

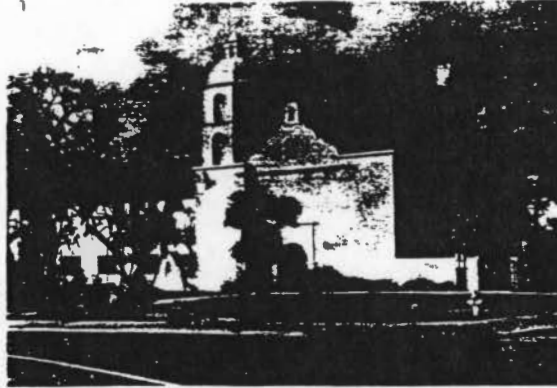
**SPECIFIC PLAN
SP 85-1**



RANCHO LOS AMIGOS

City of Downey

**SPECIFIC PLAN
SP 85-1**



RANCHO LOS AMIGOS

City of Downey

September, 1985

**City of Downey
Planning Division
Community Development Department**

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I. INTRODUCTION

Specific Plan SP 85-1 has been initiated by the Downey City Council at the request of the County of Los Angeles. It involves approximately 14 acres of land to the southwest of Imperial Highway and Rives Avenue on the Rancho Los Amigos property. This 14 acre site is proposed to be the first phase in the eventual redevelopment of the entire 212 acres of county property. Although the present application involves only 14 acres (Parcel A on Map 1), decisions made here will influence the ultimate development on the remainder of the property.

Section 65450 of the California Government Code enables local governments to adopt Specific Plans for the systematic implementation of their General Plans. A General Plan Amendment from Public to Light Industrial has been requested for the subject property (GP 85-1). A Light Industrial designation along with a Specific Plan would provide greater General Plan implementation than conventional zoning. The M-1, Light Manufacturing, zone does not have adequate use or development standards for a modern business park. In the preparation of a Specific Plan, the development concerns for a particular property can be incorporated into the Plan. The Specific Plan can thus replace conventional zoning, and go beyond it in addressing concerns relative to the individual site. Thus, the Specific Plan becomes the governing ordinance establishing the land use controls.

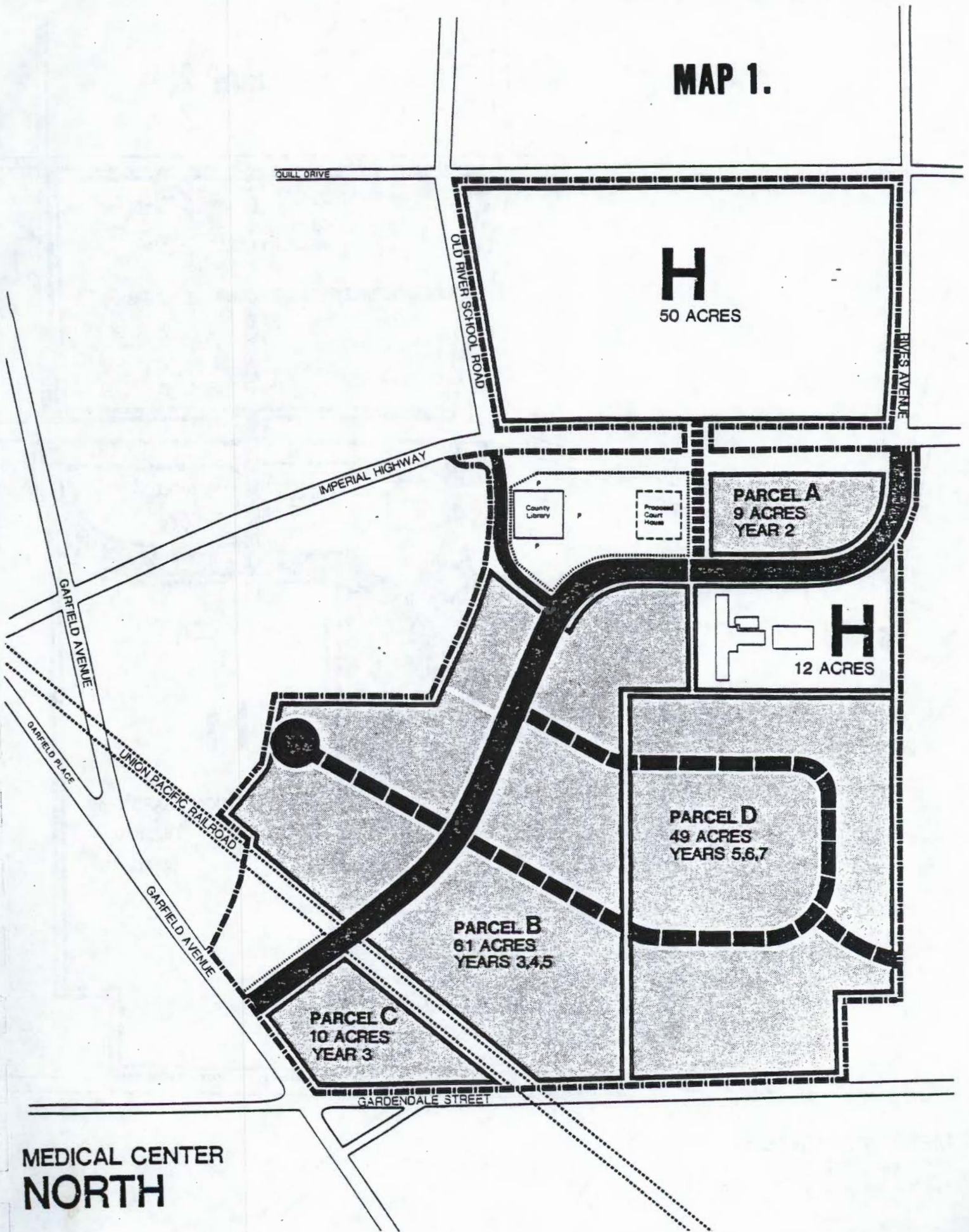
The Specific Plan approach has other advantages for both the City and prospective developers. It lets the developer know early in the development process what is allowed and how it must be built. In addition to these assurances, it reduces processing time. This also applies to the City, reducing the time for reviewing development proposals. By spending time now preparing and adopting a Specific Plan to address development concerns, the City saves time required later to review individual development proposals.

II. BACKGROUND

Rancho Los Amigos was originally established in 1888. In the ensuing century, the property went through a transition to its rehabilitation hospital use today. Many of the existing buildings are quite old, with hospital functions dispersed throughout the 212 acres. The County contracted with private consulting firms to evaluate hospital needs and market potential for any surplus land. This study concluded that many of the buildings are obsolete and do not meet present codes. The new facilities to replace obsolete buildings could be concentrated on a 62 to 65 acre site, leaving a substantial amount of surplus land. Maps 1 and 2 depict alternatives for the placement of new hospital facilities. Indicated by the letter H, are locations for the hospital to the north or south of Imperial Highway. The parcels labeled A, B, C, and D would be surplus and available for private sector use. The County decided to pursue leasing the surplus land for private development of a business park, including office, professional, and light industrial uses.

EXHIBIT A
RANCHO LOS AMIGOS DEVELOPMENT PLAN
AND DISPOSITION STRATEGY

MAP 1.



MEDICAL CENTER
NORTH

RANCHO LOS AMIGOS DEVELOPMENT PLAN
AND DISPOSITION STRATEGY

MAP 2.

QUILL DRIVE

OLD RIVER SCHOOL ROAD

HIVES AVENUE

PARCEL D
50 ACRES
YEARS 11,12

IMPERIAL HIGHWAY

Country Library

Provisional Court House

PARCEL A
9 ACRES
YEAR 2

GARFIELD AVENUE

GARFIELD PLACE

UNION PACIFIC RAILROAD

GARFIELD AVENUE

H

CONSTRUCTION YEARS 5-10
OCCUPANCY YEAR 10
65 ACRES

PARCEL B
57 ACRES
YEARS 3,4,5

PARCEL C
10 ACRES
YEAR 3

GARDENDALE STREET

MEDICAL CENTER
SOUTH

A Light Industrial designation has been requested for parcels A, B, and C. The ultimate use of parcel D will depend on the decision as to whether the hospital will be north or south of Imperial Highway. The present area of consideration is for parcel A only; the County has requested that review of parcel A be before and separately from parcels B and C. Before an amendment for parcels B and C can be considered, an Environmental Impact Report will be required.

The proposed General Plan Amendment GP 85-1 for parcel A has been before the Planning Commission and City Council previously. The Planning Commission considered a Light Industrial designation for the site at two public hearings and study sessions before recommending denial (Resolution 839). On June 11, 1985, the City Council held a public hearing on the General Plan Amendment, and received a draft Specific Plan from the County. The Council referred this new information to the Planning Commission, which had not yet seen the draft. On August 27, 1985, the Council again considered General Plan Amendment GP 85-1. This was again continued, as the County proposed Specific Plan SP 85-1 was accepted as an application.

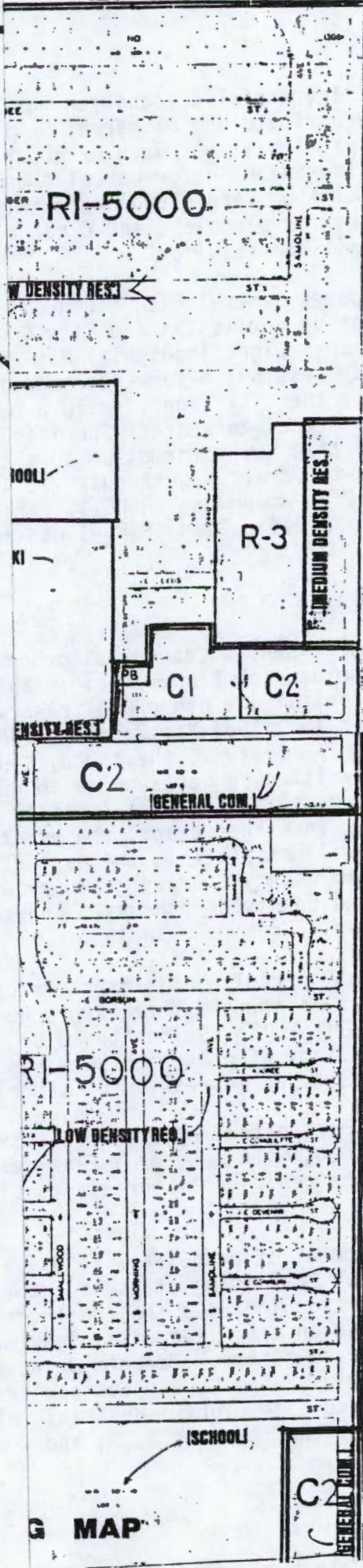
III. AREA ANALYSIS

The 212 acre Rancho Los Amigos property is presently designated as "Public" use by the General Plan. This is an appropriate classification for a County hospital and other public serving uses. The zoning is R1-5000, Single Family. (See Map 3) Parcel A adjoins other portions of the Rancho Los Amigos property to the north, south, and west. At the time this report is being written, a decision as to whether the new hospital facilities will be to the north or south of Imperial Highway has not been made (See Maps 1 and 2). In either event, the existing liver laboratory to the south of parcel A will remain. To the east of the subject property is the recently constructed County Library Headquarters. Between the two is the site of the planned County Courthouse. Construction of this four story courthouse is expected to commence in 1986.

To the east, parcel A adjoins commercial and residential uses. Fronting on Imperial is the new three-story Rockwell Employees Federal Credit Union facility. To the northeast of the site is Apollo Park, which provides a variety of community services. The uses fronting on Imperial Highway create an impression of a public institutional environment.

Also adjoining parcel A to the east is a single family residential tract, zoned R1-5000, with a General Plan designation of Low Density Residential. Eight of the residential parcels adjoin parcel A along their rear property lines.

The development of parcel A with private development is the first phase of a 12-year transition of use for the entire Rancho Los Amigos property. This transition includes the construction of new hospital facilities concentrated on a smaller site, leaving surplus land available for lease to the private sector. Parcels B and C, and eventually parcel D, will become surplus. The County has applied for a General Plan Amendment for parcels B and C to Light Industrial, as is requested for parcel A. It is their intent that parcels A, B, and C will comprise "Rancho Business Center"



RI-5000

LOW DENSITY RES.

R-3

MEDIUM DENSITY RES.

C1

C2

C2

GENERAL COM.

RI-5000

LOW DENSITY RES.

SCHOOL

MAP

C2

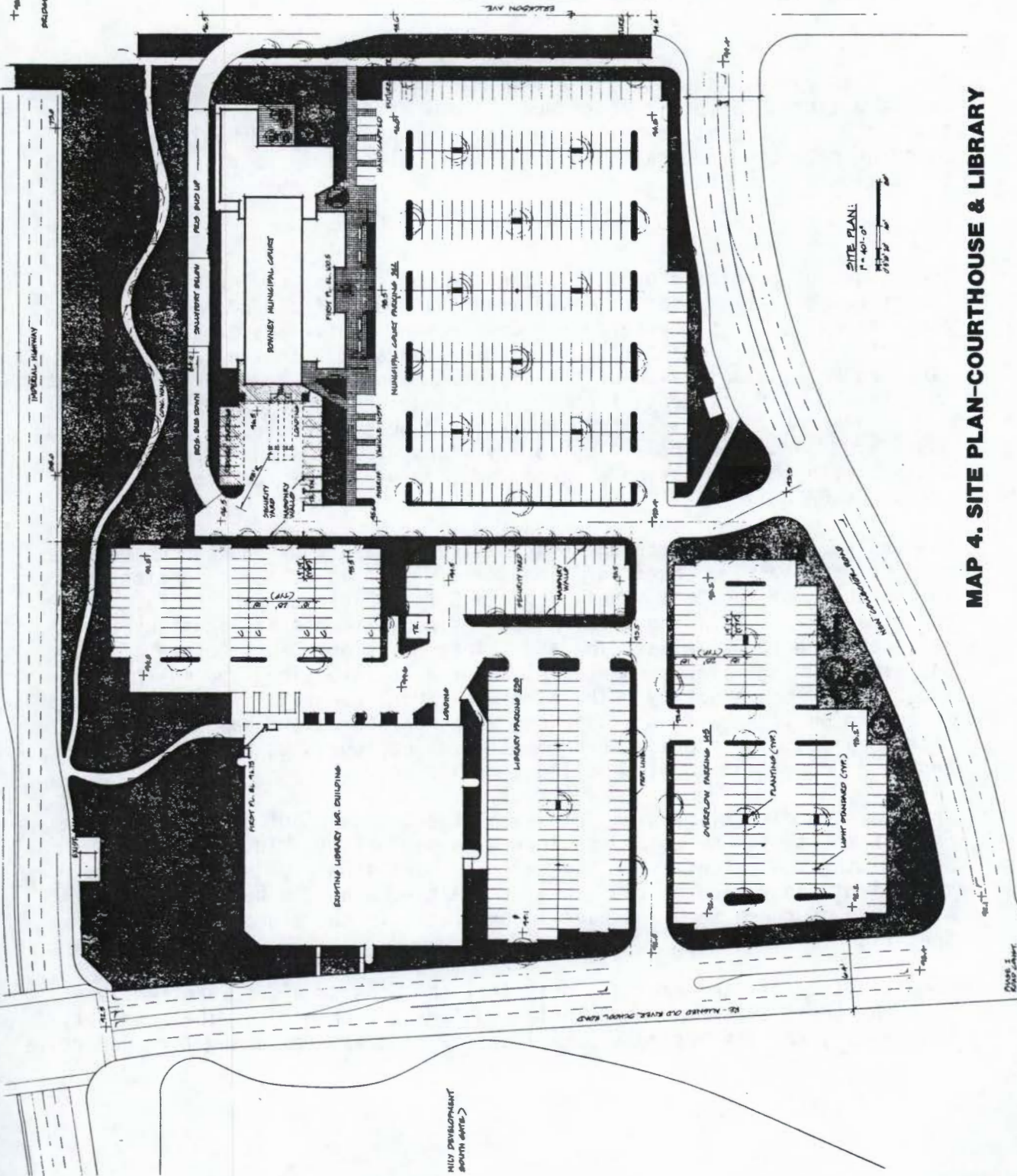
GENERAL COM.

