

SPECIAL
EDITION

REVITALIZATION
PROJECT UPDATE!

SOUTH PASADENA NEIGHBORS

A Supplemental Issue of The Official Community Newsletter ❖ October 2008

Dear Neighbor,

On behalf of the South Pasadena Community Redevelopment Commission (CRC), I would like to share with you information about the Downtown Revitalization Project. After four years of study and work, over 80 public meetings, and thousands of comments and opinions from our citizens, the CRC presented a plan for the Downtown Revitalization Project that the CRC believed fulfills the aspirations outlined in the Framework for Downtown South Pasadena which the City adopted in 2003. In August 2006, the City Council/Community Redevelopment Agency unanimously approved a Disposition and Development Agreement with Decoma Developers, a company selected by the City to be its partner in this project. That agreement describes the project as it exists today, in terms of its scope, density, parking, and mix of uses. The Draft Environmental Impact Report (DEIR) was presented to the public for comment. The Final Environmental Impact Report was reviewed and approved by the City Council by a 3-2 vote, on May 21, 2008.

As the Commissioners of the CRC, and in keeping with our commitment to communicating transparently with the public, we've written this presentation of the facts regarding the proposed project and the impacts on our environment as revealed in the final EIR.

The underlying premise of the CRC's approach is to encourage economic development within the context of historic preservation, in ways appropriate to today's marketplace. This approach advocates a return to community self-reliance, local empowerment, and the rebuilding of a traditional commercial district based on its unique assets: distinctive architecture, a pedestrian-friendly environment, personal service, local ownership, and a sense of community.

Please read the attached material if you have questions about the project. If you participated in any of the community meetings sponsored by the CRC, this should be familiar. The CRC and the entire community appreciate your interest and efforts.

Sincerely,



Patricia Ford, Chair
Community Redevelopment Commission

Project Description

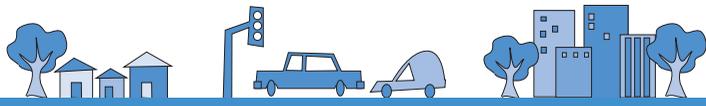
The Downtown Revitalization Project will be a low-density collection of seven buildings served by underground public parking, and highlighted by a town plaza and pedestrian pathways. It is located within the boundaries of Mission Street, Fair Oaks Avenue, Oxley Street, and Mound Avenue, and also includes the City's surface parking lot at the corner of Mound and Hope Streets.

This is the City's first Leadership in Energy and Environmental Design (LEED) certified project. Construction will begin with the phased demolition of two existing buildings -- Citizens Business Bank and the former nursery building. New construction will include:

-  New retail/restaurant space, to contain approximately 10-15 shops and three restaurants/cafes.
-  A new Citizens Business Bank branch with eight dedicated parking spaces.
-  48 residential condominiums spread out over three blocks, with an additional 12 affordable senior housing units at El Centro and Mound. The density will be only half that allowed by the zoning for the area.
-  No building will be taller than three stories (less than 45 feet).
-  A six-lane neighborhood bowling alley and café.
-  Office space above retail shops on Mission Street.
-  Public space, including a plaza and pedestrian pathways with public seating, bicycle racks, landscaping, and water features.
-  More than 50 new trees within the project area.
-  Façade improvement programs for the Rialto Theatre and other buildings on the west side of Fair Oaks between Oxley and Mission.
-  Parking for 338 vehicles at Mound and El Centro. Of those, 263 will replace the existing 143 spaces, mostly underground, while 75 will serve new residential units. This is a net gain of 120 public spaces.
-  Parking for 89 vehicles at Mound and Hope. Of those, 59 covered parking spaces will replace the existing 59 surface spaces, while 30 underground spaces will serve new residential units.
-  Improved surface parking immediately adjacent to the Bank of America branch, from East West Bank south to Classic Colors.
-  An inviting atmosphere, created through attractive window displays, building improvements, street furniture, signs, sidewalks, street lights, and landscaping -- conveying a positive visual message about the entire commercial district and all it has to offer.

The Project Website

The project's website, www.downtownsouthpas.com, has the presentation materials produced for the Community Redevelopment Commission, as well as the supporting material developed over the past four years from the Framework for Development, the Staying Small Successfully survey, the Town Talks, and the Architect Talks. The full text of the EIR is available on the City's website: www.ci.south-pasadena.ca.us. For more information on the US Green Building Council LEED certification standards, visit: www.USGBC.org.



