

City of Downey Housing Element Update 2021-2029

Program Initial Study and Negative Declaration



Lead Agency

City of Downey
Planning Department
11111 Brookshire Ave.
Downey, CA 90241

Consultant

MIG
1650 Spruce Street, Suite 102
Riverside, California 92507

Public Review
October 26, 2021

This document is designed for double-sided printing

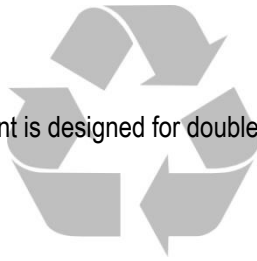


Table of Contents

1	PURPOSE AND AUTHORITY	1
	CONTENTS 1	
	TIERING 1	
	ANALYTICAL APPROACH.....	3
2	PROJECT DESCRIPTION	5
3	DETERMINATION	19
	ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED.....	19
	DETERMINATION.....	19
4	EVALUATION OF ENVIRONMENTAL IMPACTS	20
	1. AESTHETICS.....	20
	2. AGRICULTURAL RESOURCES	22
	3. AIR QUALITY	24
	4. BIOLOGICAL RESOURCES	28
	5. CULTURAL RESOURCES	30
	6. ENERGY.....	32
	7. GEOLOGY AND SOILS.....	34
	8. GREENHOUSE GAS EMISSIONS.....	37
	9. HAZARDS AND HAZARDOUS MATERIALS	39
	10. HYDROLOGY AND WATER QUALITY	42
	11. LAND USE AND PLANNING	45
	12. MINERAL RESOURCES	46
	13. NOISE.....	47
	14. POPULATION AND HOUSING.....	49
	15. PUBLIC SERVICES.....	50
	16. RECREATION	53
	17. TRANSPORTATION AND TRAFFIC	53
	18. TRIBAL CULTURAL RESOURCES.....	56
	19. UTILITIES AND SERVICE SYSTEMS.....	57
	20. WILDFIRE	59
	21. MANDATORY FINDINGS OF SIGNIFICANCE	60
5	LIST OF PREPARERS	63
	LEAD AGENCY.....	63
	ENVIRONMENTAL ANALYSTS.....	63
6	REFERENCES	64
	LIST OF TABLES	
	TABLE 2-1 RESIDENTIAL AND MIXED-USE LAND USES.....	6
	TABLE 2-2 RESIDENTIAL ZONING DISTRICTS.....	6
	TABLE 2-3 REGIONAL HOUSING NEEDS ASSESSMENT ALLOCATION	8
	TABLE 2-4 RHNA CREDITS AND REMAINING NEED	8
	TABLE 2-5 VACANT LAND INVENTORY	9
	TABLE 2-6 UNDERUTILIZED LAND INVENTORY	10
	TABLE 2-7 LAND INVENTORY AND NEEDS COMPARISON	10
	LIST OF EXHIBITS	
	FIGURE 2-1 REGIONAL CONTEXT AND VICINITY MAP.....	13
	FIGURE 2-2 DOWNEY SITES INVENTORY	15

This page left blank

1 PURPOSE AND AUTHORITY

The purpose of this Initial Study is to identify and assess the significance of the physical effects on the environment due to potential future development guided by the goals and policies of the City of Downey portion of the 2021-2029 Housing Element Update. Pursuant to the California Environmental Quality Act (CEQA), the proposed Housing Element Update (HEU) is considered a "Project" and thus requires analysis and determination of environmental effects prior to approval.

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) Statutes and Guidelines and the City of Downey local rules and regulations. The proposed Project requires discretionary approval by the City of Downey and review by the California Department of Housing and Community Development (HCD). As the project initiator, and because of the legislative approvals involved, the City of Downey is the Lead Agency with respect to this Initial Study pursuant to §15367 of the CEQA Guidelines. Specifically, the HEU Project requires City of Downey approval of a General Plan Amendment No. PLN-21-00139. No other governmental agencies have discretionary permitting authority with respect to approval of the proposed Project, and no Trustee Agencies, as defined in §21070 of the CEQA Statutes, has jurisdiction over resources such that Trustee agency approval is required for entitlement approval.

Pursuant to §15074 of the CEQA Guidelines, prior to approving the Project, the City of Downey is obligated to consider the findings of this Initial Study and to either adopt a Negative Declaration (ND) or a Mitigated Negative Declaration (MND) or determine that an Environmental Impact Report (EIR) is required due to potentially significant, unavoidable environmental impacts. The findings of this Initial Study support adoption of a Negative Declaration (ND), as discussed in Section 4. Either of these determinations indicate that the environmental impacts of the programs for accommodating housing pursuant to the proposed HEU, in accordance with the governing land use planning policies and zoning standards, will be less than significant and that an EIR is not required.

CONTENTS

This document has been prepared to comply with Section 15063 of the State CEQA Guidelines that sets forth the required contents of an Initial Study. These include:

- A description of the project, including the location of the project (see Section 2)
- Identification of the environmental setting (see Section 2.11)
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (see Section 3)
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (see Sections 2.6 and 2.7)
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (see Section 5.1)

TIERING

Section 15152 et al of the CEQA Guidelines describes "tiering" as a streamlining tool as follows:

- "Tiering" refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.*
- Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including general plans, zoning changes, and development projects. This approach can eliminate repetitive discussions of the same issues and focus the later EIR or negative declaration on the actual issues ripe for decision at each level of environmental review. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan,*

policy, or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site-specific EIR or negative declaration. Tiering does not excuse the lead agency from adequately analyzing reasonably foreseeable significant environmental effects of the project and does not justify deferring such analysis to a later tier EIR or negative declaration. However, the level of detail contained in a first tier EIR need not be greater than that of the program, plan, policy, or ordinance being analyzed.

- (c) *Where a lead agency is using the tiering process in connection with an EIR for a large-scale planning approval, such as a general plan or component thereof (e.g., an area plan or community plan), the development of detailed, site-specific information may not be feasible but can be deferred, in many instances, until such time as the lead agency prepares a future environmental document in connection with a project of a more limited geographical scale, as long as deferral does not prevent adequate identification of significant effects of the planning approval at hand.*
- (d) *Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program, plan, policy, or ordinance should limit the EIR or negative declaration on the later project to affects which:
 - (1) *Were not examined as significant effects on the environment in the prior EIR; or*
 - (2) *Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means.**
- (e) *Tiering under this section shall be limited to situations where the project is consistent with the general plan and zoning of the city or county in which the project is located, except that a project requiring a rezone to achieve or maintain conformity with a general plan may be subject to tiering.*
- (f) *A later EIR shall be required when the initial study or other analysis finds that the later project may cause significant effects on the environment that were not adequately addressed in the prior EIR. A negative declaration shall be required when the provisions of Section 15070 are met.
 - (1) *Where a lead agency determines that a cumulative effect has been adequately addressed in the prior EIR that effect is not treated as significant for purposes of the later EIR or negative declaration, and need not be discussed in detail.*
 - (2) *When assessing whether there is a new significant cumulative effect, the lead agency shall consider whether the incremental effects of the project would be considerable when viewed in the context of past, present, and probable future projects. At this point, the question is not whether there is a significant cumulative impact, but whether the effects of the project are cumulatively considerable. For a discussion on how to assess whether project impacts are cumulatively considerable, see Section 15064(i).*
 - (3) *Significant environmental effects have been "adequately addressed" if the lead agency determines that:
 - (A) *they have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental report; or*
 - (B) *they have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.***
- (g) *When tiering is used, the later EIRs or negative declarations shall refer to the prior EIR and state where a copy of the prior EIR may be examined. The later EIR or negative declaration should state that the lead agency is using the tiering concept and that it is being tiered with the earlier EIR.*

- (h) *There are various types of EIRs that may be used in a tiering situation. These include, but are not limited to, the following:*
- (1) General Plan EIR (Section 15166)*
 - (2) Staged EIR (Section 15167)*
 - (3) Program EIR (Section 15168)*
 - (4) Master EIR (Section 15175)*
 - (5) Multiple-family residential development/residential and commercial or retail mixed-use development (Section 15179.5)*
 - (6) Redevelopment project (Section 15180)*
 - (7) Projects consistent with community plan, general plan, or zoning (Section 15183)*

This Initial Study for the 2021-2029 Housing Element has been prepared to tier from the General Plan “Program” EIR of the City of Downey dated January 25, 2005, as amended or otherwise supplemented. For the City of Downey, documents by which the analysis recorded herein has been tiered from are available for public review at:

City of Downey
11111 Brookshire Avenue
Downey, California 90241

Barbara J. Riley Community & Senior Center
7810 Quill Drive
Downey, California 90242

Downey City Library
11121 Brookshire Avenue
Downey, California 90241

ANALYTICAL APPROACH

The environmental analysis contained in this Initial Study is based on the following assumptions:

General Plan Consistency: As the General Plan is updated and/or amended, the City of Downey will ensure that such updates and amendments do not prevent implementation of the policies contained in the updated Housing Element.

Categorical Exemptions: Smaller-scale ministerial projects that require issuance of building permits without need for discretionary action are generally exempt from environmental review pursuant to CEQA in the absence of compelling evidence that the project is unique in that it may result in significant individual and/or cumulative impacts. Smaller-scale projects may be exempt from CEQA and require no further analysis. Exempt projects are considered to have no significant impact on the environment, as defined in Section 15300 of the CEQA Guidelines.

Project Specific Environmental Review: Future development proposals not exempt from CEQA will be subject to the environmental review process to identify potential impacts and impose appropriate mitigation measures, if needed, to avoid significant impacts.

Purpose of Environmental Review: The proposed Housing Element Update does not authorize any plan for construction of new homes or other uses or the redevelopment of any properties within the local jurisdiction. No direct environmental impacts, therefore, will occur as a result of adoption of the HEU. This Initial Study assesses the potential programmatic level

environmental impacts resulting from potential development facilitated by the Housing Element in accordance with the Lead agency's existing land use policies.

No changes to the use, density or intensity, or other land use policies are proposed at this time as part of the Housing Element update. The City will subsequently undertake focused General Plan and zoning ordinance amendments, with their own CEQA documentation, to ensure sufficient land use capacity is available to accommodate the RHNA

The purpose of the environmental analysis conducted for the Housing Element, as documented herein, is to determine general impacts that could result from implementation of the Housing Element. The analysis is based on a hypothetical development scenario for the Inventory Sites identified in the Housing Element and how construction and operation of those sites may result in impacts to the environment. Because this is a program-level analysis, some measure of forecast and assumption is necessary in order to characterize potential development scenarios and should not be construed as speculative or unreasonable. Therefore, the program-level analysis of the potential impacts of the Housing Element is inherently broad and typically qualitative due to the lack of specific project-level information.

2 PROJECT DESCRIPTION

PROJECT TITLE

City of Downey 2021-2029 Housing Element Update (General Plan Amendment Application No. PLN-21-00139)

LEAD AGENCY/PROJECT SPONSOR NAME AND ADDRESS

City of Downey
11111 Brookshire Ave.
Downey, California 90241

CONTACT PERSON AND PHONE NUMBER

Crystal Landavazo, City Planner
Planning Department
11111 Brookshire Ave.
Downey, California 90241
(562) 904-7154
Email: HEUpdate@downeyca.org

THE PROJECT

This Initial Study analyzes the potential environmental impacts associated with adoption of the City of Downey's sixth cycle (2021-2029) Housing Element. The Housing Element is a required component of the City's General Plan and must be updated on a regular basis, as set forth in Government Code Section 65588. The Housing Element consists of these components, described in detail below: 1) housing needs, 2) constraints to housing development, 3) housing resources (available sites and funding sources), and 4) a housing plan.

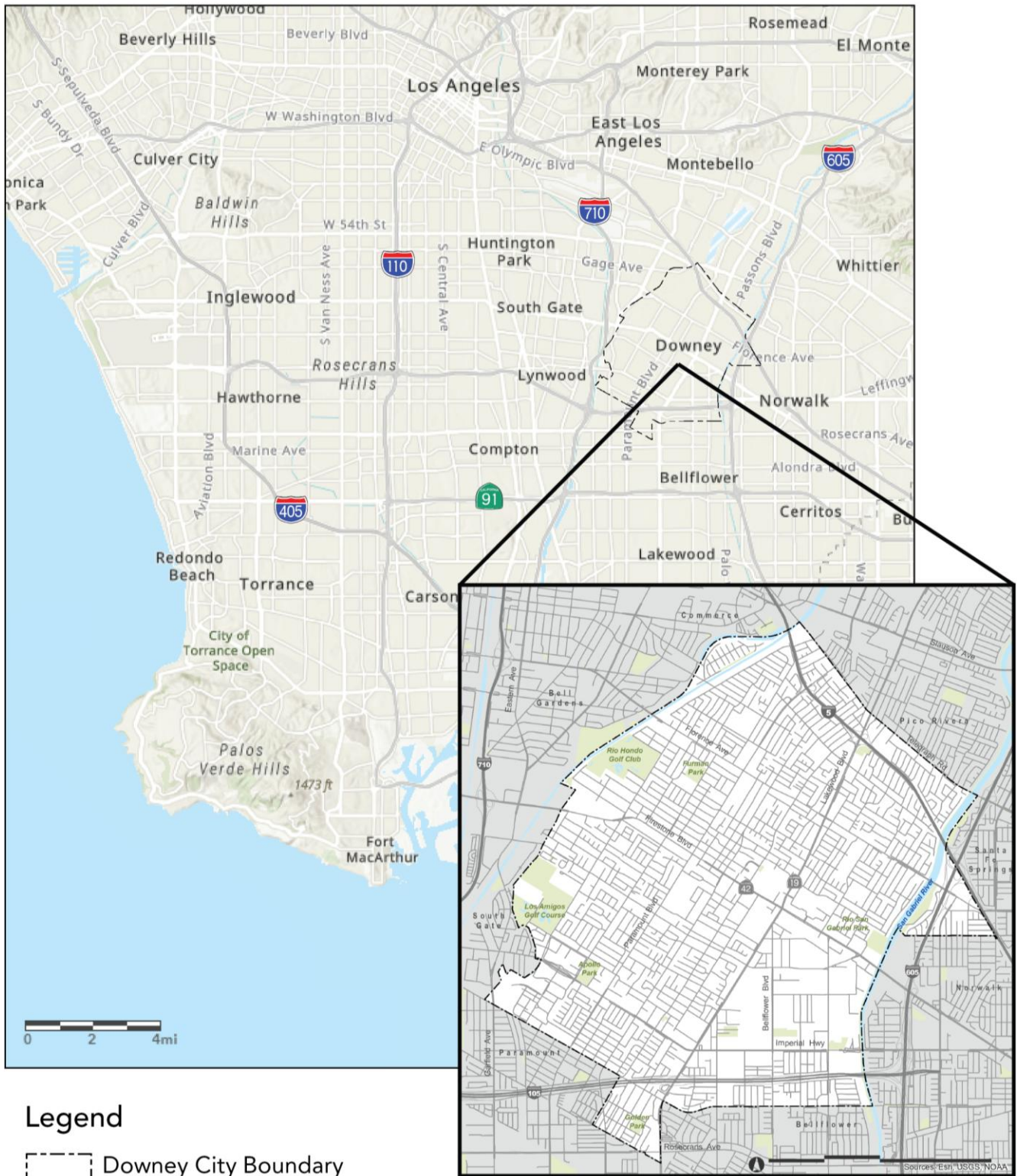
The 2021-2029 Housing Element applies to all properties within the City of Downey on which existing and proposed General Plan land use designations and zoning districts allow residential and/or mixed-use development. The Housing Element does not specifically authorize the construction of any housing development, nor does it indicate where and when specific housing projects will occur. The Housing Element is a policy document setting forth the City's plan to accommodate its share of regional housing needs, as determined by the Southern California Association of Governments (SCAG). For the 2021-2029 planning period, the City of Downey's share is 6,525 housing units. This allocation is referred to as the Regional Housing Needs Assessment, or RHNA.

Subsequent to this Housing Element update, the City will be undertaking focused General Plan and zoning ordinance amendments, described below and with separate CEQA review, to ensure sufficient land use capacity is available to accommodate the RHNA. This Initial Study examines the potential environmental impacts at a program level for only the Housing Element since the Housing Element itself does not specifically authorize the construction of any housing development, nor does it indicate where and when specific housing projects will occur. Impacts associated with the General Plan and zoning ordinance amendments will be examined at a more focused level since these actions could increase the level of development allowed at specific sites.

PROJECT LOCATION

The City of Downey is located in the County of Los Angeles, approximately 13 miles southeast of downtown Los Angeles and adjacent to the cities of Pico Rivera, Santa Fe Springs, Norwalk, Bellflower, Paramount, South Gate, Bell Gardens, and Commerce. Major freeways and roadways serving the City include Interstates 5, 605, 105, and 710, Lakewood Boulevard (SR 19), Florence Avenue, Firestone Boulevard, Imperial Highway, and Paramount Boulevard (see Figure 2-1).

Figure 2-1
Regional Context and Vicinity Map



GENERAL PLAN DESIGNATIONS

The Housing Element indicates that the City's General Plan currently does not provide the appropriate range of housing densities and does not provide sufficient land use capacity to accommodate SCAG's Regional Housing Needs Assessment (RHNA) allocation at the various income ranges described below. Thus, changes to the categories and redesignation of properties on the land use map are being undertaken in conjunction with adoption of the Housing Element as follows:

- General Plan amendments to increase the allowable residential density in the Medium Density Residential (MDR) General Plan designation from 18-24 units per acre to 18-40 units per acre.
- General Plan amendments to increase the allowable residential density in the Mixed-Use General Plan designation to allow residential development at a density of at least 30 units per acre.

The current General Plan land use designations that allow residential uses are shown in Table 2-1.

Table 2-1
Current Land Use Designations Allowing Residential Uses

General Plan Land Use Designations	Allowed Uses	Density Range
Low Density Residential	Single-family Dwellings, Accessory Dwelling Units	1 to 8.9 units per acre based on lot size ¹
Low/Medium Density Residential	Duplex Dwellings, Accessory Dwelling Units	9 to 17 units per acre
Medium Density Residential	Duplex Dwellings, Multi-Family Dwellings, Accessory Dwelling Units	18 to 24 units per acre
Mixed Use	Multi-Family Dwellings, Mixed-Use	Maximum of 24 units per acre

Source: City of Downey, Vision 2025 General Plan, 2005

ZONING DISTRICTS

The Housing Element indicates that the City's zoning regulations currently do not provide the appropriate range of housing densities and that insufficient zoning capacity exists citywide to accommodate the RHNA at the various income ranges. Thus, amendments to the zoning ordinance and zoning map are being undertaken in conjunction with adoption of the Housing Element as follows:

- Completing Zoning Code amendments to increase the allowable residential density in the R-3 zone from 18-24 units per acre to 18-40 units per acre.
- Completing a land use and zone change to APN 6232-020-004 from Low Density Residential/R-1 to High Density Residential/R-3.
- Adopt an implementing zone and development standards for the Mixed-Use General Plan designation that will allow residential development at a density of at least 30 units per acre.
- Adopt a residential overlay zone that will allow high-density housing development at a density of at least 30 units per acre along key City corridors and allows residential development as a by right use. The overlay zone will apply to non-industrial, non-R-1 zoned properties located in key areas of six key commercial as well as one stand-alone property (APN 6283-001-035).
- Add a residential component to three key specific plan areas with densities of at least 30 units per acre. The residential component will be implemented by a residential or mixed-use overlay or by amending or rescinding the governing specific plans (to be decided as part of the General Plan update).

