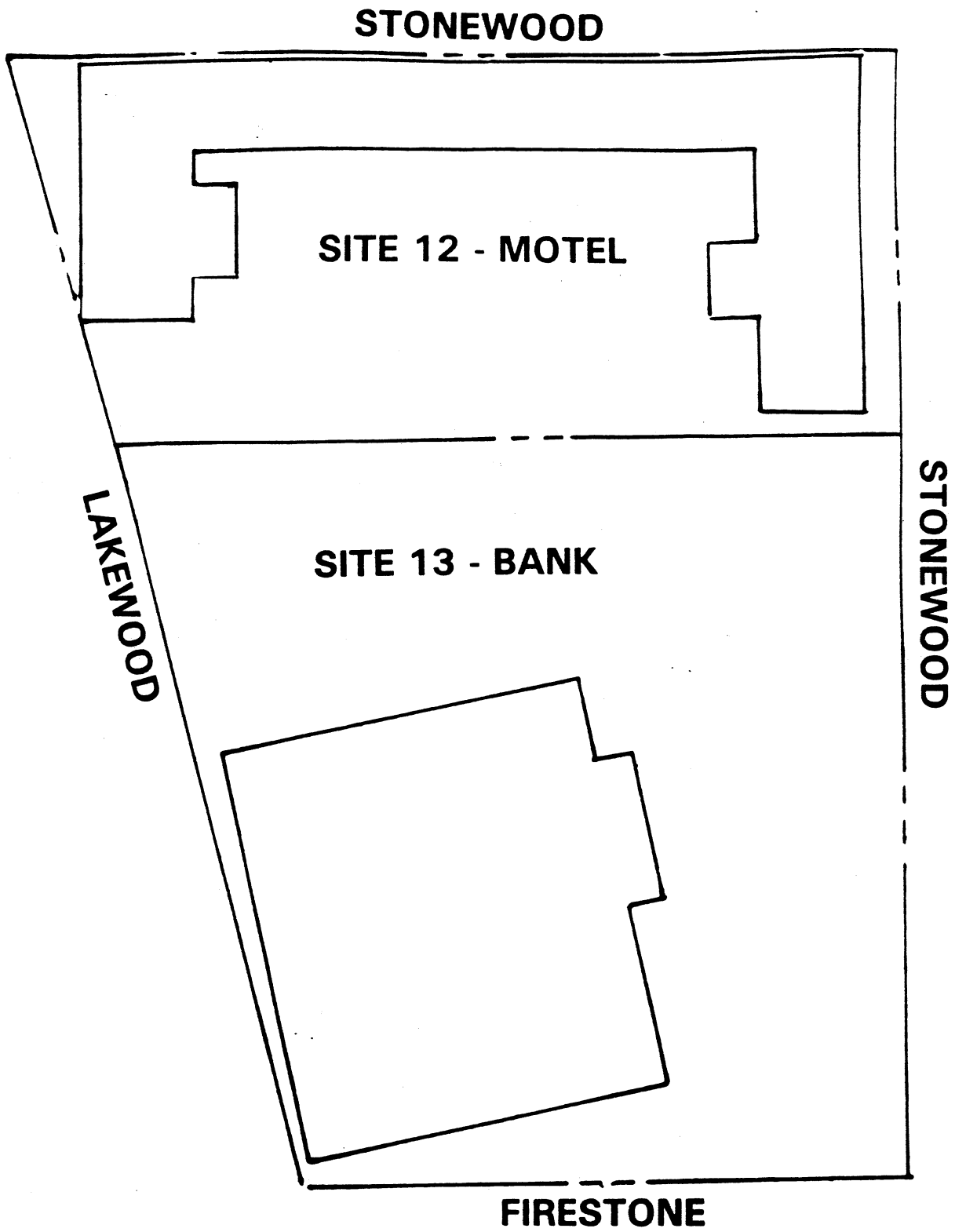
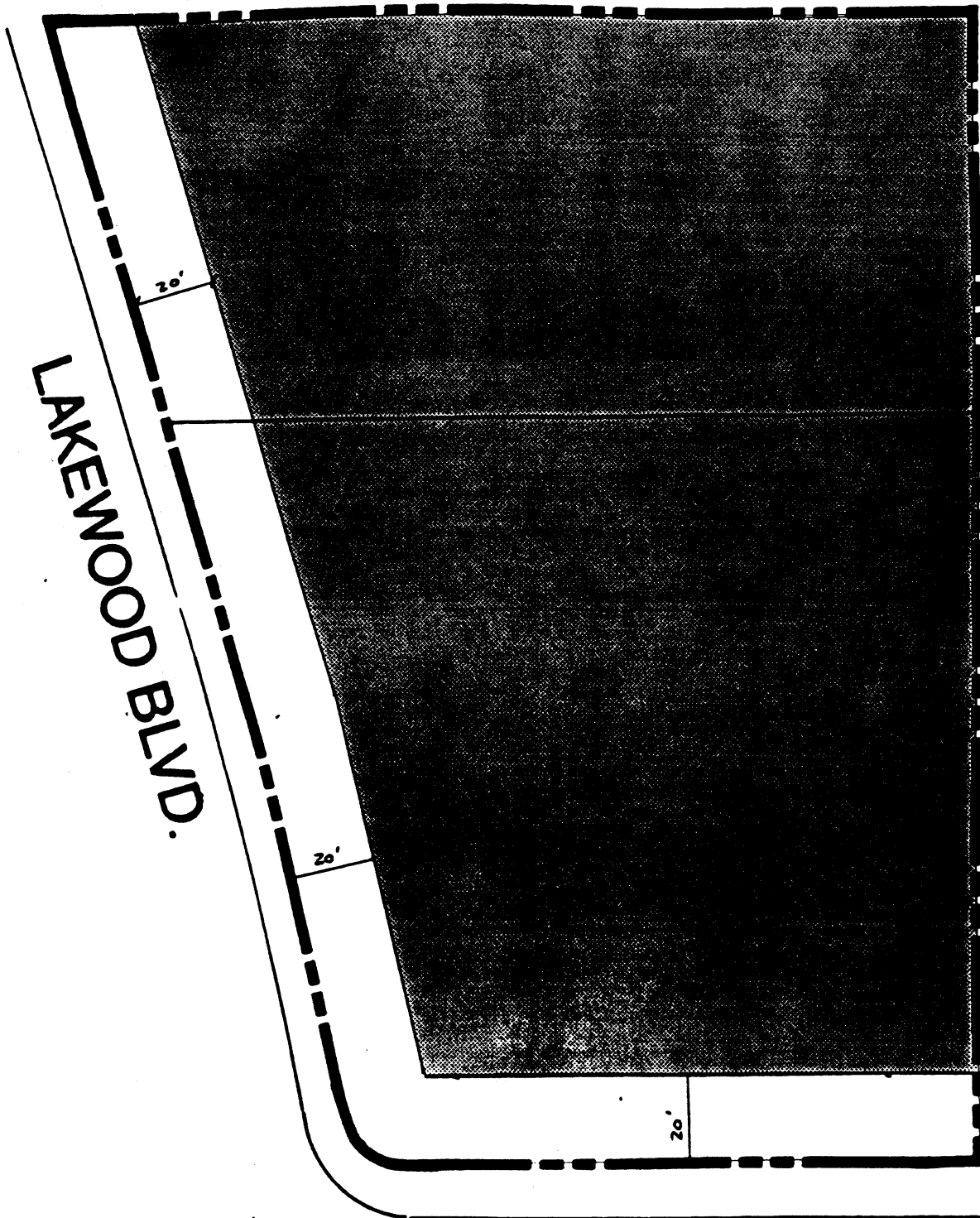


EXHIBIT 312 - SUBAREA 4 1992 PROFILE
These structures and uses may remain



LAKEMOOD BLVD.

FIRESTONE BLVD.

EXHIBIT 313 - SUBAREA 4 BUILDING ENVELOPE
Future structures may be located within the shaded areas.

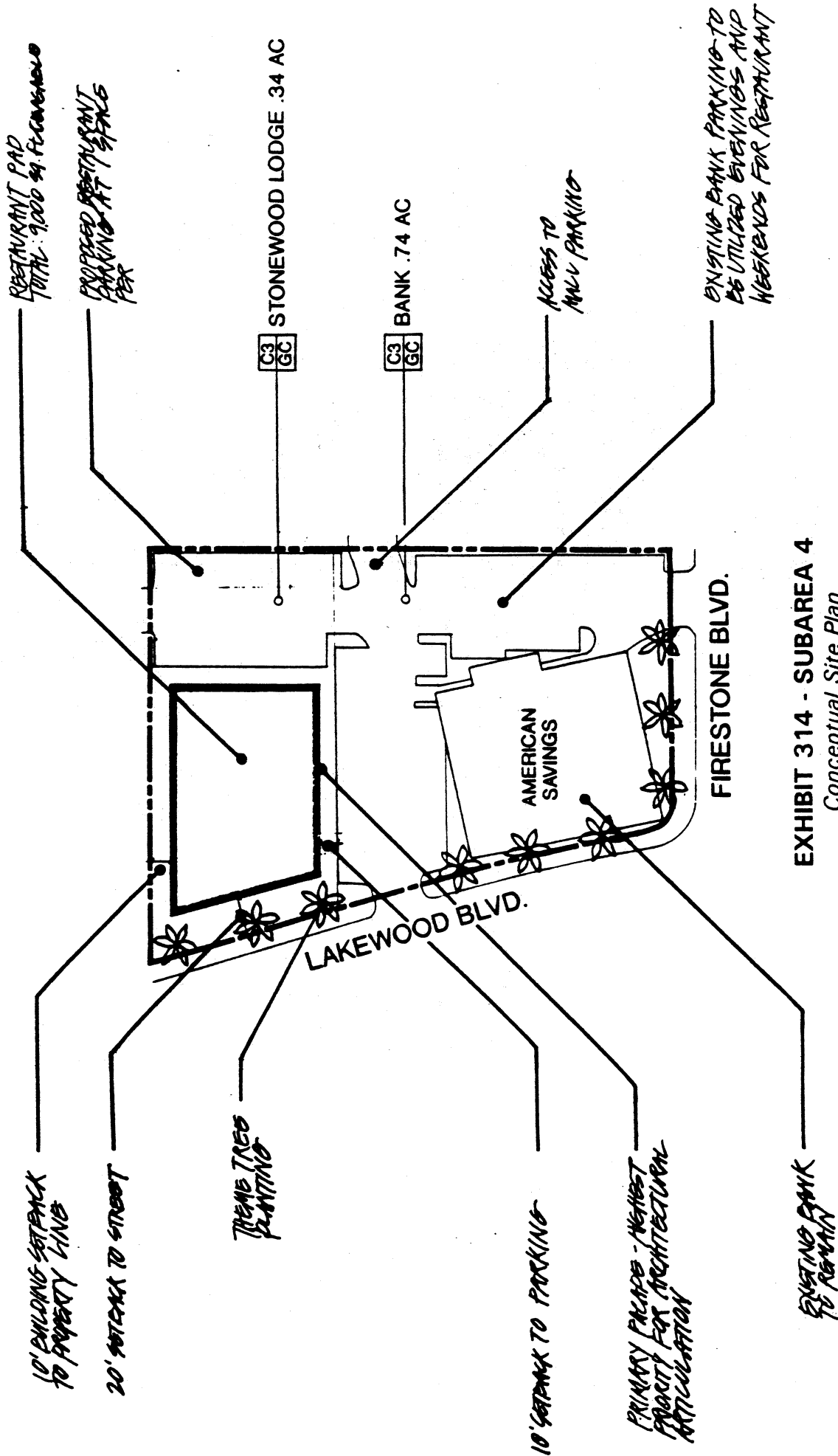


EXHIBIT 314 - SUBAREA 4
Conceptual Site Plan

SECTION III-F — SUBAREA FIVE, SECTOR A: LAKEWOOD/FIRESTONE SOUTHEAST Sites 14-20

A. Sector Profile

Subarea 5, Sector A is the most commercially active corner of Lakewood and Firestone. New and remodeled retail businesses prosper, particularly near the western end of the sector and immediately adjacent to Firestone. Several businesses, however, are set farther back, are smaller, and are different in character than the kinds of retail commercial businesses attracted to regional malls. A portion of the land is vacant.

Site 14, located directly at the corner, is occupied by a fast food restaurant with no drive-through service.

Site 15, the largest parcel at nearly 3 acres, is occupied by Pic N Save Center. This center was remodeled and expanded in 1990, and significant landscaping was added. New tenants include a music store and men's apparel sales. Pic N Save reports strong sales for their facility that has operated at this location for many years. Although located on a parcel under separate ownership, the restaurant on Site 14 appears to be part of Pic N Save Center.

Site 16 is home to a large, box-like building currently used for furniture sales. This structure blocks visibility to large portions of Site 17 and 20, particularly the land nearest the railroad.

Site 17, over 2.5 acres, is occupied by an auto service and tire sales facility, a Montessori school, and vacant structures for light industry. Nearly an acre of the site is vacant. The City of Downey purchased this land in 1990.

Site 18 is home to a drive-through fast food establishment

Site 19 is developed with a freestanding structure used for sporting goods sales, a use common near shopping centers and complementary to Stonewood.

Numerous commercial and manufacturing businesses occupy **Site 20**, 1.86 acres at the eastern edge of Sector A. Tire sales and auto services are provided nearest Firestone. The rear portion of the property is used by light industrial enterprises like a printing company and construction company offices and retail commercial businesses including a coin shop and trophy business.

B. Opportunities and Constraints

Among the subareas and sectors, Sector A offers the greatest potential for a future development that functions as a single project. This can be accomplished over the long term as owners recycle their properties. This area would best complement the mall if businesses were oriented toward Firestone with the primary tenants located near the railroad, and several smaller tenants located on pads closer to Firestone. Parking would be provided between the main structures and the street. This is the configuration

preferred by retailers that locate near regional shopping centers. The Pic N Save building establishes a future setback that should be followed by adjacent development on Site 17.

Other Constraints⁵

1. Parcels are divided among several owners.
2. Existing land uses are incompatible with each other.
3. Traffic along Firestone is confusing and sometimes congested.
4. Existing building designs are incompatible. There is no apparent coherence among the buildings.
5. Parking is divided among the parcels and circulation is inefficient.
6. Dedication of Lakewood and Firestone rights-of-way would be required for new development at the intersection.

Other Opportunities

1. The sector is a classic site for the type of development that normally occurs across from a regional mall. The sector already includes several such tenants.
2. Access and exposure to two major thoroughfares.
3. Sector A is within the Redevelopment Project Area. The Community Development Commission will receive tax increment funds from renovation or sale of these properties. In this sector, such increment could be significant.
4. The sector is large enough for a single major development or a few smaller, individually-owned centers that function as one.

C. Land Uses

1. Permitted Uses

- a. Standard Permitted Uses, as listed in Section III-A of this Specific Plan
- b. Automobile and Lightweight Truck Sales. The following may be permitted as a secondary part of the operation of a new vehicle dealership:
 - Storage and preparation, including washing
 - Leasing, part and supply sales, repair and service
 - Used vehicle sales, storage, and display
- c. Supermarkets

2. Conditional Uses

The following uses may be permitted subject to the approval of a conditional use permit as provided in Section 9166 of the Downey Municipal Code

- a. Standard Conditional Uses, as listed in Section III-A

⁵ Additional opportunities and constraints adapted from Market Profiles Study, Tier One, pp VI-4-7

3. Transitional Uses

- a. Auto Service (Sites 16 and 20 only)
- b. Janitorial Service (Site 20 only)
- c. Wholesale Gift Sales (Site 20 only)

D. Building Envelope

Exhibit 316 of this specific plan shall be the official map noting where new structures may be constructed within Subarea 5, Sector A. See page III-2 for discussion of existing structures outside of the noted areas. If ambiguities arise in interpretation of Exhibit 316, the setbacks noted on page III-1 shall apply.

E. Conceptual Site Plans

Exhibits 317 and 318 show how Subarea 5, Sector A *might* be appear if it were developed according to the provisions of this specific plan. These are only two of many possible building and circulation arrangements permitted and do not represent specific proposals.

F. Site-Specific Development Standards

1. Additional Standards for Site 14

- a. Any parcel map concerning Site 14 must show an irrevocable Offer of Dedication along Lakewood Boulevard and Firestone Boulevard for future roadway expansion to identified standards for right-of-way widths, as described in Section V of this specific plan.
- b. Maximum height on Site 14 shall be one (1) story.

2. Additional Standard for Site 15

- a. Any parcel map concerning Site 15 must show an irrevocable Offer of Dedication along Lakewood Boulevard and Firestone Boulevard for future roadway expansion to identified standards for right-of-way widths, as described in Section V of this specific plan.

3. Additional Standard for Site 16

- a. Maximum height within the building envelope closest to Firestone Boulevard shall be one (1) story.

4. Additional Standard for Sites 18 and 19

- a. Maximum height on Site 18 and Site 19 shall be one (1) story.

