Communication from Public

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May 28, 2021

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Subject: Comments on the 1309-1331 South Pacific Avenue Project (ENV-2019-4909-CE)

Dear Mr. Hall,

We have reviewed the April 2021 Applicant's Response to Appeal ("Response") for the 1309-1331 South Pacific Avenue Project ("Project") located in the City of Los Angeles ("City"). After our review of the Response, we find that the Response is insufficient in addressing our concerns regarding the Project's air quality, health risk, and greenhouse gas impacts. As we asserted in our October 30th comment letter, an EIR should be prepared to adequately evaluate the Project's potential impacts.

Summary

Our review concludes that the Report and Response still fail to adequately address the Project's potential air quality, health risk, and greenhouse gas impacts. Specifically, after our review of the Response, we found the following remaining issues:

- The Response's revised modeling includes unsubstantiated input parameters, including unsupported individual construction phase lengths and worker trip numbers;
- The Response fails to evaluate the Project's operational health risk impacts;
- The Report and Response fail to address potential cumulative impacts;
- SWAPE's revised CalEEMod model, which is based the Project-specific information provided by the Report and Response, indicates potentially significant construction-related criteria air pollutant emissions;
- SWAPE's revised health risk analysis, which is consistent with the methodology relied upon for the Response's construction health risk analysis, indicates a potentially significant health risk impact; and

- The Response's revised modeling indicates potentially significant greenhouse gas emissions.

As a result of our finding of potentially significant air quality and health risk impacts, the proposed Project does not qualify for a Class 32 Exemption under the California Environmental Quality Act ("CEQA") and 14 Cal. Code of Regs. 1500 et seq. ("CEQA Guidelines") and, therefore, a full CEQA analysis should be prepared to adequately assess and mitigate the potential air quality and health risk impacts that the Project may have on the surrounding environment. We recommend that the City prepare an EIR with a health risk assessment ("HRA") as required under the Commerce Municipal Code ("CMC" or "Code").

Air Quality

Incorrect Reliance on Class 32 Categorical Exemption

In our October 30th comment letter, we the Project does not qualify for an exemption pursuant to CEQA Guidelines § 15332, because the April 2020 City Planning Commission Recommendation Report's ("Report") analysis of the Project's air quality impact is inadequate. The Response maintains that the proposed Project qualifies for a Class 32 CEQA Exemption. However, we reiterate that the Project's air quality impact analysis, as well as the subsequent categorical exemption, is unsubstantiated for the following five reasons:

(1) The Report and Response rely upon an incorrect and unsubstantiated air model;
(2) The Report and Response fail to adequately evaluate the health risk impacts associated with diesel particulate matter emissions;
(3) The Report and Response fail to address cumulative health risk impacts;
(4) SWAPE's revised analysis indicates potentially significant criteria pollutant emissions; and
(5) SWAPE's revised screening-level health risk assessment indicates a potentially significant health risk impact.

1) Incorrect and Unsubstantiated Air Model

In our October 30th comment letter, we identified several issues with the April 2020 City Planning Commission Recommendation Report's ("Report") air model (California Emissions Estimator Model, "CalEEMod")[1] that artificially reduced the Project's construction and operational emissions. After review of the Response, we found that the Response fails to address all our concerns and maintain that the Report's CalEEMod model is flawed and fails to accurately estimate the Project's criteria air pollutant emissions. As such, we find the Report and Response to be inadequate and maintain that an EIR should be prepared to adequately evaluate the Project's local and regional air quality impacts. Until a proper air quality analysis is conducted, the Project should not be approved.

Unsubstantiated Changes to Individual Construction Phase Lengths

As discussed in our October 30th comment letter, the Report's CalEEMod model included unsubstantiated changes to the default individual construction phase lengths. Review of the Response demonstrates that the Project again fails to justify or correct this modeling error. As discussed below,

[1] http://caleemod.com/

we find the Report and Response to be inadequate and maintain that the air quality impact significance determination is unsubstantiated.

Regarding the unsubstantiated changes to the default individual construction phase lengths, the Response states:

> "The changes to the model's default duration of each construction phase was based on the project-specific schedule proposed as provided by the Project Applicant directly to DKA Planning. (See Attachment C: Original Air Quality Data Needs Worksheet and Attachment D: Updated Data Needs Worksheet.) When project specific information is available it is appropriate to revise the CalEEMod default values. SWAPE incorrectly suggests that the "potential" construction schedule is not "accurate." SWAPE has no basis to assume that the Applicant provided construction schedule is inaccurate. The schedule provided is the most accurate schedule that can be provided at this time and is appropriate for air quality construction modeling. It should be noted that all of the phase lengths are considerably longer than the default values thus more emissions were considered over time. As to SWAPE comments about the potential for increased daily emissions from a shorter phase period, there is basis to assume that, for example 112 days of architectural coating work could be compressed into 5 days. Again, the phase lengths are the best estimates by the Project Applicant for construction of this Project. SWAPE has provided no basis, reasonable or otherwise, to revert to CalEEMod default values that are not specific to this Project. The updated air quality modeling worksheets include the site preparation phase. (See Attachment A, Page 6 (3.0 Construction detail, Construction Phase).) The inclusion of 12 days of site preparation construction air quality emission still resulted in less than significant construction air quality emissions, consistent with the original air quality emissions impact determination. The modeling does not include a paving phase, as the proposed project's design with underground parking and vehicle circulation does not generally include surface-level improvements that meet the CalEEMod model's definition of "…laying concrete or asphalt such as in parking lots, roads, driveways, or sidewalks." Emissions from the construction of underground garage levels and ramps, however, are included in the building construction phase of analysis so these emissions were fully accounted for" (pp. 105-106).

In addition, review of the Response's CalEEMod Output Files demonstrates that the "1331 South Pacific Avenue Future" model includes a site preparation phase and a revised architectural coating phase length of 110 (see excerpts below) (Response, pp. 116, 138, 164).

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	32.00
tblConstructionPhase	NumDays	2.00	31.00
tblConstructionPhase	NumDays	100.00	112.00
tblConstructionPhase	NumDays	5.00	110.00
tblConstructionPhase	NumDays	1.00	12.00

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days
1	Site Preparation	Site Preparation	6/15/2021	6/30/2021	5	12
2	Demolition	Demolition	7/1/2021	8/15/2021	5	32
3	Grading	Grading	7/16/2021	8/28/2021	5	31
4	Building Construction	Building Construction	8/30/2021	2/1/2022	5	112
5	Architectural Coating	Architectural Coating	6/1/2022	11/1/2022	5	110

As demonstrated in the excerpts above, the architectural coating phase length was increased by approximately 2,100%. However, the revised individual construction phase lengths remain unsupported for five reasons.

First, the Response's claim that "all of the phase lengths are considerably longer than the default values thus more emissions were considered over time" is incorrect. Rather, by artificially increasing the individual construction phase lengths, the model dilutes the emissions associated with architectural coating, resulting in a *decrease in daily construction-related emissions*.

Second, while the Response's revised CalEEMod model includes a site preparation phase, it still fails to include a paving phase. As demonstrated in the excerpt above, the Response claims that the Project would not include "surface-level improvements that meet the CalEEMod model's definition of '…laying concrete or asphalt such as in parking lots, roads, driveways, or sidewalks'" to justify this omission. However, this is incorrect. According to the Report, the Project "will provide 127 parking spaces in 2 subterranean levels" (p. 1). The, the land uses proposed by the Project would include 'laying concrete or asphalt such as in parking lots.' As a result, the Response's claim that Project construction would not include a paving phase is unsupported.

Third, the Response's claim that "SWAPE has provided no basis, reasonable or otherwise, to revert to CalEEMod default values that are not specific to this Project" is unsupported. Rather, CalEEMod default values should only be changed when project-specific information, *supported by substantial evidence*, is available. According to the CalEEMod User's Guide:

> "CalEEMod was also designed to allow the user to change the defaults to reflect site- or project-specific information, when available, *provided that the information is supported by substantial evidence as required by CEQA*." [2]

Here, while the Air Quality Technical Report ("AQ Report") provided a *potential* construction schedule, the source for the construction schedule was the AQ Report itself (AQ Report, p. 31, Table 5). This is incorrect, as the Project documents should substantiate the construction phase length changes included in the model, not vice versa. Moreover, the construction schedule included in the AQ Report is a *potential* construction schedule. Simply providing a potential construction schedule does not constitute substantial evidence that the revised construction schedule would be accurate for the proposed Project.

[2] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 12.

Finally, while the Response claims that the revised construction schedule was "provided by the Project Applicant directly to DKA Planning," it does not provide any record of this communication.

Fourth, SWAPE did not compress "112 days of architectural coating work… into 5 days." Rather, the *default* architectural coating phase length is 5 days. This default value is based on a SCAQMD construction survey, and thus is based on reasonable construction period data.[3] In the Response's model, however, the default architectural coating phase length was significantly and disproportionately increased by approximately 2,100%. As a result, the Response's claim that SWAPE compressed 112 days of architectural coating work into 5 days is misleading.

Fifth, the updated modeling provided by the Response includes an even more significant increase to the architectural coating phase length than was included in the Report's modeling. Specifically, as discussed above, the architectural coating phase length was increased by approximately 2,100%, from the default value of 5- to 110-days, in the Response's revised "1331 South Pacific Avenue Future" model (Response, pp. 116, 138, 164). This is an even more significant and disproportional increase than in the original "1331 South Pacific Avenue Future" model, which included an architectural coating phase length of 88 days (Technical Appendix, pp. 273, 302, 329):

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days
1	Demolition	Demolition	5/1/2020	6/15/2020	5	32
2	Grading	Grading	6/16/2020	7/28/2020	5	31
3	Building Construction	Building Construction	7/29/2020	12/31/2020	5	112
4	Architectural Coating	Architectural Coating	5/1/2021	9/1/2021	5	88

Thus, the architectural coating phase lengths included in the Report and Response are inconsistent. As a result, we maintain our October 30th comment that the revised individual construction phase lengths are unsupported.

As previously stated in our October 30th comment letter, by including unsubstantiated changes to the default individual construction phase lengths, the model may underestimate the Project's construction-related emissions and should not be relied upon to determine Project significance. As such, we maintain our October 30th comment that the Report and Response's CalEEMod models are incorrect, and the less-than-significant air quality impact conclusion should not be relied upon.

Unsubstantiated Reductions to Worker Trips

As discussed in our October 30th comment letter, the Report's CalEEMod model included unsubstantiated reductions to the default number of worker trips required for construction. Review of the Response demonstrates that the Project again fails to justify or correct this modeling error. As

[3] "Appendix A Calculation Details for CalEEMod ." October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 6.

discussed below, we find the Report and Response to be inadequate and maintain that the air quality impact significance determination is unsubstantiated.

Regarding the unsubstantiated changes to the default worker trip numbers, the Response states:

> "The changes to the model's default number of construction worker trips was based on the project-specific details of the anticipated workforce based on the scope of work during those phases on a given day given constraints of the relatively small project site. When Project specific information is available it is appropriate to revise the CalEEMod default values, which are conservative rules of thumb for these types of phases. Moreover, the reduction of 20 trips from the default assumptions is de minimis" (pp. 106).

However, this response is insufficient. While the Response states that the revised construction worker trips were based on "project-specific details," both the Report and Response failed to provide these project-specific details or otherwise substantiate the changes. As previously stated, according to the CalEEMod User's Guide:

> "CalEEMod was also designed to allow the user to change the defaults to reflect site- or project-specific information, when available, *provided that the information is supported by substantial evidence as required by CEQA*." [4]

Here, as the Report and Response fail to provide the project-specific details used to derive the revised worker trip numbers, or otherwise substantiate the revised values. As a result, we cannot verify the changes, and we maintain our October 30th comment that the Report and Response's CalEEMod models should not be relied upon to determine Project significance.

2) Diesel Particulate Matter Health Risk Emissions Inadequately Evaluated

As discussed in our October 30th comment letter, the Report failed to prepare a quantified construction or operational health risk analysis ("HRA"). The Response estimates that Project construction would result in an excess cancer risk of 6.7 in one million, based on a quantified construction HRA (pp. 295, Table 2). However, the Response's evaluation of the Project's health risk impacts, as well as the subsequent less-than-significant impact conclusion, remains insufficient for three reasons.

First, the Response's construction HRA is incorrect, as it relies upon exhaust PM_{10} emissions estimates from a flawed air model (pp. 292). As previously discussed, when we reviewed the Project's CalEEMod output files, provided in the Air Quality Emissions Analysis, we found that several of the values inputted into the model are not consistent with information disclosed in the Report or Response. As a result, the HRA utilizes an underestimated diesel particulate matter ("DPM") concentration to calculate the health risk associated with Project construction. As such, the Response's HRA underestimates the Project's construction-related cancer risk and should not be relied upon to determine Project significance

[4] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 12.

Second, the Response fails to address our January 13th comment regarding the Project's operational TAC emissions. This is incorrect, as the September 2019 *Technical Memorandum* indicates that the proposed land uses are expected to generate approximately 2,033 average daily vehicle trips, which will generate additional exhaust emissions and continue to expose nearby sensitive receptors to DPM emissions (pp. 140, Table 3). However, the Report and Response fail to discuss the potential TAC emissions resulting from Project operation or indicate the concentrations at which such pollutants would trigger adverse health effects. Thus, without making a reasonable effort to connect the Project's operational TAC emissions to the potential health risks posed to nearby receptors, the Report and Response are inconsistent with CEQA's requirement to correlate the increase in emissions generated by the Project with the potential adverse impacts on human health.

Third, while the Response includes an HRA evaluating the health risk impacts to nearby, existing receptors as a result of Project construction, the HRA fails to evaluate the *cumulative* lifetime cancer risk to nearby, existing receptors as a result of Project *construction and operation together*. According to OEHHA guidance, "the excess cancer risk is calculated separately for each age grouping and then summed to yield cancer risk at the receptor location."[5] However, the Response's HRA fails to sum each age bin to evaluate the total cancer risk over the course of the Project's total construction and operation. This is incorrect and thus, an updated analysis should quantify the entirety of the Project's construction and operational health risks and then sum them to compare to the SCAQMD specific numeric threshold of 10 in one million.[6]

3) Failure to Evaluate Cumulative Impacts

The Report and Response fail to evaluate the cumulative impacts resulting from both nearby proposed projects. According to CEQA Guidelines §15355, "'Cumulative impacts' refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." CEQA Guidelines § 15064(h)(1) goes onto say,

> "… the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are *cumulatively considerable*. An EIR must be prepared if the cumulative impact may be significant and the *project's incremental effect, though individually limited, is cumulatively considerable*. 'Cumulatively considerable' means that the *incremental effects* of an individual project are significant when *viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects*." (Emphasis added).

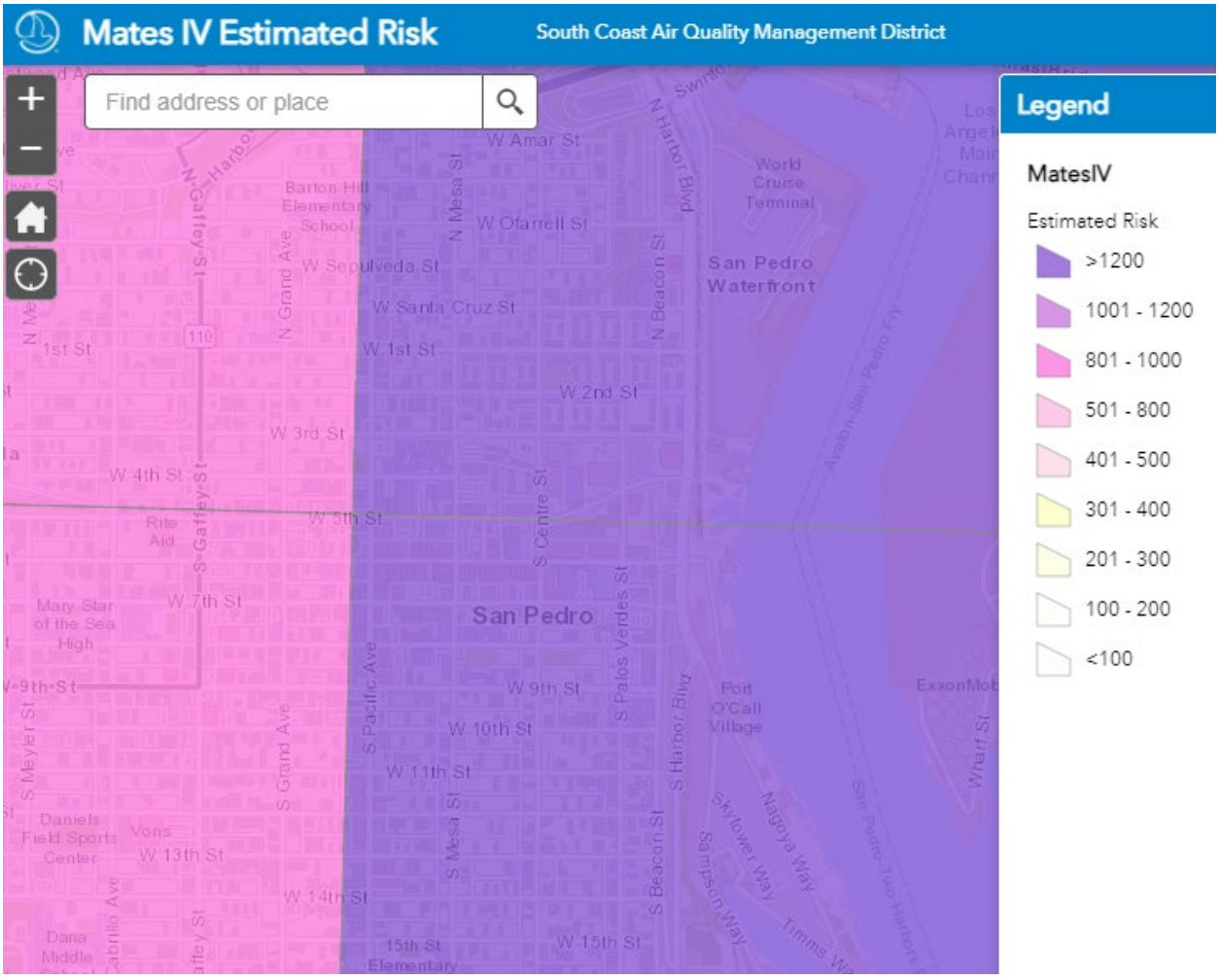
Thus, the proposed Project may result in a cumulatively considerable impact when considered in conjunction with nearby projects. Review of the Develop San Pedro website demonstrates that the proposed Project is located in close proximity to several projects, including the San Pedro Courthouse Revitalization, Mixed Use Project by South Bay Developers, LLC, and Palos Verde Apartments, as well as

[5] "Guidance Manual for preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf p. 8-4

[6] "South Coast AQMD Air Quality Significance Thresholds." SCAQMD, April 2019, *available at:* http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.

an 80-room hotel with a rooftop deck and bar.[7] Therefore, construction and operation of the proposed Project will occur in conjunction with the operation of these other proposed projects. However, the Report and Response have not addressed or evaluated the cumulative impact resulting from the proposed Project in conjunction with both the projects nearby and the baseline risk posed to residents within San Pedro. As a result, the cumulative risk posed to nearby sensitive receptors to the Project in conjunction with the proposed sources of TACs in the vicinity of the Project site is unknown. Therefore, the proposed Project may result in a significant air quality impact that has not been previously identified or addressed.

Furthermore, the Project site is located within an area where the baseline excess cancer risk is already significant. Specifically, review of the SCAQMD's *Mates IV Estimated Risk* interactive map indicates baseline estimated cancer risk values greater than 1,200 in one million (see excerpt below).[8]



[7] Downtown Developments." Develop San Pedro, *available at:* https://developsanpedro.com/map/downtown-developments/.

[8] "MATES IV Carcinogenic Risk Interactive Map." SCAQMD, May 2015, *available at:* https://scaqmd-online.maps.arcgis.com/apps/webappviewer/index.html?id=470c30bc6daf4ef6a43f0082973ff45f.

Thus, people living within the Project's vicinity are already exposed to harmful concentrations of TAC emissions. However, when evaluating the Project's health risk impacts, the Report and Response fail to address the existing significant health impacts associated with living within the Project's vicinity. As a result, the severity of the Project's health risk impacts, in conjunction with existing sources of TAC emissions in the vicinity of the Project site, are unknown.

4) Updated Analysis Indicates Significant Air Quality Impact

As discussed in our October 30th comment letter, SWAPE's updated CalEEMod model indicated potentially significant construction-related reactive organic gas/volatile organic compound ("ROG"/"VOC") and nitrogen oxides ("NO_X") emissions. Regarding this analysis, the Response states:

> "SWAPE's emissions analysis is based on arbitrary manipulation of the air quality model, particularly with regard to the construction schedule for the grading and architectural coatings phase.
>
> - SWAPE's analysis inexplicably shortens the construction of this Project to five months, rather than the 17 months proposed for the Project. This key assumption is not based on any facts, but this random speculation distorts the remainder of the air quality analysis in several key ways.
> - SWAPE's modeling assumes just two days of grading to export 23,348 cubic yards of soil. This is a random, artificial assumption that is not physically possible and is not consistent with the proposed 31 days of grading of this Project site. The result of SWAPE's distorted grading schedule is to artificially inflate NOx hauling emissions to 814.6 lb/day and VOC/ROG to 27 lb/day. o
> - SWAPE's modeling assumes just five days to apply architectural coatings to the development. There is no basis to this random assumption. The Project's air quality analysis properly assumes the phased application of coatings as the construction and finishing of the structures are completed. The result of SWAPE's distorted architectural coatings assumption is to inflate VOC/ROG emissions to 139.4 lb/day.
> - These and other arbitrary manipulations of the model further distorts the actual construction schedule and is not based on any Project specific facts.
> - In addition, SWAPE's analysis is based on 109 dwelling units, not 102 as currently proposed.
> - SWAPE's arbitrary five-month construction process results in an operational date of 2021, which artificially raises operational emissions from the vehicle fleet. The Project is anticipated to be operational no earlier than late 2022.
>
> When the proper construction schedule and project parameters are used in the CalEEMod air quality model, the project's emissions neither exceed the SCAQMD's regional or localized significance thresholds, as disclosed in the published air quality analysis" (pp. 107-108).

However, this response is insufficient for two reasons.

First, as discussed above, we reiterate that the Response's CalEEMod model should not be relied upon. Specifically, we reiterate our comments regarding the unsubstantiated changes to the individual construction phase lengths and worker trips, as well as the unsubstantiated construction-related mitigation measures. Moreover, the Response's claims that SWAPE's model included arbitrary and inexplicable assumptions is incorrect. Rather, the assumptions in SWAPE's updated modeling reflected the CalEEMod default values, which should be used in the absence of project-specific information supported by substantial evidence. As a result, we reiterate our October 30th comment that the Project's air quality significance determination should not be relied upon.

Second, in an effort to more accurately estimate the Project's construction-related emissions, we prepared a revised CalEEMod model, using the Project-specific information provided by the Report and Response. In our revised model, we omitted the unsubstantiated changes to the individual construction phase lengths and worker trips. Our revised analysis estimates that the Project's construction-related VOC and operational NO_X emissions ***still*** exceed the SCAQMD thresholds of 75- and 55-pounds per day ("lbs/day"), respectively, despite the Response's claim otherwise (see table below).[9]

Maximum Daily Construction Emissions (lbs/day)

Model	VOC/ROG	NO_X
Response (Winter Output File)	6.15	83.57
SWAPE (Winter Output File)	107.92	788.26
Percent Increase	**1655%**	**843%**
SCAQMD Regional Threshold (lbs/day)	**75**	**100**
Threshold Exceeded?	***Yes***	***Yes***

As you can see in the excerpt above, when estimated using revised input parameters, the Project's construction-related ROG/VOC and operational NO_X emissions increase by approximately 1,655% and 843%, respectively, and exceed the SCAQMD significance thresholds when modeling utilizing revised input parameters. Thus, our model demonstrates that the Project would result in a potentially significant air quality impact that was not previously identified or addressed in the Report and Response. As a result, we maintain our October 30th comment that an EIR should be prepared to adequately assess and mitigate the potential air quality impacts that the Project may have on the surrounding environment.

5) Updated Analysis Indicates Significant Health Risk Impact

We prepared an updated, screening-level operational HRA based on the Response's revised CalEEMod output files. In order to conduct our screening-level risk analysis we relied upon AERSCREEN, which is a screening level air quality dispersion model.[10] The model replaced SCREEN3, and AERSCREEN is included

[9] "South Coast AQMD Air Quality Significance Thresholds." SCAQMD, April 2019, *available at*: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.
[10] U.S. EPA (April 2011) AERSCREEN Released as the EPA Recommended Screening Model, http://www.epa.gov/ttn/scram/guidance/clarification/20110411_AERSCREEN_Release_Memo.pdf

in the OEHHA[11] and the California Air Pollution Control Officers Associated ("CAPCOA")[12] guidance as the appropriate air dispersion model for Level 2 health risk screening analyses ("HRSAs"). A Level 2 HRSA utilizes a limited amount of site-specific information to generate maximum reasonable downwind concentrations of air contaminants to which nearby sensitive receptors may be exposed. If an unacceptable air quality hazard is determined to be possible using AERSCREEN, a more refined modeling approach is required prior to approval of the Project.

In order to estimate the health risk impacts posed to residential sensitive receptors as a result of the Project's operational TAC emissions, we prepared a preliminary HRA based on the Response's revised CalEEMod output files. Consistent with the Response's methodology, we used the annual PM_{10} exhaust estimate as a surrogate for DPM emissions (pp. 292). Consistent with recommendations set forth by OEHHA, we assumed residential exposure begins during the third trimester stage of life. Subtracting the 504-day construction period, included in the Response's CalEEMod model, from the total residential duration of 30 years, we assumed that after Project construction, the sensitive receptor would be exposed to the Project's operational DPM for an additional 28.62 years, approximately. The Response's revised operational CalEEMod emissions indicate that operational activities will generate approximately 33 pounds of DPM per year throughout operation. The AERSCREEN model relies on a continuous average emission rate to simulate maximum downward concentrations from point, area, and volume emission sources. To account for the variability in equipment usage and truck trips over Project operation, we calculated an average DPM emission rate by the following equation:

$$Emission\ Rate\ \left(\frac{grams}{second}\right) = \frac{32.8\ lbs}{504\ days} \times \frac{453.6\ grams}{lbs} \times \frac{1\ day}{24\ hours} \times \frac{1\ hour}{3{,}600\ seconds} = \mathbf{0.000472\ g/s}$$

Using this equation, we estimated a construction emission rate of 0.000472 grams per second ("g/s"). Operational activity was simulated as a 0.72-acre rectangular area source in AERSCREEN with dimensions of 65 by 45 meters. A release height of three meters was selected to represent the height of exhaust stacks on operational equipment and other heavy-duty vehicles, and an initial vertical dimension of one and a half meters was used to simulate instantaneous plume dispersion upon release. An urban meteorological setting was selected with model-default inputs for wind speed and direction distribution.

The AERSCREEN model generates maximum reasonable estimates of single-hour DPM concentrations from the Project site. EPA guidance suggests that in screening procedures, the annualized average concentration of an air pollutant be estimated by multiplying the single-hour concentration by 10%.[13] According to the AQ Report, the nearest sensitive receptors are located approximately 10 feet west of

[11] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf

[12] CAPCOA (July 2009) Health Risk Assessments for Proposed Land Use Projects, http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf.

[13] "Screening Procedures for Estimating the Air Quality Impact of Stationary Sources Revised." EPA, 1992, *available at*: http://www.epa.gov/ttn/scram/guidance/guide/EPA-454R-92-019_OCR.pdf; *see also* "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf p. 4-36.

the Project site (AQ Report, p. 16). However, review of the AERSCREEN output files demonstrates that the MEIR is located approximately 25 meters from the Project site. Thus, the single-hour concentration estimated by AERSCREEN for Project operation is approximately 2.582 µg/m^3 DPM at approximately 25 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 0.2582 µg/m^3 for Project operation at the MEIR.

We calculated the excess cancer risk to the MEIR using applicable HRA methodologies prescribed by OEHHA. Consistent with the 504-day default construction schedule, the annualized average concentration for operation was used for the remainder of the 30-year exposure period, which makes up the remaining 0.87 years of the infantile stage of life (0 – 2 years), the entire child stage of life (2 – 16 years), and the entire the adult stage of life (16 – 30 years).

Consistent with the Response's methodology, we did not use Age Sensitivity Factors ("ASF(s)"). This represents a less health protective scenario than what is currently recommended by SCAQMD, the air quality district with jurisdiction over the City, and several other air districts in the state. Furthermore, in accordance with the guidance set forth by OEHHA, we used the 95th percentile breathing rates for infants.[14] Finally, according to SCAQMD guidance, we used a Fraction of Time At Home ("FAH") Value of 1 for the 3rd trimester and infant receptors.[15] We used a cancer potency factor of 1.1 (mg/kg-day)$^{-1}$ and an averaging time of 25,550 days. The results of our calculations are shown below.

[14] "Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics 'Hot Spots' Information and Assessment Act," July 2018, *available at:* http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab2588supplementalguidelines.pdf, p. 16.
"Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf

[15] "Risk Assessment Procedures for Rules 1401, 1401.1, and 212." SCAQMD, August 2017, *available at:* http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures_2017_080717.pdf, p. 7.

The Maximum Exposed Individual at an Existing Residential Receptor (MEIR)

Activity	Duration (years)	Concentration (ug/m3)	Breathing Rate (L/kg-day)	Cancer Risk without ASFs
Construction	0.25	*	361	*
3rd Trimester Duration	***0.25***			
Construction	1.13	*	1090	*
Operation	0.87	0.2582	1090	3.7E-06
Infant Exposure Duration	***2.00***			***3.7E-06***
Operation	14.00	0.2582	572	3.1E-05
Child Exposure Duration	***14.00***			***3.1E-05***
Operation	14.00	0.2582	261	1.0E-05
Adult Exposure Duration	***14.00***			***1.0E-05***
Lifetime Exposure Duration	**30.00**			**4.5E-05**

* Construction-related cancer risk estimated by the Response.

As demonstrated in the table above, the estimated excess cancer risks posed to adults, children, and infants at the MEIR located approximately 25 meters away, over the course of Project operation alone, are approximately 10, 31, and 3.7 in one million, respectively. The estimated excess cancer risk over the course of Project operation, without ASFs, is approximately 45 in one million. Furthermore, when summing the Project's construction-related cancer risk of 6.7 in one million, as estimated by the Response, with the Project's operational cancer risk of 45, as estimated by SWAPE, we estimate a lifetime excess cancer risk of 51.7,[16] without ASFs (pp. 295). Thus, the child and lifetime cancer risks exceed the SCAQMD threshold of 10 in one million, thus resulting in a potentially significant impact not previously addressed or identified by the Report and Response.

As the Response fails to prepare a more refined analysis of the Project's operational health risk impacts, SWAPE's HRA represents the only reasonable effort to connect the Project's operational TAC emissions and the potential health risk impacts posed to nearby sensitive receptors. As previously stated in our October 30th comment letter, our analysis represents a screening-level HRA, which is known to be conservative and tends to err on the side of health protection. [17] The purpose of the screening-level construction and operational HRA shown above is to demonstrate the link between the proposed Project's emissions and the potential health risk. Our screening-level HRA demonstrates that construction and operation of the Project could result in a potentially significant health risk impact, when correct exposure assumptions and up-to-date, applicable guidance are used. Since our screening-

[16] Calculated: 6.7 in one million + 45 in one million = 51.7 in one million.
[17] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, p. 1-5

level HRA indicated a potentially significant impact, we recommended that the City should prepare an analysis that makes a reasonable effort to connect the Project's air quality emissions and the potential health risks posed to nearby receptors. By failing to prepare a refined analysis of the Project's health risk impacts, the Response lacks evidence to support its conclusion that the Project would result a in a less-than-significant health risk impact.

Greenhouse Gas

Failure to Adequately Evaluate Greenhouse Gas Emissions

As discussed in our October 30th comment letter, the Report claims that the Project is categorically exempt pursuant to CEQA Guidelines § 15332 (p. 1). As a result, the Project's potential greenhouse gas ("GHG") impacts have not been evaluated. However, as discussed above, the proposed Project does not qualify for a Class 32 Exemption, as the Report and Response fail to adequately analyze the Project's potential air quality impacts. Review of the Response demonstrates that the Project again fails to provide adequate information to support the omission of a GHG impact analysis. We maintain our October 30th comment that a full CEQA analysis should be prepared for the proposed Project, including an evaluation of the Project's GHG impacts, for the following three reasons.

First, regarding the Project's omission of a GHG analysis, the Response states:

> "[A]n assessment of criteria pollutant emission has been prepared, but there are no requirements for preparation of GHG analyses to validate the Class 32 exemption. As such, the air quality analysis meets State and City guidance on the preparation of air quality analyses for Class 32-eligible projects and the SWAPE analysis is flawed in its use of GHG criteria that have not been sanctioned for use by the SCAQMD, City, or any other entity" (pp. 109).

However, as discussed above, we maintain that the proposed Project does not qualify for a Class 32 Exemption. As a result, we recommend that a full CEQA analysis be prepared for that adequately evaluates and mitigates the Project's potential GHG impact.

Second, despite the Response's claim that "SWAPE's estimate of project GHG emissions is artificially high because of unsubstantiated, artificial assumptions," we reiterate our comments regarding the unsubstantiated individual construction phase lengths and worker trip numbers. As a result, we maintain our October 30th comment that the Report and Response's air modeling should not be relied upon.

Third, the Response's revised modeling indicates a potentially significant GHG impact. The Response's revised CalEEMod output files, disclose the Project's mitigated emissions, which include approximately 677 MT CO_2e of total construction emissions and approximately 1,333 MT CO_2e/year of annual operational emissions (sum of area, energy, mobile, waste, and water-related emissions). Furthermore, according to CAPCOA's *CEQA & Climate Change* report, service population is defined as "the sum of the number of residents and the number of jobs supported by the project."[18] The Project's CalEEMod output

[18] CAPCOA *(*Jan. 2008) CEQA & Climate Change, p. 71-72, http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA-White-Paper.pdf.

files indicate that the Project would house 254 residents. As the Project does not contain any nonresidential land uses, we estimate a service population of 254 people.[19] When dividing the Project's GHG emissions (amortized construction + operational) by the service population, we find that the Project would emit approximately 6 MT CO_2e/SP/yr.[20] The SCAQMD provides an updated Tier 4 service population efficiency target goal of 3.0 MTCO_2e/SP/year for target year 2035.[21] When we compare the Project's service population efficiency of 6 MT CO_2e/SP/year, as estimated by SWAPE, to the SCAQMD's Tier 4 service population efficiency target goal of 3.0 MTCO_2e/SP/year, we find a potentially significant GHG impact (see table below).

Response Modeling Greenhouse Gas Emissions	
Project Phase	**Proposed Project (MT CO_2e/year)**
Construction (amortized over 30 years)	22.56
Area	1.76
Energy	442.04
Mobile	782.48
Waste	23.60
Water	83.32
Total	**1,355.77**
Service Population	245
Service Population Efficiency	**6**
Threshold	3
Exceed?	***Yes***

As the table above demonstrates, the Project's GHG emissions, as estimated by the Response, exceed the SCAQMD's 2035 service population efficiency threshold of 3.0 MT CO_2e/SP/year, thus demonstrating a potentially significant impact not previously assessed or identified in the Report and Response. Thus, even when using the Response's modeling rather than SWAPE's updated modeling, the Project's GHG emissions indicate a potentially significant impact. As a result, we recommend that a full CEQA analysis be prepared to adequately evaluate the Project's impacts and incorporate mitigation accordingly.

[19] Calculated: 254 residents + 0 employees = 254 service population.
[20] Calculated: (1,355.77 MT CO_2e/year) / (254 service population) = (6 MT CO_2e/SP/year).
[21] See SCAQMD (Dec. 5, 2008) Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2; *see also* SCAQMD (Oct. 2008) Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf; SCAQMD (Sep. 28, 2010) Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group # 15, http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf.

Disclaimer

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,



Matt Hagemann, P.G., C.Hg.



Paul E. Rosenfeld, Ph.D.

Attachment A:	SWAPE Health Risk Calculations
Attachment B:	SWAPE Project CalEEMod Modeling
Attachment C:	SWAPE Project AERSCREEN Modeling
Attachment D:	Paul Rosenfeld CV
Attachment E:	Matt Hagemann CV

Operation	
Emission Rate	
Annual Emissions (tons/year)	0.0164
Daily Emissions (lbs/day)	0.089863014
Emission Rate (g/s)	0.000472
Release Height (meters)	3
Initial Vertical Dimension (meters)	1.5
Max Horizontal (meters)	65.0
Min Horizontal (meters)	45.0
Total Acreage	0.722782602
Setting	Urban
Population	3,990,000
Total Pounds of DPM	
Total DPM (lbs)	32.8

The Maximum Exposed Individual at an Existing Residential Receptor (MEIR)

Activity	Duration (years)	Concentration (ug/m3)	Breathing Rate (L/kg-day)	Cancer Risk without ASFs
Construction	0.25	*	361	*
3rd Trimester Duration	***0.25***			
Construction	1.13	*	1090	*
Operation	0.87	0.2582	1090	3.7E-06
Infant Exposure Duration	***2.00***			***3.7E-06***
Operation	14.00	0.2582	572	3.1E-05
Child Exposure Duration	***14.00***			***3.1E-05***
Operation	14.00	0.2582	261	1.0E-05
Adult Exposure Duration	***14.00***			***1.0E-05***
Lifetime Exposure Duration	**30.00**			**4.5E-05**

* Construction-related cancer risk provided by Response.

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	127.00	Space	0.00	50,800.00	0
Apartments Mid Rise	102.00	Dwelling Unit	0.72	83,158.00	245

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Consistent with Response's model.

Construction Phase - See SWAPE comment about construction phase changes.

Off-road Equipment - Consistent with Response's model.

Off-road Equipment - Consistent with Response's model.

Off-road Equipment - Consistent with Response's model.

Off-road Equipment - Consistent with Response's model.

Off-road Equipment -

Off-road Equipment - Consistent with Response's model.

Trips and VMT - See SWAPE comment about worker trips.

Demolition - Consistent with Response's model.

Grading - Consistent with Response's model.

Vehicle Trips - Consistent with Response's model.

Woodstoves - Consistent with Response's model.

Construction Off-road Equipment Mitigation - Consistent with Response's model.

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Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblFireplaces	NumberGas	86.70	0.00
tblFireplaces	NumberNoFireplace	10.20	109.00
tblFireplaces	NumberWood	5.10	0.00
tblGrading	AcresOfGrading	0.00	1.24
tblGrading	MaterialExported	0.00	23,348.00
tblLandUse	LandUseSquareFeet	102,000.00	83,158.00
tblLandUse	LotAcreage	1.14	0.00
tblLandUse	LotAcreage	2.68	0.72
tblLandUse	Population	292.00	245.00
tblTripsAndVMT	HaulingTripLength	20.00	41.00
tblTripsAndVMT	HaulingTripLength	20.00	41.00
tblTripsAndVMT	HaulingTripNumber	2,919.00	3,335.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	5.29
tblVehicleTrips	SU_TR	5.86	5.29
tblVehicleTrips	WD_TR	6.65	5.29
tblWoodstoves	NumberCatalytic	5.10	0.00
tblWoodstoves	NumberNoncatalytic	5.10	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.4253	1.8922	1.3737	5.1000e-003	0.1662	0.0544	0.2205	0.0405	0.0521	0.0926	0.0000	476.7460	476.7460	0.0441	0.0000	477.8477
Maximum	**0.4253**	**1.8922**	**1.3737**	**5.1000e-003**	**0.1662**	**0.0544**	**0.2205**	**0.0405**	**0.0521**	**0.0926**	**0.0000**	**476.7460**	**476.7460**	**0.0441**	**0.0000**	**477.8477**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.4253	1.8922	1.3737	5.1000e-003	0.1200	0.0544	0.1743	0.0291	0.0521	0.0813	0.0000	476.7459	476.7459	0.0441	0.0000	477.8475
Maximum	**0.4253**	**1.8922**	**1.3737**	**5.1000e-003**	**0.1200**	**0.0544**	**0.1743**	**0.0291**	**0.0521**	**0.0813**	**0.0000**	**476.7459**	**476.7459**	**0.0441**	**0.0000**	**477.8475**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**27.82**	**0.00**	**20.97**	**28.03**	**0.00**	**12.26**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-15-2021	9-14-2021	1.2674	1.2674
2	9-15-2021	9-30-2021	0.1165	0.1165
		Highest	1.2674	1.2674

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3625	0.0122	1.0547	6.0000e-005		5.8200e-003	5.8200e-003		5.8200e-003	5.8200e-003	0.0000	1.7214	1.7214	1.6700e-003	0.0000	1.7631
Energy	5.0700e-003	0.0433	0.0184	2.8000e-004		3.5000e-003	3.5000e-003		3.5000e-003	3.5000e-003	0.0000	440.9420	440.9420	0.0102	2.8300e-003	442.0399
Mobile	0.1680	0.8845	2.3175	8.4600e-003	0.6994	7.0700e-003	0.7065	0.1875	6.6000e-003	0.1941	0.0000	781.4787	781.4787	0.0402	0.0000	782.4833
Waste						0.0000	0.0000		0.0000	0.0000	9.5243	0.0000	9.5243	0.5629	0.0000	23.5961
Water						0.0000	0.0000		0.0000	0.0000	2.1084	74.1211	76.2295	0.2183	5.4800e-003	83.3187
Total	**0.5355**	**0.9400**	**3.3906**	**8.8000e-003**	**0.6994**	**0.0164**	**0.7158**	**0.1875**	**0.0159**	**0.2034**	**11.6327**	**1,298.2633**	**1,309.8960**	**0.8332**	**8.3100e-003**	**1,333.2011**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3625	0.0122	1.0547	6.0000e-005		5.8200e-003	5.8200e-003		5.8200e-003	5.8200e-003	0.0000	1.7214	1.7214	1.6700e-003	0.0000	1.7631
Energy	5.0700e-003	0.0433	0.0184	2.8000e-004		3.5000e-003	3.5000e-003		3.5000e-003	3.5000e-003	0.0000	440.9420	440.9420	0.0102	2.8300e-003	442.0399
Mobile	0.1680	0.8845	2.3175	8.4600e-003	0.6994	7.0700e-003	0.7065	0.1875	6.6000e-003	0.1941	0.0000	781.4787	781.4787	0.0402	0.0000	782.4833
Waste						0.0000	0.0000		0.0000	0.0000	9.5243	0.0000	9.5243	0.5629	0.0000	23.5961
Water						0.0000	0.0000		0.0000	0.0000	2.1084	74.1211	76.2295	0.2183	5.4800e-003	83.3187
Total	**0.5355**	**0.9400**	**3.3906**	**8.8000e-003**	**0.6994**	**0.0164**	**0.7158**	**0.1875**	**0.0159**	**0.2034**	**11.6327**	**1,298.2633**	**1,309.8960**	**0.8332**	**8.3100e-003**	**1,333.2011**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/15/2021	6/28/2021	5	10	
2	Site Preparation	Site Preparation	6/29/2021	6/29/2021	5	1	
3	Grading	Grading	6/30/2021	7/1/2021	5	2	
4	Building Construction	Building Construction	7/2/2021	11/18/2021	5	100	
5	Paving	Paving	11/19/2021	11/25/2021	5	5	
6	Architectural Coating	Architectural Coating	11/26/2021	12/2/2021	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.24

Acres of Paving: 0

Residential Indoor: 168,395; Residential Outdoor: 56,132; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,048 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Dumpers/Tenders	5	8.00	16	0.38
Demolition	Excavators	1	8.00	158	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Dumpers/Tenders	2	8.00	16	0.38
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Dumpers/Tenders	5	8.00	16	0.38
Grading	Excavators	2	8.00	158	0.38
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Air Compressors	2	8.00	78	0.48
Building Construction	Cement and Mortar Mixers	2	8.00	9	0.56
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Architectural Coating	Generator Sets	2	8.00	84	0.74

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	10	25.00	0.00	347.00	14.70	6.90	41.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	12	30.00	0.00	3,335.00	14.70	6.90	41.00	LD_Mix	HDT_Mix	HHDT
Building Construction	10	95.00	19.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	3	19.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0376	0.0000	0.0376	5.6900e-003	0.0000	5.6900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.9600e-003	0.0587	0.0605	1.0000e-004		3.0000e-003	3.0000e-003		2.8600e-003	2.8600e-003	0.0000	8.8556	8.8556	1.8500e-003	0.0000	8.9019
Total	**6.9600e-003**	**0.0587**	**0.0605**	**1.0000e-004**	**0.0376**	**3.0000e-003**	**0.0406**	**5.6900e-003**	**2.8600e-003**	**8.5500e-003**	**0.0000**	**8.8556**	**8.8556**	**1.8500e-003**	**0.0000**	**8.9019**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.6900e-003	0.0818	0.0205	2.6000e-004	6.1100e-003	2.9000e-004	6.4000e-003	1.6800e-003	2.7000e-004	1.9500e-003	0.0000	25.3255	25.3255	1.6100e-003	0.0000	25.3657
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	4.2000e-004	4.7300e-003	1.0000e-005	1.3700e-003	1.0000e-005	1.3800e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2362	1.2362	4.0000e-005	0.0000	1.2371
Total	**3.2300e-003**	**0.0822**	**0.0252**	**2.7000e-004**	**7.4800e-003**	**3.0000e-004**	**7.7800e-003**	**2.0400e-003**	**2.8000e-004**	**2.3200e-003**	**0.0000**	**26.5616**	**26.5616**	**1.6500e-003**	**0.0000**	**26.6028**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0376	0.0000	0.0376	5.6900e-003	0.0000	5.6900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.9600e-003	0.0587	0.0605	1.0000e-004		3.0000e-003	3.0000e-003		2.8600e-003	2.8600e-003	0.0000	8.8556	8.8556	1.8500e-003	0.0000	8.9019
Total	**6.9600e-003**	**0.0587**	**0.0605**	**1.0000e-004**	**0.0376**	**3.0000e-003**	**0.0406**	**5.6900e-003**	**2.8600e-003**	**8.5500e-003**	**0.0000**	**8.8556**	**8.8556**	**1.8500e-003**	**0.0000**	**8.9019**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.6900e-003	0.0818	0.0205	2.6000e-004	3.9900e-003	2.9000e-004	4.2800e-003	1.1600e-003	2.7000e-004	1.4300e-003	0.0000	25.3255	25.3255	1.6100e-003	0.0000	25.3657
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	4.2000e-004	4.7300e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	1.2362	1.2362	4.0000e-005	0.0000	1.2371
Total	**3.2300e-003**	**0.0822**	**0.0252**	**2.7000e-004**	**4.8100e-003**	**3.0000e-004**	**5.1100e-003**	**1.3900e-003**	**2.8000e-004**	**1.6700e-003**	**0.0000**	**26.5616**	**26.5616**	**1.6500e-003**	**0.0000**	**26.6028**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9000e-004	4.3700e-003	2.2600e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.6000e-004	1.6000e-004	0.0000	0.4828	0.4828	1.4000e-004	0.0000	0.4864
Total	**3.9000e-004**	**4.3700e-003**	**2.2600e-003**	**1.0000e-005**	**2.7000e-004**	**1.7000e-004**	**4.4000e-004**	**3.0000e-005**	**1.6000e-004**	**1.9000e-004**	**0.0000**	**0.4828**	**0.4828**	**1.4000e-004**	**0.0000**	**0.4864**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.9000e-004	0.0000	5.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0495	0.0495	0.0000	0.0000	0.0495
Total	**2.0000e-005**	**2.0000e-005**	**1.9000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**6.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0495**	**0.0495**	**0.0000**	**0.0000**	**0.0495**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9000e-004	4.3700e-003	2.2600e-003	1.0000e-005		1.7000e-004	1.7000e-004		1.6000e-004	1.6000e-004	0.0000	0.4828	0.4828	1.4000e-004	0.0000	0.4864
Total	**3.9000e-004**	**4.3700e-003**	**2.2600e-003**	**1.0000e-005**	**2.7000e-004**	**1.7000e-004**	**4.4000e-004**	**3.0000e-005**	**1.6000e-004**	**1.9000e-004**	**0.0000**	**0.4828**	**0.4828**	**1.4000e-004**	**0.0000**	**0.4864**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.9000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0495	0.0495	0.0000	0.0000	0.0495
Total	**2.0000e-005**	**2.0000e-005**	**1.9000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0495**	**0.0495**	**0.0000**	**0.0000**	**0.0495**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7300e-003	0.0000	2.7300e-003	6.8000e-004	0.0000	6.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8800e-003	0.0169	0.0174	4.0000e-005		8.0000e-004	8.0000e-004		7.5000e-004	7.5000e-004	0.0000	3.0523	3.0523	7.8000e-004	0.0000	3.0719
Total	**1.8800e-003**	**0.0169**	**0.0174**	**4.0000e-005**	**2.7300e-003**	**8.0000e-004**	**3.5300e-003**	**6.8000e-004**	**7.5000e-004**	**1.4300e-003**	**0.0000**	**3.0523**	**3.0523**	**7.8000e-004**	**0.0000**	**3.0719**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0259	0.7857	0.1972	2.4700e-003	0.0587	2.7600e-003	0.0615	0.0161	2.6400e-003	0.0188	0.0000	243.4020	243.4020	0.0155	0.0000	243.7888
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	1.0000e-004	1.1300e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2967	0.2967	1.0000e-005	0.0000	0.2969
Total	**0.0260**	**0.7858**	**0.1983**	**2.4700e-003**	**0.0590**	**2.7600e-003**	**0.0618**	**0.0162**	**2.6400e-003**	**0.0189**	**0.0000**	**243.6987**	**243.6987**	**0.0155**	**0.0000**	**244.0857**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7300e-003	0.0000	2.7300e-003	6.8000e-004	0.0000	6.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8800e-003	0.0169	0.0174	4.0000e-005		8.0000e-004	8.0000e-004		7.5000e-004	7.5000e-004	0.0000	3.0523	3.0523	7.8000e-004	0.0000	3.0719
Total	**1.8800e-003**	**0.0169**	**0.0174**	**4.0000e-005**	**2.7300e-003**	**8.0000e-004**	**3.5300e-003**	**6.8000e-004**	**7.5000e-004**	**1.4300e-003**	**0.0000**	**3.0523**	**3.0523**	**7.8000e-004**	**0.0000**	**3.0719**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0259	0.7857	0.1972	2.4700e-003	0.0384	2.7600e-003	0.0412	0.0111	2.6400e-003	0.0138	0.0000	243.4020	243.4020	0.0155	0.0000	243.7888
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	1.0000e-004	1.1300e-003	0.0000	2.0000e-004	0.0000	2.0000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2967	0.2967	1.0000e-005	0.0000	0.2969
Total	**0.0260**	**0.7858**	**0.1983**	**2.4700e-003**	**0.0386**	**2.7600e-003**	**0.0414**	**0.0112**	**2.6400e-003**	**0.0138**	**0.0000**	**243.6987**	**243.6987**	**0.0155**	**0.0000**	**244.0857**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0917	0.7980	0.8206	1.3700e-003		0.0447	0.0447		0.0430	0.0430	0.0000	116.9275	116.9275	0.0204	0.0000	117.4385
Total	**0.0917**	**0.7980**	**0.8206**	**1.3700e-003**		**0.0447**	**0.0447**		**0.0430**	**0.0430**	**0.0000**	**116.9275**	**116.9275**	**0.0204**	**0.0000**	**117.4385**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9500e-003	0.0938	0.0254	2.4000e-004	5.9800e-003	1.9000e-004	6.1800e-003	1.7300e-003	1.8000e-004	1.9100e-003	0.0000	23.4172	23.4172	1.4400e-003	0.0000	23.4531
Worker	0.0204	0.0159	0.1796	5.2000e-004	0.0521	4.3000e-004	0.0525	0.0138	4.0000e-004	0.0142	0.0000	46.9736	46.9736	1.3800e-003	0.0000	47.0081
Total	**0.0234**	**0.1097**	**0.2051**	**7.6000e-004**	**0.0580**	**6.2000e-004**	**0.0587**	**0.0156**	**5.8000e-004**	**0.0161**	**0.0000**	**70.3907**	**70.3907**	**2.8200e-003**	**0.0000**	**70.4612**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0917	0.7980	0.8206	1.3700e-003		0.0447	0.0447		0.0430	0.0430	0.0000	116.9274	116.9274	0.0204	0.0000	117.4384
Total	**0.0917**	**0.7980**	**0.8206**	**1.3700e-003**		**0.0447**	**0.0447**		**0.0430**	**0.0430**	**0.0000**	**116.9274**	**116.9274**	**0.0204**	**0.0000**	**117.4384**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9500e-003	0.0938	0.0254	2.4000e-004	4.0400e-003	1.9000e-004	4.2300e-003	1.2500e-003	1.8000e-004	1.4300e-003	0.0000	23.4172	23.4172	1.4400e-003	0.0000	23.4531
Worker	0.0204	0.0159	0.1796	5.2000e-004	0.0313	4.3000e-004	0.0317	8.7300e-003	4.0000e-004	9.1300e-003	0.0000	46.9736	46.9736	1.3800e-003	0.0000	47.0081
Total	**0.0234**	**0.1097**	**0.2051**	**7.6000e-004**	**0.0353**	**6.2000e-004**	**0.0360**	**9.9800e-003**	**5.8000e-004**	**0.0106**	**0.0000**	**70.3907**	**70.3907**	**2.8200e-003**	**0.0000**	**70.4612**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.8000e-003**	**0.0168**	**0.0177**	**3.0000e-005**		**8.8000e-004**	**8.8000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.3481**	**2.3481**	**6.8000e-004**	**0.0000**	**2.3652**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.5000e-004	1.7000e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4450	0.4450	1.0000e-005	0.0000	0.4453
Total	**1.9000e-004**	**1.5000e-004**	**1.7000e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4450**	**0.4450**	**1.0000e-005**	**0.0000**	**0.4453**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8000e-003	0.0168	0.0177	3.0000e-005		8.8000e-004	8.8000e-004		8.2000e-004	8.2000e-004	0.0000	2.3481	2.3481	6.8000e-004	0.0000	2.3652
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.8000e-003**	**0.0168**	**0.0177**	**3.0000e-005**		**8.8000e-004**	**8.8000e-004**		**8.2000e-004**	**8.2000e-004**	**0.0000**	**2.3481**	**2.3481**	**6.8000e-004**	**0.0000**	**2.3652**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.5000e-004	1.7000e-003	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.4450	0.4450	1.0000e-005	0.0000	0.4453
Total	**1.9000e-004**	**1.5000e-004**	**1.7000e-003**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.4450**	**0.4450**	**1.0000e-005**	**0.0000**	**0.4453**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2672					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3300e-003	0.0197	0.0230	4.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	3.4644	3.4644	1.9000e-004	0.0000	3.4691
Total	**0.2696**	**0.0197**	**0.0230**	**4.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**3.4644**	**3.4644**	**1.9000e-004**	**0.0000**	**3.4691**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.6000e-004	1.8000e-003	1.0000e-005	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4697	0.4697	1.0000e-005	0.0000	0.4701
Total	**2.0000e-004**	**1.6000e-004**	**1.8000e-003**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4697**	**0.4697**	**1.0000e-005**	**0.0000**	**0.4701**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2672					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3300e-003	0.0197	0.0230	4.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	3.4644	3.4644	1.9000e-004	0.0000	3.4691
Total	**0.2696**	**0.0197**	**0.0230**	**4.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**	**0.0000**	**3.4644**	**3.4644**	**1.9000e-004**	**0.0000**	**3.4691**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.6000e-004	1.8000e-003	1.0000e-005	3.1000e-004	0.0000	3.2000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.4697	0.4697	1.0000e-005	0.0000	0.4701
Total	**2.0000e-004**	**1.6000e-004**	**1.8000e-003**	**1.0000e-005**	**3.1000e-004**	**0.0000**	**3.2000e-004**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.4697**	**0.4697**	**1.0000e-005**	**0.0000**	**0.4701**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1680	0.8845	2.3175	8.4600e-003	0.6994	7.0700e-003	0.7065	0.1875	6.6000e-003	0.1941	0.0000	781.4787	781.4787	0.0402	0.0000	782.4833
Unmitigated	0.1680	0.8845	2.3175	8.4600e-003	0.6994	7.0700e-003	0.7065	0.1875	6.6000e-003	0.1941	0.0000	781.4787	781.4787	0.0402	0.0000	782.4833