| SITE SUMMARY: | |
|----------------------|--------------|
| AREAS | ACRES |
| MUNICIPAL COURT | 7.02 |
| GOVERNOR PARKING | 1.18 |
| LIBRARY AND DRILLING | 1.32 |
| TOTAL: | 9.52 |

| PROGRAM SUMMARY: | | | | |
|------------------|------------------------|---------------------|-------------------|----------------|
| AREA | SUBTOTAL | CURT SQ. FT. | UNASSIGNED | REMARKS |
| 100 | MUNICIPAL COURT | 10,100 | 11,100 | |
| 200 | MUNICIPAL COURT (PARK) | 10,000 | 11,000 | |
| 300 | GOVERNOR PARKING | 4,500 | 4,500 | |
| 400 | PUBLIC RESPONSE | 4,100 | 4,100 | |
| 500 | NATIONAL | 3,000 | 3,000 | |
| 600 | STAIRS | 2,000 | 2,000 | |
| 700 | ANCILLARY OFFICES | 4,700 | 4,700 | |
| TOTAL: | | 44,400 | 44,400 | |

| BUILDING SUMMARY: | |
|-------------------|--------------------|
| PLACE | NET SQ. FT. |
| SEARCH ROOM | 10,000 |
| TRIAL ROOM | 10,000 |
| SECURITY OFFICE | 10,000 |
| PLANT ROOM | 10,000 |
| RESTROOM | 10,000 |
| TOTAL: | 50,000 |

| EFFICIENCY RATIO: | |
|-----------------------------|-----------------------------|
| PROGRAM NET SQ. FT. | PROGRAM NET SQ. FT. |
| 44,400 | 44,400 |
| BUILDING NET SQ. FT. | BUILDING NET SQ. FT. |
| 50,000 | 50,000 |



MAP 4. SITE PLAN-COURTHOUSE & LIBRARY

including office, industrial, and research and development activities. Parcel A has the greatest visibility of the three, with over 900 feet of frontage on Imperial Highway. Because of this prominent visibility, and proximity to residential uses, careful consideration should be given to both permitted uses and design in order to establish an attractive theme and image for the entire business center, which is compatible with adjoining uses. It is expected that a wider range of uses would be acceptable for parcels B and C, which are larger, farther from residential, and farther from the highly visible entrance to the Rancho property.

IV. ISSUES

There are several issues which arise when a project of the scale of the Rancho Business Center is considered. Many of these concerns have been expressed in the past review of General Plan Amendment GP 85-1. These concerns have been separated into six main categories, as discussed in the following subsections.

A. Land Use

The issue of permitted uses is among the most contested for parcel A. The proposed list of uses received from the County included medical and professional offices, research and development activities, light manufacturing, financial institutions, and restaurants. In the course of Planning Commission review of the proposed General Plan Amendment to Light Industrial, many residents from the nearby neighborhood expressed concern over industrial uses so near to their residences. Members of the Planning Commission indicated opposition to any industrial uses on Parcel A, consistent with the Commission's recommendation of denial for General Plan Amendment GP 85-1.

Concern was expressed over the possibility of hazardous substances being used by industrial operations. The use of volatile or toxic substances is monitored by the City's Building and Safety Division and the Fire Department. All building permits and business license applications are reviewed by both. The Building and Safety Division checks to see if the building housing hazardous material is of a construction type which is adequate to insure safety. The Fire Department conducts field inspections to determine if hazardous substances is being stored and handled safely. If the building or storage arrangement are inappropriate, building permits and Fire Department permits will not be issued.

Whenever two dissimilar uses join each other, management of the interface between the two is necessary to insure compatibility. This can be done by limiting the intensity of use near the more sensitive use, requiring sufficient separation of the uses, or creating a buffer between the two. All three of these measures have incorporated in the elements of this Specific Plan.

Compatibility of use means not only that the uses should be unoffensive to each other, but also they should compliment each other. The hospital, courthouse, and the business park itself will create a demand for supportive

uses. For instance, the existing hospital may create a demand for medical offices. The planned courthouse will result in a need for legal offices. Appropriately located retail uses could be of convenience to employees and visitors of the other uses in the area.

One method of categorizing land uses is the Standard Industrial Classification Manual. This is prepared by the U.S. Department of Commerce and it lists and defines virtually all economic activities. Many cities use the Manual for listing permitted uses in their zoning. Appendix 1 is a suggested list of uses for parcel A. The uses listed include finance, business and professional offices, medical, business services, public administration, central administrative offices, and some convenience commercial.

B. Circulation

A traffic study was conducted by a private consultant for the proposed development of Rancho Los Amigos. While this study focused on parcel A, it did include consideration of development on the other sections to produce a cumulative evaluation. The study estimated that worst case development of parcel A, 600,000 square feet of office, would generate 7,380 vehicle trip ends daily. Development of the entire Rancho property would generate approximately 21,170 trip ends daily.

The proposed Phase 1 development of parcel A would take access at the intersections of Old River School Road and Rives Avenue with Imperial Highway. The traffic study examined both of these intersections, their capacity, and recommended changes to the circulation system. It was recommended that at Old River School Road the signal be modified to provide north-south phasing. Three northbound lanes were recommended: left turn, left or through, and through or right.

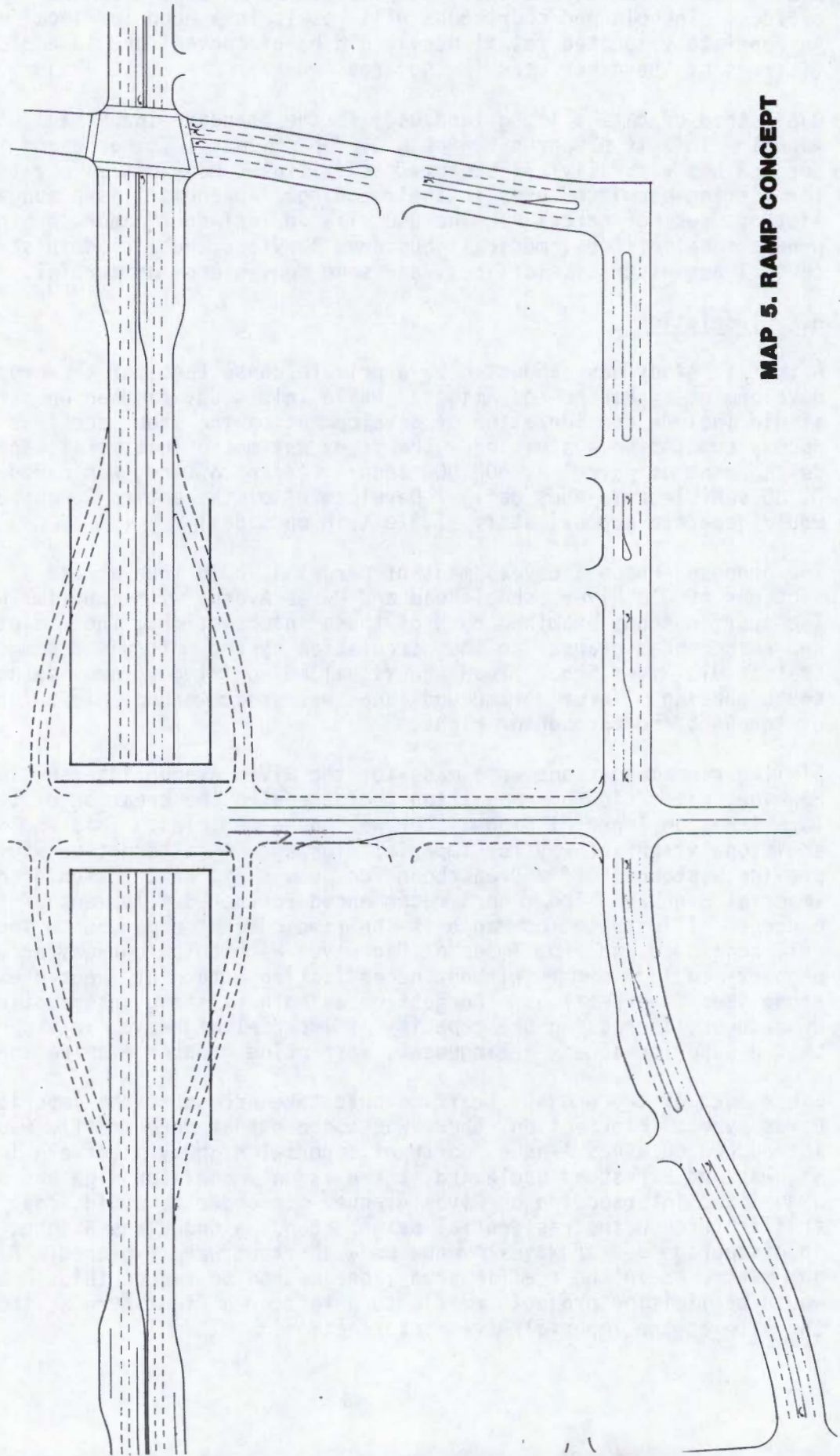
Similar recommendations were made for the Rives Avenue intersection. However, mitigation of congestion would require the creation of two left turn lanes on Imperial Highway for westbound vehicles. This would require additional right-of-way for Imperial Highway. An alternative would be to provide westbound off and eastbound on ramps at the Erickson bridge and Imperial Highway. The report recommended further development of this ramp concept. Illustrated on Map 5 is the ramp concept expanded to include full access to and from Imperial Highway. With this four-way access, the property could be reached without necessitating a turn at the two existing signalized intersections. Congestion at both existing intersections would be reduced, increasing the capacity of Imperial Highway. This concept may be the superior access arrangement, warranting greater examination.

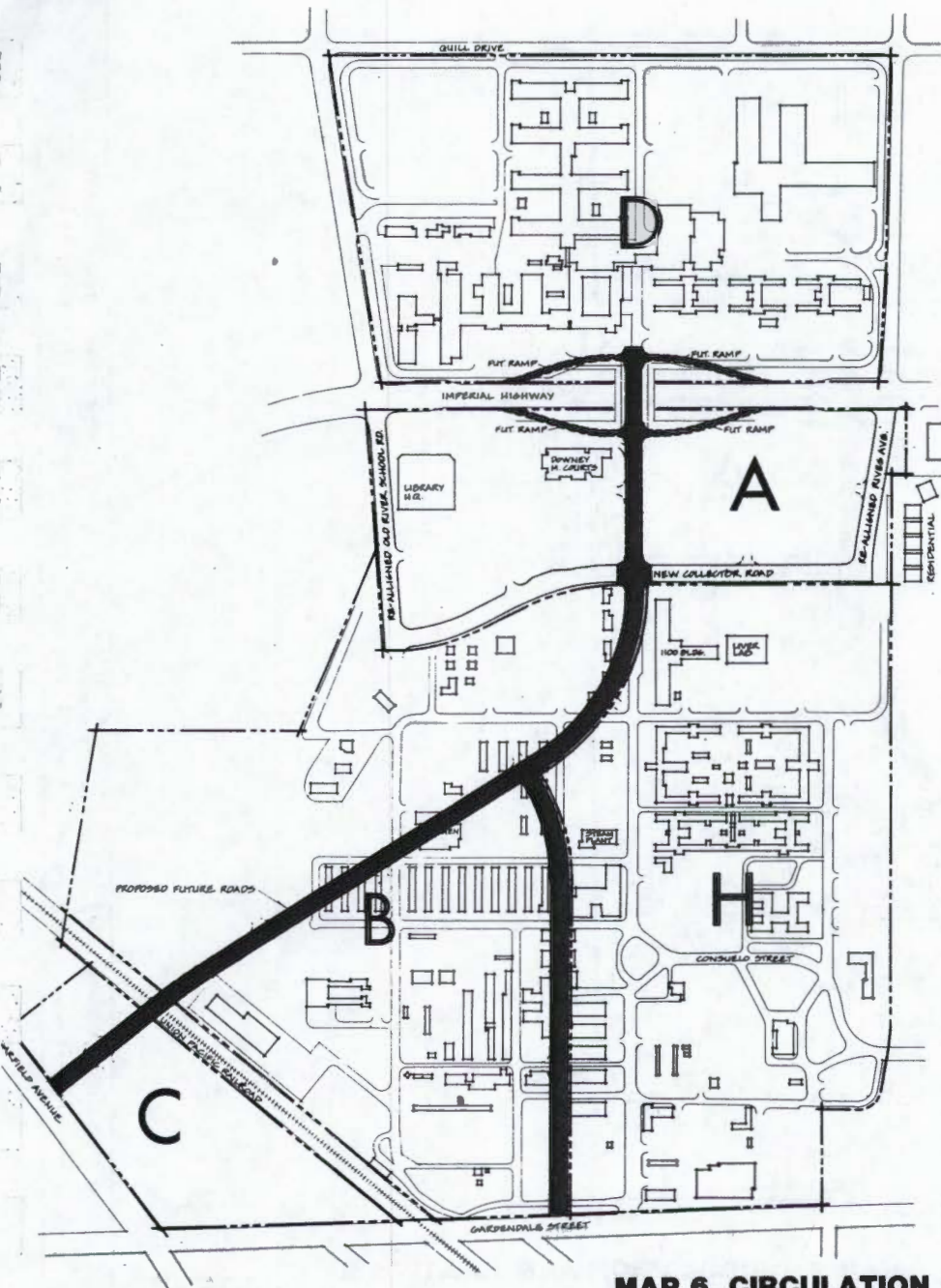
Since much of the project traffic would take access at the Imperial Highway/Rives Avenue intersection, there was concern that more traffic would be introduced on Rives Avenue, north of Imperial Highway. Between Imperial Highway and Firestone Boulevard, there is only one stop sign and one signalized intersection on Rives Avenue. In order to avoid additional traffic through the residential neighborhoods along Rives Avenue, methods to discourage use of Rives Avenue as a shortcut were explored. Although not mentioned in the traffic study, one method to reduce this impact would be limiting project traffic to a left or a right turn as they leave the site at the Imperial/Rives intersection.