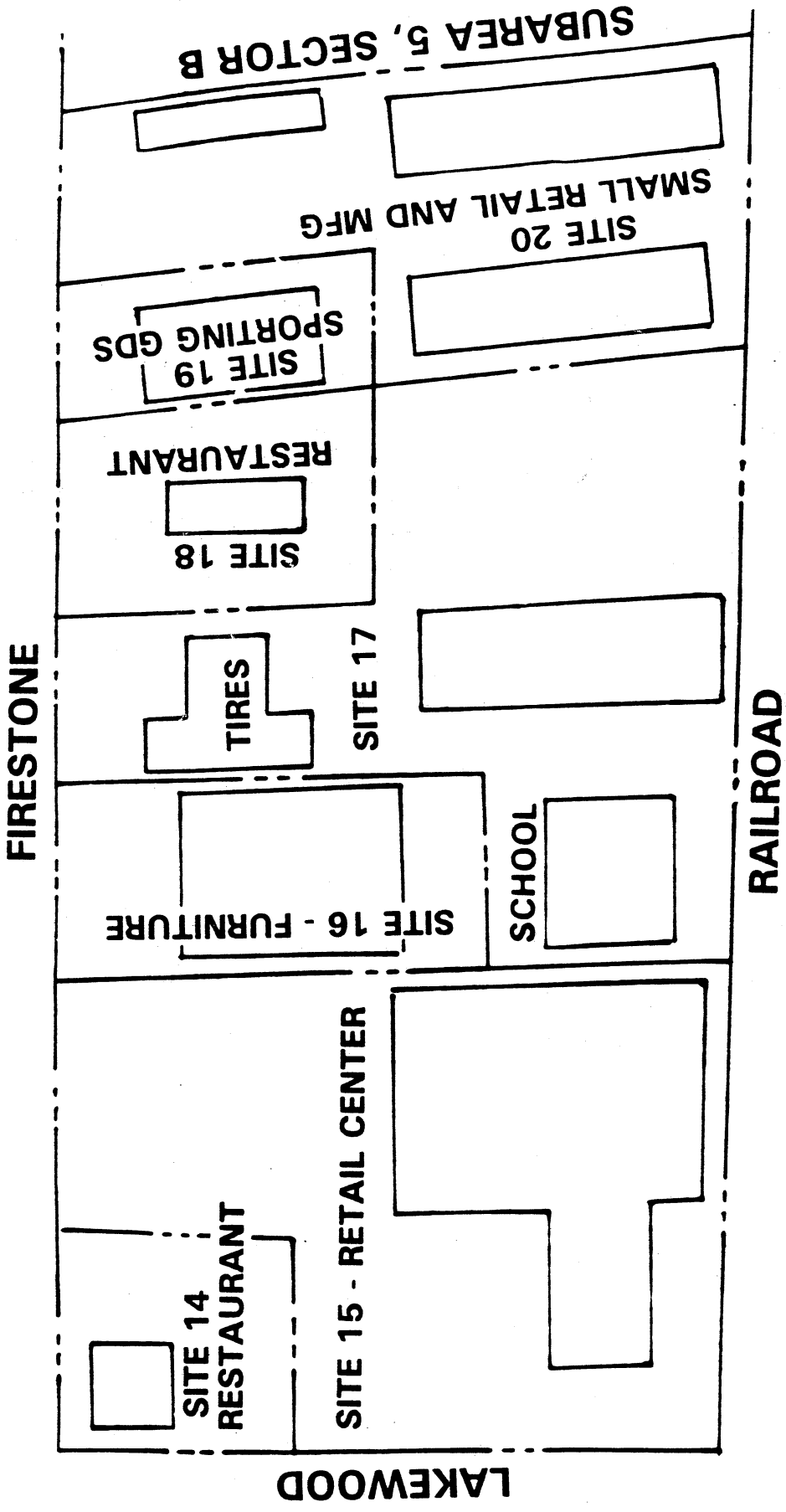


EXHIBIT 315 - SUBAREA 5, SECTOR A 1992 PROFILE
These structures and uses may remain

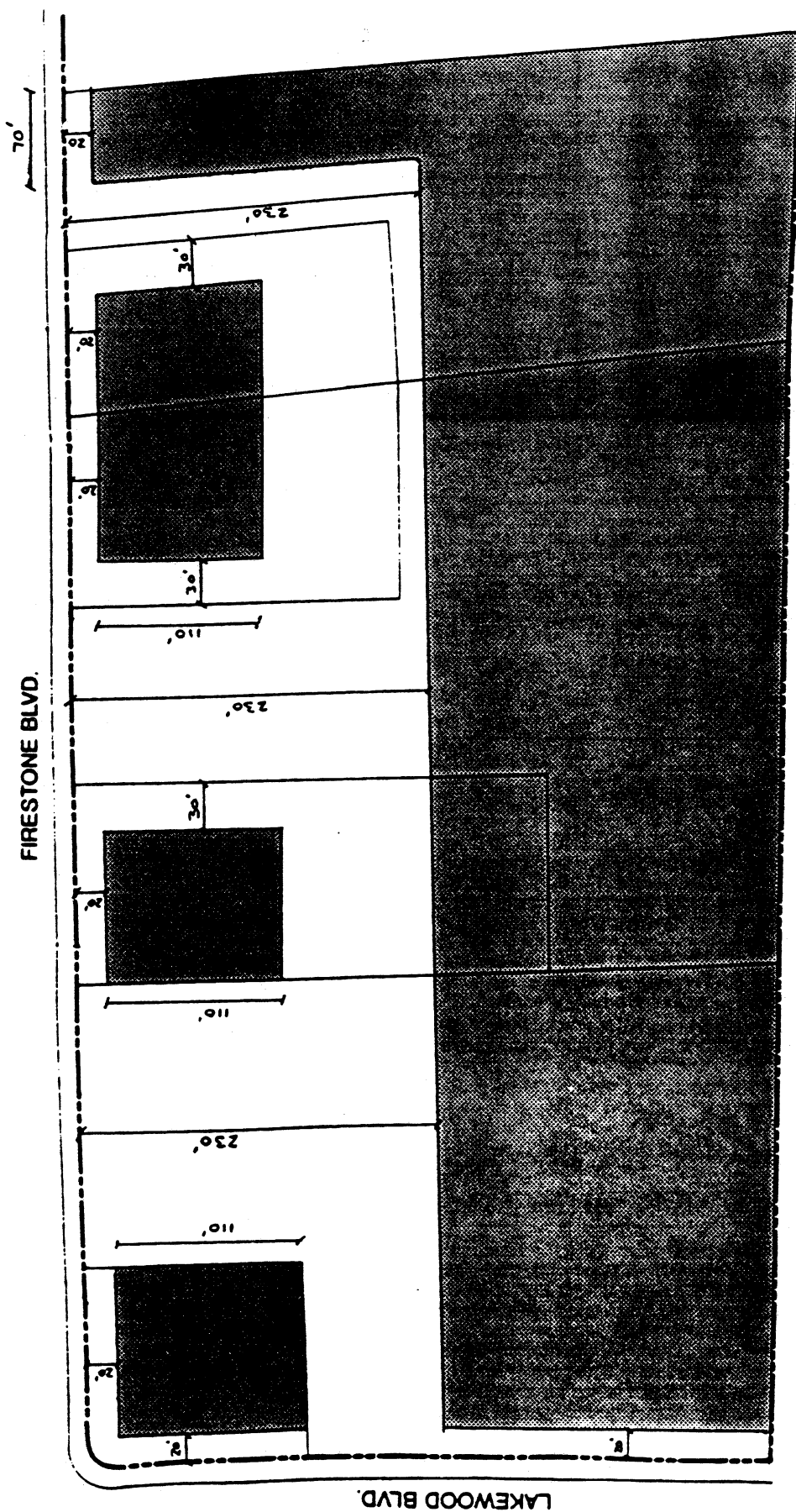


EXHIBIT 316 - SUBAREA 5, SECTOR A: BUILDING ENVELOPES
Future structures may be located within the shaded areas.

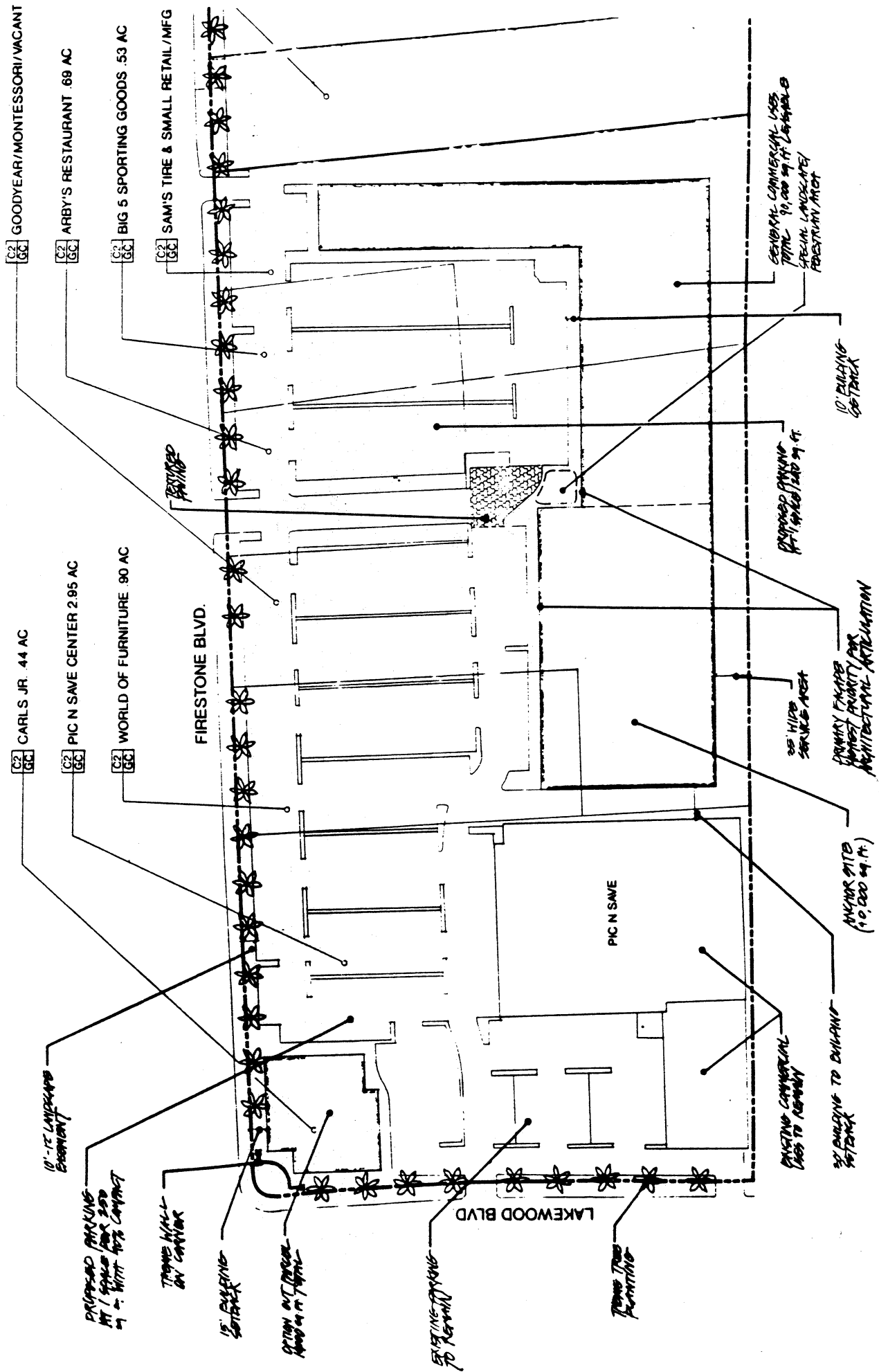


EXHIBIT 317 - SUBAREA 5, SECTOR A
 Conceptual Site Plan #1

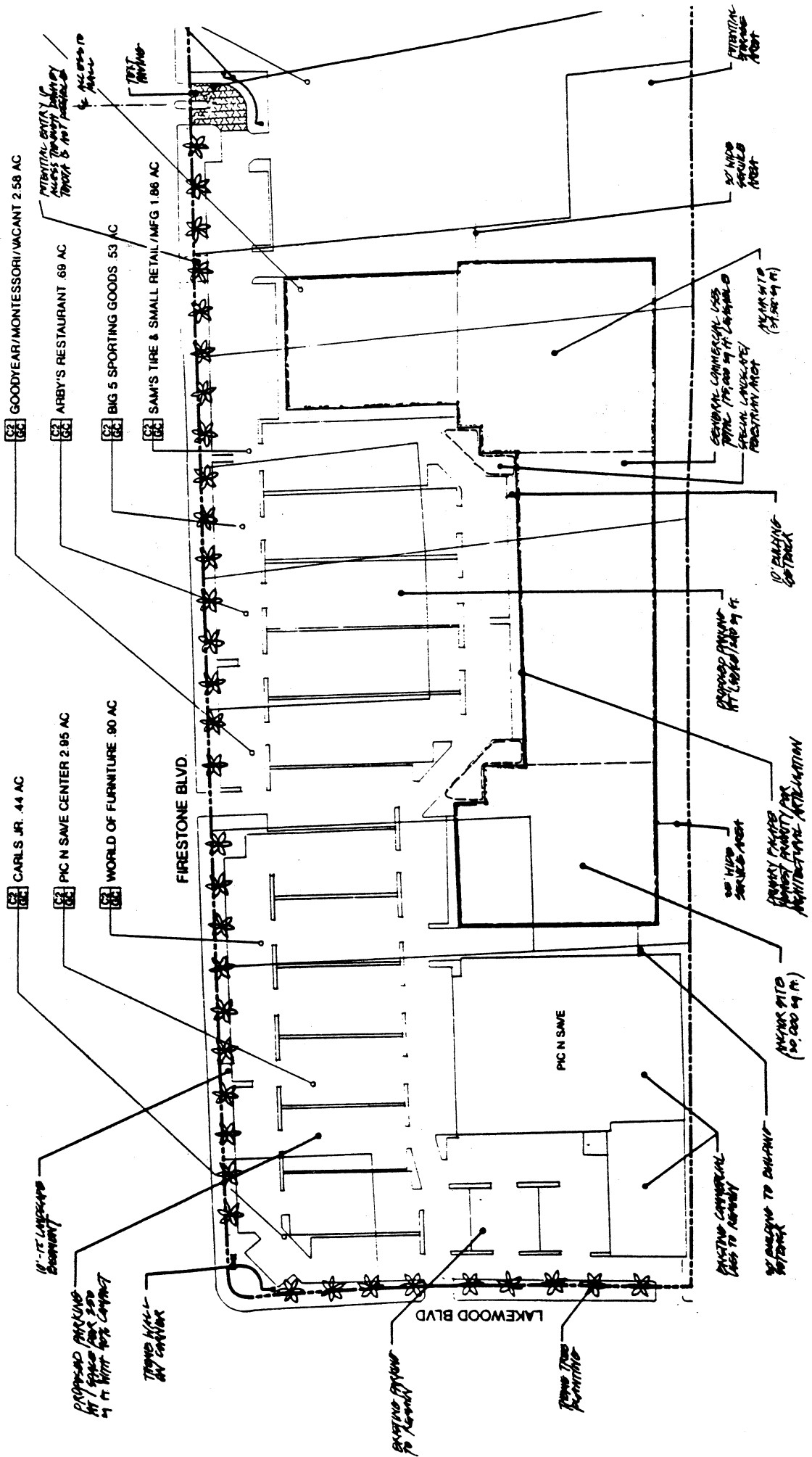


EXHIBIT 318 - SUBAREA 5, SECTOR A
Conceptual Site Plan #2

SECTION III-G — SUBAREA FIVE, SECTOR B: FIRESTONE/STONEWOOD Sites 21-23

A. Subarea Profile

This sector includes several large parcels whose use is not expected to change in the foreseeable future.

Site 21 is devoted to the manufacture of plastic bags. The 1.4-acre site has been zoned M-1 and the use has occupied the site for many years.

Site 22, the largest site in the specific plan area at 6.15 acres, has been developed and used for auto sales. The property was renovated in the 1980s in a Mediterranean style that has been reflected in other developments along Firestone Boulevard. Although Downey Toyota, the agency that occupied the site, ceased operations in 1991, a new auto sales business is expected to occupy the facility.

Site 23 is owned and operated by Southern California Gas Company. The Gas Company recently completed improvements in excess of \$1 million on this 3.5-acre site. This facility is used to test commercial kitchen equipment and is an important base for the Gas Company that will likely remain well into the future. The existing structure sits close to Firestone, and the large portion of the site near the railroad is used for parking.

B. Opportunities and Constraints

The greatest assets of the sites in Sector B are their size, their excellent visibility, and their position directly across from Stonewood's main entrance. Site 22 is already developed for occupancy by an important revenue-generating use. Although the bag manufacturing enterprise is industrial and not in character with other development in this area, its location does not impede the development of adjacent parcels and its continued existence at this location is not likely to be problematic. Should the property owner wish to establish a different use in the future, new structures could coordinate or "tie in" with the shopping center-style development described for Sector A or, alternately, could be associated with the use on the Downey Toyota property.