General Plan Goals

The City has been setting goals for the downtown area for many years. The goals of the General Plan include the following, and projects are asked to meet these goals in design:

- Encourage pedestrian-oriented development.
- Promote inclusion of art and amenities – art, gardens, light and water features, courtyards and passageways, and public plazas.
- Mitigate visual effects of parking.
- Reaffirm urban design objectives – ease of access, human scale, varied facades, connection to the street.
- Stress building and entry orientation.
- Promote public open space.
- Use contextual, compatible and responsible design.
- Focus on architectural and site design excellence.

Projects are also required to be responsive to and sensitive to the Fair Oaks Corridor (Central District) Guidelines, as described in the General Plan:

- Maintain small town character and scale.
- Encourage increased density, within the limits of the General Plan.
- Maintain the street wall of building facades.

Projects must also be compatible with the Mission Street Specific Plan in re-establishing Mission Street as part of the historic downtown of South Pasadena. Compatible projects should:

- Preserve, renovate, and re-use historic resources.
- Encourage a mix of restaurants, specialty retail, convenience retail and service uses which can share public parking.
- Unify streetscape character.
- Restore Mission Street as a pedestrian-oriented shopping street with continuous storefronts along the sidewalks, with housing and offices above, and, in some cases, with offices behind the storefronts.

Alternative To The 710 Freeway

The City of South Pasadena has chosen to adopt “The Multi-Mode Alternative, a Low-Build Approach to the 710 Freeway Extension.” This is a traffic management strategy that recognizes the need to accommodate the additional traffic brought on by population growth in the area, but without suffering the physical and financial impacts which construction of a freeway would impose.

The Downtown Revitalization Project was found to be consistent with that strategy by increasing density near public transportation: locating homes, jobs, shopping and entertainment in a central area convenient to several bus lines and the MTA Gold Line. We believe this will make it easier for people employed in the project area, as well as those coming to shop or dine there, to avoid burdening local traffic and worsening air quality. The General Plan also has a goal of making our downtown commercial district more financially viable and independent. It is hoped that this will make it more difficult for the federal government to override local opposition to the 710 extension.

South Pasadena Strategic Plan

The Downtown Revitalization Project helps the City reach the goals of its 2007 Strategic Plan:

Strategic Plan 2007 Goal	Downtown South Pas Revitalization
Repair and/or replace infrastructure	Repairs El Centro, alleys, sewer and water lines in the project
Eliminate the 710 surface route	Meets multi-mode low build goals for transit-oriented housing
Increase sources of revenue to meet unmet needs	Increases annual revenue to the City and other local agencies
Retain and attract quality city employees	Builds pride of association with a successful, safe, and financially sound City
Preserve and improve the environment	Builds South Pasadena’s first high-performance green building certified by LEED (Leadership in Energy and Environmental Design)

Fiscal Analysis

In addition to providing a boost to surrounding businesses, the project will result in significant positive impacts to the Downtown Revitalization area. A fiscal analysis by the City’s independent consultant, Rosenow Spevacek Group, Inc., concludes that the Project will generate significant annual property tax revenues for the City of South Pasadena, and its Redevelopment Agency. With the sale price of the residential units expected to be about \$450 per square foot and average rents for retail space to be about \$2.50-\$3.00/SF/month, the stabilized assessed value is expected to range from \$47 million to \$53 million, as compared to current assessed value of \$5 million, thus generating a total net new incremental property tax revenue to the City’s Redevelopment Agency of \$388,900 per year. The City of South Pasadena will also receive new net annual sales, utility, business tax, motor vehicle license revenue, and other General Fund revenues of approximately \$124,100, in perpetuity. This brings the total fiscal benefits of the project to \$513,000 for the City and Redevelopment Agency of South Pasadena.

Value/Taxes	Existing*	Additional with Project
Values	\$5 Million	\$44.8 Million
Property Taxes	\$59,100	\$388,900
Sales Taxes	\$0	\$93,000
Utility Taxes	\$1,000	\$14,000
Business Taxes	\$300	\$3,000
Vehicle License Revenue to City	\$0	\$6,000
Misc. Other General Fund Revenues	\$0	\$8,100
Total Tax Revenues	\$60,400	\$513,000**

* The “Existing” column lists taxes generated from properties and businesses on land being utilized for new buildings only.