Table 2-2 shows the current single family zoning districts while Table 2-3 shows the multi-family zoning districts in the City of Downey.

**Table 2-1
Single Family Zoning Districts, Revised May 2021**

Development Standard	Zone				
	R-1 – 5,000	R-1 – 6,000	R-1 – 7,500	R-1 – 8,500	R-1 – 10,000
Lot area - minimum (square feet)	5,000	6,000	7,500	8,500	10,000
Lot width - minimum (feet)	50	50	60	65	70
Lot depth - minimum (feet) interior lots	Lot depths shall be within ten percent (10%) the average depth of the two (2) abutting R-1 lots on both sides of the subject lot located on the same side of the street. Corner lots shall be within ten percent (10%) the average depth of the adjoining two R-1 lots along the common front yard frontage.				
corner lots					
Floor area ratio – maximum (a)	.45	.45	.45	.45	.45
Lot coverage – maximum	45%	45%	45%	45%	45%
Building height - maximum (feet)(b) main building	28	28	28	28	28
accessory building	12	12	12	12	12
Front setback (1 st floor) – minimum (feet)(c,d)	20	20	20	20	20
2 nd floor front setback – minimum (feet)	At the 2nd story façade facing a front yard, the maximum width of the 2nd floor façade aligned with the 1st floor façade directly below shall be no greater than forty (40) percent of the entirety of the 1st floor façade facing a front yard. Any additional portions of a 2nd floor facing a front yard shall be setback a minimum of five (5) feet from the 1st floor façade.				
Rear setback - minimum (feet)(d)	20	20	20	20	20
Side setback (1st floor) - minimum (feet)(e,f)	Ten percent (10%) lot width, but not less than five feet (5') and not to exceed fourteen feet (14')				
2nd floor side setback - minimum (feet)	At the 2nd story façade facing a side yard, the maximum width of the 2nd floor façade aligned with the 1st floor façade directly below shall be no greater than forty (40) percent of the entirety of the 1st floor façade facing a side yard. Any additional portions of a 2nd floor facing a side yard shall be setback a minimum of five (5) feet from the 1st floor façade.				
Street side setback (1st floor) - minimum (feet) d.	10	10	10	10	10
2nd floor street side setback - minimum (feet)	At the 2nd story façade facing a street side yard, the maximum width of the 2nd floor façade aligned with the 1st floor façade directly below shall be no greater than forty (40) percent of the entirety of the 1st floor façade facing a street side yard. Any additional portions of a 2nd floor facing a street side yard shall be setback a minimum of five (5) feet from the 1st floor façade.				
Dwelling unit size - minimum (square feet)(g)					
one (1) bedroom	700	700	700	700	700
two (2) bedroom	850	850	850	850	850

Development Standard	Zone				
	R-1 – 5,000	R-1 – 6,000	R-1 – 7,500	R-1 – 8,500	R-1 – 10,000
three (3) bedroom	1,100	1,100	1,100	1,100	1,100
four (4) bedroom	1,300	1,300	1,300	1,300	1,300
more than four (4) bedrooms	1,500	1,500	1,500	1,500	1,500
Building separation - minimum (feet)(h)					
wall to wall	5	5	5	5	5
eave to eave	3	3	3	3	3
Walkway width – maximum (feet)	6	6	6	6	6

Source: City of Downey Municipal Code, 2021

Notes:

- (a) Single-family dwelling units in the R-1 Zone are eligible for a 0.05 FAR bonus for providing renewable energy sources, for a maximum FAR of 0.50, in accordance with the provisions of Section 9312.08(B)(2).
- (b) Porch features, such as but not limited to entry porches, covered patios, and porte-cocheres, must have a top-of-plate height equal to or less than the first floor top-of-plate height of the main structure, not to exceed twelve feet (12'). Top-of-peak height must be equal to or less than the top-of-peak height of the main structure, not to exceed sixteen feet (16'). Slope and pitch must be equal to main structure.
- (c) Unless the property is identified on the prevailing setback map, as adopted by the Commission, in which case the greater of the two setbacks shall apply.
- (d) Garage setbacks are subject to Sections 9710 and 9534.22.
- (e) Any decimal fraction shall be rounded up to the nearest inch.
- (f) 1st floor side yard setbacks may be reduced subject to Section 9534.
- (g) Exclusive of porches, balconies, garages, or other such accessory structures or architectural features.
- (h) Building separation for rear detached garages is also subject to back up triangle requirements located in Section 9710

**Table 2-3
Multi-Family Zoning Districts**

Development Standard	Zone		
	R-2	R-3	R-3-O
Lot area - minimum (square feet)	5,000	10,000	10,000
Lot area per dwelling unit - minimum (square feet)	2,500	1,980 1,815 (for lots greater than 15,000 square feet)	1,980 1,815 (for lots greater than 15,000 square feet)
Lot width - minimum (feet)	50	100	100
Lot depth - minimum (feet)	Lots shall conform to the average depth of adjacent lots		
Lot coverage - maximum (percent)	50	50	50
Building height - maximum (feet)			
main building	30 feet or two stories, whichever is less	35 feet or three stories, whichever is less (a)	35 feet or three stories, whichever is less (a)
accessory building	12 feet	12 feet	12 feet
Yard setbacks - minimum (feet) front			
front	20	15	15
rear	20	see note (b)	see note (b)
Yard setbacks (side) minimum (feet)			
interior (c)	5	5 (c)	5 (c)
street	10	7.5	7.5
Dwelling unit size - minimum (square feet)(d),(e)			
studio units	--	500	500
one (1) bedroom	700	600	600
two (2) bedroom	850	800	800
three (3) bedroom	1,100	1,000	1,000
four (4) bedroom	1,300	1,300	1,300
Building separation - minimum (feet)	10	10	10
Main building and detached garage separation - minimum (feet)	5	5	5
Usable open space area per dwelling unit – minimum (square feet)	--	200	200

Source: City of Downey Municipal Code, 2020

Notes:

(a) When abutting R-1 or R -2 zoned properties, the variable height requirement shall apply in accordance with Section 9534.24.

(b) When the rear yard abuts an R-1 Zone, the following minimum setbacks are required: twenty (20) feet for a one (1) story building, thirty (30) feet for a two (2) story building, and forty-six (46) feet for a three (3) story building. When the rear yard area abuts a fully dedicated public alley, the following minimum setbacks are required: no setback required for a one (1) story building, ten (10 feet) for a two (2) story building, and twenty-six feet for a three (3) story building. When the rear yard area abuts another R-3 Zone the following minimum setbacks are required: ten (10) feet for a one (1) story building, fifteen (15) feet for a two (2) story building, and twenty (20) feet for a three (3) storybuilding.

(c) When abutting the R-1 Zone, the minimum setback shall be ten (10) feet.

(d) Exclusive of porches, balconies, garages, or other such accessory structures or architectural features.

(e) Each additional bedroom over four (4) shall be a minimum of one hundred thirty (130) square feet.

HOUSING ELEMENT REQUIREMENTS AND CONTENT

A Housing Element is one of the required General Plan elements. It addresses existing and future housing needs of persons of all income levels and provides policy guidance to decision-makers and City staff. The City is not required to construct housing to meet those needs, but it must create a regulatory environment that supports and encourages housing production and equal access to housing.

STATUTORY REQUIREMENTS

State law requires that all housing elements address four key topics: 1) housing needs, 2) constraints to housing development, 3) housing resources, and 4) housing plan. Article 10.6, Section 65580 – 65589.8, Chapter 3 of Division 1 of Title 7 of the California Government Code establishes the legal requirements for a housing element and encourages the provision of affordable and decent housing, in suitable living environments, in all communities, in working toward statewide goals. The 2021-2029 Housing Element is the policy document that addresses current and projected housing needs consistent with State law.

HOUSING NEEDS

Several factors influence the demand for housing in the City of Downey, including: 1) housing needs resulting from population growth, 2) housing needs resulting from the overcrowding of existing housing units, 3) housing needs that result when households are paying more than they can afford for housing, and 4) housing needs of "special needs groups" that include the elderly, large families, female-headed households, households with a physically or developmentally disabled person, farm workers, and the homeless.

The 2021-2029 Housing Element examines the housing needs of different groups of people based on demographic metrics that include owners versus renters, lower-income households, overcrowded households, elderly households, special needs groups, and homeless persons.

California housing element law requires that each city and county develop local housing programs designed to meet its "fair share" of housing needs for all income groups, based on projected population growth. The California Department of Housing and Community Development (HCD), Housing Policy Division develops Regional Housing Needs Assessments (RHNA) for each region of the State represented by councils of governments. In Southern California (exclusive of San Diego County), SCAG determines the housing allocation for its member cities and Counties. SCAG has assigned the City of Downey a RHNA allocation of 6,525 housing units for the 2021-2029 planning period, divided among the household income categories identified in Table 2-4. Housing units that have been approved but not yet built or that are under construction as of June, 2021 may be credited toward the RHNA. Table 2-5 (RHNA Credits and Remaining Need) identifies RHNA credits and the remaining housing need to be accommodated by land use policy and zoning regulations.

Table 2-4
City of Downey Regional Housing Needs Assessment Allocation

Income Group	Total Allocation (DU)	Income Group Ratio (%)
Extremely Low/Very Low	2,079	32%
Low	946	14%
Moderate	915	14%
Above Moderate	2,585	40%
Total	6,525	100%
Source: SCAG 2021		

**Table 2-5
RHNA Credits and Remaining Need**

Project Name	Affordability Level				Total
	Ex./Very Low Income (0-50% AMI)	Low Income (50-80% AMI)	Moderate Income (80-120% AMI)	Above Moderate Income (120%+ AMI)	
<i>Approved or Proposed Projects</i>					
Veteran Commons Project	50	50	--	--	100
10361 Foster Rd. condominiums	--	--	--	38	38
12850 Woodruff Ave. senior housing	2	--	--	26	28
10303 & 10221 Downey Ave. condominiums	--	--	--	12	12
10224 La Reina Ave. apartments	--	--	--	3	3
7224 Florence Avenue	--	--	--	12	12
Rancho Los Amigos - South Campus Specific Plan	300	--	--	300	600
<i>Total</i>	<i>352</i>	<i>50</i>	<i>--</i>	<i>391</i>	<i>793</i>
<i>2021-2029 RHNA</i>	<i>2,079</i>	<i>946</i>	<i>915</i>	<i>2,585</i>	<i>6,525</i>
Remaining Need (Remaining RHNA)	1,727	896	915	2,194	5,732
Source: City of Downey, 2020					

HOUSING OPPORTUNITY AREAS

State law requires that jurisdictions demonstrate in the Housing Element that land inventory is available and adequate to accommodate the RHNA allocation. The City of Downey has determined that the inventory of vacant residential sites, vacant mixed-use sites in the Downtown Downey Specific Plan, and estimated production of accessory dwelling units during the planning period is not sufficient to accommodate the remaining RHNA of 5,732 units. Subsequent to and within three years of Housing Element adoption, the City will amend the General Plan and zoning ordinance/map to provide sufficient capacity. Sites currently available and appropriate to accommodate a portion of the RHNA are categorized and summarized below.

Vacant/Underutilized Land Inventory

The Housing Element includes an inventory of vacant/underutilized properties that could accommodate residential uses based on an analysis of County Assessor data and field checks. The vacant/underutilized land inventory totals 30.31 acres. These vacant sites, identified in Table 2-6 (Currently Available Vacant/Underutilized Land Inventory), have the potential to accommodate 2,222 units with applicable land use and zoning requirements, such as consideration of parking, landscaping, and right-of-way requirements.

**Table 2-6
Currently Available Vacant/Underutilized Land Inventory**

Site Type	Affordability Level				Total
	Ex./Very Low Income (0-50% AMI)	Low Income (50-80% AMI)	Moderate Income (80-120% AMI)	Above Moderate Income (120%+ AMI)	
Estimated ADU Production	244	463	22	309	1,038
Vacant/underutilized R-1 sites – 6 parcels, 1.74 acres total	--	--	--	14	14
Vacant/underutilized R-2 sites - 10 parcels, 5.53 acres total	--	--	--	94	94
<i>Downtown Downey Specific Plan:</i>					
District 1 - 20-40 du/ac - 5 parcels (3 sites) and 1.75 acres total	36	--	8	9	53
District 2 - 8-40 du/ac- 12 parcels (4 sites) and 2.05 acres total	21	--	10	11	42
District 3 - 20-40 du/ac - 18 parcels (6 sites) and 4.39 acres total	67	--	35	36	138
District 5 - 40-75 du/ac- 35 parcels (9 sites) and 14.85 acres total	575	--	134	134	843
Total Sites Currently Available	943	463	209	607	2,222
Remaining RHNA after approved/proposed projects	1,727	896	915	2,194	5,732
Updated Remaining RHNA	784	433	706	1,587	3,510
Notes:					
<ul style="list-style-type: none"> • Estimated ADU production are credited toward the RHNA consistent with HCD guidelines and SCAG affordability distribution assumptions (SCAG Regional Accessory Dwelling Unit Affordability Analysis, 2020) • Sites allowing the State-designated default density standard (at least 30 du/ac) are credited toward the lower income RHNA. Small sites meeting the default density standard are credited toward the moderate- and above moderate-income category. 					

ADEQUACY OF INVENTORY SITES TO MEET THE RHNA

The Housing Element identifies a remaining need for 3,510 units after consideration of credits and sites currently in place (no land use changes needed). The vacant land and underutilized land identified a combined capacity of 2,222 dwelling units of which 1,406 units include sites suitable for development of very low- to low-income housing. Based on the analysis provided in the Housing Element, the City has determined that adequate sites are not available to accommodate the RHNA and that subsequent to adoption of the Housing Element, within three years of such adoption the City will amend the General Plan and zoning ordinance/map to accommodate the shortfall. The sites to be considered have been identified and are summarized in Table 2-7 and shows that once appropriate land use and zoning actions are taken, the City can adequately accommodate, and even exceed, the remaining RHNA of 3,510 units. While the table shows a deficit of 433 units for the low-income RHNA, those units can be addressed with the surplus of 683 very low-income sites.

Subsequent to and within three years of Housing Element adoption, the City will amend the General Plan and zoning ordinance/map to provide sufficient capacity to accommodate the RHNA allocation. This subsequent General Plan and zoning ordinance amendment process will be subject to CEQA review. The Housing Element does not propose specific development on any specific Inventory Site at this time; therefore, programmatic impacts of the Housing Element are similar to those already analyzed in the General Plan EIR.

**Table 2-2
Sites to be Rezoned to Accommodate RHNA Shortfall**

Site Type	Affordability Level				Total
	Ex./Very Low (0-50% AMI)	Low (50-80% AMI)	Moderate Income (80-120% AMI)	Above Moderate Income (120%+ AMI)	
High Density Residential (R-3) Sites (146 parcels, 24.5 acres total)	66	--	371	342	779
Low Density Residential site to Rezone to High Density Residential (R-3) (1 parcel, 1.3 acres total)	4	--	--	40	44
Mixed-Use Sites (21 parcels, 7.78 acres total)	143	--	44	44	231
Corridor Residential Overlay Sites:					
Telegraph Road (19 parcels, 6.19 acres total)	96	--	44	44	184
Paramount Boulevard (45 parcels, 19.03 acres total)	285	--	151	136	572
Florence Avenue (1 parcel, 1.1 acres total)	33	--	--	--	33
Imperial Highway (31 parcels, 19.57 acres total)	297	--	77	77	451
Stonewood Center	175	--	175	524	874
Downey Landing	170	--	170	511	851
Florence Avenue/I-5 Specific Plan	92	--	46	46	184
Total Sites	1,467	--	1,078	1,764	4,309
Remaining RHNA after approved/proposed projects and sites currently in place	784	433	706	1,587	3,510
Remaining RHNA (-shortfall/+surplus)	+683	-433	+372	+177	+1,222
Notes: Sites allowing the State-designated default density standard (at least 30 du/ac) are credited toward the lower income RHNA. Small sites (less than 0.5 acres) meeting the default density standard are credited toward the moderate-income category. Sites that meet the density requirement but do not have a minimum capacity for 16 units are required by law for lower-income, shortfall sites are credited toward the moderate-income RHNA shortfall.					

SUMMARY OF GOALS, POLICIES, AND PROGRAMS

The proposed updated Housing Element includes the following goals, policies, and programs:

Goal 1. Encourage a variety of housing types to meet the existing and future needs of City residents.

- Policy 1.1 Accommodate a variety of housing types to meet the needs of all residents.
- Policy 1.2 Encourage and facilitate a range of housing to accommodate the City’s share of regional housing and special housing needs.
- Policy 1.3 Implement land use policies and standards that allow for a range of residential densities and housing types that will enable households of all types and income levels opportunities to find suitable ownership and rental housing in the City.

- Policy 1.4 Encourage the development of residential units and the provision of related services for special needs groups, including the elderly, large households, single parents, persons with disabilities, extremely low-income persons, and persons experiencing homelessness.
- Policy 1.5 Encourage infill development and recycling of land to provide adequate residential sites.
- Policy 1.6 Support the assembly of small vacant or underutilized parcels to enhance the feasibility of infill development.
- Policy 1.7 Facilitate the development of accessory dwelling units on single-family properties citywide.

Goal 2. Assist in the development of adequate housing and provide resources to meet the needs of low- and moderate-income and special needs households.

- Policy 2.1 Facilitate housing development affordable to lower-income households by providing technical assistance, regulatory incentives and concessions, and financial resources as funding permits.
- Policy 2.2 Encourage the inclusion of housing affordable to lower-income households when reviewing proposals for new housing developments
- Policy 2.3 Encourage and provide incentives for both the private and public sectors to produce or assist in the production of affordable housing, with emphasis on housing affordable to persons with disabilities, seniors, large families, female-headed households with children, and people experiencing homelessness.
- Policy 2.4 Provide rental assistance to address existing housing problems and provide homeownership assistance to expand housing opportunities.
- Policy 2.5 Support regional efforts to develop affordable housing and address homelessness.

Goal 3. Where legally possible, remove governmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities.

- Policy 3.1 Review and adjust residential development standards, regulations, ordinances, departmental processing procedures, and residential fees related to rehabilitation and construction that are determined to constrain housing development.
- Policy 3.2 Utilize density bonuses, fee reductions, or other regulatory incentives, as available and appropriate, to minimize the effect of governmental constraints.
- Policy 3.3 Monitor State and federal housing-related legislation, and update City plans, ordinances, and processes as appropriate to remove or reduce governmental constraints.
- Policy 3.4 Facilitate coordination between lending institutions, the real estate and development community, and the City to better understand and address non-governmental constraints and facilitate production of affordable housing.
- Policy 3.5 Eliminate zoning and other regulatory barriers to the placement and operation of housing facilities for the homeless and special needs populations in appropriate locations throughout the City.

Goal 4. Conserve and improve the conditions of neighborhoods and existing housing, especially affordable housing.

- Policy 4.1 Assist in the conservation and preservation of all affordable housing units, including mobile home parks and government-subsidized housing, and especially those at risk of converting to market rate housing.
- Policy 4.2 Promote the repair, revitalization, and rehabilitation of residential structures which have fallen into disrepair.
- Policy 4.3 Leverage State and federal loans and grants to assist in preserving existing housing and rehabilitating unsound housing structures.
- Policy 4.4 Pursue comprehensive neighborhood preservation and reinvestment strategies for portions of the community

with aging and deteriorating housing and infrastructure.

Policy 4.5 Encourage energy conservation and sustainable building measures in new and existing homes.