The Gas Company is located in one of Downey's premier commercial districts, but the existing use generates almost no revenue for the City. Recent Gas Company investment in this facility mean that sales-tax generating uses are not likely to occur here. However, office development on the rear portion of the property—for use by the Gas Company or other parties—would bring more employees to the site, enhancing the customer base for other businesses along Firestone. Also, because the rear of the Gas Company property is a considerable distance from any residences, a taller office development, perhaps five or six stories, may be possible.

Other Constraints⁶

1. Parcels are divided among several owners.
2. Existing land uses are incompatible with each other.
3. Traffic along Firestone is confusing and sometimes congested.
4. Existing building designs are incompatible with each other. There is no apparent coherence among the buildings.
5. Manufacturing use is incompatible with surrounding retail.
6. There is the potential of toxic leaks from auto uses and manufacturing.

Other Opportunities

1. The sector is a classic site for the type of development that normally occurs across from a regional mall.
2. Access and exposure to a major thoroughfares.
3. Sector B, except for the Gas Company facility, is within the Redevelopment Project Area. The Community Development Commission will receive tax increment funds from renovation or sale of these properties. In this sector, such increment could be significant.
4. The sector already includes important revenue-generating tenants (i.e., auto dealers).
5. The sector is large enough for major development or a few smaller, individually-owned centers.
6. The potential is high for major financial return to property owners.

C. Land Uses

1. Permitted Uses

- a. Standard Permitted Uses, as listed in Section III-A of this specific plan
- b. Automobile and Lightweight Truck Sales. The following may be permitted as a secondary part of the operation of a new vehicle dealership:
 - Storage and preparation, including washing
 - Leasing, part and supply sales, repair and service
 - Used vehicle sales, storage, and display
- c. Supermarkets

2. Conditional Uses

The following uses may be permitted subject to the approval of a conditional use permit as provided in Section 9166 of the Downey Municipal Code

- a. Standard Conditional Uses, as listed in Section III-A of this specific plan.
- b. Utility offices, testing facilities, and storage yards (Site 23 only)

3. Transitional Uses

- a. Plastic Bag Manufacture (Site 21 only)

⁶ Additional opportunities and constraints adapted from Market Profiles Study, Tier One, pp VI-4-7

D. Building Envelope

Exhibit 320 of this specific plan shall be the official map noting where new structures may be constructed within Subarea 5, Sector B. See page III-2 for discussion of existing structures outside of the noted areas. If ambiguities arise in interpretation of Exhibit 320, the setbacks noted on page III-1 shall apply.

E. Conceptual Site Plans

Because the existing uses in Subarea 5, Sector B are expected to remain for many years, no conceptual site plan was prepared.

F. Site-Specific Development Standards

1. Additional Standard for Site 23

- a. The maximum height for development on the southernmost half of Site 23 shall be six stories, including levels of above-grade parking.

FIRESTONE

SITE 22 - VACANT AUTO SALES

SUBAREA 5, SECTOR A
SITE 21 - BAG MANUFACTURE

SITE 23 - GAS CO.

SUBAREA 5, SECTOR C

RAILROAD

EXHIBIT 319 - SUBAREA 5, SECTOR B 1992 PROFILE

These structures and uses may remain

FIRESTONE BLVD.

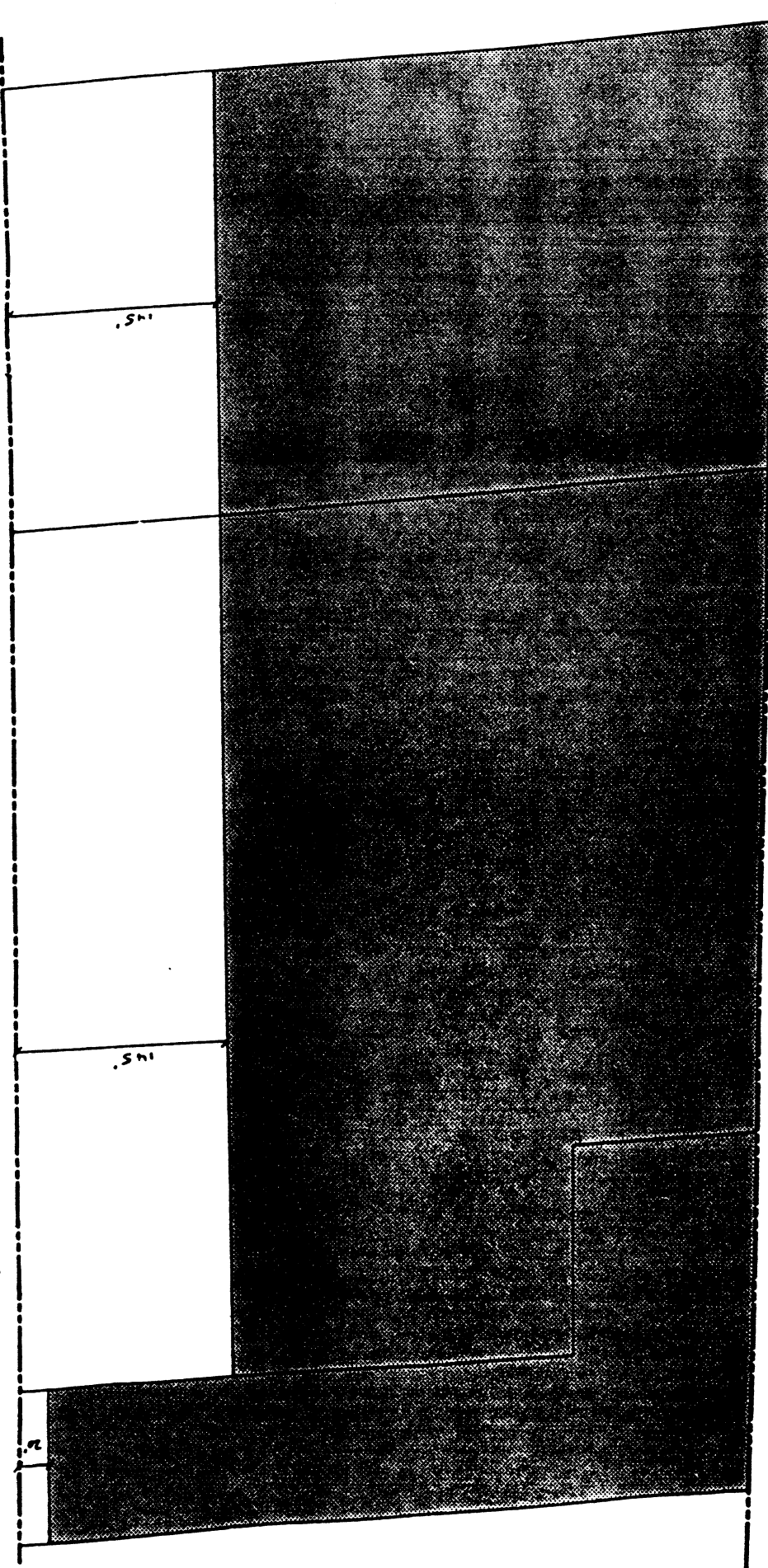


EXHIBIT 320 - SUBAREA 5, SECTOR B: BUILDING ENVELOPE

Future structures may be located within the shaded areas.

**SECTION III-H — SUBAREA FIVE, SECTOR C: FIRESTONE/WOODRUFF
Sites 24-29**

A. Subarea Profile

The easternmost sector of the specific plan area is developed to commercial and light manufacturing uses, arranged on five parcels comprising 5.9 acres.

Site 24 has recently been renovated as the home for Urcarco, a used automobile dealership. This renovation was completed in 1991 and continues the Mediterranean architectural style used for Downey Toyota and other businesses. Because of the recent construction, this 2.6-acre configuration of this site will not change greatly in the coming years.

Site 25 is the location of a commercial center occupied by ten neighborhood-oriented uses such as a liquor store, nail salon, and pet store. Nine tenants are arrayed in one long structure perpendicular to Firestone Boulevard, facing east. The tenth tenant occupies a small structure at the rear of the property. A multi-tenant monument sign is the only exposure these businesses on the .88-acre parcel have to eastbound traffic on Firestone.

Site 26 is occupied by a bank. This is a well-maintained and heavily landscaped facility on 1.36 acres that is expected to remain.

Site 27 lies toward the interior of this sector, with minimal frontage along Woodruff. The Downey Elks Lodge has occupied the site for many years. The existing facility—an expanded version of an even older structure—is visible from both Woodruff and Firestone. A small strip of property leads from Woodruff to the Elks parking lot, although the Elks report that members seldom use this strip. Rather, most ingress and egress to the 1.37-acre parcel is taken from Woodruff via easements that the Elks hold across Sites 28 and 29. A small portion of Site 27 adjacent to the railroad is landscaped and used for Elks functions.

Site 28, nearly one acre in size and is also owned by the Elks, is leased to the State Board of Equalization, which occupies a structure facing Woodruff. The Board of Equalization recently renewed its long-term lease and hopes to expand this facility. The parking lot in the rear is used by the Board during the day and provides extra parking for Elks activities, which are usually held in the evening.

Site 29. Unlike the other sites within the specific plan area, Site 29 could be completely left out of future commercial development without adversely affecting that development. A multi-tenant, light manufacturing center presently occupies the 1.36 acres along the railroad. The current tenants, including a machine shop, gift store, and warehouse, do not rely heavily on their Woodruff exposure for business. This facility is of recent construction and is well maintained. These factors, and the parcel's limited exposure, make it well-suited for continued use as light manufacturing space, although commercial uses may succeed there as well, particularly if they appear to be part of a larger center. The list of permitted uses on this property should be expanded to allow commercial uses, but limited manufacturing uses should not be prohibited.

B. Opportunities and Constraints

All property owners in Subarea 5, Sector C have indicated their desire to continue operations at these locations, although most acknowledge that their facilities could in time benefit from renovation or rearrangement on their sites. Nearly all agree that the circulation pattern on these parcels could be improved.

As with other subareas and sectors, these properties could, over time, be developed to appear as a single project, even if the current ownership pattern remains. A large area toward the center of this Sector is devoid of structures and is used only for parking. The present arrangement of drive aisles and parking stalls is inconsistent across parcels and is inefficient. Further, these parking areas have very little landscaping.

Site 27 is awkwardly shaped. Because the strip connecting the Elks Lodge with Woodruff is seldom used by the Elks, a parcel map or lot line adjustment should be encouraged to include that strip as part of Site 28, and access to the lodge maintained through ownership of easements across Sites 28 and 29. The Elks have expressed concerns regarding liability for vehicles from other sites that access Woodruff via the strip and thereby avoid the Firestone/Wodruff intersection. Transfer of this strip to Site 28 could allow the State Board of Equalization or some other tenant to expand the existing structure northward.

Even if the manufacturing and institutional uses remain, as they are expected to do, developments may be redesigned to appear part of a single project. Development on Sites 25, 27, and 29 already form a roughly L-shaped center facing the central parking area. Existing commercial spaces on Site 25 and manufacturing spaces on Site 29 could remain as they are or tenant bays could be combined to attract the larger tenants seeking to locate near Stonewood. If the Elks one day replace their aging facility, they may choose to construct a new lodge—or a facility that combines the lodge and commercial tenant space—in line with the Site 25 and 29 developments. The owner of Site 29 would have the option of using or combining tenant bays for manufacturing or commercial use.

The bank building and Board of Equalization office would remain as pads in the parking lot. In expanding or remodeling these facilities, however, views from Firestone and Woodruff into the L-shaped area should be impeded as little as possible.

Other Constraints⁷

1. Parcels are divided among several owners.
2. Existing land uses are incompatible with each other.
3. Traffic along Firestone is confusing and sometimes congested.
4. Existing building designs are incompatible. There is no apparent coherence among the buildings.
5. Parking is divided among the parcels and is inefficient.
6. One large parcel is irregularly shaped and access to it is difficult.

⁷ Additional opportunities and constraints adapted from Market Profiles Study, Tier One, pp VI-4-7

Other Opportunities

1. The sector is a classic site for the type of development that normally occurs across from a regional mall.
2. Access and exposure to two major thoroughfares.
3. Sites 24, 25, and 27 are within the Redevelopment Project Area. The Community Development Commission will receive tax increment funds from renovation or sale of these properties.
4. The sector is large enough for major development or a few smaller, individually-owned centers.
5. The potential is high for major financial return to property owners.

C. Land Uses

1. Permitted Uses

- a. Standard Permitted Uses, as listed in Section III-A of this Specific Plan
- b. Automobile and Lightweight Truck Sales. The following may be permitted as a secondary part of the operation of a new vehicle dealership:
 - Storage and preparation, including washing
 - Leasing, part and supply sales, repair and service
 - Used vehicle sales, storage, and display
- c. Barber, Beauty, and Manicure Shops
- d. Civic, Social, and Fraternal Lodges (Site 27 only)
- e. Light Manufacturing Uses, as defined by Downey Municipal Code Sections 9128.04 and 9128.08 for the M-1 zone (Site 29 only)
- f. Supermarkets

2. Conditional Uses

The following uses may be permitted subject to the approval of a conditional use permit as provided in Section 9166 of the Downey Municipal Code

- a. Standard Conditional Uses
- b. Light Manufacturing Uses, as defined by Downey Municipal Code Section 9128.08 for the M-1 zone (Site 29 only)
- c. Pet Grooming (no boarding)

D. Building Envelope

Exhibit 322 of this specific plan shall be the official map noting where new structures may be constructed within Subarea 5, Sector C. See page III-2 for discussion of existing structures outside of the noted areas. If ambiguities arise in interpretation of Exhibit 322, the setbacks noted on page III-1 shall apply.

E. Conceptual Site Plans

Exhibits 323 and 324 show how Subarea 5, Sector C *might* be appear if it were developed according to the provisions of this specific plan. These are only two of many possible building and circulation arrangements permitted and do not represent specific proposals.

F. Site-Specific Development Standards

1. Additional Standard for all Sites in Subarea 5, Sector C

- a. As individual parcels are developed, renovated, or redesigned, parking and circulation should be designed to allow future shared parking with developments on other sites.

2. Additional Standard for Site 24

- a. Walls and fences may be permitted that separate circulation, parking and storage on Site 24 from development on other parcels within Sector C.

3. Additional Standard for Site 25

- a. New development should impede lines of sight as little as possible between the Lakewood/Woodruff intersection and development on Sites 25, 27, and 29.

4. Additional Standard for Site 28

- a. New development should impede lines of sight as little as possible between the Lakewood/Woodruff intersection and development on Sites 25, 27, and 29.

5. Additional Standard for Site 29

- a. Because light manufacturing uses shall be permitted on this parcel, the maximum permitted lot coverage on Site 29 shall be fifty percent (50%).