** Does not include the Park Impact Fee passed in January 2008

What does that mean? This project alone will generate nearly half the amount of new annual revenue that voters were asked to approve in Measure UT (the 3% Utility Users Tax surcharge). And, unlike the UT Tax, it will not stop after five years. For over 20 years, this project will generate (before taking into account inflation) approximately \$10 million in revenues without new taxes to the citizenry of this City.



The City/Decoma Partnership



Although the City Council sits as the Community Redevelopment Agency (CRA), it has delegated much of the redevelopment authority for Downtown to the seven-member Community Redevelopment Commission (CRC). The CRC was established in 2003 and is comprised of an architect, finance professional, developer, lawyers, and local business owners – all of whom are residents. After a year of research, the CRC issued a Request for Qualifications in October 2004 and conducted rigorous interviews before selecting a developer: DECOMA.

DECOMA has been in business for nearly 30 years with a stellar reputation for successful development of urban mixed-use and infill projects. Locally, they have demonstrated the high quality of their work, and knowledge of and sensitivity to historical infill and adaptive reuse, through the rehabilitation and conversion of 812 Fremont Avenue (known as the “Mission District Lofts”) and 1509 Mission Street (home to South Pasadena Music Center and Conservatory).

The CRA entered into an Exclusive Negotiation Agreement (ENA) with DECOMA in April 2005 and then a Disposition and Development Agreement (DDA) in August 2006. Both contracts were unanimously approved and adopted by the City Council/CRA. The first agreement provided DECOMA with the exclusive right to work with the City Staff, CRA, and the CRC as a partner, to develop a plan for Downtown -- which was proposed only after a great amount of public outreach, including the seven Town Talks and Architect Talks -- and to begin negotiating land purchases, options, and participation plans with property owners within the project boundaries. The second agreement spells out the obligations that the CRA and DECOMA are legally bound to fulfill. It describes the scope of the project and provides a guarantee that the project will be built according to the City’s requirements -- within a certain time line and with a series of contributions by both parties.

What is DECOMA Contributing to the Project?

FOUR LOTS:

- Lot 1: 1507 El Centro Street – (the former nursery).
- Lot 2: Citizens Business Bank site.
- Lot 3: Parking area on Mission adjacent to South Pasadena Music Center & Conservatory.
- Lot 4: Bank of America parking lot.

DEVELOPMENT AND CONSTRUCTION SERVICES TO COMPLETE:

- All commercial and residential improvements.
- A Town Plaza area within the Mission/El Centro and Fair Oaks/ Mound block.
- Pedestrian walkways to the Town Plaza area from Fair Oaks, Mission, El Centro, and Mound.
- Hardscape and landscape improvements related to open public space, including fountains, trees, lighting, benches and public art.
- Street and sidewalk improvements to El Centro between Mound and Fair Oaks.
- Public parking, including a 230-space, underground parking garage that spans the lot behind South Pasadena Music and Shiro’s, under El Centro Street, to nearly the southern property line of 1507 El Centro Street.
- Replacement and expansion of public parking at Mound and Hope, for a total of 89 spaces.
- Surface parking improvements to the area behind Bank of America and the area spanning the rear of East West Bank south to Classic Colors.

IN ADDITION, DECOMA WILL PROVIDE:

- \$250,000 for Rialto Theatre facade improvements.
- \$25,000 in matching funds for façade improvements to each property on the west side of Fair Oaks between Mission and Oxley.

What is the CRA Contributing to the Project?

THREE LOTS AND AN ALLEY:

- Lot 1: Mound and Hope parking lot.
- Lot 2: Northeast corner of Mound and El Centro, adjoining Bank of America’s property.
- Lot 3: Southwest corner of Edison Alley and El Centro adjoining the property located at 1507 El Centro (the former nursery).
- A portion of Edison Alley between Bank of America and Mission Street.

FUNDS:

- \$1.8 million of previously earmarked CRA funds, allocated as follows:
 - \$400,000 spent on Architectural Schematic Designs.
 - \$230,000 spent on the Environmental Impact Report.
 - \$1,170,000 balance to be distributed in phases until the completion of the project.
 - \$460,000 subsidy for 12 affordable senior housing units.

What will the City own at the end of the Project?

DECOMA will convey improvements and parking back to the City, including:

- Underground public parking garage at Mound and El Centro.
- Public parking garage at Mound and Hope.
- Town plaza area, pedestrian pathways, and all related improvements including fountains, trees, lighting, benches, landscaping and public art.

What will DECOMA own at the end of the Project?