Policy 4.6 Encourage development and long-range planning that uses compact urban forms that foster connectivity, walkability, and use of alternative transportation modes.

Goal 5. Promote and affirmatively further fair housing opportunities and promote housing throughout the community for all.

Policy 5.1 Affirmatively further fair housing related to the sale, rental, and financing of housing to avoid discrimination based on race, religion, age, sex, marital status, ancestry, national origin, color, familial status, or disability, or any other arbitrary factor.

Policy 5.2 Promote and affirmatively further fair housing opportunities and promote housing options throughout the community for all persons.

Policy 5.3 Assist in the enforcement of fair housing laws by providing support to organizations that can receive and investigate fair housing allegations, monitor compliance with fair housing laws, and refer possible violations to enforcing agencies.

Policy 5.4 Ensure that persons with disabilities have adequate access to housing.

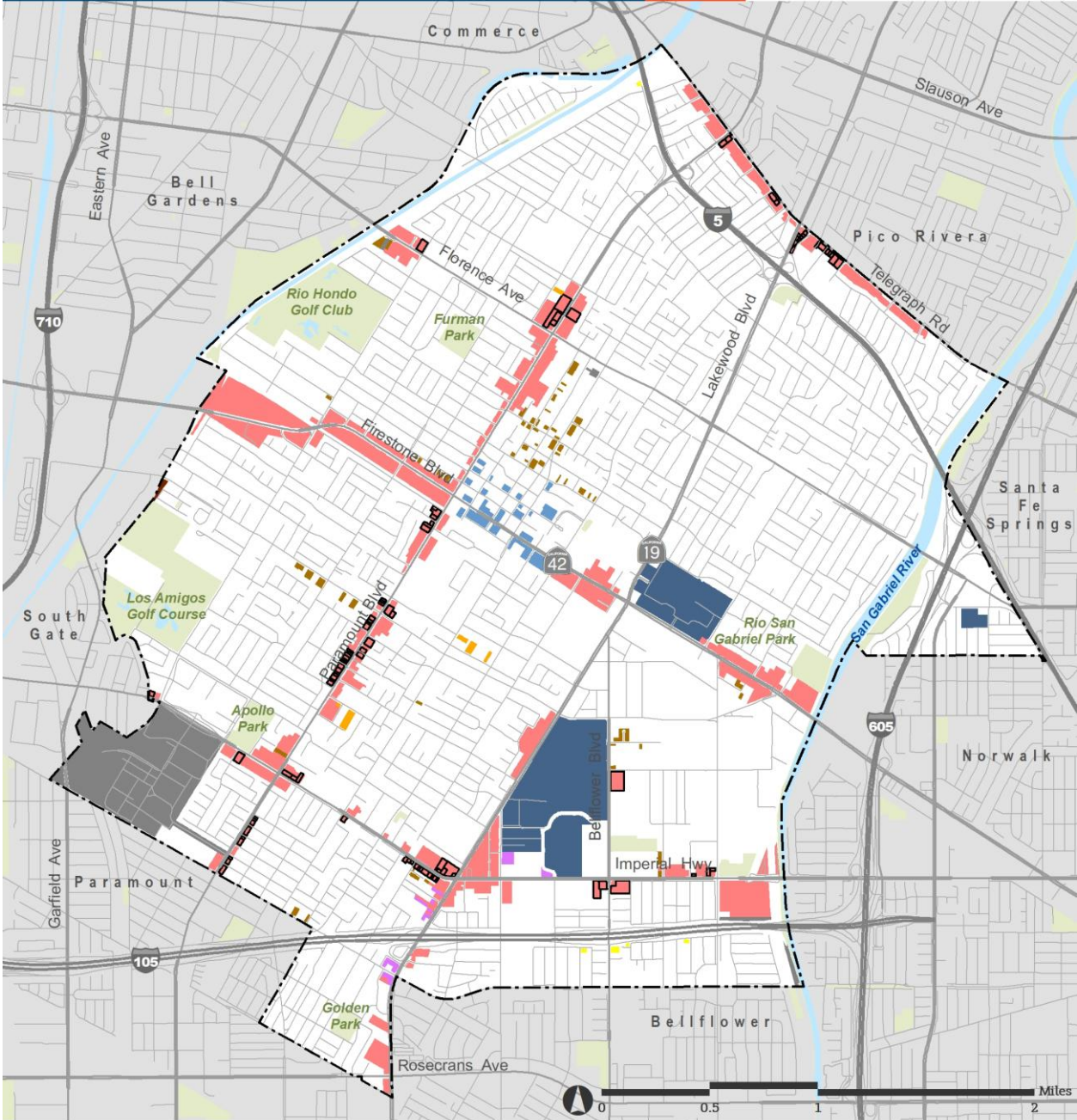
Policy 5.5 Facilitate increased participation among traditionally underrepresented groups in the public decision-making process.

Policy 5.6 Provide outreach and education for the broader community of residents, residential property owners and operators regarding fair housing practices and requirements.

SURROUNDING LAND USES

The housing sites are located throughout the City. Uses consist of a full range of suburban land uses. The Inventory Sites identified in Figure 2-2 (Downey Sites Inventory) are located throughout the City. In general, the City of Downey is surrounded by long developed urban communities, several freeways and several major rivers. The surrounding area is relatively flat and major uses include large areas of residences, businesses, large offices, urban parks, and scattered industrial uses (both light and heavy). Transportation facilities Inventory Sites identified for single-family use are generally surrounded by single family residential uses and located near city boundaries. Inventory Sites identified for high density or mixed-use development are generally centrally located within the city adjacent to limited industrial or commercial uses.

Figure 2-2
Downey Sites Inventory



Base Map Features

- Downey City Boundary
- Parks and Open Space
- Rivers and Waterbodies

Approved Propoeed Projects (Credits)

- Approved or Proposed Projects

Sites Currently in Place

- Vacant and Underutilized R1
- Vacant and Underutilized R2
- Downtown Downey SP Sites

Sites To Be Rezoned

- MDR/R3 Sites to Rezone
- LDR/R1 Rezone to MDR/R3
- Mixed-Use Sites to Rezone
- Commercial Specific Plan Sites to Rezone
- Residential Overlay Sites
- Residential Overlay Zone

ENVIRONMENTAL SETTING

The City of Downey occupies approximately 12.8 square miles of land and is located in the southeastern part of Los Angeles County, about 12 miles southeast of downtown Los Angeles. The City is bounded by Telegraph Road on the north, Gardendale Street and Foster Road on the south, the San Gabriel River on the east, and the Rio Hondo River on the west. The Cities bordering Downey include Pico Rivera on the north, Santa Fe Springs on the northeast, Norwalk on the east, Bellflower and Paramount on the south, South Gate on the west, and the City of Commerce on the northwest. There is no unincorporated County land within the City and it has no Sphere of Influence outside of its municipal boundaries. Regional access to and from Downey is provided by I-5 on the north, I-105 on the south, I-605 on the east and I-710 to the west. MTA Green Line light-rail train services are available at the Lakewood Boulevard station located next to the I-105 Freeway.

Southern California, including the City of Downey, contains a number of regional earthquake faults and has experienced moderate to severe groundshaking in the past. Underlying soils contain sand and silt and some areas have constraints for new buildings. Downey and the surrounding communities support developed urban uses and do not support listed or sensitive species of plants or animals.

The City is part of the Los Angeles Basin alluvial plain with a relatively flat topography. It is bounded by the San Gabriel River on the east and the Rio Hondo River on the west, both of which are fully improved flood control channels in this area. Stormwater generally flows east and west toward the two adjacent rivers.

The Los Angeles Basin has been inhabited by European settlers for hundreds of years, by Native American tribes for many thousands of years, and large mammals and other animals long before humans occupied the area. Therefore, excavation even of previously developed sites may yield paleontological resources (fossils), archaeological, or historical resources.

The City of Downey is located within the South Coast Air Basin which has generally poor air quality as a result of car exhaust and other regional pollutants being trapped by seasonal inversion conditions. The main existing noise sources within Downey include vehicular traffic on neighboring freeways as well as a number of major arterial streets in the City including Telegraph Road, Lakewood Boulevard, Bellflower Boulevard, Florence Avenue, Firestone Boulevard, and Imperial Highway.

REQUIRED CITY APPROVALS

The City Council must approve a General Plan Amendment to incorporate the 2021-2029 Housing Element Update into the General Plan.

Subsequent to and within three years of Housing Element adoption, the City will amend the General Plan and zoning ordinance/map to provide sufficient capacity to accommodate the RHNA allocation. This subsequent General Plan and zoning ordinance amendment process will be subject to a new and separate CEQA review process.

OTHER AGENCY APPROVALS

The State of California, Department of Housing and Community Development (HCD) is required to review the Housing Element for compliance with State law (Article 10.6 of the California Government Code) but does not have actual approval authority over the Project. No other jurisdiction has approval authority over any part of the Housing Element.

3 DETERMINATION

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology /Soils
<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology / Water Quality	<input type="checkbox"/> Land Use / Planning
<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise	<input type="checkbox"/> Population / Housing
<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation/Traffic
<input type="checkbox"/> Utilities / Service Systems	<input type="checkbox"/> Mandatory Findings of Significance	

DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.
- I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


 Crystal Landavazo, City Planner
 City of Downey

10/25/21
 Date

4 EVALUATION OF ENVIRONMENTAL IMPACTS

1. AESTHETICS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. The City itself is relatively flat with no discernable topographic features, however, on clear days the City has views of the nearby San Gabriel Mountains to the north as well as distant views of the Santa Monica Mountains to the northwest and the Santa Ana Mountains to the southeast (City 2020). The General Plan EIR¹ referenced the urban setting of the City and concluded that all visual and aesthetic impacts would be less than significant and no mitigation was required (City 2005). Future development under the updated Housing Element will not substantially change the location, distribution, or overall density of development within the City other than for the Inventory Sites. The City contains no designated scenic vistas although views of regional scenic features may still be available within the City or from elevated freeways. Impacts will be less than significant and no mitigation is required.

B) Less Than Significant Impact. Scenic resources are isolated, natural or manmade objects offering a unique visual display to the onlooker, in contrast to the expanse and variety of aesthetic values offered in scenic vistas. All of the Inventory Sites are currently undeveloped or previously developed properties. Significant impacts could occur if the Housing Element update and potential development of the Inventory Sites substantially damaged scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.

According to the California Department of Transportation (Caltrans) website, none of the freeways in the vicinity of the City of Downey are designated as scenic or eligible to be designated as a scenic highway or route (Caltrans 2020). The 2005 City General Plan does not indicate that any of the freeway or roadway segments within the City are designated as scenic roads or corridors, although it does indicate that various scenic views of nearby mountains are enjoyed by City residents. The General

¹ The Initial Study with the Notice of Preparation focused out aesthetics from a more detailed analysis in the DEIR

Plan EIR¹ concluded that implementation of the General Plan policies described above would reduce overall aesthetic impacts to less than significant levels and no mitigation was required.

Future development of any individual Inventory Site will be subject to project-specific review pursuant to CEQA. Considering that the General Plan EIR analyzed impacts to scenic resources at the program level and concluded that impacts were less than significant, impact with adoption and implementation of the proposed Housing Element will be less than significant and no mitigation is required.

C) Less Than Significant Impact. Visual character is the composite physical values of a structure or structures, in context of the built and/or natural environment, that include architectural treatment, landscaping, location, and the intangible qualities such as historical context or uniqueness that establish a thematic visual display for the onlooker when viewing the location. Above most environmental issues, defining visual character is generally subjective, relying on the opinion of the onlooker coupled with the expertise and institutional knowledge of the local jurisdiction to define the visual character of an area or property.

The visual character of the City varies by location as there are distinct districts and neighborhoods that exhibit their own nature and character. Residential uses are typical of Southern California Mid-Century development, relatively suburban in nature, and are generally distributed throughout the central and northern portions of the City. The “Little Beverly Hills” neighborhoods are primarily in the northern part of the City. The western portion of the City contains two large recreational facilities, the Rio Hondo Golf Club, the Los Amigos Golf Course, while the southeastern portion of the City, including the former Boeing plant site, supports a variety of retail commercial, light industrial, and medical-related uses. Smaller retail commercial uses are also distributed along major roadways such as Paramount, Downey, and Brookshire Avenues, and especially at intersections on many of the smaller non-residential streets. The City contains little vacant land but many parcels of various sizes with older light industrial uses are slowly being redeveloped with modern uses.

Future development implemented through the policies of the Housing Element will have the effect of incrementally changing the visual character of each Inventory Site. If the change in the visual character or quality of an Inventory Site, in context of the existing visual character and quality of the surrounding environment, can be perceived as ‘degrading’, then the effect of the project may result in potentially significant impacts. Adverse changes to the visual character of an area can reduce the quality of life for occupants and visitors of the area, reduce the uniqueness or singularity of the viewing experience, and/or reduce the historical and/or communal value of the visual setting.

There is no widely recognized threshold for determining when the effects of a project ‘degrade’ visual character or quality to the point that potentially significant environmental impacts could occur. However, the current CEQA threshold is whether or not a project (in an urbanized area) would conflict with applicable zoning and other regulations governing scenic quality. Thus, future development on the Inventory Sites will be subject to applicable General Plan Policies and zoning regulations related to height, mass and scale, architectural style, materials, landscaping, and a variety of other standards that will ensure future housing development is consistent with the visual character intended for the area. Therefore, impacts due to changes to visual character or quality will be less than significant with implementation of existing regulations and no mitigation is required.

D) Less Than Significant Impact. Future development guided by the implementation of the proposed Housing Element Update will result in new sources of light and glare. Outdoor lighting will be required in parking lots and pedestrian pathways for security purposes and may be included as accent lighting in landscaping and architectural features. Indoor lighting will also likely be visible through windows. Lighting associated with vehicle travel to and from the Inventory Sites will also be generated. Outdoor lighting when viewed at night can result in glare that can be defined as “excessive, uncontrolled brightness” from a luminaire. Glare can also occur during the day due to light reflecting off building materials such as highly polished metal and reflective glass. Inappropriate installation of light and reflective materials in future housing could result in effects on nighttime and daytime views through scattering excessive light in the viewers’ eyes, causing a partial or complete inability to see due to light scattering in the eye. The effects of excessive light and glare can result in nuisance impacts ranging from viewer annoyance or an inability to see features in the night sky, to health and safety impacts such as temporary blindness while operating a motor vehicle.

The General Plan EIR found that impacts related to light and glare will be less than significant with implementation of lighting requirements set forth in the General Plan and zoning regulations. Future housing developed to meet local and regional housing needs will be subject to the City's Municipal Code regulating the installation and operation of lighting. Implementation of the lighting requirements of the General Plan and Municipal Code will ensure that lighting is appropriately designed to provide necessary security while not creating undue nuisance or hazards for people at surrounding properties or on roadways in the vicinity of the Inventory Sites. Furthermore, future housing will be subject to standards enumerated in the Code or other documents, requiring review by staff that will limit the use of highly reflective materials thereby minimizing the potential for daytime glare. Impacts to daytime and nighttime views will be less than significant with implementation of existing regulatory requirements and no mitigation is required.

2. AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (CALESA) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection (CALFIRE) regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project, as well as forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB). Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
C) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D) Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
E) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) No Impact. According to the "Important Farmland Finder" within the state's Farmland Mapping and Monitoring Program (FMMP) website, the entire City is designated as "not mapped" meaning there is no land considered Prime Farmlands, Farmlands of Statewide Importance, Unique Farmlands, Farmlands of Local Importance or Grazing Lands (DOC 2020a). The

General Plan EIR found there would be no significant impacts related to the loss of important farmland by future development within the City. The proposed Housing Element Update does not propose the re-zoning or re-designation of any Inventory Sites to agricultural uses or zones as analyzed in the General Plan EIR. In addition, the Housing Element does not propose any specific development that will result in the conversion of farmland to non-agricultural use. Future development consistent with the proposed Housing Element will be subject to General Plan Policies related to the orderly development of undeveloped properties and will be subject to City review and approval. Therefore, implementation of the proposed Housing Element will not result in increased impacts as analyzed in the General Plan EIR. There will be no impacts related to the conversion of important farmland and no mitigation is required.

B) No Impact. According to the California Department of Conservation, Williamson Act reports and statistics, there are no Williamson Act Land Conservation Contract lands within the City including any Inventory Sites or surrounding areas (DOC 2020b). The lands within the City are classified as Non-Enrolled Land or Urban and Built-Up Land. Therefore, the General Plan EIR found there would be no impacts related to the loss of land under Williamson Act contract. The proposed Housing Element does not propose the re-zoning or re-designation of any Inventory Sites to agricultural uses or zones as analyzed in the General Plan EIR. Future development consistent with the proposed Housing Element will be subject to General Plan Policies related to the orderly development of undeveloped properties and will be subject to City review and approval. Therefore, implementation of the proposed Housing Element will not result in increased impacts as analyzed in the General Plan EIR. There will be no impacts related to the loss of land under Williamson Act contract and no mitigation is required.

C-D) No Impact. Public Resources Code Section 12220(g) identifies forest land as 'land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.' There is no forest land located within the City including any proposed Inventory Sites. The General Plan EIR indicated the City did not contain any forest land or land supporting forest resources. Therefore, the proposed Housing Element will not result in direct loss or substantial changes to any forest land and no mitigation is required.

E) No Impact. As discussed above, there is no designated farmland or forest land within the City including any Inventory Sites. Therefore, the proposed Housing Element will not result in the indirect conversion of any agricultural or forest land to non-agricultural or non-forest uses. There will be no impact and no mitigation is required.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The U.S. EPA and CARB are the federal and State agencies charged with maintaining air quality in the nation and California, respectively. The U.S. EPA delegates much of its authority over air quality to CARB which has geographically divided the State into 15 air basins for the purposes of managing air quality on a regional basis. An air basin is a CARB-designated management unit with similar meteorological and geographic conditions.

The City of Downey is located in the South Coast Air Basin (Basin) which includes Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside counties. The basin encompasses approximately 6,745 square miles of coastal plains and is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. Air quality in the Basin is managed by the South Coast Air Quality Management District (SCAQMD). Pursuant to the California Clean Air Act, SCAQMD is responsible for bringing air quality within the basin into conformity with federal and State air quality standards by reducing existing emission levels and ensuring that future emission levels meet applicable air quality standards. SCAQMD works with federal, State, and local agencies to reduce pollutant emissions through adoption and implementation of rules and regulations.

The U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six common air pollutants: ozone (O₃), particulate matter (PM), which consists of “inhalable coarse” PM (particles with an aerodynamic diameter between 2.5 and 10 microns in diameter, or PM₁₀) and “fine” PM (particles with an aerodynamic diameter smaller than 2.5 microns, or PM_{2.5}), CO, nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. The U.S. EPA refers to these six common pollutants as “criteria” pollutants because the agency regulates the pollutants on the basis of human health and/or environmentally-based criteria and because they are known to cause adverse human health effects and/or adverse effects on the environment (USEPA 2020a and 2020b). CARB has also established California Ambient Air Quality Standards (CAAQS) for the six criteria air pollutants regulated by the federal Clean Air Act (the CAAQS are more stringent than the NAAQS).