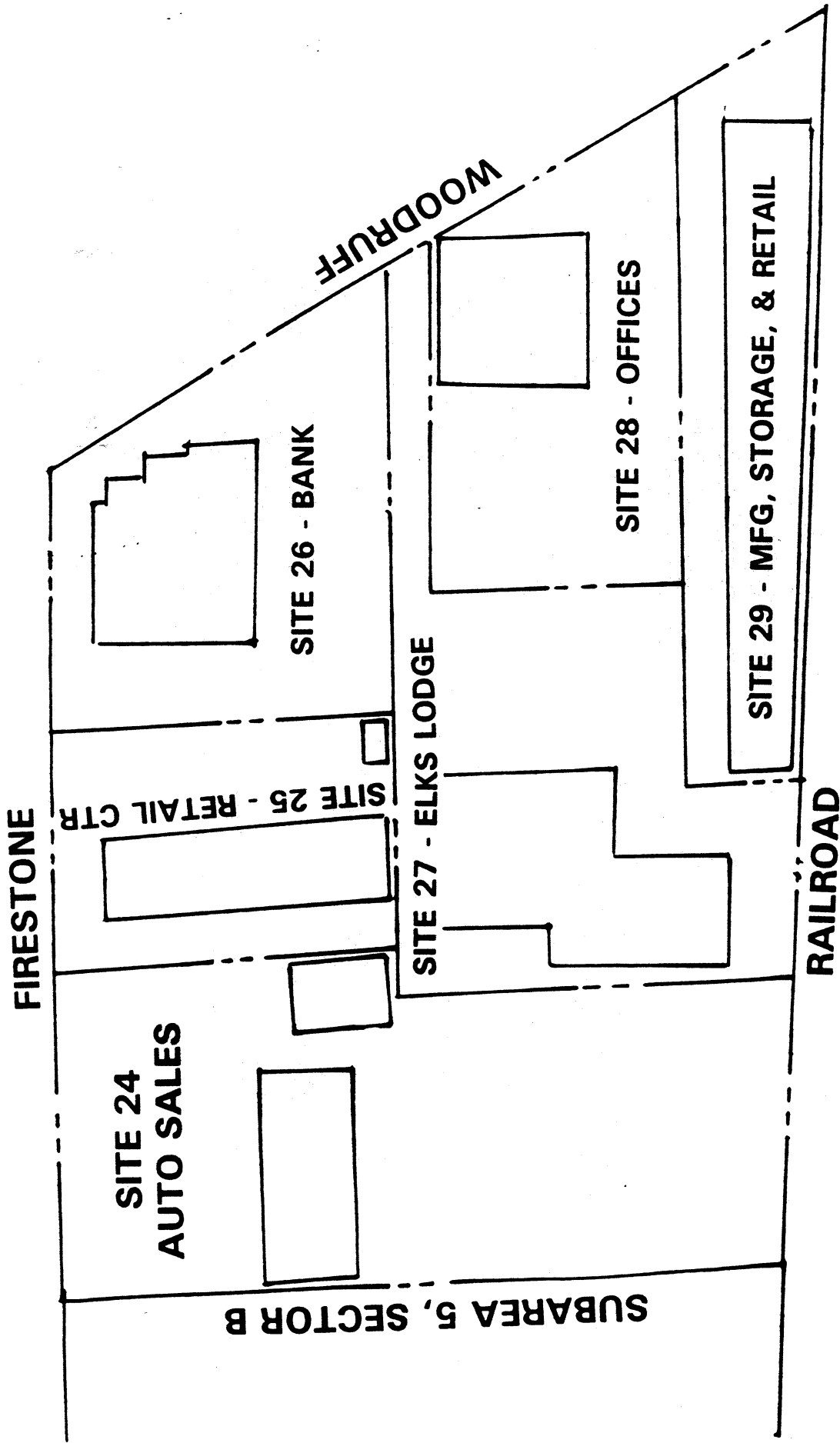


EXHIBIT 321 - SUBAREA 5, SECTOR C 1992 PROFILE

These structures and uses may remain

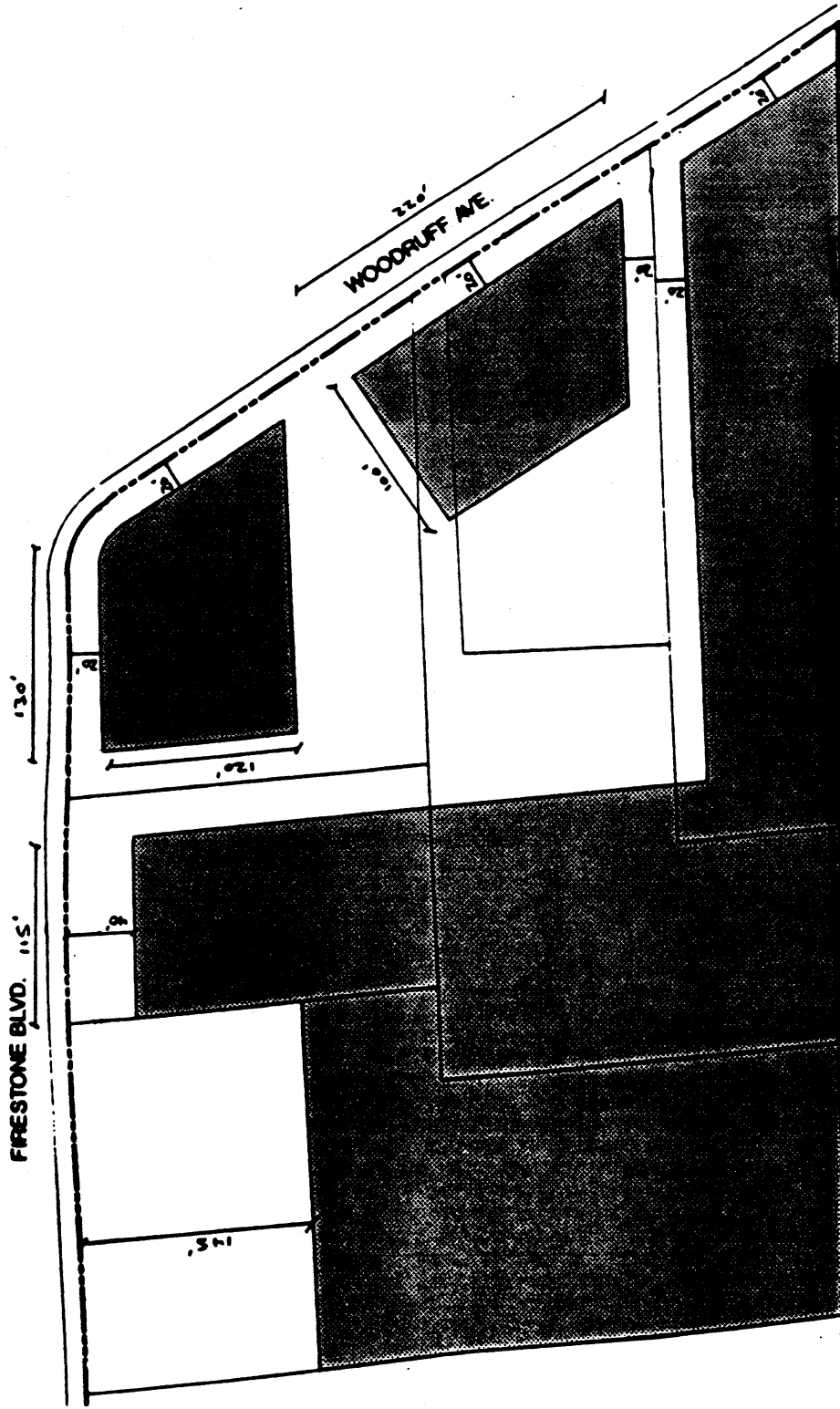
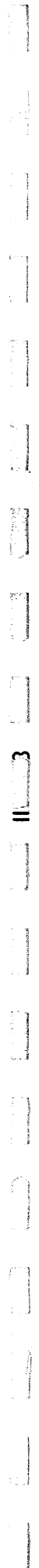


EXHIBIT 322 - SUBAREA 5, SECTOR C: BUILDING ENVELOPES

Future structures may be located within the shaded areas.



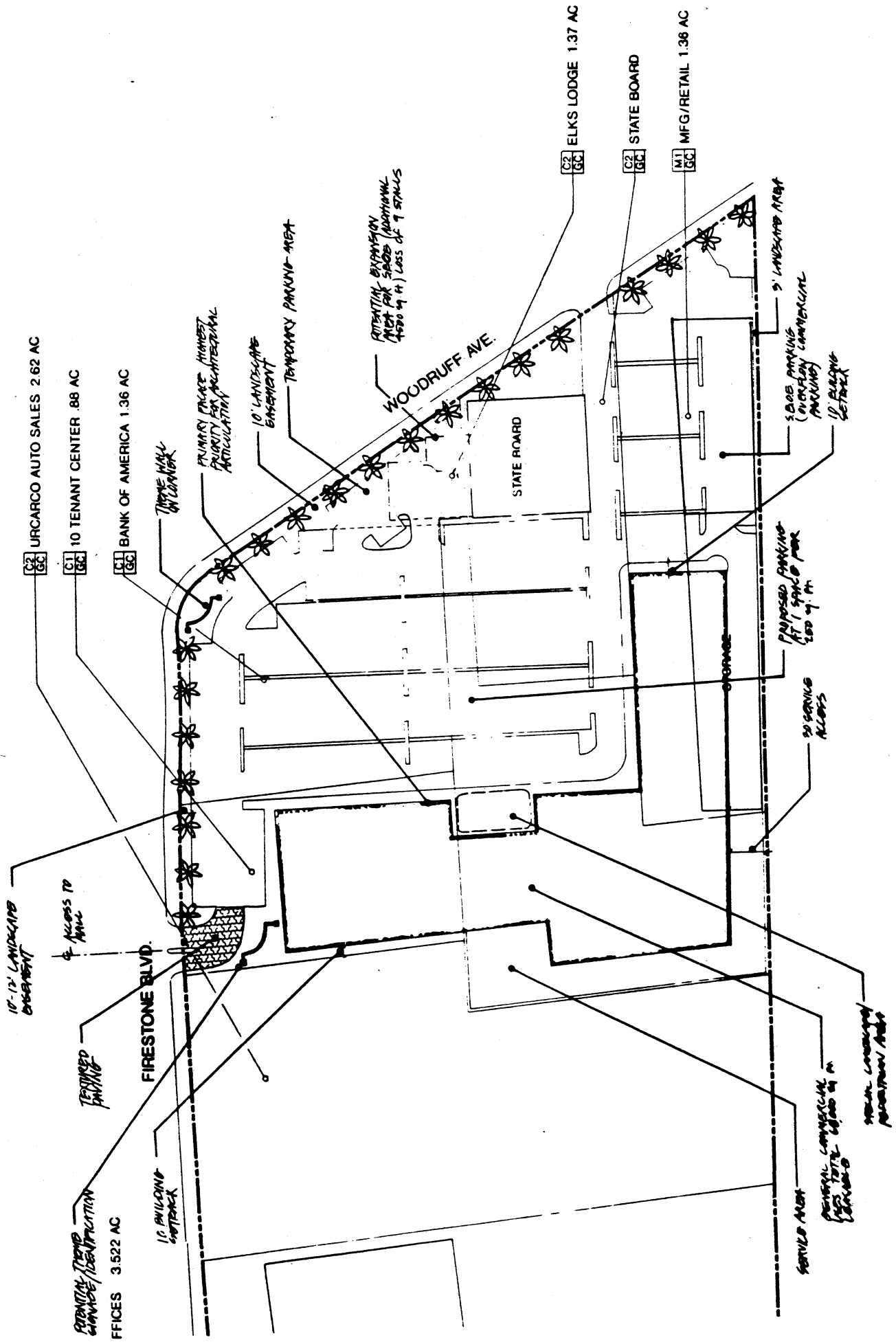
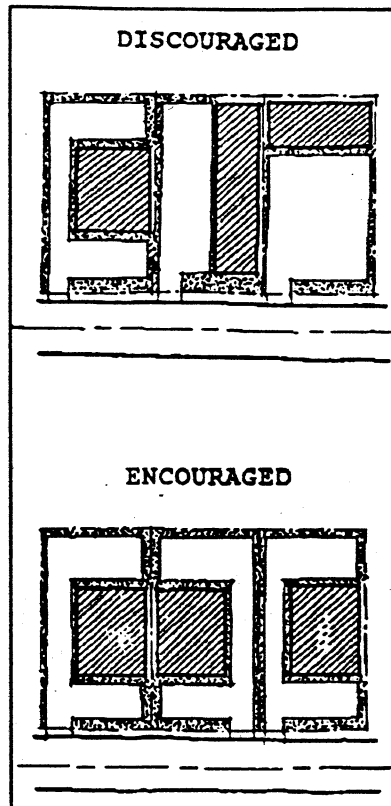


EXHIBIT 324 - SUBAREA 5, SECTOR C
Conceptual Site Plan #2



Developments on separate parcels should appear part of the same project, with a single circulation pattern.

6. Textures, patterns, and colors are encouraged in the design of paved areas. This type of enhancement is particularly helpful when used to highlight pedestrian walkways. Large, monolithic areas of single-color, untextured paving are discouraged.
7. Outdoor storage areas must be screened so that they are not visible from public rights of way.

C. Architectural Guidelines

1. Architectural Style

No specific architectural style or design theme is mandated for this specific plan area. However, because it is the intent of the City that improvements to this area appear to be part of a single development, consistency of style, color, and materials shall be required for all new projects and substantial renovation of existing projects. This does not mean that developments within the subareas must be the same. The Design Review Board shall determine whether proposed developments are sufficiently compatible with existing improvements.

Recent development within the specific plan area (Sites 22 and 24 and approved plans for Site 6) have employed variations on a Mediterranean/Early California theme.

SECTION IV – DESIGN GUIDELINES

A. Purpose and Applicability

This section includes design objectives and guidelines for all new construction and renovation of existing structures within the specific plan area. Renovation shall include facade changes and rehabilitation exceeding 50% of a structure's reasonable replacement value, as determined by the Division of Building and Safety.

Design review is required for all new projects and renovations. The photographs, sketches, and graphics in this section are presented only to illustrate the basic intent of the guidelines. They are not intended to depict, represent, or prescribe any actual development or building design.

This section is intended for use by developers, architects, planners, landscape architects, and engineers. These guidelines are intended to encourage, rather than stifle, creativity in design. The Design Review Board may consider deviations from specific guidelines that display a superior and innovative approach to fulfilling the goals and objectives of this specific plan.

B. Site Planning Guidelines

The site planning guidelines are intended to promote development that 1) has a clear identity and sense of place, 2) is safe and efficient, and 3) provides a pleasing environment supportive of retail commercial activity. The site planning criteria encourage a coordinated identity for developments—including those on adjacent parcels under different ownership—through coordinated and imaginative building location, design, parking and landscaping. See Section V of this specific plan for on-site circulation requirements and guidelines.

1. Buildings should be sited to complement adjacent structures and avoid a jumbled, confused appearance.
2. New developments should have a dominant setback, although facades should be varied through such features as windows, walkways, arches, awnings, landscaping, and lighting.
3. Acknowledge concerns of adjacent or nearby non-commercial uses, and consider the topographic relationship of the adjacent streets and railroad.
4. Orient building and business entrances toward main parking lots, to Firestone Boulevard (as a first choice for Subarea 5) and Lakewood Boulevard and Woodruff Avenue (as second choices). Developments in Subareas 1 and 4 may also be oriented toward Stonewood Shopping Center. Avoid orienting businesses toward Cecilia Street. Do not orient businesses toward Nash Avenue, but provide a secondary access to Nash.
5. Variation of ridgelines is encouraged, as is variation in the ridgeline plane.

The recent renovation of Stonewood Center introduced a postmodern theme to the area. New development that incorporates elements of these styles is encouraged.

In reviewing projects for the specific plan area, the Design Review Board shall make particular note of the following two findings required by Section 9162.12 of the Downey Municipal Code for design review:

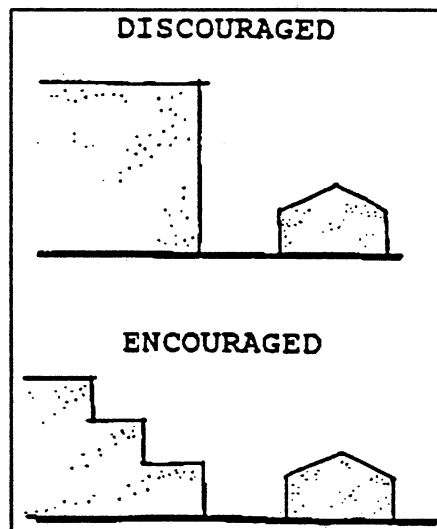
(a) That the proposed development's site plan and its design features will integrate harmoniously and enhance the character and design of both the immediate neighborhood and the surrounding areas of the City.

(c) That the site plan and design will improve community appearances by preventing extremes of dissimilarity or monotony in new construction or in alterations of facilities.

High-quality, durable materials that require low maintenance should be used throughout all development projects.

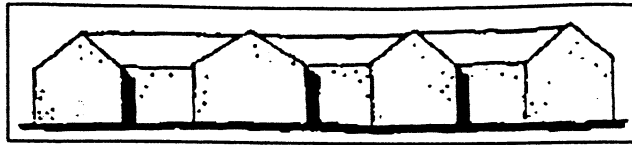
2. Mass, Scale, and Articulation

- a. Relate buildings of different size though changes in mass, height, and bulk. Reduce the height and mass of that portion of a building closes to a smaller, less massive structure.



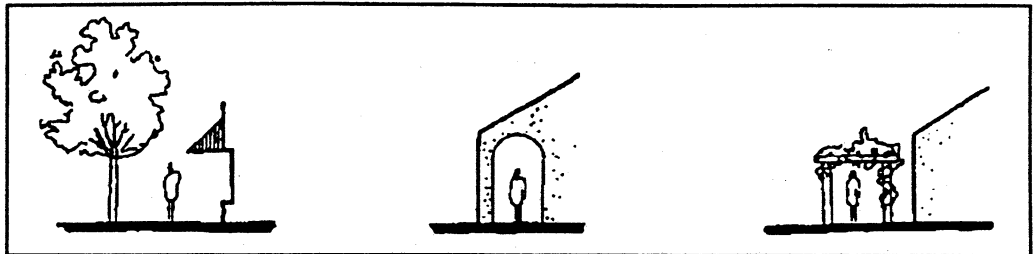
Abrupt changes in mass and size of adjacent structures must be avoided.

- b. Use building form or architectural enhancements to emphasize individual units or business and to de-emphasize service areas.



Individual businesses may be emphasized through facade offsets.

- c. Use windows to give expression to otherwise blank walls (except adjacent to the railroad).
- d. Use architectural elements such as awnings, canopies, arbors, and trellises to reduce building scale at the pedestrian level, particularly along walkways. The shade that these elements provide is an added benefit.



Landscaping, archways, and arbors can establish a pedestrian scale, as well as provide shade.

- e. Large buildings should be broken up into smaller segments, giving them an asymmetrical character.
- f. Walls should be predominantly off-white, cream, or light pastels. Avoid stark white, dark colors and pink, salmon, or ochre hues.
- g. Each wall visible from a street, parking lot, or adjacent property (except for the railroad right-of-way) should be treated as a major facade and should be designed for public view. These areas should also be appropriately landscaped in accordance with the standards of this specific plan and the provisions of the Downey Municipal Code.
- h. Appropriate elements to control mass and scale include:
 - projections and recesses to provide shadow and depth
 - simple, bold forms
 - roof overhangs

3. Architectural Elements to Avoid

The following architectural characteristics are inappropriate in the Lakewood/Firestone Specific Plan area.