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	539.58	539.58	539.58	1,842,711	1,842,711
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	539.58	539.58	539.58	1,842,711	1,842,711

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Enclosed Parking with Elevator	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	390.7732	390.7732	9.2300e-003	1.9100e-003	391.5730
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	390.7732	390.7732	9.2300e-003	1.9100e-003	391.5730
NaturalGas Mitigated	5.0700e-003	0.0433	0.0184	2.8000e-004		3.5000e-003	3.5000e-003		3.5000e-003	3.5000e-003	0.0000	50.1688	50.1688	9.6000e-004	9.2000e-004	50.4669
NaturalGas Unmitigated	5.0700e-003	0.0433	0.0184	2.8000e-004		3.5000e-003	3.5000e-003		3.5000e-003	3.5000e-003	0.0000	50.1688	50.1688	9.6000e-004	9.2000e-004	50.4669

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	940128	5.0700e-003	0.0433	0.0184	2.8000e-004		3.5000e-003	3.5000e-003		3.5000e-003	3.5000e-003	0.0000	50.1688	50.1688	9.6000e-004	9.2000e-004	50.4669
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.0700e-003**	**0.0433**	**0.0184**	**2.8000e-004**		**3.5000e-003**	**3.5000e-003**		**3.5000e-003**	**3.5000e-003**	**0.0000**	**50.1688**	**50.1688**	**9.6000e-004**	**9.2000e-004**	**50.4669**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	940128	5.0700e-003	0.0433	0.0184	2.8000e-004		3.5000e-003	3.5000e-003		3.5000e-003	3.5000e-003	0.0000	50.1688	50.1688	9.6000e-004	9.2000e-004	50.4669
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.0700e-003**	**0.0433**	**0.0184**	**2.8000e-004**		**3.5000e-003**	**3.5000e-003**		**3.5000e-003**	**3.5000e-003**	**0.0000**	**50.1688**	**50.1688**	**9.6000e-004**	**9.2000e-004**	**50.4669**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	403928	224.9725	5.3100e-003	1.1000e-003	225.4329
Enclosed Parking with Elevator	297688	165.8008	3.9200e-003	8.1000e-004	166.1401
Total		**390.7732**	**9.2300e-003**	**1.9100e-003**	**391.5730**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	403928	224.9725	5.3100e-003	1.1000e-003	225.4329
Enclosed Parking with Elevator	297688	165.8008	3.9200e-003	8.1000e-004	166.1401
Total		**390.7732**	**9.2300e-003**	**1.9100e-003**	**391.5730**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3625	0.0122	1.0547	6.0000e-005		5.8200e-003	5.8200e-003		5.8200e-003	5.8200e-003	0.0000	1.7214	1.7214	1.6700e-003	0.0000	1.7631
Unmitigated	0.3625	0.0122	1.0547	6.0000e-005		5.8200e-003	5.8200e-003		5.8200e-003	5.8200e-003	0.0000	1.7214	1.7214	1.6700e-003	0.0000	1.7631

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0267					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3038					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0320	0.0122	1.0547	6.0000e-005		5.8200e-003	5.8200e-003		5.8200e-003	5.8200e-003	0.0000	1.7214	1.7214	1.6700e-003	0.0000	1.7631
Total	**0.3625**	**0.0122**	**1.0547**	**6.0000e-005**		**5.8200e-003**	**5.8200e-003**		**5.8200e-003**	**5.8200e-003**	**0.0000**	**1.7214**	**1.7214**	**1.6700e-003**	**0.0000**	**1.7631**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0267					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3038					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0320	0.0122	1.0547	6.0000e-005		5.8200e-003	5.8200e-003		5.8200e-003	5.8200e-003	0.0000	1.7214	1.7214	1.6700e-003	0.0000	1.7631
Total	**0.3625**	**0.0122**	**1.0547**	**6.0000e-005**		**5.8200e-003**	**5.8200e-003**		**5.8200e-003**	**5.8200e-003**	**0.0000**	**1.7214**	**1.7214**	**1.6700e-003**	**0.0000**	**1.7631**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	76.2295	0.2183	5.4800e-003	83.3187
Unmitigated	76.2295	0.2183	5.4800e-003	83.3187

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	6.64571 / 4.18969	76.2295	0.2183	5.4800e-003	83.3187
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**76.2295**	**0.2183**	**5.4800e-003**	**83.3187**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	6.64571 / 4.18969	76.2295	0.2183	5.4800e-003	83.3187
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**76.2295**	**0.2183**	**5.4800e-003**	**83.3187**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	9.5243	0.5629	0.0000	23.5961
Unmitigated	9.5243	0.5629	0.0000	23.5961

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	46.92	9.5243	0.5629	0.0000	23.5961
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**9.5243**	**0.5629**	**0.0000**	**23.5961**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	46.92	9.5243	0.5629	0.0000	23.5961
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**9.5243**	**0.5629**	**0.0000**	**23.5961**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

1331 South Pacific Avenue Future

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	127.00	Space	0.00	50,800.00	0
Apartments Mid Rise	102.00	Dwelling Unit	0.72	83,158.00	245

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Consistent with Response's model.

Construction Phase - See SWAPE comment about construction phase changes.

Off-road Equipment - Consistent with Response's model.

Off-road Equipment - Consistent with Response's model.

Off-road Equipment - Consistent with Response's model.

Off-road Equipment - Consistent with Response's model.

Off-road Equipment -

Off-road Equipment - Consistent with Response's model.

Trips and VMT - See SWAPE comment about worker trips.

Demolition - Consistent with Response's model.

Grading - Consistent with Response's model.

Vehicle Trips - Consistent with Response's model.

Woodstoves - Consistent with Response's model.

Construction Off-road Equipment Mitigation - Consistent with Response's model.

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblFireplaces	NumberGas	86.70	0.00
tblFireplaces	NumberNoFireplace	10.20	109.00
tblFireplaces	NumberWood	5.10	0.00
tblGrading	AcresOfGrading	0.00	1.24
tblGrading	MaterialExported	0.00	23,348.00
tblLandUse	LandUseSquareFeet	102,000.00	83,158.00
tblLandUse	LotAcreage	1.14	0.00
tblLandUse	LotAcreage	2.68	0.72
tblLandUse	Population	292.00	245.00
tblTripsAndVMT	HaulingTripLength	20.00	41.00
tblTripsAndVMT	HaulingTripLength	20.00	41.00
tblTripsAndVMT	HaulingTripNumber	2,919.00	3,335.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	5.29
tblVehicleTrips	SU_TR	5.86	5.29
tblVehicleTrips	WD_TR	6.65	5.29
tblWoodstoves	NumberCatalytic	5.10	0.00
tblWoodstoves	NumberNoncatalytic	5.10	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	107.9089	770.7806	213.5676	2.5207	62.8002	3.5497	66.3499	17.1446	3.3876	20.5322	0.0000	273,037.9654	273,037.9654	17.7860	0.0000	273,482.6146
Maximum	**107.9089**	**770.7806**	**213.5676**	**2.5207**	**62.8002**	**3.5497**	**66.3499**	**17.1446**	**3.3876**	**20.5322**	**0.0000**	**273,037.9654**	**273,037.9654**	**17.7860**	**0.0000**	**273,482.6146**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	107.9089	770.7806	213.5676	2.5207	41.8766	3.5497	45.4263	12.0088	3.3876	15.3964	0.0000	273,037.9654	273,037.9654	17.7860	0.0000	273,482.6146
Maximum	**107.9089**	**770.7806**	**213.5676**	**2.5207**	**41.8766**	**3.5497**	**45.4263**	**12.0088**	**3.3876**	**15.3964**	**0.0000**	**273,037.9654**	**273,037.9654**	**17.7860**	**0.0000**	**273,482.6146**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**33.32**	**0.00**	**31.54**	**29.96**	**0.00**	**25.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0666	0.0973	8.4372	4.5000e-004		0.0466	0.0466		0.0466	0.0466	0.0000	15.1801	15.1801	0.0147	0.0000	15.5474
Energy	0.0278	0.2374	0.1010	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.0227	303.0227	5.8100e-003	5.5600e-003	304.8234
Mobile	0.9727	4.6567	13.2445	0.0482	3.9184	0.0388	3.9573	1.0486	0.0362	1.0849		4,903.6887	4,903.6887	0.2452		4,909.8178
Total	**3.0671**	**4.9913**	**21.7827**	**0.0502**	**3.9184**	**0.1046**	**4.0230**	**1.0486**	**0.1020**	**1.1506**	**0.0000**	**5,221.8915**	**5,221.8915**	**0.2657**	**5.5600e-003**	**5,230.1886**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0666	0.0973	8.4372	4.5000e-004		0.0466	0.0466		0.0466	0.0466	0.0000	15.1801	15.1801	0.0147	0.0000	15.5474
Energy	0.0278	0.2374	0.1010	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.0227	303.0227	5.8100e-003	5.5600e-003	304.8234
Mobile	0.9727	4.6567	13.2445	0.0482	3.9184	0.0388	3.9573	1.0486	0.0362	1.0849		4,903.6887	4,903.6887	0.2452		4,909.8178
Total	**3.0671**	**4.9913**	**21.7827**	**0.0502**	**3.9184**	**0.1046**	**4.0230**	**1.0486**	**0.1020**	**1.1506**	**0.0000**	**5,221.8915**	**5,221.8915**	**0.2657**	**5.5600e-003**	**5,230.1886**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/15/2021	6/28/2021	5	10	
2	Site Preparation	Site Preparation	6/29/2021	6/29/2021	5	1	
3	Grading	Grading	6/30/2021	7/1/2021	5	2	
4	Building Construction	Building Construction	7/2/2021	11/18/2021	5	100	
5	Paving	Paving	11/19/2021	11/25/2021	5	5	
6	Architectural Coating	Architectural Coating	11/26/2021	12/2/2021	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.24

Acres of Paving: 0

Residential Indoor: 168,395; Residential Outdoor: 56,132; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,048 (Architectural Coating – sqft)

OffRoad Equipment

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Dumpers/Tenders	5	8.00	16	0.38
Demolition	Excavators	1	8.00	158	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Dumpers/Tenders	2	8.00	16	0.38
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Dumpers/Tenders	5	8.00	16	0.38
Grading	Excavators	2	8.00	158	0.38
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Air Compressors	2	8.00	78	0.48
Building Construction	Cement and Mortar Mixers	2	8.00	9	0.56
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Architectural Coating	Generator Sets	2	8.00	84	0.74

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	10	25.00	0.00	347.00	14.70	6.90	41.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	12	30.00	0.00	3,335.00	14.70	6.90	41.00	LD_Mix	HDT_Mix	HHDT
Building Construction	10	95.00	19.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	3	19.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.5132	0.0000	7.5132	1.1376	0.0000	1.1376			0.0000			0.0000
Off-Road	1.3930	11.7296	12.0950	0.0209		0.5992	0.5992		0.5721	0.5721		1,952.3273	1,952.3273	0.4083		1,962.5353
Total	**1.3930**	**11.7296**	**12.0950**	**0.0209**	**7.5132**	**0.5992**	**8.1124**	**1.1376**	**0.5721**	**1.7096**		**1,952.3273**	**1,952.3273**	**0.4083**		**1,962.5353**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5355	15.6860	4.0562	0.0516	1.2431	0.0573	1.3003	0.3407	0.0548	0.3955		5,604.6848	5,604.6848	0.3519		5,613.4824
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1072	0.0737	1.0069	2.8600e-003	0.2794	2.2600e-003	0.2817	0.0741	2.0800e-003	0.0762		284.6925	284.6925	8.3900e-003		284.9022
Total	**0.6426**	**15.7597**	**5.0631**	**0.0545**	**1.5225**	**0.0595**	**1.5820**	**0.4148**	**0.0569**	**0.4717**		**5,889.3772**	**5,889.3772**	**0.3603**		**5,898.3846**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.5132	0.0000	7.5132	1.1376	0.0000	1.1376			0.0000			0.0000
Off-Road	1.3930	11.7296	12.0950	0.0209		0.5992	0.5992		0.5721	0.5721	0.0000	1,952.3273	1,952.3273	0.4083		1,962.5353
Total	**1.3930**	**11.7296**	**12.0950**	**0.0209**	**7.5132**	**0.5992**	**8.1124**	**1.1376**	**0.5721**	**1.7096**	**0.0000**	**1,952.3273**	**1,952.3273**	**0.4083**		**1,962.5353**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5355	15.6860	4.0562	0.0516	0.8104	0.0573	0.8677	0.2345	0.0548	0.2893		5,604.6848	5,604.6848	0.3519		5,613.4824
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1072	0.0737	1.0069	2.8600e-003	0.1677	2.2600e-003	0.1700	0.0467	2.0800e-003	0.0488		284.6925	284.6925	8.3900e-003		284.9022
Total	**0.6426**	**15.7597**	**5.0631**	**0.0545**	**0.9781**	**0.0595**	**1.0376**	**0.2812**	**0.0569**	**0.3380**		**5,889.3772**	**5,889.3772**	**0.3603**		**5,898.3846**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.7872	8.7497	4.5291	0.0112		0.3344	0.3344		0.3105	0.3105		1,064.4648	1,064.4648	0.3179		1,072.4132
Total	**0.7872**	**8.7497**	**4.5291**	**0.0112**	**0.5303**	**0.3344**	**0.8647**	**0.0573**	**0.3105**	**0.3677**		**1,064.4648**	**1,064.4648**	**0.3179**		**1,072.4132**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0429	0.0295	0.4028	1.1400e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		113.8770	113.8770	3.3600e-003		113.9609
Total	**0.0429**	**0.0295**	**0.4028**	**1.1400e-003**	**0.1118**	**9.0000e-004**	**0.1127**	**0.0296**	**8.3000e-004**	**0.0305**		**113.8770**	**113.8770**	**3.3600e-003**		**113.9609**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.7872	8.7497	4.5291	0.0112		0.3344	0.3344		0.3105	0.3105	0.0000	1,064.4648	1,064.4648	0.3179		1,072.4132
Total	**0.7872**	**8.7497**	**4.5291**	**0.0112**	**0.5303**	**0.3344**	**0.8647**	**0.0573**	**0.3105**	**0.3677**	**0.0000**	**1,064.4648**	**1,064.4648**	**0.3179**		**1,072.4132**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0429	0.0295	0.4028	1.1400e-003	0.0671	9.0000e-004	0.0680	0.0187	8.3000e-004	0.0195		113.8770	113.8770	3.3600e-003		113.9609
Total	**0.0429**	**0.0295**	**0.4028**	**1.1400e-003**	**0.0671**	**9.0000e-004**	**0.0680**	**0.0187**	**8.3000e-004**	**0.0195**		**113.8770**	**113.8770**	**3.3600e-003**		**113.9609**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7305	0.0000	2.7305	0.6847	0.0000	0.6847			0.0000			0.0000
Off-Road	1.8803	16.9058	17.4408	0.0355		0.7952	0.7952		0.7525	0.7525		3,364.5817	3,364.5817	0.8651		3,386.2084
Total	**1.8803**	**16.9058**	**17.4408**	**0.0355**	**2.7305**	**0.7952**	**3.5257**	**0.6847**	**0.7525**	**1.4372**		**3,364.5817**	**3,364.5817**	**0.8651**		**3,386.2084**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	25.7310	753.7864	194.9185	2.4818	59.7344	2.7517	62.4862	16.3710	2.6326	19.0036		269,331.7527	269,331.7527	16.9108		269,754.5235
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1286	0.0884	1.2083	3.4300e-003	0.3353	2.7100e-003	0.3380	0.0889	2.5000e-003	0.0914		341.6310	341.6310	0.0101		341.8826
Total	**25.8596**	**753.8748**	**196.1268**	**2.4852**	**60.0698**	**2.7545**	**62.8242**	**16.4599**	**2.6351**	**19.0950**		**269,673.3837**	**269,673.3837**	**16.9209**		**270,096.4061**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7305	0.0000	2.7305	0.6847	0.0000	0.6847			0.0000			0.0000
Off-Road	1.8803	16.9058	17.4408	0.0355		0.7952	0.7952		0.7525	0.7525	0.0000	3,364.5817	3,364.5817	0.8651		3,386.2084
Total	**1.8803**	**16.9058**	**17.4408**	**0.0355**	**2.7305**	**0.7952**	**3.5257**	**0.6847**	**0.7525**	**1.4372**	**0.0000**	**3,364.5817**	**3,364.5817**	**0.8651**		**3,386.2084**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	25.7310	753.7864	194.9185	2.4818	38.9448	2.7517	41.6966	11.2681	2.6326	13.9007		269,331.7527	269,331.7527	16.9108		269,754.5235
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1286	0.0884	1.2083	3.4300e-003	0.2012	2.7100e-003	0.2039	0.0560	2.5000e-003	0.0585		341.6310	341.6310	0.0101		341.8826
Total	**25.8596**	**753.8748**	**196.1268**	**2.4852**	**39.1461**	**2.7545**	**41.9005**	**11.3241**	**2.6351**	**13.9592**		**269,673.3837**	**269,673.3837**	**16.9209**		**270,096.4061**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8336	15.9591	16.4119	0.0273		0.8948	0.8948		0.8590	0.8590		2,577.8111	2,577.8111	0.4506		2,589.0759
Total	**1.8336**	**15.9591**	**16.4119**	**0.0273**		**0.8948**	**0.8948**		**0.8590**	**0.8590**		**2,577.8111**	**2,577.8111**	**0.4506**		**2,589.0759**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0578	1.8447	0.4823	4.8900e-003	0.1216	3.7700e-003	0.1254	0.0350	3.6100e-003	0.0386		522.2732	522.2732	0.0308		523.0424
Worker	0.4072	0.2799	3.8264	0.0109	1.0619	8.5800e-003	1.0705	0.2816	7.9000e-003	0.2895		1,081.8314	1,081.8314	0.0319		1,082.6283
Total	**0.4650**	**2.1246**	**4.3086**	**0.0158**	**1.1835**	**0.0124**	**1.1959**	**0.3166**	**0.0115**	**0.3282**		**1,604.1046**	**1,604.1046**	**0.0627**		**1,605.6707**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8336	15.9591	16.4119	0.0273		0.8948	0.8948		0.8590	0.8590	0.0000	2,577.8111	2,577.8111	0.4506		2,589.0759
Total	**1.8336**	**15.9591**	**16.4119**	**0.0273**		**0.8948**	**0.8948**		**0.8590**	**0.8590**	**0.0000**	**2,577.8111**	**2,577.8111**	**0.4506**		**2,589.0759**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0578	1.8447	0.4823	4.8900e-003	0.0818	3.7700e-003	0.0856	0.0252	3.6100e-003	0.0288		522.2732	522.2732	0.0308		523.0424
Worker	0.4072	0.2799	3.8264	0.0109	0.6372	8.5800e-003	0.6458	0.1774	7.9000e-003	0.1853		1,081.8314	1,081.8314	0.0319		1,082.6283
Total	**0.4650**	**2.1246**	**4.3086**	**0.0158**	**0.7190**	**0.0124**	**0.7314**	**0.2026**	**0.0115**	**0.2141**		**1,604.1046**	**1,604.1046**	**0.0627**		**1,605.6707**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**		**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**	**0.0000**	**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.1207	1.6300e-003	0.1224	0.0336	1.5000e-003	0.0351		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.1207**	**1.6300e-003**	**0.1224**	**0.0336**	**1.5000e-003**	**0.0351**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	106.8938					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.9337	7.8592	9.1870	0.0161		0.4296	0.4296		0.4296	0.4296		1,527.5172	1,527.5172	0.0829		1,529.5897
Total	**107.8275**	**7.8592**	**9.1870**	**0.0161**		**0.4296**	**0.4296**		**0.4296**	**0.4296**		**1,527.5172**	**1,527.5172**	**0.0829**		**1,529.5897**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0814	0.0560	0.7653	2.1700e-003	0.2124	1.7200e-003	0.2141	0.0563	1.5800e-003	0.0579		216.3663	216.3663	6.3800e-003		216.5257
Total	**0.0814**	**0.0560**	**0.7653**	**2.1700e-003**	**0.2124**	**1.7200e-003**	**0.2141**	**0.0563**	**1.5800e-003**	**0.0579**		**216.3663**	**216.3663**	**6.3800e-003**		**216.5257**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	106.8938					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.9337	7.8592	9.1870	0.0161		0.4296	0.4296		0.4296	0.4296	0.0000	1,527.5172	1,527.5172	0.0829		1,529.5897
Total	**107.8275**	**7.8592**	**9.1870**	**0.0161**		**0.4296**	**0.4296**		**0.4296**	**0.4296**	**0.0000**	**1,527.5172**	**1,527.5172**	**0.0829**		**1,529.5897**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0814	0.0560	0.7653	2.1700e-003	0.1274	1.7200e-003	0.1292	0.0355	1.5800e-003	0.0371		216.3663	216.3663	6.3800e-003		216.5257
Total	**0.0814**	**0.0560**	**0.7653**	**2.1700e-003**	**0.1274**	**1.7200e-003**	**0.1292**	**0.0355**	**1.5800e-003**	**0.0371**		**216.3663**	**216.3663**	**6.3800e-003**		**216.5257**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9727	4.6567	13.2445	0.0482	3.9184	0.0388	3.9573	1.0486	0.0362	1.0849		4,903.6887	4,903.6887	0.2452		4,909.8178
Unmitigated	0.9727	4.6567	13.2445	0.0482	3.9184	0.0388	3.9573	1.0486	0.0362	1.0849		4,903.6887	4,903.6887	0.2452		4,909.8178

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	539.58	539.58	539.58	1,842,711	1,842,711
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	539.58	539.58	539.58	1,842,711	1,842,711

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Enclosed Parking with Elevator	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0278	0.2374	0.1010	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.0227	303.0227	5.8100e-003	5.5600e-003	304.8234
NaturalGas Unmitigated	0.0278	0.2374	0.1010	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.0227	303.0227	5.8100e-003	5.5600e-003	304.8234

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2575.69	0.0278	0.2374	0.1010	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.0227	303.0227	5.8100e-003	5.5600e-003	304.8234
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0278**	**0.2374**	**0.1010**	**1.5200e-003**		**0.0192**	**0.0192**		**0.0192**	**0.0192**		**303.0227**	**303.0227**	**5.8100e-003**	**5.5600e-003**	**304.8234**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2.57569	0.0278	0.2374	0.1010	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.0227	303.0227	5.8100e-003	5.5600e-003	304.8234
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0278**	**0.2374**	**0.1010**	**1.5200e-003**		**0.0192**	**0.0192**		**0.0192**	**0.0192**		**303.0227**	**303.0227**	**5.8100e-003**	**5.5600e-003**	**304.8234**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.0666	0.0973	8.4372	4.5000e-004		0.0466	0.0466		0.0466	0.0466	0.0000	15.1801	15.1801	0.0147	0.0000	15.5474
Unmitigated	2.0666	0.0973	8.4372	4.5000e-004		0.0466	0.0466		0.0466	0.0466	0.0000	15.1801	15.1801	0.0147	0.0000	15.5474

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1464					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.6645					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2557	0.0973	8.4372	4.5000e-004		0.0466	0.0466		0.0466	0.0466		15.1801	15.1801	0.0147		15.5474
Total	**2.0666**	**0.0973**	**8.4372**	**4.5000e-004**		**0.0466**	**0.0466**		**0.0466**	**0.0466**	**0.0000**	**15.1801**	**15.1801**	**0.0147**	**0.0000**	**15.5474**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1464					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.6645					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2557	0.0973	8.4372	4.5000e-004		0.0466	0.0466		0.0466	0.0466		15.1801	15.1801	0.0147		15.5474
Total	**2.0666**	**0.0973**	**8.4372**	**4.5000e-004**		**0.0466**	**0.0466**		**0.0466**	**0.0466**	**0.0000**	**15.1801**	**15.1801**	**0.0147**	**0.0000**	**15.5474**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

1331 South Pacific Avenue Future

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	127.00	Space	0.00	50,800.00	0
Apartments Mid Rise	102.00	Dwelling Unit	0.72	83,158.00	245

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Consistent with Response's model.

Construction Phase - See SWAPE comment about construction phase changes.

Off-road Equipment - Consistent with Response's model.

Off-road Equipment - Consistent with Response's model.

Off-road Equipment - Consistent with Response's model.

Off-road Equipment - Consistent with Response's model.

Off-road Equipment -

Off-road Equipment - Consistent with Response's model.

Trips and VMT - See SWAPE comment about worker trips.

Demolition - Consistent with Response's model.

Grading - Consistent with Response's model.

Vehicle Trips - Consistent with Response's model.

Woodstoves - Consistent with Response's model.

Construction Off-road Equipment Mitigation - Consistent with Response's model.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblFireplaces	NumberGas	86.70	0.00
tblFireplaces	NumberNoFireplace	10.20	109.00
tblFireplaces	NumberWood	5.10	0.00
tblGrading	AcresOfGrading	0.00	1.24
tblGrading	MaterialExported	0.00	23,348.00
tblLandUse	LandUseSquareFeet	102,000.00	83,158.00
tblLandUse	LotAcreage	1.14	0.00
tblLandUse	LotAcreage	2.68	0.72
tblLandUse	Population	292.00	245.00
tblTripsAndVMT	HaulingTripLength	20.00	41.00
tblTripsAndVMT	HaulingTripLength	20.00	41.00
tblTripsAndVMT	HaulingTripNumber	2,919.00	3,335.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	5.29
tblVehicleTrips	SU_TR	5.86	5.29
tblVehicleTrips	WD_TR	6.65	5.29
tblWoodstoves	NumberCatalytic	5.10	0.00
tblWoodstoves	NumberNoncatalytic	5.10	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	107.9181	788.2575	219.1560	2.4979	62.8002	3.5705	66.3707	17.1446	3.4075	20.5521	0.0000	270,572.9257	270,572.9257	18.1194	0.0000	271,025.9115
Maximum	**107.9181**	**788.2575**	**219.1560**	**2.4979**	**62.8002**	**3.5705**	**66.3707**	**17.1446**	**3.4075**	**20.5521**	**0.0000**	**270,572.9257**	**270,572.9257**	**18.1194**	**0.0000**	**271,025.9115**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	107.9181	788.2575	219.1560	2.4979	41.8766	3.5705	45.4471	12.0088	3.4075	15.4163	0.0000	270,572.9257	270,572.9257	18.1194	0.0000	271,025.9115
Maximum	**107.9181**	**788.2575**	**219.1560**	**2.4979**	**41.8766**	**3.5705**	**45.4471**	**12.0088**	**3.4075**	**15.4163**	**0.0000**	**270,572.9257**	**270,572.9257**	**18.1194**	**0.0000**	**271,025.9115**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**33.32**	**0.00**	**31.53**	**29.96**	**0.00**	**24.99**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0666	0.0973	8.4372	4.5000e-004		0.0466	0.0466		0.0466	0.0466	0.0000	15.1801	15.1801	0.0147	0.0000	15.5474
Energy	0.0278	0.2374	0.1010	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.0227	303.0227	5.8100e-003	5.5600e-003	304.8234
Mobile	0.9441	4.7710	12.5486	0.0458	3.9184	0.0390	3.9575	1.0486	0.0364	1.0850		4,667.7926	4,667.7926	0.2443		4,673.9005
Total	**3.0385**	**5.1057**	**21.0868**	**0.0478**	**3.9184**	**0.1048**	**4.0232**	**1.0486**	**0.1022**	**1.1508**	**0.0000**	**4,985.9954**	**4,985.9954**	**0.2648**	**5.5600e-003**	**4,994.2714**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0666	0.0973	8.4372	4.5000e-004		0.0466	0.0466		0.0466	0.0466	0.0000	15.1801	15.1801	0.0147	0.0000	15.5474
Energy	0.0278	0.2374	0.1010	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.0227	303.0227	5.8100e-003	5.5600e-003	304.8234
Mobile	0.9441	4.7710	12.5486	0.0458	3.9184	0.0390	3.9575	1.0486	0.0364	1.0850		4,667.7926	4,667.7926	0.2443		4,673.9005
Total	**3.0385**	**5.1057**	**21.0868**	**0.0478**	**3.9184**	**0.1048**	**4.0232**	**1.0486**	**0.1022**	**1.1508**	**0.0000**	**4,985.9954**	**4,985.9954**	**0.2648**	**5.5600e-003**	**4,994.2714**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/15/2021	6/28/2021	5	10	
2	Site Preparation	Site Preparation	6/29/2021	6/29/2021	5	1	
3	Grading	Grading	6/30/2021	7/1/2021	5	2	
4	Building Construction	Building Construction	7/2/2021	11/18/2021	5	100	
5	Paving	Paving	11/19/2021	11/25/2021	5	5	
6	Architectural Coating	Architectural Coating	11/26/2021	12/2/2021	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.24

Acres of Paving: 0

Residential Indoor: 168,395; Residential Outdoor: 56,132; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,048 (Architectural Coating – sqft)

OffRoad Equipment

1331 South Pacific Avenue Future - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Dumpers/Tenders	5	8.00	16	0.38
Demolition	Excavators	1	8.00	158	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Dumpers/Tenders	2	8.00	16	0.38
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Dumpers/Tenders	5	8.00	16	0.38
Grading	Excavators	2	8.00	158	0.38
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Air Compressors	2	8.00	78	0.48
Building Construction	Cement and Mortar Mixers	2	8.00	9	0.56
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48
Architectural Coating	Generator Sets	2	8.00	84	0.74

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	10	25.00	0.00	347.00	14.70	6.90	41.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	12	30.00	0.00	3,335.00	14.70	6.90	41.00	LD_Mix	HDT_Mix	HHDT
Building Construction	10	95.00	19.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	3	19.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.5132	0.0000	7.5132	1.1376	0.0000	1.1376			0.0000			0.0000
Off-Road	1.3930	11.7296	12.0950	0.0209		0.5992	0.5992		0.5721	0.5721		1,952.3273	1,952.3273	0.4083		1,962.5353
Total	**1.3930**	**11.7296**	**12.0950**	**0.0209**	**7.5132**	**0.5992**	**8.1124**	**1.1376**	**0.5721**	**1.7096**		**1,952.3273**	**1,952.3273**	**0.4083**		**1,962.5353**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5423	16.0495	4.1746	0.0512	1.2431	0.0577	1.3007	0.3407	0.0552	0.3959		5,553.8035	5,553.8035	0.3589		5,562.7750
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1192	0.0815	0.9206	2.6900e-003	0.2794	2.2600e-003	0.2817	0.0741	2.0800e-003	0.0762		268.0628	268.0628	7.8900e-003		268.2600
Total	**0.6615**	**16.1310**	**5.0953**	**0.0539**	**1.5225**	**0.0600**	**1.5824**	**0.4148**	**0.0573**	**0.4721**		**5,821.8663**	**5,821.8663**	**0.3668**		**5,831.0350**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.5132	0.0000	7.5132	1.1376	0.0000	1.1376			0.0000			0.0000
Off-Road	1.3930	11.7296	12.0950	0.0209		0.5992	0.5992		0.5721	0.5721	0.0000	1,952.3273	1,952.3273	0.4083		1,962.5353
Total	**1.3930**	**11.7296**	**12.0950**	**0.0209**	**7.5132**	**0.5992**	**8.1124**	**1.1376**	**0.5721**	**1.7096**	**0.0000**	**1,952.3273**	**1,952.3273**	**0.4083**		**1,962.5353**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5423	16.0495	4.1746	0.0512	0.8104	0.0577	0.8681	0.2345	0.0552	0.2897		5,553.8035	5,553.8035	0.3589		5,562.7750
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1192	0.0815	0.9206	2.6900e-003	0.1677	2.2600e-003	0.1700	0.0467	2.0800e-003	0.0488		268.0628	268.0628	7.8900e-003		268.2600
Total	**0.6615**	**16.1310**	**5.0953**	**0.0539**	**0.9781**	**0.0600**	**1.0381**	**0.2812**	**0.0573**	**0.3384**		**5,821.8663**	**5,821.8663**	**0.3668**		**5,831.0350**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.7872	8.7497	4.5291	0.0112		0.3344	0.3344		0.3105	0.3105		1,064.4648	1,064.4648	0.3179		1,072.4132
Total	**0.7872**	**8.7497**	**4.5291**	**0.0112**	**0.5303**	**0.3344**	**0.8647**	**0.0573**	**0.3105**	**0.3677**		**1,064.4648**	**1,064.4648**	**0.3179**		**1,072.4132**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0477	0.0326	0.3683	1.0800e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		107.2251	107.2251	3.1600e-003		107.3040
Total	**0.0477**	**0.0326**	**0.3683**	**1.0800e-003**	**0.1118**	**9.0000e-004**	**0.1127**	**0.0296**	**8.3000e-004**	**0.0305**		**107.2251**	**107.2251**	**3.1600e-003**		**107.3040**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.7872	8.7497	4.5291	0.0112		0.3344	0.3344		0.3105	0.3105	0.0000	1,064.4648	1,064.4648	0.3179		1,072.4132
Total	**0.7872**	**8.7497**	**4.5291**	**0.0112**	**0.5303**	**0.3344**	**0.8647**	**0.0573**	**0.3105**	**0.3677**	**0.0000**	**1,064.4648**	**1,064.4648**	**0.3179**		**1,072.4132**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0477	0.0326	0.3683	1.0800e-003	0.0671	9.0000e-004	0.0680	0.0187	8.3000e-004	0.0195		107.2251	107.2251	3.1600e-003		107.3040
Total	**0.0477**	**0.0326**	**0.3683**	**1.0800e-003**	**0.0671**	**9.0000e-004**	**0.0680**	**0.0187**	**8.3000e-004**	**0.0195**		**107.2251**	**107.2251**	**3.1600e-003**		**107.3040**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7305	0.0000	2.7305	0.6847	0.0000	0.6847			0.0000			0.0000
Off-Road	1.8803	16.9058	17.4408	0.0355		0.7952	0.7952		0.7525	0.7525		3,364.5817	3,364.5817	0.8651		3,386.2084
Total	**1.8803**	**16.9058**	**17.4408**	**0.0355**	**2.7305**	**0.7952**	**3.5257**	**0.6847**	**0.7525**	**1.4372**		**3,364.5817**	**3,364.5817**	**0.8651**		**3,386.2084**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	26.0603	771.2539	200.6104	2.4592	59.7344	2.7725	62.5070	16.3710	2.6525	19.0235		266,886.6686	266,886.6686	17.2449		267,317.7911
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1431	0.0978	1.1048	3.2300e-003	0.3353	2.7100e-003	0.3380	0.0889	2.5000e-003	0.0914		321.6753	321.6753	9.4700e-003		321.9120
Total	**26.2033**	**771.3518**	**201.7152**	**2.4624**	**60.0698**	**2.7753**	**62.8450**	**16.4599**	**2.6550**	**19.1149**		**267,208.3440**	**267,208.3440**	**17.2544**		**267,639.7030**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7305	0.0000	2.7305	0.6847	0.0000	0.6847			0.0000			0.0000
Off-Road	1.8803	16.9058	17.4408	0.0355		0.7952	0.7952		0.7525	0.7525	0.0000	3,364.5817	3,364.5817	0.8651		3,386.2084
Total	**1.8803**	**16.9058**	**17.4408**	**0.0355**	**2.7305**	**0.7952**	**3.5257**	**0.6847**	**0.7525**	**1.4372**	**0.0000**	**3,364.5817**	**3,364.5817**	**0.8651**		**3,386.2084**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	26.0603	771.2539	200.6104	2.4592	38.9448	2.7725	41.7174	11.2681	2.6525	13.9206		266,886.6686	266,886.6686	17.2449		267,317.7911
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1431	0.0978	1.1048	3.2300e-003	0.2012	2.7100e-003	0.2039	0.0560	2.5000e-003	0.0585		321.6753	321.6753	9.4700e-003		321.9120
Total	**26.2033**	**771.3518**	**201.7152**	**2.4624**	**39.1461**	**2.7753**	**41.9213**	**11.3241**	**2.6550**	**13.9791**		**267,208.3440**	**267,208.3440**	**17.2544**		**267,639.7030**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8336	15.9591	16.4119	0.0273		0.8948	0.8948		0.8590	0.8590		2,577.8111	2,577.8111	0.4506		2,589.0759
Total	**1.8336**	**15.9591**	**16.4119**	**0.0273**		**0.8948**	**0.8948**		**0.8590**	**0.8590**		**2,577.8111**	**2,577.8111**	**0.4506**		**2,589.0759**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0606	1.8409	0.5335	4.7500e-003	0.1216	3.8900e-003	0.1255	0.0350	3.7200e-003	0.0388		507.9565	507.9565	0.0328		508.7763
Worker	0.4530	0.3098	3.4984	0.0102	1.0619	8.5800e-003	1.0705	0.2816	7.9000e-003	0.2895		1,018.6385	1,018.6385	0.0300		1,019.3879
Total	**0.5136**	**2.1507**	**4.0319**	**0.0150**	**1.1835**	**0.0125**	**1.1960**	**0.3166**	**0.0116**	**0.3283**		**1,526.5950**	**1,526.5950**	**0.0628**		**1,528.1642**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8336	15.9591	16.4119	0.0273		0.8948	0.8948		0.8590	0.8590	0.0000	2,577.8111	2,577.8111	0.4506		2,589.0759
Total	**1.8336**	**15.9591**	**16.4119**	**0.0273**		**0.8948**	**0.8948**		**0.8590**	**0.8590**	**0.0000**	**2,577.8111**	**2,577.8111**	**0.4506**		**2,589.0759**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0606	1.8409	0.5335	4.7500e-003	0.0818	3.8900e-003	0.0857	0.0252	3.7200e-003	0.0290		507.9565	507.9565	0.0328		508.7763
Worker	0.4530	0.3098	3.4984	0.0102	0.6372	8.5800e-003	0.6458	0.1774	7.9000e-003	0.1853		1,018.6385	1,018.6385	0.0300		1,019.3879
Total	**0.5136**	**2.1507**	**4.0319**	**0.0150**	**0.7190**	**0.0125**	**0.7315**	**0.2026**	**0.0116**	**0.2142**		**1,526.5950**	**1,526.5950**	**0.0628**		**1,528.1642**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286		1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**		**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7214	6.7178	7.0899	0.0113		0.3534	0.3534		0.3286	0.3286	0.0000	1,035.3425	1,035.3425	0.3016		1,042.8818
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7214**	**6.7178**	**7.0899**	**0.0113**		**0.3534**	**0.3534**		**0.3286**	**0.3286**	**0.0000**	**1,035.3425**	**1,035.3425**	**0.3016**		**1,042.8818**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.1207	1.6300e-003	0.1224	0.0336	1.5000e-003	0.0351		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.1207**	**1.6300e-003**	**0.1224**	**0.0336**	**1.5000e-003**	**0.0351**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	106.8938					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.9337	7.8592	9.1870	0.0161		0.4296	0.4296		0.4296	0.4296		1,527.5172	1,527.5172	0.0829		1,529.5897
Total	**107.8275**	**7.8592**	**9.1870**	**0.0161**		**0.4296**	**0.4296**		**0.4296**	**0.4296**		**1,527.5172**	**1,527.5172**	**0.0829**		**1,529.5897**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0906	0.0620	0.6997	2.0400e-003	0.2124	1.7200e-003	0.2141	0.0563	1.5800e-003	0.0579		203.7277	203.7277	5.9900e-003		203.8776
Total	**0.0906**	**0.0620**	**0.6997**	**2.0400e-003**	**0.2124**	**1.7200e-003**	**0.2141**	**0.0563**	**1.5800e-003**	**0.0579**		**203.7277**	**203.7277**	**5.9900e-003**		**203.8776**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	106.8938					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.9337	7.8592	9.1870	0.0161		0.4296	0.4296		0.4296	0.4296	0.0000	1,527.5172	1,527.5172	0.0829		1,529.5897
Total	**107.8275**	**7.8592**	**9.1870**	**0.0161**		**0.4296**	**0.4296**		**0.4296**	**0.4296**	**0.0000**	**1,527.5172**	**1,527.5172**	**0.0829**		**1,529.5897**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0906	0.0620	0.6997	2.0400e-003	0.1274	1.7200e-003	0.1292	0.0355	1.5800e-003	0.0371		203.7277	203.7277	5.9900e-003		203.8776
Total	**0.0906**	**0.0620**	**0.6997**	**2.0400e-003**	**0.1274**	**1.7200e-003**	**0.1292**	**0.0355**	**1.5800e-003**	**0.0371**		**203.7277**	**203.7277**	**5.9900e-003**		**203.8776**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9441	4.7710	12.5486	0.0458	3.9184	0.0390	3.9575	1.0486	0.0364	1.0850		4,667.7926	4,667.7926	0.2443		4,673.9005
Unmitigated	0.9441	4.7710	12.5486	0.0458	3.9184	0.0390	3.9575	1.0486	0.0364	1.0850		4,667.7926	4,667.7926	0.2443		4,673.9005

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	539.58	539.58	539.58	1,842,711	1,842,711
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	539.58	539.58	539.58	1,842,711	1,842,711

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Enclosed Parking with Elevator	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0278	0.2374	0.1010	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.0227	303.0227	5.8100e-003	5.5600e-003	304.8234
NaturalGas Unmitigated	0.0278	0.2374	0.1010	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.0227	303.0227	5.8100e-003	5.5600e-003	304.8234

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2575.69	0.0278	0.2374	0.1010	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.0227	303.0227	5.8100e-003	5.5600e-003	304.8234
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0278**	**0.2374**	**0.1010**	**1.5200e-003**		**0.0192**	**0.0192**		**0.0192**	**0.0192**		**303.0227**	**303.0227**	**5.8100e-003**	**5.5600e-003**	**304.8234**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2.57569	0.0278	0.2374	0.1010	1.5200e-003		0.0192	0.0192		0.0192	0.0192		303.0227	303.0227	5.8100e-003	5.5600e-003	304.8234
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0278**	**0.2374**	**0.1010**	**1.5200e-003**		**0.0192**	**0.0192**		**0.0192**	**0.0192**		**303.0227**	**303.0227**	**5.8100e-003**	**5.5600e-003**	**304.8234**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.0666	0.0973	8.4372	4.5000e-004		0.0466	0.0466		0.0466	0.0466	0.0000	15.1801	15.1801	0.0147	0.0000	15.5474
Unmitigated	2.0666	0.0973	8.4372	4.5000e-004		0.0466	0.0466		0.0466	0.0466	0.0000	15.1801	15.1801	0.0147	0.0000	15.5474

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1464					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.6645					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2557	0.0973	8.4372	4.5000e-004		0.0466	0.0466		0.0466	0.0466		15.1801	15.1801	0.0147		15.5474
Total	**2.0666**	**0.0973**	**8.4372**	**4.5000e-004**		**0.0466**	**0.0466**		**0.0466**	**0.0466**	**0.0000**	**15.1801**	**15.1801**	**0.0147**	**0.0000**	**15.5474**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1464					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.6645					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.2557	0.0973	8.4372	4.5000e-004		0.0466	0.0466		0.0466	0.0466		15.1801	15.1801	0.0147		15.5474
Total	**2.0666**	**0.0973**	**8.4372**	**4.5000e-004**		**0.0466**	**0.0466**		**0.0466**	**0.0466**	**0.0000**	**15.1801**	**15.1801**	**0.0147**	**0.0000**	**15.5474**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Start date and time 05/28/21 12:58:25

AERSCREEN 16216

1331 S Pacific Ave Operation

1331 S Pacific Ave Operation

---------- DATA ENTRY VALIDATION ----------

	METRIC	ENGLISH
** AREADATA **	---	---
Emission Rate:	0.472E-03 g/s	0.375E-02 lb/hr
Area Height:	3.00 meters	9.84 feet
Area Source Length:	65.00 meters	213.25 feet
Area Source Width:	45.00 meters	147.64 feet
Vertical Dimension:	1.50 meters	4.92 feet
Model Mode:	URBAN	
Population:	3967000	
Dist to Ambient Air:	1.0 meters	3. feet

** BUILDING DATA **

No Building Downwash Parameters

** TERRAIN DATA **

No Terrain Elevations

Source Base Elevation: 0.0 meters 0.0 feet

Probe distance: 5000. meters 16404. feet

No flagpole receptors

No discrete receptors used

** FUMIGATION DATA **

No fumigation requested

** METEOROLOGY DATA **

Min/Max Temperature: 250.0 / 310.0 K -9.7 / 98.3 Deg F

Minimum Wind Speed: 0.5 m/s

Anemometer Height: 10.000 meters

Dominant Surface Profile: Urban

Dominant Climate Type: Average Moisture

Surface friction velocity (u*): not adjusted

DEBUG OPTION ON

AERSCREEN output file:

2021.05.28_1331SPacificAve_Response_Operation.out

*** AERSCREEN Run is Ready to Begin

No terrain used, AERMAP will not be run

****

SURFACE CHARACTERISTICS & MAKEMET

Obtaining surface characteristics...