A) Less Than Significant Impact. Future development under the General Plan, and updated Housing Element, will have to demonstrate compliance with the current SCAQMD regional and local significance thresholds and prepare site-specific studies of criteria air pollutants. Pursuant to the methodology provided in Chapter 12 of the SCAQMD *CEQA Air Quality Handbook* (SCAQMD 1993), this analysis will include compliance with the Air Quality Management Plan (AQMP) if a project: is consistent with the growth assumptions in the AQMP (Criterion 1) and does not increase the frequency or severity of an air quality standards violation or cause a new one (Criterion 2). The 2005 General Plan EIR determined that air quality impacts of the

General Plan would be significant and unavoidable because of the number of new residential units that would be built in the future as well as the amount of new non-residential development anticipated. The Findings of Fact for certification of the General Plan EIR included a Statement of Overriding Considerations for several significant and unavoidable impacts, including air quality, even with implementation of the General Plan goals and policies as the recommended mitigation. These goals and policies include actions that future development would have to implement to reduce potential air pollutant emissions to below the daily significance thresholds established by the SCAQMD. Subsequent to this Housing Element update, the City will be undertaking focused General Plan and zoning ordinance amendments to ensure sufficient land use capacity is available to accommodate the RHNA. This Initial Study examines the potential environmental impacts at a program level for only the Housing Element since the Housing Element itself does not specifically authorize the construction of any housing development, nor does it indicate where and when specific housing projects will occur. Therefore, programmatic impacts from implementation of the proposed Housing Element related to AQMP consistency will be less than significant and no mitigation is required.

B) Less Than Significant Impact. The effects of future housing development on regional air quality could result in potentially significant impacts on the health of residents if it is determined that a project's individual contribution to cumulative air pollution levels is considerable by exceeding the annual emissions thresholds established by the SCAQMD in its *CEQA Air Quality Analysis Handbook* (SCAQMD 1993) and, furthermore, would be determined to potentially conflict with implementation of the AQMP. The Downey General Plan contains the following policies related to air quality:

Policy 1.6.1: The City shall monitor, review and comment on regional plans, as they relate to the City's General Plan

Program 1.6.1.1: The City shall comply with and incorporate the applicable requirements of the Air Quality and Congestion Management Plan.

Program 1.6.1.2: The City shall examine and promote land uses that encourage telecommuting, thus reducing VMT (vehicle miles traveled) as required by the air quality plan.

Policy 2.3.1: The City shall encourage the use of public transit.

Program 2.3.1.8: Encourage Downey businesses to provide employee information to public transit authorities to assist in their planning for public transit services.

Policy 2.3.2: The City shall encourage efforts to reduce the number and length of vehicle trips generated by land uses in Downey.

Program 2.3.2.1: Promote the development of park and ride facilities.

Program 2.3.2.2: Promote ridesharing through provision of information to the public.

Program 2.3.2.3: Promote transit-oriented developments.

Program 2.3.2.4: Promote on-site child-care facilities at major employment centers.

Program 2.3.2.6: Encourage efforts to shift the time of day of trips away from peak commuter hours through the use of flex-time, staggered working hours, and other means.

Policy 2.6.1: The City shall encourage bicycling as an attractive alternative to vehicular transportation.

Program 2.6.1.1: Encourage the use of bicycling as a form of transportation for employment commuting and business purposes, in addition to recreational purposes.

Program 2.6.1.2: Establish a bikeway master plan to link employment centers, recreational facilities, and bikeways along the Rio Hondo River, the San Gabriel River, Union Pacific Railroad Line, and those of neighboring communities via a network of bike routes, lanes, and paths.

Program 2.6.1.3: Encourage the provision of bicycle racks at retail service and other businesses for use by customers and employees.

Program 2.6.1.5: Promote street intersection design and signalization that are safe and convenient to bicyclists.

Program 2.6.1.6: Promote site development design that is safe and convenient to bicyclists.

Policy 2.6.2: The City shall encourage walking as an attractive alternative to vehicular transportation.

Program 2.6.2.1: Promote site development design that is safe and convenient to pedestrians.

The General Plan EIR concluded that growth within the City, consistent with the General Plan, would have significant and cumulatively considerable air quality impacts due to the amount of new housing and non-residential growth. A Statement of Overriding Considerations was prepared for this significant impact which was outweighed by the community and environmental benefits of having a General Plan that provided housing for a wide range of the market and provided a wide range of employment for its citizens and the region as a whole. Subsequent to this Housing Element update, the City will be undertaking focused General Plan and zoning ordinance amendments with separate CEQA compliance to ensure sufficient land use capacity is available to accommodate the RHNA. This Initial Study examines the potential environmental impacts at a program level for only the Housing Element since the Housing Element itself does not specifically authorize the construction of any housing development, nor does it indicate where and when specific housing projects will occur. Therefore, the proposed HEU is consistent with the findings of the General Plan EIR, will not create a new or significantly increased impact, and will not require additional mitigation at this programmatic level.

Future housing developed in accordance with the goals and policies of the Housing Element will have the effect of contributing incrementally to the mobile, energy, and area sources that cumulatively contribute to criteria pollutant levels and associated air pollution in the Basin. The SCAQMD is responsible for preparing the Air Quality Management Plan (AQMP) for the Basin (SCAQMD 2016). The AQMP includes strategies and control measures to reduce and/or maintain the effects that construction and operation of various uses within the Basin have on regional air quality. The effects of future housing development on regional air quality could result in potentially significant impacts on the health of residents if it is determined that a project's individual contribution to cumulative air pollution levels is considerable by exceeding the annual emissions thresholds established by the SCAQMD in its *CEQA Air Quality Analysis Handbook* (SCAQMD 1993) and, furthermore, would be determined to potentially conflict with implementation of the AQMP. Criteria pollutants can directly damage the environment, both natural and man-made. Impacts to human health include a variety of acute and chronic respiratory illnesses. Development of future housing will be subject to environmental evaluation for exemption and potential analysis pursuant to CEQA upon application for entitlement permits. Projects found to be exempt from CEQA will not have a significant impact on the environment as declared by state legislation. Other projects will be subject to standard analysis and mitigation if required.

The General Plan EIR concluded that build out of the General Plan will be inconsistent with the air district's air quality management plans and will result in substantial increases in criteria pollutant emissions within the air basin. The proposed Housing Element does not propose any land use changes or designate any Inventory Sites that were not already analyzed in the General Plan EIR. Therefore, long term air quality impacts in the City have already been contemplated, and the proposed Housing Element will not result in impacts that are greater than those contemplated in the General Plan EIR. In addition, future development of the proposed Inventory Sites will be subject to the Goals and Policies of the General Plan and will be subject to environmental evaluation for exemption and potential analysis pursuant to CEQA. Impacts related to implementation of the proposed Housing Element will be less than significant and no mitigation is required.

C) Less Than Significant Impact. Common sensitive receptors include children under age 14, the elderly over age 65, athletes, and people with cardiovascular and chronic respiratory diseases. Each of the residential Inventory Sites is surrounded by residential uses and the mixed-use Inventory Sites are surrounded by residential, commercial, and limited industrial uses. Future housing projects are not considered uses that emit substantial levels of hazardous air pollutants that could have an effect on the environment such that potentially significant impacts will occur.

In addition, industrial processes with state or federal toxic emissions must prepare health risk assessments, minimizing impacts to surrounding uses. With implementation of existing regulatory requirements (or mitigation if required), impacts to sensitive receptors will be less than significant and no separate programmatic mitigation for this Housing Element Update is required.

D) Less Than Significant Impact. Residential land uses do not generate objectionable odors that could impact a substantial number of people, therefore, future housing development will not result in effects related to odors that could impact a substantial number of people. There are no sources of objectionable odors located in the vicinity of any Inventory Site identified in the proposed Housing Element. As discussed in the General Plan EIR, future industrial uses could be sources of odors that affect sensitive land uses such as residential areas. Implementation of the General Plan will ensure that

incompatible land uses are not co-located, minimizing odor impacts. Therefore, programmatic impacts in this regard relative to the Housing Element Update will be less than significant and no mitigation is required.

4. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
F) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) Less Than Significant Impact. According to the General Plan EIR, the City does not contain any listed or sensitive species of plants or animals, or critical habitat for any such species. While the City does contain a number of drainage/flood control channels, they contain little or no riparian (streamside) or wetland resources subject to the jurisdiction of various federal or state agencies (U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, Regional Water Quality Control Board, or California Department of Fish and Wildlife). The General Plan also indicates there is little or no potential for these species or other important biological resources to be present within the City (City 2005). The City has been largely developed for many years so no populations of rare or sensitive species are known to occur within the City limits. Due to the level of disturbance within the City, no sensitive plant species are expected to be encountered, and vegetation is primarily ruderal (weedy). Wildlife expected within the City would be non-sensitive wildlife that generally inhabit disturbed urban areas (such as raccoons, squirrels, coyotes, rats, common bird species, etc.). All listed or otherwise sensitive species have low or no potential to occur within the City due to the marginal suitable habitat available or lack of habitat (City 2020). In addition, the General

Plan requires that biological studies be prepared when necessary to assess habitat value, implementation of mitigation, and coordination with agencies and individuals with expertise in biological resources.

Subsequent to and within three years of Housing Element adoption, the City will amend the General Plan and zoning ordinance/map to provide sufficient capacity to accommodate the RHNA allocation. This subsequent General Plan and zoning ordinance amendment process will be subject to a new and separate CEQA review process. The Housing Element itself does not specifically authorize the construction of any housing development, nor does it indicate where and when specific housing projects will occur; thus, programmatic impacts associated with potential development of the Inventory Sites will remain within the scope of analysis certified in the General Plan EIR. Future development of the Inventory Sites will be subject to project-specific environmental review pursuant CEQA, as applicable. Considering that the General Plan EIR analyzed impacts to sensitive species and impacts were found to be less than significant with mitigation incorporated, and that the proposed Housing Element in and of itself will not result in increased impacts than previously contemplated in the General Plan EIR, its programmatic impacts will be less than significant and no mitigation is required.

B-C) Less than Significant Impact. According to the General Plan EIR and the National Wetlands Inventory, there are no riparian or wetland resources within the City of Downey (City 2005)(City 2020). The General Plan EIR determined that implementation of General Plan Policies will prevent any potential impacts resulting from the direct and indirect effects of future development within the City to less than significant levels. As outlined in Threshold 4.A above, the proposed Housing Element Update will require rezoning that will occur within three years of Housing Element adoption to accommodate the RHNA allocation. The Housing Element itself does not propose specific development on specific site so at this programmatic level its impacts associated with the Inventory Sites will remain within the scope of analysis certified in the General Plan EIR. Incorporation of the General Plan Policies discussed above will ensure that impacts to riparian and wetland resources resulting from future development of housing will be less than significant and no mitigation measures are required.

D) Less than Significant Impact. The General Plan EIR concluded the City did not contain any regional wildlife movement corridors and that impacts to wildlife movement will be less than significant with implementation of General Plan Policies. Wildlife corridors and the movement of animals are important in maintaining genetic diversity, accommodating mating patterns, and ensuring that seasonal behavior is not interrupted. Future development of Inventory Sites will not result in significant impacts to any creeks, rivers, or other water bodies with incorporation of General Plan Policies, thus, creeks, rivers, and the like will remain open as wildlife corridors. Impacts will be less than significant and no mitigation measures are required.

E) No Impact. According to the General Plan EIR, the City of Downey has not adopted local ordinances or regulations pertaining to biological resources, therefore, implementation of the proposed Housing Element will not conflict with any locally adopted ordinance or regulation. No impact will result and no mitigation is required.

F) No Impact. There are no established Natural Community Conservation Plans (NCCPs) or Habitat Conservation Plans (HCPs) within or adjacent to the City of Downey. Therefore, implementation of the proposed Housing Element will not conflict with any NCCP or HCP. No impact will occur and no mitigation is required.

5. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. During the early Spanish era of California, the site of Downey was originally part of the 300,000-acre Manual Nieto Land Grant. In 1834, the Nieto heirs split up this grant and the portion between the banks of the Rio Hondo and San Gabriel River became Rancho Santa Gertrudes. Sometime near the end of the Civil War, an Irish immigrant, John G. Downey, purchased 17,000 acres of land then known as the Los Nietos Valley. Situated between the San Gabriel and Rio Hondo Rivers, the land where Downey now sits has always been very fertile.

The settlement of Downey was established in 1873 and it remained an agricultural area until the end of the Second World War. The arrival of the Southern Pacific Railroad in the mid-1870s gradually accelerated the development. However, Downey remained largely rural with citrus orchards, dairy farms, ranches, dirt roads, and small homes well into the 20th Century.

Though Downey was settled in 1873, it did not become an official incorporated city until 1956. The city's population more than tripled between 1940 and 1960 with the rapid growth of the aerospace industry during World War II then the Cold War. Aviation pioneer Jerry Vultee bought the old Downey airstrip in 1936 and started an airplane production plant. Vultee was one of the nation's largest producers of military aircraft and later became North American Aviation, then North American Rockwell which was eventually bought by Boeing. During the 1950s, the Downey site transitioned from aircraft to missile technology with over 25,000 employees eventually working on the Apollo Space Program.

With the end of the Cold War in 1991, the Boeing plant downsized and its large aircraft hangars became the Downey (movie) Studios but was eventually demolished in 2012. An organization called "The Aerospace Legacy Foundation" still exists in Downey and has helped preserve the aerospace history of the City. According to the Foundation, many writers and historians refer to the city as the "Cradle of the Cosmic Age." The former Boeing site was so large it has supported several new private developments and public facilities, including the Kaiser Permanente Hospital, the Downey Landing Shopping Complex, a new park, and the Columbia Memorial Space Center, an interactive museum on the aerospace industry.

Located in the southwestern portion of the City, Apollo Park is home to the Downey Historical Society. Apollo Park was once called Imperial Park but the name was changed to commemorate Downey's role in the Apollo Space Program. Near the park is the Rancho Los Amigos National Rehabilitation Center which is one of the largest rehabilitation hospitals in the country and has been operating for over 125 years.

According to the historical society, Downey was once called "Little Beverly Hills" because it has many mansions that resemble those in San Marino and Hancock Park. Many of these homes were owned by engineers from the aerospace industry, as well as many doctors and other wealthy individuals, including the famous brother-sister singing duo "The Carpenters" from the 1970's.

The City was once home to a number of facilities demonstrating “Googie” architecture which was a type of futurist architecture influenced by car culture, jets, the Space Age, and the Atomic Age that was popular during the late 1940s into the mid-1960s. The former Johnie's Broiler on Firestone is now a Bob's Big Boy, and the oldest standing McDonald's still in operation was built at the corner of Lakewood and Florence in 1953. The first Taco Bell was also built on Firestone Boulevard close to Johnie's Broiler but is no longer in operation.

Summary. No buildings remain from the former Boeing Plant, and few of the facilities with Googie architecture have been preserved. A number of mansions from the 1940's and 50's in the “Little Beverly Hills” neighborhoods still exist but many have been extensively remodeled. Unfortunately, the primary way of viewing Downey's past is viewing the archives of the Downey Historical Society located in Apollo Park.

Because historic properties are not located on any of the identified Inventory Sites, implementation of the proposed Housing Element Update will not cause substantial adverse change in significance of a historical resource. Impacts will be less than significant, and no mitigation is required.

B) Less Than Significant Impact. The Tongva are an Indigenous people of California from the Los Angeles Basin and the Southern Channel Islands, an area covering approximately 4,000 square miles. In the precolonial era, the people lived in as many as 100 villages and primarily identified by their village name rather than by a pan-tribal name. During colonization, the people were referred to as Gabrieleño and Fernandeño, names derived from the Spanish missions built on their land - Mission San Gabriel Arcángel and Mission San Fernando Rey de España. The name *Tongva* is widely used but others choose to identify as *Kizh*.

Before the arrival of Spanish settlers in the 1700s, the area that would later become Downey consisted of Tongva People that inhabited a village called Sejatnga near the current City of Whittier and the San Gabriel River. By 1806, the Tongva were providing conscripted labor for Spanish missions. The area was part of the early Spanish rancho of Jose Manuel Nieto, the holder of the largest Spanish land grant in California, stretching from the Pacific Ocean to the Puente Hills. Given the long history of Native American settlement in the region, followed by Spanish and Mexican rule, there is a high probability of finding prehistoric (archaeological) resources in the City. At least one prehistoric site is known within the general vicinity of the City (CA-LAN-182, observed in 1950), which was described as a “historic Gabrielino Village.” The exact location of this archaeological site is vague and there are three possible locations for the site, none of which are within the City of Downey.

Similar to potential impacts on historical resources, impacts to archaeological resources from future housing development can result in the loss of information important to the history (and potentially the pre-history) of California and the people who created and/or used the materials. The potential for uncovering significant resources at Inventory Site locations during construction activities is unknown given that no such resources have been discovered and/or recorded previously. The General Plan states that archaeological and historical resources shall be protected and preserved to the maximum extent feasible.

In addition, two changes to state law (SB 18 and AB 52) require cities to consult directly with local Native American tribes to determine if any tribal cultural resources will be impacted by private development or public works projects proposed in the City. All future development of the Inventory Sites will be required to prepare Cultural Resource Assessments (CRAs) to determine if there are any impacts to cultural or tribal cultural resources as required by the General Plan Conservation Element. This is considered regulatory compliance and not specific mitigation under CEQA.

The General Plan EIR concluded that build out of the General Plan will not result in less than significant impacts related to the substantial adverse change in the significance of archaeological resources. Subsequent to this Housing Element update, the City will be undertaking focused General Plan and zoning ordinance amendments with separate CEQA compliance to ensure sufficient land use capacity is available to accommodate the RHNA. This Initial Study examines the potential environmental impacts at a program level for only the Housing Element since the Housing Element itself does not specifically authorize the construction of any housing development, nor does it indicate where and when specific housing projects will occur. Therefore, long-term impacts in the City have already been contemplated and the proposed Housing Element Update will not result in

impacts that are greater than those identified in the General Plan EIR. In addition, future development of the proposed Inventory Sites will be subject to the Goals and Policies of the General Plan and will be subject to environmental evaluation for exemption and potential analysis pursuant to CEQA. Therefore, programmatic impacts related to implementation of the proposed Housing Element will be less than significant and no mitigation is required.

C) Less Than Significant Impact. According to the General Plan EIR, this region has been occupied by Native American tribes for thousands of years. Future development of the proposed Inventory Sites that require site preparation and earthmoving activities have the unlikely potential to uncover buried or surficial human remains outside of a recognized cemetery or other burial location. Construction activities that result in disturbing or destroying human remains could result in impacts to our knowledge of the burial practices of the people who were buried, the people who buried the remains, and the pre-historic or historic context and circumstances under which the buried became deceased. Should human remains be discovered, the contractor is required to comply with State Health and Safety Code §7050.5. This requires halting work in the immediate area of the find and notifying the County Coroner, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of Native American origin, the Coroner is required to contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. Implementation of existing regulations will ensure that any discovered remains are appropriately collected and examined for any significant information that can be elicited. Potential impacts due to effects on human remains will be less than significant with implementation of existing regulations and no mitigation is required.

6. ENERGY

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. Energy is primarily categorized into three areas: electricity, natural gas, and fuels used for transportation. According to the U.S. Energy Information Administration (USEIA), California is the most populous state in the United States, representing 12 percent of the total national population, has the largest economy, and is second only to Texas in total energy consumption. However, California has one of the lowest per capita energy consumption levels in the U.S. This is a result of California’s mild climate, extensive efforts to increase energy efficiency, and implementation of alternative technologies. California leads the nation in electricity generation from solar, geothermal, and biomass resources (USEIA 2018).