- box-like buildings without horizontal and vertical wall articulation
- gambrel, high-pitched, or extensive flat roofs
- unfinished concrete wall surfaces
- rustic or "woody" architecture
- exposed metal stairs
- corrugated metal

- wood fences
- wood siding

4. Mechanical Equipment, Drainage, and Ventilation

Mechanical Equipment. Whether mounted on the ground, roofs, or walls, all mechanical equipment must be screened from view of surrounding properties. Screening should be compatible with a building's materials, color, shape, and size and should be an integral part of the building. It should not appear to be "tacked on". Roof wells hidden by a parapet are encouraged.

All transformers should be placed underground. Where this cannot be done, transformers must be screened and may not be located in a building's street setback area. Prefabricated metal utility cabinets are highly encouraged to hide electrical wiring and cables. They must be painted to match adjacent walls.

No television, radio, or other electronic antenna or device of any type shall be erected or permitted to remain on a property without the approval of the City Planner, pursuant to the provisions of Section 9136 of the Downey Municipal Code.

Vents and Gutters. All vents, gutters, downspouts, louvers, exposed flashing, tanks, pipes, sheet metal, overhead doors, and service doors should be treated as design elements and shall be fully coordinated with the rest of the building. These elements should be hidden from public view wherever possible.

Solar Panels. Use of solar energy is highly encouraged. However, consideration must be given during the design stage to integrate solar panels into the overall building design. Solar panels and any support equipment such as racks must be screened from view of public rights-of-way to the greatest extent possible but not to impede proper functioning. Panels and support equipment must be painted to match the roof color.

D. Landscaping

Well-designed landscaping can:

- create focal points and highlight important architectural elements;
- provide a backdrop and visual setting for the development;
- give a development a unified appearance along the street;
- visually unite properties under separate ownership;
- provide shade, wind, and sound protection;
- screen loading, parking, and trash areas;
- frame building and business entrances;
- direct vehicular and pedestrian traffic;
- control dust and erosion.

The following required standards and general guidelines will assist in design of landscaping for all projects in the specific plan area.

1. Landscape Requirements

- a. Landscaped planters shall be provided adjacent to street property lines in the following widths. These areas shall be bermed and planted with trees, except adjacent to Nash Avenue. Developments on separate parcels shall use consistent species in their landscaped street setback planters. The widths indicated *exclude* vehicle overhang areas.

Cecilia Street:	fifteen (15) feet
Firestone Blvd	
Subarea 5:	ten (10) feet
Other Subareas:	five (5) feet
Lakewood Boulevard:	five (5) feet
Nash Avenue:	three (3) feet
Woodruff Avenue:	five (5) feet

- b. In addition to the landscaped street setback, 2.5 square feet of landscaping shall be provided in parking areas for each lineal foot of street frontage.
- c. Where parking areas abut the railroad right-of-way, a three (3) foot landscaped planter shall be provided.
- d. At least ten percent (10%) of a site must be landscaped.
- e. At minimum, provide trees at a rate of one tree per three thousand (3,000) square feet of site area, including at least one tree for every fifteen (15) parking spaces.
- f. Street trees shall be planted in 4' square grates approximately 50' on center in the parkway between a developed parcel and any paved roadway. If the existing parkway is completely paved, the grates and trees shall be added.
- g. All landscaping shall have an automatic irrigation system that complies with Section 9152 of the Downey Municipal Code.
- h. Existing landscaped medians in Firestone Boulevard may need to be redesigned to accommodate traffic circulation. Landscaping in new or redesigned medians shall use the same plant palette and pattern employed elsewhere along Firestone.

2. General Guidelines

- a. Landscaped areas should use a three-tier planting formula that includes:
 - 1) grasses and groundcover, 2) shrubs, and 3) trees.
- b. Plants and planting methods shall be suitable for the soil and climate of the specific plan area. Give preference to native and drought-tolerant plants.

- c. Group plants with similar watering needs. Water-intensive species (e.g. ferns) should be grouped together in and around smaller, pedestrian-intensive areas such as entrances and courtyards.
- d. The following plantings should be used whenever possible:
 - Berms, hedges, and walls to screen parking or storage areas, to control pedestrian circulation, and to provide security
 - Specimen trees in informal grouping and rows at major focal points
 - Trees to create canopy and shade, especially in parking areas
 - Use of planting to create shadow and patterns against walls
 - Shrubs and creeping vines along walls and fences
 - Flowering vines on walls and arbors
- e. Mature trees (one foot in diameter at two feet above grade) in healthy condition should be retained in place (or relocated on site) and should be incorporated into the overall site design and landscape theme. Maintain well-established trees and shrubs in order to provide shade and protection for new plants.
- f. When non-living groundcover (rock, pebbles, white crushed stone, redwood chips, stamped or patterned concrete) is used, it shall be in combination with live plants and shall be limited to an accent feature.
- g. If redwood chips are used, the material must be shredded ("walk-on") bark.

3. Installation and Maintenance

- a. Twenty percent (20%) of all trees should be 24"-box size or larger. The remaining 80% should be 15-gallon size or larger. Trees should be adequate in trunk diameter to support the top. Herbaceous plants must be minimum one gallon size at time of planting. Shrubs must be a minimum of five gallons. Variation of 5-15 gallon sizes is encouraged. Trees, shrubs, and vines should have body and fullness typical of the species.
- b. All groundcover should be healthy, densely foliated, and well-rooted cuttings, or one gallon container plants. Herbaceous and flat plant groundcover should be planted no more than 18 inches on center. Woody, shrub groundcover should be planted no more than four feet on center.
- c. The spacing of trees and shrubs should be appropriate to the species used. Plants should be spaced so that they do not interfere with lighting of the premises and do not restrict access to emergency apparatus such as fire hydrants or fire alarm boxes. Proper spacing should also ensure unobstructed access for vehicles and pedestrians.
- d. All landscaped areas and irrigation systems must be properly maintained throughout the life of the project. Maintenance shall consist of regular watering, mowing, pruning, fertilizing, clearing of debris and weeds, removal and replacement of dead plants, and repair and replacement of irrigation systems and integrated architectural features.

E. Lighting

Lighting is part of the architecture and helps create and dramatize the nighttime image of a development. Fixtures must also be attractive during the day when poles, sconces and other fixtures add dimension to the scene. Size and scale of fixtures are also important.

1. Parking areas shall be lit by sharp cut-off fixtures directing light downward only. Particular attention should be paid to prevent light spillover to public rights-of-way. Light should be shielded, diffused, or indirect to avoid glare to pedestrians and motorists.
2. No lighting over five (5) feet in height shall be permitted within twenty (20) feet of Cecilia Street.
3. Lighting standards shall not exceed twenty (20) feet in height and shall have no more than three fixtures per standard at a minimum of thirty (30) feet on center.
4. Strings of incandescent fixtures shall not be allowed in any exterior area.
5. All fixtures should be related in design, materials, fixture color, and light color. To minimize the total number of freestanding light standards, lights should be wall-mounted to the greatest extent possible.
6. Low-level accent lighting of architectural elements, landscaping, and walkways is encouraged.

SECTION V – CIRCULATION PLAN

This section describes how development permitted by this specific plan will affect streets and intersections in the vicinity. It also includes basic standards for safe and efficient vehicular and pedestrian movement around and within the specific plan area. It lists the required and recommended improvements to the circulation network and to off-site intersections and roadways.

A traffic study prepared by the traffic engineering firm of Weston Pringle and Associates evaluated the potential impacts of Specific Plan 91-2 on the existing roadway network. This analysis assumed the maximum possible development of 477,000 square feet of commercial floor area. The results and recommendations of this study are summarized in this section. The complete traffic study can be found in the Draft EIR's Appendix. The mitigation measures required by the EIR are incorporated as part of this specific plan.

A. Classification of Streets

The following streets comprise the roadway network around the Specific Plan area:

<u>Street</u>	<u>Classification</u>
Firestone Boulevard (east-west)	Major Street
Lakewood Boulevard (north-south)	Major Street
Woodruff Avenue (east-west)	Major Street
Cecilia Street (east-west)	Local Street
Nash Avenue (north-south)	Local Street

Firestone Boulevard is a six-lane major arterial that bisects Downey and serves as one of the City's major east/west corridors, providing access to the I-605 and the I-710 freeways via interchanges. Firestone defines the northern boundary of Subareas 3 and 5 and the southern boundary of Subareas 2 and 4, and will serve as one of the specific plan area's two principal access roads.

Lakewood Boulevard is a six-lane, divided north/south major arterial, providing direct access to the Santa Ana Freeway (I-5) to the north and the Artesia Freeway (S.R. 91) to the south.

Woodruff Avenue is divided into two sections with Firestone Boulevard separating the two. The section north of Firestone is a two-lane divided collector street extending to Florence Avenue. The section of Woodruff Avenue south of Firestone is a four-lane divided major arterial with two-hour curbside parking.

Cecilia Street is an east-west two-lane collector road that serves as the northern boundary for Subarea 1.

The San Gabriel River (I-605) Freeway provides regional access to the specific plan area. It is aligned in a north/south direction and lies about four tenths of a mile east of the specific plan area. Firestone provides access to both the freeway's northbound and southbound lanes via an interchange.

Nash Avenue is a two lane undivided local road with no striping. It extends south from Firestone and forms a cul-de-sac adjacent to the railroad. Nash provides access to Subarea 3.

B. Existing Conditions

Twenty-one intersections (15 with signals and 6 without) in the vicinity of the specific plan area were assessed to determine their existing conditions during morning and evening peak commuting hours:

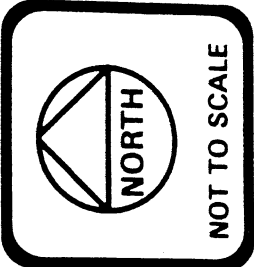
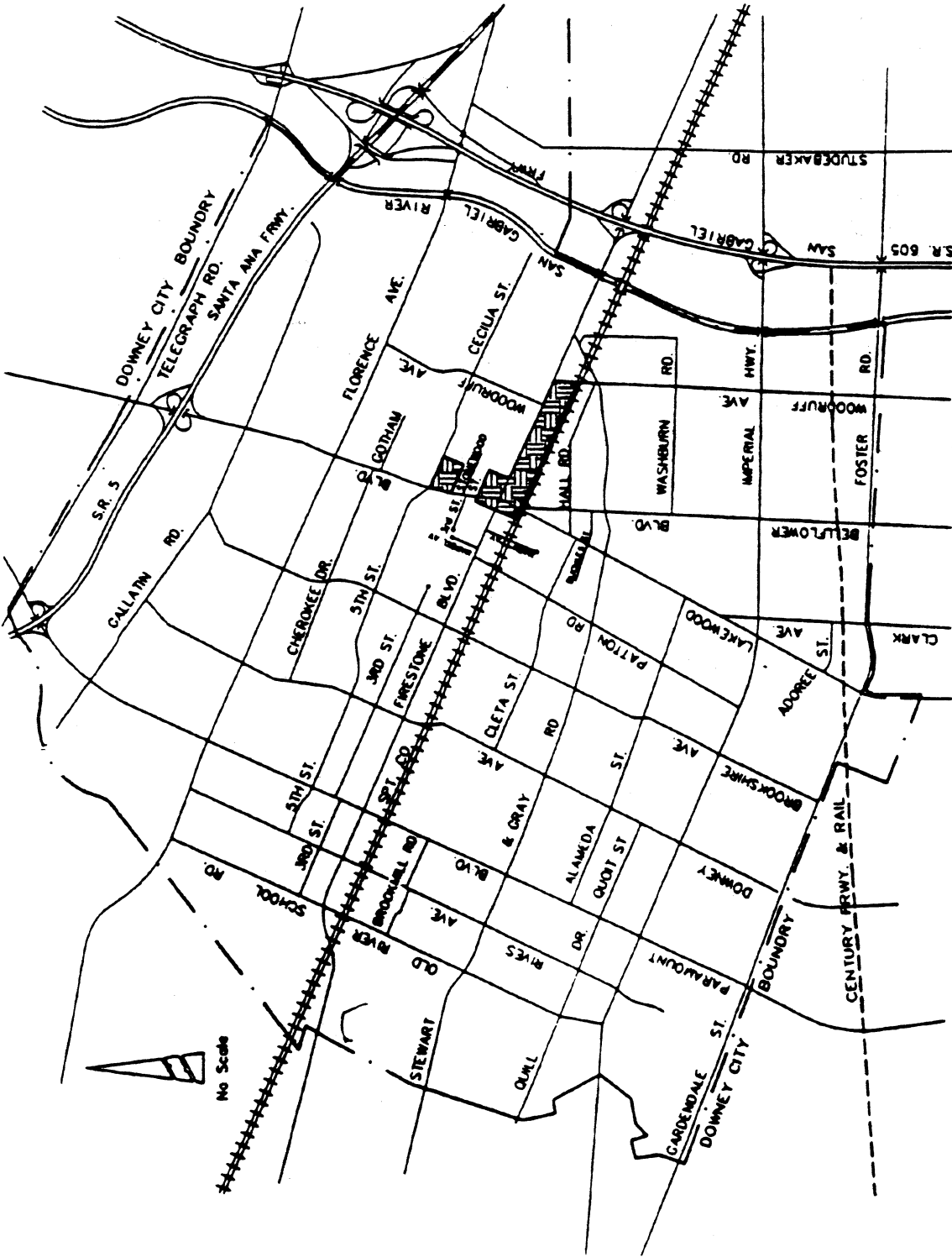
Signalized Intersections

1. Firestone Blvd./Brookshire Ave.
2. Firestone Blvd./Lakewood Blvd.
3. Firestone Blvd./Stonewood Center
4. Firestone Blvd./Woodruff Ave. (West)
5. Firestone Blvd./Woodruff Ave. (East)
6. Firestone Blvd./Stewart & Gray Rd.
7. Firestone Blvd./I-605 NB Ramps
8. Firestone Blvd./I-605 SB Ramps
9. Lakewood Blvd./Cherokee-Gotham
10. Lakewood Blvd./5th St.-Cecilia St.
11. Lakewood Blvd./3rd. St.-Stonewood St.
12. Lakewood Blvd./Bellflower Blvd.
13. Lakewood Blvd./Cleta St.
14. Lakewood Blvd./Stewart & Gray Rd.
15. Woodruff Ave./Stewart & Gray Rd.

Unsignalized Intersections

1. Firestone Blvd./Patton Rd.
2. Firestone Blvd./Marbel Ave.
3. Firestone Blvd./Nash Ave.
4. Lakewood Blvd./Hall Rd.
5. Lakewood Blvd./Buckles St.
6. Cecilia St./Woodruff Ave.

Exhibit 501 shows the locations of these intersections relative to the proposed specific plan's five subareas.



NOT TO SCALE

EXISTING ROADWAY NETWORK EXHIBIT 501

LAKWOOD/FIRESTONE SPECIFIC PLAN SP 91-2

SOURCE: WESTON PRINGLE & ASSOCIATES

Level of service (LOS) is a measurement that assesses driver satisfaction and ranges from LOS A (free flow) to LOS F (forced flow). LOS A through LOS D are generally considered acceptable levels of service during peak commuting hours in urban areas such as Downey. At LOS D, most traffic clears the intersection on the first green phase. LOS E indicates the intersection is operating near or at capacity, while LOS F indicates that traffic exceeds the intersection's capacity. LOS F is characterized by jammed conditions existing over extended periods of time, often blocking side streets or nearby intersections and requiring vehicles to wait through more than one cycle of a signal. LOS F occurs when an intersection is overloaded.

The 15 signalized intersections currently operate at acceptable levels of service, except the Firestone/Lakewood Boulevard and Firestone/I-605 NB intersections. The former intersection operates at LOS E during AM peak hours and LOS F during PM peak hours; the Firestone/I-605 NB ramps intersection operates at LOS F during both AM and PM peak commuting hours. Traffic at this intersection, however, is heavier than normal because the intersection is being reconstructed, with reopening scheduled in 1992. As an alternative to this off-ramp, traffic from the northbound I-605 exits the freeway at Imperial Highway, then proceeds north on Hoxie Avenue to Firestone. The six unsignalized intersections currently operate at unacceptable conditions because of specific turning movements of vehicles, particularly those trying to make left turns.