Using AERMET seasonal surface characteristics for Urban with Average Moisture

Season	Albedo	Bo	zo
Winter	0.35	1.50	1.000
Spring	0.14	1.00	1.000
Summer	0.16	2.00	1.000
Autumn	0.18	2.00	1.000

Creating met files aerscreen_01_01.sfc & aerscreen_01_01.pfl

Creating met files aerscreen_02_01.sfc & aerscreen_02_01.pfl

Creating met files aerscreen_03_01.sfc & aerscreen_03_01.pfl

Creating met files aerscreen_04_01.sfc & aerscreen_04_01.pfl

Buildings and/or terrain present or rectangular area source, skipping probe

FLOWSECTOR started 05/28/21 12:59:38

****

Running AERMOD

Processing Winter

Processing surface roughness sector 1

```
**************************************************
Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector   5

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  10

    ********   WARNING MESSAGES   ********
               ***  NONE  ***
```

```
**************************************************

Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  15

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************

Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  20

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************

Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  25

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************
```

```
Processing wind flow sector   7

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  30

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   8

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  35

    ********   WARNING MESSAGES   ********
               ***  NONE  ***
 ****************************************

  Running AERMOD
 Processing Spring

Processing surface roughness sector  1

**************************************************
Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector   0
```

```
    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   2


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector   5


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   3


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  10


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   4


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  15
```

```
    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   5


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  20


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   6


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  25


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   7


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  30


    ********   WARNING MESSAGES   ********
```

```
               ***  NONE  ***

**************************************************
Processing wind flow sector   8

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  35

    ********   WARNING MESSAGES   ********
               ***  NONE  ***
 ******************************************

  Running AERMOD
 Processing Summer

Processing surface roughness sector  1

**************************************************
Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
```

```
Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector   5

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  10

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  15

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   5
```

```
 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  20

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  25

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************
Processing wind flow sector   7

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  30

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************
Processing wind flow sector   8
```

```
 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  35


    ********   WARNING MESSAGES   ********

               ***  NONE  ***

 ******************************************


  Running AERMOD

 Processing Autumn


Processing surface roughness sector  1


**************************************************

Processing wind flow sector   1


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector   0


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


**************************************************

Processing wind flow sector   2


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector   5


    ********   WARNING MESSAGES   ********
```

```
               ***  NONE  ***

**************************************************
Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  10

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  15

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  20

    ********   WARNING MESSAGES   ********
               ***  NONE  ***
```

```
**************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  25

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   7

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  30

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   8

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  35

    ********   WARNING MESSAGES   ********
               ***  NONE  ***
```

FLOWSECTOR   ended 05/28/21 12:59:46

REFINE   started 05/28/21 12:59:46

 AERMOD Finishes Successfully for REFINE stage 3 Winter sector   0

    ********   WARNING MESSAGES   ********

                *** NONE ***

REFINE   ended 05/28/21 12:59:46

 ****

 AERSCREEN Finished Successfully

 With no errors or warnings

 Check log file for details

 ****

 Ending date and time 05/28/21 12:59:48

```
 Concentration     Distance Elevation  Diag  Season/Month   Zo sector       Date
 H0     U*     W*  DT/DZ ZICNV ZIMCH  M-O LEN    Z0  BOWEN ALBEDO  REF WS     HT
REF TA     HT
   0.20115E+01         1.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.25820E+01        25.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
*  0.27102E+01        33.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17007E+01        50.00      0.00  30.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.88920E+00        75.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.58535E+00       100.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.42597E+00       125.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.32929E+00       150.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.26524E+00       175.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.22019E+00       200.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.18684E+00       225.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.16140E+00       250.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.14145E+00       275.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12542E+00       300.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11225E+00       325.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10133E+00       350.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
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310.0    2.0
   0.92130E-01       375.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.84283E-01       400.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.77546E-01       425.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.71694E-01       450.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.66576E-01       475.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.62046E-01       500.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.58016E-01       525.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.54406E-01       550.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.51169E-01       575.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.48251E-01       600.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.45613E-01       625.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.43216E-01       650.00      0.00  15.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.41031E-01       675.00      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.39028E-01       699.99      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.37188E-01       725.00      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.35494E-01       750.00      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.33930E-01       775.00      0.00  15.0        Winter       0-360   10011001
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-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.32599E-01   800.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.31248E-01   825.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.29991E-01   850.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.28819E-01   875.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.27724E-01   900.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.26700E-01   925.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.25739E-01   950.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.24836E-01   975.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.23987E-01   1000.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.23187E-01   1025.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.22432E-01   1050.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.21719E-01   1075.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.21044E-01   1100.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.20404E-01   1125.00   0.00 20.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.19798E-01   1150.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.19222E-01   1175.00   0.00 15.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0

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   0.18674E-01      1200.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.18153E-01      1225.00      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17656E-01      1250.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17183E-01      1275.00      0.00  25.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.16731E-01      1300.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.16300E-01      1325.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.15887E-01      1350.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.15492E-01      1375.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.15114E-01      1400.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.14751E-01      1425.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.14403E-01      1450.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.14070E-01      1475.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.13749E-01      1500.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.13441E-01      1525.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.13144E-01      1550.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12859E-01      1575.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12584E-01      1600.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
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310.0    2.0
   0.12320E-01      1625.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12064E-01      1650.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11818E-01      1675.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11581E-01      1700.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11351E-01      1725.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11130E-01      1750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10915E-01      1775.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10708E-01      1800.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10507E-01      1825.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10313E-01      1850.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10125E-01      1875.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.99432E-02      1899.99      0.00  25.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.97667E-02      1924.99      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.95955E-02      1950.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.94294E-02      1975.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.92683E-02      2000.00      0.00  35.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.91119E-02      2025.00      0.00   5.0        Winter       0-360   10011001
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-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.89600E-02   2050.00   0.00 35.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.88125E-02   2075.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.86691E-02   2100.00   0.00 20.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.85297E-02   2124.99   0.00 25.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.83941E-02   2150.00   0.00 30.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.82623E-02   2175.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.81340E-02   2200.00   0.00 20.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.80091E-02   2224.99   0.00 15.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.78875E-02   2250.00   0.00 15.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.77691E-02   2275.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.76537E-02   2300.00   0.00 20.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.75413E-02   2325.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.74318E-02   2350.00   0.00 25.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.73249E-02   2375.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.72208E-02   2399.99   0.00 35.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.71192E-02   2425.00   0.00 35.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0

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   0.70199E-02      2449.99      0.00  25.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.69230E-02      2475.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.68283E-02      2500.00      0.00  15.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.67359E-02      2525.00      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.66457E-02      2550.00      0.00  30.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.65575E-02      2575.00      0.00  25.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.64713E-02      2600.00      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.63870E-02      2625.00      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.63046E-02      2650.00      0.00  15.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.62241E-02      2675.00      0.00  25.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.61453E-02      2700.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.60683E-02      2725.00      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.59928E-02      2750.00      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.59190E-02      2775.00      0.00  15.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.58468E-02      2800.00      0.00  15.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.57761E-02      2824.99      0.00  35.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.57068E-02      2850.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
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310.0    2.0
   0.56390E-02      2875.00      0.00  25.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.55725E-02      2900.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.55074E-02      2925.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.54436E-02      2950.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.53811E-02      2975.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.53198E-02      3000.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.52597E-02      3025.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.52008E-02      3050.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.51430E-02      3074.99      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.50863E-02      3100.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.50307E-02      3125.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.49761E-02      3150.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.49225E-02      3174.99      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.48700E-02      3199.99      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.48184E-02      3225.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.47677E-02      3250.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.47179E-02      3275.00      0.00  20.0        Winter       0-360   10011001
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-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.46691E-02   3300.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.46211E-02   3325.00   0.00 15.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.45740E-02   3350.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.45276E-02   3375.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.44822E-02   3400.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.44374E-02   3425.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.43935E-02   3450.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.43503E-02   3475.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.43078E-02   3500.00   0.00 20.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.42661E-02   3525.00   0.00 25.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.42250E-02   3550.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.41846E-02   3575.00   0.00 15.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.41449E-02   3600.00   0.00 20.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.41058E-02   3625.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.40674E-02   3650.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.40296E-02   3674.99   0.00 35.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0

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   0.39923E-02      3700.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.39557E-02      3725.00      0.00  15.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.39197E-02      3750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.38842E-02      3775.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.38493E-02      3800.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.38149E-02      3825.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.37810E-02      3849.99      0.00  15.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.37477E-02      3875.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.37148E-02      3900.00      0.00  15.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.36825E-02      3925.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.36506E-02      3950.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.36192E-02      3975.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.35883E-02      4000.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.35579E-02      4025.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.35278E-02      4050.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.34983E-02      4075.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.34691E-02      4100.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
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310.0    2.0
   0.34404E-02      4125.00      0.00  15.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.34120E-02      4150.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.33841E-02      4175.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.33566E-02      4200.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.33294E-02      4225.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.33027E-02      4250.00      0.00  15.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.32763E-02      4275.00      0.00  15.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.32502E-02      4300.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.32246E-02      4325.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.31992E-02      4350.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.31743E-02      4375.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.31496E-02      4400.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.31253E-02      4425.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.31013E-02      4449.99      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.30776E-02      4475.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.30542E-02      4500.00      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.30312E-02      4525.00      0.00   0.0        Winter       0-360   10011001
```