Electricity. In 2018, almost half of California’s net electricity generation was from renewable resources, including hydropower (U.S. EIA, 2019). In 2018 the California electric system used 281,120 GWh of electricity, nearly 71% of which (199,595 GWh) was produced in-state (CEC 2019a). Southern California Edison (SCE) is the utility provider in Downey. In the 2018 fiscal year, SCE sold approximately 87,143 million kilowatt hours (kWh) of electricity (SCE 2019a); approximately 46% of the electricity that SCE delivered to customers came from carbon-free resources, including solar energy (approximately 13%), wind energy (approximately 13%), and geothermal energy (approximately 8%) (SCE 2019b).

Natural Gas. California accounts for less than 1% of total U.S. natural gas reserves and production; however, almost two-thirds of California households use natural gas for home heating (U.S. EIA 2019). In 2018, California consumed about 12,638 million therms³ of natural gas. Approximately 35% of natural gas was consumed by the residential sector which makes up approximately two-thirds of county-wide consumption (CEC 2019b). The Southern California Gas Company (SoCalGas) provides natural gas service to the City. SoCalGas is the principal distributor of natural gas in Southern California and provides natural gas for residential, commercial, and industrial markets.

Transportation. California's transportation sector consumed 80.6 million Btu of energy per capita in 2017, which ranked 31st in the nation (U.S. EIA 2017). Most gasoline and diesel fuel sold in California for motor vehicles is refined in California to meet state-specific formulations required by the California Air Resources Board.

Housing Element Update. Future housing developed in accordance with the goals and policies of the HEU will have the effect of contributing to increased energy consumption in the City which will be part of regional growth in energy use and the surrounding communities continue to grow as well. Future growth in the City will be required to be consistent with the state's energy conservation regulations as codified in Title 24 of the CCR and the California Green Building Code. In addition, future development must meet the local requirements of the City's Energy Action Plan (City 2015) which mainly address air quality and greenhouse gas emissions but which also have guidelines for energy conservation on new development. As long as future development adheres to these multiple energy conservation plans and requirements, the Housing Element Update will have less than significant impacts relative to energy consumption and efficiency and no mitigation is required. Therefore, the proposed HEU would not use energy in a wasteful, inefficiency, or unnecessary manner.

B) Less Than Significant Impact. The analysis in Section 6.b above demonstrates that the proposed Project would not conflict with nor obstruct a state or local plan adopted for the purposes of increasing the amount of renewable energy or energy efficiency. As discussed above, future development under the HEU would be subject to the California Title 24 Building Code energy efficiency standards for residential and non-residential buildings, which would help reduce energy consumption overall within the City. New development would also be subject to the local requirements of the City's Energy Action Plan (City 2015).

Equipment and vehicles associated with construction and operation of new development would also be subject to fuel standards at the state and federal level. Truck traffic from some new non-residential development would inherently benefit from programs implemented to achieve the goals of the state's Sustainable Freight Plan, such as the turnover of older, less fuel-efficient trucks, as fuel economy standards are rolled out and zero emission vehicles (ZEV) trucks and vehicles in general becomes more widely available and cost effective for businesses and residents. Impacts associated with the General Plan and zoning ordinance amendments will be examined at a more focused level since these actions could increase the level of development allowed at specific sites.

Subsequent to this Housing Element update, the City will be undertaking focused General Plan and zoning ordinance amendments with separate CEQA compliance to ensure sufficient land use capacity is available to accommodate the RHNA. This Initial Study examines the potential environmental impacts at a program level for only the Housing Element since the Housing Element itself does not specifically authorize the construction of any housing development, nor does it indicate where and when specific housing projects will occur. Future development of any individual Inventory Site will be subject to project-specific review pursuant to CEQA. Therefore, the Project would not conflict with nor obstruct a state or local plan for renewable energy or energy efficiency. Programmatic impacts of the HEU would be less than significant and no mitigation is required.

7. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
F) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A.i) Less Than Significant Impact (Fault Rupture). Major active fault zones are located southwest and northeast of the City. Based on current mapping available from the California Geological Survey (CGS), there are no known Alquist-Priolo Earthquake Fault Zones within the City limits. However, a number of faults are located in the vicinity of the City, including the Newport-Inglewood Fault, the Compton-Los Alamitos Fault, the Whittier-Elsinore Fault, the Elysian Park thrust system, the Palos Verdes Hills Fault, and the San Andreas Fault. The two regional faults with the greatest potential to impact the City of Downey are the Newport-Inglewood Fault and the Compton-Los Alamitos Fault, located approximately six and ten miles southwest of the City, respectively. The Newport-Inglewood Fault is capable of a maximum credible magnitude of 7.10 and the

Compton-Los Alamitos Fault is capable of a maximum credible magnitude of 7.20 (Downey 2004). Although there are active and potentially active faults located close to Downey.

All new housing would be subject to state seismic safety requirements of the California Building Code as adopted by the City. In addition, new development is required to prepare a geotechnical hazards assessment to identify site specific design and construction guidelines to protect occupants and structures from anticipated seismic impacts. Therefore, impacts related to fault rupture would be less than significant and no mitigation is required.

A.ii) Less Than Significant Impact (Groundshaking). Seismicity is a well-known hazard of Southern California. The San Andreas Fault represents the boundary between two tectonic plates, the northwest-moving Pacific plate and southeast-trending North American plate. Movement along this boundary has resulted in many earthquakes from the region's numerous faults (CGS 2020a). According to the current California Building Code, the City of Downey is within Seismic Zone 4 (CBC 2019) which indicates moderate to severe groundshaking is possible.

New housing that would be built under the HEU would still be within the growth limits identified in the 2005 General Plan and evaluated in its EIR. New housing would be subject to state seismic safety requirements of the California Building Code as adopted by the City. In addition, new development is required to prepare a geotechnical hazards assessment to identify site specific design and construction guidelines to protect occupants and structures from anticipated seismic impacts. Therefore, impacts related to seismic groundshaking would be less than significant and no mitigation is required.

A.iii) Less Than Significant Impact (Liquefaction). Liquefaction occurs when water-saturated sediment temporarily loses strength and acts as a fluid. Liquefaction-induced ground failure historically has been a major cause of earthquake damage in Southern California. Liquefaction potential and severity depends on several factors, including soil and slope conditions, proximity to fault, earthquake magnitude, and type of earthquake. According to the USGS Seismic Hazard Zones Maps, South Gate and Whittier Quadrangles, the entire City of Downey lies within a liquefaction zone (USGS 2020). This conclusion is supported by similar mapping from the California Geological Survey (CGS) which indicates the entire City of Downey is within an identified liquefaction hazard zone due to the local potential for strong groundshaking, prevalence of sandy soils, and often shallow groundwater levels (CGS 2020b).

New housing would be subject to state seismic safety requirements of the California Building Code as adopted by the City. In addition, new development is required to prepare a geotechnical hazards assessment to identify site specific design and construction guidelines to protect occupants and structures from anticipated seismic impacts, including liquefaction. Therefore, impacts related to seismic groundshaking would be less than significant and no mitigation is required.

A.iv) No Impact (Landslides). The City is underlain by deep alluvial soils consisting of gravel, sand, silt, and clay derived mainly from runoff out of the San Gabriel Mountains to the north. No areas in the City are prone to landslides due to the lack of steep natural slopes (i.e., foothills or mountains) where fractured and steep slopes. Therefore, there would be no impact related to landslides and no mitigation is required.

B) Less Than Significant Impact. Natural forces, both chemical and physical, are continually at work breaking down and moving rocks, minerals, and soils. Erosion poses environmental hazards through the effect of removing soils that can undermine roads and buildings and destabilize slopes. Erosion can also result in environmental damage by depositing soils in downstream reservoirs, lakes, and drainage structures that can result in impacts to wildlife and human health by changing the ecological properties or the physical boundaries of the water body or drainage control device. The City of Downey General Plan EIR concluded that impacts will be less than significant with implementation of the General Plan and Municipal Code related to grading limitations.

Future developments on proposed Inventory Sites are subject to Federal and State regulations limiting erosion pursuant to NPDES requirements, and SCAQMD rules. Therefore, impacts will be less than significant and no mitigation is required.

C) Less Than Significant Impact. The City is underlain by deep alluvial soils consisting of gravel, sand, silt, and clay derived mainly from runoff out of the San Gabriel Mountains to the north. The City of Downey, similar to the entire Los Angeles Basin,

is subject to moderate to severe groundshaking from frequent earthquakes. In addition to liquefaction, strong groundshaking can trigger other seismic hazards including lateral spreading, landslides, subsidence, or collapse (Downey 2004). The California Geological Survey (CGS) mapping indicate this portion of the Basin is underlain by Quaternary or Recent Alluvium (Qal) which consists of “recent clay, silt, sand and gravel, unconsolidated, poorly stratified to well stratified, including alluvial fan, flood-plain, and streambed deposits” (CGS 2020a). No areas in the City are prone to landslides due to the lack of steep natural slopes (i.e., foothills or mountains) where fractured and steep slopes.

New housing that would be built under the HEU would still be within the growth limits identified in the 2005 General Plan and evaluated in its EIR. New housing would be subject to state seismic safety requirements of the California Building Code as adopted by the City. In addition, new development is required to prepare a geotechnical hazards assessment to identify site specific design and construction guidelines to protect occupants and structures from anticipated seismic impacts, including liquefaction, lateral spreading, landslides, subsidence, or collapse. Therefore, impacts related to unstable geology or soils would be less than significant and no mitigation is required.

D) Less Than Significant Impact. Expansive soils are those that greatly increase in volume when they absorb water and shrink when they dry out. Expansion is measured by shrink-swell potential defined by the relative volume change in soil while gaining in moisture. If the shrink-swell potential is rated moderate to high, damage to buildings, roads, and other structures can occur. Although the City is generally underlain by sandy and silty alluvial soils, there may be areas with soils exhibiting a high to moderately high shrink-swell potential which are considered expansion.

Future housing developed pursuant to the policies of the proposed Housing Element will be subject to the requirements of the California Building Code (CBC) as adopted by the City, including preparation of a soils report. The CBC requires analysis of soils and application of engineering standards to ensure project sites are made suitable for building construction, particularly in regard to foundation design. Foundation and structural design for proposed development of the Inventory Sites will be subject to analysis and design recommendations by a licensed geotechnical engineer for review and approval by the City. In addition, the General Plan requires the preparation of preliminary soil, geotechnical, or seismic reports. Therefore, impacts due to geological and soils hazards will be less than significant and no mitigation is required.

E) Less Than Significant Impact. The City Municipal Code requires use of the public sewer system and prohibits the installation or maintenance of septic tanks or other facilities intended for the disposal of sewage. Therefore, there are no impacts and no mitigation is required.

F) Less Than Significant Impact. According to the General Plan EIR, there are no known geological resources and/or unique geological features located within the City including any of the Inventory Sites. The General Plan EIR concluded that development in the City would not have adverse effects on paleontological resources. The proposed Housing Element Update does not propose any land use changes or designate any Inventory Sites that were not already analyzed in the General Plan EIR. Therefore, long term impacts have already been evaluated and the proposed HEU will not result in impacts that are greater than those contemplated in the General Plan EIR. In addition, future development of the proposed Inventory Sites will be subject to the Goals and Policies of the General Plan and will be subject to environmental evaluation for exemption and potential analysis pursuant to CEQA. Therefore, potential impacts on paleontological resources related to implementation of the proposed Housing Element Update will be less than significant and no mitigation is required.

8. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less than Significant Impact. Climate change is the distinct change in measures of climate for a long time period. Climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. Natural changes in climate can be caused by indirect processes such as changes in the Earth’s orbit around the Sun or direct changes within the climate system itself (i.e., changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet’s surface. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes, raising livestock, and deforestation activities; and some agricultural practices.²

Greenhouse gases differ from other emissions in that they contribute to the “greenhouse effect.” The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the sun hits the Earth’s surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth’s temperature. Greenhouse gases occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

The General Plan EIR did not evaluate GHG impacts as that environmental issue was not considered in CEQA documents at that time. The General Plan EIR which concluded overall development would have significant air quality impacts and a Statement of Overriding Considerations was adopted for that significant adverse and unavoidable impact. Subsequent to this Housing Element update, the City will be undertaking focused General Plan and zoning ordinance amendments with separate CEQA compliance to ensure sufficient land use capacity is available to accommodate the RHNA. This Initial Study examines the potential environmental impacts at a program level for only the Housing Element since the Housing Element itself does not specifically authorize the construction of any housing development, nor does it indicate where and when specific housing projects will occur.

Future development will emit greenhouse gases from various sources depending on type of use and size of the project. All projects will be required to estimate their GHG emissions and comply with the City’s Energy Action Plan as appropriate, which also helps reduce GHG emissions. Therefore, impacts will be less than significant at this program level and no programmatic

² United States Environmental Protection Agency. *Frequently Asked Questions About Global Warming and Climate Change. Back to Basics.* April 2009.

mitigation is needed. However, it is likely that future projects, especially larger ones, will require project-specific mitigation for their estimated GHG emissions.

B) Less than Significant Impact. In August 2008, the SCAQMD adopted the Climate Action Plan (CAP) which required the development of guidance to assist Lead Agencies, project proponents, permit applicants, and interested parties in assessing and reducing project-specific contributions of greenhouse gas emissions and resulting cumulative impacts due global climate change. In 2015, the City adopted an Energy Action Plan which also reduces the effects resulting from project-specific greenhouse gas emissions that contribute to global climate change during the environmental review process, as required by CEQA. The EAP states the following...

"California Assembly Bill 32 - California Global Warming Solutions Act (AB 32) sets a target to decrease emissions statewide to 1990 levels by the year 2020. Reducing greenhouse gas emissions to 1990 levels means cutting approximately 30% from business-as-usual emissions levels projected for 2020, or about 15% from today's levels. The City of Downey (The City) recognizes the impact carbon emissions have on global climate change. The City is aiming to reduce its energy consumption and greenhouse gas emissions (GHG) to become a more sustainable community. The main goal of the Energy Action Plan (EAP) is to provide a roadmap for the City of Downey to reduce GHG emissions through reductions in the energy used in facility buildings and city operations. This EAP identifies current energy measures that are being considered and future opportunities that will contribute to the energy reduction goal. In addition, this EAP identifies other potential energy reduction measures that the City will consider for future implementation. The City's long-term vision for energy efficiency focuses around four primary objectives: (1) Reduce the City's carbon footprint and its adverse effect on the environment; (2) Conserve energy at the local government facilities; (3) Raise energy conservation awareness in local community and improve the quality of life; and (4) Achieve Platinum Status on the Local Government Agency Partnership."

Future housing will be constructed on undeveloped and currently developed, underutilized properties. GHG emissions will be evaluated during the City's standard environmental review process as required by CEQA, relying on the City of Downey Energy Action Plan, and using the BPS method promulgated by the SCAQMD. Applicable measures will be incorporated into future projects, ensuring GHG emissions are reduced to levels that will not be considered cumulatively considerable in the context of global climate change and resulting impacts. Some projects may be required to identify a GHG emissions inventory using regulatory and industry standard methodologies and measures. Incorporation of appropriate BPS will ensure compliance with the regional CCAP and by extension the targets identified in the state Scoping Plan for reduction of GHG emissions. Future development will also be required to comply with the City's Energy Action Plan which also helps reduce GHG emissions. Therefore, impacts will be less than significant at this program level and no programmatic mitigation is needed. However, it is likely that future projects, especially larger ones, will require project-specific mitigation for their estimated GHG emissions.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
F) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
G) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A-D) Less than Significant Impact. Residential and mixed-use housing development do not cause or contribute substantially to potential hazards to the public or the environment because these uses do not involve the use, transport, or disposal of appreciable amounts of hazardous materials or wastes. For purposes of the following analysis, a “significant hazard to the public or the environment” is characterized by the effects of exposure to hazardous materials and/or wastes from a facility or facilities that are subject to operations-specific federal, state, regional, or local regulations and implementation processes (including permitting, accident contingency, and clean-up requirements) based on the amount of material or waste undergoing use, transport, or disposal and the resulting impacts to human health or ecosystem functions. Residential uses are characterized by the use of common, widely available hazardous materials including paints and other solvents, cleaners, and pesticides. The remnants of these and other products are disposed of as household hazardous waste (HHW) that includes batteries, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. Use of common household hazardous materials are not subject to federal or state permitting at the consumer level and it is

reasonably foreseeable that upset and accident conditions cannot be met by the use, transport, and disposal of such materials and wastes from future residences. Consumer-level household hazardous materials and wastes are not subject to federal or state permitting by the consumer, and their use is at such levels as to not have the potential to result in risk of upset or accident that could harm a substantial number of people, including children attending schools in the area, or have a substantial effect on the functions of the local or regional ecosystem.

Hazardous Sites: The proposed Inventory Sites are not listed as hazardous waste and substances sites, leaking underground storage tank sites, solid waste disposal sites, hazardous waste facilities subject to corrective action, or sites regulated by the Regional Water Quality Board.³ There are no Cleanup Program Sites located within the City of Downey at this time. In addition, the General Plan requires that residential projects and other sensitive receptors be located an adequate distance from existing and potential sources of toxic emissions. In addition, CEQA requires the assessment of risk involving the transportation, disposal, manufacture, storage, and handling of any hazardous materials for new development. Therefore, development of future housing on proposed Inventory Sites will be required to assess impacts due to the accidental release of hazardous materials as part of standard environmental review procedures pursuant to CEQA and City policy.

Materials and Wastes Transport: According to the General Plan EIR, hazardous materials pass through the City in route to other destinations via rail, surface streets, and freeways. While train derailment can occur at any time, it is during an earthquake that a derailment and hazardous materials release would pose the greatest risk of hazards. The City has no direct authority to regulate the transport of hazardous materials on local and regional roadways or railways; however, under upset and accident conditions, it is reasonably foreseeable that most of the spill would be contained within the right-of-way of a roadway with minimal chance of hazardous materials or wastes reaching adjacent homes. On the other hand, it is reasonably foreseeable that train derailment would result in extensive impacts to adjacent residents as the train and multiple train cars leave the tracks and violently careen with the adjacent environment. Transportation of hazardous materials and wastes by truck and rail is regulated by the U.S. Department of Transportation (DOT). DOT regulations establish criteria for safe handling procedures, and federal safety standards are also included in the California Administrative Code. The California Health Services Department also regulates the haulers of hazardous waste but does not regulate all hazardous materials. Although there is some reasonably foreseeable potential for exposure of future residents to hazardous materials and wastes under upset and accident conditions, federal and state regulations are in place with a focus on prevention of accidental releases and measures for appropriate containment and cleanup when accidents occur.

Facilities: According to the Envirostor⁴ website of the California Department of Toxic Substances Control, the City of Downey has 18 total facilities listed within Downey although only nine of them require further action (testing or remediation). These sites spread throughout the City as a result of its long history with industrial uses. Both the federal government and the State of California require all businesses that handle hazardous materials or extremely hazardous materials to submit a business risk management plan to the local Certified Unified Program Agency (CUPA). The CUPA with responsibility for the City is the County's Environmental Health Department. The business risk management plan must include an inventory of the hazardous materials and emergency response plans and procedures to be used in the event of a significant release of a hazardous material. Implementation of federal and state requirements for the operation of these types of facilities will ensure that exposure to residential uses will be minimized or avoided.

Considering the preceding analysis, the proposed Housing Element Update will not result in effects from the use, transport, or disposal of hazardous or acutely hazardous materials or wastes, under normal or upset and accident conditions, which could impact human health or the environment with implementation of existing regulations, standards, and General Plan Policy. Impacts will be less than significant.