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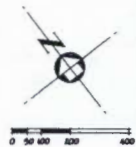


MAP 5. RAMP CONCEPT



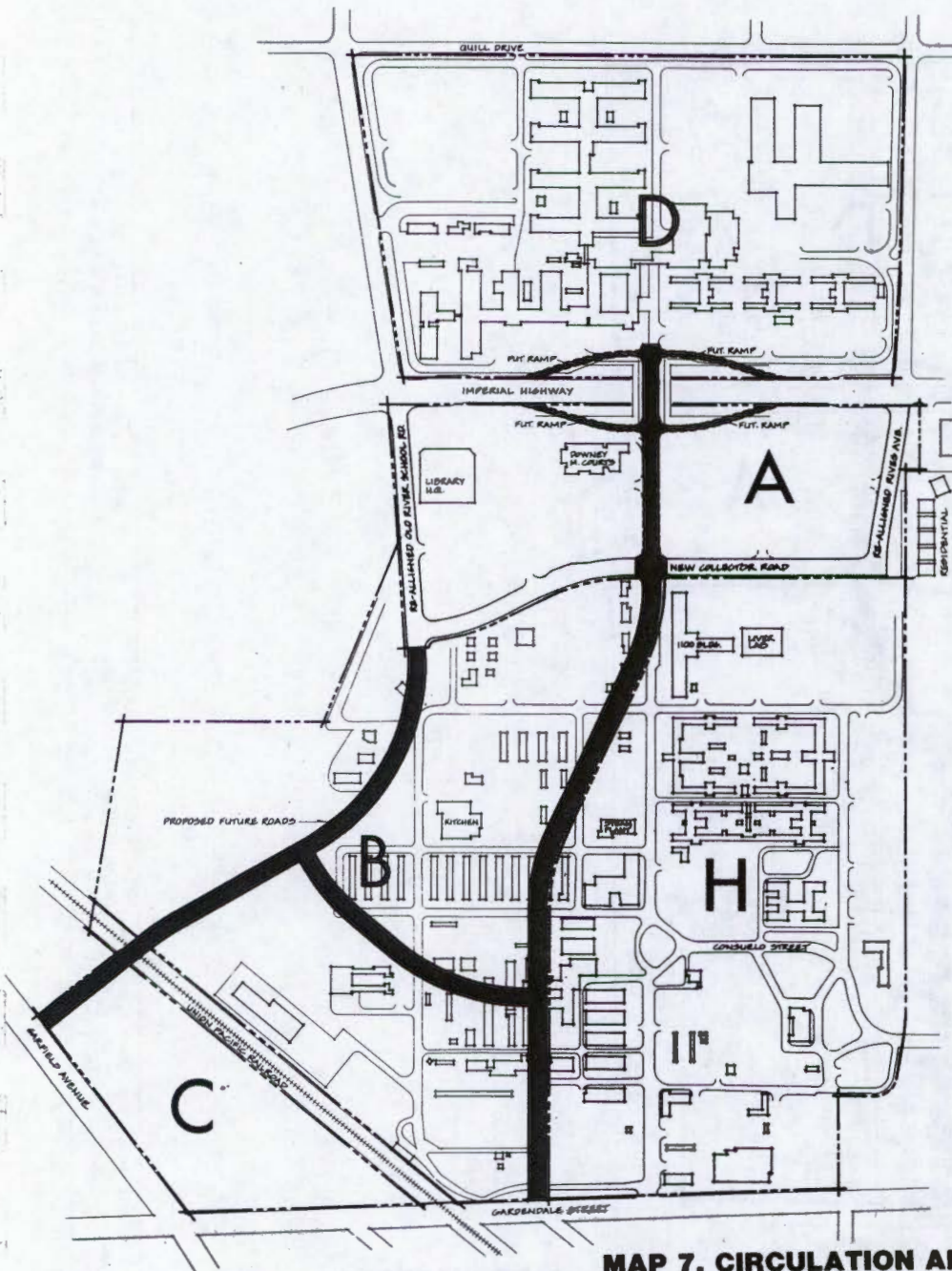


MAP 6. CIRCULATION ALTERNATIVE 1

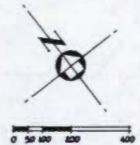


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RANCHO BUSINESS CENTER - DOWNNEY, CALIFORNIA
 CIRCULATION PLAN - PARCELS A, B, C, D, H



MAP 7. CIRCULATION ALTERNATIVE 2



RANCHO BUSINESS CENTER - DOWNNEY, CALIFORNIA
 CIRCULATION PLAN - PARCELS A, B, C, D, H
 7.9.88

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THE COMMUNITY DEVELOPMENT COMMISSION
 OF
 LOS ANGELES COUNTY

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The development of parcels A, B, and C will generate a need for southerly access to the property. Two possible street systems are depicted on Maps 6 and 7. In order to obtain access to Garfield Avenue, the Union Pacific Railroad tracks must be crossed. This would require approval by the Public Utilities Commission. Another alternative would be to provide a grade separation with the roadway going beneath the tracks. Access to Garfield Avenue is preferable for the main street through the Rancho Los Amigos. Garfield Avenue will have access from the I-105 Century Freeway. Further, this section of Garfield is in an industrial district. The alternative would be Gardendale Street, which is lined with residential uses and a high school. Introducing traffic, particularly truck, is undesirable and creates difficult turning maneuvers for trucks turning at Garfield Avenue.

Another circulation issue is the alignment of the major through street. As discussed in the previous paragraph, it would be preferable that it intersect with Garfield Avenue at the south. At the north, there are three possibilities. Originally, it was proposed that the major street connect to Rives Avenue. Concern over the impact on nearby residential neighborhoods led to consideration of the two alternatives. Access at Old River School Road is preferable to using Rives Avenue, but has some of the same concerns. Placing the major road here would concentrate traffic near a residential district in the City of South Gate. Further, it would not tie in to the previously described ramp system at the Erickson bridge.

All of the circulation concerns do not necessarily have to be resolved with the review of parcel A, as long as circulation options are not precluded. Development of parcel A should not encroach into areas which would be required to construct the ramp concept. Additionally, sufficient right-of-way should be protected for use of Erickson Avenue as the major through street. Plans for the development of the street system to serve the planned courthouse indicate Erickson Avenue as having only one lane in each direction. The setbacks of buildings and parking lots along Erickson Avenue should be from the ultimate right-of-way of 100 feet in width.

Assuming that Phase 1 development does not preclude future circulation options, it is possible that parcel A could be developed prior to resolution of all circulation issues. At the time when the General Plan designation of and Specific Plan for parcels B and C are considered, these issues must be resolved. The General Plan consideration will also include the Circulation Element, since the Master Plan of Highways will be amended to designate the street system.

C. Building Height

Depending upon location, when multi-story development is proposed, the potential negative impacts on nearby properties are often raised. Some of these areas of concern can be measured and quantitatively evaluated, such as shadow impact and solar access. Others such as privacy and view are more subjective, and depend on individual perceptions.

Despite the subjectivity of privacy and view, they are valid concerns and thus warrant evaluation. Recognized mitigation for these concerns include building setback, height limitation, restricting windows, and landscaped

buffers. The extent to which these methods should be employed will vary from person to person, and is not as precisely determinable as the methods to mitigate other height concerns.

Shadow impact and solar access can be calculated and depicted. Maps 8, 9, and 10 depict the extent of shadow impact at various times of year. These are based on building heights and setbacks proposed by the County. These are as follows:

| <u>Setback from Residential</u> | <u>Maximum Building Height</u> |
|---------------------------------|--------------------------------|
| Less than 140 feet | No buildings |
| 140-200 feet | 35 feet |
| 200-250 feet | 45 feet |
| 250-400 feet | 55 feet |
| 400 feet or more | 75 feet |

From these height/setback standards, it was calculated that the greatest shade impact on the residential area to the east would be caused by a 35 foot high building at 140 feet from the property line. Map 8 depicts the summertime shadow at 6:00 p.m. At this time, the extent of shadow would be 162 feet, and as depicted, would extend approximately 20 feet onto the residential properties. However, a six foot high fence at the property line would cast a 28 foot shadow at this time.

Map 9 indicates the shadow at 5:00 p.m. at the spring and fall equinoxes. At these times of year, shadows extend more northward than in summer. Map 10 is at the winter solstice at 4:00 p.m. A 213 foot long shadow is cast primarily northward, reflecting the low sun angle at this time of year.

The shadows cast at any time of year would not affect solar energy systems on nearby properties appreciably. The primary collection time for solar panels is between 9 a.m. and 3 p.m. The potential shadows would not extend off site during this time period.

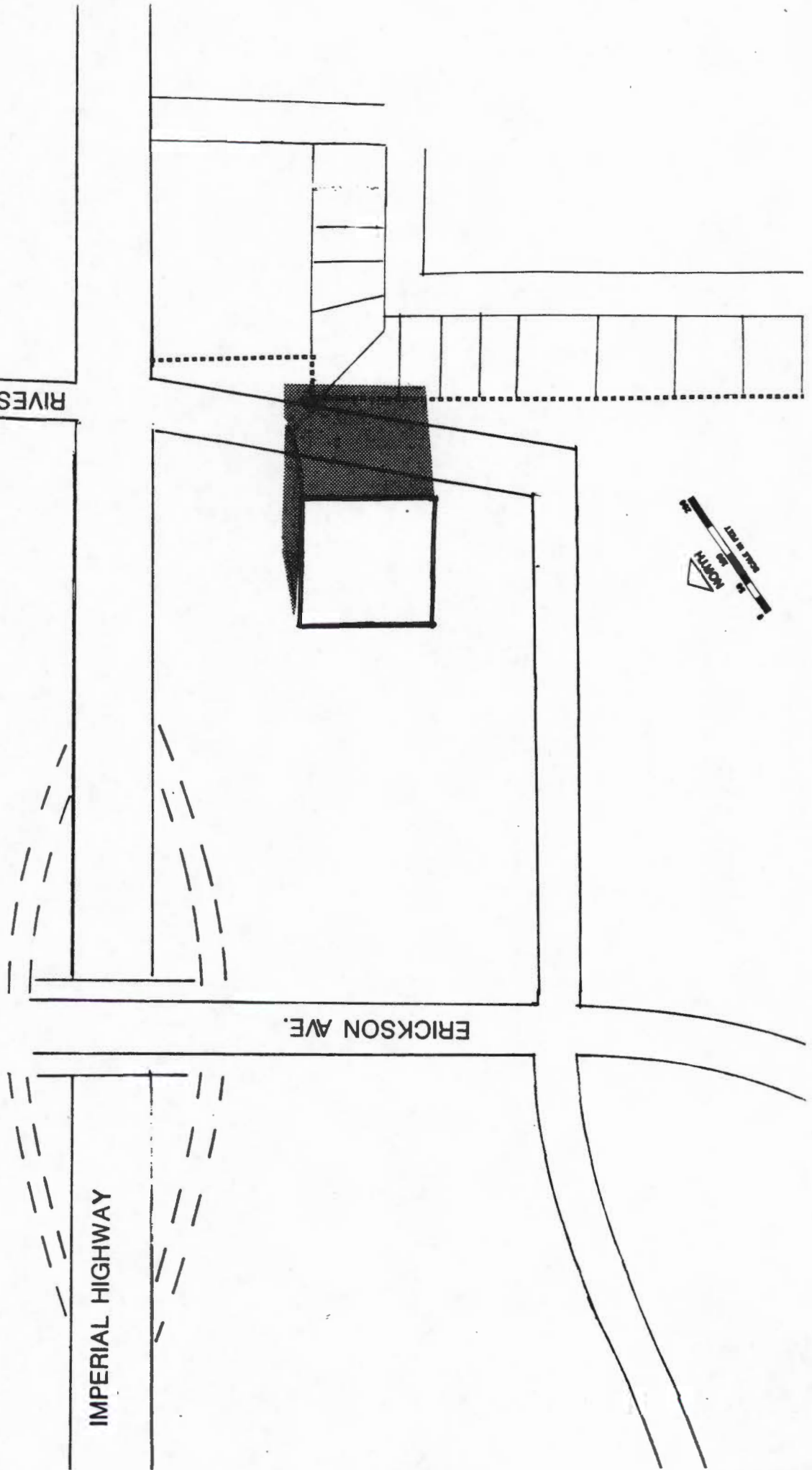
Section 9140.32 of the Downey Municipal Code specified variable height and setback requirements for commercial and industrial uses which adjoin residential properties. If the requirement for industrial zoning was applied, a building 140 feet from residential could be 46 feet high, as opposed to the 35 feet proposed.

D. Noise

Noise produced by Phase 1 traffic is another issue of concern. In particular, the potential consequences of traffic noise on those residents living east of the segment of Rives Avenue that is south of Imperial Highway.

When considering all the noise impacts associated with the development of Phase 1, its traffic noise would be the primary contributor, and in proximity to parcel A, residents east of parcel A are the only sensitive receptors that might be affected by this noise impact.

MAP 8. SHADOW IMPACT-SUMMER

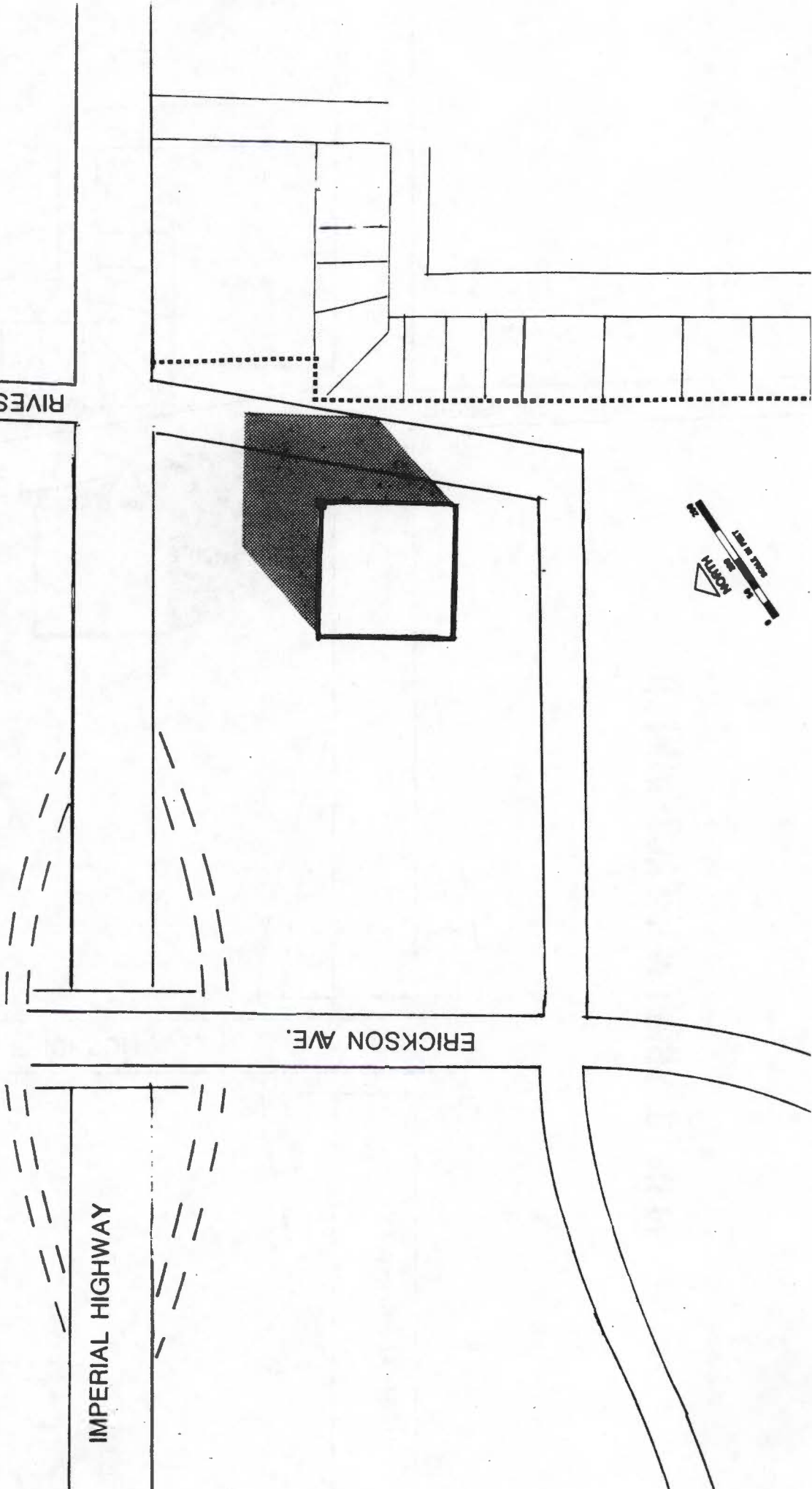
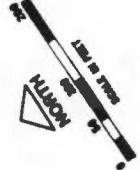


MAP 9. SHADOW IMPACT-SPRING/FALL

RIVES AVE.