-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.30084E-02   4550.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.29859E-02   4575.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.29637E-02   4600.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.29419E-02   4625.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.29202E-02   4650.00   0.00 20.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.28989E-02   4675.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.28778E-02   4700.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.28570E-02   4725.00   0.00 25.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.28365E-02   4750.00   0.00   5.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.28162E-02   4775.00   0.00 20.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.27961E-02   4800.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.27763E-02   4825.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.27567E-02   4850.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.27374E-02   4875.00   0.00 20.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.27183E-02   4900.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0
   0.26995E-02   4925.00   0.00   0.0   Winter   0-360   10011001
-1.30 0.043 -9.000 0.020 -999.   21.   6.0 1.000   1.50   0.35   0.50   10.0
310.0   2.0

```
   0.26808E-02      4950.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.26624E-02      4975.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.26442E-02      5000.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
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SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P**., (2015) Modeling the Effect of Refinery Emission On Residential Property Value. Journal of Real Estate Research. 27(3):321-342

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Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

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Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution,* 123 (17), 319-327.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

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Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004.* New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality.* 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

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Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant*. The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court For The Southern District of Illinois
Duarte et al, *Plaintiffs,* vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 3:19-cv-00302-SMY-GCS
Rosenfeld Deposition. 2-19-2020

In the Circuit Court of Jackson County, Missouri
Karen Cornwell, *Plaintiff,* vs. Marathon Petroleum, LP, *Defendant.*
Case No.: 1716-CV10006
Rosenfeld Deposition. 8-30-2019

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs,* vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs,* vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case: No 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In United States District Court For The Southern District of Mississippi
Guy Manuel vs. The BP Exploration et al., Defendants
Case: No 1:19-cv-00315-RHW
Rosenfeld Deposition, 4-22-2020

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs,* vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al.,, et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Santa Monica, CA 90405

Matt Hagemann, P.G, C.Hg.
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mhagemann@swape.com

Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
Industrial Stormwater Compliance
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) and directed efforts to improve hydrogeologic characterization and water quality monitoring. For the past 15 years, as a founding partner with SWAPE, Matt has developed extensive client relationships and has managed complex projects that include consultation as an expert witness and a regulatory specialist, and a manager of projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality and greenhouse gas emissions.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2104, 2017;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 300 environmental impact reports and negative declarations since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at more than 150 industrial facilities.
- Expert witness on numerous cases including, for example, perfluorooctanoic acid (PFOA) contamination of groundwater, MTBE litigation, air toxins at hazards at a school, CERCLA compliance in assessment and remediation, and industrial stormwater contamination.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.
- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted

public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9.

Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific

principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt is currently a part time geology instructor at Golden West College in Huntington Beach, California where he taught from 2010 to 2014 and in 2017.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examinations, 2009-2011.

Communication from Public

Name:

Date Submitted: 06/14/2021 09:17 AM

Council File No: 20-0680

Comments for Public Posting: Attached is a document that supports the Citizens Protecting San Pedro appeal of the proposed project at 1309-1331 South Pacific Avenue. Case No. CPC-2019-4908-DB-SPR-1A Council File Number: 20-0680 Scheduled item for Council on Tuesday, June 15, 2021,10:00 AM Agenda item 9

ORDINANCE NO. 185539

An ordinance establishing the San Pedro Community Plan Implementation Overlay District for the San Pedro Community Plan Area.

THE PEOPLE OF THE CITY OF LOS ANGELES

DO ORDAIN AS FOLLOWS:

Section 1. Pursuant to Section 13.14 of the Los Angeles Municipal Code (LAMC) and its authority to adopt zoning regulations, the City Council hereby establishes and adopts the attached San Pedro Community Plan Implementation Overlay District (San Pedro CPIO District) to read in whole as shown in the attached document. The San Pedro CPIO District's boundaries are identical to the boundaries of the San Pedro Community Plan, adopted on October 4, 2017 (Council File No. 17-1044). The City Council establishes 13 Subareas within the San Pedro CPIO District identified as the Regional Commercial Subarea; the Central Commercial Subareas A, B, C, D and E; the Coastal Commercial Subareas A and B; the Multi-Family Residential Subarea; and the Industrial Subareas A, B, C and D, for those areas shown in the attached maps.

Sec. 2. The City Council finds that the supplemental development regulations of the San Pedro CPIO District are consistent with, and necessary to implement, the programs, policies, and design guidelines of the San Pedro Community Plan.

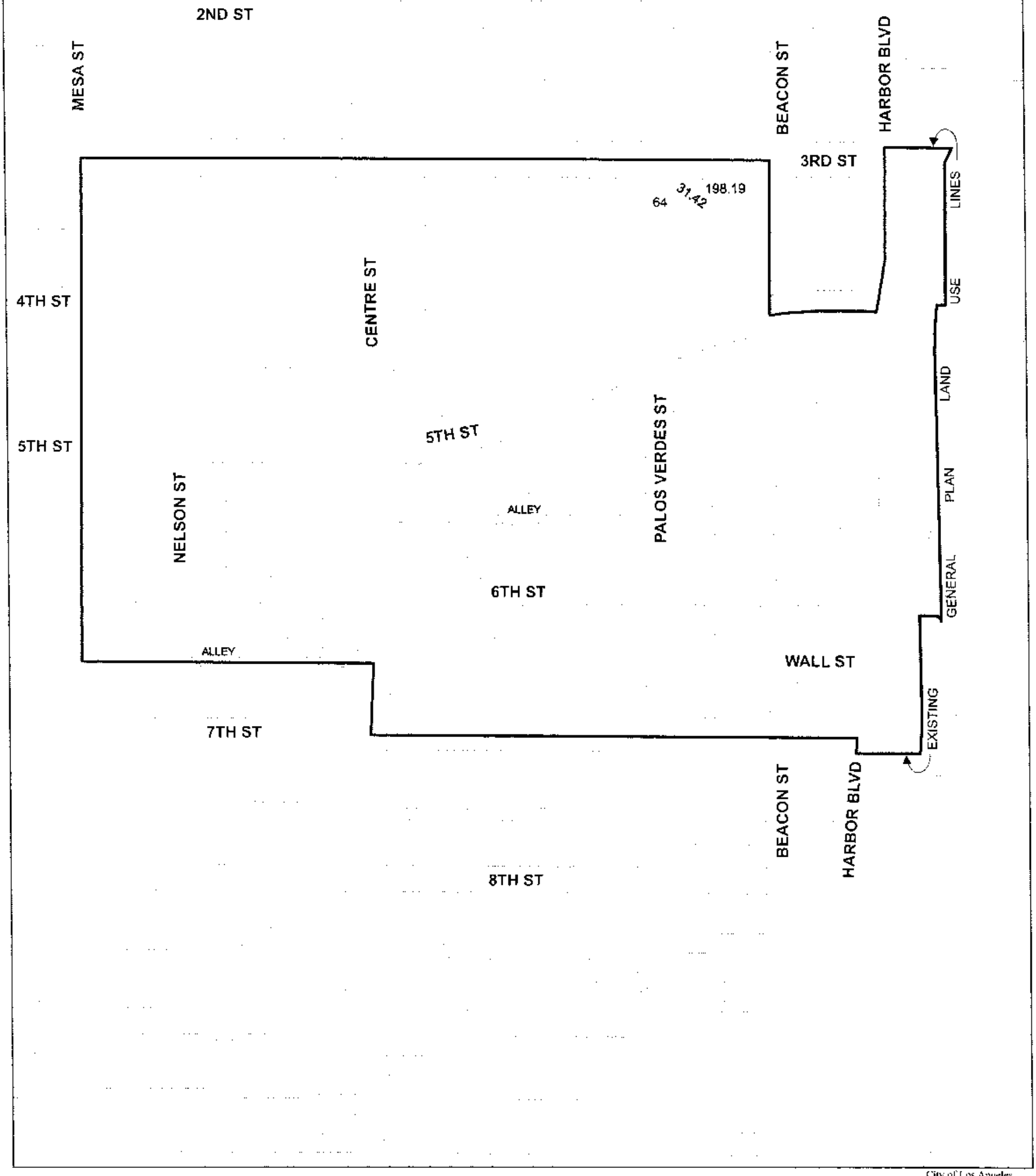
Sec. 3. This ordinance shall not apply to the use and development of the property identified as Assessor Parcel Nos. 7449007025, 7449014014, and 7449014013, provided the property is developed pursuant to Ordinance No. 181,362 and the entitlements found in City Planning Case No. CPC-2007-1513-GPA-ZC-HD-CDO-SPR (Council File No. 10-1475). Development that is not consistent with Ordinance No. 181,362 and the entitlements found in City Planning Case No. CPC-2007-1513-GPA-ZC-HD-CDO-SPR shall comply with the San Pedro CPIO District.

Sec. 4. This ordinance shall not apply to the use and development of the property identified as Assessor Parcel Nos. 7449014019 and 7449017009, provided the property is developed pursuant to Ordinance No. 178,405 and the entitlements found in City Planning Case No. CPC-2005-1988-GPA-ZC-HD-ZV (Council File No. 06-2941). Development that is not consistent with Ordinance No. 178,405 and the entitlements found in City Planning Case No. CPC-2005-1988-GPA-ZC-HD-ZV shall comply with the San Pedro CPIO District.

Sec. 5. To the extent the San Pedro CPIO District is in conflict with LAMC Section 13.14 or any other LAMC provision, this ordinance will prevail and supersede those provisions.

REGIONAL COMMERCIAL

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT REGIONAL COMMERCIAL SUBAREA.



CPIO - Community Plan Implementation Overlay District

Regional Commercial CPIO Subarea Boundary

NORTH

200 100 0 200 Feet

C.M. 015 B 201, 018 B 201	CPC-2009-1557-CPU

CF/ae

060616

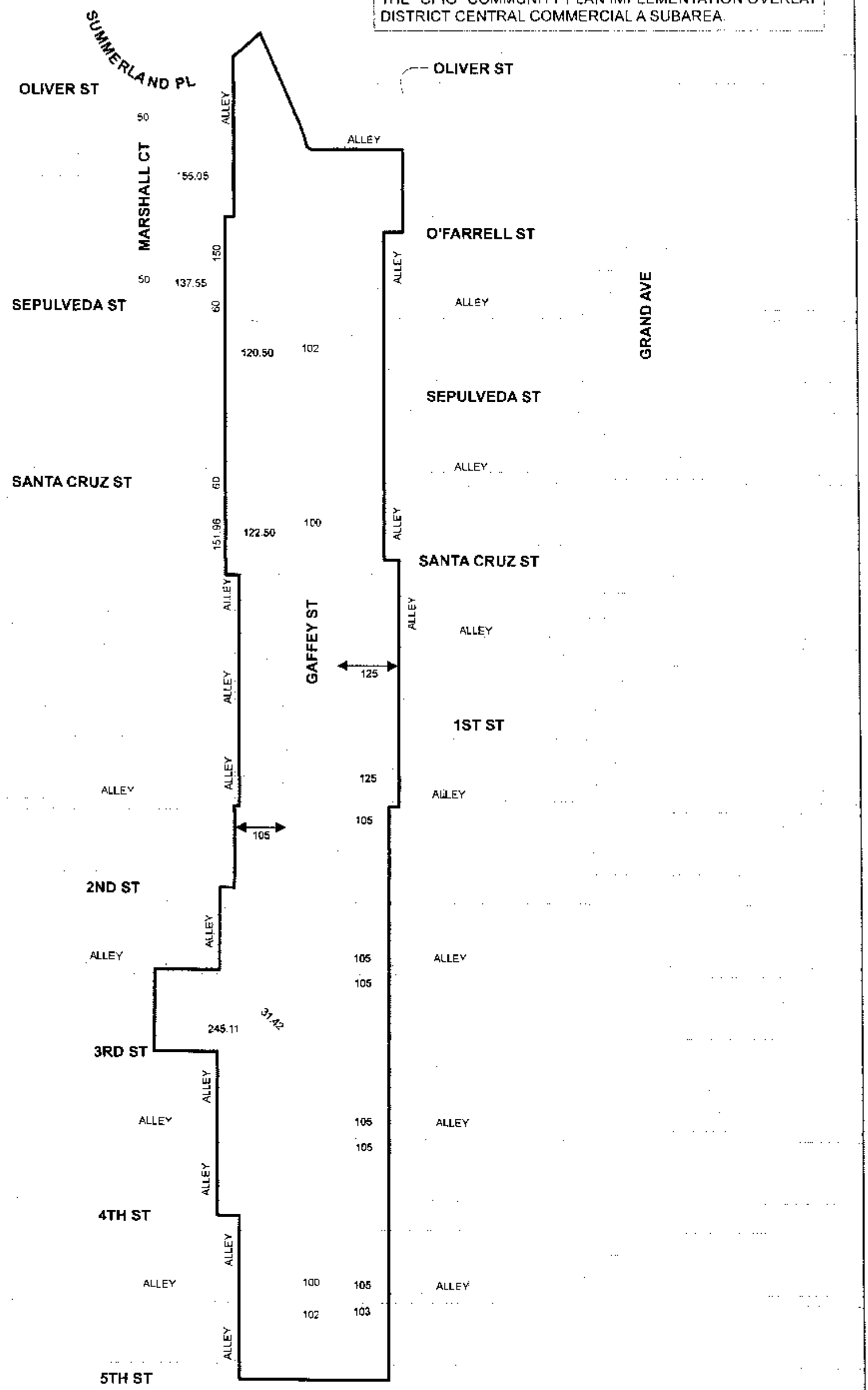
Data Sources: Department of City Planning & Bureau of Engineering

City of Los Angeles



CENTRAL COMMERCIAL A

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT CENTRAL COMMERCIAL A SUBAREA.



CPIO - Community Plan Implementation Overlay District

Central Commercial A CPIO Subarea Boundary

200 100 0 200 Feet

C M 015 B 197, 018 B 197	CPC-2009-1557-CPU

CF/ 9E 4 060616

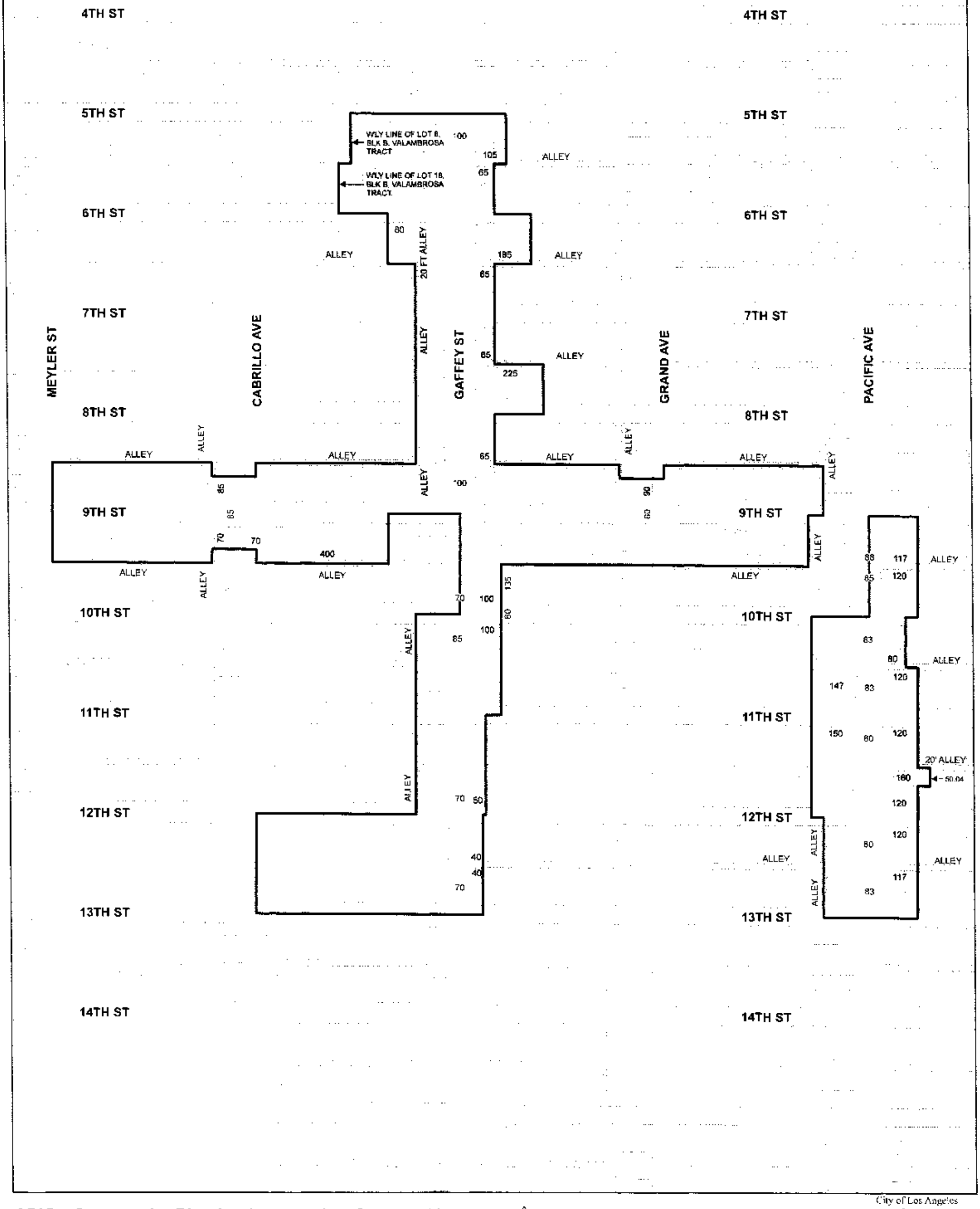
City of Los Angeles



Data Source: Department of City Planning & Bureau of Engineering

CENTRAL COMMERCIAL B

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT CENTRAL COMMERCIAL B SUBAREA.



CPIO - Community Plan Implementation Overlay District

Central Commercial B CPIO Subarea Boundary

NORTH

500 150 0 300 Feet

C.M 015 B 197	CPC-2009-1557-CPU

CF/ al

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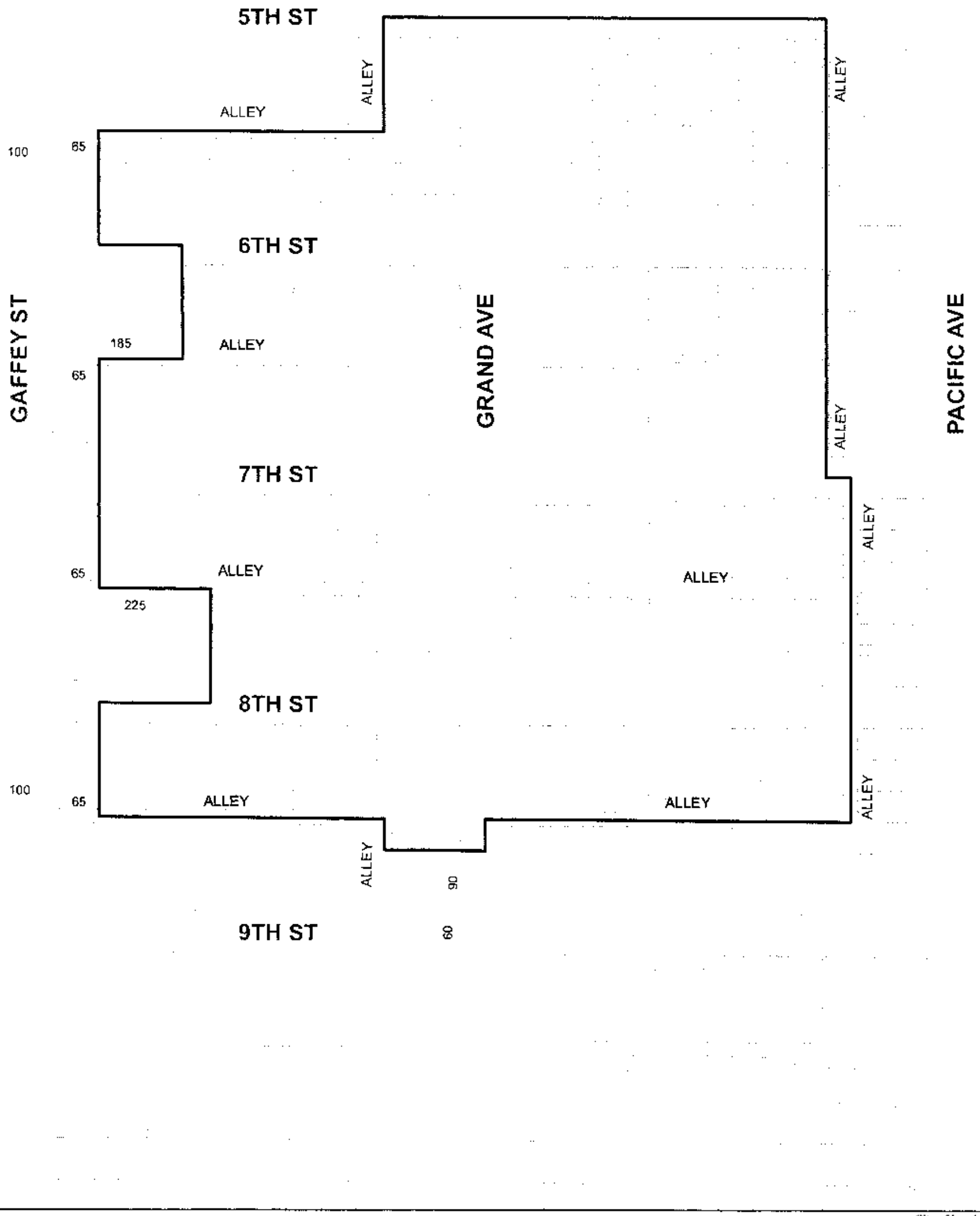
Data Sources: Department of City Planning & Bureau of Engineering

City of Los Angeles



CENTRAL COMMERCIAL C

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT CENTRAL COMMERCIAL C SUBAREA.



CPIO - Community Plan Implementation Overlay District

Central Commercial C CPIO Subarea Boundary

150 75 0 150 Feet

C.M 015 B 197	CPC-2009-1557-CPU

CF/ 02

060616

Data Sources: Department of City Planning & Bureau of Engineering

City of Los Angeles



OLIVER ST

O'FARRELL ST

GRAND AVE

PACIFIC AVE

SEPULVEDA ST

SANTA CRUZ ST

1ST ST

2ND ST

3RD ST

ALLEY

60

120

135

200

83

117

66

117

CENTRAL COMMERCIAL D

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT CENTRAL COMMERCIAL D SUBAREA.

CPIO - Community Plan Implementation Overlay District

Central Commercial D CPIO Subarea Boundary

150 75 0 150 Feet

C.M. 018 B 197, 018 B 201	CPC-2009-1557-CPU
CF/ 4Z	060616

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Data Sources: Department of City Planning & Bureau of Engineering

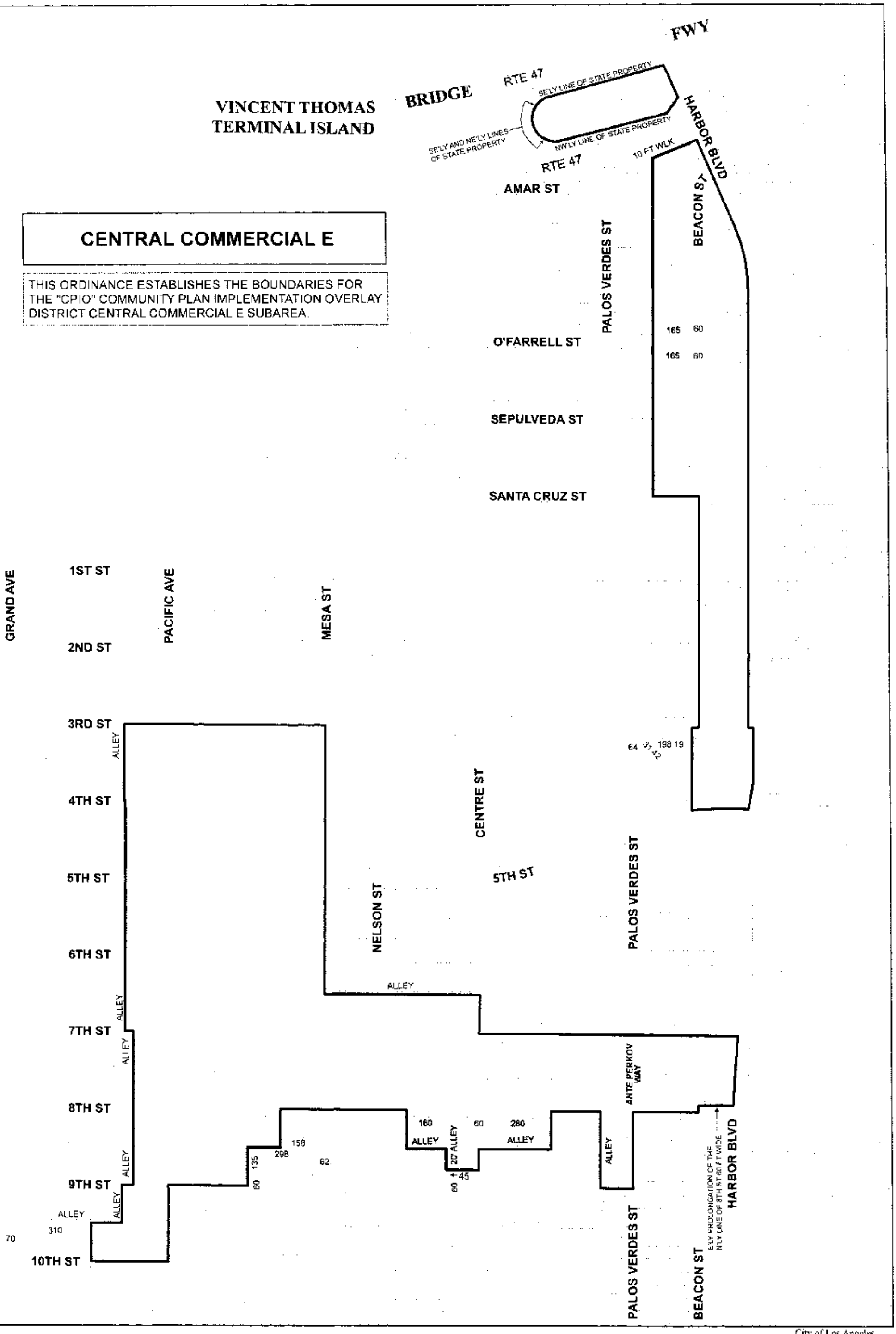
City of Los Angeles

San Pedro

VINCENT THOMAS TERMINAL ISLAND

CENTRAL COMMERCIAL E

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT CENTRAL COMMERCIAL E SUBAREA.



CPIO - Community Plan Implementation Overlay District

Central Commercial E CPIO Subarea Boundary

NORTH

350 175 0 350 Feet

C. M. 015 B 197, 015 B 201, 018 B 197, 018 B 201, 021 B 201	CPC-2009-1557-CPU

CF/ 9e

060616

City of Los Angeles



Data Sources: Department of City Planning & Bureau of Engineering

13TH ST
14TH ST
15TH ST
16TH ST
17TH ST
18TH ST
19TH ST
20TH ST
21ST ST
22ND ST
23RD ST
24TH ST
GRAND AVE
MESA ST
PACIFIC AVE
GAFFEY ST
BARBOUR CT
HAMILTON AVE
ALLEY
SE'LY LINE OF NEVILLS TRACT

COASTAL COMMERCIAL A

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT COASTAL COMMERCIAL A SUBAREA.

CPIO - Community Plan Implementation Overlay District

Coastal Commercial A CPIO Subarea Boundary

NORTH

275 137.5 0 275 Feet

C. M. 009 B 197, 012 B 197 012 B 201, 015 B 197	CPC-2009-1557-CPU

CF/4E

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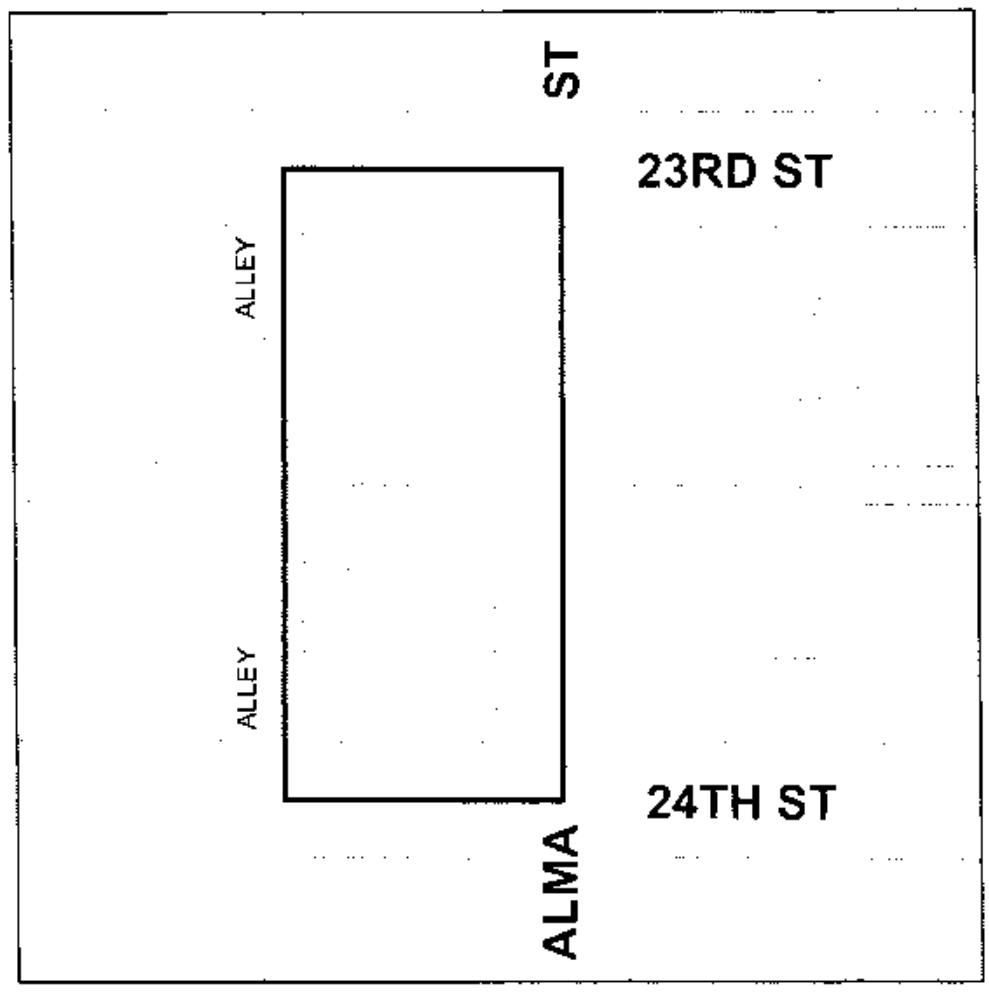
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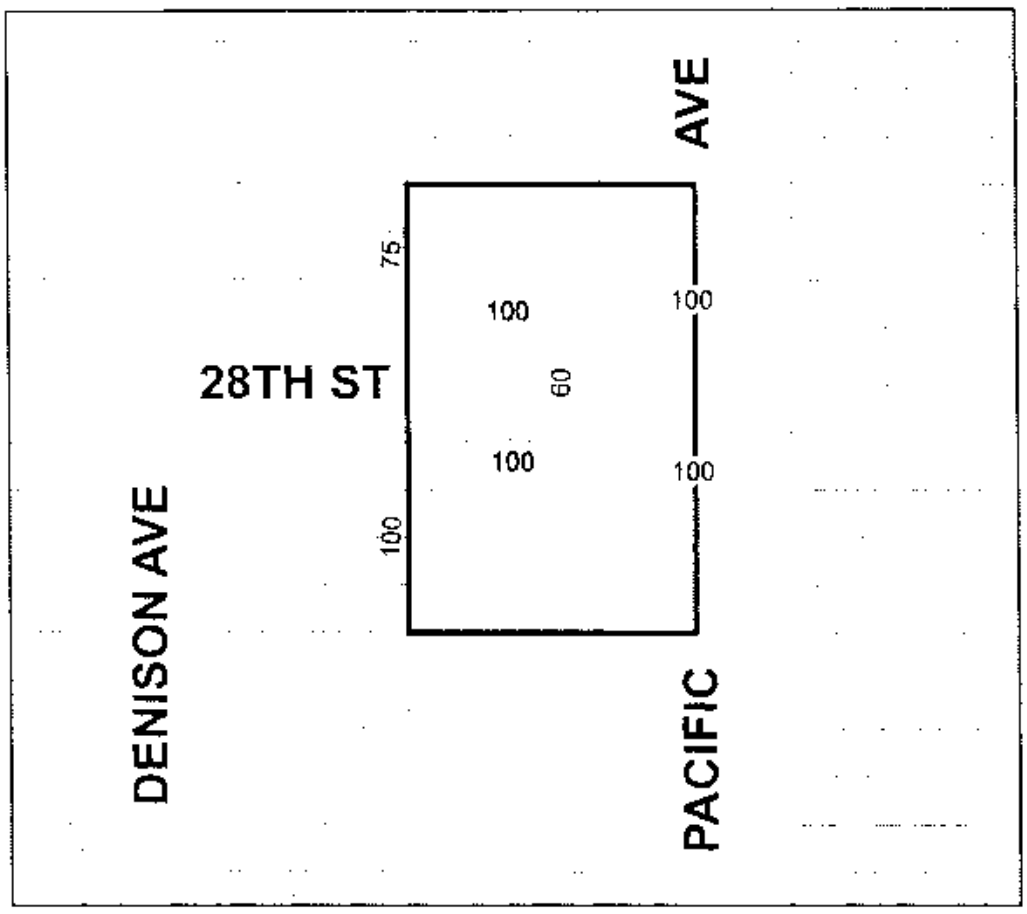
City of Los Angeles

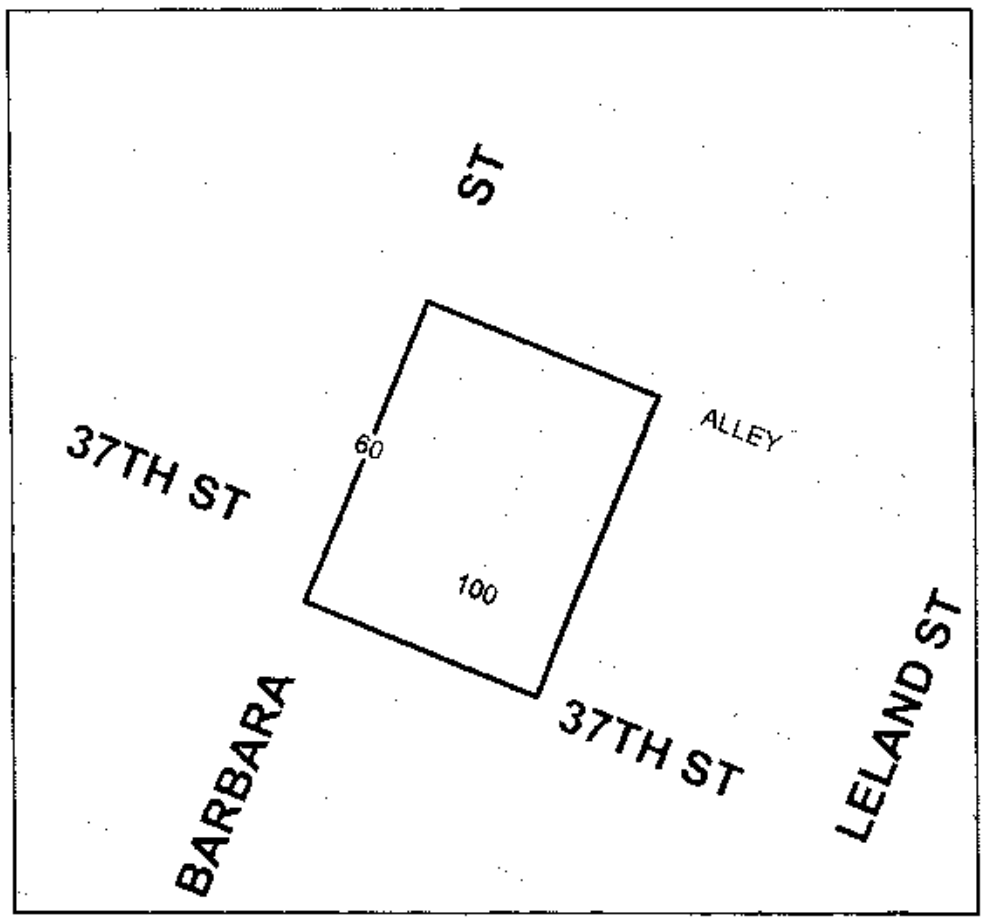
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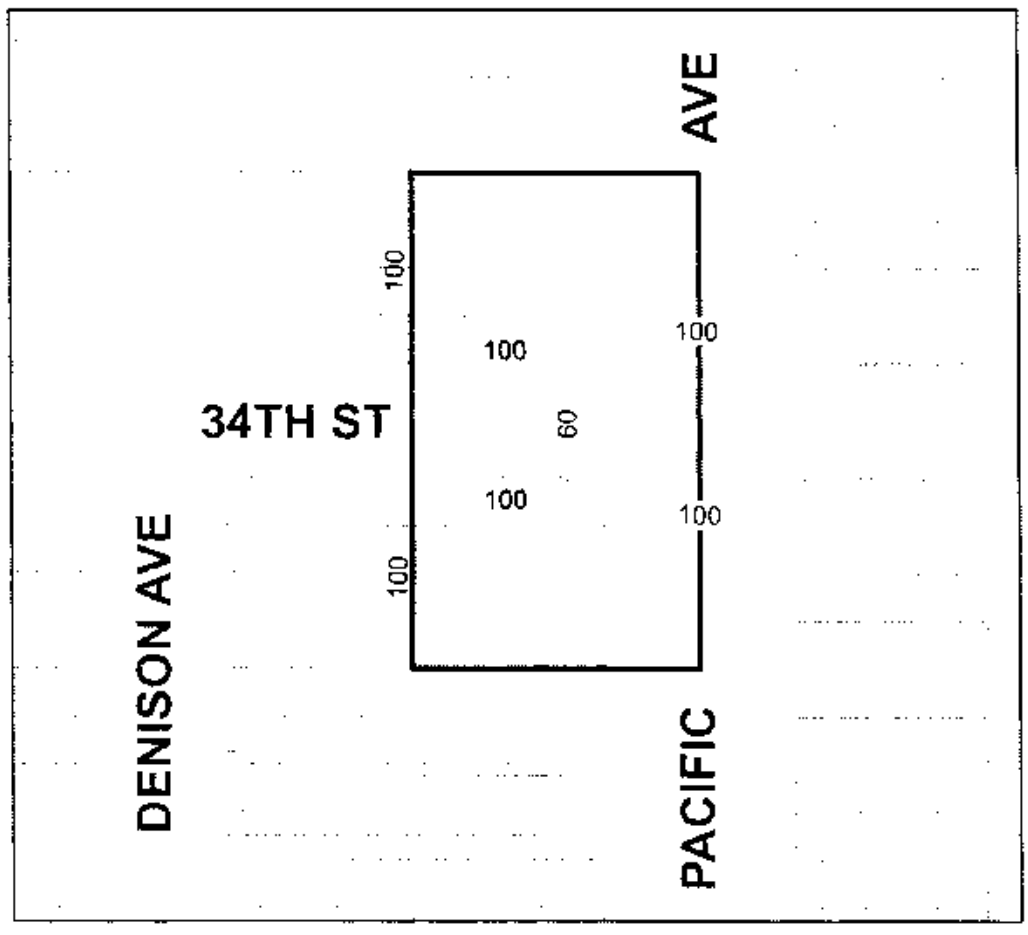
COASTAL COMMERCIAL B

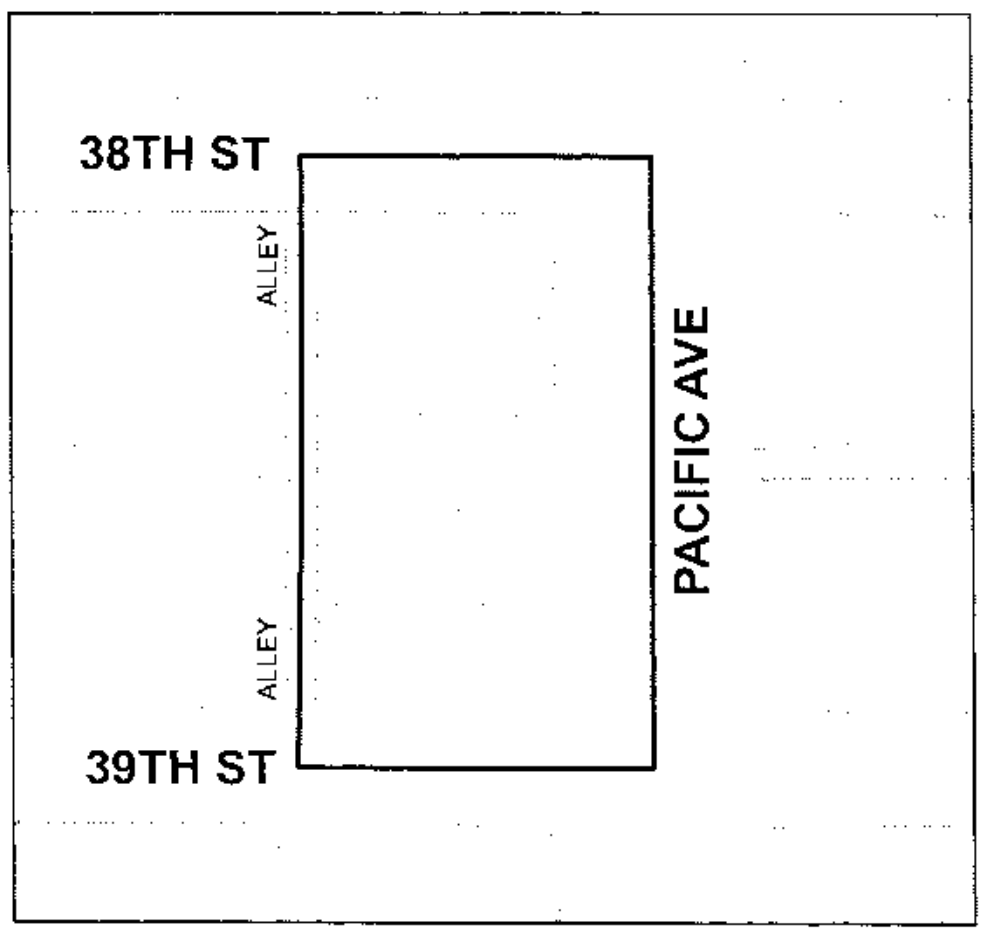
THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT COASTAL COMMERCIAL B SUBAREA.











CPIO - Community Plan Implementation Overlay District

Coastal Commercial B CPIO Subarea Boundary

NORTH

100 50 0 100 Feet

C.M. 006 B 193, 006 B 197, 009 B 197	CPC-2009-1557-CPU

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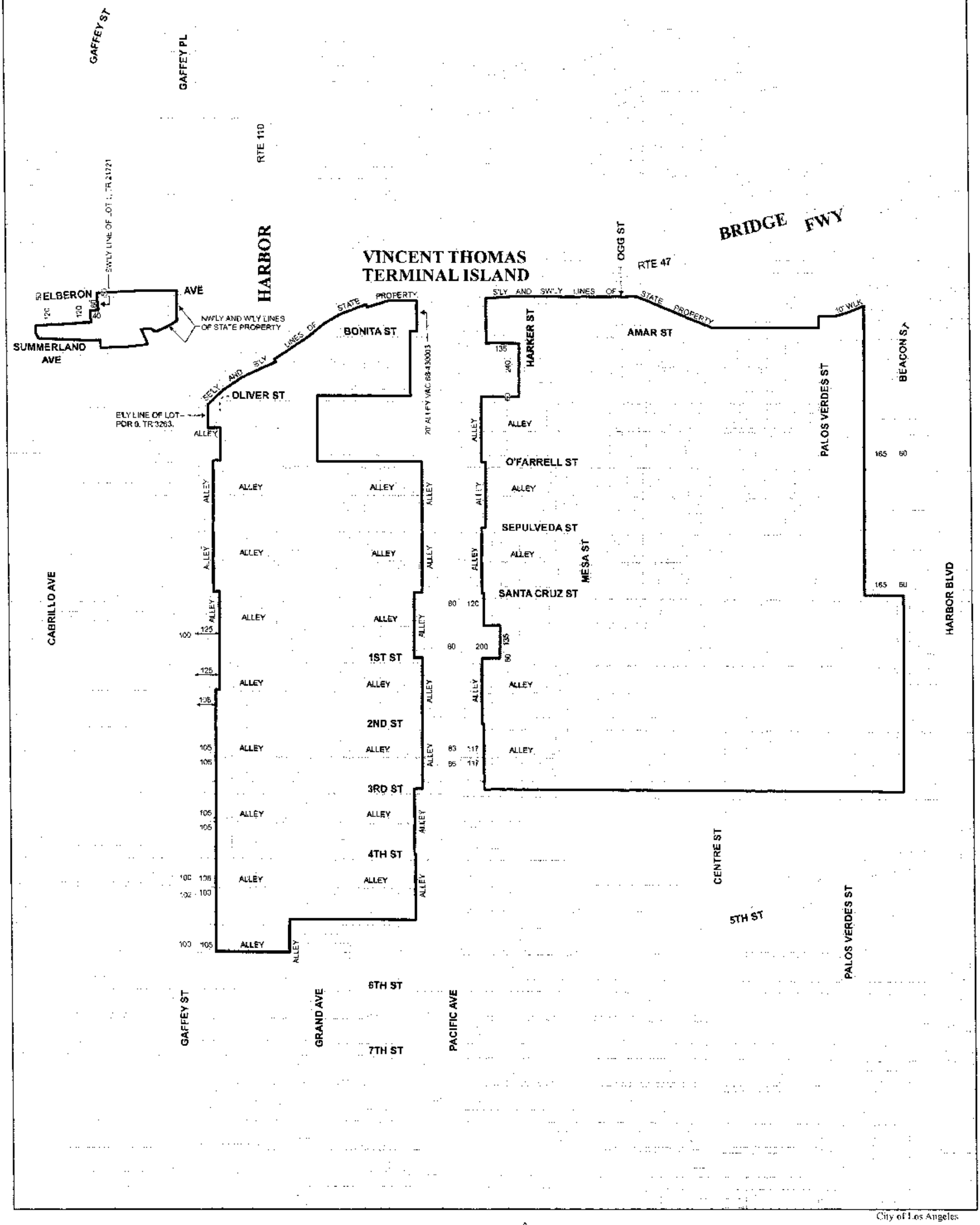
City of Los Angeles

San Pedro

Data Sources: Department of City Planning & Bureau of Engineering

MULTIFAMILY

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT MULTIFAMILY SUBAREA.



CPIO - Community Plan Implementation Overlay District

Multifamily CPIO Subarea Boundary

NORTH

440 220 0 440 Feet

Sheet 1 of 2

C.M. 015 B 197, 018 B 197, 018 B 201	CPC-2009-1557-CPU

CF/ 11 060816

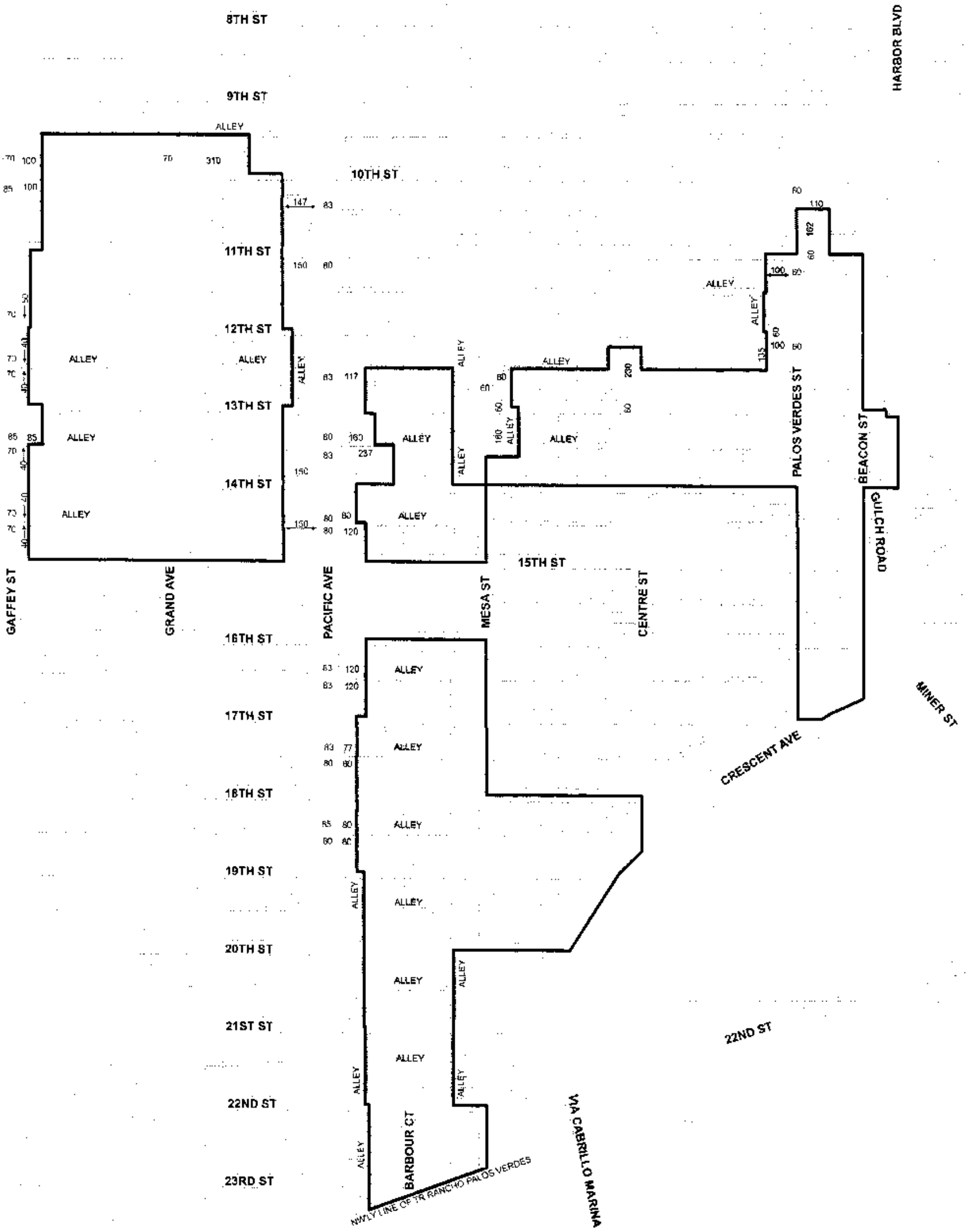
Data Sources: Department of City Planning & Bureau of Engineering

City of Los Angeles



MULTIFAMILY

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT MULTIFAMILY SUBAREA.



CPIO - Community Plan Implementation Overlay District

Multifamily CPIO Subarea Boundary

450 225 0 450 Feet

C. M. 009 B 197, 009 B 201, 012 B 197, 012 B 201, 015 B 197, 015 B 201	CPC-2009-1557-CPU

CF/ 09

12

060616

Sheet 2 of 2

City of Los Angeles



Data Sources: Department of City Planning & Bureau of Engineering

INDUSTRIAL A

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT INDUSTRIAL A SUBAREA.

GAFFEY ST

S'LY LINE OF TR 3192.

FWY

STATE PROPERTY.

OF

RTE 110

LINE

NW'LY

DR

HARBOR

JOHN S GIBSON BLVD

NE'LY LINE OF LOT 4, TR 52831.

SWLY PROLONGATION OF THE N'LY LINE OF WESTMONT DR.

VAR

VAR

WESTMONT

WESTMONT DR

CPIO - Community Plan Implementation Overlay District

Industrial A CPIO Subarea Boundary

NORTH

250 125 0 250 Feet

C. M. 024 B 197, 024 B 201 027 B 197, 027 B 201	CPC-2009-1557-CPU

CF/ AE 13 060616

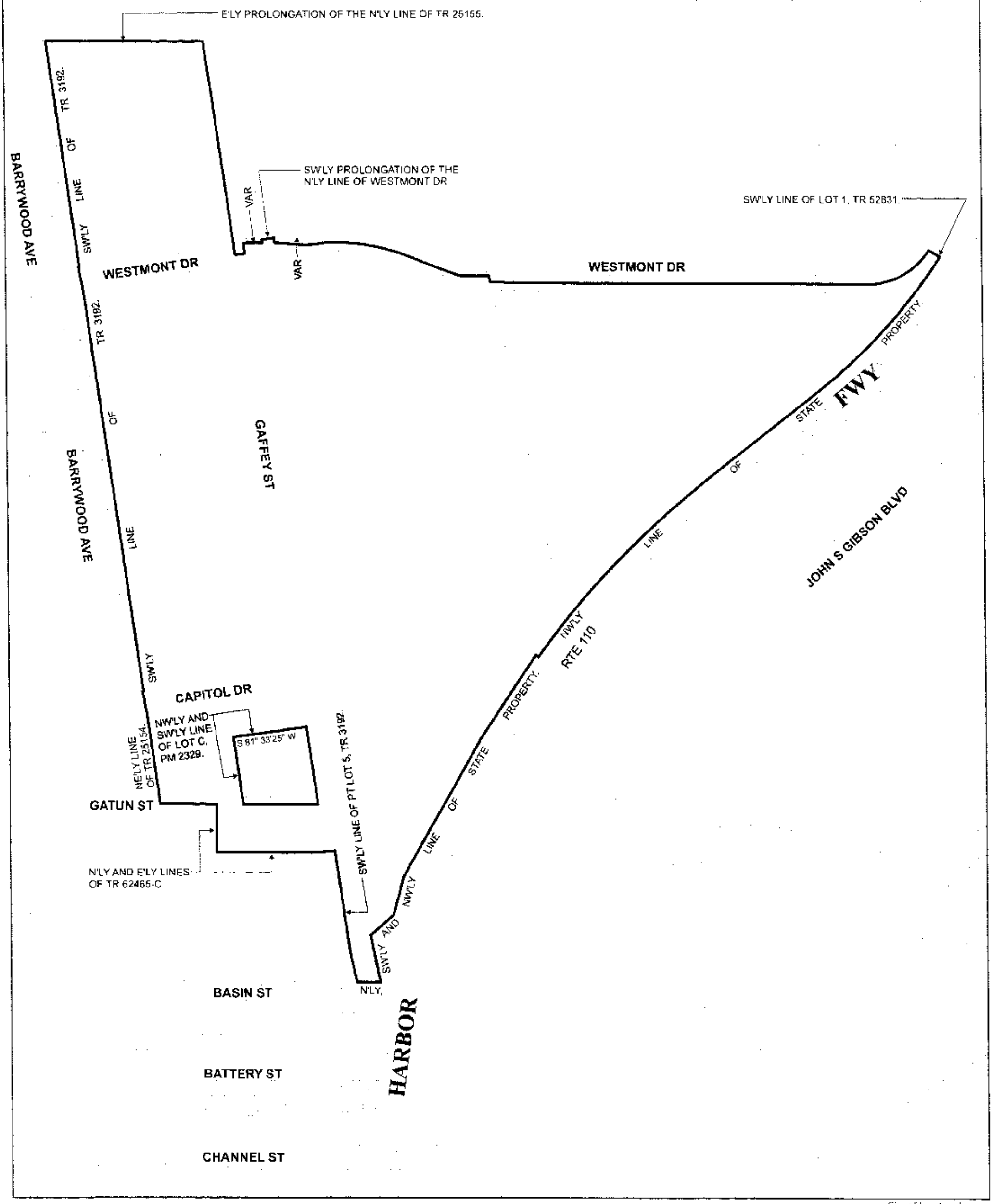
City of Los Angeles

San Pedro

Data Sources: Department of City Planning & Bureau of Engineering

INDUSTRIAL B

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT INDUSTRIAL B SUBAREA.



CPIO - Community Plan Implementation Overlay District

Industrial B CPIO Subarea Boundary

400 200 0 400 Feet

C. M. 021 B 197, 024 B 197 024 B 201, 027 B 197	CPC-2009-1557-CPU

CF/AC

060616

City of Los Angeles



Data Sources: Department of City Planning & Bureau of Engineering

INDUSTRIAL C

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT INDUSTRIAL C SUBAREA.

S'LY LINE OF TR 62465-C.

S'LY AND SW'LY LINES OF PT LOT 5 TR 3192

SW'LY LINE OF STATE PROPERTY.

N'LY AND E'LY LINES OF TR 21318

BASIN ST

CABRILLO AVE

PARAISO ST

GAFFEY ST

ALLEY

BATTERY ST

135

60

212

72

ALLEY

CHANNEL ST

ALLEY

ALLEY

ALLEY

ALLEY

ALLEY

W'LY LINE OF STATE PROPERTY.

RTE 110

FWY

HARBOR

60

MIRAFLORES AVE

NE'LY, N'LY AND NW'LY LINES OF STATE PROPERTY.

300

GAFFEY ST

GAFFEY PL

CPIO - Community Plan Implementation Overlay District

Industrial C CPIO Subarea Boundary

NORTH

160 80 0 160 Feet

C.M. 021 B 197, 024 B 197	CPC-2009-1557-CPU

CF/ae

15

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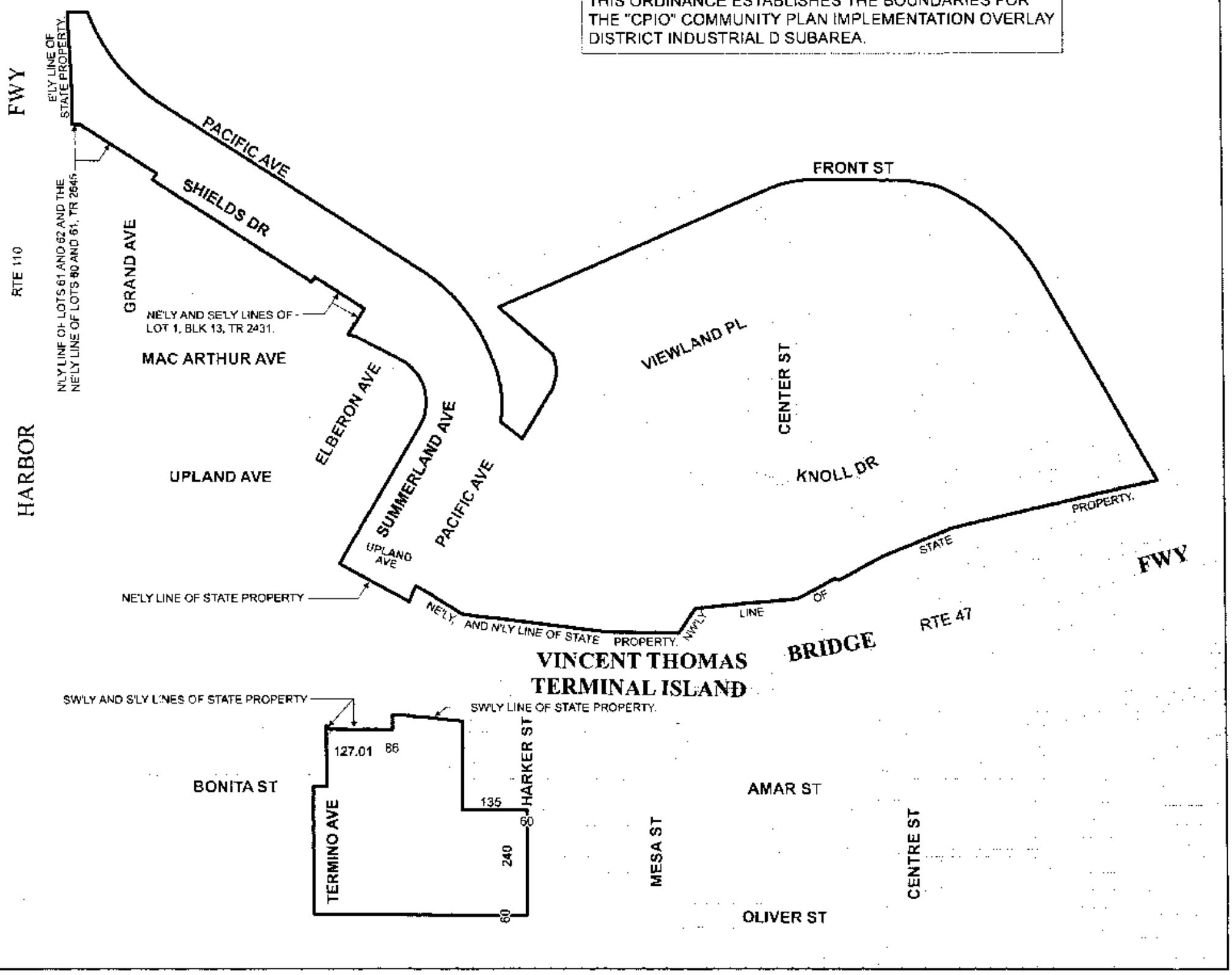
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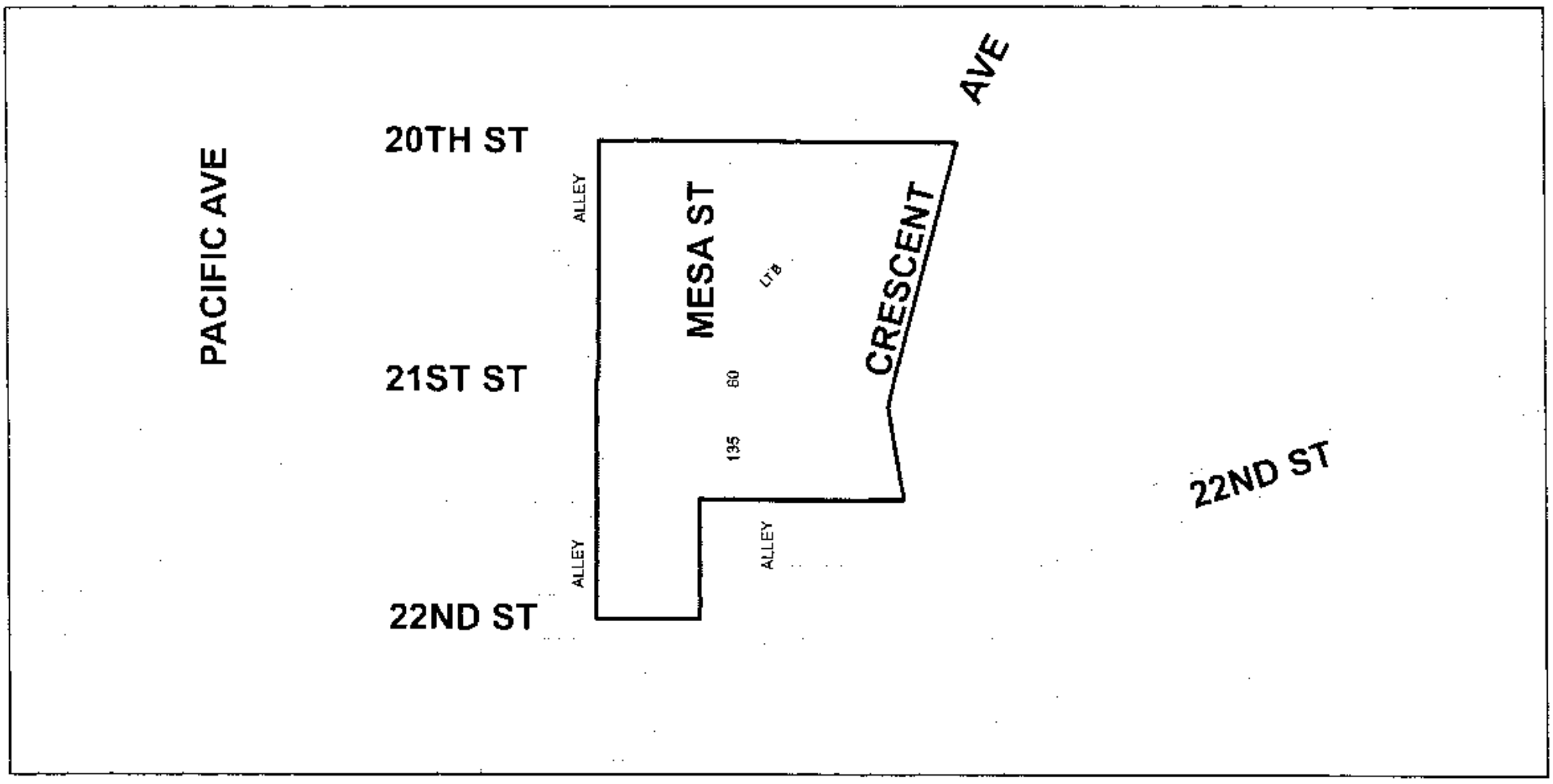
City of Los Angeles

San Pedro

INDUSTRIAL D

THIS ORDINANCE ESTABLISHES THE BOUNDARIES FOR THE "CPIO" COMMUNITY PLAN IMPLEMENTATION OVERLAY DISTRICT INDUSTRIAL D SUBAREA.





CPIO - Community Plan Implementation Overlay District

Industrial D CPIO Subarea Boundary

NOT TO SCALE

C. M. 012 B 201, 018 B 197, 018 B 201 021 B 197, 021 B 201	CPC-2009-1557-CPU

CF

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Data Sources: Department of City Planning & Bureau of Engineering

City of Los Angeles



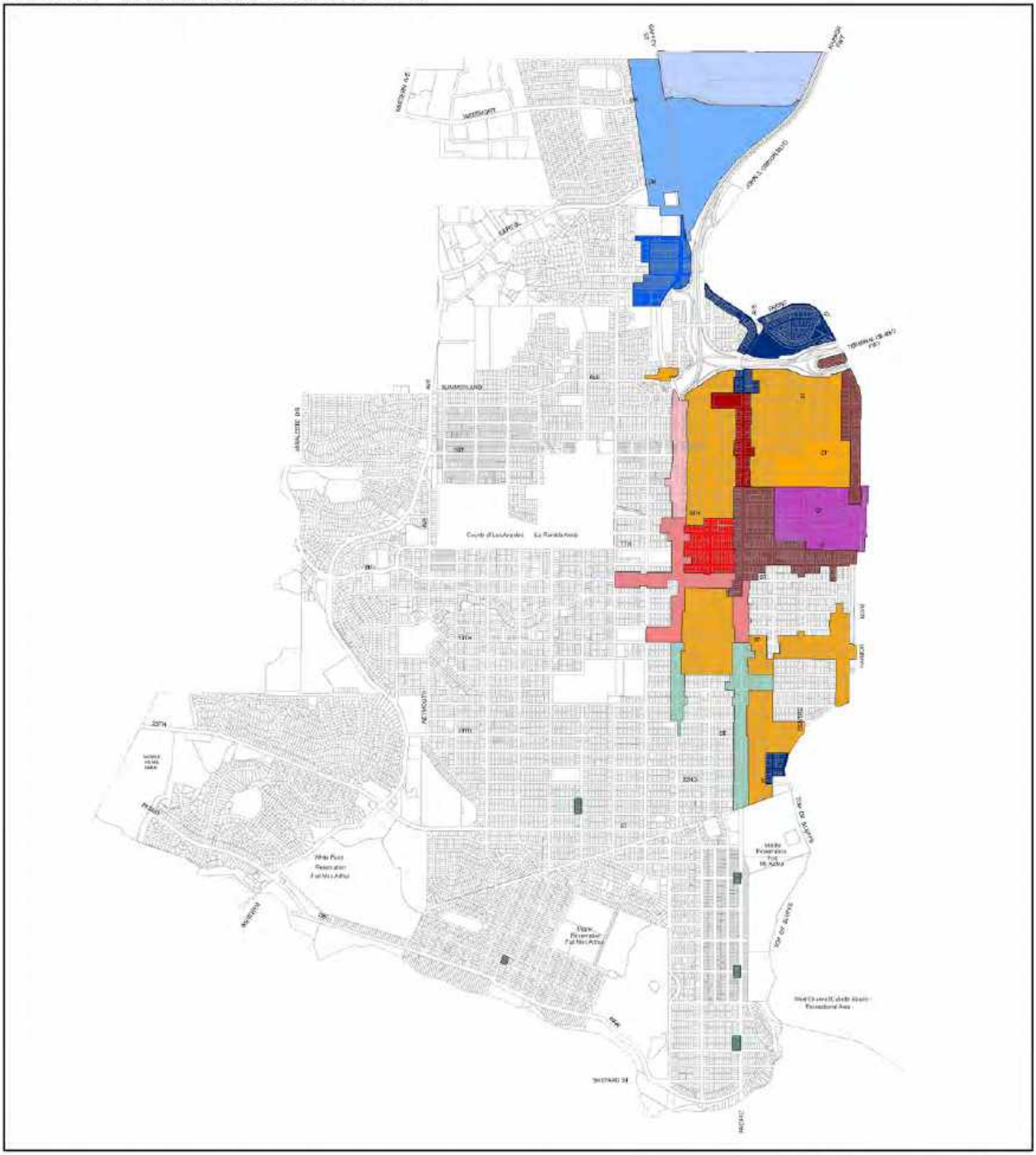
San Pedro
Community Plan Implementation Overlay District
(San Pedro CPIO District)

Ordinance No. 185539
Effective Date June 26, 2018

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Chapter VI	Industrial Subareas A, B, C, and D
Appendix A	Environmental Standards
Appendix B	Design Guidelines

FIGURE I - CPIO DISTRICT BOUNDARIES



Regional Commercial Subarea
Central Commercial A Subarea
Central Commercial B Subarea
Central Commercial C Subarea
Central Commercial D Subarea
Central Commercial E Subarea
Coastal Commercial A Subarea
Coastal Commercial B Subarea
Multi-Family Residential Subarea
Industrial A Subarea
Industrial B Subarea
Industrial C Subarea
Industrial D Subarea

Area Mapped
Community Plan Area

N

0 0.25 0.5 1 Miles

11/18/16

San Pedro

City of Los Angeles

CHAPTER I - FUNCTION OF THE CPIO DISTRICT

Section 1: SAN PEDRO CPIO DISTRICT AUTHORITY AND BOUNDARIES

Pursuant to Los Angeles Municipal Code (LAMC) Section 13.14, the City Council establishes the San Pedro Community Plan Implementation Overlay District (San Pedro CPIO District). The boundaries of the San Pedro CPIO District are identical to the boundaries of the San Pedro Community Plan Area (Community Plan Area) as adopted on October 4, 2017 (Council File No. 17-1044) and as shown on Figure I above.

Section 2: SUBAREAS

This San Pedro CPIO District contains 13 Subareas as shown on Figure I and precisely delineated by the solid boundary lines on the CPIO District Boundaries Maps, attached to the ordinance establishing the San Pedro CPIO District. These Subareas are contiguous or non-contiguous parcels characterized by common overarching Community Plan themes, goals, and policies, and are grouped by a common boundary. These Subareas are briefly summarized as follows:

Regional Commercial Subarea. The Regional Commercial Subarea provides use limitations and development standards for new development in the Regional Center (as set forth on the Long Range Land Use Diagram of the City of Los Angeles General Plan Framework Element) that support a compact center of employment, entertainment, civic and cultural activities, and waterfront tourism. This Subarea seeks an airy aesthetic through well-designed, medium to high-rise buildings that preserve upland views, and maximize public spaces and connections to the waterfront. This Subarea promotes the establishment of regional uses, including major entertainment and cultural facilities, hotel and restaurant uses, corporate or professional offices, and government buildings, as well as residential uses that provide vitality and improve transit viability. This Subarea creates an active, pedestrian-oriented district through building orientation, façade articulation, and ground floor transparency to commercial and community uses. This Subarea is shown on Figure II.

Central Commercial Subareas A, B, C, D, and E. The five Central Commercial Subareas A, B, C, D, and E, are comprised of specific commercial corridors, intersections, and blocks in the Community Plan Area and provides use limitations and development standards for new development. These Subareas reflect welcoming entryways into San Pedro, as well as well-designed commercial and residential districts that serve the daily needs of local residents, employees, and visitors. These Subareas guide a wide range of development, from compact, low-scale, one- to two-story developments to medium-scale, five- to seven-story developments. These Subareas promote the establishment of neighborhood and community uses, such as markets, pharmacies, restaurants, barber and beauty shops, small professional offices, child care facilities, art studios and galleries, as well as residential uses. These Subareas create an active, pedestrian-oriented street through building orientation, façade articulation, and ground floor transparency to commercial and community uses. These Subareas are shown on Figure III.

Coastal Commercial Subareas A and B. The two Coastal Commercial Subareas A and B are comprised of specific commercial corridors and parcels in the Community Plan Area and provide use limitations and development standards that reflect a small-scaled, two- to three-story pedestrian-friendly corridor that serves the daily needs of residents and employees. These Subareas promote the establishment of local commercial uses, such as restaurants, retail stores, childcare facilities, small offices, community meeting rooms, pharmacies, and local neighborhood stores. These Subareas reflect well-designed infill development that is compatible with adjacent residential uses, and promotes pedestrian activity and safety. These Subareas are shown on Figure IV.

Multi-Family Residential Subarea. The Multi-Family Residential Subarea is comprised of the multi-family residential neighborhoods in the Community Plan Area. This Subarea supports housing for all income groups and encourages convenient access to commercial districts. This Subarea provides development standards that convey individual residential uses, create compatibility with existing development through transitions, scale, and siting, as well as maximize amenities such as onsite recreational facilities, community meeting spaces, and useable private and/or public space, to improve the quality of life for residents. This Subarea is shown on Figure V.

Industrial Subareas A, B, C, and D. The four Industrial Subareas A, B, C, and D are comprised of the North Gaffey Industrial District and small industrial pockets in the Community Plan Area. These Subareas reflect an attractive industrial district ranging from a large scale industrial sanctuary for port and maritime support uses to small scale light-industrial uses that emphasize compatibility with adjacent residential uses. These Subareas support clean tech and green companies, food production, artisan industries, media production industries, and boating or marine related uses, as well as local employment opportunities to reduce the need to commute to remote work locations. These Subareas provide development standards that improve the aesthetic quality of North Gaffey Street, and create compatible development through transitions, scale, siting, and fencing regulations. These Subareas are shown on Figure VI.

Section 3: PURPOSES

The purposes of the San Pedro CPIO District are as follows:

A. To provide supplemental development regulations tailored to the Community Plan Area to ensure that development enhances the unique architectural, environmental, and cultural qualities of the Community Plan Area, integrates improvements and enhancements to the public rights-of-way, and maintains compatible land uses, and appropriate development scale, intensity, and density;

B. To create land use approval processes, including a ministerial administrative clearance process, which enables infill development that will positively impact communities in conformance with these regulations;

C. To implement the goals and policies of the San Pedro Community Plan;

D. To ensure that new development complements the traditional character of San Pedro and reflects high quality design and materials;

E. To enhance the appearance and function of multifamily, commercial, and industrial districts;

F. To limit non-industrial uses in industrial districts and incentivize clean technology/green technology uses to foster economic development;

G. To reinforce the vibrancy of districts through pedestrian-oriented design and development;

H. To facilitate an active, safe and inviting ground floor and pedestrian environment;

I. To limit inappropriate auto-oriented uses in certain districts;

J. To protect residential neighborhoods with transition requirements that address height, scale and compatibility;

K. To improve the appearance of signs, façades and the interface between buildings and the pedestrian environment; and

L. To incorporate sustainability principles and improve access to, and amenities for, a variety of mobility options.

Section 4: DEFINITIONS

Whenever the following terms are used in this ordinance, they shall be construed as defined in this Section I-4. Words and phrases not defined here shall be construed as defined in Chapter 1 of the LAMC, including but not limited to Section 12.03.

Administrative Clearance – A ministerial approval for a Project in a San Pedro CPIO District Subarea that is obtained pursuant to Chapter I, Section I-7.C.2 below.

Arcade – An arched or covered passageway with Commercial Uses on each side.

Automobile Storage – The storage of automobiles, recreational vehicles, trailers or other vessels on an open lot. Automobile Storage does not include parking for an established land use.

Automotive Uses – A car wash (including, automobile laundries or wash racks) or any of the following uses, as defined in LAMC Section 12.03: automotive use, automobile dismantling yard, automobile and trailer sales area, automotive repair, and automotive fueling and service station. This term does not include retail automobile parts sales.

CEQA – The California Environmental Quality Act, Public Resources Code Sections 21000, *et seq.*, and the guidelines adopted in California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387 ("CEQA Guidelines").

Clean Tech/Green Tech Uses – Industries that directly engage in (1) the research and development of alternative fuels, sustainable energy, or energy efficient technologies or methods (such as, but not limited to, fuel cells, solar energy, wind energy, geothermal, and renewable energy systems), (2) the research and development of renewable

resources or resource efficiency technologies or methods (such as, but not limited to, air and water purification, and desalination), or (3) the research, development, and production of new materials used in the production of renewable energy or promotion of energy efficiency (such as, but not limited to, thin film, metallic foams and organometallics), as determined by the Director of Planning.

Commercial Uses – Those uses as first permitted in the CR, C1, C1.5, C2, C4, or C5 Zones, including Community Facilities, guest rooms and hotels.

Community Facility – Any use whose primary purpose is to provide government, non-profit, or not-for-profit assistance to the general public. Examples include government offices and services, privately funded services or charities that are provided to the public at a free, subsidized, or reduced rate such as child care centers, job assistance centers, business assistance centers, libraries, schools, adult day care, health clinics, museums, cultural centers, telecommuting centers, gyms or recreation centers, restrooms open to the general public, and rooms available to the general public for community meetings. Community Facility includes any related administrative offices for the aforementioned uses above.

Community Plan – The San Pedro Community Plan.

CPIO Approval – An approval issued under Chapter I, Section I-7.C below that is an Administrative Clearance, a CPIO Adjustment, or a CPIO Exception.

Drive-thru Establishment – Any business used for the execution of a sale, or business transaction, to an individual in a motor vehicle.

Eligible Historic Resource – A building, structure, object, site, landscape, natural feature, or historic district identified as eligible for listing either individually or as a contributor to a district under a local, state, or federal designation program through SurveyLA (the Los Angeles Historic Resources Survey), or another historical resource survey completed by a person meeting the Secretary of the Interior's Professional Qualification Standards for Historic Preservation and accepted as complete by the Director, in consultation with the Office of Historic Resources. This term does not include a non-contributor to an eligible historic district.

Ground Floor – The floor level which is within three feet above or below curb level, accessible to the street, has frontage on a Primary Lot Line, and is at least 25 feet in depth or the total depth of the building, whichever is less.

Paseo – Pedestrian walkway that is open to the sky and that provides pedestrian passage between structures, or through landscaping, or parking lots, which is distinguished by ground surface treatments that provide for pedestrian safety and ease of movement.

Pedestrian Amenities – Any public or private improvement that facilitates direct, safe, attractive, accessible, and enjoyable walking. This term includes outdoor sidewalk cafes, public plazas, retail courtyards, water features, kiosks, Paseos, Arcades, patios, covered walkways, or spaces for outdoor dining or seating that are located on the Ground Floor, and that are accessible to and available for use by the public.

Pedestrian Sign – A projecting sign, as defined in LAMC Section 14.4.2, which is attached to a wall or to the underside of an awning, marquee, or canopy with one or two sign faces perpendicular to the face of the building or structure to which it is affixed.

Personal Services – Services offered to the public related to home, health, or family, such as dry cleaners, beauty salon, spas, shoe repair, pharmacy and the like, but not including financial-oriented or medical services.

Premises – A building or portion thereof used as a location for a single business.

Primary Frontage – The exterior building walls facing the Primary Lot Line. For the purposes of this definition, all exterior walls that intersect a plane parallel to a lot line at 45 degrees or less shall be considered the Primary Frontage. When the Primary Lot Line is not straight, a line connecting the points where the secondary or side lot lines and the Primary Lot Line intersect shall be used.

Primary Lot Line – The property line of a lot that is contiguous with a public street. On lots fronting more than one public street, the Director of Planning shall determine the Primary Lot Line based upon neighborhood characteristics, including the designation of the abutting streets and the dimensions of the subject lot.

Project – Any activity that requires the issuance of a building, grading, demolition, or change of use permit.

Storefront Bays – That area enclosed by the storefront cornice above, piers on the side, and the sidewalk at the bottom.

Unified Lots – Two or more legal lots owned by one or more owners, which through legal instrument are controlled or developed as one lot, such as lots subject to a covenant, known as a, "covenant to hold property as one parcel."

Section 5. RELATIONSHIP TO OTHER ZONING REGULATIONS

A. In addition to the provisions in LAMC Section 13.14.B for the relationship of the San Pedro CPIO District to other City zoning regulations, the following exceptions apply to all lots within the San Pedro CPIO District unless expressly stated to the contrary in the CPIO District Subarea regulations:

1. The Mini-Shopping Centers and Commercial Corner Development Standards and Conditions of Operation set forth in LAMC Section 12.22.A.23 do not apply.

B. Nothing in the San Pedro CPIO District is intended to override or conflict with any regulations in the LAMC or other ordinance establishing a park or Quimby fee or park or open space dedication requirement, including any provisions related to credits or fee and dedication calculations.

Section 6. EXEMPT PROJECTS

The following types of Projects are exempt from the regulations in this San Pedro CPIO District:

1. Construction that consists solely of interior rehabilitation or repair work;
2. Any permit for a single-family dwelling, not including a single-family dwelling in a small lot subdivision authorized by LAMC Section 12.22.C.27.

Section 7. REVIEW PROCEDURES

A. Prohibition of Issuance of DBS Permits Prior to CPIO Approval. The Los Angeles Department of Building and Safety shall not issue a permit for any Project within a San Pedro CPIO District Subarea (in whole or in part), unless the Project has been reviewed and approved in accordance with this Section I-7.

B. Filing Requirements for Multiple Approvals. When an applicant applies for any discretionary approval under LAMC Chapter 1 for a property located (in whole or in part) in a CPIO District Subarea, the applicant shall also apply for a CPIO Approval pursuant to Subsection C, below. A CPIO Adjustment or a CPIO Exception shall be a quasi-judicial approval for purposes of LAMC Section 12.36.A, and shall be processed subject to the procedures in LAMC Section 12.36, if applicable.

C. CPIO Approval. All Projects within a San Pedro CPIO District Subarea (in whole or in part) shall obtain an Administrative Clearance to demonstrate compliance with the San Pedro CPIO District. For any requirement for which the Project cannot demonstrate compliance, the Project shall obtain a CPIO Adjustment or CPIO Exception. An application for a CPIO Approval shall be reviewed and approved pursuant to LAMC Section 13.14.G, including as its requirements are modified and supplemented below:

1. **Content of Application for a CPIO Approval.** In addition to any other information or documents required under LAMC Section 13.14.G.1, an applicant shall provide, at minimum, two sets of detailed permit drawings and any other exhibits deemed necessary to demonstrate compliance with all applicable provisions of the CPIO District. Each application submitted for a CPIO Adjustment or a CPIO Exception shall clearly identify all of the adjustments and exemptions requested.

2. **Administrative Clearance.** In addition to the requirements in Section 13.14.G.2, the following shall apply:

   (a) **Director Approval.** The Director shall grant an Administrative Clearance after reviewing the Project and finding that it is in compliance with all applicable provisions of the San Pedro CPIO District.

   (b) **Non-Appealable Ministerial Approval.** The approval of an Administrative Clearance is not subject to appeal and is not discretionary for purposes of CEQA Guidelines Sections, 15060(c)(1) and 15268.

(c) **Non-Conforming Uses and Scope of Review.**

(i) In reviewing a Project for an Administrative Clearance, the Director shall review the Project for compliance with those regulations that are applicable to the proposed scope of construction or use. For example, a Project that consists exclusively of a change of use need not comply with development standards, but shall comply with the use regulations, and a Project that involves only façade improvements, shall comply with applicable façade standards, but need not comply with parking lot standards.

(ii) Non-conforming uses shall comply with LAMC Section 12.23.

3. **CPIO Adjustments**. In addition to the requirements in LAMC Section 13.14.G.3 the following shall apply:

(a) **Findings.** In addition to the other required findings in LAMC Section 13.14.G.3(b), the Director, or the Area Planning Commission on appeal, shall find that the Project substantially complies with the applicable design guidelines in Appendix B, as well as any applicable Citywide Design Guidelines, and the Community Plan.

(b) **Eligible Regulations.** Unless expressly modified in the San Pedro CPIO District, all development regulations are eligible for a CPIO Adjustment pursuant to this Subsection C.3. Projects seeking relief from a San Pedro CPIO District regulation that is not eligible (or further eligible) for a CPIO Adjustment may seek relief with a CPIO Exception.

(c) **CEQA.** Approval of a CPIO Adjustment is a discretionary approval for purposes of CEQA Guidelines, Section 15060(c)(1).

4. **CPIO Exceptions**. In addition to the requirements in LAMC Section 13.14.G.4, the following shall apply:

(a) **Findings.** In addition to the required findings in LAMC Section 13.14.G.4(b), the Area Planning Commission, or the City Council on appeal, shall find that the Project substantially complies with the applicable design guidelines in Appendix B, as well as any applicable Citywide Design Guidelines, and the Community Plan.

(b) **CEQA.** Approval of a CPIO Exception is a discretionary approval for purposes of CEQA Guidelines, Section 15060(c)(1).

5. **Eligible Historic Resource Evaluation**. Prior to any other CPIO Approval being issued, a Project that involves an Eligible Historic Resource shall comply with the following review procedures.

(a) **Non-Demolitions**. For any Project that does not involve the demolition of an Eligible Historic Resource, no CPIO Approval shall be issued until one

of the following occurs:

(i) The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Eligible Historic Resource is not a historical resource, as defined by Public Resources Code Section 21084.1;

(ii) The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, that the Project is consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; or

(iii) Environmental review in compliance with CEQA is completed for the Project, including if necessary, the adoption of a statement of overriding considerations.

(b) **Demolitions.** For any Project that involves the demolition of an Eligible Historic Resource, no CPIO approval shall be issued until one of the following occurs:

(i) The Director, in consultation with the Office of Historic Resources, determines, based upon substantial evidence, the Eligible Historic Resource is not a historical resource, as defined by Public Resources Code Section 21084.1; or

(ii) Environmental review in compliance with CEQA is completed on the Project, including if necessary, the adoption of a statement of overriding considerations.

(c) **CEQA Review for Eligible Historic Resources.** In complying with this Subsection 5, if at any time the Director, in consultation with the Office of Historic Resources, determines the Eligible Historic Resource is not a historical resource as defined by Public Resources Code Section 21084.1, approval of the Project through an Administrative Clearance (involving no other discretionary approvals) shall be a ministerial approval for purposes of CEQA, including CEQA Guidelines, Section 15268. If the Director, in consultation with the Office of Historical Resources, determines the Eligible Historic Resource is a historical resource as defined by Public Resource Code Section 21084.1, approval of the Project through an Administrative Clearance shall be a discretionary approval for purposes of CEQA Guidelines, Section 15060(c)(1). In reviewing and approving a Project with a historical resource, the Director and Office of Historic Resources shall take such steps within the scope of their powers and duties as they determine are necessary for the preservation of the historical resource, including but not limited to, consulting with the applicant to provide voluntary options for preservation or initiating a formal designation process.

(d) **Appeals.** No determination of the Director in this Subsection 5 is independently appealable unless an appeal of an entitlement or CEQA action is otherwise available through the CPIO District, the LAMC, or CEQA.

Section 8. ENVIRONMENTAL STANDARDS PROCEDURES

The Environmental Standards in Appendix A are included in the San Pedro CPIO District to implement the Mitigation & Monitoring Program included as part of the San Pedro Community Plan update and reviewed in the City of Los Angeles San Pedro Community Plan Environmental Impact Report (No. ENV-2009-1558-EIR), certified on October 4, 2017.

An applicant seeking a CPIO Approval shall comply with all applicable Environmental Standards as set forth in Appendix A, subject to the following rules.

A. **Applicability of Environmental Standards.** A Project does not need to comply with any Environmental Standard that is not relevant to the scope of activities involved with the Project. For example, a Project that proposes only minor façade alterations and no grading, shall not be subject to Environmental Standards that apply to grading activities (such as noise and vibration standards). The Director, in his or her reasonable discretion, shall determine the applicability of Environmental Standards to a Project.

B. **Plans.** Compliance with all applicable Environmental Standards listed in Appendix A shall be demonstrated on the plans as project features (that is, features that are physically built into the project such as an air filtration system), or as operational features listed on a sheet within the plans (that is, features that are carried out either during the construction of the project, or over the life of the project, such as monitoring of biological resources on site).

C. **CPIO Approvals.** No CPIO Approval shall be issued until an applicant has demonstrated substantial compliance with all applicable Environmental Standards or a modification of an Environmental Standards has been approved pursuant to Subsection D below. Determination of substantial compliance shall be in the reasonable discretion of the Director.

D. **Modification of Environmental Standards.** Modifications of Environmental Standards do not require and shall not be processed with a CPIO Adjustment or CPIO Exception. The Director (or appeal body on appeal) may modify or not require an Environmental Standard listed in Appendix A for any Project when: (1) the Director finds in writing, based upon substantial evidence, the Environmental Standard is not necessary to mitigate the impact because of the existence of a similar or more effective regulation that applies to the Project; (2) the City complies with CEQA Guidelines, Section 15162, including by preparing an addendum or subsequent environmental clearance to the San Pedro Community Plan EIR to analyze the impacts from the modifications to the Environmental Standards; or (3) the City prepares a new CEQA clearance for the Project. No CPIO Approval shall be issued for a Project with a modified Environmental Standard until this Subsection D has been complied with. The modification of an Environmental Standard is not independently appealable unless an appeal of an entitlement or CEQA determination is otherwise available through the CPIO District, the LAMC, or CEQA.

Section 9. CEQA CLEARANCE

For purposes of CEQA compliance for subsequent projects approved with a CPIO Approval, including but not limited to consideration of a CEQA clearance pursuant to Government Code Section 65457, Public Resources Code Section 21155.4; or CEQA Guidelines, Sections 15183 or 15183.3, the San Pedro CPIO shall operate and be treated as a specific plan, zoning ordinance, and a prior plan level decision for which an EIR was certified.

Section 10. USE OF DESIGN GUIDELINES

The design guidelines in Appendix B are not mandatory or required for an Administrative Clearance. The design guidelines should be used by decision-makers in the review and approval of discretionary zoning approvals within the CPIO District boundaries that require findings related to neighborhood compatibility, the degradation or benefit of the Project to surrounding properties and the community, and conformity with the intent and purpose of the Community Plan. Such discretionary zoning approvals include but are not limited to CPIO Adjustments, CPIO Exceptions, and conditional use permits under LAMC Section 12.24.

Nothing in this section, the San Pedro CPIO District, or the design guidelines in Appendix B, shall allow decision-makers to approve, deny, or condition a discretionary zoning approval based on guidelines related to signs. Design guidelines related to signs in Appendix B are for guidance only.

Section 11. SEVERABILITY

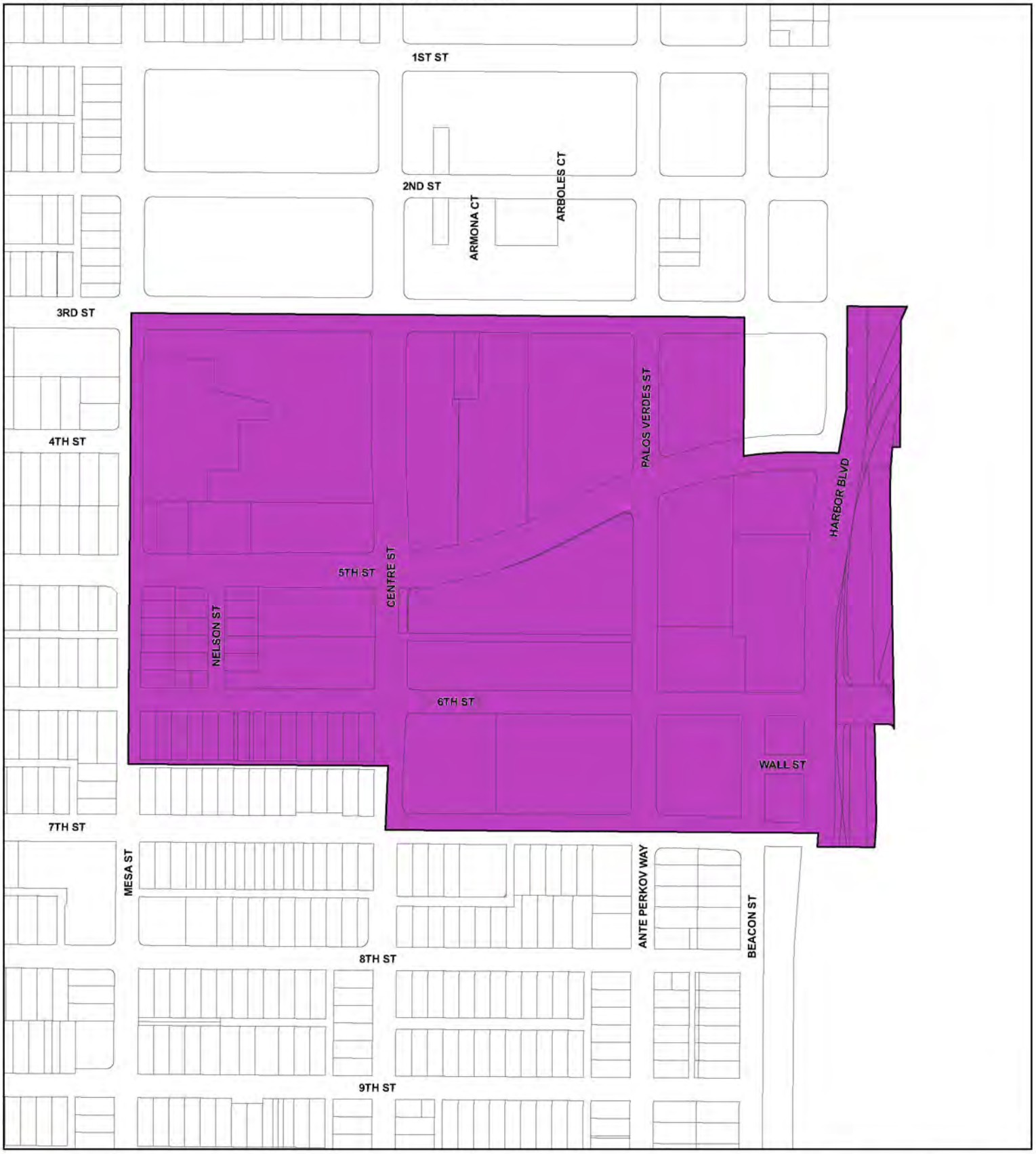
If any provision of this San Pedro CPIO District or the application of the provision to any person, property or circumstances, is held invalid, the remainder of this San Pedro CPIO District or the application or the provisions to other persons, property or circumstances shall not be affected.

CHAPTER II - REGIONAL COMMERCIAL SUBAREA

OVERVIEW

The intent of the supplemental development regulations in this Chapter II is to create a compact center of employment, entertainment, civic, and cultural uses, and waterfront tourism. These supplemental development regulations seek to create an active, pedestrian-oriented district that maximizes publicly accessible open space and connections to the waterfront, through building orientation, façade articulation, and ground-floor transparency to commercial and community uses. Projects within the Regional Commercial Subarea (see Figure II), shall comply with the applicable supplemental development regulations in this Chapter II.

FIGURE II - REGIONAL COMMERCIAL SUBAREA



Regional Commercial Subarea

Area Mapped
CPIO
Community Plan Area



N

0 150 300 600 Feet

11/18/16

CHAPTER II - REGIONAL COMMERCIAL SUBAREA

SECTION II-1: LAND USE

A. Any new use or change of use in the Regional Commercial Subarea shall be subject to the use regulations set forth in Table II-1 below. Uses are controlled by the underlying zoning and the LAMC except where modified in Table II-1.

B. Uses made non-conforming by this CPIO shall comply with LAMC Section 12.23.

Table II-1 – Regional Commercial Subarea Land Use Regulations

Land Use	Regulation	Applicable Location	Regulation/ Exemptions/ Clarifications
Automobile Storage	Prohibited	All Locations	
Automotive Uses	Prohibited	All Locations	
Drive-thru Establishment	Prohibited	All Locations	
100% Residential (excluding Joint Living and Work Quarters)	Prohibited	All Locations	Buildings developed with 100 percent residential uses are prohibited. Residential uses are permitted when developed in conjunction with Commercial Uses and/or Community Facilities in the same building. Residential uses does not include Joint Living and Work Quarters.

SECTION II-2: DEVELOPMENT STANDARDS

Projects in the Regional Commercial Subarea are subject to the following development standards.

A. **Building Height.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building height regulations:

1. Overall Height.

   (a) The Ground Floor shall have a minimum height of 14 feet, measured from the finished floor to the underside of the structural floor or roof above.

   (b) The maximum building height is 250 feet.

   (c) Other than with a CPIO Adjustment or a CPIO Exception, a Project may only exceed 250 feet in height if approved pursuant to LAMC Section 12.24.V, except that the initial decision-maker shall be the City Planning Commission.

   (d) A minimum five-foot stepback shall occur at a minimum height of 35 feet.

B. **Building Density & Intensity.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building density and intensity regulations:

1. For a Project zoned C2-2D, the maximum FAR shall be 6:1.

2. For a Project zoned R4-2D, the maximum FAR shall be 4:1.

C. **Building Design.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building design regulations:

1. For new construction, the exterior wall of any building or parking structure shall be located not more than five feet from the Primary Lot Line, except that the exterior wall may be more than five feet from the Primary Lot Line when the setback area is used for open space consistent with Subsection E.

2. For new construction, at least 60 percent of the Primary Frontage at the Ground Floor shall consist of doors and windows. Windows and doors shall allow views into building interiors or to merchandise displays. At minimum, 70 percent of window bases shall be set at a maximum of three feet as measured from finished grade.

3. Glass as part of the external façade of buildings shall be no more reflective than necessary to comply with Green Code or other state or local UV requirements.

4. The exterior façade of buildings five stories or less shall incorporate no more than three complementary building materials, including but not limited to glass, tile, masonry, smooth stucco, or stone.

5. Heavily textured stucco is prohibited.

D. **Building Disposition.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects involving new construction shall comply with the following building disposition regulations:

1. Buildings and parking structures shall occupy 100 percent of the length of the Primary Lot Line, except to provide required driveways or open space consistent with Subsection E.

2. Commercial Uses located on the Ground Floor shall have an entrance directly accessible from an Arcade, a street, or open space consistent with Subsection E, without the need to cross a parking lot or driveway.

3. Each residential unit at the Ground Floor shall be directly accessible from the street, without the need to cross a parking lot or driveway.

4. Individual entrances to each unit shall be set back a minimum of three feet from the sidewalk.

5. Individual entrances to each unit shall be a maximum of three feet above or below sidewalk grade.

E. Publicly Accessible Open Space. In addition to any regulations set forth by the underlying zone and the LAMC, Projects involving new construction shall comply with the following publicly accessible open space regulations:

1. Projects on properties that front 200 feet or more of a single street shall include open space that is all of the following:

   (a) A minimum of 5,000 square feet;

   (b) Located on the ground level with direct pedestrian connection to the adjacent street;

   (c) Unenclosed by any wall, fence, gate, or other obstruction;

   (d) Lined with Ground Floor tenant spaces usable for retail uses, including one or more restaurants, along at least 20 percent of the building frontage that abuts the open space;

   (e) At least 40 percent landscaped with usable lawn or similar usable groundcover or artificial grass, or with plant materials that are low maintenance, and native or drought tolerant; and

   (f) Improved with Pedestrian Amenities.

2. Projects on properties that front less than 200 feet of a single street shall provide open space at a rate of one square foot per 100 square feet of nonresidential floor area up to 5,000 square feet. The open space shall be visible and accessible from the sidewalk and include Pedestrian Amenities and/or landscaped areas.

3. Projects with frontage on Harbor Boulevard shall locate the required open space adjacent to Harbor Boulevard.

4. Projects required to provide open space under LAMC Section 12.21.G may reduce the required open space by up to 50 percent if the Project includes open space that meets at least five requirements listed in Subparagraph E.1.

5. Any open space required or regulated pursuant to this Subsection E shall be accessible to the public during business hours.

F. Parking and Vehicular Access. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following parking and vehicular access regulations:

1. Required Parking.

   (a) No additional parking shall be required for any change of use within an existing building provided any existing on-site parking is maintained and the use is not prohibited by this CPIO.

2. Parking Location and Access.

   (a) For new construction, vehicle parking areas are prohibited between the Primary Frontage and the Primary Lot Line. Parking shall be provided in surface lots located at the rear or side of the building, or in a semi-subterranean or subterranean garage, or a combination of the three.

   (b) For new construction, side streets or alleys shall provide the primary point of vehicular access for service and parking facilities, unless determined infeasible by the Los Angeles Department of Transportation.

   (c) For new construction, at-grade or above-grade parking structures shall prohibit parking, storage, mechanical equipment, or similar uses, improvements and equipment on the Ground Floor abutting a street. Such parking structures shall be visually compatible with other structures associated with the Project, in terms of material, color, and other design elements.

   (d) Curb cuts shall be prohibited on the following streets:

      (i) 6th Street from Mesa Street to Centre Street; and

      (ii) Harbor Boulevard.

   (e) There shall be no more than one driveway per 200 feet of linear frontage for a single development. Each driveway shall not exceed 30 feet in width, unless determined infeasible by the Director of Planning, in consultation with the Los Angeles Department of Transportation.

G. Landscaping. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following landscaping regulations:

1. Along property lines that abut residential uses, Projects shall provide a landscaped buffer area, a minimum depth of two feet, that is planted with trees or vegetation (e.g., bamboo) that grow to a minimum of ten feet.

2. Where a surface parking lot abuts a street, Projects shall provide a landscaped buffer, a minimum depth of two feet, that is located between the parking areas and the property line. The landscaped buffer area shall contain 24-inch box trees planted at ratio of one tree for every ten linear feet. Required trees shall be a minimum of two inches in trunk diameter and ten feet in height at the time of planting.

3. All areas of a site not occupied by buildings, driveways, or open space consistent with Subsection E, shall be landscaped. Eighty percent of landscaped areas shall consist of plant materials that are low maintenance, and native or drought tolerant.

H. Signage. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following signage regulations:

1. The following types of signs are prohibited: billboards; pole signs; banners; illuminated architectural canopy signs; inflatable devices; digital, flashing, animated, blinking, or scrolling signs or signs that move; canister wall or canister blade signs; and signs with pliable vinyl letters.

2. Each Premises shall be permitted one wall sign. An additional wall sign is permitted if the Premises abuts another street, alley, or public parking area. Each additional wall sign shall be located on the additional frontage.

3. The total sign area of wall signs shall not exceed 1.5 square feet per each foot of building frontage, up to a maximum size of 100 square feet total. Wall signs facing alleys or parking areas shall not exceed five square feet.

4. In lieu of a wall sign, each Premises shall be permitted one awning sign, to be located over a building or a business entrance. An additional awning sign is permitted in lieu of a permitted wall sign if the Premises abuts another street, alley, or public parking area. Sign letters shall be located on valences only, and letter height should not exceed ten inches.

5. Each Premises on the Ground Floor shall be permitted one Pedestrian Sign, limited to a maximum of six square feet in size. Except that each Premises that is located above the first floor may have a Pedestrian Sign on the ground level if there is direct exterior pedestrian access to the second floor business space.

6. Where multiple businesses exist, there shall be no more than one projecting sign for every 25 linear feet of Primary Frontage.

7. Window signs shall not exceed ten percent of the total window area. In no case shall a window sign exceed four square feet.

8. Signs facing alleys or residentially zoned areas shall not be internally illuminated.

I. **Appurtenances.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following appurtenance regulations:

1. Projects shall provide ancillary lighting along pedestrian and vehicular access ways.

2. Projects are prohibited from using any of the following fencing materials: chain link, barbed wire, razor wire, corrugated metal, and other similar fencing materials.

3. Appurtenant structures, improvements and equipment, including but not limited to, utility equipment, exterior mechanical equipment (including HVAC equipment, satellite dishes and cellular antennas), storage areas, and dumpsters, shall not be visible from public rights-of-way and shall be placed and improved as follows:

   (a) At the rear of the site and be enclosed or screened with landscaping;

   (b) On the roof and be screened with materials that are architecturally integrated into the building; or

   (c) If feasible, underground.

4. Utility lines shall be placed underground for all new construction subject to site plan review pursuant to LAMC Section 16.05, to the satisfaction of the Los Angeles Department of Water and Power.

5. Utility boxes or facilities, including electrical transformers, shall be installed below grade, if feasible, to the satisfaction of the Los Angeles Department of Water and Power.

6. No mechanical equipment (such as, air conditioners) shall be permitted in window or door openings.

J. **Public Improvements.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following public improvement regulations:

1. For Projects with new construction subject to any discretionary review, street trees shall be planted in the adjacent public right-of-way, where feasible, at a ratio of at least one tree for every 25 feet of lot length, to the satisfaction of the Bureau of Street Services.

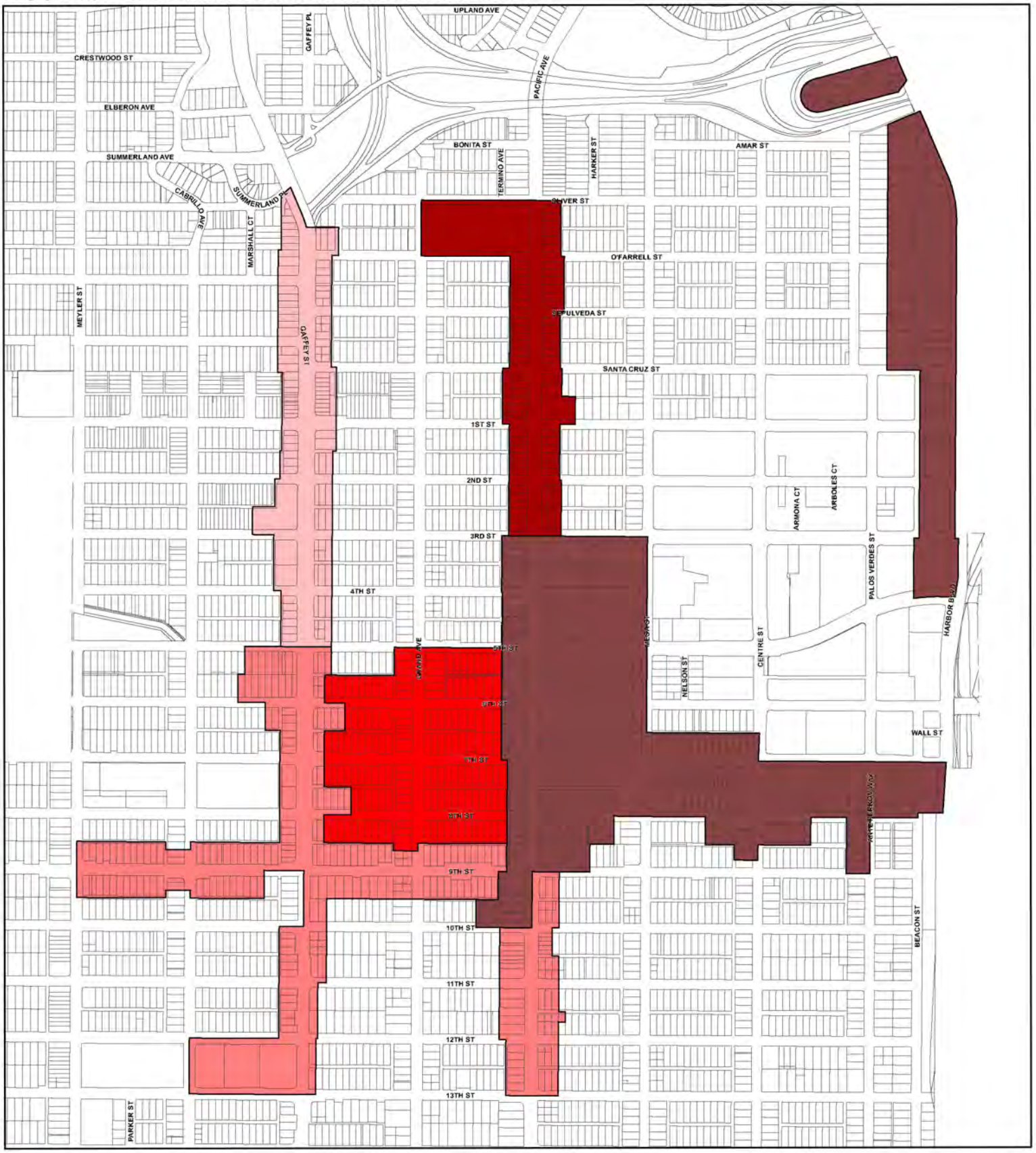
2. Per LAMC Section 62.08, the San Pedro CPIO shall be treated as a specific plan subject to its provisions.