C. Impacts

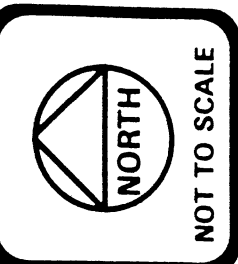
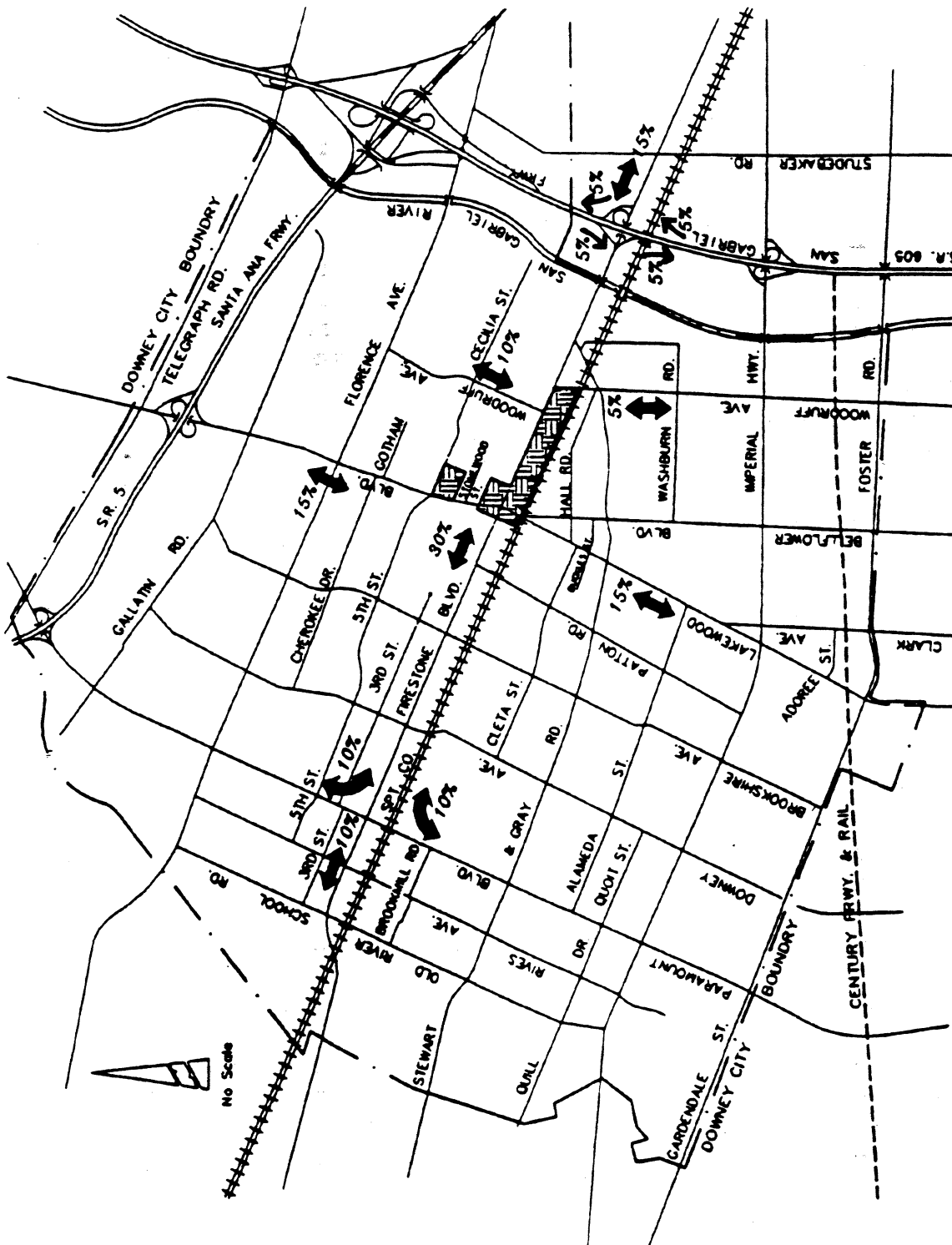
Implementation of Specific Plan 91-2 will generate up to 2,955 new vehicle trips daily. One vehicle trip equals the arrival or departure of one vehicle from a development. To arrive at 2,955 The traffic engineer determined this total by calculating the number of daily vehicle trips the project is expected to produce, then subtracting the trips that existing uses in the specific plan area generate. At buildout, the specific plan area is forecast to generate 27,500 daily vehicle trips, whereas the study area's existing uses currently generate about 24,545 trips.

The traffic study also determined the distribution pattern of these trips, including the routes that traffic will use to travel to and from the specific plan's subareas, and the relative frequency each of those routes would be used. Factors used in assigning traffic to the roadways are minimum travel time, the shortest path for the motorist, location of the uses that attract the traffic, type of land use, and the surrounding roadway network. Exhibit 502 shows the resulting distribution.

The traffic engineer also forecast the specific plan's potential effects on the twenty-one studied intersections. This evaluation identified the intersections' existing conditions, then forecast what their operating conditions would be under two scenarios:

Scenario One: Existing traffic, plus traffic from other projects in the area

Scenario Two: Existing traffic, plus traffic from other projects in the area, plus traffic from development in the specific plan area.



NOT TO SCALE

**PROJECTED TRAFFIC
DISTRIBUTION
PERCENTAGES**

EXHIBIT 502

LAKWOOD/FIRESTONE SPECIFIC PLAN
SP 91-2

SOURCE:
WESTON PRINGLE & ASSOCIATES

California environmental law requires that evaluation of a project's impacts include assessment of what other projects in the area are forecast to produce, plus the project's potential impacts. Other projects include developments in the planning stages, or that have been approved but not yet built. For this analysis, four nearby projects were included:

- 1) General Plan Amendment GP-91-112/Specific Plan SP-91-3;
- 2) Redevelopment Project Amendment 5A;
- 3) Redevelopment Project Amendment 5C; and
- 4) Tentative Parcel Map No. 22493/Zone Change No. 90-62. The location of these projects is shown on Exhibit No.9.

For Scenario One, four of the fifteen signalized intersections were forecast to operate at unacceptable levels of service including the Firestone intersections at Brookshire Avenue, Lakewood Boulevard, Woodruff Avenue (East) and the I-605 NB Ramps. The six unsignalized intersections would continue to operate at unacceptable levels of service.

In Scenario Two, the same four signalized intersections would operate at unacceptable levels. The other signalized intersections, however, are expected to continue to operate at acceptable levels of service. The intersection of Firestone Boulevard/Woodruff Avenue (East) is acceptable during the AM peak hour (LOS B), and is only slightly over capacity during the PM peak hour (increasing from D to E). Similarly, the Firestone/Brookshire intersection is forecast to operate at an acceptable level of service during AM peak hours (LOS D), while during the PM peak commuting hours it is projected to operate at LOS F, or slightly above capacity. The Firestone/Lakewood and Firestone/I-605 NB Ramps will operate at unacceptable during both morning and evening peak commuting hours.

In both Scenarios, the six unsignalized intersections had unacceptable levels of service, E and F.

The study revealed that the primary factors expected to influence the intersections' conditions are not the vehicles from additional development in the specific plan area, but the trips that the four other area projects are expected to generate. The specific plan's anticipated impacts are expected to be minimal.

The opening of the I-105 freeway—scheduled for fall 1993—is expected to significantly alter traffic patterns and volumes in the vicinity of the specific plan area, particularly on Firestone. According to Caltrans studies, traffic will be diverted from Firestone to the freeway—the amount of traffic, however, is uncertain. The current closure of the Firestone/I-605 NB ramp for reconstruction further hinders forecasts. With traffic using the Imperial Highway off-ramp as an alternate to the closed ramp, it is difficult to calculate the project's impact on the Firestone/I-605 NB intersection. In light of these uncertainties, additional traffic studies are warranted when the freeway opens to identify conditions at that time, to reassess the project's impacts, and to formulate appropriate traffic mitigation measures. These studies will be prepared when applicants submit applications to develop properties within the specific plan area.

D. Circulation Requirements

Both the signalized and unsignalized intersections expected to operate at unacceptable levels of service are reviewed below, followed by mitigation measures.

General Mitigation Measure (40): At the time planning action applications are submitted to develop specific plan area properties, a traffic study shall be prepared to identify traffic conditions in the vicinity of the project site and devise the appropriate traffic mitigation measures that will accompany the development.

Firestone/Brookshire is projected to operate at LOS F during the PM peak hour. During AM peak hours, however, the intersection is expected to operate at LOS D, which is considered acceptable. With the opening of the I-105, some reduction in travel will occur on Firestone and result in improved conditions. However, some widening of the intersection to provide dual westbound left turn lanes and an eastbound right turn lane would improve operations.

Mitigation Measure (33): Some widening may be required at the Lakewood/Brookshire intersection.

Firestone/Lakewood. This intersection currently operates at unacceptable conditions during both the AM and PM peak hours. Some improvement is expected with the completion of the I-105 Freeway.

Mitigation Measure (34): Right-of-way at Lakewood/Firestone, with or without SP 91-2, must be increased as properties recycle to the following rights-of-way¹:

	Existing r-o-w	Ultimate r-o-w
Lakewood, north leg	102'	115'
Lakewood, south leg	102'	114'
Firestone, east leg	115'	116'
Firestone, west leg	100'	102'

Firestone/Woodruff (East). Level of Service E conditions are projected for this intersection. This condition can be mitigated with dual westbound left turn lanes. Some improvement is also anticipated with the I-105 Freeway completion.

Mitigation Measure (35): Dual westbound turn lanes shall be provided at the Firestone/Woodruff (east) intersection.

Firestone/I-605 Northbound Ramp. This intersection currently operates at LOS F and will continue at this level. The need for improvement is significant, but its operating conditions are unrelated to the specific plan project. This improvement is part of the current interchange reconstruction.

Mitigation Measure (36): Current reconstruction at the Firestone/I-605 NB intersection will improve level of service at this location.

¹ A detailed discussion of these improvements is contained in the "Lakewood/Firestone Design Study", 6/3/91.

Firestone/Patton. Existing peak hour volumes of 40,000 on Firestone Boulevard and 195 on Patton Road satisfy Caltrans' requirements for installing a signal here. With the proposed specific plan and other nearby projects, traffic volumes will increase and further support the need for a signal. With signalization, an acceptable LOS would be attained at this intersection.

Mitigation Measure (37): Signalization would improve LOS at the Firestone/Patton intersection

Firestone/Marbel & Firestone/Nash. These intersections are both controlled with STOP signs on the side streets and both streets end in cul-de-sacs. With the volume of traffic on Firestone, it is not practical to consider signalizing these two streets. In order to facilitate traffic flow and safety, both streets should be restricted to right turns only by installing a raised median along Firestone.

Mitigation Measure (38): Firestone/Marbel and Firestone/Nash should be restricted to right turns only.

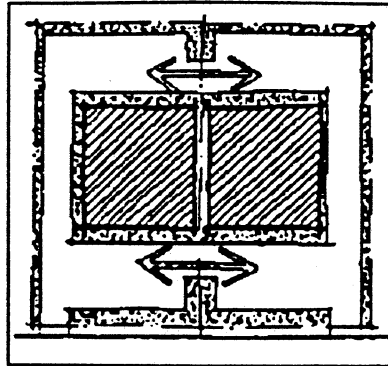
Lakewood/Hall & Lakewood/Buckles. These intersections both operate at unacceptable conditions and will continue to do so with implementation of SP91-2. Both Hall and Buckles have access to other streets (Bellflower Boulevard and Patton Road). Traffic capacity and operations on Lakewood Boulevard would be hampered by signalizing these intersections. Instead, both should be restricted to right turns only by installing a raised median on Lakewood.

Mitigation Measure (39): The Lakewood/Hall and Lakewood/Buckles intersections should be restricted to right turns only.

Cecilia/Woodruff. This intersection has current operational deficiencies due to existing conditions and will remain at similar levels of service. Due to the adjoining single-family residences, it is undesirable to encourage use of this intersection or streets in the area. Based on these factors, no improvements are recommended.

E. On-Site Circulation

Internal circulation patterns and the layout of parking areas are critical to the benefit of a development's efficiency, visual impact, and effect on adjacent properties and streets. This specific plan encourages each subarea within the Lakewood/Firestone Specific Plan Area to function as a single commercial center, even if the constituent parcels are owned by several parties. The following are guidelines for circulation within and between parcels. See Section III for parking requirements.



Reciprocal access should be provided between parcels.

1. Provide reciprocal access agreements and, where possible, common driveways. Locate driveways adjacent to interior property lines wherever possible.
2. Loading areas should be designed to take access from the rear whenever possible. Loading ramps and docks must be screened from view of all streets with walls and landscaping.
3. Separate parking areas from buildings with raised concrete walkways or landscaped strips, preferably both. Avoid creating parking spaces that directly abut buildings.
4. Shared parking lots between properties are encouraged, as is shared access to adjacent properties.
5. Design all parking facilities so that vehicles may exit the property travelling in a forward direction.
6. Driveway entry throats should be at least 35 feet wide along Firestone and 25 feet wide along other streets and should be unimpeded by parking for at least 10-15 feet inside the property line to prevent conflict between vehicles entering and exiting the site.
7. Design pedestrian walkways to avoid conflicts with vehicles and parking. Where feasible, separate pedestrian circulation paths from vehicle circulation routes.
8. Design parking areas so that vehicles may move from use to use or from parcel to parcel without exiting onto public streets. Walls and fences shall not be permitted to isolate a single parcel from the remainder of the specific plan area and prohibit internal vehicular circulation. This restriction shall not apply to transitional uses.

SECTION VI – WATER DISTRIBUTION SYSTEM

A. Domestic Water Supply

Existing Conditions

Domestic water for the Lakewood/Firestone area is provided by the Downey Municipal Water District. The entire City overlies an aquifer known as the Central Groundwater Basin and the basin's water resources are regulated by the Central Basin Water Replenishment District. The City's Municipal Water District is permitted to pump 15,204.12 acre feet of water from the groundwater basin per year, or approximately 85% of Downey's water supply. The Municipal Water District makes up the difference by purchasing imported water from the Metropolitan Water District (MWD), and injecting it into the Central Basin.

According to Municipal Water District officials, the City's current supply and sources of water are considered adequate to meet its domestic water needs. Further, the City meets all federal, state and county health standards for drinking quality without having to treat the water supply. The water distribution system which currently serving the specific plan area is extensively developed, with water mains ranging in diameter from 4" to 12". According to the City's Water District officials, the existing distribution system is sufficient to meet the domestic water needs of the site's existing land uses. Land uses that now occupy the specific plan area are estimated to have a domestic water consumption rate of about 36,600 gallons per day (gpd).

Potential Impacts

Implementing SP 91-2 will replace some of the area's existing industrial, residential, lodging and service commercial uses with more coordinated retail uses. This will increase the intensity of use within the area, compared to existing improvements. Existing improvements total about 305,000 square feet of building floor area, versus the maximum allowable 477,000 square feet of retail floor space permitted under this plan. Assuming the sites are developed to their maximum development potential, its daily domestic water consumption is estimated to be 57,240 gallons per day, or 20,640 gallons above the current consumption. The anticipated increase, however, is not expected to adversely impact the City's existing supply. Moreover, the existing water storage and distribution systems that serve the site have the capacity to supply the specific plan area's domestic water needs.

Mitigation Measures

69. Required on-site domestic water connections shall be constructed per City standards with easements granted to the City as required, to maintain on-site water facilities. Plans for on-site water facilities shall be prepared by a registered professional engineer and approved by the City Engineer prior to issuing building permits.
70. Automatic irrigation systems shall be installed restricting landscape watering to early morning and evening hours to reduce evaporation. Automatic systems shall be designed and installed to minimize runoff, evaporation and maximize the water that will reach the plant roots.

71. Drought-resistant plant materials shall be used where possible for landscaping to reduce water consumption.
72. Low water using plants shall be grouped together to avoid excessive irrigation.
73. Mulch shall be used extensively in all landscape areas. Mulch will improve the soils' water holding capacity by reducing evaporation and soil compaction.
74. Investigate the feasibility of utilizing reclaimed water for irrigation.

As required by State law, the following water consumption measures shall be implemented where applicable and feasible:

75. Low-flush toilets and urinals are required per Health and Safety Code Section 1791.2.
76. Efficiency standards must be met providing the maximum flow rate of all new lavatory faucets and sink faucets, as specified in the standards approved by the American National Standards Institute on November 16, 1979 (pursuant to Title 20, California Administrative Code Section 1604(f) [Appliance Efficiency Standards]).
77. Appliances shall not be sold or offered for sale that are not certified by its manufacturer to be in compliance with the provisions of the regulations establishing applicable efficiency standards (Title 20, California Administrative Code Section 1606(b) [Appliance Efficiency Standards]).
78. Installation of fixtures is prohibited unless the manufacturer has certified to the CEC compliance with the flow rate standards (Title 24 of the California Administrative Code Section 2-5307(b)).
79. Public lavatory facilities must be equipped with self-closing valves.
80. Supply Line Pressure: Water pressure greater than 50 pounds per square inch (psi) shall be reduced to 50 psi or less by means of a pressure reducing valve.
81. Drinking fountains shall be equipped with self-closing valves.

B. Fire Flow

Insurance Service Office (ISO) ratings are fire protection classes that take into consideration water pressure, hydrant size and response times. The specific plan area and the entire City have an ISO rating of Class 3 City grade and Class 2 Fire Department grade. The water distribution network serving the 36.5-acre specific plan area consists of water mains having of the following sizes, with the capacity to deliver a fire flow rate of 4600 gallons per minute (gpm) to the specific plan area.