- DECOMA will own and manage the commercial (retail, restaurants, office) facilities within the new structures in the project area. The owners of existing buildings will continue to own their properties and operate their businesses.
- All residential units will be available for sale. 48 units will be sold at market rate. 12 units will be sold to moderate-income seniors.

Phasing of Construction

In order to minimize impacts on local merchants, building owners, and the community at large, construction will take place in three phases over a period of two and a half years. It is important to note that the length of time for construction is highly dependent on City staff cooperation in working effectively with DECOMA.

PHASE 1A Approximately 10 Months	The below ground parking structure will be constructed. Prior to beginning construction, the Citizens Bank building will be demolished to allow for additional paved temporary public parking (73 spaces), and the Bank will relocate to a temporary building. El Centro Street between Edison Lane and Mound will be closed temporarily.
PHASE 1B Approximately 12 Months	The new public parking garage will be open for 230 cars. Citizens Bank’s temporary parking will close. The new commercial and residential buildings south of Mission will be constructed. El Centro will continue to be closed temporarily.
PHASE 2 Approximately 13 Months	New parking facilities and the residential units at Mound and Hope Streets will be constructed. Upon completion, El Centro will re-open permanently.

ENVIRONMENTAL

The California Environmental Quality Act (CEQA) has been regarded as the foundation of environmental law and policy in California since 1970. CEQA encourages protection of the environment by requiring state and local agencies to determine whether proposed projects will have significant environmental impacts, and analyzing those impacts in an Environmental Impact Report (EIR)

Environmental issues related to the Downtown Revitalization Project were fully analyzed in an EIR. The issues were derived from an Initial Study, public comments, and government agency input. As a result, six issues were determined to be potentially significant. All six issues will require mitigation measures, which reduce the impacts for two of them to a level that is "less than significant." However, four issues were considered unavoidable. The "Transportation and Circulation" issue would remain an unavoidable issue because Fair Oaks Avenue and Fremont Avenue are not physically wide enough to accommodate additional travel lanes needed to reduce existing traffic impacts, and the approximately 2% increase in project-related impacts. The remaining two issues are related to "air quality" and "noise", which occur during the construction phases. Construction-related emissions takes into account equipment used for grading, building, and paving. Noise levels would be considerably higher than the existing ambient noise levels in adjacent residential areas that are close to the construction area.

On May 21, 2008, the City Council certified, or confirmed that the EIR complies with CEQA, and that it was considered prior to making the decision to approve the Downtown Revitalization Project. The City Council also adopted a Statement of Overriding Considerations, which identifies the project's benefits that outweigh the unavoidable short-term noise and air quality impacts, and the long term traffic impacts. The overriding considerations state that the project: 1) contributes to long-range development goals identified by the City of South Pasadena and CRA, 2) it strengthens the downtown as a mixed-use neighborhood by filling the gaps in the building frontage of Mission Street and replacing underdeveloped existing surface parking lots with residential, commercial, and public open spaces, 3) it increases the variety and availability of housing within the City, and 4) it enhances and preserves the existing commercial district by providing infill development that is architecturally compatible with adjacent development and that strengthens neighborhood character. The City Council also adopted a mitigation monitoring program, which allows City officials to track the completion of measures that reduce the potentially significant impacts.

PARKING

The parking study for the EIR shows that there is currently a surplus of parking in the down-town area. Even during the peak hour of parking use (occurring between 1 pm and 2 pm), parking in the downtown study area was only 59% occupied, with 90 vacant off-street parking spaces and 317 vacant on-street parking spaces.

During construction, sufficient public parking will be provided at various locations throughout the project area. Construction vehicles will be parked within the construction site and will not occupy spaces used by the public.

During the first phase, the Citizens Bank building will be demolished, and a temporary parking lot containing 73 spaces will be provided adjacent to the bank's current location, while a permanent subterranean public parking garage is built. Once completed, the new garage will be open and operational, while construction continues on the buildings around the town square and at the Mound and Hope site, where an additional parking garage accommodating 89 cars will be constructed. Thus, no loss of parking will result during or after construction.

At project completion, there will be a total of 431 parking spaces for existing and proposed uses within two parking structures and surface parking lots. Overall, the project will provide a net increase of 160 parking spaces, which more than satisfies any requirements for the downtown project area and the Rialto.

The parking garages will be owned and managed by the City of South Pasadena, providing the City with an asset valued at approximately \$8 million.