ERICKSON AVE.

IMPERIAL HIGHWAY

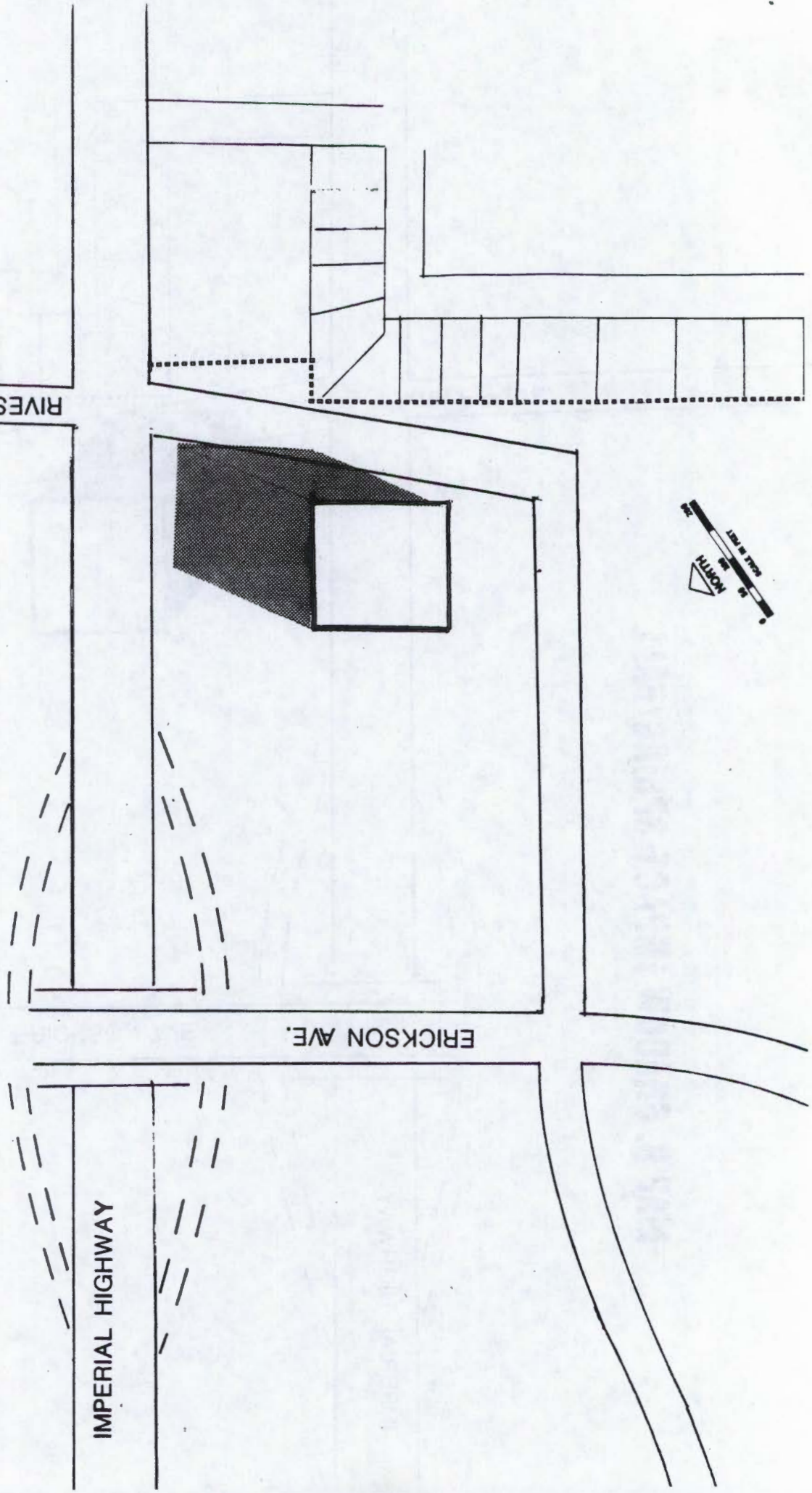


MAP 10. SHADOW IMPACT-WINTER

RIVES AVE.

ERICKSON AVE.

IMPERIAL HIGHWAY



In assessing the project's traffic noise impacts, this report used the State noise standard or CNEL (Community Noise Equivalent Level). This noise descriptor is the standard used throughout California to evaluate noise impacts generated by new development. In short, CNEL sums all noise energy in a 24-hour period with a weighing factor of 5 decibels for the evening hours of 7:00 p.m. to 10:00 p.m., plus another 5 decibel increase for noise-sensitive evening hours between 10:00 p.m. and 7:00 a.m.

Currently, about 1,000 vehicles use the affected Rives Avenue segment daily. According to the Traffic Study prepared for Phase 1, intended development will add approximately 5,400 daily trips to that portion of Rives Avenue thus boosting the roadway's daily traffic volume to 6,400 vehicles.

Considering the highway's current traffic volumes, plus projected volumes, residences east of parcel A would fall between the 55 and 60 CNEL contours. For the exterior residential living areas, the State requires the noise level not exceed 65 CNEL. Therefore, noise levels anticipated to be generated by Phase 1 traffic would be within the State standards.

Although the anticipated noise level will not exceed the limit, a noise wall is proposed by the County, to be placed on the east side of Rives Avenue. This wall will be designed by an acoustical engineer.

E. Air Quality

Another project-generated concern is the air quality impact, or, that is, the level of vehicle exhaust emissions Phase 1 traffic would generate. Examination revealed, however, that anticipated Phase 1-generated vehicle exhaust emissions would be negligible.

During the morning peak traffic hour, when the Traffic Study forecasted Phase 1 development would generate its greatest traffic volumes, and in turn the greatest air quality impact, intended development is expected to generate 1,525 vehicle trips. Because of this morning peak hour traffic projection, the closest residents to parcel A would experience a carbon monoxide (CO) increase of above .076 ppm (parts by volume of million parts of air). Carbon monoxide constitutes the major portion of vehicle exhaust emissions. The existing carbon monoxide level is approximately 13 ppm.

In contrast to this projected CO level, the State hourly carbon monoxide level is 20.0 ppm, while the Federal standard is 35.0 ppm, and thus shows Phase 1's negligible air impacts. Moreover, a Staff member of the South Coast Air Quality Management District explained that .076 represented an insignificant air quality impact.

F. Utilities/Public Services

Rancho Los Amigos, in its present state, does not demand the same amount of public services as would typically be expected for 212 acres of urban land. The existing development south of Imperial Highway is sparse, with large portions of unimproved open space. A number of the older structures are not used, or are used for storage only. Further, Rancho has its own

water supply system, with three wells. The hospital also has its own security personnel.

The site currently has a considerable amount of open space, which allows the percolation of rainwater to the water table. Development will increase the amount of run-off, increasing the demands on the storm drainage system. The site is served by Storm Drain Project #19 which enters the site at Old River School Road as an 84 inch pipe, and leaves the site at Gardendale Street as a 10'3" x 8' box to the Los Angeles River. While the drainage system can accommodate normal run-off, it will not be able to carry all water from a severe storm. Thus, there will be a back-up of water into the street. Development of parcel A will necessitate a catch basin in its southwestern vicinity.

The present self-sustaining water supply system will be inadequate for fire protection with the proposed development. The existing system is not a part of the City of Downey Water System. It is in the Los Angeles County Rancho System. In addition to its three wells, it includes several distribution lines. A 10 inch line extends to parcel A, through the Imperial overpass and up Old River School Road. Initial review by the Fire Department indicates that the County will most likely have to connect to the Metropolitan Water District lines to acquire sufficient water flow for fire protection.

V. PLAN ELEMENTS

A. General

It is intended that this Specific Plan shall constitute the zoning for parcel A. Since it is replacing conventional zoning, the Specific Plan must be adopted by ordinance. Where an area of concern is not addressed in this Specific Plan, the pertinent provisions of the Downey Municipal Code shall apply; the provisions of the M-1 zone, Light Manufacturing in particular.

At such time when development of other portion of the Rancho Los Amigos is proposed, this plan shall be amended, expanded, or supplemented to include these areas.

B. Circulation

1. Initial access to parcel A will be provided at the existing signalized intersections on Imperial Highway at Rives Avenue and Old River School Road. Both Rives Avenue and Old River School Road south of Imperial Highway shall be constructed as secondary highways with an 80 foot right-of-way and 64 foot curb to curb width.
2. The signalization at Old River School Road and Imperial Highway shall be modified to provide split north/south phasing. To the south of the intersection with Imperial Highway, Old River School Road will have five lanes: two southbound, one northbound left turn, one northbound optional left or through, and one northbound optional right or through.

3. The signalization at Rives Avenue and Imperial Highway shall be modified to provide left turn phasing. To the south of the intersection with Imperial Highway, Rives Avenue will have five lanes: two southbound, one northbound left, and two northbound right. Through access onto Rives Avenue north of Imperial Highway from the Rancho property is disallowed.
4. Dependent on the scale of development for parcel A, mitigation of traffic congestion will be required. One possibility is to provide two westbound left turn lanes on Imperial Highway at Rives Avenue. The other is to provide westbound off and east bound on ramps at Imperial Highway and the existing bridge.

If it is decided that the ramp system will not be required for the development of parcel A, sufficient right-of-way shall be reserved for a four ramp system in the development of parcel A and the courthouse.

5. Erickson Avenue will be designated as a major highway with a right-of-way width of 100 feet. If Erickson is not constructed initially to major highway specifications (80 feet curb-to-curb), the 100 feet of right-of-way will be reserved for future construction.

C. Permitted Uses

1. Appendix 1 of this Specific Plan establishes permitted and conditional uses for parcel A. These are listed by their four digit codes from the Standard Industrial Classification Manual, 1972 version with 1977 supplement, prepared by the U.S. Department of Commerce.
2. Uses indicated with an asterisk (*) are conditional uses, and shall be considered through the Conditional Use Permit process as described in Section 9166 of the Downey Municipal Code.

D. Development Standards

The development standards specified in this subsection shall supercede those specified in the Downey Municipal Code. When a subject is not addressed in this plan, the requirements of the pertinent sections of the Downey Municipal Code shall apply.

1. Maximum building site coverage shall be 40% of the net area.
2. Maximum building height shall be as follows:

| <u>Setback from Residential Zone</u> | <u>Maximum Building Height</u> |
|--------------------------------------|--------------------------------|
| Less Than 140 feet | No buildings |
| 140 to 200 feet | 35 feet |
| 200 to 250 feet | 45 feet |
| 250 to 400 feet | 55 feet |
| 400 feet or more | 75 feet |

3 a. Building and parking areas shall be set back 20 feet from the ultimate right-of-way of all streets, except that 30 feet setback from Imperial Highway shall be maintained.

b. Improvements permitted within the setback areas:

Landscaping

Pedestrian sidewalks.

Planters, fences or walls with the stipulation that said improvements cannot exceed 3-1/2 feet in height.

Paving associated with street improvements (curbs, etc.).

Driveway access points.

4. Parking:

Parking requirements shall conform to Section 9150 of the Downey Municipal Code (parking ordinance) with the exception of the following:

a. Parking adjacent to the streetside landscaped areas shall be designed to prevent car overhangs.

b. A minimum of 5% of the paved parking area shall be landscaped.

c. A minimum of one tree per 16 spaces shall be required in the parking area. The required trees shall be a "canopy" type to provide a shaded parking area. Trees shall be planted at a reasonable size to insure survival, staked, and of a species compatible with the Southern California climate.

5. Signs:

Signage shall be in accordance with Section 9148 of the Downey Municipal Code. A sign program shall be submitted and approved by the Design Review Board in accordance with Section 9148.14 (e) pertaining to multi-tenant complexes.

6. Noise Attenuation:

A noise attenuation barrier shall be placed to the east of Rives Avenue. This barrier may consist of a wall, berming, and landscaping, and shall be prepared by a licensed acoustical engineer. Further, landscaping materials should be used which will reach a height of 20 to 30 feet at maturity to provide visual screening.

7. All development within the Rancho Business Center shall be subject to all applicable sections of the Code of Ordinances of the City of Downey pertaining to noise regulations. (See Section 4600-4606 of the Downey Municipal Code)

8. a. Transformers and emergency generators shall be screened.
 - b. Where possible, trash and transformer enclosures shall be integrated into the same enclosure.
 - c. Transformers may be screened from view by using landscape screening devices, such as 5 gallon shrubs at 3 feet on center (minimum).
 - d. Trash enclosures are not permitted within the streetside setback.
9. Lighting - See Section 9152 of the Downey Municipal Code.
10. Walls - See Section 9152 of the Downey Municipal Code.
11. Security Fences:
- Security fences shall be constructed of wrought iron. Pilasters along property lines are prohibited. The use of additional shrub masses along fences is encouraged. Chain link fencing is prohibited.
12. Service and Delivery Areas:
- a. Loading docks and service delivery areas are required to be screened, recessed, and/or enclosed so as not to be directly visible from streets at the boundary of the site.
 - b. Trash enclosures shall be screened with a structure and constructed of the same materials and finishes as the adjacent building.
 - c. The use of additional landscape materials to screen the trash enclosure walls is encouraged.
 - d. No materials, supplies or equipment, including company owned or operated trucks, shall be stored in any area on a site except inside a closed building or behind a visual barrier.
 - e. Loading, service and delivery areas shall not encroach into any setback areas.
13. Site Landscaping and Maintenance:
- a. A landscape plan shall be required which incorporate a compatible planting palette and planting materials to insure landscaping consistency.
 - b. A minimum of 10% site landscaping is required.
 - c. Along site boundaries, a minimum tree size of 15 gallons shall be utilized for tree planting purposes and were possible, 24 inch box trees shall be planted within the building setback areas.

- d. Where possible, existing mature trees shall be incorporated into the site design or relocated on site.
- e. Maintenance of on-site and boundary landscaping shall be the responsibility of the developer. Landscaping shall be adequately trimmed, watered and otherwise maintained to insure a pleasing appearance of the site. A landscaping maintenance plan shall be submitted as part of the landscape and irrigation plan.
- f. A master landscaping plan shall be prepared to be reviewed and approved by the Design Review Board.

14. Irrigation:

- a. An adequate irrigation system shall be installed as part of the required site landscaping.
- b. All irrigation systems shall be fully automatic.
- c. Low-volume irrigation equipment is encouraged for all planted areas within the individual sites and shall be completely automatic.
- d. No overthrowing of irrigation water onto walks, roadways or common area will be allowed.
- e. Utility cabinets and irrigation hardware shall be screened by evergreen shrubs.
- f. Irrigation plans are subject to review and approval by the Design Review Board.

15. Drainage:

A storm drain system shall be installed adequate to serve ultimate development of the site and shall be connected with the existing Los Angeles County Flood control District system at Old River School Road.

16. Building Materials and Design:

Building materials and design are subject to review and approval of the Design Review Board. Building design shall be of contemporary character using materials which easily lend themselves to maintenance and long life without significant deterioration.

17. Utilities:

All utilities shall be installed underground in accordance with Section 7500 of the Downey Municipal Code.

18. Air-conditioning, Mechanical Roof Equipment, and Elevator Housing - See Section 9136 of the Downey Municipal Code.

19. Environmental Protection Standards - See Section 9144 of the Downey Municipal Code.

E. Utilities/Public Services

1. Sufficient water flow for fire protection shall be acquired from the City of Downey Water Division and/or the Metropolitan Water District.
2. All streets shall be constructed to City standards and be dedicated to the City of Downey. Landscaped medians shall be constructed under the direction of the Planning and Engineering Divisions.
3. An assessment district for the maintenance of roadway lighting and landscaping shall be established.