CHAPTER III – CENTRAL COMMERCIAL SUBAREAS A, B, C, D, and E

OVERVIEW

The intent of the supplemental development regulations in this Chapter III is to create entryways into San Pedro, as well as pedestrian-oriented commercial districts that serve the daily needs of residents, employees, and visitors. These supplemental development regulations create an active, pedestrian-oriented street through building orientation, publicly accessible open space, façade articulation, and ground floor transparency to commercial and community uses. Projects within the Central Commercial Subareas A, B, C, D, or E (see Figure III) shall comply with the applicable supplemental development regulations in this Chapter III.

FIGURE III - CENTRAL COMMERCIAL SUBAREAS



Central Commercial A Subarea
Central Commercial B Subarea
Central Commercial C Subarea
Central Commercial D Subarea
Central Commercial E Subarea

Area Mapped
CPIO
Community Plan Area





N

0 375 750 1,500 Feet

11/18/16

CHAPTER III – CENTRAL COMMERCIAL SUBAREAS A, B, C, D, and E

SECTION III-1: LAND USE

A. Any new use or change of use in the Central Commercial Subareas A, B, C, D, and E shall be subject to the use regulations set forth in Table III-1 below. Uses are controlled by the underlying zoning and the LAMC except where modified in Table III-1.

B. Uses made non-conforming by this CPIO shall comply with LAMC Section 12.23.

Table III-1 Central Commercial Subareas Land Use Regulations

Use	Regulation	Applicable Location	Regulation/ Exemptions/ Clarifications
Automobile Storage	Prohibited	Subareas B, C, D, and E	
Automotive Uses	Prohibited	Subareas B, C, D, and E	
Commercial Uses	Required	Subarea A, south of 1st Street, and Subarea B	Commercial Uses are required on the Ground Floor for a minimum of 75 percent of the length of any new Primary Frontage.
Drive-Thru Establishment	Prohibited	Subareas B, C, D, and E	
100% Residential (excluding Joint Living and Work Quarters)	Prohibited	Subareas D and E	Buildings developed with 100 percent residential uses are prohibited. Residential uses are permitted when developed in conjunction with Commercial Uses and/or Community Facilities that are located in the same building. Residential uses does not include Joint Living and Work Quarters.

	Allowed	Subarea A, north of 1st Street, and Subarea C	Projects are encouraged, but not required, to comply with the multi-family residential guidelines in Appendix B.

SECTION III-2: DEVELOPMENT STANDARDS

Projects in the Central Commercial Subareas are subject to the following development standards:

A. Building Height. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building height regulations:

1. In Subareas A and D:

   (a) The Ground Floor shall have a minimum height of 14 feet, measured from the finished floor to the underside of the structural floor or roof above.

   (b) The maximum height shall be 45 feet.

2. In Subarea B:

   (a) The Ground Floor shall have a minimum height of 14 feet, measured from the finished floor to the underside of the structural floor or roof above.

   (b) The maximum height for Height District 1XL shall be 30 feet.

   (c) The maximum height for Height District 1VL shall be 45 feet.

3. In Subarea C:

   (a) The Ground Floor shall have a minimum height of 14 feet, measured from the finished floor to the underside of the structural floor or roof above.

   (b) The maximum height shall be 75 feet.

   (c) Other than with a CPIO Adjustment or a CPIO Exception, a Project may only exceed 75 feet in height if approved pursuant to LAMC Section 12.24.V, except that the initial decision-maker shall be the City Planning Commission.

4. In Subarea E:

   (a) The Ground Floor shall have a minimum height of 14 feet, measured from the finished floor to the underside of the structural floor or roof above.

   (b) The maximum height shall be 75 feet, with the following exceptions:

(i) For properties south of 8th Street between Mesa Street and Palos Verdes Street, the maximum height shall be 75 feet from the lowest natural grade on 8th Street.

(ii) For properties west of Harbor Boulevard and north of Amar Street, the maximum height shall be 45 feet.

(c) Other than with a CPIO Adjustment or a CPIO Exception, a Project may only exceed 75 feet in maximum height if approved pursuant to LAMC Section 12.24.V, except that the initial decision-maker shall be the City Planning Commission.

5. Where a parcel is either abutting or across an alley from either a residentially zoned lot or a lot within a Historic Preservation Overlay Zone, the building height shall be stepped-back within a 45 degree angle as measured 15 feet above grade at the property line of the lot in residential zone or Historic Preservation Overlay Zone. Projects on a slope shall be calculated at the lowest grade.



B. Building Density & Intensity. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building density and intensity regulations:

1. In Subareas A and D:

(a) The maximum FAR shall be 1.5:1.

2. In Subarea B:

(a) The maximum FAR shall be 1.5:1.

3. In Subarea C:

(a) The maximum FAR shall be 3.0:1.

4. In Subarea E:

(a) The maximum FAR shall be 4.0:1 except as follows:

(i) For properties south of 8th Street between Mesa Street and Palos Verdes Street, the maximum FAR shall be 3.0:1.

(ii) For properties west of Harbor Boulevard and north of Amar Street, the maximum FAR shall be 3.0:1.

C. Building Design. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building design regulations:

1. For new construction, the exterior wall of any building or parking structure shall be located not more than five feet from the Primary Lot Line, except that exterior walls may be more than five feet from the Primary Lot Line when the setback area is used for open space consistent with Subsection E, and/or landscaping.

2. For Automotive Uses, Automobile Storage, and Drive-thru Establishments, a minimum 10-foot-high masonry wall shall be maintained at any property line adjacent to an R Zone, except when the property is located across a street.

3. For new construction, at least 60 percent of the Primary Frontage at the Ground Floor shall consist of doors and windows. Windows and doors shall allow views into building interiors and/or to merchandise displays. A minimum of 70 percent of window bases shall be set at a maximum of three feet as measured from finished grade.

4. Glass as part of the external façade of buildings shall be no more reflective than necessary to comply with Green Code or other state or local UV requirements.

5. The exterior façade of buildings five stories or less shall incorporate no more than three complementary building materials, including but not limited to glass, tile, masonry, smooth stucco, or stone.

6. Heavily textured stucco is prohibited.

D. **Building Disposition.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects involving new construction shall comply with the following building disposition regulations:

1. Buildings and parking structures shall occupy 100 percent of the length of the Primary Lot Line, except to provide required driveways and open space consistent with Subsection E. Additionally, one walkway, not to exceed ten feet in width, shall be permitted for every 200 linear feet of frontage.

2. Commercial Uses located on the Ground Floor shall have an entrance directly accessible from an Arcade, a street, or open space consistent with Subsection E, without the need to cross a parking lot or driveway.

3. Each residential unit on the Ground Floor shall be directly accessible from the street, without the need to cross a parking lot or driveway.

4. Individual entrances to each unit shall be set back a minimum of three feet from the sidewalk.

5. Individual entrances to each unit shall be a maximum of three feet above or below sidewalk grade.

6. Projects with rear lot lines abutting a public right-of-way or a parking lot shall incorporate clearly defined pedestrian entrances at the rear of the building.

E. **Publicly Accessible Open Space.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects involving new construction shall comply with the following publicly accessible open space regulations:

1. Projects on properties that front 200 feet or more of a single street shall include open space that is all of the following:

   (a) A minimum of 5,000 square feet;

   (b) Located on the ground level with direct pedestrian connection to the adjacent street;

   (c) Unenclosed by any wall, fence, gate, or other obstruction;

   (d) Lined with Ground Floor tenant spaces usable for retail uses, including one or more restaurants, along at least 20 percent of the building frontage that abuts the open space;

   (e) At least 40 percent landscaped with usable lawn or similar usable groundcover or artificial grass, or with plant materials that are low maintenance, and native or drought tolerant; and

   (f) Improved with Pedestrian Amenities.

2. Projects on properties that front less than 200 feet of a single street shall provide open space at a rate of one square foot per 100 square feet of nonresidential floor area up to 5,000 square feet. The open space shall incorporate publicly accessible open space that is visible and accessible from the sidewalk and that includes Pedestrian Amenities and/or landscaped areas.

3. Projects with frontage on Harbor Boulevard shall locate the required open space adjacent to Harbor Boulevard.

4. Projects required to provide open space under LAMC Section 12.21.G, may reduce the required open space by up to 50 percent if the Project includes open space that meets at least five requirements listed in Subparagraph E.1.

5. Any open space required or regulated pursuant to this Subsection E shall be accessible to the public during business hours.

F. **Parking and Vehicular Access.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following parking and vehicular access regulations:

1. Required Parking.

   (a) For Projects on 6th Street or 7th Street, no additional parking shall be required for any change of use in an existing building provided any on-site parking is maintained and the use is not prohibited by this CPIO.

2. Parking Location and Access.

   (a) For new construction, vehicle parking areas are prohibited between the Primary Frontage and the Primary Lot Line. Surface parking shall be located at the rear or side of buildings on the site.

   (b) For new construction, at-grade or above-grade parking structures shall prohibit parking, storage, mechanical equipment, or similar uses, improvements and equipment, on the Ground Floor abutting a street. Such parking structures shall be visually compatible with other structures associated with the Project, in terms of material, color, and other design elements.

   (c) For new construction, side streets and alleys shall provide the primary point of vehicular access for service and parking facilities, unless determined infeasible by the Director of Planning, in consultation with the Los Angeles Department of Transportation.

   (d) Curb cuts shall be prohibited on the following streets:

      (i) 6th Street from Pacific Avenue to Centre Street;

      (ii) 7th Street from Pacific Avenue to Centre Street;

      (iii) Pacific Avenue from 4th Street to 8th Street; and

      (iv) Harbor Boulevard.

   (e) There shall be no more than one driveway per 200 feet of linear frontage for a single development. Each driveway shall not exceed 30 feet in width, unless determined infeasible by the Director of Planning, in consultation with the Los Angeles Department of Transportation.

G. **Landscaping.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following landscaping regulations:

1. Along any property lines that abut residential uses, Projects shall provide a landscaped buffer area, a minimum depth of two feet, that is planted with trees or vegetation (such as bamboo) that grow to a minimum of ten feet.

2. Where a surface parking lot abuts the public right-of-way, Projects shall provide a landscaped buffer, a minimum depth of two feet, that is located between the parking areas and the property line. The landscaped buffer area should contain 24-inch box trees planted at ratio of one tree for every ten linear feet. Required trees shall measure a minimum of two inches in trunk diameter and ten feet in height at the time of planting.

3. All areas of a site not occupied by buildings, driveways, or open space consistent with Subsection E, shall be landscaped. Eighty percent of landscaped areas shall consist of plant materials that are low maintenance, and native or drought tolerant.

H. **Signage.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following signage regulations:

1. The following types of signs are prohibited: billboards; pole signs; banners; illuminated architectural canopy signs; inflatable devices; digital, flashing, animated, blinking, or scrolling signs or signs that move; canister wall or canister blade signs; and signs with pliable vinyl letters.

2. Each Premises shall be permitted one wall sign. An additional wall sign is permitted if the Premises abuts another street, alley, or public parking area. Each additional wall sign shall be located on the additional frontage.

3. The total sign area of wall signs shall not exceed 1.5 square feet per each foot of building frontage, up to a maximum size of 100 square feet total. Wall signs facing alleys or parking areas shall not exceed five square feet.

4. In lieu of a wall sign, each Premises shall be permitted one awning sign, to be located over a building or a business entrance. An additional awning sign is permitted in lieu of a permitted wall sign if the Premises abuts another street, alley, or public parking area. Sign letters shall be located on valences only, and letter height should not exceed ten inches.

5. Each Premises on the Ground Floor shall be permitted one Pedestrian Sign, limited to a maximum of six square feet in size. Except that each Premises that is located above the first floor may have a Pedestrian Sign on the ground level if there is direct exterior pedestrian access to the second floor business space.

6. Where multiple businesses exist, there shall be no more than one projecting sign for every 25 linear feet of Primary Frontage.

7. Window signs shall not exceed ten percent of the total window area. In no case shall a window sign exceed four square feet.

8. One monument sign shall be permitted per residential development, and shall be not more than ten square feet in size and the top of the sign shall not be more than eight feet above sidewalk grade.

9. Signs facing alleys or residentially zoned areas shall not be internally illuminated.

I. **Appurtenances.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following appurtenance regulations:

1. Projects shall provide ancillary lighting along pedestrian and vehicular access ways.

2. Projects are prohibited from using any of the following fencing materials: chain link, barbed wire, razor wire, corrugated metal, and other similar fencing materials.

3. Appurtenant structures, improvements and equipment, including but not limited to, utility equipment, exterior mechanical equipment (including HVAC equipment,

satellite dishes and cellular antennas), storage areas, and dumpsters, shall not be visible from public rights-of-way and shall be placed and improved as follows:

(a) At the rear of the site and be enclosed or screened with landscaping;

(b) On the roof and be screened with materials that are architecturally integrated into the building;

(c) If feasible, underground.

4. Utility lines shall be placed underground for all new construction subject to site plan review pursuant to LAMC Section 16.05, to the satisfaction of the Los Angeles Department of Water and Power.

5. Utility boxes or facilities, including electrical transformers, shall be installed below grade, if feasible, to the satisfaction of the Los Angeles Department of Water and Power.

6. No mechanical equipment (such as, air conditioners) shall be permitted in window or door openings.

J. Public Improvements. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following public improvement regulations:

1. For Projects with new construction subject to any discretionary review, street trees shall be planted in the adjacent public right-of-way, where feasible, at a ratio of at least one tree for every 25 feet of lot length, to the satisfaction of the Bureau of Street Services.

2. Per LAMC Section 62.08, the San Pedro CPIO shall be treated as a specific plan subject to its provisions.

CHAPTER IV – COASTAL COMMERCIAL SUBAREAS A and B

OVERVIEW

The intent of the supplemental development regulations in this Chapter IV is to create a small-scale pedestrian-friendly corridor that serves the daily needs of residents and employees. These supplemental development regulations create compatible infill development through transitions, scale, massing, and landscaping. Projects within the Coastal Commercial Subareas A and B (see Figure IV) shall comply with the applicable supplemental development regulations in this Chapter IV.

FIGURE IV - COASTAL COMMERCIAL SUBAREAS



Coastal Commercial A Subarea

Coastal Commercial B Subarea

Area Mapped

CPIO

Community Plan Area





N

0 500 1,000 2,000 Feet

11/18/16

CHAPTER IV – COASTAL COMMERCIAL SUBAREAS A and B

SECTION IV-1: LAND USE

A. Any new use or change of use in the Coastal Commercial Subareas A and B shall be subject to the use regulations set forth in Table IV-1 below. Uses are controlled by the underlying zoning and the LAMC except where modified in Table IV-1.

B. Uses made non-conforming by this CPIO shall comply with LAMC Section 12.23.

Table IV-1 Coastal Commercial Subareas Land Use Regulations

Use	Regulation	Applicable Location	Regulation/ Clarifications/ Exemptions
Automobile Storage	Prohibited	Subareas A and B	
Automotive Uses	Prohibited	Subareas A and B	
Commercial Uses	Required	Subarea B	Commercial Uses are required at the Ground Floor for a minimum of 75 percent of the length of any new Primary Frontage.
Drive-Thru Establishments	Prohibited	Subareas A and B	
100% Residential (excluding Joint Living and Work Quarters)	Prohibited	Subarea B	Buildings developed with 100 percent residential uses are prohibited. Residential uses are permitted when developed in conjunction with Commercial Uses and/or Community Facilities that are located in the same building.
	Allowed	Subarea A	Projects are encouraged, but not required, to comply with the multi-family residential guidelines in Appendix B. Residential uses does not include Joint Living and Work Quarters.

SECTION IV-2: DEVELOPMENT STANDARDS

Projects in the Coastal Commercial Subareas are subject to the following development standards.

A. Building Height. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building height regulations:

1. The Ground Floor shall have a minimum height of 14 feet, measured from the finished floor to the underside of the structural floor or roof above.

2. Maximum Height:

   (a) The maximum height for Height District 1XL shall be 30 feet.

   (b) The maximum height for Height District 1VL shall be 45 feet.

3. Projects that directly abut or are across an alley from a residentially zoned lot shall transition in the following manner:

   (a) Where the rear or side yard property line is contiguous with the residentially zoned lot, the structure shall be set back or stepped back one foot for every foot in height as measured 15 feet above grade at the shared property line.

   (b) Where the Project lot and the residentially zoned lot are separated by an alley the structure shall be set back or stepped back one foot for every foot in height as measured 15 feet above grade at the residentially zoned lot property line.

B. Building Density & Intensity. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building density and intensity regulations:

1. The maximum FAR shall be 1.5:1.

C. Building Design. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building design regulations:

1. For new construction, the exterior wall of any building or parking structure shall be located not more than five feet from the Primary Lot Line, except that exterior walls may be more than five feet from the Primary Lot Line when the setback area is improved with Pedestrian Amenities and/or landscaping.

2. For new construction, at least 60 percent of the Primary Frontage at the Ground Floor shall consist of doors and windows. Windows and doors shall allow views into building interiors and/or to merchandise displays. A minimum of 70 percent of window bases shall be set at a maximum of three feet as measured from finished grade.

3. Glass as part of the external façade of buildings shall be no more reflective than necessary to comply with Green Code or other state or local UV requirements.

4. Heavily textured stucco is prohibited.

D. **Building Disposition.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects involving new construction shall comply with the following building disposition regulations:

1. Building and parking structures shall occupy 100 percent of the length of the Primary Lot Line, except to provide required driveways and Pedestrian Amenities. One walkway, not to exceed ten feet in width each, shall be permitted for every 200 linear feet of frontage.

2. Commercial Uses located on the Ground Floor shall have an entrance directly accessible from a spaced used for Pedestrian Amenities, a street, or Arcade, without the need to cross a parking lot or driveway.

3. Each residential unit at the Ground Floor shall be directly accessible from the street, without the need to cross a parking lot or driveway.

4. Individual entrances to each unit shall be set back a minimum of three feet from the sidewalk.

5. Individual entrances to each unit shall be a maximum of three feet above or below sidewalk grade.

6. Projects with rear lot lines abutting a public right-of-way or parking lot shall incorporate clearly defined pedestrian entrances at the rear of the building.

E. **Parking and Vehicular Access.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following parking and vehicular access regulations:

1. For new construction, vehicle parking areas are prohibited between the Primary Frontage and the Primary Lot Line. Surface parking shall be located at the rear or side of buildings on the site.

2. For new construction, at-grade or above-grade parking structures shall prohibit parking, storage, mechanical equipment, or similar uses, improvements, and equipment on the Ground Floor abutting a street. Such parking structures shall be visually compatible with other structures associated with the Project, in terms of material, color, and other design elements.

3. For new construction, side streets and alleys shall provide the primary point of vehicular access for service and parking facilities, unless determined infeasible by the Director of Planning, in consultation with the Los Angeles Department of Transportation.

4. There shall be no more than one driveway per 200 feet of linear frontage for a single development. Each driveway shall not exceed 30 feet in width, unless

determined infeasible by the Director of Planning, in consultation with the Los Angeles Department of Transportation.

F. **Landscaping.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following landscaping regulations:

1. Along any property lines that abut residential uses, Projects shall provide a landscaped buffer area, a minimum depth of two feet, that is planted with trees or vegetation (such as bamboo) that grow to a minimum of ten feet.

2. Where parking structures are not wrapped with habitable floor area at the Ground Floor, the structures shall be visually screened from frontage streets and adjoining uses by a landscape buffer consisting of vegetation or planters, and trees around their perimeters.

3. Where a surface parking lot abuts the public right-of-way, Projects shall provide a landscaped buffer, a minimum depth of two feet, that is located between the parking areas and the property line. The landscaped buffer area should contain 24-inch box trees planted at ratio of one tree for every ten linear feet. Required trees should measure a minimum of two inches in trunk diameter and ten feet in height at the time of planting.

4. All areas of a site not occupied by buildings, driveways, or used for Pedestrian Amenities shall be landscaped. Eighty percent of landscaped areas shall consist of plant materials that are low maintenance, and native or drought tolerant.

G. **Signage.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following signage regulations:

1. The following types of signs are prohibited: billboards; pole signs; banners; illuminated architectural canopy signs; inflatable devices; digital, flashing, animated, blinking, or scrolling signs or signs that move; canister wall or canister blade signs; and signs with pliable vinyl letters.

2. Each Premises shall be permitted one wall sign. An additional wall sign is permitted if the Premises abuts another street, alley, or public parking area. Each additional wall sign shall be located on the additional frontage.

3. The total sign area of wall signs shall not exceed 1.5 square feet per each foot of building frontage, up to a maximum size of 100 square feet total. Wall signs facing alleys or parking areas shall not exceed five square feet.

4. In lieu of a wall sign, each Premises shall be permitted one awning sign, to be located over a building or a business entrance. An additional awning sign is permitted in lieu of a permitted wall sign if the Premises abuts another street, alley, or public parking area. Sign letters shall be located on valences only, and letter height should not exceed ten inches.

5. Each Premises on the Ground Floor shall be permitted one Pedestrian Sign, limited to a maximum of six square feet in size. Except that each Premises that

is located above the first floor may have a Pedestrian Sign on the ground level if there is direct exterior pedestrian access to the second floor business space.

6. Where multiple businesses exist, there shall be no more than one projecting sign for every 25 linear feet of Primary Frontage.

7. Window signs shall not exceed ten percent of the total window area. In no case shall a window sign exceed four square feet.

8. One monument sign shall be permitted per residential development, and shall be not more than ten square feet in size and the top of the sign shall not be more than eight feet above sidewalk grade.

9. Signs facing alleys or residentially zoned areas shall not be internally illuminated.

H. Appurtenances. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following appurtenance regulations:

1. Projects shall provide ancillary lighting along pedestrian and vehicular access ways.

2. Projects are prohibited from using any of the following fencing materials: chain link, barbed wire, razor wire, corrugated metal, and other similar fencing materials.

3. Appurtenant structures, improvements and equipment, including but not limited to, utility equipment, exterior mechanical equipment (including HVAC equipment, satellite dishes and cellular antennas), storage areas, and dumpsters, shall not be visible from public rights-of-way and shall be placed and improved as follows:

   (a) At the rear of the site and be enclosed or screened with landscaping, or

   (b) On the roof and be screened with materials that are architecturally integrated into the building, or

   (c) If feasible, underground.

4. Utility lines shall be placed underground for all new construction subject to site plan review pursuant to LAMC Section 16.05, to the satisfaction of the Los Angeles Department of Water and Power.

5. Utility boxes or facilities, including electrical transformers, shall be installed below grade, if feasible, to the satisfaction of the Los Angeles Department of Water and Power.

6. No mechanical equipment (such as, air conditioners) shall be permitted in window or door openings.

I. Public Improvements. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following public improvement regulations:

1. For Projects with new construction subject to any discretionary review, street trees shall be planted in the adjacent public right-of-way, where feasible, at a ratio of at least one tree for every 25 feet of lot length, to the satisfaction of the Bureau of Street Services.

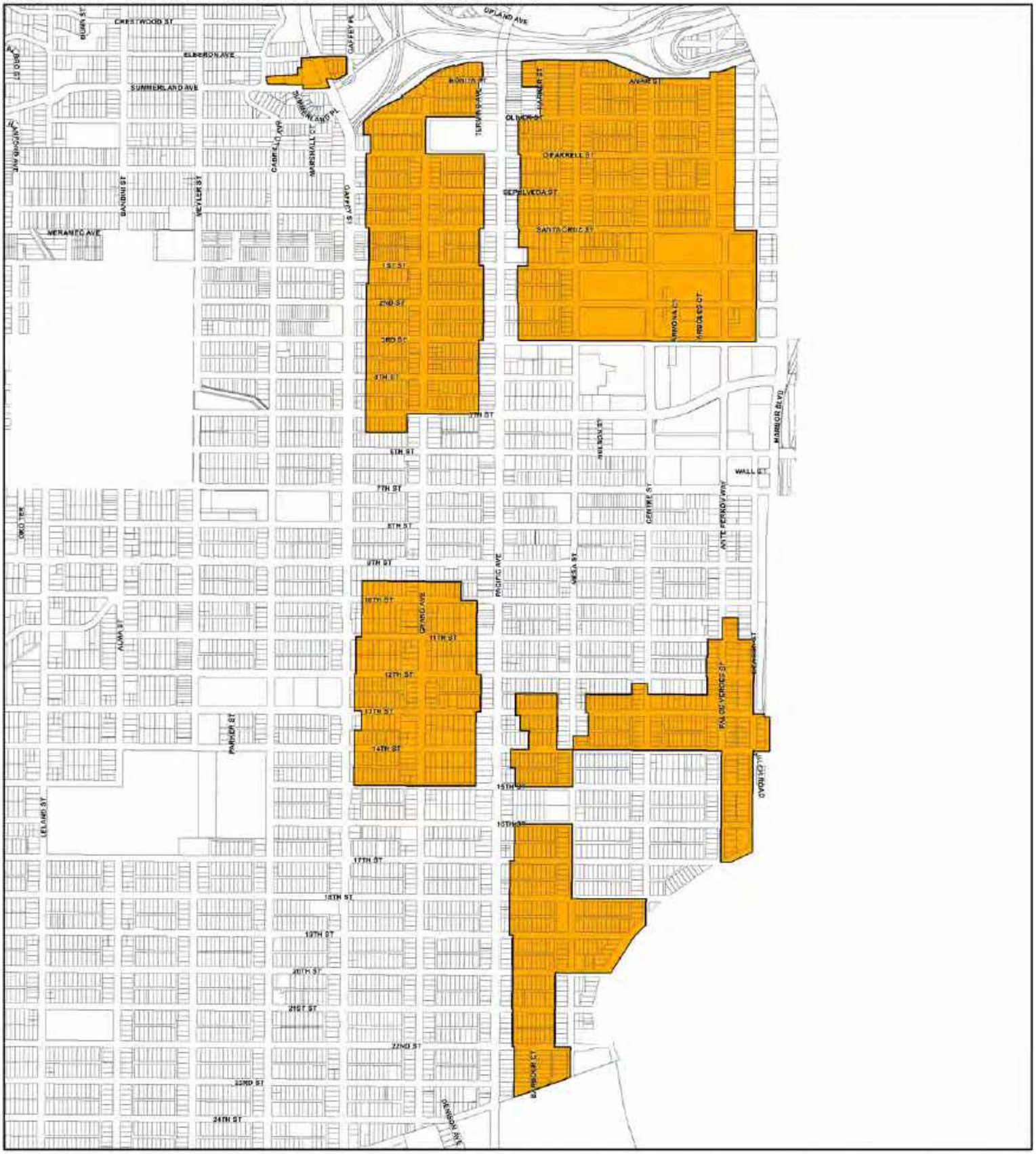
2. Per LAMC Section 62.08, the San Pedro CPIO shall be treated as a specific plan subject to its provisions.

CHAPTER V – MULTI-FAMILY RESIDENTIAL SUBAREA

OVERVIEW

The intent of these supplemental development regulations in this Chapter V is to convey individual residential uses and create compatibility with existing development through transitions, pedestrian-scale design, and building massing. These supplemental development regulations maximize amenities such as courtyards, landscaping, and other open spaces to improve the quality of life. Projects within the Multi-Family Residential Subarea (see Figure V) shall comply with the applicable supplemental development regulations in this Chapter V.

FIGURE V - MULTI-FAMILY RESIDENTIAL SUBAREA



Multi-Family Residential Subarea

Area Mapped
CPIO
Community Plan Area





N

0 500 1,000 2,000 Feet

11/18/16

CHAPTER V – MULTI-FAMILY RESIDENTIAL SUBAREA

SECTION V-1: LAND USE

A. Any new use or change of use in the Multi-Family Residential Subarea shall be subject to the use regulations set forth by the underlying zone and the LAMC.

B. Clarifications

1. Commercial Uses are allowed where the underlying zone permits. Commercial uses in the Multi-Family Residential Subarea shall be subject to the supplemental development standards in Section IV-2 for the Coastal Commercial Subareas and not those in Section V-2, below.

SECTION V-2. DEVELOPMENT STANDARDS

Projects in the Multi-Family Residential Subarea are subject to the following development standards.

A. Building Height. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building height regulations:

1. A minimum 15-foot step-back of upper stories from the Primary Frontage is required to maintain the appearance of prevailing heights when new construction or additions will be a story higher than buildings on adjacent properties.

2. Where Projects are adjacent to single-family uses, upper floors shall be stepped back a minimum of five feet and designed to avoid direct views into windows of any single-family homes on adjacent properties.

B. Building Design. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building design regulations:

1. On Unified Lots all buildings shall be designed to maintain the side and rear yard setback dimensions associated with the individual lots and may not rely on the status of the lots being Unified Lots to waive or modify setback, yard area, or any other development standards related to bulk and massing.

2. Small lot subdivisions, as authorized by LAMC Section 12.22.C.27, shall have setbacks consistent with the prevailing setback to provide continuity along the street edge.

3. Project shall recess windows and doors along the street front at least three inches from the façade.

4. Plaster or stucco finishes shall not comprise more than 75 percent of the surface area of any exterior elevation (as viewed from an elevation projection, excluding window and door area).

5. Heavily textured stucco finishes are prohibited.

6. The exterior finish on all balconies shall employ a finish material that is different from the finish material employed on the primary body of the building.

C. **Parking and Vehicular Access**. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following parking and vehicular access regulations:

1. For new construction, vehicle parking areas are prohibited between the Primary Frontage and the Primary Lot Line. Surface parking shall be located at the rear or side of buildings on the site.

2. For new construction, side streets and alleys shall provide the primary point of vehicular access for service and parking facilities, unless determined infeasible by the Director of Planning, in consultation with the Los Angeles Department of Transportation.

3. There shall be no more than one driveway per 200 feet of linear frontage for a single development.

4. Driveways within the front setback shall be no wider than 15 feet unless additional width is needed to accommodate entry ramps into subterranean parking areas, unless determined to be infeasible with other City Departments, it is found that a wider driveway is necessary to provide adequate access to the public or access to public services. Driveway "back-up" space between a structure and the public street (regardless of setback requirements) is prohibited.

D. **Landscaping**. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following landscaping regulations:

1. Paving of front yards, with the exception of driveways and walkways, is prohibited.

2. All areas of a site not occupied by buildings, driveways, or improved for recreational uses shall be landscaped. Eighty percent of landscaped areas shall consist of plant materials that are low maintenance, and native or drought tolerant.

E. **Appurtenances**. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following appurtenance regulations:

1. The following fencing materials are prohibited: chain link, wrought iron spears, barbed wire, and other similar fencing materials.

F. **Public Improvements**. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following public improvement regulations:

1. For new construction, Projects with street frontage greater than 50 feet shall plant one street tree per 25 feet of lot length, where feasible, to the satisfaction of the Bureau of Street Services.

CHAPTER VI – INDUSTRIAL SUBAREAS A, B, C, and D

OVERVIEW

The intent of the supplemental development regulations in this Chapter VI is to create an industrial sanctuary for port and maritime support uses, while supporting clean tech and green companies, food production, and artisan industries. These supplemental development regulations seek to improve aesthetics and compatibility of industrial uses through transitions, scale, siting, fencing, and landscape buffers, and limit the encroachment of retail uses that do not support industrial uses. Projects within the Industrial Subareas A, B, C, and D (see Figure VI) shall comply with the applicable supplemental development regulations in this Chapter VI.

Communication from Public

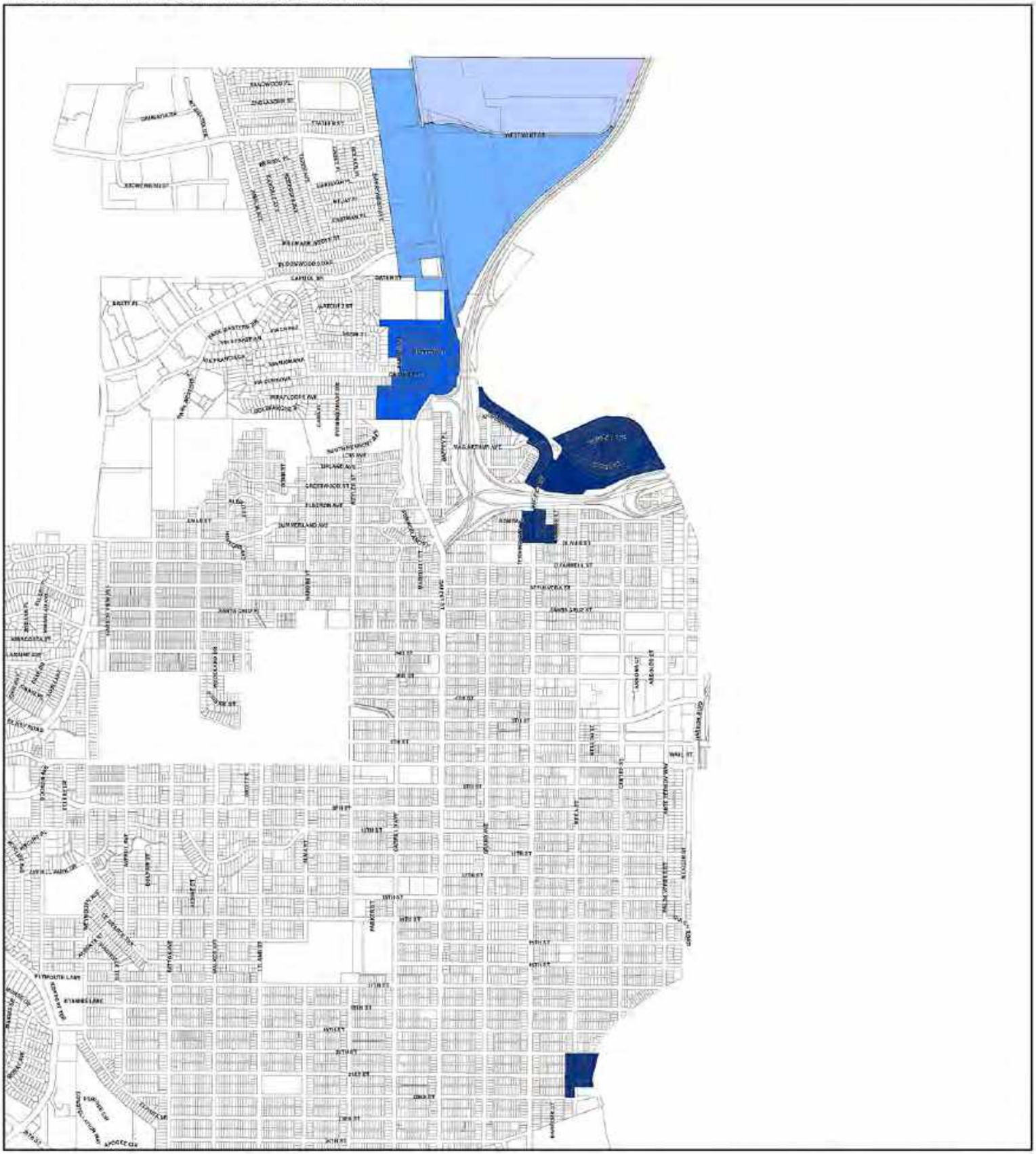
Name:

Date Submitted: 06/14/2021 09:22 AM

Council File No: 20-0680

Comments for Public Posting: Attached is a document that supports the Citizens Protecting San Pedro appeal of the proposed project at 1309-1331 South Pacific Avenue. Case No. CPC-2019-4908-DB-SPR-1A Council File Number: 20-0680 Scheduled item for Council on Tuesday, June 15, 2021,10:00 AM Agenda item 9

FIGURE VI - INDUSTRIAL SUBAREAS



Industrial A Subarea
Industrial B Subarea
Industrial C Subarea
Industrial D Subarea

Area Mapped
CPIO
Community Plan Area

N

0 850 1,700 3,400 Feet

11/18/16

San Pedro

City of Los Angeles

CHAPTER VI – INDUSTRIAL SUBAREAS A, B, C, and D

SECTION VI-1: LAND USE

A. Any new use or change of use in the Industrial Subareas A, B, C, and D shall be subject to the use regulations set forth in Table VI-1 below. Uses are controlled by the underlying zoning and the LAMC except where modified in Table VI-1.

B. Uses made non-conforming by this CPIO shall comply with LAMC Section 12.23.

Table VI-1 Industrial Subareas Land Use Regulations

Use	Regulation	Applicable Location	Regulation/ Exemptions/ Clarifications
Automobile Dismantling Yard, Impound Lot, or Wrecking Yards	Prohibited	Subareas A, B, C, and D	
Boat Building	Prohibited	Subarea B	
Concrete Manufacturing	Prohibited	Subareas A, B, C, and D	
Heavy Manufacturing	Prohibited	Subareas A, B, C, and D	
Hospitals	Prohibited	Subarea D	
Hotels	Prohibited	Subarea D	
Junk Yards	Prohibited	Subareas A, B, C, and D	
Machinery Wrecking	Prohibited	Subareas A, B, C, and D	
Medical Office	Prohibited	Subarea B	
Personal Services	Prohibited	Subareas C and D	

Petroleum and Propane Related Uses	Prohibited	Subareas A, B, C, and D	Pursuant to Ordinance No. 166,272, in Subarea A in M3 Zones, existing uses may be upgraded or new facilities constructed for safety purposes if not substantially enlarged.
Places of Meeting or Assembly	Prohibited	Subareas B, C, and D	
Residential	Prohibited	Subareas A, B, C and D	
Sports and Recreation Facilities	Prohibited	Subareas C and D	

SECTION VI-2. DEVELOPMENT STANDARDS

Projects in the Industrial Subareas are subject to the following development standards.

A. Building Height. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building height regulations:

1. In Subareas A, B, and C, the maximum height shall be 30 feet, except as follows:

   (a) A Project may exceed 30 feet, up to a maximum of 55 feet, if 75 percent of the floor area is used for Clean Tech/Green Tech Uses.

2. In Subarea D:

   (a) The maximum height in Height District 1XL shall be 30 feet.

   (b) The maximum height in Height District 1VL shall be 45 feet.

3. Projects that directly abut or are across an alley from a residentially zoned lot shall transition in the following manner:

   (a) Where the rear or side yard property line is contiguous with the residentially zoned lot, the structure shall be set back or stepped back

one foot for every foot in height as measured 15 feet above grade at the shared property line.

(b) Where the Project lot and a residentially zoned lot are separated by an alley, the structure shall be set back or stepped back one foot for every foot in height as measured 15 feet above grade at the property line of the residentially zoned lot.

B. Building Density & Intensity. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building density and intensity regulations:

1. In Subareas A, B, and C, the maximum FAR shall be 1.5:1, except as follows:

   (a) A Project may exceed 1.5:1 FAR, up to a maximum of 3.0:1 FAR, if 75 percent of the floor area is used for Clean Tech/Green Tech Uses.

C. Building Design. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building design regulations:

1. Projects with a frontage along Gaffey Street, Pacific Avenue, or Mesa Street, shall incorporate transparent wall openings in at least 25 percent of the Ground Floor street façades along such frontage.

D. Building Disposition. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following building disposition regulations:

1. Pedestrian entrances to a building shall face the street.

E. Parking and Vehicular Access. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following parking and vehicular access regulations:

1. For new construction, vehicle parking areas are prohibited between the Primary Frontage and the Primary Lot Line. Surface parking shall be located at the rear or side of buildings on the site.

2. For new construction, at-grade or above-grade parking structures shall prohibit parking, storage, mechanical equipment, or similar uses, improvements, and equipment on the Ground Floor abutting a street. Such parking structures shall be visually compatible with other structures associated with the Project, in terms of material, color, and other design elements.

3. For new construction, side streets and alleys shall provide the primary point of vehicular access for service and parking facilities, unless determined infeasible by the Director of Planning, in consultation with the Los Angeles Department of Transportation.

4. There shall be no more than one driveway per 200 feet of linear frontage for a single development. Each driveway shall not exceed 30 feet in width, unless

determined infeasible by the Director of Planning, in consultation with the Los Angeles Department of Transportation.

F. **Landscaping**. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following landscaping regulations:

1. Along any property lines that abut residential uses, Projects shall provide a landscaped buffer area, a minimum depth of two feet, that is planted with trees or vegetation (such as bamboo) that grow to a minimum of ten feet.

2. Where parking structures are not wrapped with habitable floor area at the Ground Floor, these structures shall be visually screened from frontage streets and adjoining uses by a landscape buffer consisting of vegetation or planters, and trees around their perimeters.

3. Where a surface parking lot abuts the public right-of-way, Projects shall provide a landscaped buffer, a minimum depth of two feet, that is located between the parking areas and the property line. The landscaped buffer area should contain 24-inch box trees planted at ratio of one for every ten linear feet. Required trees shall measure a minimum of two inches in trunk diameter and ten feet in height at the time of planting.

4. Projects with a frontage along Gaffey Street or Pacific Avenue shall provide a landscaped setback with a minimum depth of ten feet.

5. Projects with a frontage along Channel Street, Mesa Street, Front Street or 22nd Street shall provide a landscaped setback with a minimum depth of five feet.

G. **Signage**. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following signage regulations:

1. The following types of signs are prohibited: billboards; pole signs; banners; illuminated architectural canopy signs; inflatable devices; digital, flashing, animated, blinking, or scrolling signs or signs that move; canister wall or canister blade signs; and signs with pliable vinyl letters.

2. Each Premises shall be permitted one wall sign. An additional wall sign is permitted if the Premises abuts another street, alley, or public parking area. Each additional wall sign shall be located on the additional frontage.

3. The total sign area of wall signs shall not exceed 1.5 square feet per each foot of building frontage, up to a maximum size of 100 square feet total. Wall signs facing alleys or parking areas shall not exceed five square feet.

4. Each Premises on the Ground Floor shall be permitted one Pedestrian Sign, limited to a maximum of six square feet in size. Except that each Premises that is located above the first floor may have a Pedestrian Sign on the ground level if there is direct exterior pedestrian access to the second floor business space.

5. Where multiple businesses exist, there shall be no more than one projecting sign for every 25 linear feet of Primary Frontage.

6. Signs facing alleys or residentially zoned areas shall not be internally illuminated.

H. Appurtenances. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following appurtenance regulations:

1. Projects shall provide ancillary lighting along pedestrian and vehicular access ways.

2. Projects are prohibited from using any of the following fencing materials: chain link, barbed wire, razor wire, and other similar fencing materials.

3. Appurtenant structures, improvements and equipment, including but not limited to, utility equipment, exterior mechanical equipment (including HVAC equipment, satellite dishes and cellular antennas), storage areas, and dumpsters, shall not be visible from public rights-of-way and shall be placed and improved as follows:

   (a) At the rear of the site and be enclosed or screened with landscaping;

   (b) On the roof and be screened with materials that are architecturally integrated into the building; or

   (c) If feasible, underground.

4. Utility lines shall be placed underground for all new construction subject to site plan review pursuant to LAMC Section 16.05, to the satisfaction of the Los Angeles Department of Water and Power.

5. Utility boxes or facilities, including electrical transformers, shall be installed below grade, if feasible, to the satisfaction of the Los Angeles Department of Water and Power.

6. No mechanical equipment (such as, air conditioners) shall be permitted in window or door openings.

I. Public Improvements. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following public improvement regulations:

1. For Projects with new construction subject to discretionary review along Gaffey Street or Pacific Avenue, trees shall be planted in the adjacent public right-of-way, where feasible, at a ratio of at least one tree for every 25 feet of lot length, to the satisfaction of the Bureau of Street Services.

APPENDIX A – ENVIRONMENTAL STANDARDS

OVERVIEW

As described in Section I-8 of the San Pedro CPIO District, these Environmental Standards Procedures are included to implement the Mitigation & Monitoring Program included as part of the San Pedro Community Plan Update and reviewed in the San Pedro Community Plan Environmental Impact Report (No. ENV-2009-1558-EIR), certified on October 4, 2017 (San Pedro EIR). As described in this Appendix A, some mitigation measures were implemented through Supplemental Development Standards.

In addition to Projects in Subareas that are required to comply with these Environmental Standards, any other discretionary project in the boundaries of the San Pedro Community Plan Area that seeks to rely on the San Pedro EIR for its CEQA clearance (including through tiering, preparing an addendum, supplemental EIR, or a statutory infill exemption), may incorporate or impose the following Environmental Standards on the project (and any Supplemental Development Standard identified as a San Pedro EIR mitigation measure).

Compliance may be achieved through covenants, plan notations, or other means determined reasonably effective by the Director of Planning or the decision-maker. The City may require the applicant to hire or pay for a qualified environmental professional(s) to monitor, verify, and/or certify compliance with any or all of the Environmental Standards.

AESTHETICS

AE1 Projects shall be designed to ensure the following:

a. All lighting be directed and/or shielded to minimize lighting spillover effects onto adjacent and nearby properties.

NOTE: MM4.1-1 required that the CPIO District include regulations that minimize site specific aesthetic impacts, including impacts to lighting and shading. In addition to the above environmental standard, this mitigation measure is implemented by the design standards in the CPIO District in Section 2 of Chapters II-VI related to building height, density, disposition, and design and signage.

AIR QUALITY / GREENHOUSE GAS EMISSIONS

AQ1 Projects shall require the following or comparable best management practices be included in contract specifications and/or printed on plans:

a. Use properly tuned and maintained equipment.

b. Construction contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations.

c. Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g. engine catalysts) to the extent they are readily available and feasible.

d. Use heavy duty diesel-fueled equipment that uses low NO_X diesel fuel to the extent it is readily available and feasible.

e. Use construction equipment that uses low polluting fuels (i.e. compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.

f. Maintain construction equipment in good operating condition to minimize air pollutants.

g. Construction contractors shall utilize materials that do not require painting, as feasible.

h. Construction contractors shall use pre-painted construction materials, as feasible.

j. Construction contractors shall provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.

j. Construction contractors shall provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site, as feasible.

k. Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible.

l. Construction contractors shall appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM_{10} generation.

AQ2 Construction projects greater than 5 acres shall submit an air quality study that discuss the project's potential emissions for the following: CO, NO_X, PM_{10}, and $PM_{2.5}$.

AQ3/GHG1 Projects shall incorporate the following greenhouse gas reduction measures into the project design:

a. For non-residential Projects: all outdoor lighting systems shall be directed away from the window of any residential uses and shall comply with the non-residential Light Pollution Reduction standards in the Green Building Code of the Municipal Code.

b. For non-residential Projects: whenever new fixtures are installed, all water closets, urinals, shower heads, faucets and dishwashers shall be High Efficiency fixtures installed in accordance with the regulations of the City's Water Conservation Ordinance.

c. For Multi-Family and Commercial Projects: parking facilities shall have five percent of the total parking spaces, but not less than one space, capable of supporting future Electric Vehicle Supply Equipment (EVSE) charging locations.

APPENDIX A – ENVIRONMENTAL STANDARDS

NOISE

N1 Projects shall include the following or comparable construction best management practices in contract specifications and/or printed on plans:

a. Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.

b. The construction contractor shall locate construction staging areas away from sensitive uses.

c. When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (such as, temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.

d. Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.

e. Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.

f. The construction contractor shall consider potential vibration impacts to older (historic) buildings.

UTILITIES/SERVICE SYSTEMS

US1 Projects shall incorporate water conservation measures into the project design, which may include but are not limited to measures identified in the City's Water Conservation Ordinance.

US2 Projects shall incorporate the Solid Waste Integrated Resources Plan measures to maximize source reduction and materials recovery and minimize the amount of solid waste requiring disposal with the goal of leading the City to achieve zero waste by 2025.

US3 Projects shall incorporate energy conservation and efficiency measures into the design of new development, including but not limited to:

a. Energy saving windows, doors, insulation and passive solar design;

b. Energy efficient fixtures and appliances;

c. Efficient lighting, heating, air and ventilation systems;

d. Reused or recycled building materials.

APPENDIX B – DESIGN GUIDELINES

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APPENDIX B – DESIGN GUIDELINES

INTRODUCTION

These design guidelines meet the intent of the San Pedro Community Plan. Specifically, the intent of these design guidelines is to help improve the visual appearance of Downtown San Pedro and to produce a high-quality built environment that reflects San Pedro's unique historic, environmental, and architectural context.

These design guidelines should be utilized within all San Pedro CPIO District Subareas. None of the individual guidelines included in this Appendix B are mandatory or required in and of themselves as part of a CPIO Administrative Clearance. In accordance with Chapter I, Section 10 of the San Pedro CPIO, these design guidelines, with the exception of guidelines found in SECTION I-C, SIGNAGE, herein should be used by decision-makers in the review and approval of discretionary zoning approvals within the CPIO District boundaries that require findings related to neighborhood compatibility, the degradation or benefit of the project to surrounding properties and the community, and conformity with the intent and purpose of the Community Plan (including, but not limited to, CPIO Adjustments, CPIO Exceptions, and a CUP under LAMC Section 12.24). These guidelines are in addition to any other applicable design guidelines.

Unless otherwise stated, words and phrases in these San Pedro Design Guidelines shall be interpreted as set forth in Chapter I, Section 4 of the San Pedro CPIO.

APPENDIX B – DESIGN GUIDELINES

I. COMMERCIAL AND MIXED-USE DESIGN GUIDELINES

A. SITE PLANNING

Site planning involves the proper placement and orientation of structures, open spaces, parking, and pedestrian and vehicular circulation on a given site. The purpose of good site design is to create functional and attractive development, to minimize adverse impacts on the neighborhood, and to ensure that a new development project will be an asset to the community.

Proper site planning should promote harmony between new and existing buildings and be sensitive to the scale, form, height, and proportion of surrounding development. Good design with complementary landscaping is a major component of vibrant commercial areas that foster a pleasant and desirable character, pedestrian activity and economic vitality.

GUIDELINE A-1. Building Orientation and Frontage

a. Buildings should be positioned to promote pedestrian activity along the public right-of-way by placing business entrances at the street level. Development projects should not be designed to face inward but rather should be oriented towards the street to maintain the pedestrian-oriented character of Downtown San Pedro.

b. All primary building entrances should be oriented towards the street.

c. Corner buildings should be built to front and side lot lines with allowances for a "visibility triangle" as required by Chapter 1, Section 12.21.C.7 of the Los Angles Municipal Code (LAMC). Corner buildings at street intersections should have corner entrances that emphasize the location of the building at the intersection.

d. Parking structures should be located to the rear of the site and integrated with ground floor retail uses. Such parking structures should be visually compatible with other structures associated with the development project, in terms of materials, colors, and other design elements.

GUIDELINE A-2. Setbacks

a. Development projects should locate new buildings at the front property lot line or close to it in order to provide an inviting pedestrian environment and streetwall continuity. Development projects should encourage active public uses by incorporating additional street trees, outdoor seating areas, kiosks, forecourts and Arcades within any additional setback areas.

b. Buildings should be stepped back from the street to minimize bulk and height impacts at the pedestrian level. A stepback should occur at a minimum height of 35 feet, and be a minimum of four feet in depth. The stepback should be varied both vertically and

horizontally, as appropriate to the architectural design of the building.

GUIDELINE A-3. Views

a. View corridors to the waterfront, the Port of Los Angeles, Vincent Thomas Bridge, cruise ships, the Palos Verdes Hills, and the Downtown San Pedro skyline should be preserved and enhanced.

b. Buildings should be oriented and designed to preserve view corridors and no building should block an established view corridor along 6th Street or 7th Street.

c. View corridors to the waterfront should be preserved. Towers and other vertical elements should be arranged to ensure that visual access is maintained. New development projects along Harbor Blvd. should be designed to preserve view corridors to the promenade and waterfront.

d. Residential buildings over six stories in height, or a building greater than 75 feet in height, should be spaced at least 80 feet from all existing or possible future towers, both on the same block and across the street, except where the towers are offset (staggered) so that no wall with windows faces another wall. For this exception, the diagonal distance between towers should be a minimum of 60 feet.

GUIDELINE A-4. Open Space

a. Development projects should provide open space that invites and encourages pedestrian activity as a part of the project site design. Open spaces should provide shade, screen unattractive areas, and enhance architectural detailing through the thoughtful and careful placement of landscaping. Paseos and Arcades should accommodate pedestrian traffic and offer opportunities for Pedestrian Amenities (e.g., outdoor dining, sitting areas, and landscaping).

b. Development projects occupying more than fifty percent of a length of one side of a street block should provide public open space in the form of a plaza, outdoor dining area or another similar space.

c. Forecourts and outdoor areas should include seating, dining areas, landscaping and/or shade elements. Shade trees, sculptures and/or water features are encouraged.