TRAFFIC AND CIRCULATION

The EIR concluded that most traffic impacts from the project will be minimal. The EIR calculated vehicle trips to be generated by the project using standard methodology from the Institute of Transportation Engineers, based on the area of the project devoted to each land use (retail, restaurant, residential). This includes cars coming to and from the project. The analysis concluded that total traffic from new development in the project would be 2,331 vehicle trips per day during the work week and 2,385 vehicle trips per day on the weekend.

In arriving at those totals, the EIR took a very conservative approach, allowing no credits for the mixed-use characteristic of the project, for proximity to alternative transportation (bus lines and Metro Gold Line), or for combined trips (such as going to the bank and a retail store on the same trip). In addition, the EIR assumed all restaurant trips would occur during peak travel hours, rather than spreading them out over the course of the day, which is undoubtedly the more natural occurrence. Despite that, the EIR was able to make conclusions such as the following:

- At peak weekday afternoon traffic times, the project will produce just one additional car every 2.6 minutes on Fair Oaks Avenue.
- On Saturday afternoons, southbound traffic on Fair Oaks Avenue past the War Memorial Building will be increased by just one additional car every 3 minutes.

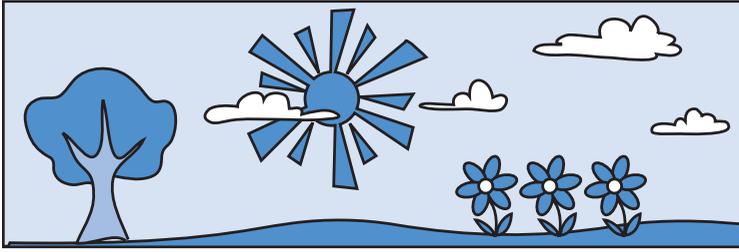
Because vehicle trips are spread out through many nearby streets, the Traffic Impact Analysis studied 25 intersections and 33 road segments to determine whether the project would generate significant impacts outside the immediate area. Impacts were considered to be significant if traffic at a given signalized intersection or on a road segment increases by just 2% of capacity. Even based on that very cautious standard, only four locations are expected to be significantly impacted:

1. Fremont and Huntington Intersection
2. Fremont between Columbia to Huntington
3. Fairs Oaks between Grevalia to Hope
4. Fair Oaks between El Centro to Oxley (during construction time only).



Although the transportation and circulation issues are unavoidable, the developer will minimize the impact of construction-related traffic within, and around the construction zone. Traffic control and detour plans will incorporate the mitigation measures that the City Council adopted. On-street parking will be restricted on weekday afternoons (4:00 PM to 6:00 PM) on the southbound side Fair Oaks Avenue, at the Mission Street intersection. A 150-foot right-turn lane will be provided there during the temporary closure of El Centro Street. A 200-foot right-turn lane will be provided on the eastbound side of El Centro Street at the Fremont Avenue intersection. Signage will be installed to restrict on-street parking during weekday afternoons (4:00 PM to 6:00 PM).

iMPACT REPORT



AIR QUALITY

The EIR found that the project will not result in exceeding daily emissions standards established by the South Coast Air Quality Management District. Carbon monoxide concentrations will not exceed either state or federal limits, and the project will not conflict with the regional air quality management plan.

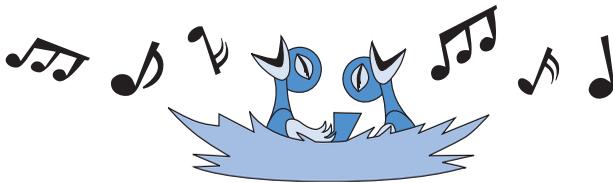
During the 14 weeks during which demolition, grading and excavation will occur, particulate matter in the air will be significant in the immediate area, despite mitigation measures which the developer will be required to implement. However, the project will not cause significant long-term cumulative air quality impacts.

Recently adopted state legislation requires the California Air Resources Board to develop regulations to achieve a 25% reduction in the state's greenhouse gas emissions by 2020. The project will be subject to those regulations once they take effect.

OPEN SPACE

The project will include open walkways and a town plaza of approximately 6,200 square feet. The main pedestrian pathway from Mission to the edge of the Town Plaza area is 30' wide and 100' long – an additional 3,000 square feet of open space. The town plaza will include: public seating, bicycle racks, a fountain and water features, trees and potted greenery.

The plaza in this project is about 2,000 square feet smaller than the plaza at Miller Alley in Pasadena, which serves several restaurants, a variety of shops, and a movie theater, many of which are affiliated with large chains. The plaza in this project will be more intimate, and properly scaled for South Pasadena, designed to accommodate smaller, independent merchants and restaurants, and to be more of a local, rather than regional, attraction.