E) No Impact. Airport safety issues and their connection with land use planning are generally associated with hazards posed by departing and landing aircraft crashes and the effects those crashes could have on uses and people on the ground.

³ California Environmental Protection Agency. Cortese List Data Resources. <http://www.calepa.ca.gov/SiteCleanup/CorteseList/> [December 7, 2020]

⁴ DTSC envirostor website <https://www.envirostor.dtsc.ca.gov/public/>

Development within the approach and departure zones of an airport or airstrip are subject to the effects of potentially widespread, although rare, aircraft crashes; therefore, the denser the development and population within these zones, the greater the risk of impacts to human health. Aircraft crashes can result in the substantial loss of property and life depending on the size of the aircraft, its velocity, the pitch, yaw, and roll at the moment of impact, and the type of cargo it is carrying. Development within the vicinity of an airport can result in increased potential for impact due to height, glare, and electronic interference that can disrupt flight patterns and pilots operating out of the airport.

The Los Angeles County Airport Land Use Commission (ALUC) is responsible for ensuring that development within the vicinity of an airport does not cause undue risk to airport operations or the safety of persons on the ground. The commissioners represent the county, its cities, and the public. Legislation passed in 1982 established a direct link between airport land use plans and the land use plans and regulations adopted by cities and counties, as established in California Public Utilities Code Section 21676. In accordance with this legislation, the ALUC must review the general and specific plans of local jurisdictions for consistency with the county's airport comprehensive land use plan (CLUP). Primary and Secondary Review Areas must be identified for each facility. Projects proposed within the geographic boundaries of the Primary Review Area are referred to the ALUC for review and evaluation. Within the Secondary Review Area, only those projects involving a structure or other object with a height that would exceed that permitted under adopted land use zoning would be referred to the ALUC for review.

The closest airports to the City are the Fullerton Airport located approximately 7.5 miles to the southeast and the San Gabriel Valley Airport in El Monte located approximately 9.3 miles to the northeast. The City does not fall within the Planning Boundary/Airport Influence Area for either airport (DRP 2004). Therefore, Downey is not located within two miles of any airport and is not located within any airport land use plan, so there is no impact and no mitigation required.

F) No Impact. The City Office of Emergency Management coordinates disaster response and recovery efforts in the City of Downey. The City's goal is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The City has planned responses to extraordinary emergency situations associated with natural disasters, technological incidents, terrorist activities, and war-related operations. The City is part of a county and statewide emergency management system that addresses evacuation and movement of people in the event of an emergency. It should be noted that the City's plans are flexible in order to respond to the inherent chaos associated with disasters in a manner that is coordinated but responsive to the immediate needs of the situation. The proposed Housing Element Update does not include any land use, circulation, or safety changes that could conflict with implementation of the Office of Emergency Management or other emergency response programs. No impact will occur.

G) Less than Significant Impact. As noted by CALFIRE Fire Hazard Severity Zone Maps, the City is not located in an area of high fire threat (CSG 2020). Because Downey is an urbanized community, structural fires rather than wildland fires represent the greatest fire risk in the City. The CBC focuses on the construction and materials used in roofs, attic ventilation, exterior walls, decking, floors and underfloors, and ancillary buildings, structures, and appendages. Implementation of these requirements will ensure that future housing with the WUI is constructed to withstand wildland fires, thereby minimizing any associated impacts. Therefore, impacts will be less than significant with implementation of existing regulations.

10. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
A) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would: (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. The City of Downey has prepared a Stormwater Management Implementation Plan to support the City’s application for a Municipal Storm Water (MS4) Permit to the Los Angeles Regional Water Quality Control Board. The Plan represents the five-year management strategy for controlling the discharge of pollutants to the maximum extent practicable in storm water runoff during the first NPDES storm water permit term. Downey’s Municipal Code implement’s the City’s storm water quality management strategies consistent with its General Construction permit from the Regional Water Quality Control Board. These regulations are applicable to all storm water generated on any developed or undeveloped land within the city.

Housing is a common type of urban development and is addressed in the City waste discharge requirements for construction and operational sources of pollutants that can affect downstream surface water bodies by discharge into the local storm drain system. Discharge of pollutants into water bodies can result in effects on the beneficial uses of the water body. Beneficial uses include water for agricultural uses, special areas for biological resources, cold freshwater habitat, commercial and sport fishing, multitudes of habitats, freshwater replenishment sources, areas of artificial or natural groundwater recharge, water for industrial supply and process, water for domestic uses, waters used for navigation, areas where rare or endangered species

could occur, fish spawning grounds, migration, shellfish harvesting, and recreational activities.⁵ The resulting impacts due to effects on water quality and associated beneficial uses include disruption of the ecosystem due to the loss of habitat, potential harm or death to sensitive species, and a narrowing of migratory options and species' gene pools. Impacts to humans range from quality of life issues such as the loss of recreational waters to potential health impacts due to contamination of drinking water supplies and contamination of fish and other marine life farmed and sold for food.

The proposed Housing Element does not include any policies or programs that would conflict with implementation of the NPDES program such that future residential development could result in exceedance of the waste discharge requirements and thus will not substantially impact downstream water quality. Furthermore, future housing development will be subject to environmental inquiry and potential review pursuant to CEQA. Impacts related to violation of water quality standards and waste discharge requirements will be less than significant with implementation of existing permit regulations.

B) Less Than Significant Impact. The proposed Housing Element can accommodate projected housing demand over the next eight years, which will require potable water for drinking, food preparation, cleaning, and bathing as well as water for landscape irrigation. Future housing will generate demand for water in addition to the demand of existing uses and the incremental increase in demand as growth occurs in the area; therefore, the future housing will contribute to cumulative, long-term increases in demand for groundwater and other water resources. The City is situated between the San Gabriel and Rio Hondo Rivers both of which are fully improved flood control channels. Water is essential to the proper function of an ecosystem and human life and activities; thus, water shortages can impact the health and well being of humans and the quality of the environment.

According to state law, local water agencies must regularly update their Urban Water Master Plan and large development projects must prepare a separate water supply assessment (WSA) to identify how to avoid or reduce impacts on surface or groundwater supplies over a 20-year period even under drought conditions.

Subsequent to and within three years of Housing Element adoption, the City will amend the General Plan and zoning ordinance/map to provide sufficient capacity to accommodate the RHNA allocation. This subsequent General Plan and zoning ordinance amendment process will be subject to a new and separate CEQA review process.

The proposed Housing Element Update does not involve development of any of the Inventory Sites; and does not designate any additional Inventory Sites than were evaluated in the General Plan EIR. Therefore, potential programmatic impacts associated with the Inventory Sites will remain within the scope of analysis in the General Plan EIR. Future development of the Inventory Sites will be subject to environmental inquiry and possible project-specific environmental review pursuant to CEQA. Considering the proposed Housing Element is consistent with the analysis documented in the General Plan EIR and will not increase surface or groundwater demand beyond that assessed in the General Plan EIR, the HEU will result in equivalent or less than significant impacts related to the decline in groundwater levels when compared to the analysis and conclusions in the General Plan EIR.

C) Less Than Significant Impact. The City is situated between the San Gabriel and Rio Hondo Rivers both of which are fully improved flood control channels. Future development of housing will occur on currently or previously developed sites and undeveloped sites but would not alter existing drainage channels or patterns. Development on currently or previously developed sites is unlikely to substantially change the hydrological conditions of the site that was undoubtedly graded and engineered to convey on-site flows to local storm drains or water quality basins in accordance with the City standard requirements for drainage and flood control, as specified in the Municipal Code. Development on previously undeveloped sites may result in more substantial changes to the site topography and drainage conditions as cut and fill activity occurs to balance the site for building construction. The concern with changes in on-site drainage is the potential for flooding, erosion, siltation, pollutant loading, and exceedance of storm drain capacity due to the lack of or improperly designed conveyance of runoff. The effects of changes in drainage patterns can result in impacts to human health and quality of life and the environment through damage or destruction of structures, sedimentation of downstream water bodies and the resulting impact to aquatic biological

⁵ Los Angeles Regional Water Quality Control District. Water Quality Control Plan (Basin Plan)(CWB 2018)

resources, decreased water quality with similar impacts to aquatic biological resources, and storm water backup that can result in similar types of flooding impacts.

According to the General Plan EIR, implementation of the General Plan will reduce potential impacts related to additional runoff such as erosion and flooding to less than significant levels and requires the maintenance of adequate facilities for water and storm drain services. Therefore, impacts due to the effects of changes in drainage patterns or potential erosion relative to the HEU will be less than significant with implementation of existing regulations and General Plan goals and policies.

D) Less Than Significant Impact. Most of Downey faces minimal flood hazards, as outlined by the Federal Emergency Management Agency (FEMA) hazard maps. The City is adjacent to the Rio Hondo and San Gabriel Rivers which are susceptible to 100-year flooding events but they are contained within the improved banks of their respective channels. The FEMA maps also show the entire City is at risk of flooding from a 500-year flood event (LAC 2020). However, none of the proposed Housing Element Inventory Sites are located within a 100-year flood hazard area.

Inundation from the Hoover Reservoir and Whittier Narrows Dam located 4.2 miles northeast of Downey poses the greatest threat from dam inundation for the City. The dam was built as a flood risk management and water conservation project in 1957 and creates a reservoir capacity of 9.75 million gallons of water. In 2016, the U.S. Army Corps of Engineers determined the dam is structurally unsafe and poses a potentially catastrophic risk to the communities along the San Gabriel River floodplain. In addition, engineers found that the mile-long earthen structure could fail if water were to flow over its crest or if seepage eroded the sandy soil underneath. Measures to permanently address these issues are currently being developed and evaluated (as of 2020). The U. S. Army Corps of Engineers (USACE) has determined that inundation from dam failure would affect all the commercial, industrial, and residential areas of the City (USACE 1985).

For future housing under the HEU, the General Plan requires each project to demonstrate it is not impacted by a 100-year flood zone or what steps it will take to eliminate that risk. CEQA also requires projects identify specific criteria and conditions that must be met to avoid potential impacts from flood hazards such as application of flood hazard regulations, evaluation of development sites for flood hazard potential, and application of flood-proofing strategies. Therefore, impacts will be less than significant and no mitigation is required.

Seiche is the process by which water sloshes outside its containing boundaries, generally due to an earthquake. *Seiche* can result in localized flooding that can result in property damage or personal injury. This could occur within an open reservoir, lake, or other large waterbody (see discussion regarding the Hoover Reservoir). The City does not contain any sizeable open reservoirs, lakes, or other large bodies of water, therefore, impacts resulting from the effects of *seiche* in the City will be less than significant and no mitigation is required. A *tsunami* is a large wave that generates in the ocean, generally from an earthquake, and builds intense strength and height before impacting a coast. *Tsunami* can result in significant property damage and loss of life due to the intense, destructive nature of the wave and the often-sudden occurrence with little chance for warning. The City would likely experience minimal impacts from the effects of a *tsunami* because it is located a minimum of 12 miles inland of the Pacific Ocean. In addition, according to the General Plan EIR, the City is relatively flat and risk of hazard due to mudflow is less than significant.

Therefore, the potential impacts of flooding, *tsunami*, or *seiche* and any related release of pollutants would be less than significant and no mitigation is required.

E) Less Than Significant Impact. This assessment is for both surface water management planning and sustainable groundwater management plans.

Water Quality Control Plan. The Water Quality Control Plan Los Angeles Region, Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan)⁶ is the water quality control plan for the greater Los Angeles Basin, including the City of Downey. The Basin Plan designates beneficial uses, establishes water quality objectives, and contains

⁶ https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/

implementation programs and policies to achieve those objectives for all waters addressed through the Basin Plan (CWB 2018). The Basin Plan is continually being updated to include amendments related to implementation of the total maximum daily load⁷ (TMDL) of specific potential pollutants or water quality stressors, revisions of programs and policies within the Los Angeles RWQCB region, and changes to beneficial use designations and associated water quality objectives. The General Plan requires future development to be consistent with the Basin Plan. Therefore, the HEU will not conflict with or obstruct implementation of a water quality control plan.

Groundwater Management Plan. In 2014 the governor signed the Sustainable Groundwater Management Act (SGMA) into law which requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California.

The Downey Public Works Department, Utilities Division, maintain 20 deep groundwater wells sites and three MWD imported water connections to provide domestic water service to City residents and businesses. The City overlies the Central (groundwater) Basin which was adjudicated in 1965 and the Central Basin Watermaster manages groundwater supplies and replenishment. The City Utilities Division coordinates with the Watermaster to assure adequate water service to the City. The master groundwater planning of the Watermaster is based on adopted land use plans in the General Plans of the cities that utilize Central Basin groundwater. Subsequent to this Housing Element update, the City will be undertaking focused General Plan and zoning ordinance amendments with separate CEQA compliance to ensure sufficient land use capacity is available to accommodate the RHNA. This Initial Study examines the potential environmental impacts at a program level for only the Housing Element since the Housing Element itself does not specifically authorize the construction of any housing development, nor does it indicate where and when specific housing projects will occur. Therefore, the HEU will not conflict with or obstruct implementation of a sustainable groundwater management plan. Impacts will be less than significant and no mitigation is required.

11. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) No Impact. Communities form neighborhoods within a broader assemblage of land uses, acting as physically bounded and typically culturally and economically homogenous social networks that often define a person’s local sense of place and help shape an individual’s social and cultural perspective, particularly as a youth. Such communities typically are self-policing groups with internal codes of conduct and social norms that help define community character while ensuring individuals do not unduly upset the fabric and spirit that perpetuate the community in operating as a social unit. A significant impact would occur

⁷ TMDL is a regulatory term in the U.S. [Clean Water](#) Act, describing a plan for restoring impaired waters that identifies the maximum amount of a pollutant that a body of water can receive while still meeting water quality standards

if proposed Inventory Sites are sufficiently large or configured in such a way so as to create a physical barrier within an established community.

Subsequent to and within three years of Housing Element adoption, the City will amend the General Plan and zoning ordinance/map to provide sufficient capacity to accommodate the RHNA allocation. This subsequent General Plan and zoning ordinance amendment process will be subject to a new and separate CEQA review process. The Housing Element does not propose specific development on any specific Inventory Site at this time. The proposed Housing Element identifies Inventory Sites throughout the City of Downey. The General Plan does not designate any established communities defined by a Specific Plan that would be affected by implementation of the proposed Housing Element; therefore, implementation of the proposed Housing Element will not create any physical barrier within the community. Furthermore, project implementation will not require new infrastructure systems such as roadways or flood control channels not already planned and previously considered in the General Plan EIR. As such, the Housing Element update will not divide or disrupt neighborhoods or any other established community elements. No impact will occur and no mitigation is required.

B) No Impact. The Housing Element update sets forth policies to encourage housing development consistent with adopted land use policies established in the General Plan. As outlined in Threshold 11.A above, the Housing Element does not propose construction on any of the Inventory Sites at this time, and the subsequent General Plan and zoning ordinance amendment process will be subject to a new and separate CEQA review process. The Housing Element does not include any goals, policies, or programs that would conflict with adopted General Plan goals and policies to mitigate impacts due to effects generated by development within the Planning Area, as specified in the certified General Plan EIR. No impact will occur and no mitigation is required.

12. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A-B) Less Than Significant Impact. Minerals refer to aggregate resources, or rock, sand, and gravel, energy-producing fields, including oil, gas, and geothermal substances, and related mining operations. The California Department of Conservation (DOC) classifies land in the state into mineral resource zones based on the known or inferred mineral resource potential of that land (DOC, 2020a). The City is located in the San Gabriel Valley Production-Consumption (P-C) Region of the greater Los Angeles metropolitan area (DOC, 2020b). Land in the City has been classified by the California Division of Mines and Geology (CDMG) according to the presence or absence of significant sand and gravel deposits (suitable for use in construction-grade aggregate). The land classification is presented in the form of maps showing Mineral Resource Zones (MRZ). There are four MRZ classifications, MRZ-1 through MRZ-4 as described below:

- MRZ-1 are areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2 are areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.

- MRZ-3 are areas containing mineral deposits the significance of which cannot be evaluated from available data.
- MRZ-4 are areas where availability information is inadequate for assignment to any other MRZ-zone.

The General Plan EIR states that the City has not designated locally important mineral resource recovery areas within or immediately adjacent to the City. The Downey General Plan EIR concluded that there will be no impact to the availability of mineral resources of value to the State or City.

Oil Wells. Union Oil of California first drilled two dry holes in 1919 before hitting a successful oil well on its third attempt in 1921 (Downey, 2020). Within a year, the Downey oil field was considered one of the richest pools in petroleum history, and the City became a promoters’ paradise. In its peak during the 1920s, the oil field produced as much as 60,000 barrels daily. By 1924, 81 million barrels of oil had been pumped from the ground. Since 1977, more than 40 different providers have maintained wells in the Downey oil field; however, the only active operator currently is Maverick Natural Resources (formerly Breitburn Energy). Active oil wells (wells still extracting oil) are located in the central and eastern portions of the oil field, occupying approximately 10 city blocks, or 784 acres.

According to the state Department of Conservation, there are currently a total of 1,402 oil wells in the City of which 221 are active, 88 are idle, and 1,093 have been plugged (DOC 2020). Idle wells are oil and gas wells which are not in use for production, injection, or other purposes but also have not been permanently sealed. A well is plugged by setting mechanical or cement plugs in the wellbore at specific intervals to prevent fluid flow.

Subsequent to and within three years of Housing Element adoption, the City will amend the General Plan and zoning ordinance/map to provide sufficient capacity to accommodate the RHNA allocation. This subsequent General Plan and zoning ordinance amendment process will be subject to a new and separate CEQA review process. The Housing Element does not propose specific development on any specific Inventory Site at this time; therefore, programmatic impacts of the Housing Element are similar to those already analyzed in the General Plan EIR. In addition, none of the Inventory Sites have currently active oil or gas wells. Finally, any new development under the HEU would require an assessment of hazards such as onsite oil or gas wells as part of the CEQA process. Therefore, impacts will be less than significant and no mitigation is required.

13. NOISE

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) Less Than Significant Impact. The City is bounded by Telegraph Road on the north, Gardendale Street and Foster Road on the south, the San Gabriel River on the east, and the Rio Hondo River on the west. Major freeways include the I-5 on the north, I-105 on the south, I-605 on the east and I-710 to the west. MTA Green Line light-rail train services are available at the Lakewood Boulevard station located next to the I-105 Freeway. The main existing noise sources within Downey include vehicular traffic on neighboring freeways as well as a number of major arterial streets in the City including Telegraph Road, Lakewood Boulevard, Bellflower Boulevard, Florence Avenue, Firestone Boulevard, and Imperial Highway, as well as from commuter and freight trains.

Both the BNSF Railway and Union Pacific railroads operate in the Downey area with a Union Pacific railyard located adjacent to Los Nietos Road and Union Pacific Distribution Services operating the Valla railport on Sorenson Avenue. Rail freight operates within long-established rail easements/rights-of-way that traverse the City, largely at at-grade crossings. Crossings are located primarily at arterial roadways. Exhibit 4.17-4 (Truck Weight Restrictions and Rail Yards) shows roadways and their respective weight restrictions, indicating where certain types of freight are permitted to travel. The at-grade crossings can be a source of congestion, restricting car and truck movement when long freight trains rumble through the City.

To ensure that noise producers do not adversely affect sensitive receptors, the City of Downey identifies land use compatibility standards within the General Plan to use for planning and development decisions. The General Plan Noise Element includes policies, standards, criteria, programs, diagrams, and maps related to protecting public health and welfare from excessive noise exposure. General Plan Goals and Policies together with Municipal Code standards for noise control are incorporated into the land use planning process to reduce noise and land use incompatibilities.