d. Public and private plazas are encouraged in Downtown San Pedro and should be surrounded on at least two sides by a building, wall or landscape treatment.

e. Paseos should be strategically located at regular intervals to create pleasant and inviting passageways that are safe, accessible and connect areas of pedestrian activity. Wherever a development project has a street frontage of 300 feet or greater, and parking is

located to the rear of the building, pedestrian access or an Arcade should be provided from the rear of the building to the front property line of the building. Pedestrian walkways should be separated from driveways and service access ways.

f. Private residential open space may consist of either an open area for an individual unit or a usable common open area shared by residents. Private residential open space could include any of the following:

1. A patio, terrace, or balcony when directly adjacent to an individual unit;
2. Mid-block lanes (provided they do not permit through traffic other than emergency vehicles), gardens, building courtyards at grade level, Arcades, rooftop gardens, atria, and open terraces;
3. Usable semi-private or public courtyards with adequate sunlight, views, and ventilation; and
4. The useable rooftop of buildings.

g. Rooftop decks should be architecturally integrated in terms of building materials, color, texture, shape, size, and other architectural features. Rooftop decks should be enclosed by a wall or railing that complements the architectural features of the building.

GUIDELINE A-5. Parking and Vehicular Access

a. Parking lots and structures should fit within the urban fabric; the applicable massing, scale and façade articulation should respond to the surroundings and provide a degree of three-dimensional interest. The location and design of parking lots and structures should promote safety for pedestrians by minimizing conflict with vehicles. Parking should be designed to encourage a balance between a pedestrian-oriented Downtown San Pedro and the need for car storage.

b. Development projects should locate parking away from the streetwall and should minimize direct driveway access from the primary pedestrian streets of 6th Street, 7th Street, Pacific Avenue, and Harbor Boulevard in order to encourage a safe and inviting pedestrian environment. Surface parking or parking structures should be discouraged from fronting the street level on 6th Street, 7th Street, Pacific Avenue or Harbor Boulevard.

c. Commercial uses in mixed-use development projects should orient access ways (e.g., entries, service and parking) in a manner that minimizes impacts on residential uses.

d. To the extent possible, parking for all new buildings should be located underground or located to the rear of the lot. A stand-alone

parking structure should be wrapped with retail uses along the ground floor.

e. Surface parking lots should not be located between the front property line and the primary building/storefront on the street side but rather to the rear of all structures. Where there is no vehicular access from side streets or alleys to the rear of the lot, a front parking lot may be permitted, subject to Guideline Section I. D-2 (c) (Landscaping for Parking Lots and Structures).

f. Where a side street or alleyway is not available for vehicular access, one driveway should be permitted per every 100 feet of building frontage. Not more than two driveways should be permitted per building, and at least 20 feet in distance should span between them. Driveways should measure not more than 20 feet in width. Driveways should lead to underground parking or parking stalls located to the rear of the building. Variations may be permitted if the Los Angeles Department of Transportation determines that no other alternative exists that is consistent with these standards.

g. Side streets and alleys should provide the primary point of vehicular access, if available, for service and parking facilities for retail, commercial and residential uses in order to minimize driveways, maintain building continuity and avoid vehicle and pedestrian conflicts.

h. Clearly defined pedestrian walkways should be provided to connect rear building entrances to parking areas.

B. BUILDING DESIGN

The architectural designs of new buildings or building renovations are encouraged to reflect the maritime history and culture of San Pedro in order to create a sense of place in the Downtown San Pedro area and to promote an active street life. Building façades should employ architectural elements that provide gradual or compatible transitions between existing and new buildings. There should be variation in building form on both residential and commercial streets in Downtown San Pedro. Such design elements include scale and massing, articulation, continuity and integration of design, window and façade treatments, building materials and color, and entrances and access. Integrating design elements that include architectural features of existing historically-designated buildings or buildings important to the community is highly encouraged.

GUIDELINE B-1. Building Massing

a. Variations in massing can enhance character and visual quality of a building thereby establishing a comfortable scale in Downtown San Pedro. Building massing should be modulated and articulated to temper the scale of development, create a pedestrian-friendly environment, as well as stimulate and enhance visual interest.

b. Buildings should not be comprised of large unbroken solid masses. The visual monotony of a large building can be reduced by creating

the appearance of multiple structures of varying size. Stepbacks can also be used to create visual relief by graduating the structure's mass down into smaller, human scale components in order to provide variation and visual interest.

c. Buildings over six stories in height, or a building greater than 75 feet in height, should be expressed as visually significant vertical elements and be integrated into the overall design of the structure. Perimeter block massing should be avoided. Massing and elements should be varied within the site.

d. Buildings over six stories in height, or a building greater than 75 feet in height, should be designed to be as narrow as possible to reduce bulk and mass. Such buildings should be designed with a sculpted tower, with the top of the tower displaying reduced bulk. In particular, near the waterfront and Harbor Boulevard, the longest edge of the building should be designed in an east/west orientation to preserve views from the City towards the water so that a "wall of development" does not create a separation of the City from the waterfront area.

e. Mixed-use development projects that combine multi-family residential uses and small-scale neighborhood commercial uses with small offices or studios are encouraged.

GUIDELINE B-2. Building Scale

a. Building height should consider light, shadows, views and massing in relationship to surrounding properties and residential neighborhoods. New buildings over four stories in height should be located strategically to mark important nodes and activity centers in Downtown San Pedro.

b. Increased building heights at key nodes along 6th Street, 7th Street, Pacific Avenue, and Harbor Boulevard are encouraged. These buildings should incorporate pedestrian scale detailing at the ground floor, and proper massing to preserve views to the waterfront.

GUIDELINE B-3. Articulation

a. Building façades should incorporate three-dimensional design elements and material variation to heighten visual interest and enhance pedestrian orientation. These design elements and variations include: architectural features; changes in building materials, texture and color; generously sized transparent display windows; Arcades, canopies, and awnings; cornices; and other details such as transom windows and overdoors. New developments should be governed by a formal architectural concept that integrates architectural details with massing, scale, and site design.

b. Building façades should be modulated and articulated to create interest and variety. For every twenty-five horizontal feet of building façade, the project should employ one or more of the following vertical elements: columns, pilasters, indentations, Storefront Bays, and/or vertical landscaping.

c. For renovations of existing commercial buildings, the building base (the first two to five feet above the sidewalk) should be differentiated from the rest of the building façade with architectural treatments such as change in materials and/or colors.

d. Large unbroken surfaces should be avoided by creating breaks in the streetwall and by dividing wide storefronts into Storefront Bays. Storefront Bays create articulation in low-rise buildings and are the building blocks of a pedestrian-oriented street. Recessed Storefront Bays add visual interest to the streetwall, frame display windows, and create an inviting shopping environment.

e. For commercial and retail buildings, at least 60 percent of the building façade at ground level should consist of doors and windows. Windows and doors should allow views into building interiors and/or views to merchandise displays; transparent, non-reflective glass should be used. A minimum of 70 percent of window bases should be set at three feet or lower.

f. Ground floor uses should be distinguished from the upper building façade with inviting and transparent storefronts and sensitively scaled proportions. Commercial ground floor building frontage should be distinguishable in terms of architectural treatment from the residential building façades. Commercial uses should have greater window-to-wall ratios than the residential component.

g. Mixed-use and residential development projects are encouraged to integrate balconies and terraces to take advantage of Downtown San Pedro's year-round temperate weather.

GUIDELINE B-4. Exterior Surface Materials

a. The texture of building façades should complement other buildings in the surrounding area. Buildings should not have monotonous exteriors and should employ building materials that create an interesting variety of façades to reduce massiveness and glare impacts on surrounding uses and motorists. Use of varied and complementary building materials should be used to reduce the mass of a building, and to increase visual interest.

b. Paved areas, excluding parking and driveway areas, should consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile and/or brick pavers.

c. Color schemes should be selected in relation to the overall design of the building and should be simple, harmonious and complement adjacent structures. Bright or intense colors and stark colors such

as white or black should not be utilized for large areas. Bright colors on architectural detailing, trim, window sashes, doors and frames, or awnings may be used if they are compatible with the color scheme of the building.

GUIDELINE B-5. Entrances

The entrance to a building has an important relationship to the street and is one of the most important parts of the building façade.

a. Development projects should provide dominant entryways that do the following: reinforce the character of the building, add visual interest, break the monotony of flat surfaces, add a vertical element and create an inviting entrance. Development projects should provide well-articulated and inviting building entrances that are oriented towards the street, so to emphasize pedestrian orientation and accessibility.

b. Each individual tenant or business space located on the ground floor should have an entrance directly accessible from the street at the same grade as the sidewalk. Primary access should be from a public open space, public street, forecourt or Arcade. Ground floor units should be directly accessible from the street.

c. Building entrances are encouraged to be recessed and/or defined by distinct architectural treatments, such as: variation in materials, lighting, awnings, textured paving, attractive signage, and planters.

GUIDELINE B-6. Windows

a. Development projects should have as many windows as possible on the ground floor when facing a street or pedestrian walkway. There should be little or no blank wall area, except to separate buildings or retail/office space. Additional windows increase safety by allowing businesses to have 'eyes on the street' while people on the street can view interior building activities.

b. Individual storefront display windows should not be used for storage or left empty without window displays. However, window displays should not cover or block views into the building interior.

c. Residential units with individual entrances should include windows at ground level.

d. Windows should be recessed (set back) from the exterior building wall, except where inappropriate to the building's architectural style. The required recess may not be accomplished by the use of plant-ons around the window.

e. Windows on levels above the ground floor should be evenly and regularly spaced to create a discernible rhythm.

GUIDELINE B-7. Awnings and Canopies

a. Where appropriate, use awnings or canopies to define the public realm of the sidewalk, provide shelter and shade, and enhance the building façade by adding variation, color, and horizontal rhythm. Awnings and canopies reinforce a pedestrian scale and add a comfortable sense of enclosure to outdoor seating and other active public uses.[1]

b. Size and placement of awnings and canopies should enhance the building's overall frame, detailing, and rhythm. Placement should correspond to the location of a storefront or entrance.

c. For awnings located above windows, awning shapes should be consistent with window frames.

d. Awnings and canopies should be constructed of high quality, durable, fade-resistant, and fire-retardant materials. There are several types of awnings and canopies ranging from canvas to structural space frames.

GUIDELINE B-8. Parking Structure Design

a. Parking opportunities should be provided that are simultaneously convenient and that enhance the public realm. Parking structures should be architecturally integrated into the design of the development projects they serve and should activate the street by including commercial uses on the ground level of structures. Parking structures should be designed to protect nearby residents from potential adverse impacts – noise, visual, or otherwise.

b. Parking structures should be designed with architectural detailing. Levels of parking should be visually integrated into the design of the building façade. Structures should not overtly appear to be used for parking.

c. Automobiles on parking levels above the ground floor should be screened from public view as seen from a public street or alley. Parking structures should also receive landscape treatment to eliminate unattractive views (refer to Guideline I. D-2 "Landscaping for Parking Lots and Structures").

d. Parking structures that abut or are adjacent to any residential use or zone should:

   1. Contain solid decorative walls and/or baffles to block light and deflect noise along those sides closest to residential use;

[1] Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.

2. Contain solid spandrel panels at a minimum of 3 feet 6 inches in height, installed at the ramps of the structure, to minimize headlight glare;

3. Construct garage floors and ramps using textured surfaces to minimize tire squeal; and

4. Not contain exhaust vents along sides closest to residential uses.

e. Parking structures should screen the ground level from public view well, preferably with active ground floor uses. All surface parking adjoining the street should be screened by a durable barrier, such as a solid wall, fence, berm, hedge or landscaping that is tall enough to screen at least vehicle headlights.

C. SIGNAGE

GUIDELINE C-1. General – All Signs

The purpose of signage is to provide identification for businesses and to assist pedestrians and vehicular traffic in locating their destination without dominating the visual appearance of the area. The overall size, materials and graphics composition should be integrated with the building and landscape design and should complement the building façade or architectural element on which it is placed. Because Downtown San Pedro is an area of high pedestrian activity, especially along 6th and 7th Streets, the signs should be sized and located to be visible to persons on foot.

It is desirable to include signage at a pedestrian scale as one of the permitted signs for a business. Pedestrian-scale signage (i.e., at a height and of a size that is visible to pedestrians) can help to identify the structure and use and facilitates access to the building entrance.

a. Signs should promote the identity and success of individual businesses while enhancing the visual quality of Downtown San Pedro through context-sensitive signage design. Signage design should be suitable in terms of location, layout, and style. Sign clutter should be minimized and should emphasize pedestrian-scale design.

b. Signs should complement buildings with respect to style, design, materials, and colors. If illuminated, glare should be carefully controlled, and if internally illuminated as allowed by the CPIO, lighting sources should be concealed. Extensive use of neon lighting is discouraged.

c. The exposed backs and sides of all signs visible from a public right-of-way should be suitably finished and maintained.

GUIDELINE C-2. Wall Signs

a. Wall signs should promote the identity and success of individual businesses through appropriate placement. Wall signs should be located in a manner so as to not detract from building architecture. Sign clutter should be minimized and well-proportioned to the structure and building façade.

b. Signs should be located at the entrance to the business.

c. Signs should not dominate or obscure the architectural elements of building façades.

d. The height and width of signs, letters, and logos should be properly proportioned to the building and fit well within the appropriate area for signage (i.e., signs should not be placed above the 1st story level except for high rise structures).

e. Wall signs should not project more than ten inches from a wall.

f. Any wall signs located more than 100 feet above grade should be used as identification signs only. These signs should be contained in a length that is not more than 30 percent of the width of the building face. These signs should be placed no less than ten feet below the top of the building elevation on which the sign is to be placed. The height of the letters should not exceed six feet. These signs should not be placed on the rear sides of buildings that face residentially zoned areas.

GUIDELINE C-3. Projecting Signs (a.k.a. Pedestrian or Blade Signs)

a. Projecting signs should promote the identity and success of individual businesses while enhancing the visual quality of Downtown San Pedro through the appropriate placement of projecting signs. Sign clutter should be minimized and well-proportioned to the structure and building façade.[2]

b. Projecting signs are encouraged at the corner of prominent buildings, limited to a maximum of 12 square feet in size. Sign depth should not exceed one foot.

GUIDELINE C-4. Other Signs

a. The identity and success of individual businesses should be promoted while enhancing the visual quality of Downtown San Pedro, through the appropriate placement, size, and quantity of additional signage.

[2] Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.

b. Window signs should not obscure windows or window trim and molding. If a window sign cannot be located above a transom window, consider locating the window sign behind the transom window so the window's details are still visible from the street.

c. Information signs should be permitted two per building, and should not exceed four square feet cumulatively.

d. Building identification signs should be permitted one per building, and should not exceed four square feet for one-story buildings. For each story above the first, the size of the building identification sign(s) may increase an additional two square feet. An additional building identification sign should be permitted for buildings located on a corner lot. Signs located on the side street façade should not exceed four square feet.

e. Portable menu board signs in the right-of-way for eating establishments, bakeries, florists, and similar businesses whose primary sales consist of perishable goods, are encouraged. The portable menu board sign should meet the following: [3]

1. Each business only has one portable menu board.
2. The sign is removed at the end of each business day.
3. The sign's dimensions do not exceed two feet by three feet.
4. The sign does not interfere with pedestrian movement or accessibility requirements.
5. The sign has a weighted base capable of keeping the sign upright in moderate wind.
6. The sign is not illuminated.
7. The sign's permits have been secured from the appropriate City departments.

f. One monument sign should be permitted per residential development and should be not more than 25 square feet in size and the top of the sign should be not more than eight feet above sidewalk grade.

GUIDELINE C-5. Original Art Murals

a. Original art murals are encouraged.

[3] Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.

APPENDIX B – DESIGN GUIDELINES

D. LANDSCAPING

Well-maintained landscaping unifies streetscapes and provides a positive visual experience while allowing for a variety of plant materials and flexibility in design. Landscaping may include plant materials such as trees, shrubs, ground covers, perennials, and annuals, as well as other materials such as rocks, water, sculpture, art, or paving materials. Trees and shrubs provide shade and emphasize sidewalk activity by separating vehicle and pedestrian traffic as well as defining spaces. Plant materials should be used for framing views, accenting architecture, creating inviting spaces and screening unattractive areas.

Native plant is defined according to LAMC Section 12.40 D as "[a]ny (plant) species indigenous to the Los Angeles area existing before European settlement, as identified in James Hendrickson's The Jepson Manual, or its successor Guideline reference, as adopted by the Director of Planning."

"Low-water" plants " is defined according to Guidelines AA, Table II, Option 6 in the City of Los Angeles Landscape Ordinance (Ordinance #170, 978): as those "[p]lants. . . that will, in the designed location, and properly established for three years, remain in good health with no more than monthly watering in summer."

GUIDELINE D-1. Site Landscaping

a. Site landscaping should do the following: create inviting spaces, provide shade within the public realm, screen unattractive areas, and enhance architectural detailing through the thoughtful and careful placement of landscaping. Landscaping may include plant materials such as trees, shrubs, ground covers, perennials, annuals, rocks, water features, sculpture, art, or paving materials.

b. Drought-tolerant, California native plants are encouraged. An automatic irrigation system should be installed within landscaped areas of more than ten square feet. A drip irrigation system is recommended.

c. Development projects should utilize small urns, vessels or pots with plant material at entrances, as window and architectural accents, or to screen unattractive areas. Plant materials should be well-maintained.

GUIDELINE D-2. Landscaping for Parking Lots and Structures

a. Development projects should provide landscaping that shades, buffers, and screens unattractive views of parking. Parking lots and structures should receive landscape treatment that is well-integrated with the building design to enhance the aesthetic appearance of parking structures. Landscaping should provide a pleasing, safe and secure environment for pedestrians on the street.

b. Ground covers that complete coverage without excessive maintenance or water usage should be utilized. Landscaping

should provide a buffer between the parking and other uses, soften glare from vehicles, and filter noise.

c. Where parking structures are not wrapped with retail uses at the ground floor, these structures should be visually screened from frontage streets and adjoining uses by a landscape buffer consisting of trees, planters, and vegetation around the perimeter of the structure.

d. A minimum of seven percent of the total area of surface parking should be landscaped, including one tree for every four parking spaces evenly dispersed throughout the lot. Tree species should be of a variety that produces a large canopy but does not produce excessive plant material.

E. APPURTENANCES

High-quality architecture should be maintained in the various elements of building and streetscape design including security features, maintenance equipment and enclosures and lighting. Security grilles often obscure storefront windows and create a negative ambience that detracts from the pedestrian environment, while adequate lighting and sidewalk dining contributes to an active street life.

GUIDELINE E-1. Security Grilles

a. Storefront security should be provided as needed without obscuring storefront windows and creating blank walls along the sidewalk. The presence of security grilles and bars should be minimized as visible from the street.

b. Premises should employ non-barrier (alarm or sensor) theft-deterrent systems where possible. If such security systems are infeasible, interior security grilles or vandal-proof glazing that is resistant to impact should be used on any storefronts.

c. External security grilles should not be affixed to any building façade abutting a public street, excluding rear alleys.

GUIDELINE E-2. Utility & Service Areas/ Mechanical Equipment

a. Projects should obscure unsightly equipment adjacent to streets and other public rights-of-way, in order to improve the pedestrian environment and minimize visual blight.

GUIDELINE E-3. Sidewalk Dining Enclosures

a. Enclosures for outdoor eating areas should be designed in a manner that supports an open and safe physical environment, and

that does not detract from the quality of the pedestrian experience along the sidewalk.[4]

b. Enclosures should utilize open fencework. The materials and design should be decorative and coordinate with the structures on the site.

c. No fence or wall abutting a public street should be taller than 42 inches.

GUIDELINE E-4. Lighting

a. Lighting should be incorporated into the design not only to accentuate architectural features but also to provide a safe environment for pedestrian activity. Outdoor lighting in front of buildings provides increased security for pedestrians at nighttime. All open areas, including parking lots, walkways, and trash areas, should have security lighting for safety.

b. Lighting should be provided along all vehicular access ways and pedestrian walkways. Recessed lighting on the ground along vehicular access ways and pedestrian walkways is highly encouraged.

c. Exterior lighting fixtures should be compatible with the architectural design of the building.

d. All exterior lighting should be directed onto the lot, and all flood lighting should be designed to eliminate glare to adjoining properties.

F. RESOURCE PROTECTION

GUIDELINE F-1. Sustainable Building Design

The combination of old and new buildings adds an interest and richness to the urban fabric of Downtown San Pedro. New building designs present an opportunity to integrate sustainable or "Green Building" concepts that reduce resource consumption and encourage natural systems for cooling, lighting, and shading.

a. Projects should take advantage of natural systems and site features – breezes, daylight, tree canopies – and minimize the need for artificial lighting, cooling, and heating. Projects should incorporate sustainable building elements into the overall form and aesthetic of the Project.

[4] Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.

b. Projects are encouraged to meet LEED certification requirements. The Leadership in Energy and Environmental Design (LEED) Green Building Rating System is a benchmark for the design, construction, and operation of high-performance green buildings. The LEED green building rating system was developed and is administered by the U.S. Green Building Council.

c. To minimize heat gain, development projects should employ high-performance glazing (i.e., dual paned window), coupled with awnings or exterior window shelves – particularly along the southeast, south, and southwest building faces.

d. Except for ground-level storefronts, development projects should favor more windows along the north- and northeast-facing walls, with fewer windows along the west- and southwest-facing walls.

e. The placement of windows should balance light considerations with the need to provide adequate ventilation and allow for cross-ventilation. If single-sided ventilation is necessary, consider horizontal pivot windows, which offer the highest ventilation capacity.

f. Building and construction materials should use reclaimed, recycled, and recyclable materials when available.

APPENDIX B – DESIGN GUIDELINES

II. MULTI-FAMILY RESIDENTIAL GUIDELINES

A. SITE PLANNING

Site planning involves the proper placement and orientation of structures, open spaces, parking, and pedestrian and vehicular circulation on a given site. The purpose of good site design is to create functional and attractive development, to minimize adverse impacts on the neighborhood, and to ensure that a new development project will be an asset to the community.

Proper site planning should promote harmony between new and existing buildings and be sensitive to the scale, form, height and proportion of surrounding development. Good design with complementary landscaping is a major component of vibrant residential areas that foster a pleasant and desirable character, pedestrian activity and economic vitality.

GUIDELINE A-1. Building Orientation and Frontage

a. Development projects should provide a consistent setback, orient buildings to the street, and provide pedestrian amenities along the front of buildings, in order to create an inviting pedestrian environment and streetwall continuity. Site plans that fortify individual buildings rather than connect them to the street are strongly discouraged.

b. The front building façade of new structures should be aligned with adjacent structures to the greatest extent allowed by the City's Zoning Code.

c. In small lot subdivisions where there is an existing average prevailing setback, the setback should be applied to provide continuity along the street edge.

d. Where additional setback is necessary or a prevailing setback exists, a courtyard or "outdoor room" adjacent to the street should be provided and activated by incorporating residential amenities such as seating or water features.

GUIDELINE A-2. Open Space

a. Development projects should provide an open surface area for open space, landscaping and recreation areas so to minimize surface parking and by providing adequate separation between existing and new structures.

b. Front yard and outdoor spaces, such as common and private open space, should be developed to an extent that encourages use and enhances the livability of residential structures.

c. A majority of code-required open space should be located at the ground level in a manner that is equally accessible to all residential units to promote safety and the use of outdoor areas. Podiums

between buildings and rooftop areas should be used as common areas.

d. Open space yard areas and courtyards with a minimum dimension of 15 square feet are encouraged between existing structures and new structures on the same parcel.

e. Open space areas should not have slopes exceeding 10 percent.

f. Development projects should comply with the Open Space Requirements listed in Section 12.21 G of the LAMC. All subsequent guidelines should enhance those requirements found within the LAMC.

GUIDELINE A-3. Parking and Vehicular Access

Parking areas and the driveways that accompany them can contribute to a cluttered appearance and can limit the pedestrian use of a street.

a. Parking areas should be kept out of view from the public street to the greatest extent possible.

b. Parking areas should be located underground, at the rear of properties or at other suitable locations that are not visible from the public street. Multiple garage bays along the front of a building should be avoided. Surface parking areas and driveway "back-up" space between a structure and the public street (regardless of setback requirements) are prohibited.

GUIDELINE A-4. Topography

a. Development projects should avoid dramatic and unnecessary grade changes by utilizing landform grading and working with the natural topography of the site.

b. On hillside lots, smaller terraced retaining walls should be used to avoid massive blank wall faces. Development projects should use the site's natural topography to terrace the structure along the hillside.

B. BUILDING DESIGN

GUIDELINE B-1. Building Scale

a. The overall scale of all buildings should maintain existing height and massing patterns on streets where a consistent pattern exists. A building that is larger than neighboring buildings can still be compatible with the smaller buildings in the area through façade articulation and setbacks to upper floors. In other cases, it may be necessary to reduce the height or bulk of the building. In older neighborhoods, new development projects should likewise respect

the character of existing buildings with regards to height, scale, style, and architectural materials.

b. Where the height of a building would be inconsistent with the height of adjacent buildings as viewed from the street, upper-floor step-backs should be used to adequately maintain the appearance of a prevailing height.

c. Where the massing of a building would be inconsistent with the massing of adjacent buildings as viewed from the street (for instance where a building would be two or three times the width of neighboring buildings), articulation and setbacks should be used to recreate existing massing patterns on the street to the greatest extent possible.

d. When designing small lot subdivisions or development projects built over two or more lots, sufficient space between buildings, articulation along the street frontage, and visual breaks that diminish the scale and massing should be provided.

e. Additions and new structures within rear yards should be of a scale and style that is compatible with existing development on the site and with adjacent structures.

f. Where additions and rear-yard infill development projects are adjacent to R1 lots the project should provide horizontal stepbacks above the first 30 vertical feet (in areas where structures are permitted to exceed 30 feet) along the building façade abutting the R1 lot. The maximum stepback height should be measured from a 45-degree angle from the 30 vertical feet mark.

GUIDELINE B-2. Articulation

a. Buildings should be composed of a rich variety of forms and contrasting shapes that will provide depth and texture and will avoid the appearance of monotonous architecture.

b. At a minimum, all exterior building elevations should provide a break in the plane every 20 feet in horizontal length and every 15 feet in vertical length, created by a change in plane, architectural detail or a change in material. Windows or doors that are flush with the plane of the building and exterior hallways and stairwells should not constitute a change in material or break in the plane.

c. Rooflines should include articulation that corresponds to articulation found on the building façade. At minimum rooflines that exceed 40 feet should provide articulation in the form of vertical changes in plane or variation in roof types.

d. Roof forms on additions and new structures should be reasonably compatible with existing on-site development.

e. Multi-family buildings should be designed to convey individual residential uses, even when applying a modern aesthetic. Modulated façades can prevent residential buildings from appearing commercial.

f. Building architectural features should be layered to emphasize certain features of the building such as entries, corners, and organizations of units.

g. Existing façade rhythm should be reinforced along the street where it exists by using architectural elements such as trim, material changes, paved walkways, and other design treatments consistent with surrounding buildings. Fenestration on additions and new structures should be reasonably compatible with existing on-site development.

h. Projects should encourage architectural compatibility when designing additions and rear-yard infill structures.

i. Where existing structures on a site contain architectural features (such as porches, bay windows, decorative roof brackets, etc.), these features should be repeated on additions or new infill structures. However, architectural features should be repeated to a lesser degree of detail when inspired by historic structures.

j. Building renovations and rehabilitations of multi-family residential buildings should maintain the architectural design and features.

GUIDELINE B-3. Exterior Surface Materials

a. Building materials should be varied and should reflect a high level of quality and craftsmanship. The use of varied building materials adds texture and depth to a façade and assists in providing needed articulation. Where specific building materials are found in abundance on a street front, such as wood siding or river rock, such materials should be incorporated into the façade of new buildings.

b. Plaster or stucco finishes should not comprise more than seventy-five percent of the surface area of any exterior elevation (as viewed from an elevation projection excluding window and door area).

c. Where appropriate, paint colors should accentuate architectural features. In many instances, a three-color paint scheme for body, trim and accent pieces is preferred. Overly bright paint colors and fluorescent paint colors should not be used. Colors such as beige, white and gray that produce glare, should be used sparingly.

d. Projects should select building materials (e.g., architectural details and finishes) that convey a sense of permanence. Quality materials should be used to withstand weather and wear regardless of architectural style.

e. Building materials on additions and new structures should be reasonably compatible with existing on-site development.

f. All vents, gutters, down spouts, etc., should be painted to match the color of the adjacent surface unless being used expressly as a trim or accent element.

g. The exterior finish on all balconies should employ a finish material that is different from the finish material employed on the primary body of the building.

h. All building fixtures, awnings, security gates, etc., should complement and be architecturally integrated into the design of the building. Trim, metal- and woodwork, lighting, and other details should be applied in a harmonious manner, consistent with the proportions and scale of the building(s).

i. Canopies and awnings, which provide additional façade articulation and provide shade, are encouraged, especially on façades where articulation is otherwise minimal. Overhead architectural features, such as eaves, awnings, canopies, trellises, or cornice treatments at entrances and windows, should provide shade, passive cooling, and reduce daytime heat gain.

j. Outdoor hallways and stairwells are generally discouraged, but if used, they should be integrated into the overall structure through façades, materials and a cohesive architectural strategy.

k. Distinctive building materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property should be preserved or replaced with designs and building materials that match the original where modifications to an existing structure are proposed. Building modifications that diminish the architectural integrity of existing buildings should be avoided.

l. Decorative features (such as corbels, friezes, transom windows, pilasters and other character-defining architectural elements) should be preserved and should not be painted over, removed or concealed by building additions, structural elements, signage or façades.

m. Existing exterior surface materials (such as stuccoing over an existing structure that might otherwise have desirable exterior finish materials), fenestration or roofs should not be modified so as to achieve uniformity.

n. Exterior surface materials (such as stone, brick, tile and natural wood finishes on existing structurally viable buildings) should not be painted over, removed or otherwise obscured.

GUIDELINE B-4. Entrances

a. Buildings should provide a prominent pedestrian entrance with a walkway that leads directly from the entrance to the street.

b. Projects should provide well-articulated, inviting building entrances that are oriented toward the street, so to emphasize pedestrian orientation and accessibility. Entrances should be emphasized through architectural features (such as front porches, awnings, columns and/or prominent walkways).

c. Where multiple ground level entrances exist, individual building entrances should be architecturally emphasized according to Multi-Family Residential Guideline B-4(b).

d. Transitions such as landscaping, paving, porches, and stoops, and canopies at individual entrances should be incorporated to residences, from the sidewalk to the front door.

e. Entrances should be designed according to simple and harmonious proportions in relationship to the overall size and scale of the building. Entrances should be designed in proportion to the number of units being accessed and ensure that pedestrian entries are sized properly to provide shelter year-round. All street-fronting units should have a primary entrance facing the street. For buildings without ground floor entrances for individual units, a prominent ground or first-floor entry, such as a highly visible lobby or atrium, should be created.

f. The main entrance and entry approach should accommodate persons of all mobility levels.

g. Within large developments, direct paths of travel for pedestrian destinations should be provided. Especially near transit lines, primary entrances for pedestrians should be created that are safe, easily accessible, and a short distance from transit stops.

h. Where Projects have multiple residential units at ground level, individual entrances are encouraged.

i. Bicycle racks and lockers should be installed near building entrances, especially in residential or mixed-use projects located near commercial services. Bicycle racks and lockers should be placed in a safe, well-lit location, convenient for residents and visitors.

GUIDELINE B-5. Windows and Doors

a. Buildings should have visible fenestration that establishes a clear pattern on the façade (with special attention paid to façades that are visible from the street) and that provides depth and additional articulation. Openings such as doors and windows should not be designed as an afterthought once the floor plan of a structure has

been established, but rather should serve as an integral part in how the building relates to both the public and private realm.

b. Recess windows and doors along the street front at least three inches from the façade. Window frames and sills are strongly encouraged.

c. Special attention should be paid to window alignment and patterns. Where appropriate, windows should be aligned along their top-line.

d. Exterior bars on windows are strongly discouraged.

e. Existing doors and windows should be retained and if needed, repaired rather than replaced. If replacement of such features is needed, in-kind materials should be used. The alteration of existing door and window openings along façades that are visible from the street is discouraged.

C. LANDSCAPING

All Projects are required to comply with the City of Los Angeles Landscape Ordinance 170,978 or any subsequent amendments to that Ordinance, pursuant to LAMC Sections 12.40-12.43. The Design Guidelines found herein add to the City's existing Landscape Guidelines. Compliance with these Design Guidelines does not necessarily imply compliance with the Landscape Guidelines. To simplify the review process, applicants should first review landscaping for compliance with the City Landscape Guidelines and should then review landscaping for compliance with these San Pedro CPIO Design Guidelines.

GUIDELINE C-1. Plant Material

a. In addition to aesthetic benefits, landscaping provides shade, reduces glare and minimizes surface runoff during rainy periods. Projects should provide landscaping that complements existing architecture, provides shade to pedestrian areas and that provides a high level of surface permeability.

b. Projects should comply with the City Landscape Ordinance's accompanying guidelines.

c. Drought tolerant plant species should be used within required open space areas to the greatest extent possible.

GUIDELINE C-2. Walkways/Paving

a. Front yards should be developed with a prominent front walkway that leads directly from the sidewalk to the pedestrian entrance. Walkways should be improved with stamped concrete, brick, tile, stone or other such decorative surfaces.

b. Paving surfaces should be provided exclusively for driveways and walkways. Parking areas located between the front of a structure and the front property line (regardless of setback requirements) and

paving of front yards not used for driveways and walkways is inappropriate.

GUIDELINE C-3. Fencing/Walls

a. Front yard fences should not exceed the height permitted by the Zoning Code and should be comprised of transparent materials such as darkly colored (black or dark green) non-decorative wrought iron.

b. Long expanses of fences should incorporate openings, changes in materials, texture, and/or landscaping.

c. Concrete block walls, concrete block pilasters, chain link and overly decorative and/or brightly colored wrought iron should not be used for front yard fences or any fences along a public street.

d. Trees, shrubs, and vines should be planted to screen walls between property lines. Decorative walls should include a change in color, material, and texture.

D. APPURTENANCES

GUIDELINE D-1. Trash Enclosures

a. Trash enclosures should be designed so that trash and recycle bins are not visible to the general public.

b. All trash collection areas should be enclosed with a minimum six-foot high decorative wall or fence.

c. A separate enclosed area for recyclable materials should be provided for each trash enclosure.

GUIDELINE D-2. Wireless Telecommunications

a. Wireless telecommunication facilities should be designed so as to appear compatible with or complementary to surrounding architecture and structures.

b. Where possible, wireless telecommunication facilities should be incorporated into existing buildings and other structures. These facilities should appear unobtrusive.

c. Roof-top wireless facilities should be located so as to be least disruptive to the primary visible façade of the building and should be screened by materials that are simple and do not compete with or attempt to replicate the architectural features of the existing building.

Sec. 6. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

By _____
PARISSH A. KNOX
Deputy City Attorney

Date March 12, 2018

Pursuant to Charter Section 559, **I approve** this ordinance on behalf of the City Planning Commission and recommend that it be adopted . . . . .

March 19, 2018

Vincent P. Bertoni, AICP
Director of Planning

File No. CF 17-1044

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I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles.

CITY CLERK

MAYOR

Ordinance Passed 05/15/2018

Approved 05/16/2018

Ordinance Effective Date: 06/26/2018
Council File No.: 17-1044

DECLARATION OF POSTING ORDINANCE

I, **Ottavia Smith** state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. 185539 - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on **05/15/2018**, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, I conspicuously posted a true copy of said ordinance at each of the three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records beginning on **05/17/2018** and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

O Smith

Deputy Clerk

Date: 05/17/2018

Ordinance Effective Date: 06/26/2018

Council File No.: 17-1044

Communication from Public

Name:

Date Submitted: 06/14/2021 09:24 AM

Council File No: 20-0680

Comments for Public Posting: Attached is a document that supports the Citizens Protecting San Pedro appeal of the proposed project at 1309-1331 South Pacific Avenue. Case No. CPC-2019-4908-DB-SPR-1A Council File Number: 20-0680 Scheduled item for Council on Tuesday, June 15, 2021,10:00 AM Agenda item 9

DESIGN STANDARDS and GUIDELINES

PACIFIC CORRIDOR REDEVELOPMENT PROJECT

SAN PEDRO, CA
JUNE 2005









CRA/LA

RTKL

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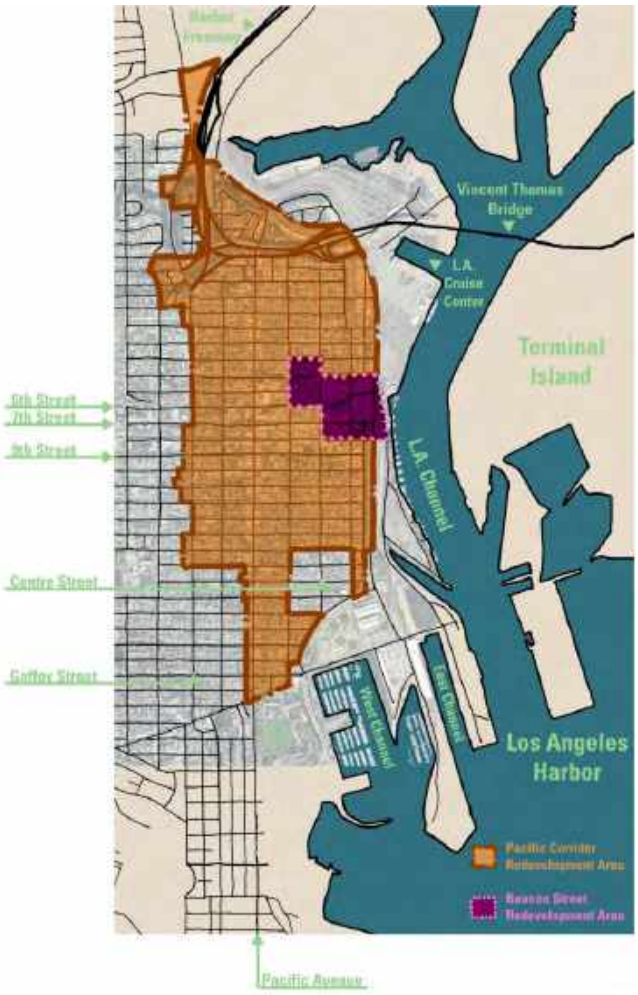
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1. PURPOSE

The following standards and guidelines, developed by the Community Redevelopment Agency of the City of Los Angeles (CRA) and its Pacific Corridor Community Advisory Committee (CAC), are tools to implement the goals and objectives of the Pacific Corridor Redevelopment Plan adopted by the Los Angeles City Council. More specifically, the purpose of this document is to ensure that rehabilitation efforts and new development within the Pacific Corridor Redevelopment Project Area are consistent with the visual character of San Pedro and enhance the community's overall image.

The standards and guidelines are designed to promote rehabilitation and new development that are compatible with the best aspects of the existing architectural context of the community. New construction should be attractive, high-quality, and contribute to a visually cohesive built environment. For example, the area's commercial streets should be perceived as engaging and active public space, providing "curb appeal" (as recommended by the ULI Advisory Panel in 2002). Along these streets, articulated building facades should engage the public and animate the street. Meanwhile, parking facilities and other services should minimize their adverse impact on public streets and adjacent residential areas.

The document is divided into design context, development standards, and design guidelines, the contents of which are further described in the following discussion on the organization of the document. Please note that the "design guidelines" explain how new development should fit into and improve the existing built environment; however, they are not meant as a checklist for "good" design. Nor are they meant to inhibit creative design solutions. It is understood that a project may not meet every guideline in order to conform to this document's intent. On the other hand, the "development standards" establish minimum threshold requirements for new construction and rehabilitation of existing structures within the project area, and must be satisfied for building permit approval.



2. ORGANIZATION (Using this Document)

DESIGN CONTEXT

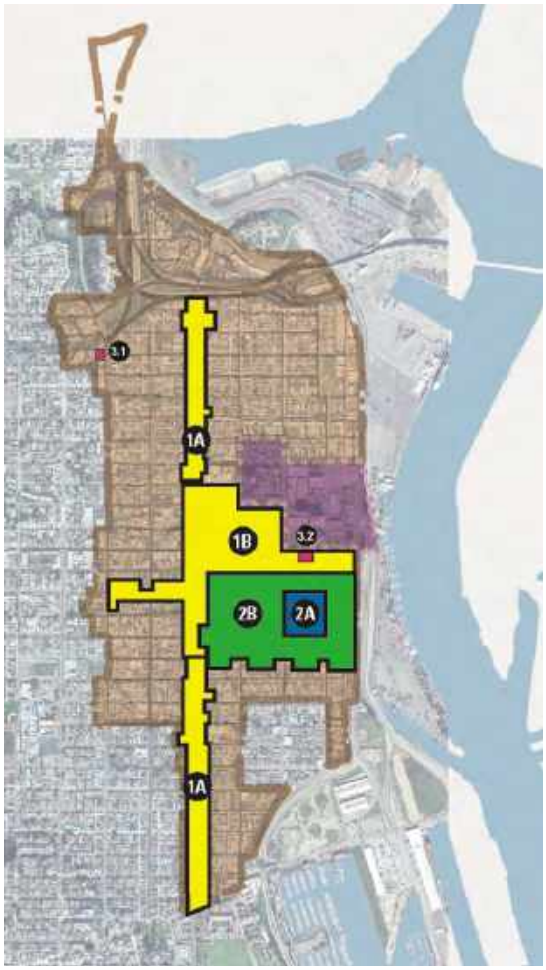
Part One of this document establishes the "context" for design within the redevelopment project area. It describes the goals and objectives for the project area adopted by the Pacific Corridor Community Advisory Committee (CAC). It also establishes urban design principles that are consistent with these goals and objectives, and provides illustrative images depicting precedents for urban design within San Pedro.

DESIGN STANDARDS

Part Two establishes minimum design "standards" for construction within the Project Area. Section 520 (Design Guidelines and Development Controls) of the Pacific Corridor Redevelopment Plan authorizes the Agency "to establish height of buildings, land coverage, setback requirements, design criteria, traffic circulation, traffic access, and other design guidelines and development controls necessary for the proper development of both private and public areas within the Project Area." Deviations from any standards requires approval by the Community Redevelopment Agency, with a recommendation provided by the Community Advisory Committee (CAC).

DESIGN GUIDELINES

Parts Three through Seven convey "guidelines" for architectural design within the project area. They set forth general intent and criteria for the rehabilitation of existing structures, as well as the accommodation of contemporary alterations and new construction. Because the project area encompasses approximately 700 acres, and features distinct sub-areas with differing building and land use characteristics, the design guidelines are organized to address these differences.



1. Commercial Districts
- 1A. Pacific Avenue Commercial Corridor
- 1B. Downtown Core Area

2. Residential Districts
- 2A. Vinegar Hill Historic Preservation Overlay Zone (HPOZ)
- 2B. Vinegar Hill Historic Neighborhood (VHHN)

3. Redevelopment Opportunity Sites
- 3.1 Gaffey Welcome Park
- 3.2. LaSalle Rehab

PART 3: DESIGN GUIDELINES FOR COMMERCIAL DEVELOPMENT: Part Three applies to all properties designated for commercial land use within the project area, including supplementary guidelines for the following commercial sub-areas:

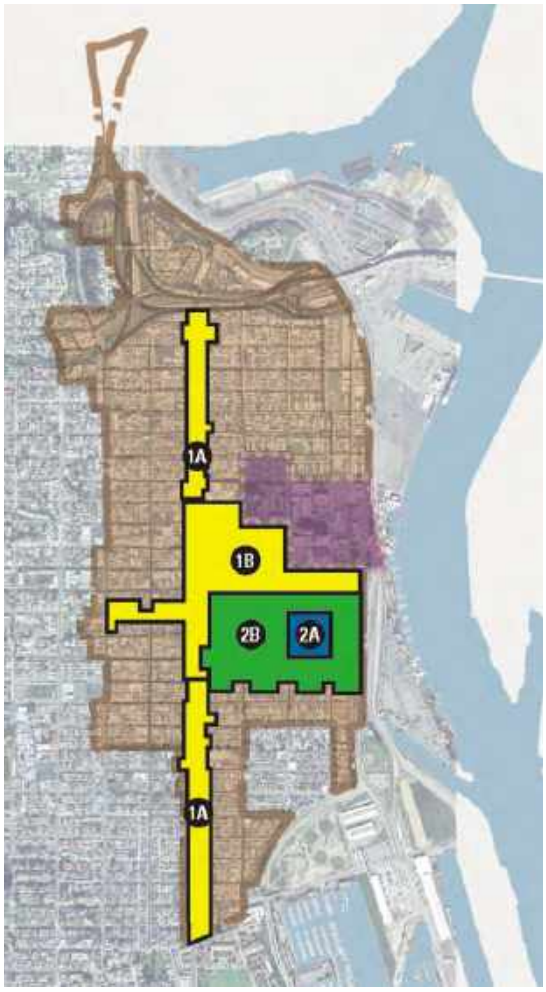
A. *Pacific Avenue Commercial Corridor (1A):* Pacific Avenue is one of the major thoroughfares within the project area, and aside from the Downtown Core, this street is generally oriented to automobile traffic. Guidelines for this sub-area accommodate infill development and are intended to improve the visual appeal of this prominent community corridor.

B. *San Pedro Downtown Core (1B):* This sub-area includes the historic downtown of the community, a part of which is deemed eligible for listing as a Historical Commercial District in the National Register of Historic Places. The design guidelines are intended to enhance the historic identity of the area and strengthen its pedestrian-orientation, while accommodating new services and facilities.

- PART 4: DESIGN GUIDELINES FOR RESIDENTIAL DEVELOPMENT: Part Four addresses residential use within the project area. Guidelines are intended to ensure that new residential development is compatible with its surroundings.

A. *Residential Neighborhoods (Housing Conservation Areas):* The design guidelines for residential development apply to all properties designated for residential land use, except designated historic neighborhoods. The guidelines support the concept of neighborhood conservation, and recognize that change should not exceed a neighborhood's capacity to absorb and integrate new development into its sense of identity.

B. *Vinegar Hill Historic Preservation Overlay Zone (2A):* Residential development within the Vinegar Hill Historic Preservation Overlay Zone (HPOZ), which is bounded by 9th (N), 11th (S), Centre (W) and Palos Verdes Streets (S) must adhere to CEQA Guidelines and California Register or Secretary of Interior Standards for preservation of historic areas. The HPOZ has a significant number of single-family homes and contributing historic structures. The CAC has requested that the HPOZ be expanded, thus, a Design Review Advisory Panel will be established to formulate the rules for the increased protection of historic structures in a neighborhood adjacent to the HPOZ.



1. Commercial Districts
- 1A. Pacific Avenue Commercial Corridor
- 1B. Downtown Core Area

2. Residential Districts
- 2A. Vinegar Hill Historic Preservation Overlay Zone (HPOZ)
- 2B. Vinegar Hill Historic Neighborhood (VHHN)