NOISE AND VIBRATION

During construction, the project will be required to install sound-reduction barriers, to minimize effects on the surrounding area. The completed project will not result in noise levels in excess of the City's standards.

Grading and construction associated with the proposed project will not result in even temporary vibration impacts to any nearby noise-sensitive properties or uses. Any effects will be further reduced by drilling, rather than driving, piles for the project foundations.

PUBLIC SERVICES AND UTILITIES

The project will be required to install various public improvements and pay substantial fees, to mitigate its impact upon the community. The EIR found that, following those contributions:

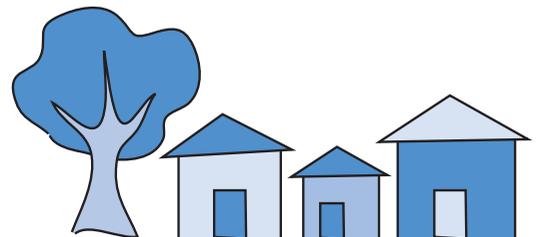
- Fire and police services will not be significantly impacted.
- Schools will need to accommodate approximately 20 – 36 students. (The project will pay approximately \$265,000 in school fees alone.)
- Library services will not be significantly impacted. The project will be subject to the City's Library Special Tax.
- Parks and recreation needs will not be significantly impacted. In addition, the project will contribute an urban plaza and other open space.
- Water supply will not be subject to significant demands, as the needs of the project are below the projected increase in water demand anticipated by the 2005 Urban Water management plan. The City is capable of meeting its current needs even in multiple dry year conditions, and has a contract with the Upper San Gabriel Valley Water District to supply 60% more water than is being currently used. The projected increase in water demand ranges between 47 and 53 acre-feet annually.
- Sewer facilities will not be significantly impacted, as the project will pay a connection fee to mitigate impacts on the system and will reconstruct an existing sewer line.

HISTORICAL RESOURCES

No historic buildings are being demolished or moved to accommodate this project. However, the project will make available funds to preserve existing historical structures in the area.

SENIOR HOUSING

In response to public input over the past four years, and as stipulated in its agreement with the City, DECOMA set aside 12 units as affordable, senior-restricted housing. These units will be located in a mixed-use building at El Centro and Mound, within walking distance of markets, restaurants, banks, shopping, entertainment, post office, library, Senior Center, City Hall and public transportation. All units will be handicapped-accessible, with one secured parking space per unit on the property, immediately adjacent to the building. Eligible residents must be at least 62 years of age and must meet state income standards. Of course, seniors may purchase market-rate units, of which all will be handicapped-accessible.



RIALTO

THE RIALTO THEATRE

The Rialto Building

Revitalization of commercial districts must capitalize on the assets that make them unique, such as distinctive buildings and human scale that give people a sense of belonging. These local assets must serve as the foundation for all aspects of the revitalization program. In South Pasadena, our most recognizable asset is the Rialto Theatre.

At the outset of the CRC's work, we included the Rialto in the area of the project, in the hope that the theatre could be redeveloped along with all the other properties in the southern two blocks of the project area. However, owners of the Rialto, along with a few other property owners, have declined to sell their property to the CRA, or to otherwise participate in the project. Both the City and the developer have negotiated with the owner and the operator of the Rialto, but none of the offers have yet to be accepted. Without resorting to eminent domain, there is no means available to obtain control of the theatre. As a result, the Rialto is not included in this project at present. That does not preclude the Rialto from becoming the next project of the CRA, using tax increment funds from this project as the funding base.

Parking for The Rialto

The project will not preclude future redevelopment of the Rialto by using all the land that is available for parking. The Rialto has no parking requirements of its own, because the city imposes no parking requirements on its historic buildings. In reality, there is already a substantial amount of parking for the theater, and the parking provided by this project will add to that supply. The parking study done for the EIR shows that during the hours of 5 p.m. to 6 p.m. (the latest hours studied), parking in the downtown study area was only 44% utilized, with 553 off-street and on-street spaces. The new subterranean parking structure being built for the project will contain 230 spaces, of which only 160 are expected to be needed to serve retail, entertainment and restaurants uses. Consequently, there should be ample parking for downtown, including any future redevelopment of the Rialto.