PERMITTED USES

In order to identify and describe permitted uses, the Standard Industrial Classification Manual, 1972 version with 1977 Supplement, prepared by the U.S. Department of Commerce, has been employed. The following list of uses are identified by their four digit industry number, and categorized by their respective Division and Major Group classifications consistent with the Standard Industrial Classification Manual.

Uses indicated with an asterisk (*) are subject to approval of a Conditional Use Permit as described by Section 9166 of the Downey Municipal Code

DIVISION G. RETAIL TRADE

- Major Group 54 - Food Stores
 5441 Candy, Nut and Confectionary Stores
 5462 Retail Bakeries - Baking and Selling
 5463 Retail Bakeries - Selling Only
- Major Group 58 - Eating and Drinking Places
 *5812 Eating Places
 *5813 Drinking Places (Alcoholic Beverages)
- Major Group 59 - Miscellaneous Retail
 5912 Drug Stores and Proprietary Stores
 5942 Book Stores
 5943 Stationery Stores
 5947 Gift, Novelty, and Souvenir Shops
 5992 Florists
 5993 Cigar Stores
 5994 News Dealers

Note: The above retail uses of Division G are intended to provide convenience and support uses for other uses on the Rancho Los Amigos property. As such, they are permitted only within the westerly 400 feet of Parcel A, on the ground floor level.

 ORD. 808 ORIGINAL SP
 ORD 852 AMT.

DIVISION G. RETAIL TRADE

5961 Mail Order Houses

DIVISION H. FINANCE, INSURANCE, AND REAL ESTATE

Major Group 60 - Banking

6011 Federal Reserve Banks
6022, 6023, 6024, 6025, 6026, 6027, 6028 Commercial and Stock Savings
Banks
6032, 6033, 6034 Mutual Savings Banks
6042, 6044 Trust Companies Not Engaged in Deposit Banking
6052 Foreign Exchange Establishments
6054 Safe Deposit Companies
6055 Clearinghouse Associations
6056 Corporations for Banking Abroad
6059 Establishments Performing Functions Related to Deposit Banking,
NEC

Major Group 61 - Credit Agencies other than Banks

6112, 6113 Rediscount and Financing Institutions for Credit Agencies
6122, 6123, 6124, 6125 Savings and Loan Associations
6131 Agricultural Credit Associations
6142, 6143, 6144, 6145, 6146, 6149 Personal Credit Institutions
6153, 6159 Business Credit Institution
6162 Mortgage Bankers and Loan Correspondents
6163 Loan Brokers

Major Group 62 - Security and Commodity Brokers

6211 Security Brokers, Dealers, and Flotation Companies
6221 Commodity Contracts Brokers and Dealers
6231 Security and Commodity Exchanges
6281 Services Allied with the Exchange of Securities or Commodities

Major Group 63 - Insurance

6311 Life Insurance
6321 Accident and Health Insurance
6324 Hospital and Medical Insurance Plans
6331 Fire, Marine, and Casualty Insurance
6351 Surety Insurance
6361 Title Insurance
6371 Pension, Health, and Welfare Funds

Major Group 64 - Insurance Agents, Brokers, and Service

6411 Insurance Agents, Brokers, and Service

Major Group 65 - Real Estate

6512, 6513, 6514, 6515, 6519 Real Estate Operators and Lessors
6531 Appraisers (only)
6541 Title Abstract Office
6552, 6553 Subdividers and Developers

Major Group 67 - Holding and Other Investment Offices
6711 Holding Offices
6722, 6723, 6724, 6725 Investment Offices
6732, 6733 Trust Management
6792, 6793, 6794, 6798, 6799 Miscellaneous Investing

DIVISION I. SERVICES

Major Group 72 - Personal Services
7299 Health Clubs or Spas (only)

Major Group 73 - Business Services
7311, 7313, 7319 Advertising
7321 Credit Reporting and Collection Agencies
7331 Direct Mail Advertising Services
7332 Blueprinting and Photocopying Services
7333 Commercial Photography, Art, and Graphics
7339 Stenographic and Reproduction Services, NEC
7351 News Syndicates
7361, 7362, 7369 Personnel Supply Services
7372, 7374, 7379 Computer and Data Processing Services
*7391 Research and Development Laboratories
7392 Management, Consulting, and Public Relations Services
*7393 Detective Agencies and Protective Services
*7395 Photo finishing Laboratories

Major Group 80 - Health Services
8011 Offices of Physicians
8021 Offices of Dentists
8031 Offices of Osteopathic Physicians
8041 Offices of Chiropractors
8042 Offices of Optometrists
8049 Offices of Health Practitioners, NEC
8071 Medical Laboratories
8072 Dental Laboratories
8081 Outpatient Care Facilities
*8091 Health and Allied Services, NEC

Major Group 81 - Legal Services
8111 Legal Services

Major Group 82 - Educational Services
8241 Correspondence Schools

*Major Group 83 - Social Services
8351 Child Day Care Services

Major Group 89 - Miscellaneous Services
8911 Engineering, Architectural, and Surveying Services
8922 Noncommercial Educational, Scientific, and Research Organizations
8931 Accounting, Auditing, and Bookkeeping Services

DIVISION J. PUBLIC ADMINISTRATION

Major Group 91 - Government Offices

9111, 9121, 9131, 9199 Executive, Legislative and General Government Offices

Major Group 92 - Justice, Public Order, and Safety

9222 Legal Counsel and Prosecution (Public)

Major Group 93 - Public Finance Taxation and Monetary Policy

9311 Public Finance, Taxation, and Monetary Policy Offices

Major Group 94 - Administration of Human Resource Programs

9411 Administration of Educational Programs

9431 Administration of Public Health Programs

9441 Administration of Social, Manpower, and Income Maintenance Programs

9451 Administration of Veterans Affairs

Major Group 95 - Administration of Environmental Quality and Housing Programs

9511, 9512 Administration of Environmental Quality Programs

9531, 9532 Administration of Housing and Urban Development Programs

Major Group 96 - Administration of Economic Programs

9651 Regulation, Licensing, and Inspection of Miscellaneous Commercial Sectors

CENTRAL ADMINISTRATIVE OFFICES

A central administrative office is an establishment primarily engaged in general administrative, supervisory, accounting, purchasing, engineering and systems planning, advertising, legal, financial, or related management functions performed centrally for other establishments of the same company. Central administrative offices characteristically do not produce any products nor do they provide any services for the general public, other companies, or government.

A central administrative office should be considered a separate establishment if (1) it is at a different general location from the establishment(s) served; or (2) it is at the same location as one of the company's establishments but also serves other establishments of the same company and is not operated as an integral part of the establishment at the same location.

*** AUXILIARY ESTABLISHMENTS**

An auxiliary unit is an establishment primarily engaged in performing supporting services for other establishments of the same company rather than for the general public or for other business firms. Auxiliaries include such diverse activities as research development, and testing laboratories of manufacturing firms developing new or improved products with the company's own funds or on Federal contract; central warehouses for the company's own merchandise; central garages for the company's own vehicles; trading stamp redemption stores; milk receiving stations; and sales promotion offices.



Weston Pringle and Associates

TRAFFIC & TRANSPORTATION ENGINEERING

March 22, 1985

Mr. Greg Shaffer
Planning Department
P.O. Box 607
Downey, CA 90241

Dear Mr. Shaffer:

This letter summarizes our review of traffic factors related to the proposed development of the Rancho Los Amigos site in the City of Downey. The review is based upon information provided by you and the City Traffic Engineer.

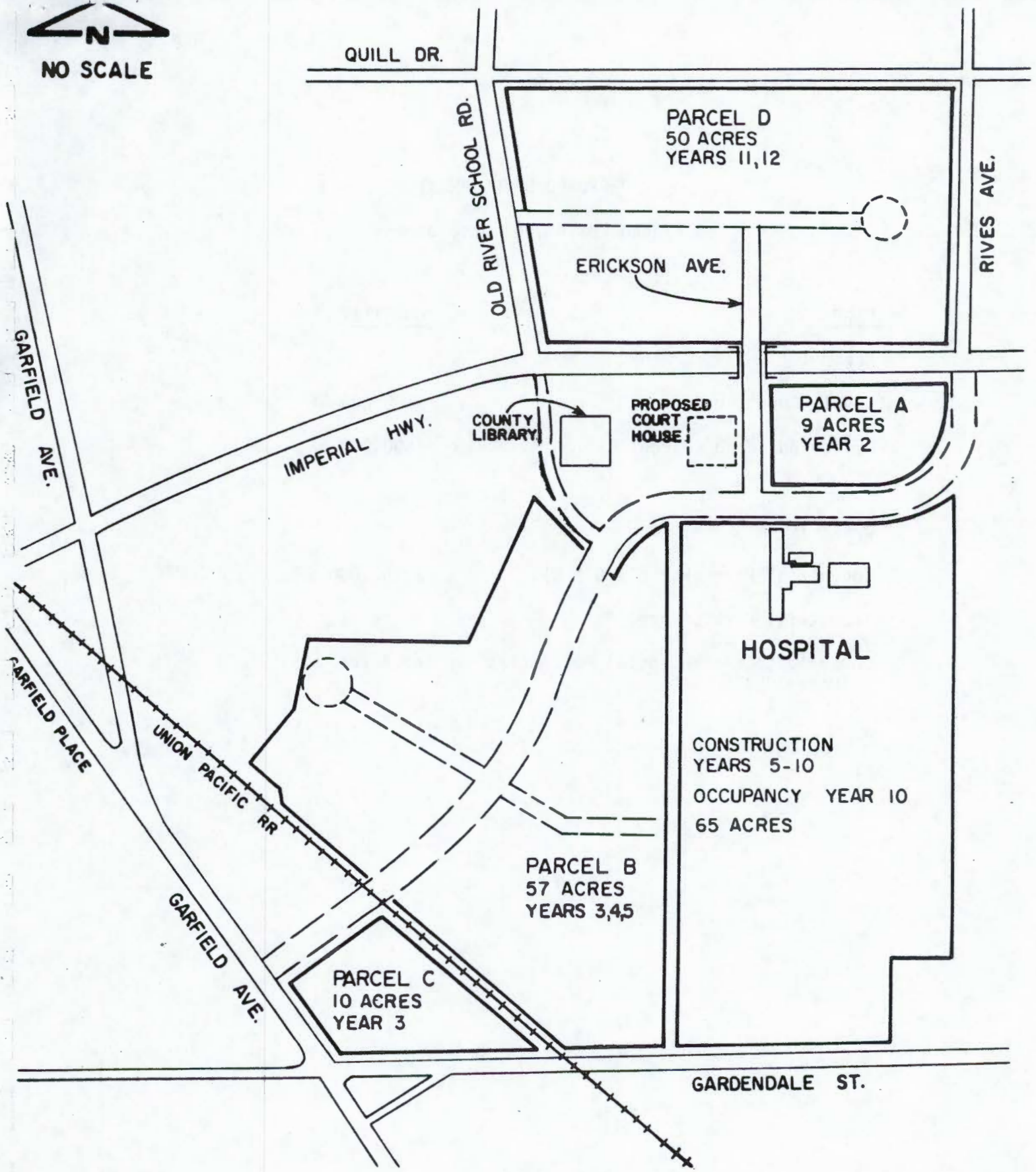
The development plan is being proposed by the Community Development Commission of Los Angeles County and would generally intensify use of the 212 acre County owned land. For purposes of this study, the development has been divided into two phases. The first includes development that would be proposed in the near future or approximately two years. Phase II represents the long term ultimate development plan which would require 12 years to complete. Table 1 lists the uses proposed for each phase of development and Figure 1 illustrates the development concept plan.

For this study, the worst case condition or maximum potential development has been utilized. As an example, 600,000 square feet of office use was assumed for Parcel A while actual development could be less intensive. This approach was utilized on all future development indicated on the proposed plan.

In addition to land use changes, the plan proposes a new roadway from the Imperial Highway/Rives Avenue intersection through the site to Garfield. An extension of Old River School Road southerly from Imperial Highway would intersect and terminate at the new road. (See Figure 1). An alternate alignment would terminate the new road at Gardendale Street east of the Union Pacific Railroad.



NO SCALE



PROPOSED SITE DEVELOPMENT

Table 1
PROPOSED DEVELOPMENT
Rancho Los Amigos Development

| <u>LAND USE</u> | <u>QUANTITY</u> |
|--|-----------------|
| <u>Phase I</u> | |
| County Courthouse | 90,000 SF |
| Office Building (Parcel A) | 600,000 SF |
| <u>PHASE II</u> | |
| Industrial Park (Parcels B & C) | 1,200,000 SF |
| Industrial Park (Parcel D) | 50 Acres |
| Consolidation of Hospital Facilities (Parcel H) | 65 Acres |

EXISTING CIRCULATION CONDITIONS

Imperial Highway is an east-west arterial extending through Los Angeles County. It has an interchange with the Long Beach Freeway (State Route 7) to the west and San Gabriel River Freeway (I-605) to the east. Adjacent to the site, Imperial Highway provides three lanes in each direction with separate left turns lanes.. There are signalized intersections at Old River School Road and Rives Avenue. An overpass of Imperial Highway exists for Erickson Avenue. Old River School Road is a north-south arterial with four lanes of traffic that extends from Imperial Highway to Florence Avenue. Rives Avenue is a two-lane street with residential frontage that serves as a residential collector.

Based upon data provided by the City Traffic Engineer, daily traffic volumes on Imperial Highway are approximately 37,200 adjacent to the site. Since peak hour intersection operations are the best indicators of traffic conditions, Intersection Capacity Utilization (ICU) analyses were completed for both AM and PM peak hours on Imperial Highway at Old River School Road and Rives Avenue. (The ICU methodology and relationship of ICU to Level of Service are described in Appendix A.) Existing traffic volumes were provided by the City Traffic Engineer and are contained in Appendix B with the ICU calculations. The results of these ICU analyses are summarized in Table 2. Review of Table 2 indicates that current traffic operations are good even with a relatively high traffic volume on Imperial Highway.

TRIP GENERATION

In order to examine project traffic factors, it is necessary to estimate the number of trips that would be generated. Studies have been conducted by governmental agencies and consultants to determine trip generation characteristics of various land uses. The rates utilized in this study are listed in Table 3 and are based upon data in the Institute of Transportation Engineers publication "Trip Generation" and data from the Orange County Environmental Management Agency. By applying these rates to the planned development, estimates of project trip generation were obtained.

Table 2
EXISTING ICU SUMMARY
Rancho Los Amigos Development

| INTERSECTION | ICU VALUES | | | |
|--|--------------------|--------------------|--------------------|--------------------|
| | AM Peak Hour | | PM Peak Hour | |
| | ICU ⁽¹⁾ | LOS ⁽²⁾ | ICU ⁽¹⁾ | LOS ⁽²⁾ |
| Imperial Highway and Old River School Road | 0.56 | A | 0.58 | A |
| Imperial Highway and Rives Avenue | 0.50 | A | 0.61 | B |

(1) Intersection Capacity Utilization

(2) Level of Service

Table 3
TRIP GENERATION RATES
Rancho Los Amigos Development

| LAND USE | DESCRIPTOR | TRIP ENDS PER DESCRIPTOR | | | | |
|---------------------|------------|--------------------------|-------|--------|-------|--------|
| | | Daily | AM In | AM Out | PM In | PM Out |
| Courthouse (1) | SF | 25 | 2.00 | 0.25 | 0.89 | 1.96 |
| Office (2) | SF | 12.3 | 1.86 | 0.35 | 0.27 | 1.36 |
| Industrial Park (2) | SF | 7.0 | 0.54 | 0.16 | 0.19 | 0.59 |
| Industrial Park (2) | Acres | 62.8 | 10.1 | 3.2 | 3.0 | 9.4 |

(1) Source: Orange County for daily; peak hour rates based on splits for government office and Civic Center in ITE Trip Generation.