According to the General Plan EIR, construction activity is typically short-term in nature and is generally not considered to have a significant impact on noise sensitive uses as long as construction activity is limited to daylight hours. Acoustical analyses for future housing development projects under the HEU will address construction noise impacts on sensitive noise receptors and identify mitigation if required.

Future housing developments on the proposed Inventory Sites are subject to the policies of the existing General Plan designed to minimize noise impacts to noise-sensitive properties. The General Plan requires noise studies as part of the standard environmental review process for housing developments. These studies will evaluate noise levels and incorporate design features or mitigation measures necessary to minimize adverse noise impacts.

Subsequent to and within three years of Housing Element adoption, the City will amend the General Plan and zoning ordinance/map to provide sufficient capacity to accommodate the RHNA allocation. This subsequent General Plan and zoning ordinance amendment process will be subject to a new and separate CEQA review process. The Housing Element does not propose specific development on any specific Inventory Site at this time; therefore, programmatic impacts associated with potential development of the Inventory Sites will remain within the scope of analysis in the General Plan EIR. Future Housing Development will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed, should noise impacts be identified. Potential impacts will be less than significant with implementation of existing standards and regulations.

B) Less Than Significant Impact. Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second, and in the U.S. is referenced as vibration decibels (VdB). The background vibration velocity level in residential and educational areas is usually around 50 VdB while the vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors cause most perceptible indoor vibration. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which

is the typical background vibration velocity level, and 100 VdB, which is the general threshold where minor damage can occur in fragile or historic buildings.

As mentioned in the General Plan EIR, it is unknown if rail operations through the City could increase in the future, therefore, noise levels generated by the train would remain the same as under existing conditions where land uses within 125 feet of the train tracks may experience noise levels in excess of 60 dB. Because the proposed Housing Element Update identifies some Inventory Sites proximity to the rail corridor, potential future development and redevelopment to occur within the area may be exposed to noise levels in excess of 60 dB. With regard to railroad operations, noise and vibration impacts would be evaluated on a project-by-project basis pursuant to CEQA and the City’s local implementation procedures, and project specific mitigation measures required if necessary.

Typical construction vibration mitigation includes routing and placement of equipment to maximize distance to receptors and use of alternative equipment, such as use of drilled pile drivers as opposed to impact drivers. Subsurface dampeners can also be utilized to reduce groundborne vibration. Short-term Impacts related to groundborne vibration during construction would be expected to be less than significant with implementation of local environmental review procedures. Typical mitigation for long-term vibration impacts related to occupied buildings include setbacks from vibration sources or building construction to minimize transmission of vibration.

No short- or long-term impacts will be associated with vibration at a programmatic level for this Housing Element Update as no policy changes, developments, or infrastructure improvements are proposed as part of the Housing Element update. Impacts will be less than significant and no mitigation is required.

Cumulative Impacts. Residential land uses typically do not produce excessive noise either individually or cumulatively that could substantially increase existing, ambient noise levels. The future development of the Inventory Sites could increase ambient noise levels due to increased traffic generation in the project vicinity. Thus, development of the Inventory Sites will partially contribute to the noise volumes identified in the General Plan EIR. The City reviews all new development proposals per CEQA which includes the analysis of vehicular traffic noise. As outlined in Threshold 13.A above, the Housing Element does not propose any specific development at this time that would invalidate this prior finding or further increase traffic levels beyond those analyzed in the General Plan EIR. Project-specific increases in ambient noise levels due to future development on each Inventory Site will be evaluated as development is proposed over the long term pursuant to existing policies and procedures. With these existing policies and procedures in place, impacts related to increases in ambient noise levels will be less than significant and no mitigation is required.

C) No Impact. The City of Downey is not located within two miles or within a comprehensive land use plan for any public or private airport. In addition, no private airstrips are located within the City. No specific new development is associated with the proposed Housing Element update, and no changes to safety policies related to air traffic are proposed. No impacts will occur.

14. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

B) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

A) No Impact. Adoption and implementation of the Housing Element will not, in and of itself, directly result in population growth. Population growth is a complex interaction of immigration, emigration, births, deaths, land use, and economic factors of which the General Plan and Housing Element are only a part. Regional models of population growth and change, accounting for these complexities, are developed by the California Department of Housing and Community Development (HCD) and Southern California Association of Governments (SCAG). The proposed Housing Element update is designed to guide and accommodate the City’s share of the projected regional population growth and associated housing over the next eight years. Pursuant to Government Code 65584, the California Department of Housing and Community Development (HCD) is required to determine the Regional Housing Needs Allocation (RHNA), by income category, for Council of Governments (COGs) throughout the State. The RHNA is based on the California Department of Finance population projections and regional population forecasts used in preparing regional transportation plans. COGs are required to allocate to each locality a share of housing need totaling the RHNA for each income category. The RHNA is based on the California Department of Finance population projections and regional population forecasts used in preparing regional transportation plans. COGs are required to allocate to each locality a share of housing need totaling the RHNA for each income category.

The Housing Element is a policy document setting forth the City’s plan to accommodate its share of regional housing needs, as determined by the Southern California Association of Governments (SCAG). For the 2021-2029 planning period, the City of Downey’s share is 6,525 housing units. This allocation is referred to as the Regional Housing Needs Assessment, or RHNA. The Housing Element identifies adequate land and planning mechanisms to accommodate the future housing needs of the growing population derived directly from the population growth estimates for the region, so the proposed housing Element Update would not induce unplanned population growth. No impact will occur.

B) No Impact. The proposed Housing Element update is intended encourage and facilitate housing development and preserve and enhance existing housing stock. The natural recycling of land will not result in the loss of housing units because such redevelopment will result in the development of new housing units. Thus, the availability of residential units in response to increases in population is supported by the Housing Element. Considering residential units will increase naturally as guided by the goals and policies of the proposed Housing Element, no impacts related to the displacement of housing or people would occur and no mitigation is required.

15. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. The Downey Fire Department (DFD) consists of about 100 employees providing a variety of comprehensive fire and life-safety services to the community of 112,322 residents located in southeast Los Angeles County. The 12.41 square mile City is protected by an Insurance Services Office (ISO) Class 1 rated fire department operating out of 4 strategically located fire stations. These stations house four Paramedic-Engine Companies, one Truck Company, two Paramedic Squads, four Basic Life Support (BLS) Ambulances, one Urban Search & Rescue (USAR) Unit, and one Command Vehicle. The Department consists of six Divisions: Administration, Operations, Emergency Medical Services, Prevention, Communications, and Emergency Preparedness. The DFD responded to a total of 10,019 emergency incidents in 2019-2020 (City 2021).

New development under the HEU will result in the incremental increase in need for fire protection services as the City's population grows and the number of residential units increases. The City collects Development Impact Fees to offset the impact of new development, as it occurs. Construction and operation of a new fire station will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of operating the fire department as well as constructing and operating future fire facilities will be less than significant with implementation of existing regulations.

B) Less Than Significant Impact. The Downey City Police Department provides police protection services to the City. According to the General Plan EIR, the Police Department anticipates that as the City grows additional police facilities to house additional equipment and officers may need to be constructed. The locations of future facilities are not known at this time. An expanded existing station of future stations may be required in order to maintain an acceptable level of service. The effects of constructing and operating a new police station are typical of any development project, such as pollutant emissions from use of construction equipment and staff vehicle trips, changes in the visual character of the station site in the context of the neighborhood, and increased vehicle trips on local roadways. Police stations also result in the specific effect of generating periodic increases in noise from use of sirens, although typically sirens will be initiated while on patrol as opposed to directly initiating from the substation. The City collects Development Impact Fees to offset the impact of new development, as it occurs. Construction and operation of a new substation will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of constructing and operating future police facilities will be less than significant with implementation of existing regulations.

C) Less Than Significant Impact. The Downey Unified School District provides K-12 educational services to the City of Downey and is comprised of 13 elementary schools, 4 middle schools, 3 high schools, and an adult school. The effects of schools that can result in environmental impacts are specific and include peak traffic levels occurring in the morning and early afternoon, playground noise, and field lighting. Furthermore, analyses of school impacts are unique in that any impacts resulting from the effects of schools are considered fully mitigated through the payment of development impact fees pursuant to the Leroy F. Green School Facilities Act, therefore, pursuant to State law and the payment of development impact fees, impacts will be less than significant.

D) Less Than Significant Impact. Pursuant to State law, the City imposes parkland dedication or in-lieu fees on new development equivalent to four acres of parkland per 1,000 new residents. The proposed Housing Element Update will generate new or relocated residents that will require park and recreation facilities and associated programs, either through expansion of existing facilities or construction of new facilities. Construction or expansion of parks can result in nominal effects such as pollutant emissions from construction activities and operational trip generation potentially resulting in similarly nominal impacts to the environment. The City will continue to collect in-lieu fees or require construction of new or expanded parks from proponents of new housing to compensate for incremental increases in parks and recreation service demand, thus providing adequate, per-capita facilities for future residents. The City of Downey also collects Development Impact Fees to offset the impact of new development, as it occurs. Construction and operation of new or expanded parks and recreation facilities will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed. Potential

impacts resulting from the effects of constructing and operating future parks and recreation facilities will be less than significant with implementation of existing regulations.

E) Less Than Significant Impact. New or relocated residents generated by the provision of new housing guided by the goals and policies of the proposed Housing Element Update will generate the incremental need for a variety of public and quasi-public services including libraries, medical clinics, urgent care facilities, hospitals, social service centers, senior centers, and other facilities. Construction and operation of new or expanded public service facilities will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of constructing and operating future public service facilities will be less than significant with implementation of existing regulations.

16. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A-B) Less Than Significant Impact. Pursuant to State law, the City imposes parkland dedication or in-lieu fees on new development equivalent to four acres of parkland per 1,000 new residents. The proposed Housing Element Update will generate new or relocated residents that will require park and recreation facilities and associated programs, either through expansion of existing facilities or construction of new facilities. Construction or expansion of parks can result in nominal effects such as pollutant emissions from construction activities and operational trip generation potentially resulting in similarly nominal impacts to the environment. The City will continue to collect in-lieu fees or require construction of new or expanded parks from proponents of new housing to compensate for incremental increases in parks and recreation service demand, thus providing adequate, per-capita facilities for future residents. Construction and operation of new or expanded parks and recreation facilities will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed. Potential impacts resulting from the effects of constructing and operating future parks and recreation facilities will be less than significant with implementation of existing regulations.

17. TRANSPORTATION AND TRAFFIC

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less than Significant Impact. The City is served by local transportation facilities including streets, passenger and freight railways, and bus routes in addition to non-motorized transportation facilities such as sidewalks, trails, and bikeways. These facilities provide options for travel modes that include passenger vehicles, trains, buses, bikes, and walking. This facilities and modes of travel comprise the circulation system for the City, and the broader system, designed with the goals of efficiently moving people and goods throughout the region by providing ease of access to multiple modes of travel.

Future housing development will primarily generate passenger vehicle trips that will disperse during the morning as residents drive to commercial, industrial, and institutional facilities for a variety of reasons but primarily for work and school. Some trips may be to transit centers, such that a portion of a resident's trip may include alternative transportation modes, while others may simply walk to their destination or to other transit options. The return leg of a trip is generally anticipated to be the reverse of the initial leg of the trip during the afternoon, albeit with higher likelihood of a portion of the trip being dedicated to accessing shopping, entertainment, or other uses.

The concern regarding transportation facilities and their counterpart modes of travel is excessive use throughout the day or during morning and/or afternoon peak hours and the resulting effects on the performance of the facilities' ability to move people and goods. The direct effects of reduced circulation system performance are annoyance and stress, thereby decreasing the quality of life for the user. Direct failure or accelerated deterioration of circulation system facilities can also occur if the facility was not designed to function under increased loading. A variety of indirect impacts to human health and the environment are attributed specifically to excessive use of vehicles on local and regional roadways including effects related to air pollution and ambient noise.

SCAG Plans. Two planning efforts guide the long-term improvement of the circulation system at the regional and local levels. The Regional Transportation Plan (RTP) and Sustainable Communities Strategy (RTP/SCS) is administered by the Southern California Association of Governments (SCAG) to meet the needs of travel and goods movement through the year 2040.

While the RTP/SCS addresses the broader goals of the transportation network, the City's General Plan Circulation Element identifies long-term transportation improvements for local facilities. The General Plan includes goals and policies aimed to provide an efficient multi-modal circulation system in the city. General Plan policies also encourage the development of an efficient and safe bikeway and public transportation system.

Summary. These local and regional planning efforts are designed to reduce the direct and indirect effects of travel so as to minimize or avoid resulting impacts on human health and the environment. The proposed Housing Element is consistent with the growth assumptions used in the development of the RTP/SCS and does not include any land use changes to the General Plan growth projections, therefore, the Housing Element will not conflict with the goals of transportation planning efforts of the City or SCAG. Furthermore, according to the General Plan EIR, implementation of General Plan policies will avoid or reduce impacts of General Plan build out on the performance of the roadway system.

Based on this preceding analysis, future housing development will not impede local or regional efforts to ensure an efficient circulation system. Future housing development will be subject to preliminary environmental review pursuant to CEQA and if found not to be exempt, subject to full environmental analysis at which time all environmental issues will be vetted and appropriate mitigation incorporated, if needed, should transportation impacts be identified that are not covered under existing or future development impact fees. Potential impacts resulting from conflicts with local and regional transportation plans and performance requirements will be less than significant with implementation of existing standards and regulations.

B) Less Than Significant Impact. In response to Senate Bill (SB) 743, the California Natural Resource Agency certified and adopted new CEQA Guidelines in December 2018, which now identify Vehicle Miles Traveled (VMT) as the most appropriate metric to evaluate a project's transportation impact under CEQA (Section 15064.3). Effective July 1, 2020, the previous CEQA metric of level of service (LOS), typically measured in terms of automobile delay, roadway capacity and congestion, will no longer constitute a significant environmental impact.

Although VMT is now the accepted methodology for evaluating potential transportation impacts of a project, the City General Plan identifies standards for maintaining an adequate level of service (LOS) for City streets and intersections. To be consistent with the 2020 State CEQA Guidelines, a LOS analysis is no longer required for purposes of this Initial Study impact analysis and determination of significant impacts under CEQA. However, an evaluation of the overall circulation network and services available to the City is still appropriate.

Transit. The public transportation system in Downey provides non-auto options for commute, utility, and recreational travel, with connections to downtown Los Angeles, LAX, and other regional cities and destinations. The City of Downey is served by a number of bus, commuter rail, and shuttle and paratransit services. The following agencies provide regional connectivity, providing an alternative to driving a personal vehicle:

- **Metrolink.** Metrolink is a commuter rail system that consists of 62 stations operating on 534 miles of rail network throughout Southern California, with key connections to most major cities. Metrolink operates seven different rail lines, with the Norwalk/ Downey Station serving two lines: 91/ Perris Valley Line and Orange County Line.
- **Los Angeles County Metropolitan Transportation Authority (Metro).** Metro provides rail and bus service throughout Los Angeles County, with a number of express and regular bus routes serving Downey.
- **Norwalk Transit.** Norwalk Transit provides fixed- route and paratransit service in Downey, Norwalk, Artesia, Bellflower, Cerritos, La Mirada, La Habra, Downey, and areas of unincorporated Los Angeles County. The agency serves nearly 6,300 passengers each weekday on the six transit routes.

Bus transit generally runs every 30 to 45 minutes during the peak periods, with certain routes running every 25 minutes or better. Generally, transit users prefer reliable wait times of less than 15 minutes when making trip choices.

Metro Eastside Corridor Phase 2. As of 2020, Metro is evaluating the Eastside Transit Corridor Phase 2, an extension of the Metro L Line (Gold) further east from its current terminus at Atlantic Station (Pomona Boulevard/Atlantic Boulevard) in East Los Angeles through the cities of Commerce, Montebello, Pico Rivera, and Downey. The proposed line would travel south along Atlantic Boulevard underground from the current Metro L Line (Gold) terminus at Atlantic Boulevard Station to the Citadel Outlets in Commerce. The route would then proceed east along Washington Boulevard via aerial and/or at-grade (street level) configurations ending at Lambert Road in Downey. The East Transit Corridor Phase 2 extension was originally anticipated to be complete by 2035, but Metro's Twenty-Eight by '28 Initiative identifies the Gold Line Eastside Extension to Downey with a 2028 target completion date.

Freight Rail. Both the BNSF Railway and Union Pacific railroads operate in the Downey area with a Union Pacific railyard located adjacent to Los Nietos Road and Union Pacific Distribution Services operating the Valla railport on Sorenson Avenue in nearby Santa Fe Springs (east of Downey). Rail freight operates within long-established rail easements/rights-of-way that traverse the City, largely at at-grade crossings. Crossings are located primarily at arterial roadways. The at-grade crossings can be a source of road congestion, restricting car and truck movement when long freight trains rumble through the area just north of the City.

Bicycle Routes. Los Angeles County has established bikeways in various locations throughout the County. A Class I bikeway (off-road) provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians. Crossflows with motorized vehicles are minimized. Very few opportunities for Class I bikeways are available in the City of Downey. However, Class I bikeways are currently provided along the San Gabriel River and Rio Hondo Flood Control Channels in the City of Downey. The San Gabriel River Mid Trail is a Class I pathway that extends 12 miles between the Whittier Narrows Dam/Legg Lake Recreation Area to South Street in Cerritos and the Lakewood border along the San Gabriel River.

A Class II bikeway (on-road) provides a restricted right-of-way on a roadway's shoulder designated for the exclusive or semi-exclusive use of bicycles. Through travel by motor vehicles or pedestrians is prohibited. Crossflows by pedestrians and motorists are permitted. Vehicle parking is prohibited. Opportunities for Class II bikeways may exist on some of the less heavily utilized arterial roadways in the City of Downey. The City will continue to coordinate with Los Angeles County agencies

to enhance the bikeway system. The goal is to link residential areas, schools, parks and commercial centers so that residents can travel within the community without driving. New development projects will be required to include safe and attractive sidewalks, walkways, and bike lanes, and homeowner associations will be encouraged to construct links to adjacent areas and communities where appropriate.

Pedestrian Facilities. Downey has sidewalks and crosswalks on most streets. Bicycle movement is accommodated on a developing system of local bikeways that connect to regional facilities.

Summary. The HEU will result in the future development of additional housing in the City although the anticipated growth will be within the limits identified in the existing General Plan and its EIR. This additional housing will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, any impacts will be less than significant and no mitigation is required.

C) No Impact. The Housing Element update does not authorize the construction of any roadway and will result in no effects on the design of existing or future streets. Therefore, it will not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). There will be no impact and no mitigation is required.

D) Less Than Significant Impact. The HEU does not involve any road construction or any development activity and thus will not obstruct or restrict emergency access to or through the City. Future housing development facilitated by implementation of Housing Element policies will be subject to site plan review and approval during entitlement review and/or application for building permits. The Fire Department reviews all plans to ensure compliance with all applicable emergency access and safety requirements. Impacts involving emergency access will be less than significant with continued implementation of development review procedures. Therefore, any impacts will be less than significant and no mitigation is required.

18. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
A) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less than Significant Impact. No buildings remain from the former Boeing Plant, and few of the facilities with Googie architecture have been preserved. A number of mansions from the 1940's and 50's in the "Little Beverly Hills" neighborhoods

still exist but many have been extensively remodeled. Unfortunately, the primary way of viewing Downey’s past are viewing the archives of the Downey Historical Society located in Apollo Park. Because historic properties are not located on any of the identified Inventory Sites, implementation of the proposed Housing Element Update will not cause substantial adverse change in significance of a historical resource. Impacts will be less than significant and no mitigation is required.

B) Less than Significant Impact. Before the arrival of Spanish settlers in the 1700s, the area that would later become Downey consisted of Tongva People that inhabited a village called Sejatnga near the current City of Whittier and the San Gabriel River. By 1806, the Tongva were providing conscripted labor for Spanish missions. The area was part of the early Spanish rancho of Jose Manuel Nieto, the holder of the largest Spanish land grant in California, stretching from the Pacific Ocean to the Puente Hills. Given the long history of Native American settlement in the region, followed by Spanish and Mexican rule, there is a high probability of finding prehistoric (archaeological) resources in the City. At least one prehistoric site is known within the general vicinity of the City (CA-LAN-182, observed in 1950), which was described as a “historic Gabrielino Village.” The exact location of this archaeological site is vague and there are three possible locations for the site, none of which are within the City of Downey.

Similar to potential impacts resulting from the effects of future housing development on historical resources, impacts to archaeological resources can result in the loss of information important to the history (and potentially the pre-history) of California and the people who created and/or used the materials. The potential for uncovering significant resources at Inventory Site locations during construction activities is unknown given that no such resources have been discovered and/or recorded previously. The General Plan states that archaeological and historical resources shall be protected and preserved to the maximum extent feasible.

Two changes to state law (SB 18 and AB 52) require cities to consult directly with local Native American tribes to determine if any tribal cultural resources will be impacted by private development or public works projects proposed in the City. All future development of the Inventory Sites will be required to prepare Cultural Resource Assessments (CRAs) to determine if there are any impacts to cultural or tribal cultural resources as required by the General Plan Conservation Element. This is considered regulatory compliance and not specific mitigation under CEQA.

The General Plan EIR concluded that build out of the General Plan will not result in less than significant impacts related to the substantial adverse change in the significance of archaeological resources. The proposed Housing Element Update does not propose any land use changes or designate any Inventory Sites that were not already analyzed in the General Plan EIR. Therefore, long-term impacts in the City have already been contemplated, and the proposed Housing Element Update will not result in impacts that are greater than those contemplated in the General Plan EIR. In addition, future development of the proposed Inventory Sites will be subject to General Plan requirements and environmental evaluation for exemption and potential analysis pursuant to CEQA. Impacts related to implementation of the proposed Housing Element will be less than significant and no mitigation is required at this programmatic level.

19. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

significant environmental effects?				
B) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
C) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
E) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A) No Impact. The City Public Works Department, Utilities Division, manages water service and wastewater collection services to City residents and businesses. Wastewater treatment is provided by the County Sanitation Districts of Los Angeles County. The City also operates and maintains storm drains within its boundaries, although downstream flows are handled by the Los Angeles County Flood Control District. On October 24, 2017 the City Council authorized the City of Downey to join a local consortium, the Clean Power Alliance (CPA) to purchase wholesale electrical power for residents and businesses at competitive rates. CPA began serving the City in 2019 by purchasing electricity generated from renewable sources and delivering that electricity through the same Southern California Edison (SCE) power poles and power lines that previously supplied City customers. Natural gas is provided by the Southern California Gas Company.

Subsequent to and within three years of Housing Element adoption, the City will amend the General Plan and zoning ordinance/map to provide sufficient capacity to accommodate the RHNA allocation. This subsequent General Plan and zoning ordinance amendment process will be subject to a new and separate CEQA review process. Future housing under the HEU will eventually consume additional water, electricity, and natural gas while producing additional wastewater for conveyance and treatment. The Housing Element does not propose specific development on any specific Inventory Site at this time; therefore, it is consistent on a programmatic level with the General Plan growth projections which were evaluated in the General Plan EIR. The various involved utility agencies and companies develop master service plans based on anticipated land uses outlined in the General Plans of the various jurisdictions they serve. In addition, future development is required to assure adequate utility service during the development review and CEQA process. Therefore, utility impacts will be less than significant at this programmatic level and no mitigation is required.

B) No Impact. The Downey Public Works Department, Utilities Division, maintain 20 deep groundwater wells sites and three MWD imported water connections to provide domestic water service to City residents and businesses. The City overlies the Central (groundwater) Basin which was adjudicated in 1965 and the Central Basin Watermaster manages groundwater supplies and replenishment. The City Utilities Division regularly reviews and updates its Urban Water Management Plan (UWMP) and coordinates with the Central Basin Watermaster and MWD to assure it can provide adequate water service to the City under all anticipated conditions.

As outlined in Threshold 19.A above, the City will amend the General Plan and zoning ordinance/map to provide sufficient capacity to accommodate the RHNA allocation. This subsequent General Plan and zoning ordinance amendment process will be subject to a new and separate CEQA review process. The Housing Element does not propose specific development at this time, so programmatic impacts of new housing growth under the HEU will not exceed that identified in the General Plan and

evaluated in the General Plan EIR. The City’s UWMP is based on the General Plan and the MWD’s master water planning is based on adopted land use plans in the General Plans of the cities that utilize Central Basin groundwater. Therefore, at a programmatic level the HEU will not conflict with or obstruct implementation of a sustainable groundwater management plan. Impacts will be less than significant and no mitigation is required.

C) No Impact. Wastewater treatment is provided by the County Sanitation Districts of Los Angeles County (CSDLAC). The City also operates and maintains storm drains within its boundaries, although downstream flows are handled by the Los Angeles County Flood Control District. Future housing under the HEU will generate additional wastewater for conveyance and treatment. The new housing is consistent with the General Plan growth projections which were evaluated in the General Plan EIR. The CSDLAC has a master service plans based on anticipated land uses outlined in the General Plans of the various jurisdictions they serve. Therefore, the CSDLAC master plan has already taken into account the growth anticipated under the HEU. In addition, future development is required to assure adequate wastewater service during the development review and CEQA process. Therefore, wastewater treatment impacts will be less than significant at this programmatic level and no mitigation is required.

D) No Impact. The City of Downey provides solid waste management for its residents and businesses although it contracts with CalMet Services for collection services. Wastes are taken to the Downey Area Recycling and Transfer (DART) facility where they are sorted and materials diverted (recycled) as appropriate. Non-recyclable and non-composting wastes are then sent to nearby County landfills for disposal. Future development under the HEU would be required to comply with established solid waste regulations and procedures. Therefore, the HEU will have no solid waste impacts at this programmatic level and no mitigation is required.

E) No Impact. All new development will be required to comply with State mandates and City regulations regarding reduction/recycling of household waste. As outlined in Thresholds 19.A and 19.B above, the Housing Element itself does not propose any specific development on specific sites at this time, and the subsequent General Plan and zoning ordinance amendments needed to implement the Housing Element will be subject to a new and separate CEQA review process. In addition, none of the housing strategies in the proposed Housing Element update will have any effect upon or result in any conflicts with solid waste disposal regulations. No impact will occur and no mitigation is required.

20. WILDFIRE

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

D) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

A) Less Than Significant Impact. The City Office of Emergency Management coordinates disaster response and recovery efforts in the City of Downey. The City’s goal is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The City has planned responses to extraordinary emergency situations associated with natural disasters, technological incidents, terrorist activities, and war-related operations. The City is part of a county and statewide emergency management system that addresses evacuation and movement of people in the event of an emergency.

The HEU does not involve any road construction or any development activity and thus will not obstruct or restrict emergency access to or through the City. Future housing development facilitated by implementation of Housing Element policies will be subject to site plan review and approval during entitlement review and/or application for building permits. The City Fire Department reviews all plans to ensure compliance with all applicable emergency access and safety requirements. Impacts involving emergency access will be less than significant with continued implementation of development review procedures. Therefore, any impacts will be less than significant and no mitigation is required.

B) Less Than Significant Impact. The City is relatively flat and is completely urban so there is little or no chance of a wildfire event affecting the City. However, the area does experience strong dry seasonal winds called “Santa Ana” winds that can sometime exacerbate the spread of structural urban fires. No conditions in the City would lead residents to be exposed to pollutant concentrations in excess of those regional conditions that result in large wildfires in the more remote portions of the County, mainly the San Gabriel Mountains to the north.

The HEU will allow the eventual construction of new housing in the City that may be subject to urban fires. However, there are no conditions in the City that would exacerbate wildfire risks and expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors. Impacts will be less than significant and no mitigation is required.

C. No Impact. The City of Downey is in a fully urbanized setting and does not have a moderate or high risk of wildfires. Its Fire Department has a Class I rating with the Insurance Service Organization (ISO) which means it has full and complete protection from fire risks. The City already has full infrastructure (roads, water lines with fire hydrants, etc.) to support fire protection services. Therefore, the HEU would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. There are no impacts and no mitigation is required.

D. Less Than Significant Impact. The City is relatively flat and bordered by the San Gabriel River to the east and the Rio Hondo River to the west. Both of these channels are fully improved adjacent to the City. Sections 9.C and 9.D of this Initial Study concluded that future housing in the City under the HEU would not experience significant impacts from flooding. Therefore, the HEU would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Impacts will be less than significant and no mitigation is required.

21. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A) Less Than Significant Impact. The results of the preceding analysis indicate that the proposed project will have less-than-significant impacts to sensitive biological, historical, archaeological, and paleontological resources. Programmatic impacts of the Housing Element to scenic vistas and visual character and resources will be less than significant.

Subsequent to and within three years of Housing Element adoption, the City will amend the General Plan and zoning ordinance/map to provide sufficient capacity to accommodate the RHNA allocation. This subsequent General Plan and zoning ordinance amendment process will be subject to a new and separate CEQA review process. The Housing Element does not propose specific development on any specific Inventory Site at this time; therefore, it is consistent on a programmatic level with the General Plan growth projections which were evaluated in the General Plan EIR.

Considering the programmatic level of analysis will not authorize any development plan, redevelopment of any existing sites, or construction of new infrastructure, and will not change existing City land use policy regarding locations or intensities of development, it will not result in any effects that would degrade the quality of the environment. The City finds that the Housing Element’s programmatic impacts related to degradation of the environment will be less than significant and no mitigation is required.

B) Less Than Significant Impact. Cumulative effects resulting from full implementation of City land use policies were evaluated in the General Plan EIR. The proposed Housing Element Update will not change any of these policies and does not propose any specific development or redevelopment project that could contribute to short-term or long-term cumulative impacts that were not addressed sufficiently in the General Plan EIR.

The discussion in Threshold 21.A above demonstrates the Housing Element is consistent with the programmatic analysis in the General Plan EIR. The City hereby finds that the proposed Housing Element’s individual contribution to potentially significant cumulative impacts is not considerable and no mitigation is required.

C) Less Than Significant Impact. As supported by the preceding environmental evaluation, the Housing Element will not result in substantial adverse effects on human beings. It has been determined through quantitative and qualitative analysis supported by substantial evidence that the proposed Housing Element has been determined to have little or no adverse impacts on people or the environment as evaluated and substantiated in the 20 preceding environmental topics. The City hereby finds that direct and indirect impacts on human beings will be less than significant and no mitigation is required.

5 LIST OF PREPARERS

LEAD AGENCY

City of Downey
Planning Department
11111 Brookshire Ave.
Downey, CA 90241

Crystal Landavazo, City Planner

ENVIRONMENTAL ANALYSTS

MIG
1650 Spruce Street, Suite 106
Riverside, California 92507
951-787-9222

Bob Prasse, Director of Environmental Services
Kent Norton, Senior Environmental Planner/Project Manager
Amanda North, Technician

6 REFERENCES

Bay Area Air Quality Management District (BAAQMD) 2017. *California Environmental Quality Act Air Quality Guidelines*. San Francisco, CA. June 2010, updated May 2017.

California Air Pollution Control Officers Association (CAPCOA). 2017a. CalEEMod User Manual Appendix A Calculation Details. Prepared for CAPCOA. Prepared by Trinity Consultants, Dallas TX. October 2017.

California Air Resources Board (CARB). (2020a). Common Air Pollutants. Web: <https://ww2.arb.ca.gov/resources/common-air-pollutants>. [Accessed July 2020].

_____. (2020b). Reducing Toxic Air Pollutants in California's Communities. Web: <https://www.arb.ca.gov/toxics/brochure.pdf>. [Accessed July 2020].

_____. (2020c). Clean Car Standards – Pavley, Assembly Bill 1493. Web: <https://www.arb.ca.gov/cc/ccms/ccms.htm>. [Accessed October 2020].

_____. (2020d), SB 375 Regional Greenhouse Gas Emissions Reduction Targets. Web: <https://www.arb.ca.gov/cc/sb375/finaltargets2018.pdf>. [Accessed October 2020].

_____. 2007. *Staff Report California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit*. Sacramento, CA. November 16, 2007. http://www.arb.ca.gov/cc/inventory/pubs/reports/staff_report_1990_level.pdf

California Department of Conservation (DOC)(2020a). *Farmland Mapping and Monitoring Program, Important Farmland Finder*. Web: <https://maps.conservation.ca.gov/DLRP/CIFF/> [Accessed October 2020].

_____. (DOC 2020b). *Williamson Act Program: Reports and Statistics*. Web: https://www.conservation.ca.gov/dlrp/wa/Pages/stats_reports.aspx. [Accessed October 2020].

_____. (2020c). California Department of Conservation, Division of Oil, Gas, and Geothermal Resources. (DOGGR). 2020. DOGGR Well Finder. Web: [\[Accessed October 2020\]](http://maps.conservation.ca.gov/doggr/wellfinder)
<http://maps.conservation.ca.gov/doggr/wellfinder>.

_____. (2020d). California Geological Survey (CGS) Warehouse: Mineral Land Classification. Web: [\[Accessed October 2020\]](https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc)
<https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>.

_____. (2020e). DOC Maps: Mines and Minerals. Web: <https://maps.conservation.ca.gov/mineralresources/>. [Accessed October 2020].

California Department of Forestry and Fire Protection (CalFire 2020). Web: <https://forest-practice-calfire-forestry.hub.arcgis.com/> [Accessed December 2020].

California State Geoportal (CSG 2020). California Fire Hazard Severity Zone Viewer. Web: <https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>. [Accessed November 2020].

California Department of Toxic Substances Control (DTSC 2020). *Envirostor* (comprehensive government hazmat database). Web: www.envirostor.dtsc.ca.gov/public [Accessed December 2020]

California Department of Transportation (Caltrans) 2021. State Scenic Highway Program Website accessed April 20, 2021. <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways#>:

_____. 2017b. CalEEMod User Manual Appendix E Technical Source Documentation. Prepared for CAPCOA. Prepared by Trinity Consultants, Dallas TX. October 2017.

City of Downey (City 2020a). *Zoning Code*. Web: <https://www.downeyca.org/our-city/departments/community-development/planning/zoning-code-map> [Accessed December 2020].

_____. Public Works Department (City 2020b). Web: <https://waterzen.com/water-providers/downey-water> [Accessed December 2020]

_____. (City 2004). *Downey Vision 2025 Comprehensive General Plan Update, Environmental Impact Report, Regional Environmental Setting (Section 4.2)*. Planning Center, July 28, 2004.

Downey Fire Department Website (City 2021a).
<https://www.downeyca.org/our-city/departments/fire>

Downey Police Department (2021b)
<https://www.downeyca.org/our-city/departments/police>

Downey Unified School District website. <https://web.dusd.net/>

Department of Regional Planning (DRP 2004). *Los Angeles County Airport Land Use Plan, Los Angeles County Airport Land Use Commission*, Revised December 1, 2004.

KCET (KCET 2020). *Downey: From Orange Groves to the Apollo Space Program*. Mike Sonksen, KCET LA Letters. Web: <https://www.kcet.org/history-society/downey-from-orange-groves-to-the-apollo-space-program> [Accessed December 2020 - program first aired 2018]

LAist (LAist 2017). A Brief History of L.A.'s Indigenous Tongva People. Annie Lloyd, LAist columnist. October 9, 2017. Web: https://laist.com/2017/10/09/a_brief_history_of_the_tongva_people.php [Accessed December 2020]

California Office of Planning and Research (OPR) 2017. State of California General Plan Guidelines. Sacramento, California. 2017.

California State Water Resources Control Board (WRCB 2020). GeoTracker (comprehensive government hazmat database). Web: <https://geotracker.waterboards.ca.gov/> [Accessed December 2020].

California Water Boards (CWB 2020). *Lower San Gabriel River Watershed Management Group*. Web: https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/watershed_management/san_gabriel/lower_sangabriel/index.html [Accessed December 2020].

California Water Boards (CWB 2018), Los Angeles R4. Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (“Basin Plan”). https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/
Last update August 8, 2018.

Los Angeles County Department of Public Works (LAC 2020). *Flood Zone Determination Website*. Web: <https://dpw.lacounty.gov/floodzone/> [Accessed December 2020].

Los Angeles County Flood Control District (LACFCD 2020). Web: <https://dpw.lacounty.gov/> LACFCD [Accessed December 2020].

Los Angeles County Sanitation Districts (LACSD). Web: <https://www.lacsd.org/> [Accessed December 2020].

South Coast Air Quality Management District (SCAQMD)(2020a). “*Air Quality Analysis Handbook.*” 1993 Air Quality Analysis Handbook (Updated). Web: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>. [Accessed July 2020].

_____. (2020b). *SCAQMD Air Quality Significance Thresholds*. Diamond Bar, CA. Revised April 2019. Available online at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>

_____. 2016. Air Quality Management Plan (AQMP). Adopted by the SCAQMD Governing Board on March 3, 2017. Web: <http://www.aqmd.gov/home/regulations/> [Accessed July 2020].

Southern California Association of Governments (SCAG) 2016. *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*. Adopted April 7, 2016.

Southern California Edison Company (SCEC) 2021. Website accessed April 8, 2021. <https://www.scecleanenergy.com/>

Southern California Gas Company (SCGC) 2021. Website accessed April 9, 2021. <https://www.countyoffice.org/southern-california-gas-company-san-bernardino-ca-a8e/>

United States Army Corps of Engineers (USACE 1985). *Flood Inundation Maps for Whittier Narrows Dam: Los Angeles County drainage area, San Gabriel and Rio Hondo Rivers, California*. United States Army Corps of Engineers, Los Angeles District. 1985. Web: <https://www.spl.usace.army.mil/Missions/Asset-Management/Whittier-Narrows-Dam/> [Accessed December 2020].

United States Environmental Protection Agency (USEPA 2020a). Criteria Air Pollutants. Web: <https://www.epa.gov/criteria-air-pollutants>. [Accessed July 2020].

_____. (USEPA 2020b). Health and Environmental Effects of Hazardous Air Pollutants. Web: <https://www.epa.gov/haps/health-and-environmental-effects-hazardous-air-pollutants>. [Accessed July 2020].

U.S. Federal Highway Administration (FHWA) 2010. “Construction Noise Handbook, Chapter 9 Construction Equipment Noise Levels and Ranges:” https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook00.cfm

U.S. Federal Transit Administration (USFTA) 2018. *Transit Noise and Vibration Impact Assessment Manual*. FTA Report No. 0123. Prepared by John A. Volpe National Transportation Systems Center. Washington, DC. September 2018.

_____ 2009b. HUD Noise Guidebook, Chapter 4 Supplement: Sound Transmission Class Guidance. Prepared by the Environmental Planning Division, Office of Environment and Energy. March 2009.