South Pasadena's First LEED CERTIFIED Project

Through their own dedication to the environment, DECOMA has voluntarily registered the South Pasadena Downtown Revitalization Project with the US Green Building Council (USGBC) to be eligible to receive a LEED certification. The LEED Green Building Rating System is the national benchmark for high performance green buildings. The following are the minimum green goals for the project, as agreed by DECOMA and the CRC:

SITE DEVELOPMENT

- Design the project site to maintain natural storm water flows by promoting permeability; i.e., pervious paving.
- Design the site to encourage use of alternative modes of transportation and provide amenities such as bicycle racks.
- Reduce heat island effects by placing a minimum of 50% of parking spaces underground and utilizing materials which reduce heat absorption.
- Utilize designs that maximize use of natural daylight for interiors and view opportunities.

ENERGY, WATER EFFICIENCY AND ATMOSPHERE

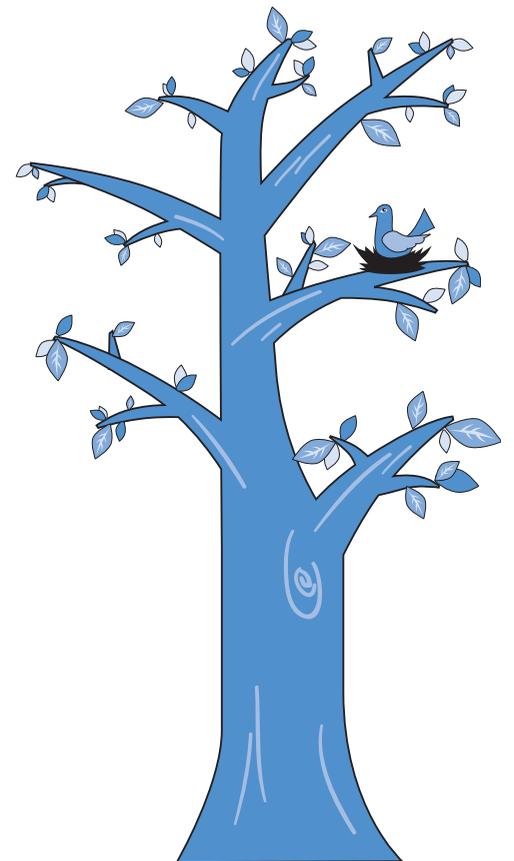
- Specify high-efficiency fixtures, dry fixtures, and occupant sensors to reduce energy waste.
- Use captured rain or recycled site water for site irrigation where possible to eliminate unnecessary potable water usage.
- Employ strategies that, in aggregate, use 20% less water, such as low-flow toilets.
- Design building envelopes and systems to maximize energy performance, with a goal of reducing energy consumption by at least 25%.
- Supply at least 10% of the buildings' total energy through the use of solar and other on-site renewable energy systems.

INDOOR ENVIRONMENTAL QUALITY

- Include carbon dioxide sensors integrated as part of the LEED certification, as well as carbon monoxide sensors as required by building and safety codes for underground parking structures.
- Design heating and ventilation systems, and entire buildings, to optimize air exchange effectiveness.
- Implement a Construction Indoor Air Quality Management Plan during construction and before occupancy.

MATERIALS AND RESOURCES

- Recycle and/or salvage at least 50% of construction, demolition and land clearing waste.
- Seek to use recycled content materials for at least 5% of the total value of materials in the project.
- Seek to use locally sourced materials for at least 20% of the total value of materials in the project.
- Install rapidly renewable building materials and products where possible, with a goal of at least 5% of the total value of materials in the project.
- Specify in construction documents the use of low-emission materials for adhesives, sealants, paints, coatings, and carpet products.
- Specify in construction documents that any wood and agrifiber products will contain no added urea-formaldehyde resins.



Downtown South Pas Before & After

IF THE APPROVED DOWNTOWN REVITALIZATION PROJECT IS BUILT



← TOWN PLAZA →

A place to meet your friends - outdoor restaurant seating, public art, trees, benches, and fountains



← BOUTIQUE SHOPS & RESTAURANTS →

Retail and restaurants along Mission and El Centro to complement existing merchants