(2) Source: "Trip Generation", Institute of Transportation Engineers

Table 4 summarizes the estimated daily, AM peak hour and PM peak hour trip generation for the development. An estimated 9,630 daily trip ends would be generated by Phase I. An additional 11,540 daily trip ends would be generated by Phase II with a total potential of 21,170 daily trip ends.

No trip generation has been indicated for the hospital consolidation in Parcel H. Hospital generated trips are a part of the existing traffic population and are included in the analysis on that basis. Consolidation of hospital facilities could change trip generation characteristics and should be examined when sufficient planning data are available.

TRIP DISTRIBUTION AND ASSIGNMENT

The next step in the study was to develop a geographic trip distribution pattern for the site. Since construction of the Century Freeway (I-105) would effect travel patterns in the area, two distributions were developed. The directional distribution developed for Phase I is illustrated on Figure 2 and does not include the Century Freeway. For Phase II, it was assumed that the Century Freeway was completed and the distribution is illustrated on Figure 3. These distributions are based upon regional land use and circulation patterns:

Daily project traffic was then assigned to the street system in conformance with the distribution patterns. The Phase I daily volumes are illustrated on Figure 4 and Phase II are illustrated on Figure 5. Phase I AM and PM peak hour volumes were assigned to the Imperial Highway at Old River School Road and Rives Avenue intersections utilizing the distribution on Figure 2. These project volumes are indicated in the table in Appendix B.

ANALYSIS

Phase I

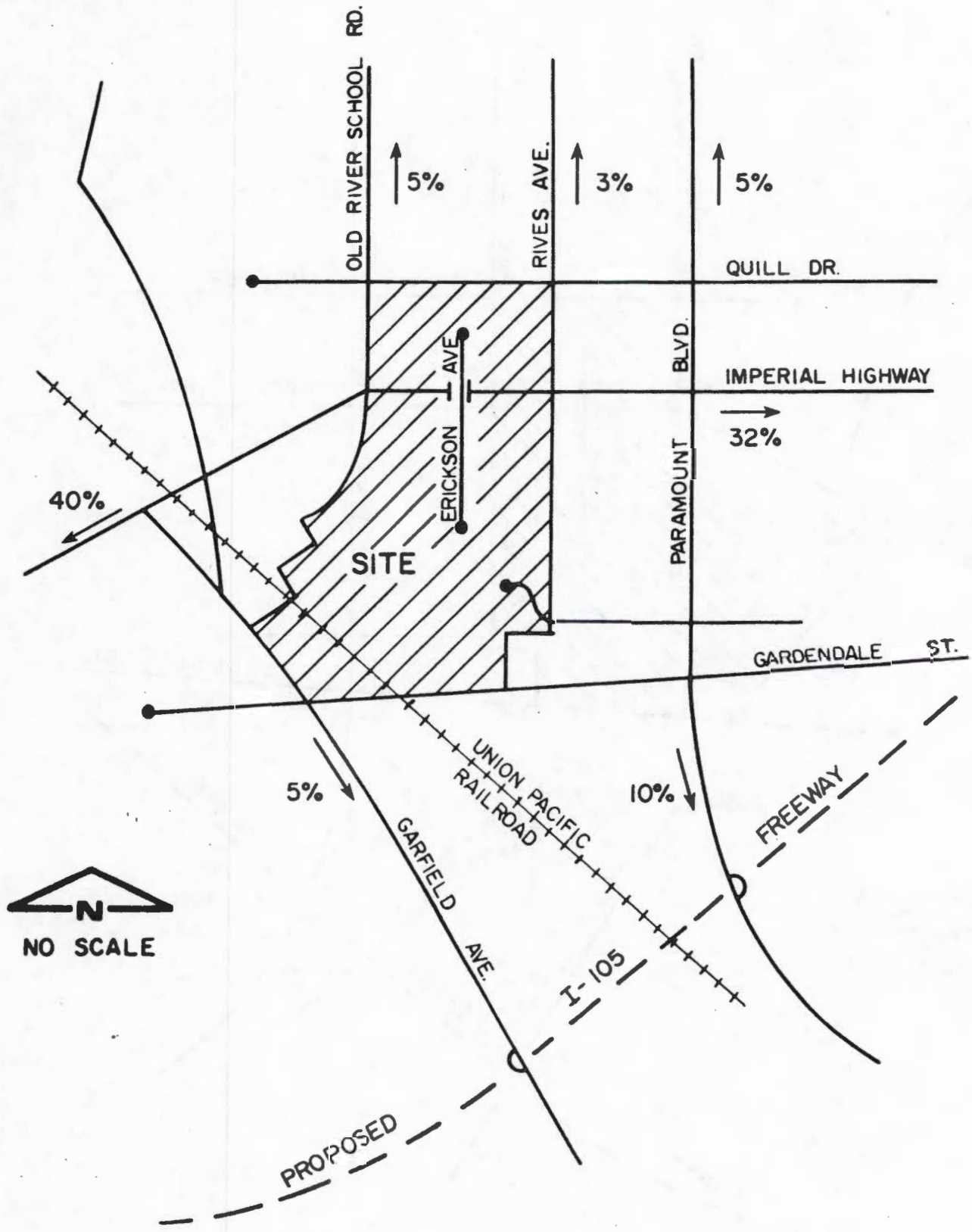
The analysis of Phase I traffic has been completed to provide an evaluation of the ability of the existing and planned road system to accommodate project traffic. Estimates of daily and peak hour traffic and assignment of these trips to the road system have been presented in previous sections of this report. The analyses are based upon these data and projections.

Table 4

TRIP GENERATION

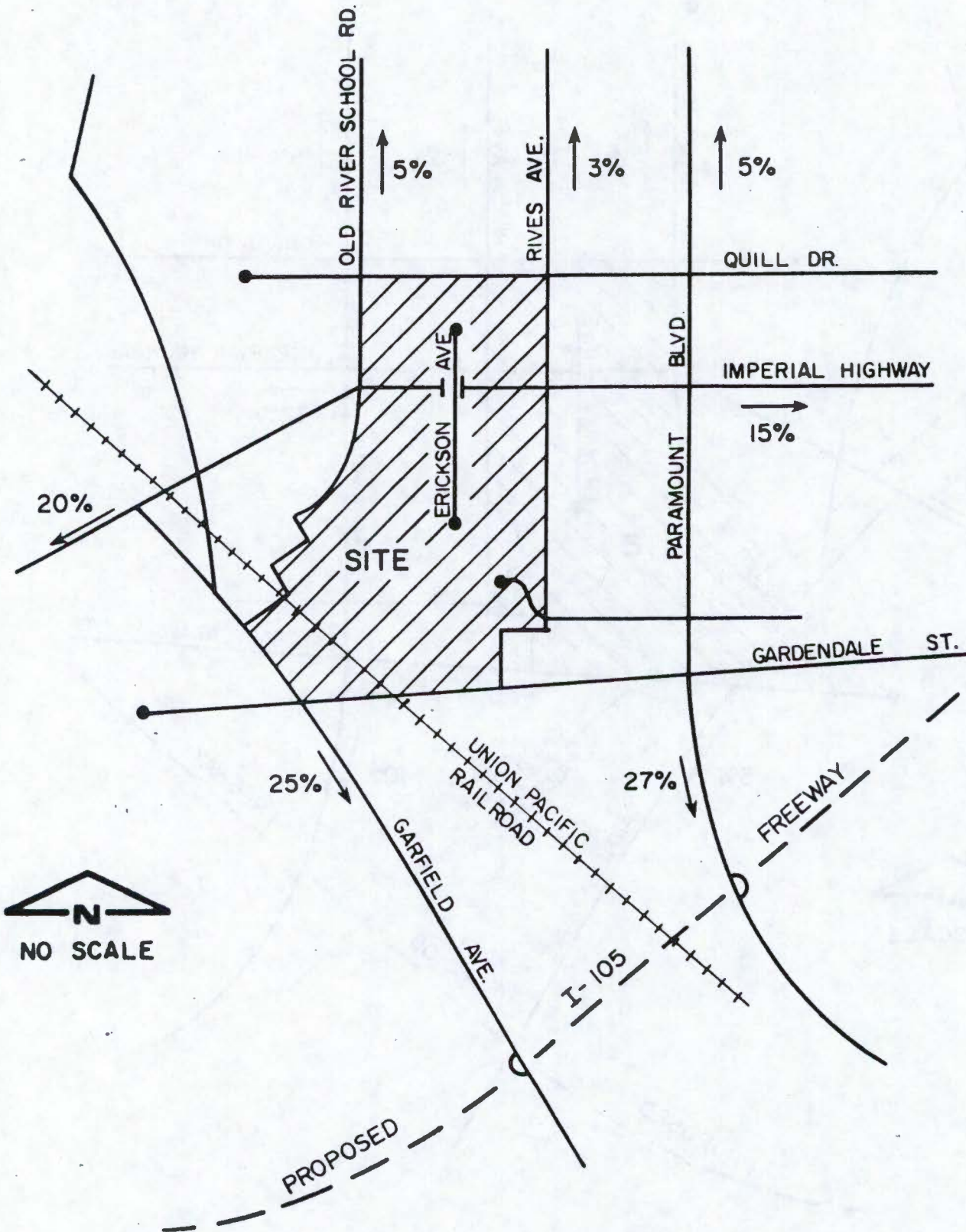
Rancho Los Amigos Development

| <u>LAND USE</u> | <u>TRIP ENDS</u> | | | | |
|--|------------------|--------------|---------------|--------------|---------------|
| | <u>Daily</u> | <u>AM In</u> | <u>AM Out</u> | <u>PM In</u> | <u>PM Out</u> |
| <u>PHASE I</u> | | | | | |
| County Courthouse (90,000 SF) | 2,250 | 180 | 20 | 80 | 175 |
| Parcel A: 600,000 SF Office | <u>7,380</u> | <u>1,150</u> | <u>210</u> | <u>160</u> | <u>815</u> |
| Subtotal | 9,630 | 1,295 | 230 | 240 | 990 |
| <u>Phase II</u> | | | | | |
| Parcels B & C: 1.2 Million SF Industrial Park | 8,400 | 650 | 190 | 230 | 710 |
| Parcel D: 50 Acres Industrial Park | <u>3,140</u> | <u>505</u> | <u>160</u> | <u>150</u> | <u>470</u> |
| Subtotal | <u>11,540</u> | <u>1,155</u> | <u>350</u> | <u>380</u> | <u>1,180</u> |
| Total | 21,170 | 2,450 | 580 | 620 | 2,170 |