STREET

SIZE

Firestone Boulevard

E/O Lakewood Bl. -6"
E/O Stonewood -8"
E/O Woodruff Av. -12"
(Scheduled to be upgraded to 12" Main)

Lakewood Boulevard

N/O Firestone Bl. -6"
S/O Firestone Bl. -8"

Woodruff Avenue

N/O Firestone Bl. -6"
S/O Firestone Bl. -6" & 10"

Cecilia Street

E/O Lakewood Bl. -6"

Nash Avenue

S/O Firestone Bl. -4"

Potential Impacts

Developing retail shopping areas up to the maximum 477,000 square feet permitted by this plan could require a minimum fire flow rate of 8,000 gpm, depending on occupancy types, area, and fire sprinkling. The existing water distribution network serving the sites does not have the capacity to deliver adequate water pressure, water volume and flow duration to satisfy this required fire flow rate. It may deliver up to 4,600 gpm. This deficiency can be mitigated, however, by upgrading the existing water delivery system to satisfy the project's fire flow requirements. Satisfying the fire flow requirement would involve upgrading the existing City water mains to 12"-diameter pipe and providing new connections to eliminate all dead-end mains.

Mitigation Measures

53. Upgrade the existing City water mains at the site to a level which will provide the total fire flow required for the final project at full buildout, and provide necessary connections to eliminate all dead-end mains on the project site.
54. Future commercial uses shall comply with Section 3318 of the Downey Municipal Code which specifies provisions for early warning fire protection systems.
55. Project development standards shall be consistent with accepted fire safety considerations. Existing fire safety regulations (access, hydrants, sprinklers, etc.) shall be enforced through established City of Downey project review and permitting procedures.
56. Specific fire safety design criteria shall be applied consistently throughout the specific plan area to ensure that adequate circulation and emergency access is provided.

C. Drainage

Existing Conditions

The specific plan area is adjacent to the Firestone Boulevard box channel and between the Rio Hondo and the San Gabriel River. The concrete-lined channels are major components of the regional flood control system maintained by the Los Angeles County Department of Public Works. An existing storm drain system 78" reinforced concrete pipe in Firestone increases in size as it drains into the San Gabriel River. The specific plan area is about the same elevation as Firestone Boulevard. Therefore, surface water should drain into a subsurface system and eventually into the drainage system in Firestone.

Although the specific plan area is located in an area with developed flood control infrastructure, the City is subject to some flooding from a 100-year flood because the infrastructure has been designed to accommodate the runoff from a 10-year storm. The City of Downey has filed an application with Federal Emergency Management Agency to join the National Flood Insurance Program. This program is scheduled to go into effect when final Flood Insurance Rate maps are issued (expected in December, 1992). A preliminary flood insurance map, effective September 27, 1991, has been issued by FEMA for use until the final map is issued. Base flood elevations are determined from this map for properties designated as flood hazard areas.

Potential Impacts

Implementation of SP 91-2 would not significantly increase flooding hazards because the five subareas are predominately covered with impervious surfaces such as buildings and paved parking lots. However, since the existing storm drain systems are designed to accommodate a 10-year storm, the potential for flooding from a 100-year storm would continue to exist.

Mitigation Measures

To ensure that anticipated development does not negatively impact the existing storm drain infrastructure, the following measures shall be implemented:

63. An engineering hydrology study will be required to determine the quality of runoff from proposed development.
64. A drainage/grading plan will be prepared for subsequent of the project area identifying the on-site and storm drain improvements required to direct storm flows to the local storm drains.
65. Construction of a sub-surface storm drain system shall be in accordance with applicable City of Downey codes and standards.
66. Construction of master plan facilities shall be determined by the City Engineer and may include the construction of such facilities, dedication of right-of-way and/or payment of drainage fees.

D. Sewer Capacity

Existing Conditions

Subarea 1 and the western portion of subarea 5 are served by the Downey-Bellflower Trunk Sewer and the Woodruff Avenue Trunk Sewer. Subareas 2, 3, and 4 are served by an existing 8" sewer line in Firestone Boulevard and the Downey-Bellflower Trunk Sewer in Lakewood Boulevard. The remainder of Subarea 5 is served by an existing 8" sewer line in the south side of Firestone that continues east to Woodruff and then south to a County trunk line. Wastewater from the specific plan area will be discharged to the local sewer lines and conveyed to the Los Coyotes Water Reclamation Plant in Cerritos and the Joint Water Pollution Control Plant in Carson.

Potential Impacts

Existing sewer facilities of the County Sanitation District have been assessed to either be capable of handling the additional wastewater flows in the future or will be expanded to accommodate increased flows, financed by sewer connection fees. Additional wastewater generated by implementing SP 91-2 will not adversely affect either the Los Coyotes WRP, the Joint Water Pollution Control Plant or the County Sanitation Districts' Downey/Bellflower Diversion Relief trunk line.

Although no specific deficiencies in the local sewer lines in the vicinity of the proposed project site have been identified, local sewers serving the project site could potentially be impacted, depending upon the characteristics of future development projects. Design and construction of new facilities will be a requirement of any necessary expansion to the local sewer system.

Mitigation Measures

The following measures are proposed to avoid the potential impacts of the proposed project on wastewater collection:

67. Required on-site and off-site sewers shall be designed and constructed to meet the standards of the City Engineer, in accordance with the requirements of the City of Downey Municipal Code. Sewer easements may also be required. Required connection fees shall be paid to the City of Downey and to the County Sanitation District before a permit to connect to the sewer system can be issued.
68. Required improvements to local sewer lines may also be constructed as needed by the City of Downey.

SECTION VII – GENERAL REGULATIONS

A. Authority

The Lakewood/Firestone Specific Plan (SP 91-2) is established through the authority granted to the City of Downey by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 (Specific Plans).

B. Zoning Ordinance

Upon adoption of the Lakewood/Firestone Specific Plan 91-2, all land use designations, development regulations and standards set forth in this plan, to the extent described herein, replace those contained in the applicable sections of the Downey Municipal Code, and the official zoning map of the City of Downey shall be changed accordingly. Terms used in this specific plan shall have the same definitions as given in the Downey Municipal Code unless otherwise defined herein.

C. Relationship to Other Regulations

This specific plan provides policies, standards, and regulations to guide development of the Lakewood/Firestone Specific Plan Area. Areas not addressed are governed by the Downey Municipal Code. No provision of this plan is intended to repeal, abrogate, annul, impair, or interfere with any existing ordinance, resolution, or policy, except as specifically repealed by the adoption of this specific plan.

D. Conflicts with Other Regulations

When provisions of this specific plan impose more restrictive regulations than required by any other ordinance, resolution, or policy, the provisions of this specific plan shall govern. This specific plan is regulatory in nature and serves as zoning law for the properties and planning areas involved. Development plans, design review, tract and parcel maps, and other development entitlements shall be consistent with this specific plan, the City of Downey General Plan, and the Downey Municipal Code.

E. Modification and Amendment

1. This specific plan may be amended using the procedure by which it was originally adopted and in compliance with the provisions of Section 9170 of the Downey Municipal Code relating to zone changes and Sections 65450-65437 of the California Government Code. All sections or portions of the specific plan to be changed or that may be affected by the change must be included in the amendment.
2. A supplement to the Environmental Impact Report (EIR) for SP 91-2 may be required if changes significantly affect the intensification of use to the plan area or vicinity beyond the development proposed in the initial analysis.

F. Enforcement

1. The City of Downey Director of Community Development or his or her designee shall administer and enforce the provisions of Specific Plan 91-2.
2. Certain provisions in the plan may be administratively changed, subject to the review and approval of the Director of Community Development. This decision may be subsequently appealed to the Planning Commission within fifteen (15) days. Such changes may include the addition of information to the text or accompanying maps provided that no significant changes are found to occur and that the development concept and regulations remain intact.

G. Environmental Pollution Control/Performance Standards

The following performance standards shall apply, in addition to all other applicable standards and the mitigation measures set forth in the EIR. All structures and uses shall be subject to periodic City review for compliance with these standards.

1. Emissions/Dust/Other Air Pollutants

No use may be conducted that creates large quantities of dust, toxic emissions, or other air pollutants.

2. Electrical Disturbance, Heat, Cold, and Glare

No use except a temporary construction operation shall be permitted which creates changes in temperature or direct glare, detectable by the human senses without the aid of instruments, beyond the boundaries of the site. No use shall be permitted which creates electrical disturbances that affect the operation of any equipment beyond the boundaries of the site.

3. Fire and Explosion Hazards

All storage of and activities involving inflammable and explosive materials shall be provided with adequate safety and firefighting devices to the specifications of the City of Downey Fire Marshal. All incineration is prohibited.

4. Odor

No use shall be permitted which creates annoying odor in such quantities as to be readily detectable on or beyond the boundaries of the site.

5. Radioactivity

The use of radioactive materials shall be limited to measuring, gauging, and calibration devices.

6. Vibration

No use except a temporary construction operation shall be permitted which generates inherent and recurrent ground vibration perceptible without instruments at the boundary of the lot on which the use is located.

H. Existing Agreements

This specific plan is not intended to interfere with or abrogate any easements, covenants, or other existing agreements which are more restrictive than the provisions of this specific plan.

I. Interpretation and Ambiguities

1. The Director of Community Development shall be responsible for the interpretation of the provisions of the Lakewood/Firestone specific plan. All such interpretations shall be in writing and shall be permanently maintained. Any person aggrieved by such interpretation may request review by the Planning Commission.
2. Unless otherwise provided, any ambiguity concerning the content or application of this specific plan shall be resolved by the Director of Community Development.

J. Nuisance

Any use of property, building, or structure hereafter erected, built, maintained, or structurally altered contrary to the provisions of this specific plan shall be considered a public nuisance.

K. Severability

In the event that any section, subsection, condition, or term of this specific plan is declared illegal or unenforceable by any court of competent jurisdiction, the other sections, subsections, conditions and terms shall remain in force and effect to the full extent permitted by law.

L. Violation

It is unlawful for any person to erect, construct, enlarge, alter, repair, move, use, occupy, or maintain any building, structure, equipment, or portion thereof within the specific plan area or cause the same to be done contrary to or in violation of any provision of this specific plan.

No person shall violate any provision or fail to comply with any requirement of this specific plan. Violation of provisions herein constitutes a violation of the Downey Municipal Code.

M. Zone Exception Case Phase-Out

Before 1978, the City of Downey processed sixteen applications for zone exceptions affecting three properties within the specific plan area and approved fifteen. Specific Plan 91-2 constitutes new zoning, land use, and development regulations for these parcels. Upon its adoption, those zone exceptions rendered unnecessary by the new zoning, those that were never exercised, and those which were granted for uses, structures, and projects that no longer exist shall become invalid. The following is a summary of all zone exception approvals in the specific plan area.

Those on-premises signs that have been granted by zone exception, that have not lapsed or been replaced, and that do not meet the standards for signs set forth in this specific plan shall be considered legal nonconforming and shall be amortized pursuant to state laws and the Downey Municipal Code.

ZE #	SITE	YEAR	APPROVAL TO	STATUS	REASON ZE NO LONGER NECESSARY
199	22	1960	Display cars for sale within the B-1 (Buffer) zone	Such use of Parking-Buffer Zone now permitted by code.	Use now permitted by code. SP91-2 eliminates buffer area.
280	22	1962	Allow an oversize sign in the P zone.	Sign no longer exists.	Sign no longer exists.
314	22	1962	Allow display parking and sign in the P zone	Such use in P-B zone now permitted by code.	Use now permitted by code. SP91-2 eliminates buffer area.
440	26	1963	Allow auto sales in P and C-1 zones.	Use no longer exists on site.	Use no longer exists. SP91-2 permits car sales with a CUP.
524	26	1964	Expand auto sales lot approved by ZEC 440.	Use no longer exists on site.	Use no longer exists. SP91-2 permits car sales with a CUP.
545	16 17 18	1965	Allow parking and a sign in the P zone for a motel.	Motel never built. Parking and signs now permitted in this area by code.	Use now permitted by code. SP91-2 eliminates buffer area.
595	1	1965	Permit 2 driveways, 35'-wide, on Lakewood and 2 driveways, 30' wide, on Cecilia for service station. To reduce landscaped setback requirements.	Driveways and landscaped setback areas are still being used as approved.	Section III of SP91-2 allows these driveways and setback areas to remain as approved.
658	17	1966	Allow an oversized pole sign.	Sign no longer exists.	Sign no longer exists.
660	10	1966	Permit a 14-story office tower in R1 zone	Tower never built.	Tower never built.

ZE #	SITE	YEAR	APPROVAL TO	STATUS	REASON ZE NO LONGER NECESSARY
691	28	1966	Allow office building to encroach into P zone.	Structure still exists.	SP 91-2 redefines required setbacks. Buffer area redefined. 20' easement to Site 27 required by ZEC is no longer a desirable configuration. Structure will be permitted to remain as located.
754	25	1968	Denied request for an oversize pole sign.		
948	18	1970	A 25' pole sign and modified landscaped setback.	Sign no longer exists.	Sign no longer exists.
1029	6	1971	Service station and car wash in R3 and C3 zone.	Site now vacant. Shopping center development approved 1991.	Entire site later zoned for commercial use. Gas station/car wash no longer exist.
1110	19	1973	115 ϕ wall sign	Sign still exists.	See paragraph immediately preceding this table.
1190	17	1974	Reduced landscape area and sign for use on rear of property.	Sign still exists.	City is current owner of property. Sign to be removed when current tenants vacate. New development will be required to follow sign regulations established by SP 91-2.
1288	17	1976	Unlighted pole sign in the P zone.	Sign no longer exists.	City is current owner of property. Sign to be removed when current tenants vacate. New development will be required to follow sign regulations established by SP 91-2.

SECTION VIII INVENTORY OF MITIGATION MEASURES AND MITIGATION MONITORING PROGRAM LAKEWOOD/FIRESTONE SPECIFIC PLAN (SP 91-2)

Mitigation Measure	Method of Verification	Timing of Verification	Responsible Person	Date Complete
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A. SOILS AND GEOLOGY

- | | | | | |
|---|---|--|---|------|
| 1. Submit grading and drainage plans subject to approval of City Engineer and Building Official. Carry out grading activities under guidelines in Chapter 70 of UBC, 1988 edition. | During review and approval of plans (I) | Prior to issuance of grading permits (D) | City Building Official (2), City Engineer (3) | |
| 2. Implement the following wind and water erosion control measures: <ul style="list-style-type: none"> a. Minimize time soils lie exposed. b. Water cleared areas regularly in compliance with City requirements and SCAQMD Rule 403. c. Establish max. vehicle speeds within construction areas. d. Wash construction vehicles before leaving site. e. Sandbag perimeter of site prior to grading. f. Use soil stabilizers where feasible. | I, On-site verification (II) | For duration of grading/construction (C) | | 2, 3 |
| 3. Comply with UBC standards (1988 edition) to assure seismic safety to satisfaction of City Building Official. | I, II | Prior to issuance of building permits (A), C | | 2 |

B. AIR QUALITY

- | | | | | |
|--|----|---|--|------|
| 4. Adhere to SCAQMD Rule 403, ensuring cleanup of construction-related dirt on approach routes to the site. | II | C | | 2, 3 |
| 5. Employ adequate watering techniques to partially mitigate impact of construction-generated dust. Use reclaimed water where available. Water areas of site undergoing earth moving operations so that a crust will form on the surface. Water again at end of day. | II | C | | 2, 3 |
| 6. Plant groundcover as soon as possible to reduce open space subject to wind erosion. Install irrigation systems as soon as possible to maintain the groundcover and also minimize wind erosion. | II | C | | 2, 3 |

Mitigation Measure **Method of Verification** **Timing of Verification** **Responsible Person** **Date Complete**

7. Pave construction access roads as soon as possible and clean them after each work day. Maximum speed limit on unpaved roads should be 15 mph.	II	C	2,3	
8. Suspend grading during first and second stage smog alerts or when wind exceeds 30 mph.	II	C	2,3	
9. Construction equipment using diesel drive internal combustion engines will use a diesel fuel with a maximum of 0.05% sulfur and a four degree retard.	II	C	2,3	
10. Adhere to SCAQMD Rule 1403 to minimize exposure to asbestos.	II	C	2,3	
11. Inform construction personnel of ridesharing and transit opportunities.	II	C	City Traffic Engineer (5)	
12. Configure construction parking to minimize traffic interference.	II	C	3,5	
13. Use a flag person to guide traffic properly and to ensure safety at construction sites.	II	C	2,3	
14. Schedule construction operations affecting off-site roadways for off-peak traffic hours. Minimize obstruction of through-traffic lanes.	II	C	2,5	
15. Employers of 100 or more persons at a single worksite will comply with SCAQMD Regulation XV. Employers will consider ridesharing programs, transit incentives, modified work schedules and parking fees/incentives to increase average vehicle ridership.	Copy of plan approved by AQMD shall be submitted to City Traffic Engineer (VII)	Ongoing after project completion (E)	5, SCAQMD (11)	
16. Building construction will comply with energy use guidelines in Title 24 of Calif. Admin. Code.	I,II	A,C	2	
17. Comply with all SCAQMD rules and regulations.	I,II,Review of programs/operations after project completion (III)	A,C,E	2,3,5,11	
18. Where feasible, give preferential use to diesel-powered construction equipment to reduce exhaust emissions and evaporative and crankcase HC emissions.	II	C	2,3	