← PUBLIC PARKING →

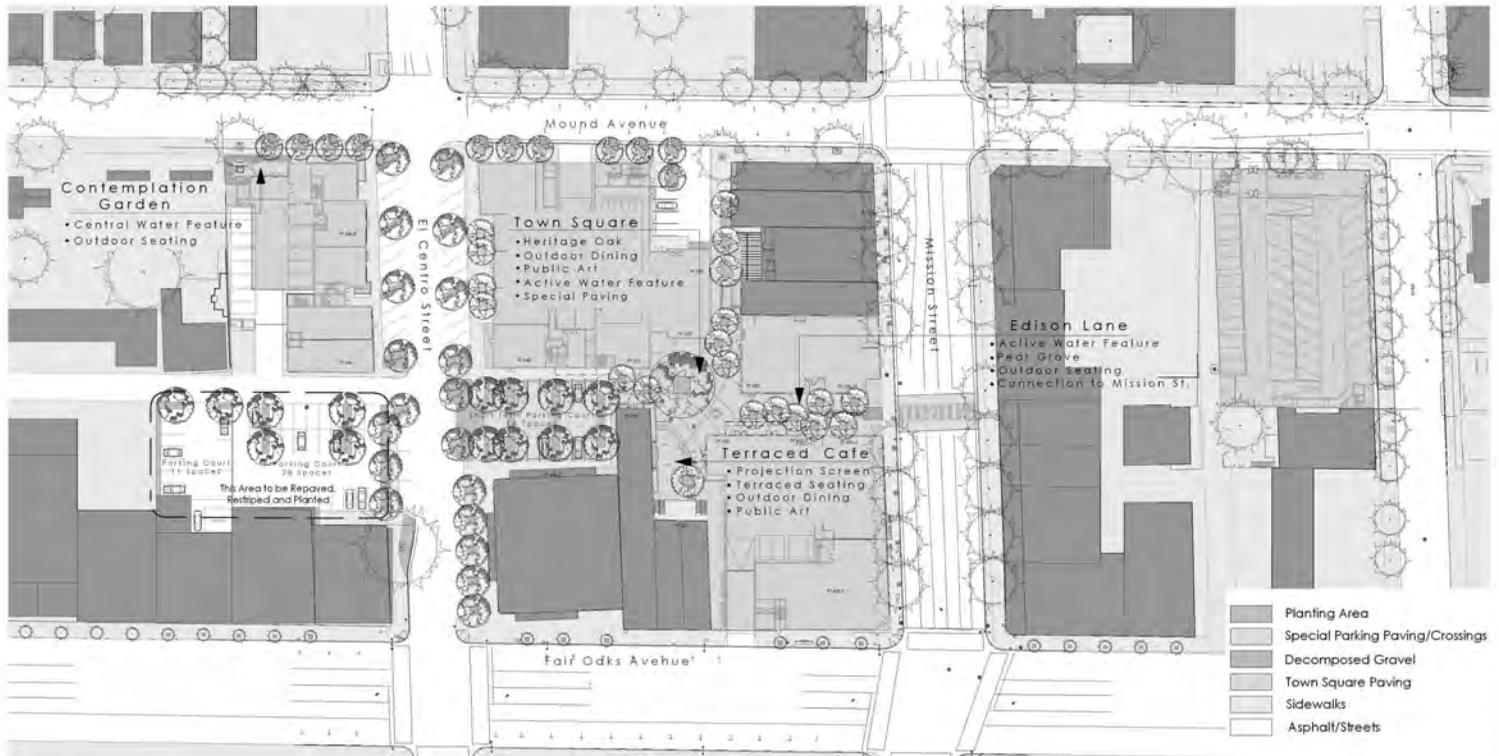
Convenient underground parking and improved surface lots



← HOUSING →

48 residential market-rate units and 12 affordable senior units





OVERALL LANDSCAPE PLAN

IN CONCLUSION

The Downtown Revitalization Project represents the culmination of years of effort by the City and its residents. It incorporates ideas generated through scores of meetings, hundreds of discussions, and extensive consultation with both local residents and experts in the field. The CRC remains committed to listening to the comments of all citizens, and we welcome you to come to our meetings at City Hall on the second Wednesday of every month at 7 PM.

COMMUNITY REDEVELOPMENT COMMISSION

- Pat Ford.....Chair
- Odom Stamps.....Vice Chair
- David Adelstein.....Commissioner
- Ernie Arnold.....Commissioner
- Karen Bachand.....Commissioner
- Peter Kwong.....Commissioner
- Dorothy Cohen.....Commissioner

If you haven't been to any public meetings, we encourage you to get the facts by attending the next meetings of the Community Redevelopment Commission the second Wednesday of each month at City Hall.

**Be Informed!
Get Involved!**



SOUTH PASADENA NEIGHBORS

Community Redevelopment Commission
1414 Mission Street
South Pasadena, California 91030

PRESORTED STANDARD
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