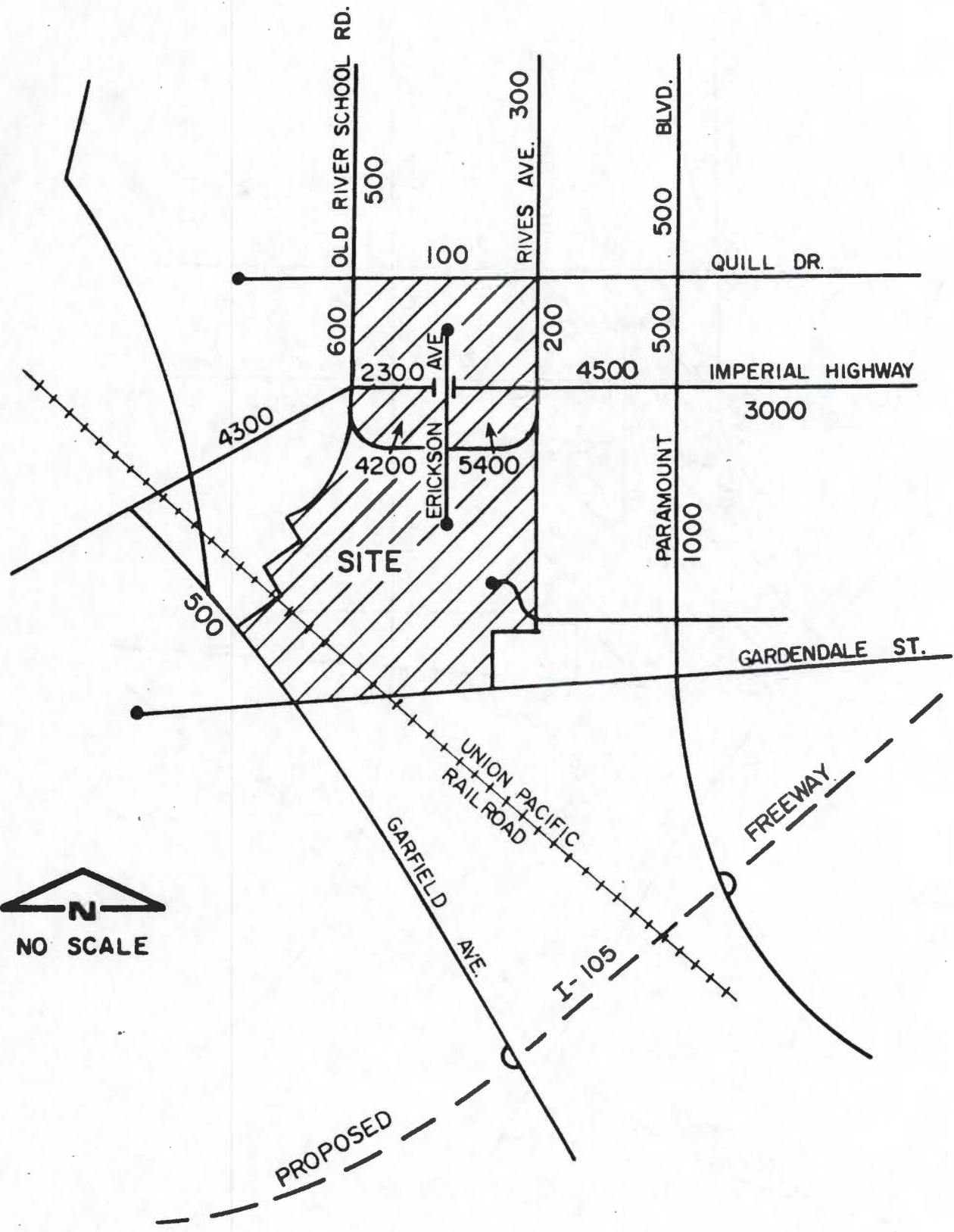



 NO SCALE

DIRECTIONAL DISTRIBUTION
PHASE I

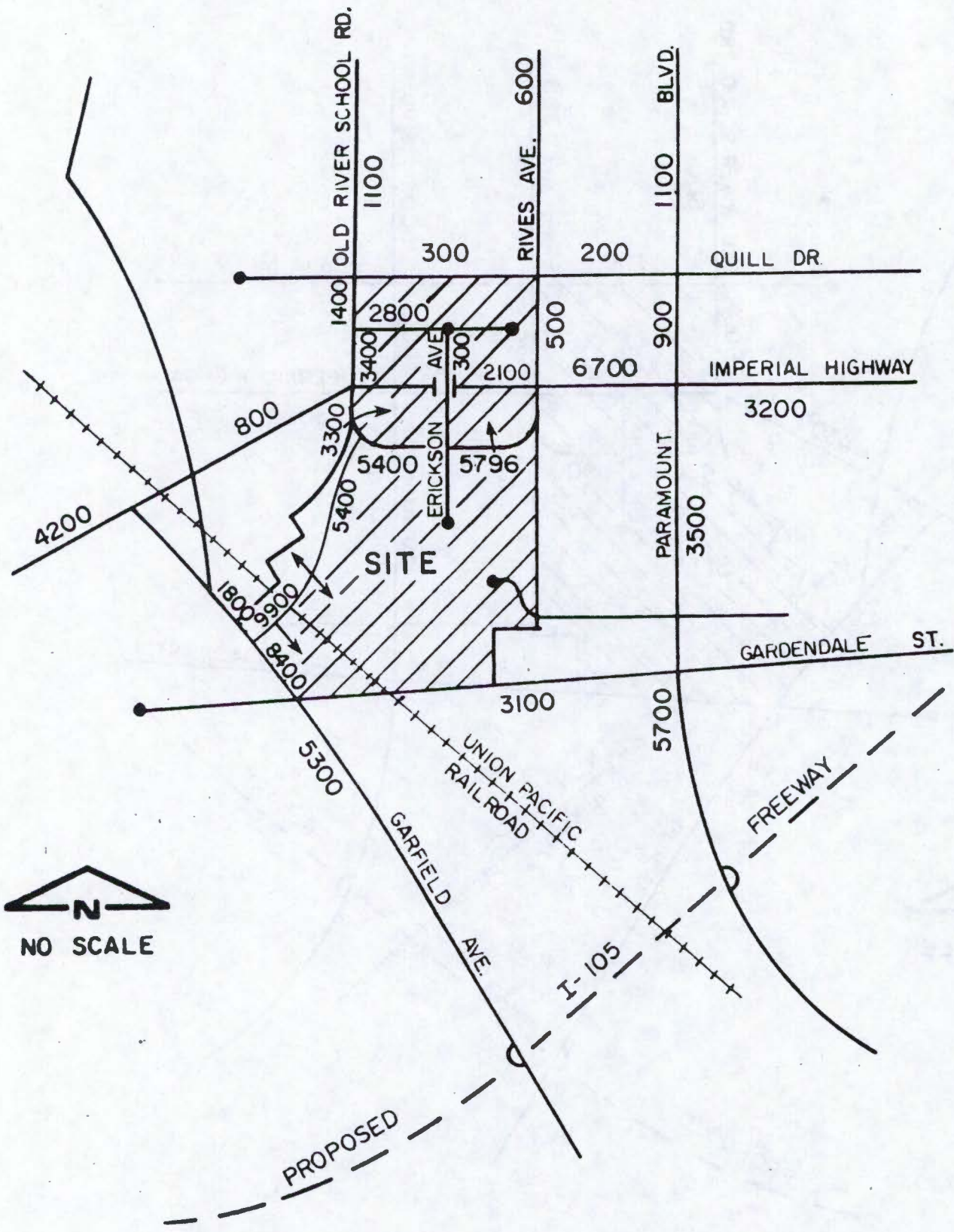


DIRECTIONAL DISTRIBUTION
PHASE II




 NO SCALE

PROJECT DAILY TRIPS
PHASE I



**PROJECT DAILY VOLUMES
PHASE II**

Table 5

ICU SUMMARY

Rancho Los Amigos Development

| INTERSECTION | PERIOD | ICU VALUES | | |
|--------------------------------------|--------------|------------|--------------------|------------------------------------|
| | | Existing | Existing + Project | Existing + Project With Mitigation |
| Imperial Hwy & Old River School Road | AM Peak Hour | 0.56 | 0.61 | 0.53 |
| | PM Peak Hour | 0.58 | 0.68 | 0.74 |
| Imperial Hwy & Rives Ave. | AM Peak Hour | 0.50 | 0.87 | 0.83 |
| | PM Peak Hour | 0.61 | 0.95 | 0.79 |

The intersections on Imperial Highway at Old River School Road and Rives Avenue are the critical locations in examining potential traffic impacts. ICU analyses were completed for conditions with Phase I traffic for both intersections and for both AM and PM peak hours. These analyses are contained in Appendix B and summarized in Table 5. Each of these intersections was examined to evaluate the potential traffic impacts of the project.

Review of ICU values for Imperial Highway and Old River School Road indicates that the existing geometrics could accommodate project traffic. As indicated in Appendix B, the northbound left turn during the PM peak hour is projected to be 327 vehicles. This volume exceeds the desirable capacity of a single left turn lane and the use of an optional through or left lane in addition to left and right turn lanes is recommended. In addition, a separate traffic signal phase would be required for northbound left turns. It is recommended that the existing traffic signal be modified to provide split phasing in the north-south direction. With these mitigation measures, acceptable traffic operations would be anticipated.

The Imperial Highway and Rives Avenue intersection would have an acceptable ICU value (less than 0.90) during the AM peak hour but not during the PM peak hour. The provision of an additional northbound lane and split phasing for the north-south movement would reduce the PM peak hour ICU value to 0.79 which is an acceptable condition. Review of the AM peak hour ICU analyses indicates an additional problem. The project westbound left turn volume for the AM peak hour is 584 vehicles. While the ICU analysis indicates an acceptable condition, this left turn demand would result in operational problems. A queue of this magnitude would block access to other properties and create an overall undesirable condition. Provision of a second westbound left turn lane would mitigate the problem; however, this cannot be accomplished with the existing right-of-way. The existing traffic signal would require modification to provide separate left turn phasing on Imperial Highway as well as split phasing for north-south traffic.

Another alternative to reduce traffic impacts at the Imperial Highway/Rives Avenue intersection was received. This alternative would provide westbound off and eastbound on ramps at the existing Erickson Avenue overpass of Imperial

Highway. Traffic from both problem movements, the westbound left and northbound right, could be diverted to this partial interchange. This diversion would result in acceptable conditions at the Imperial Highway/Rives intersection without widening Imperial Highway. The previously recommended signal modifications would still be required.

In summary, the Phase I development can be accommodated with the recommended mitigation measures. Table 6 summarizes these recommendations. This analysis has assumed that Old River School Road and Rives Avenue south of Imperial Highway would have a minimum of four lanes and that an east-west connection between Rives Avenue and Old River School Road would be provided.

Phase II

For this study, Phase II represents ultimate development of the site as illustrated on Figure 1. Due to the general level of data available, the analysis of Phase II traffic factors is in less detail than Phase I. The results of the Phase I analysis do provide information that is also applicable to Phase II.

A major circulation element of the plan is the development of a major roadway from the Imperial Highway/Rives Avenue intersection through the site to Garfield Avenue. This concept raises some traffic questions which must be addressed. As indicated in The Phase I analysis, the Imperial Highway/Rives Avenue intersection is a potential problem that will require mitigation for Phase I development. The proposed plan would consolidate hospital activities in the south portion which would change existing traffic patterns. While no data were provided to evaluate changes in hospital traffic, it can be assumed that the hospital usage of the Rives Avenue intersection would increase. Another concern is the residential nature of Rives Avenue northerly of the site. The introduction of through traffic would not be desirable on Rives Avenue. All of these considerations would indicate that a major roadway should not terminate at the Rives Avenue intersection.

Table 6

SUMMARY OF PHASE I MITIGATION

Rancho Los Amigos Development

| <u>LOCATION</u> | <u>RECOMMENDED MITIGATION</u> |
|---------------------------------------|---|
| Imperial Hwy & Old River School Road | <ol style="list-style-type: none">1. Modify traffic signal to provide split north-south phasing.2. Provide three northbound approach lanes (left, left or through and through or right). |
| Imperial Highway and Rives Avenue | <ol style="list-style-type: none">1. Modify traffic signal to provide left turn phasing on Imperial Hwy and split north-south phasing.2. Widen Imperial Hwy east of Rives to provide two westbound left turn lanes.3. Provide three northbound approach lanes (left, through or right and right). |
| Imperial Highway and Erickson Avenue. | <ol style="list-style-type: none">1. In place of 2 at Imperial Highway and Rives Avenue, provide westbound off and eastbound on ramps. |

The Phase I analysis has indicated that the Imperial Highway/Old River School Road intersection would have available capacity to accommodate additional development. In addition, Old River School Road to the north has available capacity and is an arterial street. Based upon traffic consideration, the major internal roadway should be an extension of Old River School Road.

The potential for a partial interchange on Imperial Highway at Erickson Avenue was proposed in the Phase I analysis. Further development of this concept is recommended to serve the ultimate plan. An interchange would serve Phase I development, the hospital consolidation and future redevelopment north of Imperial Highway. It would also take advantage of the existing overpass structure.

There are concerns with the extension of the major road to Garfield Avenue. This extension assumes an at-grade crossing of the Union Pacific Railroad which would require permission of the California Public Utilities Commission and the Railroad. Based upon current practice, it is doubtful that this crossing could be achieved. An alternative alignment would terminate the street on Gardendale Street east of the railroad crossing. This connection to Gardendale Street would provide good access to the future Century Freeway which has a split interchange on Paramount Boulevard and Garfield Avenue.

Another potential problem with the new intersection on Garfield Avenue is the location with respect to the Gardendale Street intersection. Sufficient data are not available to analyze this condition; however, the proximity of these intersections could result in traffic operational and safety problems.

In general, this review of the Phase II development has identified potential traffic related problems. These potential problems indicate the need for the input of traffic considerations in the planning process. Additional data are required and additional analyses. The development of a 212 acre site in an urban area requires detailed analysis of traffic considerations in the preparation of a plan. It is felt that the development can be accommodated with the necessary consideration of traffic and circulation needs in the design.

SUMMARY

This study has examined traffic factors related to the proposed development of Rancho Los Amigos site in the City of Downey. The study has been completed for two phases of development. Phase I is the near term development and has been analyzed in detail. For Phase II or ultimate development, a more general review was completed. Existing conditions were quantified and estimates made of future trip generation from the site. The ability of the road system to accommodate project traffic and the circulation element of the plan were analyzed. Potential problems were identified with both Phase I and Phase II of the plan. Mitigation measures have been recommended which would reduce the potential traffic impacts of the project.

The following are principal findings of the study.

1. Existing traffic operations on Imperial Highway are at acceptable Levels of Service.
2. Phase I of the project is estimated to generate 9,630 daily trip ends with 1,525 occurring during the AM peak hour and 1,230 occurring during the PM peak hour.
3. At ultimate development, the site is estimated to generate 21,170 daily trip ends with 3,030 occurring during the AM peak hour and 2,790 during the PM peak hour excluding hospital traffic.
4. With Phase I development, traffic mitigation measures would be required at the Imperial Highway intersections with Old River School Road and Rives Avenue.
5. The ultimate plan has evidently not included traffic considerations and requires modification to reduce traffic related impacts.

MITIGATION MEASURES

The following measures are recommended to mitigate potential traffic impacts of the project.

1. The improvements listed in Table 6 should be a part of the Phase I development.
2. The ultimate plan should be reexamined with consideration for the potential traffic impacts including site access, internal circulation and area traffic operations.

* * * * *

We trust that this study will be of assistance to the City of Downey in reviewing this development. If you have any questions or require additional information, please contact us.

Respectfully submitted,

WESTON PRINGLE & ASSOCIATES



Weston S. Pringle, P.E.
Registered Professional Engineer
State of California Numbers C16828 & TR565

WSP:bas

#85210

Row's Copy.

**RANCHO LOS AMIGOS
BUSINESS CENTER**

SPECIFIC PLAN 85-1-A

CITY OF DOWNEY

SPECIFIC PLAN 85-1

I. Purpose and Intent

It is intended that this Specific Plan shall constitute the zoning for 14.93 acres of land located to the southwest of Imperial Highway and Rives Avenue, known as "Parcel A", as shown on Map 1 and described as follows:

Beginning at the intersection of the proposed centerline of Imperial Highway as shown on County Surveyor's Map No. B-753, Sheet 7, on file in the office of the County Engineer of the County of Los Angeles and the northeasterly prolongation of the southeasterly line of Lot C of the Rancho Santa Gertrudes subdivided for the Santa Gertrudes Land Association as shown on map recorded in Book 1, Page 502, of Miscellaneous Records, in the office of the Recorder of said County; thence southwesterly along said prolongation and southeasterly line a distance of 685.81 feet; thence northwesterly parallel with said centerline to the centerline of Horton Lane (private street) as shown on map of said County Surveyor's Map No. B-753, Sheet 7, 930.77 plus or minus feet; thence northeasterly along said last mentioned centerline 385.77 feet; thence southeasterly 50.00 feet; thence northeasterly to said centerline of Imperial Highway; thence southeasterly along said last mentioned centerline to the point of beginning.

Since this Specific Plan establishes the zoning regulations for the site, it has been adopted by ordinance of the City of Downey. Preceding the adoption of this Plan was the approval of General Plan Amendment 85-1, which established a Light Industrial land use designation on the subject property. This Specific Plan is intended to implement the General Plan. This Plan specifies permitted uses, their location, and approval procedures. It also establishes development standards and provisions for circulation and public utilities.

The development of Parcel A is the first phase of a program to lease excess County land within the Rancho Los Amigos property for private development. This Specific Plan may be expanded, amended, or supplemented to include the property proposed for lease to the private sector in the future, such as Parcels B and C as indicated on Map 2.

II. Circulation

1. The extension of Old River School Road south of Imperial Highway shall be constructed as a secondary highway with an 80 foot right-of-way and 64 foot curb to curb width.
2. The signalization at Old River School Road and Imperial Highway shall be modified to provide split north/south phasing. To the south of the intersection with Imperial Highway, Old River School Road will have five lanes: two southbound, one northbound left turn, one northbound optional left or through, and one northbound optional right or through.
3. The extension of Rives Avenue south of Imperial Highway shall be constructed as a collector street with a curb to curb width of 54 feet. Sixty-four feet of right-of-way shall be reserved, except that portion immediately south of Imperial Highway where 80 feet of right-of-way is required for intersection channelization. This requirement may be modified by the City based on engineering studies.
4. The signalization at Rives Avenue and Imperial Highway shall be modified to provide left turn phasing. To the south of the intersection with Imperial Highway, Rives Avenue will have five lanes: two southbound, one northbound left, and two northbound right. Through access onto Rives Avenue north of Imperial Highway from the Rancho property is disallowed.
5. With the development of Parcel A and the courthouse, sufficient right-of-way shall be reserved for construction of a four-way off and on ramp system at the existing bridge over Imperial Highway.
6. If the development on Parcel A exceeds 300,000 square feet of floor area, the two easterly ramps to and from the Erickson bridge shall be constructed. This requirement may be modified by the City based on engineering or environmental studies.

7. Prior to issuance of any Certificates of Occupancy for development on Parcels B and C, a four-way ramp system shall be constructed to and from the Erickson bridge. This requirement may be modified by the City based on engineering and/or environmental studies.
8. Erickson Avenue will be designated as a major highway with a right-of-way width of 100 feet. If Erickson is not constructed initially to major highway specifications (80 feet curb-to-curb), the 100 feet of right-of-way will be reserved for future construction.
9. Commercial vehicles over 6,000 pounds weight, as registered by the Department of Motor Vehicles, are prohibited on Rives Avenue south of Imperial Highway.
10. Until such time that public use of Erickson Avenue is allowed, the portion adjacent to Parcel A, signing and striping shall be installed to restrict its use to medical center patients and the courthouse bus.

III. Land Uses

In order to identify and describe permitted uses, the Standard Industrial Classification Manual, 1972 version with 1977 Supplement, prepared by the U.S. Department of Commerce, has been employed. The following list of uses are identified by their four digit industry number, and categorized by their respective Division and Major Group classifications consistent with the Standard Industrial Classification Manual.

Uses indicated with an asterisk (*) are subject to approval of a Conditional Use Permit as described by Section 9166 of the Downey Municipal Code. The Conditional Use Permit process allows review of certain uses which have the potential for creating problems for adjacent properties. Before a Conditional Use Permit is granted, the following findings must be made:

- a. That the requested Conditional Use Permit will not adversely affect the purpose and intent of this Chapter or the City's General Plan or the public convenience or general welfare of persons residing or working in the neighborhood thereof;
- b. That the requested use will not adversely affect the adjoining land uses and the growth and development of the area in which it is proposed to be located;
- c. That the size and shape of the site proposed for the use is adequate to allow the full development of the proposed use in a manner not detrimental to the particular area; and
- d. That the traffic generated by the proposed use will not impose an undue burden upon the streets and highways in the area.