Mitigation Measure **Method of Verification** **Timing of Verification** **Responsible Person** **Date Complete**

Mitigation Measure	Method of Verification	Timing of Verification	Responsible Person	Date Complete
19. Where feasible, maintain and service construction equipment properly to minimize emissions.	II	C		2,3
20. Where feasible, consider low-emission materials such as preprimed and sanded wood moulding and trim and preprimed wallboard for construction. Also, consider vacuuming in lieu of pneumatic debris removal.	I,II	A,C		2
21. Where feasible, include appropriate passive solar design and air conditioning systems that would cascade ventilation air from high-priority areas (occupied spaces) to low-priority areas (corridors, equipment and mechanical spaces), before being exhausted.	I,II	A,C		2
22. Where feasible, include energy costs as part of the capital expenditure analyses for proposed commercial buildings.	I	A		2
23. Where feasible, consider use of energy-efficient (low-pressure sodium vapor) street lights and parking lot lights to reduce emissions at the power plant serving the site.	I	A		2
24. Where feasible, design green belt areas to maximize shading effect of landscaping for streets, parking areas, and building walls. This shading could reduce air conditioning demand for electrical energy.	I	A, Prior to Design Review Board Approval (B)	City Planner (1), Design Review Board (9)	
25. Where feasible, consider use of solar water heaters.	I	A		2
C. LIGHT/GLARE				
26. Approve future developments' lighting plans to ensure conformity with DMC Section 9152.18.	I	A		1,2
27. Arrange outdoor lighting so as not to direct light on any street or adjoining property. Exposed bulbs shall not be permitted.	I	A		1,2
28. Approve the type and location of parking area light standards and intensity of the lights.	I	A		1,2
D. LAND USE/RELEVANT PLANNING				
29. Restrict construction to 7am to 6pm.	II	C		2

Mitigation Measure **Method of Verification** **Timing of Verification** **Responsible Person** **Date Complete**

- 30. Provide sufficient parking to prevent spillover onto neighboring streets. I A 1
- 31. Process project as provided by City regulations including those imposed by the specific plan. I A,E 1
- 32. The specific plan provides for reciprocal access agreements. Compliance with these provisions will mitigate traffic impacts. I, Owners/developers shall present reciprocal access agreements to City for review and approval A,E 1, City Attorney (14)

E. TRAFFIC AND CIRCULATION

- 33. Some widening may be required at the Lakewood/Brookshire intersection. I, Developer shall submit a traffic study analyzing conditions at time of development, extent of improvements necessary, and development's fair share of improvement costs (IX) A,C 1,3,5
- 34. Right-of-way at Lakewood/Firestone, with or without SP 91-2, must be increased as properties recycle to the following rights-of-way: IX A,C 1,3,5
 - Existing r-o-w Ultimate r-o-w
 - Lakewood, north leg 102' 115'
 - Lakewood, south leg 102' 114'
 - Firestone, east leg 115' 116'
 - Firestone, west leg 100' 102'
- 35. Provide dual westbound turn lanes at the Firestone/Woodruff (east) intersection. IX A,C 1,3,5
- 36. Current reconstruction at the Firestone/I-605 NB intersection will improve level of service at that location. IX A,C 3,5, Caltrans (15)
- 37. Signalization would improve LOS at Firestone/Patton. IX A,C 3,5
- 38. Firestone/Marbel and Firestone/Nash should be restricted to right turns only. IX A 3,5
- 39. Lakewood/Hall and Lakewood/Buckles should be restricted to right turns only. IX A 3,5

Mitigation Measure **Method of Verification** **Timing of Verification** **Responsible Person** **Date Complete**

IX A 1,3,5

40. At the time planning action applications are submitted to develop specific plan area properties, a traffic study shall be prepared to identify traffic conditions in the vicinity of the project site and devise the appropriate mitigation measures that will accompany the development.

F. PUBLIC HEALTH AND SAFETY

41. Underground storage tanks slated for removal shall be removed according to all federal, state, county, and local regulations; state requirements also mandate further soil testing if during removal evidence suggests the tank has leaked or is leaking.

Developer will provide evidence to responsible agencies that this has been done (X)

A,C

3, City Fire Marshal (4)

42. Monitor quality of groundwater for possible contamination while soil remediation is being conducted that might lead to contamination.

Developer shall submit reports to the Public Works Dept. (XV)

C

3,Public Works Dir. (16), City Water Supt. (6)

43. If remediation is required, develop a remediation plan based on soils investigations and available technologies. The plan shall identify location and method of remediating contaminated soil. Removal, disposal and/or other remediation measures shall be verified by a registered geologist and approved prior to building permit issuance.

Developer shall submit plan/study to City Engineer (XII)

D,C

3

44. Coordinate soil remediation with the Calif. Dept. of Health Services, which shall approve intended remediation technology and establish appropriate cleanup levels before the activities can be implemented. Also coordinate remediation (as required depending on technology selected) with all other applicable regulatory agencies such as SCAQMD and the Regional Water Quality Control Board.

XII

D,C

3,11, WQCB (12), State Dept. Health Svcs (17)

45. Provide Downey Fire Dept. with verification that all identified contaminated materials will be disposed of in an approved landfill or remediated in an approved manner.

D

4

46. Remediate any contaminated materials encountered during grading in compliance with standards and guidelines established by an approved remediation plan.

XII,XVI

C

3,4

Mitigation Measure **Method of Verification** **Timing of Verification** **Responsible Person** **Date Complete**

- | | | | | |
|--|-------|-------|-----|--|
| 47. Comply with City policies and municipal code provisions relating to establishing a system to monitor and regulate handling, transport, and disposal of contaminated soil and hazardous materials. | XVI | D,C | 4 | |
| 48. Comply with all mitigation measures in the EIR's air quality section regarding site watering during removal of soils and grading to minimize dust. | II | C | 2,3 | |
| 49. Coordinate construction employing hazardous materials with the Downey Fire Dept. to ensure that use of these materials does not threaten site occupants. | XVI | A,C | 4 | |
| 50. Development standards shall include provisions that any hazardous materials or wastes with the potential to contaminate groundwaters shall be stored in areas with impervious floors and sidewalks with sufficient capacity to contain a maximum spill. | I,XVI | A,C,E | 2,4 | |
| 51. Provisions for use and/or storage of potentially hazardous materials shall be reviewed with the Fire Department and strict controls shall be placed upon them to ensure safety. Strictly enforce all laws regarding storage and use. Prepare an emergency response and/or evacuation plan. | XVI | A,E | 4 | |
| 52. Prepare a hazardous and toxic materials plan that determines the method of storing and disposing of such materials. | XVI | A,C,E | 4 | |

G. PUBLIC FACILITIES AND SERVICES

Fire Protection

- | | | | | |
|---|---|---|---|--|
| 53. Upgrade the existing City water mains at the site to a level which will provide the total fire flow required for the final project at full buildout, and provide necessary connections to eliminate all dead-end mains on the project site. | Fire Dept shall review existing mains as development is proposed to determine extent of required improvements | D | 4 | |
| 54. Comply with Downey Municipal Code Section 3318, which specifies provisions for early warning fire protection systems. | I | A | 4 | |
| 55. Project development standards shall be consistent with accepted fire safety considerations. Enforce existing fire safety regulations. | I | A | 4 | |

Mitigation Measure Method of Verification Timing of Verification Responsible Person Date Complete

56. Consistently apply specific fire safety design criteria throughout the specific plan area to ensure adequate circulation and emergency access.

A 4

Police Protection

57. Provide adequate emergency access and vehicular circulation throughout and around the project.

A 1,4, Police Dept. (10)

58. Provide adequate exterior lighting to enhance crime prevention and law enforcement.

A, Before issuance of Certificate of Occupancy (J) 1,10

59. Provide proper address signs for easy identification during emergencies.

J 4,10

60. Business owners within each subarea shall consider contracting with a private security firm if feasible.

E 10

61. Evaluate proposals' impacts on Police Dept. resources to determine extent of effect. Adjust proposals if necessary.

A 10

Schools

62. Pursuant to AB2926, the project can be assessed at an amount of up to \$.25 per square foot of floor area.

A 2

Storm Drain Facilities

63. Provide an engineering hydrology study to determine the quality of runoff from proposed development.

D 3

64. Prepare a drainage/grading plan identifying on-site and storm drain improvements required.

D 3

65. Construct a sub-surface storm drain system in accordance with applicable City codes and standards.

D,C 3

66. Construction of master plan facilities may include dedication of right-of-way and payment of drainage fees.

D 3

Sewers

- 67. Design and construct on-site and off-site sewers to meet standards of the City Engineer and the municipal code. Provide easements where required. Pay required connection fees to the City and to the County Sanitation District.

I,II	D,C	3	
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- 68. Required improvements to local sewer lines may also be constructed as needed by the City of Downey.

I	D	3	
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Water Facilities and Service

- 69. Construct required on-site domestic water connections per City standards. Grant easements to the City as required to maintain on-site water facilities. Plans for on-site water facilities shall be prepared by a registered professional engineer and approved by the City Engineer.

I,II	C	3,6	
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- 70. Install automatic irrigation systems restricting landscape watering to early morning and evening hours to reduce evaporation. Design and install automatic systems to minimize runoff and evaporation and maximize water that will reach plant roots.

I,II	A,C	2,3,1,9	
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- 71. Use drought-resistant plants where possible to reduce water consumption.

I,II	J	1,9	
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- 72. Group low-water using plants to avoid excessive irrigation.

I,II	J	1,9	
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- 73. Use mulch extensively to improve soils' water-holding capacity by reducing evaporation and soil compaction.

I,II	J	1,9	
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- 74. Investigate the feasibility of using reclaimed water for irrigation.

I	A	6	
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- 75. Install low-flush toilets and urinals per Health and Safety Code Section 7191.2.

I,II	A,J	2	
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- 76. Meet efficiency standards providing maximum flow rate of all new lavatory and sink faucets as specified in standards approved by the American National Standards Institute 11/16/79 (pursuant to Title 20, Calif. Admin. Code Section 1604(f) [Appliance Efficiency Standards]).

I,II	A,J	2	
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Mitigation Measure **Method of Verification** **Timing of Verification** **Responsible Person** **Date Complete**

77. Appliances shall not be sold or offered for sale that are not certified by their manufacturer to comply with regulations establishing efficiency standards (Title 20, Calif. Admin. Code Section 1606(b) [Appliance Efficiency Standards]).	III	E	4	
78. Installation of fixtures is prohibited unless the manufacturer has certified to CEC compliance with the flow rate standards (Title 24 of Calif. Admin. Code Section 25307(b)).	I,II	A,J	2	
79. Equip public lavatories with self-closing valves.	I,II	A,J	2	
80. Reduce water pressure greater than 50 psi or less with a pressure reducing valve.	I,II	A,J	2	
81. Equip drinking fountains with self-closing valves.	I,II	A,J	2	
Solid Waste				
82. Include recycling programs in project design and development by including space for and designating facilities to support recycling, such as adequate storage areas and access by collection vehicles.	I	A	1,16	
83. Use drought-resistant plants with minimal maintenance requirements and that generate less yard waste for disposal.	I,II	J	1,9	
84. Encourage project occupants to recycle at minimum: newspapers, glass bottles, aluminum and metal cans.	III	E	16	
85. Treat and/or dispose of hazardous materials, if identified, consistent with Chapter 30 of the Calif. Code of Regulations (Section 6600 et seq), rules and regulations of the State Dept. of Health Services, the County Sanitation Districts and the SCAQMD including but not limited to any and all permitting and licensing requirements.	II	A,C,E	4,11, County San. Dist (13)	
H. UTILITIES				
Telephone				
86. Adhere to terms and conditions of GTE's tariff rates schedules on file with the Calif. PUC.	III	E	GTE (18)	

Mitigation Measure

Method of Verification **Timing of Verification** **Responsible Person** **Date Complete**

87. Install all telephone cables underground. II C 18

Natural Gas

- 88. Comply with energy conservation measures in accordance with Title 24 of Calif. Admin. Code. I,II A,C 2
- 89. Include programs such as those developed by So. Calif. Gas to aid in selecting the most energy efficient systems for projects. I A 2
- 90. Coordinate installation of utilities so that on-site natural gas systems are installed concurrently with other utilities and street work to minimize disruption and costs. Possible project-specific measures may include:
 - a. Installation of wall and ceiling insulation that meets or exceeds State or Building and Safety Division standards.
 - b. Windowless walls or double-pane glass on western exposures; orientation of buildings to use solar heating and efficient heating-cooling systems.
 - c. Landscaping and berms that moderate building heat gain.

91. Comply with Calif. Admin. Code and Building and Safety code provisions and guidelines for constructing energy-efficient structures to further conserve natural gas. I,II A,C 2

Electricity

- 92. Incorporate and implement energy conservation in project design and operation to conform to Title 24 requirements. I,II A,C 2
- 93. Require underground utility lines for projects. Comply with Calif. Admin Code and Downey Building Code provisions and guidelines to produce energy-efficient structure and minimize electricity demand. I,II A,C 2

APPENDIX A: USES NO LONGER PERMITTED IN THE LAKEWOOD/FIRESTONE SPECIFIC PLAN AREA

Upon adoption of Specific Plan 91-2, the following uses permitted on properties zoned C-1, C-2 and C-3 will no longer be permitted in the specific plan area. These items were taken from Sections 9122.04, 9124.04, and 9126.04 of the Downey Municipal Code. Uses listed in those sections that do not appear in the list below are listed or included as permitted or conditional land uses for one or more subareas or sectors covered by this specific plan.

- Ambulance services;
- Animal clipping and grooming (no overnight boarding);
- Auditoriums;
- Automobile accessories and parts;
- Automobile rental services;
- Automobile upholstery and top shops;
- Bakeries;
- Barber and beauty shops (except Site 25);
- Barber supplies, retail and wholesale;
- Book sales, used;
- Catering establishments, including vending trucks;
- Cleaning and dyeing;
- Collection agencies;
- Convenience Markets (except Site 1)
- Detective agencies;
- Drafting services;
- Dressmaking;
- Escort bureaus;
- Feed stores and related products;
- Fix-it shops;
- Furniture reupholstering;
- Glass and mirror sales, including automobile installations;
- Hospitals;
- Ice, retail sales;
- Janitorial supplies and services (except Site 20)
- Laundromats;
- Locksmith shops;
- Microfilm services;
- Mortuary and funeral parlors;
- Newspaper offices;
- Physical culture institutions;
- Pool and billiard parlors;
- Radio and television broadcasting studios;
- Recording studios;
- Swimming pools sales and services;
- Taxicab offices;
- Taxidermists;
- Tool and cutlery sharpening and grinding;
- Vending machine services;
- Veterinaries;
- Wedding chapels;

The following uses are permitted with a conditional use permit in the C-1, C-2, and C-3 zones and will not be permitted as new uses within the specific plan area upon adoption of SP 91-2. These items were taken from Sections 9122.06, 9124.06, and 9126.06 of the Downey Municipal Code. Uses listed in those sections that do not appear in the list below are listed or included as permitted or conditional land uses for one or more subareas or sectors covered by this specific plan.

- Athletic, sport, and recreation uses including bowling alleys, skating rinks, and public and commercial swimming pools
- Automobile, motorcycle and light truck mechanical repairs.
- Automobile service stations (except on Site 1)
- Automobile washing facilities
- Ballrooms
- Business and trade schools
- Cab stands
- Childcare centers, including day nurseries and nursery schools
- Churches, temples, and other places used exclusively for religious worship
- Circuses and commercial carnivals
- Clubs, museums, and libraries (except Site 27)
- Concert halls
- Convalescent hospitals
- Electrical distribution stations
- Glass replacement and repairs (including auto glass)
- Golf driving ranges
- Gymnasiums, health centers, reducing salons, athletic clubs and similar uses;
- Heating, plumbing, ventilation, refrigeration, and air-conditioning sales and services
- Hotels and Motels
- Miniature golf courses
- Mobile home sales
- Newspaper and other similar printing presses
- Parks, golf courses, tennis clubs, swimming clubs, and other similar recreational facilities;
- Pawnshops
- Petting zoos
- Private lodges, clubs, meeting halls, and banquet rooms (except Site 27)
- Private schools
- Public schools
- Secondhand stores
- Senior Citizen Housing Developments
- Swap meets and flea marts;
- Temporary crusades and tent revivals;
- Truck, trailer, and equipment renting and leasing;
- Utility business offices, both publicly and privately owned (except Sites 23 and 28)
- Utility substations

The following additional businesses are permitted by conditional use permit in the C-3 zone and, upon adoption of SP 91-2, will no longer be permitted on properties formerly zoned C-3.

- Convention halls
- Exhibition halls

Permitted and conditional uses listed in Sections 9128.04, 9128.06, and 9128.08 of the Downey Municipal Code for the M-1 zone will no longer be permitted on Site 21, upon adoption of this specific plan.