***DIVISION D. MANUFACTURING**

*Major Group 23 - Apparel and Other finished products made from Fabrics and Similar Materials (all)

Major Group 26 - Paper and Allied Products

*2642 Envelopes

*2648 Stationery

*Major Group 27 - Printing, Publishing, and Allied Industries (all)

Major Group 28 - Chemicals and Allied Products

*2831 Biological Products

*2833 Medicinal Products

*2834 Pharmaceutical Preparations

Major Group 31 - Leather and Leather Products

*3161 Luggage

*3171 Handbags and Purses

*3172 Personal Leather Goods

Major Group 35 - Machinery, Except Electrical

- *3572 Typewriters
- *3573 Electronic Computing Equipment
- *3574 Calculating Machines
- *3576 Scales
- *3579 Office Machines

Major Group 36 - Electric Machinery

- *3674 Semiconductors and Related Devices
- *3675 Electronic Capacitor
- *3676 Resistors
- *3677 Electronic Coils, Transformers, and other Inductors
- *3678 Connectors, for Electronic Applications
- *3679 Electronic Components NEC

*Major Group 38 - Measuring, Analyzing, and Controlling Instruments; Photographic, Medical, and Optical Goods; Watches and Clocks (all).

DIVISION F. WHOLESALE TRADE

Major Group 50 - Wholesale Trade - Durable Goods

- *5021, 5023 Furnishings
- *5041 Sporting Goods
- *5042 Toys and Hobby Goods
- *5043 Photographic Equipment
- *5063, 5064, 5065 Electric Appliances
- *5072, 5074, 5075, 5078 Hardware
- *5081 Commercial Machines and Equipment
- *5086 Professional Equipment and Supplies
- *5087 Service Establishment Equipment and Supplies
- *5094 Jewelry, Watches, and Diamonds

Major Group 51 - Wholesale Trade - Nondurable Goods

- *5111, 5112, 5113 Paper and Paper Products
- *5122 Drugs and Druggists' Sundries
- *5133, 5134, 5136, 5137, 5139 Apparel, Piece Goods, and Notions
- *5198 Paints, Varnishes, and Supplies

DIVISION G. RETAIL TRADE

Major Group 54 - Food Stores

- 5441 Candy, Nut and Confectionary Stores
- 5462 Retail Bakeries - Baking and Selling
- 5463 Retail Bakeries - Selling Only

Major Group 58 - Eating and Drinking Places

- *5812 Eating Places
- *5813 Drinking Places (Alcoholic Beverages)

Major Group 59 - Miscellaneous Retail

- 5912 Drug Stores and Proprietary Stores
- 5942 Book Stores
- 5943 Stationery Stores
- 5947 Gift, Novelty, and Souvenir Shops
- 5992 Florists
- 5993 Cigar Stores
- 5994 News Dealers

Note: The above retail uses of Division G are intended to provide convenience and support uses for other uses on the Rancho Los Amigos property. As such, they are permitted only within the westerly 400 feet of Parcel A, on the ground floor level.

DIVISION G. RETAIL TRADE

- 5961 Mail Order Houses

DIVISION H. FINANCE, INSURANCE, AND REAL ESTATE

Major Group 60 - Banking

6011 Federal Reserve Banks
6022, 6023, 6024, 6025, 6026, 6027, 6028 Commercial and Stock Savings
Banks
6032, 6033, 6034 Mutual Savings Banks
6042, 6044 Trust Companies Not Engaged in Deposit Banking
6052 Foreign Exchange Establishments
6054 Safe Deposit Companies
6055 Clearinghouse Associations
6056 Corporations for Banking Abroad
6059 Establishments Performing Functions Related to Deposit Banking,
NEC

Major Group 61 - Credit Agencies other than Banks

6112, 6113 Rediscount and Financing Institutions for Credit Agencies
6122, 6123, 6124, 6125 Savings and Loan Associations
6131 Agricultural Credit Associations
6142, 6143, 6144, 6145, 6146, 6149 Personal Credit Institutions
6153, 6159 Business Credit Institution
6162 Mortgage Bankers and Loan Correspondents
6163 Loan Brokers

Major Group 62 - Security and Commodity Brokers

6211 Security Brokers, Dealers, and Flotation Companies
6221 Commodity Contracts Brokers and Dealers
6231 Security and Commodity Exchanges
6281 Services Allied with the Exchange of Securities or Commodities

Major Group 63 - Insurance

6311 Life Insurance
6321 Accident and Health Insurance
6324 Hospital and Medical Insurance Plans
6331 Fire, Marine, and Casualty Insurance
6351 Surety Insurance
6361 Title Insurance
6371 Pension, Health, and Welfare Funds

Major Group 64 - Insurance Agents, Brokers, and Service

6411 Insurance Agents, Brokers and Service

Major Group 65 - Real Estate

6512, 6513, 6514, 6515, 6519 Real Estate Operators and Lessors
6531 Appraisers (only)
6541 Title Abstract Office
6552, 6553 Subdividers and Developers

Major Group 67 - Holding and Other Investment Offices

6711 Holding Offices
6722, 6723, 6724, 6725 Investment Offices
6732, 6733 Trust Management
6792, 6793, 6794, 6798, 6799 Miscellaneous Investing

DIVISION I. SERVICES

Major Group 72 - Personal Services

*7299 Health Clubs or Spas (only)

Major Group 73 - Business Services

7311, 7313, 7319 Advertising
7321 Credit Reporting and Collection Agencies
7331 Direct Mail Advertising Services
7332 Blueprinting and Photocopying Services
7333 Commercial Photography, Art, and Graphics
7339 Stenographic and Reproduction Services, NEC
7351 News Syndicates

7361, 7362, 7369 Personnel Supply Services
7372, 7374, 7379 Computer and Data Processing Services
*7391 Research and Development Laboratories
7392 Management, Consulting, and Public Relations Services
*7393 Detective Agencies and Protective Services
*7395 Photofinishing Laboratories

Major Group 80 - Health Services

8011 Offices of Physicians
8021 Offices of Dentists
8031 Offices of Osteopathic Physicians
8041 Offices of Chiropractors
8042 Offices of Optometrists
8049 Offices of Health Practitioners, NEC
8071 Medical Laboratories
8072 Dental Laboratories
8081 Outpatient Care Facilities
*8091 Health and Allied Services, NEC

Major Group 81 - Legal Services

8111 Legal Services

Major Group 82 - Educational Services

8241 Correspondence Schools

Major Group 83 - Social Services

*8351 Child Day Care Services

Major Group 89 - Miscellaneous Services

8911 Engineering, Architectural, and Surveying Services
8922 Noncommercial Educational, Scientific, and Research Organizations
8931 Accounting, Auditing, and Bookkeeping Services

DIVISION J. PUBLIC ADMINISTRATION

Major Group 91 - Government Offices

9111, 9121, 9199 Executive, Legislative and General Government Offices

Major Group 92 - Justice, Public Order, and Safety

9222 Legal Counsel and Prosecution (Public)

Major Group 93 - Public Finance Taxation and Monetary Policy

9311 Public Finance, Taxation, and Monetary Policy Offices

Major Group 94 - Administration of Human Resource Programs

9411 Administration of Educational Programs
9431 Administration of Public Health Programs
9441 Administration of Social, Manpower, and Income Maintenance Programs
9451 Administration of Veterans Affairs

Major Group 95 - Administration of Environmental Quality and Housing Programs

9511, 9512 Administration of Environmental Quality Programs
9531, 9532 Administration of Housing and Urban Development Programs

Major Group 96 - Administration of Economic Programs

9651 Regulation, Licensing, and Inspection of Miscellaneous Commercial Sectors

CENTRAL ADMINISTRATIVE OFFICES

A central administrative office is an establishment primarily engaged in general administrative, supervisory, accounting, purchasing, engineering and systems planning, advertising, legal, financial, or related management functions performed centrally for other establishments of the same company. Central administrative offices characteristically do not produce any products nor do they provide any services for the general public, other companies, or government.

A central administrative office should be considered a separate establishment if (1) it is at a different general location from the establishment(s) served; or (2) it is at the same location as one of the company's establishments but also serves other establishments of the same company and is not operated as an integral part of the establishment at the same location.

***AUXILIARY ESTABLISHMENTS**

An auxiliary unit is an establishment primarily engaged in performing supporting services for other establishments of the same company rather than for the general public or for other business firms. Auxiliaries include such diverse activities as research development, and testing laboratories of manufacturing firms developing new or improved products with the company's own funds or on Federal contract; central warehouses for the company's own merchandise; central garages for the company's own vehicles; trading stamp redemption stores; milk receiving stations; and sales promotion offices.

IV. Development Standards

1. Maximum building site coverage shall be 40% of the net area.
2. Maximum building height shall be as follows:

| <u>Setback from Residential Zone</u> | <u>Maximum Building Height</u> |
|--------------------------------------|--------------------------------|
| Less than 140 feet | No buildings |
| 140 to 200 feet | 35 feet |
| 200 to 250 feet | 45 feet |
| 250 to 400 feet | 55 feet |
| 400 feet or more | 75 feet |

- 3a. Building and parking areas shall be set back 20 feet from the ultimate right-of-way of all streets, except that 30 feet setback from Imperial Highway shall be maintained.

- b. Improvements permitted within the setback areas:

Landscaping

Pedestrian Sidewalks

Planters, fences or walls with the stipulation that said improvements cannot exceed 3-1/2 feet in height.

Paving associated with street improvements (curbs, etc.).

Driveway access points.

4. Parking:

Parking requirements shall conform to Section 9150 of the Downey Municipal Code (parking ordinance) with the exception of the following:

- a. Parking adjacent to the streetside landscaped areas shall be designed to prevent car overhangs.
- b. A minimum of 5% of the paved parking area shall be landscaped.
- c. A minimum of one tree per 16 spaces shall be required in the parking area. The required trees shall be a "canopy" type to provide a shaded parking area. Trees shall be planted at a reasonable size to insure survival, staked, and of a species compatible with the Southern California climate.

5. Signs:

Signage shall be in accordance with Section 9148 of the Downey Municipal Code. A sign program shall be submitted and approved by the Design Review Board in accordance with Section 9148.14 (e) pertaining to multi-tenant complexes.

6. Noise Attenuation:

A noise attenuation barrier shall be placed to the east of Rives Avenue. This barrier may consist of a wall, berming, and landscaping, and shall be prepared by a licensed acoustical engineer. Further, landscaping materials should be used which will reach a height of 20 to 30 feet at maturity to provide visual screening.

7. All development within the Rancho Business Center shall be subject to all applicable sections of the Code of Ordinances of the City of Downey pertaining to noise regulations. (See Section 4600-4606 of the Downey Municipal Code).

8. a. Transformers and emergency generators shall be screened.

b. Where possible, trash and transformer enclosures shall be integrated into the same enclosure.

c. Transformers may be screened from view by using landscape screening devices, such as 5 gallon shrubs at 3 feet on center (minimum).

d. Trash enclosures are not permitted within the streetside setback.

9. Lighting - See Section 9152 of the Downey Municipal Code, except for noise wall specified in Standard 6.

10. Walls - See Section 9152 of the Downey Municipal Code.

11. Security Fences:

Security fences shall be constructed of wrought iron. Pilasters along property lines are prohibited. The use of additional shrub masses along fences is encouraged. Chain link fencing is prohibited.

12. Service and Delivery Areas:

a. Loading docks and service delivery areas are required to be screened, recessed, and/or enclosed so as not to be directly visible from streets at the boundary of the site.

b. Trash enclosures shall be screened with a structure and constructed of the same materials and finishes as the adjacent building.

c. The use of additional landscape materials to screen the trash enclosure walls is encouraged.

d. No materials, supplies or equipment, including company owned or operated trucks, shall be stored in any area on a site except inside a closed building or behind a visual barrier.

e. Loading, service and delivery areas shall not encroach into any setback areas.

13. Site Landscaping and Maintenance:

a. A landscape plan shall be required which incorporate a compatible planting palette and planting materials to insure landscaping consistency.

b. A minimum of 10% site landscaping is required.

- c. Along site boundaries, a minimum tree size of 15 gallons shall be utilized for tree planting purposes and where possible, 24 inch box trees shall be planted within the building setback areas.
- d. Where possible, existing mature trees shall be incorporated into the site design or relocated on site.
- e. Maintenance of on-site and boundary landscaping shall be the responsibility of the developer. Landscaping shall be adequately trimmed, watered, and otherwise maintained to insure a pleasing appearance of the site. A landscaping maintenance plan shall be submitted as part of the landscape and irrigation plan.

14. Irrigation:

- a. An adequate irrigation system shall be installed as part of the required site landscaping.
- b. All irrigation systems shall be fully automatic.
- c. Low-volume irrigation equipment is encouraged for all planted areas within the individual sites and shall be completely automatic.
- d. No overthrowing of irrigation water onto walks, roadways or common area will be allowed.
- e. Utility cabinets and irrigation hardware shall be screened by evergreen shrubs.
- f. Irrigation plans are subject to review and approval by the Design Review Board.

15. Drainage:

A storm drain system shall be installed adequate to serve ultimate development of the site and shall be connected with the existing Los Angeles County Flood Control District system at Old River School Road.

16. Building and Materials and Design:

Building materials and design are subject to review and approval of the Design Review Board. Building design shall be of contemporary character using materials which easily lend themselves to maintenance and long life without significant deterioration.

- 17. All utilities shall be installed underground in accordance with Section 7500 of the Downey Municipal Code.
- 18. Air-conditioning, Mechanical Roof Equipment, and Elevator Housing - See Section 9136 of the Downey Municipal Code.
- 19. Environmental Protection Standards - See Section 9144 of the Downey Municipal Code.

V. Utilities/Public Services

- 1. Sufficient water flow for fire protection shall be acquired from the City of Downey Water Division and/or the Metropolitan Water District.
- 2. All streets shall be constructed to City standards and be dedicated to the City of Downey. Landscaped medians shall be constructed under the direction of the Planning and Engineering Divisions.
- 3. An assessment district for the maintenance of roadway lighting and landscaping shall be established.

VI. Master Site Plan - Design Review

1. Prior to the issuance of any building permit for Parcel A, a master site plan shall be submitted for review and approval by the Planning Commission for conformance with this Plan. The master site plan shall show the distribution and location of existing uses. As part of the preparation of the master site plan and prior to its submittal, the developer and the City may evaluate feasibility alternatives and to assess various configurations of buildings, parking and circulation.
2. The master site plan shall include at a minimum:
 - a. A dimensioned site plan, to include on-site parking, circulation, proposed uses, building foot print areas, total square footages, setbacks, location and design of fencing and/or walls and trash enclosures.
 - b. A preliminary landscape and irrigation plan.
 - c. Elevations and floor plans of all structures.
 - d. A signing concept plan.
 - e. A building material and color palette.
 - f. A lighting plan.
3. The master site plan may be amended by approval of the Planning Commission. Minor modifications or deviations may be approved by the Director of Community Development in the manner described in Section 9164.26 of the Downey Municipal Code. Any structures which would cause the total square footage of the entire site to exceed 300,000 square feet shall be reviewed and approved by the Planning Commission.
4. The development of Parcel A- Rancho Business Center shall be subject to Design Review under Section 9162 of the Downey Municipal Code for conformance with the master site plan and all other applicable regulations.

VII. Determination

The interpretation of the permitted uses as described hereinabove shall be governed by Section 9156 of the Downey Municipal Code, except that said determination of uses for Specific Plan 85-1 shall be made at a publicly noticed hearing of the Planning Commission.

MAP 2.

RANCHO
BUSINESS
CENTER