- B. *Vinegar Hill Historic Neighborhood (2B):* The neighborhood adjacent to the HPOZ is the Vinegar Hill Historic Neighborhood ("VHHN"), bounded by the right-of-way centerline of 8th Street (N), Harbor Boulevard, (E) the rear property line of lots fronting on the south side of 12th Street (S) and the east side of Pacific Avenue (W). The VHHN contains a significant number of contributing historic structures. Residential development within the VHHN shall adhere to CEQA Guidelines, California Register or the Secretary of Interior guidelines for preservation of historic structures and resources. The new rules to be developed will relate to rehabilitation and reuse of historic buildings and will ensure that new construction reinforces the VHHN's historic character, as per Section 522 of the Pacific Corridor Redevelopment Plan, which stipulates that special consideration be given to the protection, rehabilitation or restoration of any structure determined to be historically significant. The new rules for the VHHN will be submitted in the near future for Agency Board consideration.

  These guidelines encourage rehabilitation and re-use of historic buildings and ensure that new construction reinforces the area's historic character.

- PART 5: DESIGN GUIDELINES FOR MIXED-USE DEVELOPMENT (REDEVELOPMENT OPPORTUNITY SITES)(3): Part Five applies to all properties identified as Redevelopment Opportunity Sites. Prospective developers are urged to consult with Agency staff at the earliest stage, as a particular site may be subject to additional requirements and recommendations.

- PART 6: DESIGN GUIDELINES FOR COMMERCIAL SIGNAGE: Part Six establishes intent and criteria for the design of all commercial signage. Included are guidelines for the Downtown Core, as well as considerations for historic signage and signage on historic buildings.

- PART 7: DESIGN GUIDELINES FOR THE PUBLIC REALM: Part Seven sets forth general intent and criteria for the design of streets and public space within the community, as well as public signage and art.



3. Redevelopment Opportunity Sites

3.1 Gaffey Welcome Park
3.2. LaSalle Rehab

3. PROCEDURE (Getting Design Review Approval)

DESIGN REVIEW

Section 408.4 (Development Plans) of the Pacific Corridor Redevelopment Plan stipulates that "all development plans (whether public or private) shall be submitted to the Agency for approval and architectural review." Applications for building permits within the redevelopment area are subject to compliance with the Design Guidelines & Standards, and therefore, Agency staff will also review the architectural design of project proposals. *Prior to filing an application, project proponents should review the contents of this document.*

Design review is a flexible process that applies guidelines to specific projects. Because interpretation is required in the evaluation of proposals, it is intended that the review process will be cooperative and informative, establishing effective communication between each of the parties involved — the applicant / developer, the design, the Community Advisory Committee (CAC) and Agency staff.

APPLICABILITY

All building and construction projects are subject to the Basic Review Process described below, including, but not limited to:

- New construction, except interior structural work and interior tenant improvements.
- Rehabilitation of existing structures, including exterior additions, exterior structural alterations and demolitions.
- All commercial business signs requiring a building permit.

Structures deemed historic (reference Appendix A) are subject to additional review, as described below in the Review Process for Historic or Contributing Structures.

Properties designated as Redevelopment Opportunity Sites (reference Appendix B) are also subject to additional review, as described below in the Review Process for Redevelopment Opportunity Sites.

BASIC REVIEW PROCESS

All projects shall participate in the following review process:

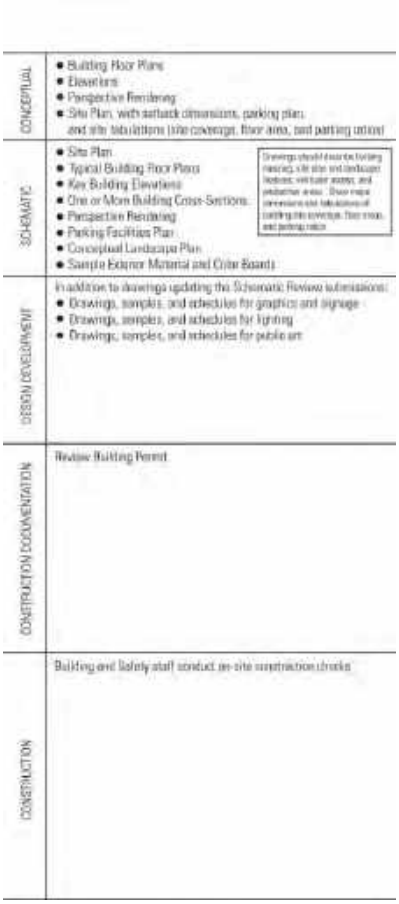
- *Step 1: Informal (Conceptual Design) Review.* The applicant discusses the proposal with Agency staff. The purpose is to review the project's scope as it relates to the intent and purpose of the Design Guidelines. The review should take place no later than at approximately 50% completion of a project's schematic design phase. The submission should include building floor plans, elevations, and a perspective rendering. A site plan in also required, with setback dimensions, parking plan, and site tabulations, including site coverage, floor area, and parking ratios.

- *Step 2: Preliminary (Schematic Design) Review.* This submission to Agency staff should correspond to the project's design at schematic level. The schematic design package should include a site plan, typical building floor plans, key building elevations, one or more building cross sections, parking facilities plan, and a conceptual landscape plan. The drawings should be sufficient to describe building massing, site plan and landscape features, vehicular access, and pedestrian areas. Major dimensions and tabulations of building site coverage, floor areas, and parking ratios should be included. At least one perspective rendering, and a list with samples of materials and colors selections for exterior finishes should also be provided.

- *Step 3: Final (Design Development) Review.* This submission to Agency staff shall be made at the end of the design development phase, and shall include drawings and materials that update the Schematic Design Review. Drawings, samples, and schedules depicting graphics and signage, lighting, and public art (if appropriate) shall be provided. Submission materials should allow for the evaluation of the details of the proposed design.

- *Step 4: Plan Check (Construction Documents and Final Landscape Plan).* This step entails review of the building permit to ensure that the project remains in substantial compliance with the Final (Design Development) Review and meets the minimum stipulated standards.

- *Step 5: Construction Check.* Building and Safety staff conduct on-site construction checks to ensure that the project remains in compliance with the approved plans.



REVIEW PROCESS FOR HISTORIC or CONTRIBUTING STRUCTURES

Section 522 (Buildings of Architectural and Historical Significance) of the Pacific Corridor Redevelopment Plan states that "prior to any development, redevelopment or rehabilitation of any parcel within the Project Area, the Agency shall determine whether any structure located on such parcel is of architectural or historical significance. To the extent practical, special consideration shall be given to the protection, rehabilitation, or restoration of any structure determined to be historically significant." Existing buildings provide a sense of historical and physical continuity, and strengthen the urban fabric. The retention and rehabilitation of building and storefronts of recognized historical and/or architectural value is encouraged, and the following review process applies:

- Appendix A lists properties within the redevelopment area that are designated as historic or contributing structures.

- Building permit applications for properties listed in Appendix A shall be referred to the Community Advisory Committee (CAC) for review and recommendation. In addition to the Basic Review process, the CAC or its designated subcommittee shall review the proposal at Steps 2 and 3.

- As part of the Schematic Design submission, the existing condition of historic or contributing structures should be assessed, and as far as feasible, historic documentation of the building's original appearance and later alterations should be located. Please note, that properties change over time, and those alterations that have acquired historic significance should be preserved, and incompatible changes should be removed.

- *Rehabilitation of culturally designated landmarks (e.g., City of LA-designated), and architecturally or historically significant buildings shall meet the Secretary of Interior Standards for the treatment of historic properties.*

REVIEW PROCESS FOR REDEVELOPMENT OPPORTUNITY SITES

Section 507 (New Construction and Rehabilitation of Properties) of the Pacific Corridor Redevelopment Plan states that "additional specific performance and development standards may be adopted by the Agency to control and direct redevelopment activities in the Project Area." The following review process applies:

- The primary purpose for the Redevelopment Opportunity Sites is to remove blight and meet Redevelopment Plan goals and objectives.

- Development proposals for Redevelopment Opportunity Sites shall be referred to the Community Advisory Committee (CAC) for review and recommendation. In addition to the Basic Review process, CAC or its designated subcommittee shall review the proposal at Steps 2 and 3.

4. DEFINITIONS

STANDARDS VS. GUIDELINES

Guidelines are recommendations based on policy directives. Project proponents are advised to meet the intent of the guidelines, however there is flexibility in the application of specific criteria. Standards are mandatory regulations.

Example:

Standard: Buildings and their primary entrances shall face the street.

Guideline: Create a street level environment that accommodates the pedestrian.

GLOSSARY

The following words and phrases, whenever used in this document, shall be construed as defined in this section:

- *Awning:* A roof-like cover extending over or in front of a door, window shelter or decorative element.
- *Districts:* Refers to both the Pacific Avenue Commercial Corridor and the Downtown Historic Core.
- *Facade:* The front of a building or any of its sides facing a public way or space.
- *Main Building:* The largest building of a shopping center.
- *Main Commercial Street:* In the case of San Pedro, Pacific Avenue, 6th Street, 7th Street, and 9th Street.
- *Pedestrian Way:* Walkway providing pedestrian passage through parking lots that is distinguished by hardscape and landscape treatments that provide for pedestrian safety and ease of movement.
- *Service Area:* Any location containing open storage, loading docks, non-public entrances, trash receptacles, or other utility uses.
- *Shopping Center:* Any unified development consisting of more than two (2) businesses, attached or unattached, on one or more lots, that is under one ownership or shares common parking, service, or other facilities.

Awning:



Service Area:



Trash Enclosure:



Transom Window:



- *Trash Enclosure:* Any area constructed of solid walls or fences, including chain link or wrought iron fences, used to enclose commercial trash receptacles.

- *Transom Window:* A window, usually arc-shaped, that is located directly above a door. Often made of stained glass.

Commercial Signage Terms:

- *Billboard:* A panel for the display of advertisements in public places, such as alongside roadways or on the sides of buildings.

- *Blade Sign:* A three-dimensional sign that projects from the building facade and is read vertically.

- *Channel Letters:* Three-dimensiona,l individually cut letters or figures, made of formed sheet metal, usually with an acrylic face, often with an internal light source, affixed to a structure.

- *Primary Sign:* The largest and most prominent sign displayed at the exterior of a business.

- *Secondary Sign:* Any exterior signs that are not the primary sign.

- *Sign Band:* The wall area, unbroken by major architectural features such as doors, windows, columns, or other protrusions, which is located above the ground floor storefront opening and below the second floor windowsill, or below the cornice, located a minimum of eight (8) feet above grade and a maximum of fifteen (15) feet above grade.

- *Canister Signs or Sign Cabinets:* A type of sign construction that is made of a metal container and which houses flourescent tube lights. Frequently these signs have a translucent acrylic face.

- *Visual Facade:* The combination of all the facades or sides of a building that can be seen from one position; for instance, a free-standing or corner building.

Billboard:



Blade Sign:



Canister Sign:



Channel Letters:



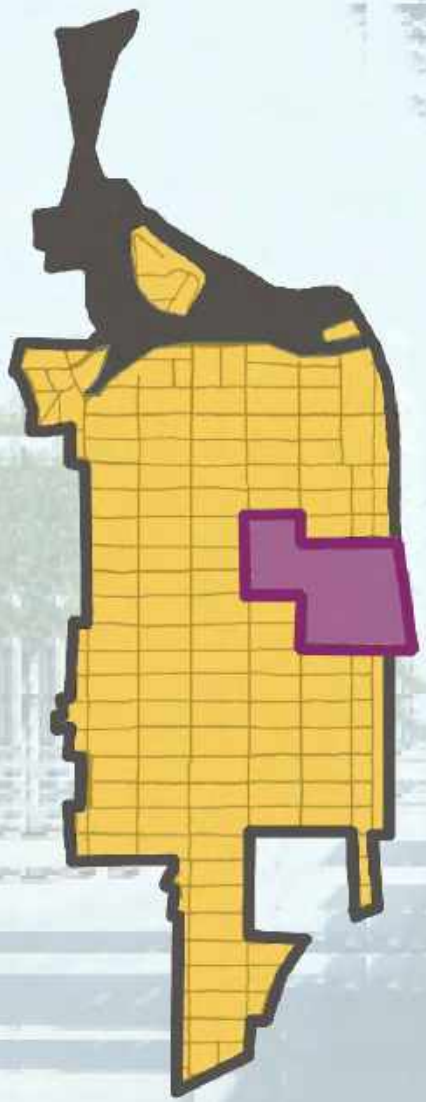
PART ONE. DESIGN CONTEXT

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1.1. REDEVELOPMENT GOALS AND OBJECTIVES

Redevelopment Goals

The Pacific Corridor Community Advisory Committee (CAC), appointed by *the* Fifteenth Council District and consisting of business persons, property owners, residents and representatives of local organizations within the San Pedro community, advises the Agency. The CAC has adopted a Mission Statement (*see Work in Progress Report, April 7, 1999*) and redevelopment project objectives, which are incorporated into the Redevelopment Plan for the Pacific Corridor Redevelopment Project (*Adopted May 1, 2002. Los Angeles City Ordinance #174549.*) and excerpted below:

- **Develop a community that is safe and physically attractive, capitalizing on its assets including strong community bonds and natural attributes, such as the waterfront.**
- **Create a community that is economically viable, supporting business retention and expansion to create jobs and enhance the revenue base of the community.**
- **Provide better access and improved circulation patterns to enhance the physical and economic environment of the community.**
- **Establish a framework for increased Port involvement and participation in community revitalization.**

Community Objectives

- ***Community Image and Vision.*** To maintain San Pedro and the surrounding area as an aesthetically pleasing community reflecting its past and reinforcing its status as an international port city with waterfront access.
- ***Health and Public Safety.*** To assure a crime-free and drug-free community.
- ***Economic Revitalization and Job Creation.*** To retain and expand business and ensure San Pedro as a fully employed community.
- ***Development of Tourist Oriented Facilities.*** To promote tourism related activities that enhance economic and recreational opportunities in the community.

- ***Social Service and Community Recreation Facilities.*** To maintain and expand community services and facilities.

- ***Diversification of Retail and Entertainment Activities.*** To develop a variety of consumer retail, shopping and entertainment opportunities and discourage commercial activities perceived to have a detrimental effect on the community.

- ***Historic Preservation and Promotion of Cultural Heritage.*** To preserve the unique cultural, social and physical features of the community.

- ***Preservation of Existing Housing Stock and Creation of New Home Ownership Opportunities.*** To preserve existing housing stock and provide choice for a variety of new and rehabilitated housing opportunities.

- ***Public Improvements and Amenities.*** To install, repair and maintain public improvements and amenities.

- ***Port Involvement and Participation in Community Revitalization.*** To engage and increase involvement of the Port in the physical and economic revitalization of the community.

Downtown Objectives

The CAC has also established objectives relative to Downtown San Pedro.

- Create a recognizable Downtown district.

- Use public infrastructure improvements to link the Downtown and the waterfront.

- Define an appropriate image for Downtown's streetscape.

- Provide streetscape enhancements and gateway features that contribute to Downtown's unique "sense of place."

- Establish 6th Street as the main pedestrian zone, linking the historic waterfront and Pacific Avenue commercial area.

- Establish 7th Street as an "artists walk."
- Encourage infill and upper floor renovations within the Downtown area.
- Develop use and rehabilitation guidelines for historic buildings and structures.
- Establish guidelines for in-fill development and for transitions between new and existing buildings.

Program Implementation

Specific projects and programs have been identified for achieving the goals and objectives of the Redevelopment Plan.

1. Commercial Area Design Standards: For new buildings and rehabilitation of existing buildings to enhance the overall image of the project area, and to guide private investments in making improvements to property within the project area. Of particular interest is the area's major commercial corridors, especially Pacific Avenue, 6th Street and 7th Street; standards should define an image for these streets and enhance the pedestrian character of Downtown San Pedro.

2. Historic District Design Standards: To ensure that new development remains compatible with historic buildings. Design standards and guidelines should also guide preservation and emphasize opportunities for the re-use of historic buildings, thereby highlighting and reinforcing the area's past.

3. Residential Design Standards: To ensure that new construction within existing neighborhoods will be compatible with its surroundings. The scale and character of new residential construction needs to be especially sensitive to the height, massing and orientation of existing residences.

4. Streetscape Design Standards: To enhance the project area's commercial streets, contribute to the area's identity, and support pedestrian orientation and activity. Street trees, lighting and street furniture are among the amenities that will improve the retail experience.

1.2. DESIGN PRINCIPLES FOR COMMERCIAL AREAS

District Character

Principle 1. Establish an identifiable downtown with a unique sense of place that includes a compact mixture of uses, and the presence of identifiable gateways, focal points, and landmarks.

Principle 2. Build strong visual and physical connections throughout the downtown, for instance, through the protection of view corridors, and the provision of a comprehensive network of public spaces and paths.

Principle 3. Express local history and culture, relying on the preservation and reuse of architecturally and historically significant structures, a respect for adjacent architectural character, as well as the provision of public art.



1. Shopfronts
2. Street furniture / benches
3. Tree canopy
4. Sidewalk dining/ activity

Street Environment

Principle 4. Communicate through design that streets are public space intended for a diversity of users, including pedestrians, bicyclists, motorists, and transit users.

Principle 5. Contribute to the physical safety and comfort of pedestrians along streets and sidewalks, incorporating such features as traffic calming devices, street trees, street furniture, and wayfinding devices.

Principle 6. Make streets active and engaging places that contribute to the local identity, with special emphasis on creating a strong relationship between the building and street.



1. Facade improvements
2. Compatible infill development
3. Visually unified street

Site Planning

Principle 7. Encourage site planning that functionally and visually integrates on-site facilities and uses, including buildings, services, vehicular access and parking, pedestrian access and circulation, and outdoor spaces.

Principle 8. Control vehicular access, on-site parking, and service facilities to reduce their visual impact, maintain a consistent building frontage, promote sidewalk interest and activity, and protect adjacent sensitive land uses.

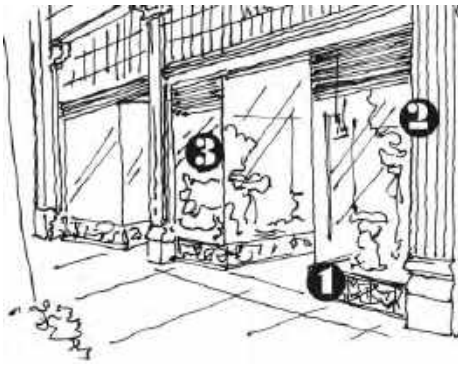
Principle 9. Incorporate accessible outdoor spaces that are amenable to outdoor activity and comfortable social interaction; for instance, well-defined plazas, courtyards, gardens, and pedestrian passages.

Building Design

Principle 10. Promote architectural design that fits with and enhances its surroundings, emphasizing visually attractive buildings that bring interest to the street, and add richness and variety to the community.

Principle 11. Support contemporary design solutions, keeping in mind that the scale, massing, materials and degree of facade articulation should be respectful of nearby historic structures.

Principle 12. Encourage architectural design that contributes to a more pleasant and pedestrian-oriented urban environment, emphasizing human-scale design and high quality construction, including attractive, yet durable materials.



1. High quality, durable materials
2. Light modulating details
3. Window displays

Sign Appearance

Principle 13. Require legible signs that make a positive contribution to the street; in particular, encourage signage that is easily read by both people on foot and in passing vehicles.

Principle 14. Encourage signs that are compatible in design and in scale with their buildings and surroundings, and are designed to minimize impacts on adjacent structures and uses.

1.3. DESIGN PRINCIPLES FOR RESIDENTIAL AREAS

Neighborhood Identity

Principle 1. Maintain and rehabilitate the existing housing stock, and in particular, support the preservation of historically and architecturally significant dwellings.

Principle 2. Integrate new residential developments with their built and natural surroundings; in particular encourage a strong relationship between dwellings and the street.

Principle 3. Reinforce connections between residential areas and important destinations, such as local shopping, parks and public facilities; clearly designated crosswalks and continuous sidewalks are important measures.



1. Highly visible street facade
2. Dwellings face street
3. Shallow front yard

Residential Street Environment

Principle 4. Support neighborliness and offer a sense of security along residential streets, encouraging dwellings with front doors and windows that orient to the street.

Principle 5. Make walking safe and appealing along residential streets, for instance, through on-street parking and the planting of spreading canopy trees in (existing) parkways adjacent the street.

Residential Site Planning

Principle 6. Reduce the visual impact of residential parking facilities, and encourage developments that offer greenery and shade the site with mature canopy trees.

Principle 7. Provide functional outdoor space in conjunction with residential developments; multi-family projects should include private outdoor space, as well as communal gathering areas and outdoor amenities.

Residential Building Design

Principle 8. Encourage the design of visually appealing residential dwellings that feature varied and articulated facades with pleasing compositions, as well as quality construction.

Principle 9. Communicate the residential function of a building with an emphasis on domestic details and intimate scale, including three-dimensional design features such as porches, balconies, and bays.



1. Modulation of wall plane
2. Change of roof form
3. Architectural detailing
4. Differentiated dwelling facades

1.4. DESIGN PRECEDENTS

Urban Streetscape

1. Continuous street wall / retail continuity
2. Street trees / overhead cover
   (Especially at mid-block crossings)
3. Street furniture
4. Sidewalk dining
5. On-street parking
6. Public art & signage celebrate local culture






Landscape

1. Palm trees common
   (Especially near waterfront)
2. Potted plants & unique furniture pieces
   placed along storefronts & near entries
3. Public art incorporated






Outdoor Rooms

intimate scale

connection to sidewalk

transition from indoors to outdoors

access to sun and shade

outdoor furniture

focal art pieces






Building Orientation

1. Buildings & entrances oriented to street
2. Buildings at or near sidewalk edge
3. Street level shops
4. Mid-block passages with storefronts






Building Scale & Massing

1. Simple, bold massing
2. Articulated sub-volumes
3. One to three story height typical
4. Rectangular forms typical






Building Rooftops

1. Attractively detailed cornices
2. Roof parapets
3. Horizontal profile typical






Building Facades

1. Articulated facades
2. Prominent main building entrances
3. Patterned or regular openings
4. Horizontal division (base, middle, top)
5. Major & minor projecting elements
6. Street facade restoration






Building Materials

1. Quality materials
2. Durable ground floor materials
3. Textured ground floor materials
4. Vibrant trim & accent colors






Building Details

1. Ground floor detail
2. Light modulating & visually rich detail
3. Canopies and awnings
4. Decorative & multi-colored tile work
5. Decorative grille-work and screens






Commercial Storefronts

1. Articulation of individual storefronts
2. Transparent glass storefronts
3. Multi-layered window displays
4. Recessed shop entries
5. Shop entrances typically meet sidewalk at-Grade









Commercial Signage

1. Restored historic signs
2. Compatible contemporary signs
3. Pedestrian-oriented blade signs
4. Signs integral to architecture
5. Illuminated signage
6. Neon lettering









Commercial Lighting

1. Exterior fixtures compatible with Architecture
2. Exterior fixtures illuminate signage
3. Decorative neon lights









Residential Scale

1. Single family homes, duplexes and 4-plexes common
2. One to two stories typical
3. Dwellings oriented to street
4. Shallow front setbacks
5. Generous front porches
6. Alleys and garages at rear of lot





Residential Architecture

1. Differentiated dwellings
2. Simple composition typical
3. Interesting, articulated facades / Modulated wall planes
4. Roof forms complement architecture





Residential Details

1. Bay windows
2. Second floor balconies
3. Projecting eaves
4. Dormers, turrets
5. Trim details






PART TWO. DESIGN STANDARDS

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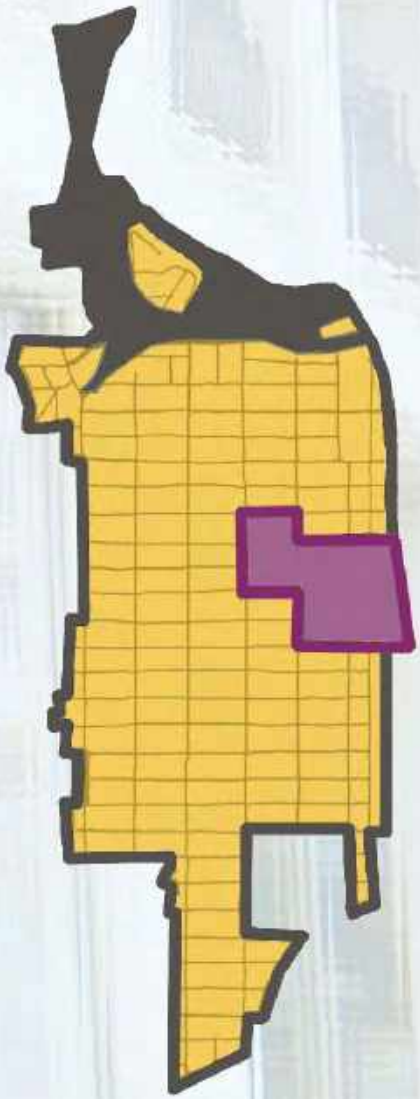
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2.1. SITE PLANNING: BUILDING LOCATION & ORIENTATION

Commercial Buildings

2.1.1. *Commercial Orientation:* Commercial buildings and their primary entrances shall face the street. Primary entrances are permitted at street corners.

Downtown In-fill

2.1.2. *Downtown In-fill Orientation:* Buildings and their primary building entrances shall face the street. Primary entrances are permitted at street corners.

2.1.3. *Downtown Build-to-Line:* Buildings shall meet the sidewalk along the majority of the street frontage, allowing minor recessions such as building entry forecourts, shop entries, etc.

Residential In-fill:

2.1.4. *Residential Orientation:* Residential in-fill shall face the street, and the main building entrance shall be readily visible from the street.

2.1.5. *Residential Setbacks:* Residential in-fill shall approximately match the street setback of adjacent residential buildings.

2.2. SITE PLANNING: SERVICE, VEHICULAR ACCESS & PARKING

Service Facilities

2.2.1. *Service Location:* Service facilities, including loading areas, storage areas, and trash facilities shall not face a public street.

2.2.2. *Service Screening:* Service facilities shall be screened from public view. This includes streets and adjacent residential areas. Screening may be accomplished through building architecture, architecturally compatible screen walls and/or landscape treatment.

2.2.3. *Automotive Service:* Auto repair and similar auto service activities shall be screened from public view. This includes streets and adjacent residential areas. Screening may be accomplished through building architecture, architecturally compatible screen walls and/or landscape treatment.

2.2.4. *Mechanical Equipment:* Mechanical equipment shall not face a public street, and shall be screened from public view by architecturally compatible screen walls and/or landscape treatment.

2.2.5. *Rooftop Equipment:* Rooftop equipment shall be located and/or screened so that it is hidden from public view. Screening devices shall be architecturally integrated with the building.

Vehicular Access & Parking Facilities

2.2.6. *Downtown Access:* Where feasible, side streets and existing alleys shall provide the primary point of vehicular access for service and parking facilities.

2.2.7. *Downtown Sidewalk Continuity:* Curb-cuts facilitating vehicular access shall not be permitted along the following streets:

- North side of 6th Street from Pacific Avenue to Mesa Street.
- South side of 6th Street from Pacific Avenue to Centre Street.
- 7th Street from Pacific Avenue to Centre Street.

2.2.8. *Downtown Parking Location:* On-site surface parking facilities shall be located to the rear of the building unless visually screened. In addition, structured and surface parking shall not front at the street level on 6th, 7th, or Pacific Avenue within the Downtown.

2.2.9. *Parking Structure Design:* A parking structure shall be consistent in design with the building it serves, including architectural style and materials. No accessory parking structure shall exceed the height of the building it serves.

2.2.10. *Commercial Frontage:* The ground floor frontage of a parking structure shall be devoted to commercial use within 50 feet of a street corner.

2.3. SITE PLANNING: OPEN SPACE, LANDSCAPE & BUFFERS

Open Space

2.3.1. *Downtown Plazas:* Plazas in the Downtown shall be defined on at least two sides by buildings, walls and/or landscape treatment.

2.3.2. *Residential Communal Space:* Multi-family residential development shall provide one or more useable common open space areas, which may not be located within a required front setback.

Landscape & Buffers

2.3.3. *Parking Lot Landscape:* A minimum of five (5) percent of the total area of a surface parking lot shall be devoted to landscape areas.

2.3.4. *Landscape Maintenance:* Landscape areas shall be maintained, and shall be watered via an automatic irrigation system.

2.3.5. *Boundary Screen Walls:* Commercial development shall protect the privacy of adjacent residences. Screen commercial activity by providing a decorative masonry wall along a property line shared with a residential use.

2.4. BUILDING FAÇADE STANDARDS

Commercial Façades

2.4.1. Modulation: Commercial street facades shall be broken into smaller architectural units or bays measuring no more than 50 feet in length. Building modulation or other means of articulation shall clearly delineate architectural units or bays.

2.4.2. Entries & Openings: Transparent elements shall be incorporated into both street and upper level facades. In addition, original openings on architecturally or historically significant buildings shall not be altered by blocking or downsizing windows and doors.

Downtown Commercial Facades

2.4.3. Transparency: A majority of the primary street level building façade shall consist of transparent elements such as doors, windows and display cases. To be considered transparent, window glass shall be clear, allowing a minimum of 90 percent light transmission.

2.4.4. Storefront Elements: Storefronts shall respect the existing configuration of architectural bays, and maintain classic elements of storefront design, including a recessed entry, bulkhead, and display windows.

Exterior Treatment / Materials

2.4.5. Materials: Exterior materials shall be durable, high quality, and complementary to the architectural design of a building. Examples of appropriate materials include: stone, terra-cotta or tile, metal, brick, and transparent glass.

2.4.6. Prohibited Materials: The following materials are prohibited as the primary exterior wall surface:

- Fiberglass
- Plastics
- Plywood
- Reflective Glass
- Wood or asphalt shingles

2.4.7. Canopies & Awnings: Canopies and awning shall be compatible with the building architecture and shall be constructed of durable, high-quality materials. Plastic awnings are not permitted; cloth awnings shall be fade resistant and fire retardant.

Historic Rehabilitation

2.4.8. Demolition Restricted: Existing architecturally or historically significant buildings shall not be demolished, except upon referral and approval of the Community Advisory Committee. To the extent feasible, rehabilitation shall highlight and restore historic features.

2.4.9. Rehabilitation Standards. Rehabilitation of architecturally or historically significant buildings shall meet the U.S. Secretary of the Interior's Standards for Rehabilitation.

2.5. COMMERCIAL SIGNAGE STANDARDS

2.5.1. *Sign Location & Design:* Signs shall be compatible with the building architecture and shall be located so as to not obscure architectural features.

2.5.2. *Primary Signage:* Each tenant shall be permitted one (1) primary sign not to exceed 25 square feet in sign area. Primary signs may include wall signs mounted to a vertical wall surface.

2.5.3. *Secondary Signage:* Each tenant shall be permitted one (1) secondary sign for each street frontage; each secondary sign shall not exceed 10 square feet in sign area. Secondary wall signs may include wall signs, projecting signs, hanging signs, blade signs, and similar signage that is architecturally compatible.

2.5.4. *Window Signage:* In addition to the allotted primary and secondary signs, each tenant shall be allowed window signs, provided that window signs, either permanent or temporary, shall not exceed 15% of the window area of the storefront.

2.5.5. *Prohibited Signage:* The following sign types are prohibited:

- Billboard signs
- Canister signs
- Free-standing pole signs
- Roof-mounted signs

2.6. LIGHTING AND SECURITY DESIGN STANDARDS

2.6.1. *Exterior Lighting Treatment:* All exterior lighting fixtures shall be compatible with the architectural design of the building, which includes but is not limited to having a complementary style and finish.

2.6.2. *Security Lighting:* All areas of on-site pedestrian and vehicular circulation and access, including on-site parking facilities, shall be illuminated. Security lighting may also illuminate service areas.

2.6.3. *Lighting Restrictions:* Lighting shall be directed and screened so as to prevent illumination of adjacent residential areas and to restrict glare on all adjacent properties and streets.

2.6.4. *Security Fencing Restrictions:* The following materials are considered unsightly and shall not be visible to public view: razor wire, barbed wire, and concertina wire.

2.6.5. *Security Grills:* Exterior security bars or grills shall be decorative in appearance and shall complement the building's architecture; interior security grills are permissible, but shall be fully concealed and retractable.

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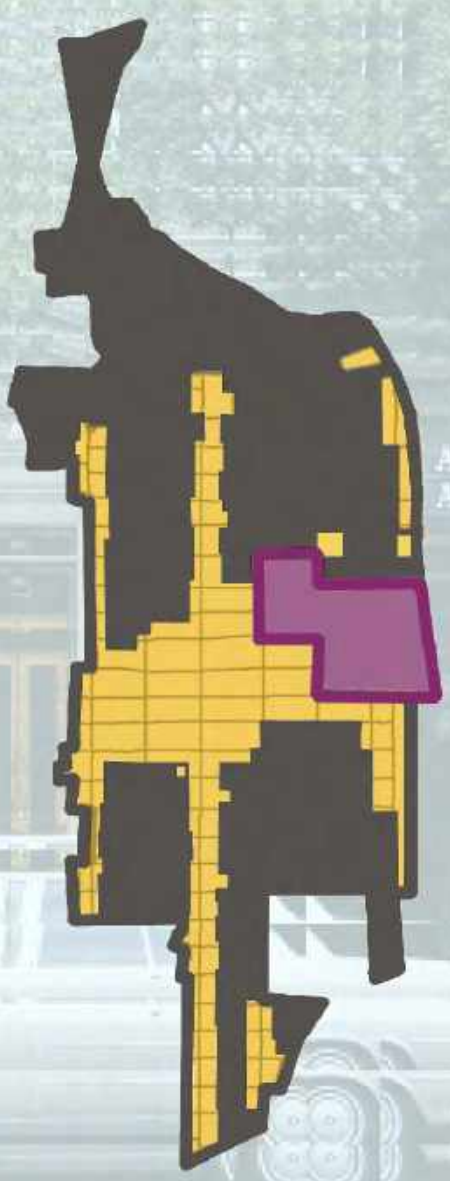
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3.1. OVERALL GUIDELINES

Intent

Commercial development should be sensitive to the character of San Pedro, and make a positive contribution to the surrounding area. In particular, new development should reinforce the architectural context, place strong visual emphasis on the street, and support active public space. Simply put, commercial buildings and their uses should enrich the community and activate the street.



1. Building maintains consistent street wall in keeping w/ development along 6th Street.
2. Shopfronts orient to and activate sidewalk.

Guidelines

3.1.1. Promote Sensitive Infill Development: Support infill development of vacant and underutilized property to minimize spatial gaps, introduce visual interest, and support pedestrian activity along streets. At its best, infill development is sensitive to its surroundings, and existing buildings that contribute to local identity should be retained. Design harmonious transitions between new and older buildings. Scale, massing and composition should be responsive to adjacent and nearby historically and architecturally significant buildings. Also, consider designs that are respectful and / or evocative of the past, although references to period architecture should be interpreted in a contemporary manner that avoids mimicry or imitation of historic styles.



1. Building meets sidewalk.
2. Building orients to sidewalk (including ground floor windows and second floor terrace).
3. Architecture respectful of surroundings and evocative of past.

3.1.2. Integrate Site Elements: Plan for the functional and visual integration of buildings, services, vehicular access and parking, pedestrian access and circulation, and "outdoor rooms" such as plazas and courtyards. Encourage developments that will reinforce context, place emphasis on the street, and support active public space. Development projects should not result in purposeless, undesigned, or "left-over" space.

3.1.3. Activate Public Space: Encourage developments that contribute to the public life of the community; developments should not be internally focused at the expense of an active street environment, especially in the Downtown. Instead, new development should reinforce the spatial definition and social vitality of streets and important public spaces, such as plazas and paseos. More specifically, buildings should maintain and extend vehicular and pedestrian circulation patterns, define the street and build a consistent street wall, contribute to a vital urban identity, and support retail continuity.

3.1.4. Improve the Street Environment: Create a street level environment that accommodates the pedestrian. For example, encourage buildings that support multi-tenant occupancy and walk-in traffic at the street level, and introduce doors, windows and pedestrian-scaled architectural features along the sidewalk. Emphasize classic elements of storefront design, including recessed entries and inviting window displays that will animate the street; this should be the dominant treatment in Downtown San Pedro, especially along 6th Street and Pacific Avenue.

3.1.5. Transition to Adjacent Residential: Respond to adjacent residential uses with a sensitive transition in scale and massing. Where appropriate, building mass should be broken down with step backs in height, articulated sub-volumes, and facade articulation. Transitions between uses so as to maintain residential privacy. Situate parking, service, and storage facilities to mitigate impacts on adjacent residences and / or use appropriate screening techniques to conceal them.


Old Town Pasadena

Differentiated storefronts that face the street and have a high degree of transparency encourage pedestrian activity along the street. Awnings and frequent street amenities make the street more inviting.

3.2. SITE ELEMENTS

Intent

Minimize the visual and environmental impacts of service and parking facilities on public streets and adjacent residential uses. This requires a coordinated plan that addresses building location and orientation, parking and service facilities, and outdoor space and landscape amenities. For example, it is important that buildings are oriented so that streets are active places amenable to the pedestrian, and a suitable buffer should facilitate the transition between commercial and adjacent residential areas.



1. Building helps define sidewalk and street.
2. Facade includes interesting pro-jections (ex: balconies, awning, signage) and recessions (ex: shop entrance) from building face.



Mid-block passage allows convenient access to parking behind building.

Guidelines

3.2.1. Define Public Space: Orient and mass buildings to better define and place strong visual emphasis on the street and other important public spaces, such as plazas and paseos. Buildings should typically be located near the sidewalk edge, allowing for recessions and projections that add visual interest and support the social life of the street. For example, small plazas, entry forecourts, recessed shop entries, etc. Should be accommodated provided they do not unduly interrupt the street wall and / or desired retail continuity. Also consider the use of strong building forms to demarcate important gateways, intersections and street corners; a small tower, taller building mass, or similar treatment can function as the visual anchor for a block.

3.2.2. Limit Parking's Visual Presence: Reduce the visual and environmental impacts of parking facilities, especially impacts upon public streets and neighboring residential areas. In particular, site parking facilities so as to allow desirable uses and activities along the street. More specific recommendations include the following.

- Share driveways or take access off of an alley, where feasible; curb-cuts should be consolidated to minimize interruptions to the streetscape and allow better definition of the street.

- Discourage parking located between the building and the street; as far as feasible, parking should be located behind buildings or at the rear of the lot.

- Screen on-site parking facilities from public view and adjacent sensitive land uses, and direct security lighting away from adjacent properties–dense planting often functions as an effective screen.

- Ensure that the design of on-site parking structures is compatible with adjacent buildings; compatibility should be achieved in terms of scale, massing and materials.

3.2.3. Mitigate Service Impacts: Locate service, loading, and storage areas away from public streets, public spaces, and adjacent sensitive land use, and where feasible, take service access off of an alley. In addition, buffer adjacent sensitive land uses from undesirable impacts of service facilities. Landscape or compatible architectural treatment should screen service facilities. Rooftop equipment should also be screened so that it is not visible from streets, public spaces, or adjacent land uses, using methods of rooftop screening that are integral to the building's form and design.

3.2.4. Maximize Landscape Opportunities: Encourage the presence of well-defined outdoor space such as plazas, courtyards, etc. These "outdoor rooms" are especially appropriate in conjunction with larger commercial and mixed-use projects. Outdoor spaces should be well-proportioned to their surroundings and accommodate comfortable social interaction. Additional recommendations include the following:

- Define and contain outdoor spaces through a combination of building and landscape; oversized spaces that lack containment are discouraged.

- Introduce trees, plants, outdoor furniture and lighting that shape, embellish, and give purpose to outdoor room; include lush plants, warm materials, and pleasing details.

- Use landscape to complement buildings, enliven outdoor space and create a pleasant microclimate, shade parking lots, define circulation routes, and screen undesirable views from adjacent uses.

- Consider planter window boxes at both the street and upper levels, especially for buildings that meet the sidewalk and otherwise offer little opportunity for landscape treatment; this will add interest and greenery to the streetscape. Freestanding planters are also encouraged provided they do not interfere with pedestrian movement and enhance the building.



Decorative patio wall encloses an outdoor dining area and screens the parking lot behind.



Shop owners often make the most out of outdoor space: recessed entries may accommodate outdoor dining, and planters enliven the sidewalk.

3.3. ARCHITECTURAL ELEMENTS

Intent

New commercial construction should enhance the area. Buildings should be visually attractive and contribute to a cohesive streetscape. Articulation of building facades and ground floor elevations will generate interest and offer visual appeal. An interesting array of storefronts will especially engage the public.



1. Simple massing and pleasing proportions.
2. Building fenestration (ex: recessed windows) adds visual interest.
3. Prominent building entrance.
4. Base, middle and top (cornice) apparent.

Guidelines

3.3.1. Create Interest & Appeal: Avoid large, unbroken and featureless expanses of wall surface, especially along streets; for instance, a clear pattern of fenestration should unify a building, and add to its visual quality. Specific recommendations include the following.

- Employ simple massing with deep openings that create shadow lines and provide visual relief; unarticulated, monolithic buildings that negate or turn their back on the street are discouraged.

- Use a hierarchy of vertical and horizontal expression based on a clear and pleasing set of proportions; in addition, facade articulation should emphasize the street-level and reflect changes in building form.

- Add visual interest and relief through building fenestration; windows should normally be recessed from the wall plane to provide a sense of depth and solidity, and a high degree of street-level transparency is encouraged.

- Express roof forms in a visually interesting manner that complements the composition of the building; flat roofs should have a strong, attractively detailed cornice.



1. Main building entrance (A) differs from recessed shop entrance (B).
2. Major projecting features (awnings & balconies) offer three-dimensional relief.

3.3.2. Make Entrances Visible: Provide building and shop entrances that are easily identifiable and clearly visible from streets and sidewalks. For example, a main building entrance should be accentuated and become a prominent feature of the building facade, and should be differentiated from entrances into smaller street-level shops. However, when there are several similarly-sized shops, a frequent cadence of entrances may contribute to a pleasant rhythm of vertical elements that lead the eye down the street.

3.3.3. Add Three-Dimensional Relief: Include major and minor projecting features and architectural elements as part of a harmonious design. Significant projecting features may include awnings, canopies, bay windows, and balconies; minor elements may include pilasters, course lines, window heads and sills, brackets, cornices, etc. Human-scaled and three-dimensional design features, such as canopies, awnings and architectural lighting are especially appropriate at public entrances and along heavily trafficked areas.

3.3.4. Highlight Street-Level Shops: Design street-level storefronts that are compatible with the overall building design yet display creativity and allow for individual expression. Encourage inviting entries and expansive storefront windows with engaging displays that animate the street and sustain attention.

3.3.5. Encourage High-Quality Construction: Require the use of materials that exhibit permanence and quality, especially at street level. Materials should minimize maintenance concerns and extend the life of the building. In addition, use materials, colors, and architectural details to unify a building's appearance; buildings should be built of compatible materials on all sides. Architectural features and details should be an integral part of the building, discouraging ornamentation and features that appear "tack-on" or artificially thin.





Buildings constructed of high quality materials, including brick, terrazzo, ceramic tile, and wood. Minor projecting features articulate facade, such as com-patible architectural lighting, window sills, brackets, cornices, etc.

3.4. HISTORIC BUILDINGS

Intent

The key rules for rehabilitation of an historic building are as follows: 1) repair rather than replace, and 2) uncover rather than mask. Where new design elements, architectural features, and materials are required, they should be compatible with the historic character of the building, and not distract from its distinguishing qualities.



Rehabilitated historical building in San Pedro integrates contemporary elements and colors with historic facade.

Guidelines

3.4.1. Reveal Historic Materials & Ornamentation: Identify the presence of historic materials and features covered by later alterations. The purpose is to reveal the original architectural ornamentation and other distinctive features of a building. Materials, siding and paneling that obscure piers, pilasters or similar features should be removed, and their further use discouraged. Outstanding finishes or fine examples of craftsmanship should be uncovered and preserved.

3.4.2. Preserve Historic Details: Repair and retain such features as cornices, stringcourses, brackets, etc., as these are essential components of a building's appearance. Replacement of these features should match the original characteristics of the building. Of particular note, preserve the patterned terrazzo, mosaic tile, or similar artistic treatment commonly found on vestibule floors--the diverse colors and patterns are a significant addition to the Downtown San Pedro environment.

3.4.3. Maintain Traditional Materials: Maintain the diverse collection of materials that give buildings and facades an enduring quality, for instance: terrazzo, terra cotta, brick, tile, stucco, metal and ironwork, glass, wood, etc. As far as feasible, keep original building materials, and clean and repair them using non-abrasive cleaning methods, if necessary. Provide suitable maintenance on a regular basis. In addition, consider the following:

- Avoid the addition of inappropriate building materials that hide historic character or limit transparency; metal or wood panels, and dark or mirrored glass are generally unacceptable.

- Allow contemporary materials only if the design and composition relate to the overall context; the introduction of new materials should not compromise the original character of the building.

- Coordinate colors with all elements of the facade, such as awnings and signs; accent colors should be reserved for trim, window, and door frames, as well as similar architectural features.

3.4.4. Integrate Added Features: Allow for the introduction of features that will enhance the street scene; for instance, compatible architectural lighting, as well as lightweight shading elements such as canopies and awnings. However, these should become an integral part of the facade design. Consider the following:

- Mount awnings in locations compatible with the historic design of the building, including individual storefronts, bays and openings; awnings should not obscure architectural features such as transoms, piers and pilasters.

- Require attractive, compatible design for security devices, screens and gates. These should be integrated into the overall design and unobtrusive when the business is open. Decorative and ornamental metal grillework is recommended as a common approach to the security gates in Downtown San Pedro.



Integrated Architectural Features:
1. Signs within sign band
2. Awnings fit within bays
3. Storefronts situated within bays, and in harmony with openings on second floor

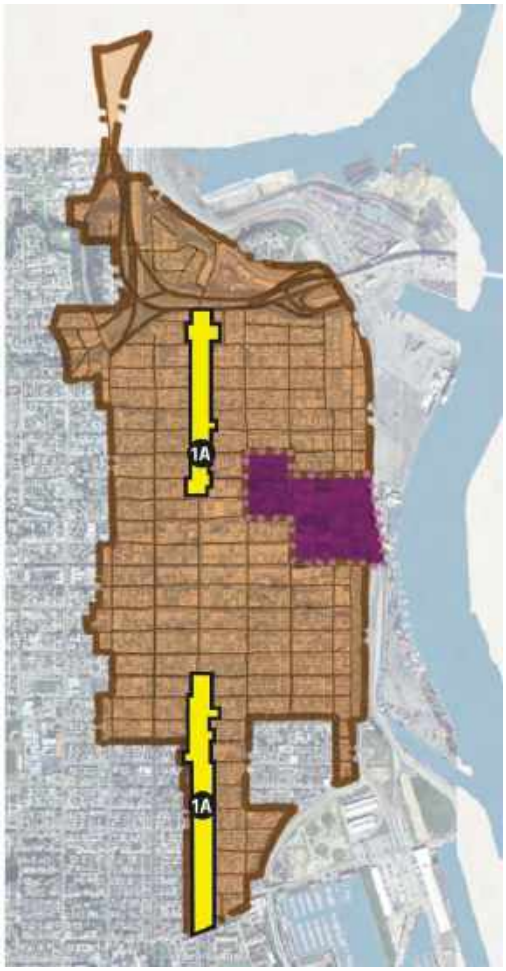
3.5. PACIFIC AVENUE OVERALL GUIDELINES

Boundaries

The Pacific Avenue Commercial Corridor encompasses the following area: All properties fronting on Pacific Avenue from the Terminal Island Freeway (I-47) on the north to Hamilton Avenue on the south, excluding the area located in the Downtown Core, identified as Pacific Avenue from 4th to 12th Streets.

Intent

Pacific Corridor, one of the historic main streets of San Pedro, is a major traffic thoroughfare. However, it is not to be limited to the singular purpose of moving cars. Vehicular traffic, public transit, and pedestrians should all be considered in future development. Automobile traffic should flow easily and pedestrians should feel safe. The street should have visual appeal and be perceived as an active public space. Parking facilities and other services should minimize their adverse impact on the street and the adjacent residential areas. Unless otherwise specified, the preceding Sections 3.1 to 3.4 shall apply to the Pacific Avenue Commercial Corridor.



1. Commercial Districts
1A. Pacific Avenue Commercial Corridor

3.6. DOWNTOWN OVERALL GUIDELINES

Boundaries

The Downtown Core encompasses the following area:

- All properties fronting on Pacific Avenue from 4th to 12th Streets.
- All properties fronting on 5th Street from Pacific Avenue to Mesa Street.
- All properties fronting on 6th Street from Pacific Avenue to Centre Street.
- All properties fronting on 7th Street from Pacific Avenue to Centre Street, and all properties fronting on the south side of 7th Street from Centre Street to Palos Verdes Street.
- All properties fronting on the north side of 8th Street from Pacific Avenue to Beacon Street.
- All properties fronting on 9th Street from Gaffey Street to Pacific Avenue.

Intent

Existing buildings provide a sense of historical and physical continuity, and strengthen the urban fabric. The retention and rehabilitation of buildings and storefronts in the San Pedro area is encouraged, particularly those of recognized historical and / or architectural value. Prior to rehabilitation, the existing condition of the building should be assessed, and as far as feasible, historic documentation of the building's original appearance and later alterations should be located. Properties change over time, and those alterations that have acquired historic significance should be preserved, while clearly incompatible changes should be removed. Buildings of recognized historical or architectural value must meet the U.S. Secretary of the Interior Standards for Rehabilitation.



Rehabilitated historic building along 6th Street:

1. Provides for walk-in commercial activity along sidewalk (for example, restaurant use).
2. Maintains character-enhancing features:
   A. Prominent building entry.
   B. Detailed cornice.



1. Commercial Districts
1B. Downtown Core Area

Guidelines

3.6.1. Retain Existing Buildings: Encourage the rehabilitation of existing buildings, particularly those with historic or architectural significance. Contemporary alterations and additions are acceptable if they are compatible in terms of scale, character, and design and do not substantially alter or harm distinguishing qualities and features of the building. Rehabilitation should be authentic and avoid a false view of history. Architectural elements or features that belong to other buildings, places, styles or periods are discouraged.

3.6.2. Showcase Character-Defining Elements: Identify the character defining and character-enhancing elements that make an historic building unique and aesthetically pleasing. Rehabilitation should retain and "showcase" the character-defining or enhancing features of a building, and remove additions or modifications that hide a building's individuality. These features typically include original openings and structural bays; the configuration of piers, beams, and transom bars; and attractively detailed cornices.

3.6.3. Maintain Design Integrity: Introduce new architectural features or "added" items such as signs, awnings, architectural lighting, and similar features in a manner that does not hide or compromise the integrity of character-defining elements, details, materials or craftsmanship. Other considerations include:

- Require new interior architectural or structural elements within a store's interior to complement the exterior architecture; these should not interfere with, or otherwise compromise or negatively impact the storefront.

- Conceal new mechanical and electrical equipment on historic buildings and minimize their impact on the buildings' design and materials.

- Design seismic retrofits and retrofit systems to minimize, to the extent possible, the visual impact on historic buildings. In particular, minimize the impact on the building's facade.

3.6.4. Promote Walk-in Commerce: Support revitalization and adaptive use efforts that promote ground floor retail uses offering a variety of goods and services; restaurants and cafes are especially strong contributors to an active street environment. To achieve this objective, retain the classic elements of storefront design that are apparent on San Pedro's best historic commercial buildings, such as bulkheads, window displays, recessed entrances, and transom windows; if necessary restore or reconstruct these features.



1. Retains classic elements of storefront design:
    A. Bulkhead.
    B. Storefront windows.
    C. Recessed entrances.
    D. Transom windows.



2. Introduces new features, while maintaining integrity of facade:
    A. Decorative security grille.
    B. Pedestrian-oriented wall signage.

3.7. DOWNTOWN DESIGN ELEMENTS: FACADES & STOREFRONTS

Intent

Downtown's existing buildings and their facades provide the basis for a distinctive and coherent townscape. Storefronts are an especially critical design element, and an interesting array of revitalized storefronts is key to enhancing the appeal of Downtown. When true "restoration" is not feasible, existing buildings and storefronts should focus on "rehabilitation" that respects the historic character of the building and street, and also meets the needs of today's owners and users.



1. Maintains basic composition:
   A. Storefront.
   B. Upper facade.
   C. Cornice (with typically horizontal profile).

Guidelines

3.7.1. Reinforce Historic Patterns & Proportions: Restrict alterations to the special qualities or features that characterize a building or storefront. If original elements or details of a building are lost, focus on restoring the traditional components and proportions of the facade. In particular, reinforce the basic composition of 1) storefront, 2) upper facade, and 3) cornice that is found in many of San Pedro's best historic commercial buildings. Moreover:

- Maintain identifiable patterns and rhythms along the street, as established by bays, openings, and regulating lines. Original openings, including entrances, storefront and upper story windows should be retained, as well as the original configuration of piers, beams, transom bars and windows, storefront windows, bulkheads, and similar features.

- For instance, the individual store is a principal architectural unit of Downtown, especially along 6th and 7th Streets; storefronts should read as distinct from the upper facade, and fit within the space originally defined by piers, pilasters, or other framing devices.

3.7.2. Design Compatible Storefronts: Rehabilitate storefronts in a manner that is sensitive to the building's overall appearance, and compatible with the patterns, rhythms and character-defining features of a building. This may accommodate contemporary storefront alterations, especially where an original or early storefront is lost, provided that a contemporary alteration maintains the essential relationship with the street and respects the historic character of the building.

3.7.3. Maximize Storefront Transparency: Rehabilitate storefronts to maximize visual openness and transparency. Where storefronts have been filled in, the visual openness afforded by display windows and recessed entries should be restored, with plate glass the predominant element of Downtown's storefronts. As a general rule, where the original elements of the storefront are irretrievably lost, the size, proportion and alignment of storefront windows, doors and bulkhead should relate to neighboring facades and storefronts, and maximize visibility between the interior and exterior. Finally, to maintain the character of individual buildings, discourage storefront treatments that extend across multiple buildings.

3.7.4. Retain Historic Roof Profiles: Retain historic roof profiles and stylistic features, such as existing roof cornices, parapets, building caps, etc., and repair as needed. Where necessary, integrate new roof cornices, parapets, etc. with the overall design of the facade. Additionally, a key consideration is to maintain visual unity along the street and between neighboring structures. Downtown San Pedro's rooflines tend to exhibit a linear and horizontal emphasis. It is also important to limit the visual impact of vents, skylights, air conditioners, solar collectors and other such equipment. In particular, new equipment should not be visible from the public right-of-way.



1. Maximizes transparency along sidewalk.
2. Establishes a vertical rhythm along sidewalk, with openings and piers.



What NOT to do: Storefront facade that spans multiple buildings confuses architectural styles and reduces quality of original building. Features of new facade obstruct doors and winds and disrupt building symmetry and rhythm.

3.8. DOWNTOWN DESIGN ELEMENTS: ENTRIES & OPENINGS

Intent

Restored entries and openings preserve the historic appeal of a building and promote retail activity. Storefront windows are an effective display of goods and merchandise, and allow interior views that tend to make an area more inviting and pedestrian-friendly. Recessed storefront entries entice customers, and add a comfortable transition from the sidewalk to the interior of the store. Upper floor windows help unify the facade and add architectural interest.



1. Retains size and dimension of original second floor windows.
2. Excludes exterior screens and blinds from upper floor, and uses clear glass.
3. Highlights unique transom window.

Guidelines

3.8.1. Maintain Original Building Openings: Maintain the location, size and configuration of original facade openings, including windows and doors, as these are critical components of the overall composition. Modifications to openings that alter the architectural character of the building are strongly discouraged and new entrances on the main facade should be avoided. In addition:

- Limit the use of tinted or dark glass on a building's windows. Windows, including display windows and upper facade windows, should typically use clear glass. Use compatible awnings and canopies to minimize the sun's impact, especially along south facing elevations.

- As an exception, transom windows may feature frosted glass, colored glass, or similar, especially where this will add interest and variety to the building and San Pedro's street scene.

3.8.2. Restore Upper Facade Windows: Limit changes in the size and dimensions of original upper floor window openings, as these tend to be an important character-defining feature of a building. Original openings should not be altered by blocking in or downsizing windows. Moreover, retain and repair the original windows, where feasible. If replacement windows are necessary, they should fill the entire opening, and maintain compatibility with the overall building design. Limit installation of large shutters, exterior screens and blinds, security grilles, or like features that negate the design and transparency of the facade. When utilized, exterior grilles should be decorative.

3.8.3. Reanimate Storefront Windows: Encourage storefronts and shop windows that reveal multi-layered displays and shifting patterns of interior activity that will help animate the street and sustain attention. Retain the original size and dimensions of storefront window openings, and as far as feasible, restore display windows that have been downsized or covered over to their original size and proportions. It is also important to uncover transom windows, a common feature on many of San Pedro's historic commercial buildings. These should be repaired and retained in accordance with their original size and dimensions, rather than being covered with new siding material.

3.8.4. Remake Inviting Shop Entries: Treat shop entries in accordance with the overall design vocabulary of the storefront. Shop entries are an integral part of the display, and should rely on the same materials and architectural motif as the storefront display windows. In Downtown San Pedro, deeply recessed entries with a large display area are common, and where existing should be retainedto preserve a unique downtown identity. Shop doors should not use solid metal or solid wood doors; instead, new doors should incorporate a kickplate and large glass window to enhance transparency.



1. Retains deep recessed shop entry.
2. Maintains extensive storefront window configuration.
3. Combines clear glass with vibrant display.
4. Uses shop doors with large clear windows and kickplate (5).

3.9. DOWNTOWN DESIGN ELEMENTS: DETAILS & MATERIALS

Intent

Details and ornamentation may clarify or confuse the design, so their introduction must be carefully considered. As such, rehabilitation of existing materials and ornamentation is preferred. Where necessary or appropriate, new materials and design features should be compatible with the historic character of the building and should not detract from it distinguishing features. As with historical buildings, the key rules are: 1) repair rather than replace, and 2) uncover rather than mask.



Guidelines

3.9.1. Reveal Historic Materials & Ornamentation: Identify the presence of historic materials and features covered by later alterations. The purpose is to reveal the original architectural ornamentation and other distinctive features of a building. Materials, siding and paneling that obscure piers, pilasters or similar features should be removed, and their further use discouraged. Outstanding finishes or fine examples of craftsmanship should be uncovered and preserved.

1. Respects original architectural ornamentation (ex: pilasters, pediment, brackets, etc.).
2. Retains traditional materials, including brick, terrazzo, and wood.
3. Includes decorative glass blocks for transom window.

3.9.2. Preserve Historic Details: Repair and retain such features as cornices, stringcourses, brackets, etc., as these are essential components of a building's appearance. Replacement of these features should match the original characteristics of the building. Of particular note, preserve the patterned terrazzo, mosaic tile, or similar artistic treatment commonly found on vestibule floors; the diverse colors and patterns are a significant addition to the Downtown San Pedro environment.





1. Retains special treatment for entry vestibule.
   A. Terrazzo or mosaic tile for floor.
   B. Colorful and/or patterned floor design.
2. Uses special materials for bulkhead, such as terrazzo, ceramic tile, or other durable and attractive material.
3. Includes decorative metal work for security gate.

3.9.3. Maintain Traditional Materials: Maintain the diverse collection of materials that give buildings and facades an enduring quality, for instance: terrazzo, terra cotta, brick, tile, stucco, metal and ironwork, glass, wood, etc. As far as feasible, keep original building materials, and clean and repair them using non-abrasive cleaning methods, if necessary. Provide suitable maintenance on a regular basis. In addition, consider the following:

- Avoid the addition of inappropriate building materials that hide historic character or limit transparency; metal or wood panels, and dark or mirrored glass are generally unacceptable.

- Allow contemporary materials only if the design and composition relate to the overall context; the introduction of new materials should not compromise the original character of the building.

- Coordinate colors with all elements of the facade, such as awnings and signs; accent colors should be reserved for trim, window, and door frames, as well as similar architectural features.

3.9.4. Integrate Added Features: Allow for the introduction of features that will enhance the street scene; for instance, compatible architectural lighting, as well as lightweight shading elements such as canopies and awnings. However, these should become an integral part of the facade design. Consider the following:

- Mount awnings in locations compatible with the historic design of the building, including individual storefronts, bays and openings; awnings should not obscure architectural features such as transoms, piers and pilasters.

- Require attractive, compatible design for security devices, screens and gates. Nonetheless, these should be integrated into the overall design and unobtrusive when the business is open. Decorative and ornamental metal grillework is a common approach to security gates in Downtown San Pedro.





1. Provides compatible light fixtures with decorative character.
2. Limits accent color to trim.
3. Introduces compatible awnings sized to the width of a bay.

3.10. GUIDELINE SUMMARY & CHECKLIST

3.1. Overall Guidelines

- ☐ *3.1.1. Promote Sensitive Infill Development:* Support infill development that minimizes spatial gaps along the street, is harmonious with neighborhood character, and supports pedestrian activity along streets.
- ☐ *3.1.2. Integrate Site Elements:* Plan for the functional and visual integration of buildings, services, vehicular access and parking, pedestrian access and circulation, and "outdoor rooms" such as plazas and courtyards.
- ☐ *3.1.3. Activate Public Space:* Buildings should help delineate vehicular and pedestrian circulation patterns, define a consistent street wall, contribute to a vital urban identity, and support retail continuity.
- ☐ *3.1.4. Improve the Street Environment:* Create a street level environment that accommodates the pedestrian.
- ☐ *3.1.5. Transition to Adjacent Residential:* Respond to adjacent residential uses with a sensitive transition in scale and massing.

3.2. Site Elements

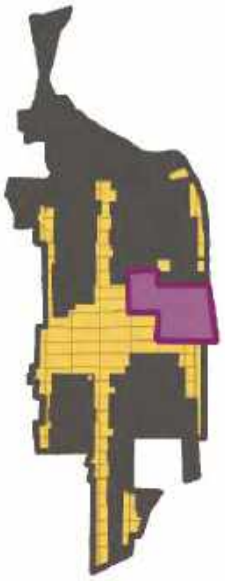
- ☐ *3.2.1. Define Public Space:* Orient buildings to face the street or public space, place buildings near the sidewalk edge, articulate building fronts, and demarcate gateways.
- ☐ *3.2.2. Limit Parking's Visual Presence*
- ☐ *3.2.3. Mitigate Service Impacts:* If possible, locate service areas away from public view. Otherwise, conceal
- ☐ with landscape screens and architectural treatment. Conceal rooftop equipment.
- *3.2.4. Maximize Landscape Opportunities:* Encourage the presence of greenery, street amenities, and well-defined outdoor space such as plazas, courtyards, etc.

3.3. Architectural Elements

- ☐ *3.3.1. Create Interest & Appeal:*
  - Avoid large, unbroken and featureless expanses of wall surface.
  - Employ simple massing with deep openings that create shadow lines.
  - Use a hierarchy of vertical and horizontal expression.
  - Emphasize the street-level facade and reflect changes in building form.
  - Employ a high degree of street-level transparency.
  - Express roof forms that complement the composition of the building.
  - Flat roofs should have a strong, attractively detailed cornice.
- ☐ *3.3.2. Make Entrances Visible*
- ☐ *3.3.3. Add Three-Dimensional Relief*
- ☐ *3.3.4. Highlight Street-Level Shops*
- ☐ *3.3.5. Encourage High-Quality Construction*

3.4. Historic Buildings

- ☐ *3.4.1. Reveal Historic Materials & Ornamentation*
- ☐ *3.4.2. Preserve Historic Details*
- ☐ *3.4.3. Maintain Traditional Materials*
  - Refrain from using metal or wood panels, dark or mirrored glass, and other materials that hide historic character or limit transparency
  - Use comtemporary materials only if they compliment the building's historic character.
  - Coordinate colors with all elements of the original facade. Use accent colors sparingly.
- ☐ *3.4.4. Integrate Added Features:* Incorporate compatible architectural lighting, canopies and awnings into the original facade.



3.5. Pacific Corridor Overall Boundaries

☐ *3.5. Equally consider vehicular traffic, public transit, and pedestrian traffic. Activate the street as a public place, and minimize parking and service zones.*

3.6. Downtown Overall Guidelines

☐ *3.6.1. Retain Existing Buildings*

☐ *3.6.2. Showcase Character-Defining Elements:* Examples: original openings and structural bays; the configuration of piers, beams, and transom bars; and attractively detailed cornices.

☐ *3.6.3. Maintain Design Integrity:*

- New interior architectural or structural elements should complement the exterior architecture.
- Minimize the visual impact of new mechanical and electrical equipment.
- Minimize the visual impact of seismic retrofits and retrofit systems.

☐ *3.6.4. Promote Walk-in Commerce*

3.7. Downtown Design Elements: Facades and Storefronts

☐ *3.7.1. Reinforce Historic Patterns & Proportions:*

- Abide by patterns established by original openings, structural elements, and ornamentation
- Make storefronts distinct from the upper facade, and place them within the space defined by original framing devices.

☐ *3.7.2. Design Compatible Storefronts:* Rehabilitate storefronts in a manner that is sensitive to the building's overall appearance.

☐ *3.7.3. Maximize Storefront Transparency:* Restore display windows and recessed entries, design new storefronts that correspond to neighboring facades, maximize visibility between the interior and exterior, and discourage storefront treatments that extend across multiple buildings.

☐ *3.7.4. Retain Historic Roof Profiles:*

- Emphasize historic roof profiles and stylistic features
- Maintain the linear and horizontal rooflines typical of Downtown San Pedro
- Limit the visual impact of vents, skylights, air conditioners, and solar collectors

3.8. Downtown Design Elements: Entries and Openings

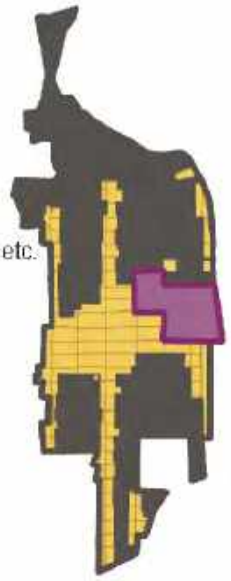
☐ *3.8.1. Maintain Original Building Openings*

- Limit the use of tinted or dark glass on a building's windows
- Use compatible awnings and canopies to minimize the sun's impact
- Transom windows may use frosted or colored glass

☐ *3.8.2. Restore Upper Facade Windows:* Limit the use of shutters, exterior screens and blinds, security grilles, etc.

☐ *3.8.3. Reanimate Storefront Windows:* Design multi-layered displays and uncover transom windows

☐ *3.8.4. Remake Inviting Shop Entries:* Preserve recessed entries and refrain from using opaque doors



3.9. Downtown Design Elements: Details and Materials

☐ *3.9.1. Reveal Historic Materials, Finishes & Ornamentation:* (see section 3.4.1)

☐ *3.9.2. Preserve Facade Details:* (see section 3.4.2)

☐ *3.9.3. Emphasize Traditional Materials:* (see section 3.4.3)

☐ *3.9.4. Integrate Added Features:* (see section 3.4.4)

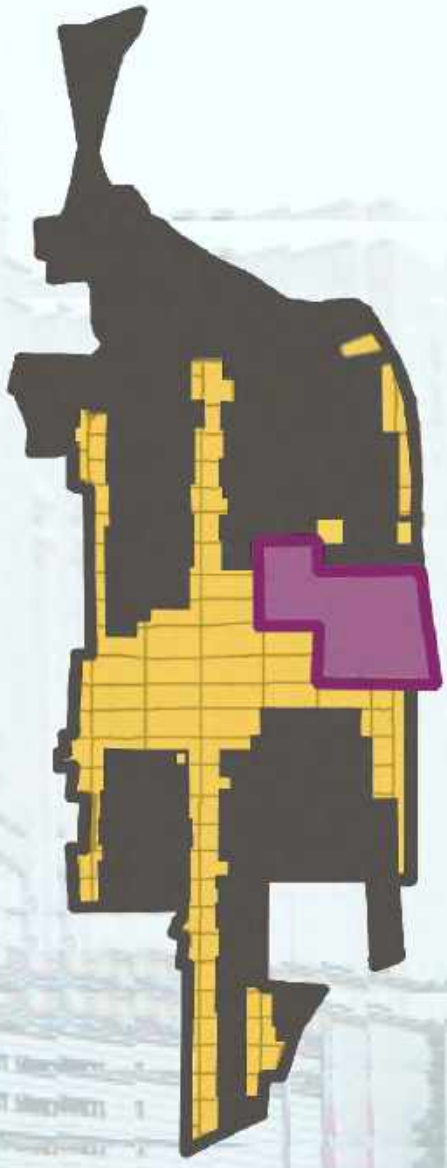
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6.1. OVERALL GUIDELINES

Intent

Quality commercial signs will have a positive impact on the community's image, and enhance the appearance of its commercial areas and streets. Similarly, a well designed sign is an asset to its building. Among the measure of quality are a sign's compatibility with its building, site and surroundings, and its ability to communicate clearly and legibly.



San Pedro


San Pedro



San Pedro

Commercial Signage:
1. Scales to building / facade.
2. Limits overly repetitive signage.
3. Uses simple, direct message.

Guidelines

6.1.1. Design Compatible Signage: Conceive signs as an integral part of the building facade and design them to be compatible with the architectural design. They should work with the scale, rhythms and proportions of the building's facade and should complement the building's materials and color scheme. Signs should also be balanced and scaled to the site and surrounding area. They must respect adjacent residences: orient signs away from neighboring residences, and limit the scale and size of signs adjacent residential neighborhoods. Blinking and flashing lights near dwellings are highly discouraged.

6.1.2. Integrate Tenant Signage: Provide signage that is in scale with the storefront architecture, and that does not obscure architectural features. As an example, sufficient margins should be left on all sides of a wall sign. For sites or buildings with multiple tenants a coordinated sign program should be considered for the entire development, although signs should complement, but not necessarily replicate the style of one another.

6.1.3. Present a Clear Message: Use simple, direct signage that is unique to a particular business enterprise; high-quality, innovative and expressive designs are encouraged, as are signs that reflect local character and identity. To achieve this objective, signs should offer a clear and brief message, with a limited number of lettering styles and colors. The use of identifiable symbols and logos is also encouraged.

6.1.4. Use Appropriate Materials: Construct signs of durable, high quality materials. The quality of signage is a direct reflection on the quality of the business. Signs should be able to withstand weathering, and paper and cloth signs in particular are unsuitable for exterior use. Metal, wood, paint, and custom plastic signage tends to be appropriate. It is also important to conceal electrical equipment associated with signage, such as transformer boxes and raceways; these should be hidden from public view and / or effectively integrated into the overall design.

6.1.5. Allow Unobtrusive Illumination: Use unobtrusive yet attractive fixtures for external sign illumination, as this often permits better integration of the sign and facade. However, the fixtures should not obscure the sign's graphics. Internally illuminated plastic cabinet signs are prohibited--instead, use individually illuminated letters (either internally-lit or back-lit) and exposed neon-tubing script, which is a common feature of historic signage in San Pedro.


San Pedro

Blade Sign



San Pedro

Hanging Sign



San Pedro

Secondary Wall Sign


San Pedro

Awning Sign

6.2. HISTORIC SIGNAGE & SIGNAGE ON HISTORIC BUILDINGS

Intent

A sign may be historically significant because it presents an historic style of design or represents an entity or establishment important to the history of the community. Often these signs are visually inventive, possess a uniqueness and charm, and/or display outstanding craftsmanship. Consequently, they become a part of the community, and should be retained. In a similar manner, new signs should not detract from the historic qualities of a rehabilitated structure. Care must be taken in the design and placement of new signs on historic buildings.



San Pedro

Guidelines

6.2.1. Preserve Historic Signs: Encourage the rehabilitation of historically significant signage; however, extreme care should be taken to repair the sign according to its original design and/or maintain the character-defining features. Also, when rehabilitating a commercial building facade, consider the location and design of any existing historic signage. To the extent feasible, compatibility should be achieved while taking steps to preserve the historic signage. Remember that it may not be acceptable to move an existing sign from one building to another; ideally signs will be integrated with their buildings and storefronts, thereby complicating efforts to shift location.

6.2.2. Protect Historic Character: Treat signs as an important design element on historic buildings. Consider the historic character in the design, size, location and illumination of signage. For instance, new signs should fit comfortably into the facade and/or tenant space, and extreme care should be taken not to cover or otherwise interfere with design elements that contribute to a building's identity.



San Pedro

Historic Signs:
1. Restoration of existing signs according to original design.
2. Often visually inventive and integral to building design (ex: neon lettering).

6.2.3. Place Signs Carefully: Respect the arrangement of bays and openings. Signs should not obscure or interfere with such features as windows, window trim and molding, grillework, piers, pilasters, ornamental features, etc. The placement of signs on historic buildings should also consider the following:

- Size wall mounted signs to fit within existing friezes, lintels, spandrels, etc.; typically, the sign should be centered on these features, and not extend above, below, or beyond.

- Minimize damage to masonry when mounting signs: all mounting and supports should be drilled into mortar joints rather than into the face of the masonry.





Signs on Historic Buildings:
1. Respectful of existing architectural features, including transom windows, friezes, etc.
2. Well-proportioned to storefront, and scaled to minimize visual impact on historic buildings.

6.3. DOWNTOWN COMMERCIAL SIGNAGE

Intent

Signs are important contributors to the character of Downtown, and must reflect the highest quality. In particular, storefront signs should enhance their buildings, and not compete with one another. Because Downtown is an area of high pedestrian activity, especially along 6th and 7th Streets, most of the signs should be sized and oriented to persons on foot.

Guidelines

6.3.1. Enhance Downtown's Streets: Emphasize commercial signage that makes a positive contribution to Downtown's street. High quality, imaginative, and innovative design that is a unique expression of the business is encouraged as a common feature of Downtown. Keep in mind, however, that the design and placement of signage should be sensitive to adjacent storefronts. In particular, emphasize visual continuity without replicating the style of signage on a building with multiple storefronts.

6.3.2. Complement Building Facades & Storefronts: Encourage signs that complement rather than compete with or diminish a building's character, its architectural features and/or storefront design. Most importantly, signs should fit with a building facade or storefront. For example, small storefronts should have smaller signs than large storefronts, and signs must not interfere with significant architectural elements, including a facade's arrangement of bays and openings. Moreover, signs should not obscure or interfere with windows, window trim or molding, grillework, piers, pilasters, ornamental features, etc. In general, commercial signage in the Downtown area should be scaled-down in accordance with the desired pedestrian-orientation of the area.

6.3.3. Emphasize Pedestrian-Oriented Signs: Choose signage based on setting and effectiveness, emphasizing signs that are easily and comfortably read by pedestrians. Appropriate and common sign types and locations in Downtown San Pedro include: panels above storefront openings; storefront window signs; signs projecting from a facade; signs hung from awnings or other overhead projections, and awning valances. Limit the height and size of pedestrian-oriented signs so that they can be easily read. A good Downtown sign type is the projecting blade sign (an overhead mounted, vertical hanging sign), because, although it should be located out of reach, it is read at close range (15 - 20 feet),thus allowing a greater level of detail and craftsmanship.



San Pedro



San Pedro



San Pedro


San Pedro

Tenant Wall Signs:

- Flush-mounted above storefront entrances and displays. (Individual letters and sign panels are common approaches.)
- Creative and unique to a business.
- Fits within arrangement of openings and bays without obscuring architectural features.
- May be lighted with compatible exterior fixtures.





Pedestrian-oriented blade and hanging signs allow greater detail and an especially unique expression of the business.







Secondary Signs:

1. Typically hanging, awning and/or window signs.
2. Common approaches include:
    A. Letters on awning valences (letter height not exceeding 9 inches).
    B. Hanging signs projecting over sidewalk (not more than 3 feet).

6.4. GUIDELINE SUMMARY & CHECKLIST

6.1. Overall Guidelines

☐ *6.1.1. Design Compatible Signage:* Signs should work with the scale, rhythms, and proportions of the building's facade, and should complement the building's materials and color scheme.
- No blinking or flashing lights near residences
- Orient signs away from neighboring residences
- Pole-mounted, billboard mounted, and internally illuminated plastic cabinet signs are prohibited

☐ *6.1.2. Integrate Tenant Signage:* Scale signage to storefront architecture, but do not obscure architectural features:
- Signs should fit with a building facade or storefront
- Signs should not obscure or interfere with such features as windows, window trim and molding, grillework, piers, pilasters, ornamental features, etc.
- Do not interfere with a facade's arrangement of bays and openings
- If possible, implement a coordinated signage plan for developments with multiple tenants

☐ *6.1.3. Present a Clear Message:* Present a clear and brief message using identifiable symbols and logos and a limited number of lettering styles and colors. Signs should be innovative, expressive, and high-quality.

☐ *6.1.4. Use Appropriate Materials:*
- Construct signs of durable, high quality materials (ex: wood, metal, paint)
- No paper or cloth signs for exterior use
- Conceal electrical equipment

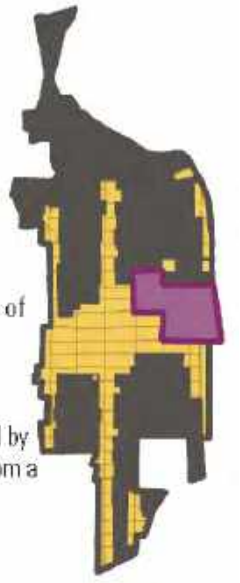
☐ *6.1.5. Allow Unobtrusive Illumination:* Examples: exposed neon-tubing script, individually illuminated letters. Lighting should not obscure sign's graphics.

6.2. Historic Signs and Signage on Historic Buildings

☐ *6.2.1. Preserve Historic Signs:* Rehabilitate historically significant signage according to its original design and maintain its character-defining features. Unless absolutely necessary, do not move an existing sign from one building to another.

☐ *6.2.2. Protect Historic Character:* Consider the historic character in the design, size, location and illumination of signage:
- New signs should fit into the facade and/or tenant space
- Do not cover or otherwise interfere with design elements that contribute to the building's identity

☐ *6.2.3. Place Signs Carefully:*
- Center wall mounted signs to fit within existing friezes, lintels, spandrels, etc.
- Drill sign mounting and supports into mortar joints rather than into the masonry face



6.3. Downtown Commercial Signage

☐ *6.3.1. Enhance Downtown's Streets:* Commercial signage should make a positive contribution to Downtown's streets. On buildings with multiple storefronts, maintain visual continuity without replicating the styles of other signs.

☐ *6.3.2. Complement Building Facades & Storefronts:* Signs should complement rather than compete with or diminish their respective buildings.

☐ *6.3.3. Emphasize Pedestrian-Oriented Signs:* Size and place signs so that they are easily and comfortably read by pedestrians. Examples: panels above storefront openings; storefront window signs; signs projecting from a facade; signs hung from awnings or other overhead projections, and blade signs.

PART SEVEN. DESIGN GUIDELINES FOR THE PUBLIC REALM

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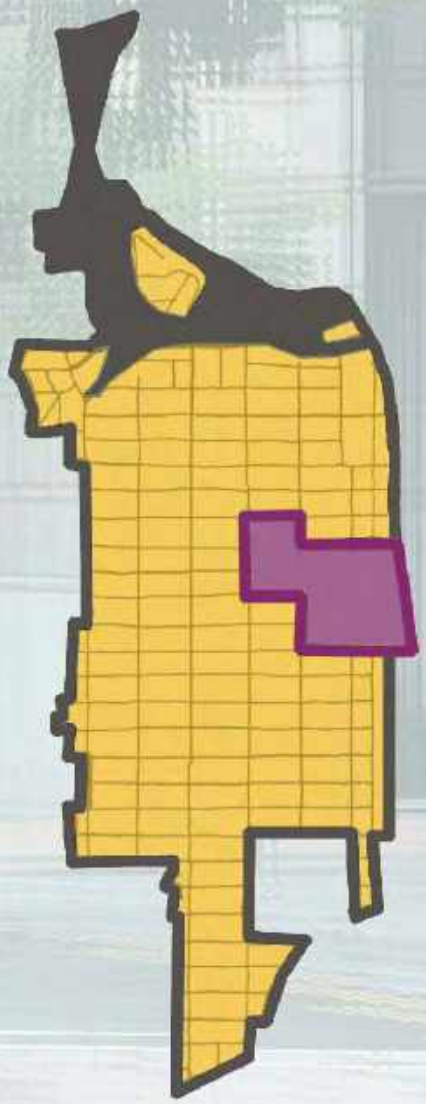
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7.1. DOWNTOWN STREETSCAPES

Intent

Downtown San Pedro's streets are highly public places where a diversity of people and activity need to be accommodated. In particular, pedestrians should find Downtown's streets amenable to walking, strolling, lingering, meeting, and conversing--traffic flows should not inhibit the public life of the community. A considerable investment in streetscape amenities will greatly add to the pleasure of walking and shopping in the Downtown.



1. Deciduous canopy trees w/ consistent spacing.
2. Crosswalk with special paving.
3. Decorative treatment of sidewalk at important building entrance.
4. Civic element (clock).

Guidelines

7.1.1. Emphasize Pedestrian Comfort: Design Downtown's streets for safe and comfortable pedestrian activity. In particular, careful consideration should be given to a multitude of streetscape amenities, including street trees, street furniture, pedestrian-scaled light fixtures, way-finding signage, etc. In addition, consider the following:

- Minimize curb-cuts and reduce pedestrian crossing distance at intersections and mid-block, where feasible; crosswalk enhancements (i.e., decorative paving) are encouraged.

- Establish a physical buffer between pedestrians and automotive traffic; in general, streetscape amenities should be located adjacent the curb, and on-street (i.e., curb-side) parking is encouraged.

7.1.2. Support Sidewalk Activity: Provide wide sidewalks that accommodate a clear pedestrian passage (at least 5 feet wide), as well as space for streetscape amenities. Downtown's sidewalks should also include a zone for commercial activities such as sidewalk dining, window shopping and displays of merchandise; sidewalk dining is encouraged provided clear passage is maintained for pedestrians. Planters, benches, etc. may also be introduced along the sidewalk adjacent the buildings.

7.1.3. Provide Frequent Amenities: Incorporate streetscape amenities at frequent intervals, for example:

- Provide ample street furniture such as benches, trash receptacles and decorative planters. Drinking fountains, newsstands, bicycle racks, and kiosks may also be included in the most active areas.



1. Space for clear pedestrian passage (5' minimum).
2. Zone for streetscape amenities adjacent curb (ex: street trees, planters, etc.).
3. Planters placed along building facade.
4. Curb-side parking.
5. Curb-side dining

- Increase pedestrian safety and comfort, and support night-time activity through the introduction of attractive, pedestrian-scaled light fixtures; these should emit a warm light and minimize glare.

- Plant and maintain street trees, emphasizing deciduous canopy trees that allow access to sun and shade; in general, the sidewalk should be delineated through consistent tree species, size and spacing.

- Consider opportunities to introduce public art, environmental graphics, special sidewalk paving, etc.



A well-lit street supports nighttime activity.

7.1.4. Enhance Downtown Identity: Use streetscape improvements to communicate the public character and quality of Downtown's streets. The design of streetscape enhancements should reinforce the identity of Downtown, as well as the character of individual streets; for example, 6th Street is the principal pedestrian shopping street and might be distinguished from the 7th Street "Artists-Walk." Streets and streetscape amenities should be detailed to high standards displaying a commitment to civic improvement and showing evidence of quality that is appealing to pedestrians.

7.2. COMMERCIAL / MIXED-USE CORRIDORS

Intent

These streets are principal thoroughfares, and therefore, should function as multi-modal community linkages. Although automobiles will likely remain the principle form of travel along these streets, they must not be limited to the singular purpose of moving cars. Vehicular traffic, public transit, pedestrians, and cyclists should all be considered in the improvement and design of mixed-use corridors, and all pedestrians should feel safe and comfortable along these streets. A strong streetscape design is encouraged.

Guidelines

7.2.1. Make Corridors Multi-Purpose: Transform commercial/mixed-use corridors into active streets that accommodate a balance between vehicular, transit, and pedestrian modes of travel. Key recommendations are as follows:

- Coordinate the location of curb-cuts to minimize conflicts with pedestrians, and to allow consistent and relatively uninterrupted streetscape enhancements; alley access is encouraged, where available.

- Integrate well-designed transit stops, especially at or near important pedestrian crossings; seats and shelter should be incorporated for safety and comfort, with consideration given to waste receptacles, maps, etc.

7.2.2. Accommodate Pedestrian Circulation: Design commercial / mixed-use corridors for greater pedestrian safety and comfort. People should find these streets amenable to walking, and ample sidewalk width is especially critical. Consider the following recommendations:

- Provide sidewalks with sufficient space for a clear pedestrian passage (at least 5 feet wide), as well as space for streetscape amenities; a zone for commercial activity (window shopping, outdoor dining, merchandise displays, etc.) should also be accommodated where there is considerable ground floor retail.



1. Wide sidewalks.
2. Streetscape amenities, including street trees, establish physical buffer between autos and pedestrians.
3. Curb-cuts minimized.

- Establish a physical buffer between pedestrians and automotive traffic; in general, streetscape amenities should be located adjacent the curb, and on-street (i.e., curb-side) parking is encouraged.

- Incorporate pedestrian-oriented design features, especially at or near important activity nodes; street trees, benches that allow periodic rest, and pedestrian-scaled light fixtures are most important.

- Consider opportunities for crosswalk enhancements at key pedestrian crossings; this will communicate that pedestrians are important and may include decorative paving.

7.2.3. Improve Visual Quality: Use streetscape enhancements to improve the visual quality and to communicate the public character of commercial / mixed-use corridors. Street trees are especially important in this regard. In general, tree species and spacing should establish a formal rhythm and should be of sufficient stature and maturity to reinforce the space of the street. Choose street trees that hold up to urban conditions.

7.2.4. Reinforce Community Identity: Coordinate the design of streetscape enhancements to reinforce community identity, as well as the particular qualities of the street. Include attractive public signage and graphics, such as street banners, directional and way-finding devices. Commercial / mixed-use corridors not only function as important linkages, but often serve as the initial introduction to the community.



Downtown Pasadena (South Lake Avenue)

1. Streetscape amenities w/ coordinated design (i.e., benches, planters, trash receptacles).
2. Streetscape amenities located in zone adjacent curb.
3. Planted median.
4. Curb-side parking.

7.3. RESIDENTIAL NEIGHBORHOOD LINKAGES

Intent

The character and design of residential streets has an impact on the quality of residential neighborhoods. It is important that residents feel at ease walking along these streets, as well as a sense of neighborhood pride. To achieve this, improve local residential streets to function as social space. Streets should support neighborliness and comfortable movement on foot, which can best be realized by minimizing traffic's impact and optimizing pedestrian safety and comfort.

San Pedro



San Pedro



1. Shady canopy tees
2. Generous tree lawn
3. Continuous sidewalk
4. Curb-side parking

Guidelines

7.3.1. Give Pedestrians Priority: Maintain continuous sidewalks throughout the community's residential neighborhoods, coincident with the street system. Sidewalks should provide a safe and identifiable link between residences and nearby shopping and services. Consider the following recommendations as well:

- Identify locations where special paving should distinguish important paths and crossings; for instance, enriched paving material may delineate pedestrian crosswalks at or near parks, schools, and public facilities.

- Introduce pedestrian-scaled light fixtures, especially along those streets that function as important links to schools, parks, and neighboring commercial uses.

7.3.2. Calm Automotive Traffic: Discourage street widening and encourage curb-side parking, and where feasible, use consistent tree planting to narrow the perceptual width of the street and slow traffic. These are the key traffic calming measures that tend to increase neighborhood livability. Opportunities for additional traffic calming measures may also be explored, including further roadway narrowing and corner curb extensions.

7.3.3. Shade Residential Streets: Use street trees to unify the appearance, create a pleasant ambiance and improve the visual quality of residential streets, especially those streets that function as key linkages to schools, parks and neighboring commercial uses. Maintain existing street trees and tree lawns, and plant new street trees where existing tree lawns and / or the width of existing public rights-of-way allow. A consistently strong planting of canopy trees is encouraged, although a formal pattern is not required.

7.4. PUBLIC SIGNAGE & IDENTITY

Intent

Like civic art, public signage is an opportunity to enhance local identity, and celebrate the history and culture of a place. It helps mark special districts, identify landmarks and events, enhance the appearance of streets and public places, and guide visitors to the community.


San Pedro


San Pedro

Streetlamp banners mark gateways and celebrate community events.

Guidelines

7.4.1. Reinforce Community Identity: Coordinate the design and location of public signage and graphics, including street banners, community and district identification signs, directional signage and pedestrian-oriented directories. All of these items should help identify and distinguish a place. In particular, consider opportunities for unique artist-designed streetscape elements; these may include street banners, site markers, transit stops and bus shelters, sidewalk paving patterns, etc.


Downtown Pasadena (Playhouse District)

Use public signage to identify special districts within the community.

7.4.2. Assist Visitor Orientation: Utilize signs and environmental graphic systems to aid pedestrian and vehicular orientation and improve way-finding throughout the community. Some specific instances for the use of public graphics, signs and maps include the following:

- Identify special districts and neighborhoods, historical and cultural landmarks, and local attractions.
- Direct visitors to important public services and facilities; the public should be easily directed to public parking facilities, government buildings, schools, parks and plazas, transit stops, etc.
- Announce upcoming community festivals and events.

7.4.3. Mark Prominent Gateways: Identify the community and its special districts at prominent entrances. Distinctive public art pieces, signage and / or graphics expressive of community or district identity are especially recommended at gateway locations. Moreover, use a combination of special paving, lighting, and/or landscape treatment to provide distinctive accents and augment the appearance and visual impact of gateways.



Distinctive lighting (1) and signage (2) mark a community gateway.

7.5. PUBLIC ART

Intent

Public art makes an invaluable contribution to local identity, celebrating the unique qualities of place, and providing multiple and layered expressions local history and culture. It can also become a local landmark, delineate public space or simply add richness to a building or landscape. Therefore, artists should be included in the design of new public space and private development projects.

"Public Art cannot solve all urban problems, but it can be a laboratory in which some of these can be addressed. The task of public art is to involve some people in a fluid process which leads to a sense of community, perhaps to an artistic conclusion, and certainly to a sense of pride."

-"Placemaking" CRA/LA

Guidelines

7.5.1. Integrate Public Art: Collaborate with artists who will create high-quality artwork and contribute ideas that add to the quality of public spaces.

- Encourage artist/designer collaboration, and ensure that artists are included in the early stages of project planning and design. Artwork should be integrated with the project rather than being an afterthought.

- Consult with City and Agency public art staff to ensure compliance with public art requirements, and to facilitate the creation of the best possible public art for the community. City ordinances and Agency policy require that one percent of project costs are allocated to public art, and have established public art programs to assist developers and city departments.

7.5.2 Create Quality Artwork: As with everything in the built environment, quality design is best, and this includes civic art. Hire experienced artists and ensure that arts professionals lead artist selection panels that include community members and artist peers.

7.5.3. Make Art Accessible and Engaging: Place civic art in truly public places that are not limited in hours or access. For instance, art may be sited to attract or draw people through a public space. Ensure that public art is engaging and makes sense on a compositional or conceptual level.



Public art along public walks can be seen and enjoyed by many.

7.5.4. Diversify Artistic Expression: Encourage diverse approaches and kinds of artwork. A variety of art and artists will create a richer community and will be appreciated by a diverse community. Consider the following:

- Animate the community, choosing from a wide range of artistic media, such as architectural details, murals, banners, mosaics, sculpture, kinetic art.

- Encourage temporary art pieces in addition to permanent public art. Temporary art is not fixed or static, and allows for new modes of expression. It can often be created by artists who are new to public art, thereby expanding the opportunities for artistic expression to a wider range of artists.

7.5.5. Make Special Places: Use public art to reinforce community identity, create unique places, and build community pride and ownership. Consider the following:

- Use public art to celebrate local history and culture and to tell complex stories about the community and its past.

- Enliven overlooked zones with artwork. Alleys, parking lots, vacant lots or walkways are undistinguished places that can become unique and engaging through public art.

7.5.6. Reinforce the Artists Walk: Celebrate the 7th Street "Artists Walk" by making it an important destination with quality public art that draws visitors and fosters an active street life. Art should provide an attraction throughout the district in both its public and private areas.


San Pedro


San Pedro


Beverly Hills


Old Town Pasadena


Old Town Pasadena

A diverse variety of public art creates a rich community atmosphere.


Downtown Pasadena (Civic Center)

Public art at the center of a plaza creates a unique place and tells a story about the community's history and/or people.

7.6. PUBLIC PLAZAS & PASEOS

Intent

Public outdoor space is a vital part of a rich and stimulating urban experience. Plazas support civic functions and public gathering, or provide a quiet refuge from the urban environment. Paseos serve as charming open air passages and convenient mid-block connections. These outdoor spaces may be provided through public and / or private initiative, but should accommodate on-going public access and use.



1. Deciduous canopy trees.
2. Seating.

Guidelines

7.6.1. Accommodate Outdoor Gathering: Incorporate public plazas within the community's most intensely active areas, especially Downtown. These should function as the community's outdoor public gathering places, distinct from its indoor spaces. For this reason, an immediate physical and visual connection between public plazas and sidewalks is recommended. Plazas should be located at or near the same grade as adjacent sidewalks and may function as a transition from building to street.



1. Transition from exterior to interior.
2. Focal art piece.

7.6.2. Create Comfortable Outdoor Spaces: Dimension public plazas for physical comfort. Plazas should be well-defined (but not overly confined) spaces that enhance the street environment without harmful interruptions in retail or pedestrian continuity, and they should further accommodate human occupation and use with comfortable seating and shade. Also consider the following:

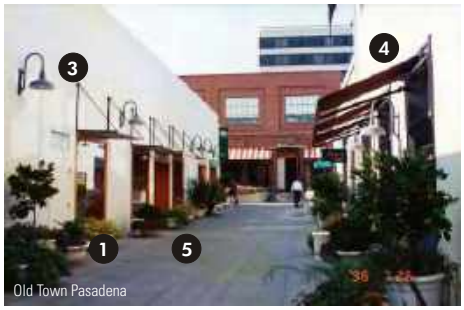
- Use paving, furniture, plants, lighting, etc. to shape and embellish public plazas; a rich, coordinated palette of landscape materials should provide scale, texture and color.

- Consider adding a focal element. Most public plazas will benefit from a fountain, sculpture, or civic art piece.

7.6.3. Build Pedestrian Connections: Regard pedestrian passages, walkways, and sidewalks as unifying elements throughout the community. Collectively, they should create a pedestrian circulation network based on physical continuity and connection. Mid-block paseos are an important feature in pedestrian-oriented and high activity areas such as Downtown; they may be used to conveniently and comfortably connect sidewalks, outdoor spaces, building entrances, and rear parking.

7.6.4. Make Paseos Inviting: Frame mid-block paseos with sufficient building mass to create an enclosure that is tight yet wide enough for free passage to create a comfortable, inviting feeling. Introduce outdoor furniture and special incidents along paseos. Benches, planters, and lighting are especially encouraged and should be placed so that they do not interfere with pedestrian circulation.

7.6.5. Design Safe & Active Places: Design plazas and outdoor spaces with safety in mind. Public plazas should allow surveillance from the street and include architecturally compatible lighting to improve nighttime security. Where appropriate, encourage the presence of uses that will complement street activity and activate public plazas, paseos, and outdoor spaces. For instance, retail businesses, outdoor cafes, and vendors may occupy a plaza or its perimeter.



Old Town Pasadena



Downtown Pasadena (Playhouse District)

Paseos should be enclosed by building mass yet wide enough to be allow light to pass through.

1. Planters enliven space
2. Street furniture allows pedestrians to rest
3. Lighting provides security at night
4. Awnings shade paseo
5. Wide sidewalks allow easy passage

7.7. PUBLIC PARKING FACILITIES

Intent

Public parking facilities must take special care to meet parking demand, while minimizing negative impacts on the public realm. For instance, public parking structures tend to be large and monolithic, detracting from the appearance of the street and deadening the sidewalk. Conversely, expansive parking lots also harm the vitality of the street. Instead, they should fit within the urban fabric: massing scale, and facade articulation should respond to the surroundings, and provide a degree of three-dimensional interest.





1. Parking structure design compatible with surroundings
2. Articulated facades (punched window-like openings
3. Views of autos screened
4. Ground floor retail keeps street interesting to pedestrians

Guidelines

7.7.1. Minimize Parking's Impact: Situate public parking facilities to minimize visual impacts on the community's streets. This is of special concern in the Downtown where a sound pedestrian environment is strongly desired. In particular, discourage new public parking facilities from fronting on 6th Street altogether; as the community's most important pedestrian place, buildings with active uses should occupy this street.

7.7.2. Build Compatible Parking Structures: Design parking structures that are compatible with, but not necessarily indistinguishable from adjacent buildings. Compatibility should be achieved in terms of scale, massing, articulation and materials. Specific recommendations are as follows:

- Minimize the presence of large, blank walls; achieve a balance of solids (wall) and voids (openings) arranged to complement neighboring structures.

- Provide architectural screens and / or a rhythm of window-like punched openings arranged so as to articulate the facade, hide parked vehicles, and shield security lighting.

7.7.3. Maintain Street Level Interest: Ensure that the ground floor of structured parking is well screened from public view, and preferably that the ground floor integrates active uses and provides visual interest along the sidewalk. For example, incorporate street-level space for retail and pedestrian-oriented uses where a parking garage sits adjacent the sidewalk, especially along streets where pedestrian activity is strongly desired.

7.7.4. Screen & Shade Parking Lots: Screen views of parking lots from streets and other public gathering areas, as well as adjacent sensitive land uses. Also direct security lighting away from adjacent properties. Use attractive planting for screening purposes, as well as to minimize the expansiveness of public parking lots. Rows of mature canopy trees are especially encouraged to shade surface parking and reduce heat build-up.

7.7.5. Direct Visitors to Parking: Direct visitors to public parking facilities in accordance with a coordinated environmental graphics program. Pedestrian entries to parking structures also need to be clearly articulated and readily identifiable.



Rows of canopy trees help shade surface parking and improve its appearance.

7.8. GUIDELINE SUMMARY & CHECKLIST

7.1. Downtown Streetscapes

☐ *7.1.1. Emphasize Pedestrian Comfort:* Design Downtown's streets for safe and comfortable movement on foot:
- Incorporate street trees, street furniture, pedestrian-scaled light fixtures, way-finding signage, etc.
- Minimize curb-cuts
- Reduce pedestrian crossing distance at intersections and mid-block
- Where feasible include crosswalk enhancements (i.e., decorative paving)
- Create a physical buffer of street trees and street furniture between pedestrians and automotive traffic
- Where possible, plan for on-street (i.e., curb-side) parking

☐ *7.1.2. Support Sidewalk Activity:* Provide wide sidewalks that accommodate a clear pedestrian passage (at least 5 feet wide), as well as space for streetscape amenities. Include a zone for commercial activities, especially sidewalk dining, given sufficient space. Introduce planters and benches along the sidewalk adjacent the Buildings.

☐ *7.1.3. Provide Frequent Amenities:* At frequent intervals, incorporate consistent street trees and street furniture such as benches, trash receptacles, decorative planters, pedestrian-scaled light fixtures, drinking fountains, newsstands, bicycle racks, and kiosks. Where possible, include public art, environmental graphics, special sidewalk paving, etc.

☐ *7.1.4. Enhance Downtown Identity:* Use quality streetscape enhancements improvements to communicate the unique character Downtown's streets (e.g. 6th Street as pedestrian shopping street vs. 7th Street as "Artists-Walk.")

7.2. Commercial/Mixed-Use Corridors

☐ *7.2.1. Make Corridors Multi-Purpose:* Accommodate a balance between vehicular, transit, and pedestrian travel. Include well-designed transit stops with seats and shelter

☐ *7.2.2. Accommodate Pedestrian Circulation:* (see sections 7.1.1, 7.1.2, and 7.1.3)

☐ *7.2.3. Improve Visual Quality:* Establish a formal pattern of hardy street trees.

☐ *7.2.4. Reinforce Community Identity:* Include attractive public signage and graphics, such as gateways, street banners, sidewalk and crosswalk paving patterns, and directional or way-finding devices.

7.3. Residential Neighborhood Linkages

☐ *7.3.1. Give Pedestrians Priority:* Maintain continuous sidewalks along streets, place emphasize on crosswalks, and introduce pedestrian-scaled light fixtures.

☐ *7.3.2. Calm Automotive Traffic:* Discourage street widening, plan for curb-side parking, and line streets with trees.

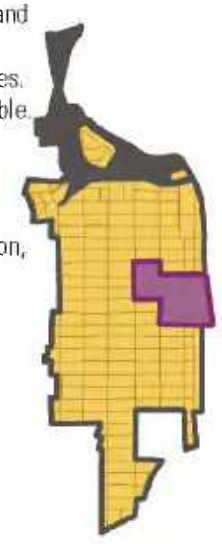
☐ *7.3.3. Shade Residential Streets:* Maintain existing street trees and treelawns and plant new trees where feasible.

7.4. Public Signage and Identity

☐ *7.4.1. Reinforce Community Identity:* (see section 7.2.4)

☐ *7.4.2. Assist Visitor Orientation:* Use signs and environmental graphics to aid pedestrian and vehicular orientation, identify special districts, and announce upcoming community festivals and events.

☐ *7.4.3. Mark Prominent Gateways:* Place public art pieces, signage, graphics, special paving, lighting, and/or Landscape treatment at prominent entrances.



7.5. Public Art

☐ *7.5.1. Integrate Public Art:* Encourage artist/designer collaboration, and integrate artwork with the project. Consult with City and Agency public art staff to ensure compliance with public art requirements.

☐ *7.5.2 Create Quality Artwork:* Hire experienced artists and include community members and artist peers in selection panel.

☐ *7.5.3. Make Art Accessible and Engaging:* Place art in public places that are not limited in hours or access.

☐ *7.5.4. Diversify Artistic Expression:* Accept diverse artwork from a variety of artists. Examples: temporary art, architectural details, murals, banners, mosaics, sculpture, kinetic art, etc.

☐ *7.5.5. Make Special Places:* Use public art to enliven overlooked zones, reinforce community identity, celebrate Local history and culture, create unique places, and build community pride and ownership.

☐ *7.5.6. Reinforce the Artists-Walk:* Emphasize public and private art on the 7th Street "Artists-Walk"

7.6. Public Plazas and Paseos

☐ *7.6.1. Accommodate Outdoor Gatherings:* Incorporate public plazas within the community's most active areas, and locate them at or near sidewalk grade. Provide a physical and visual connection between public plazas and sidewalks.

☐ *7.6.2. Create Comfortable Outdoor Spaces:*

- Dimension public plazas for physical comfort
- Avoid interruptions in retail or pedestrian continuity
- Include comfortable seating and shade
- Use paving, furniture, plants, lighting, etc. to shape and embellish public plazas
- Provide scale, texture and color with a coordinated palette of landscape materials
- Consider adding a focal element such as a fountain, sculpture, or civic art piece

☐ *7.6.3. Build Pedestrian Connections:* Use paseos to connect sidewalks, outdoor spaces, building entrances, and rear parking.

☐ *7.6.4. Make Paseos Inviting:* Frame mid-block paseos with sufficient building mass to create a tight enclosure wide enough for comfortable passage. Place benches, planters, and lighting along paseo but do not interfere with pedestrian circulation.

☐ *7.6.5. Design Safe & Active Places:* Design plazas and outdoor spaces with safety in mind. Keep clear sight lines To allow surveillance from the street, situate in active areas, and include architecturally compatible lighting.

7.7. Public Parking Facilities

☐ *7.7.1. Minimize Parking's Visual Impact:* Discourage new public parking that faces 6th Street.

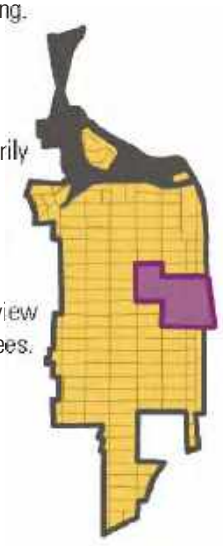
☐ *7.7.2. Build Compatible Parking Structures:* Design parking structures that are compatible with, but not necessarily indistinguishable from adjacent buildings.

- Use compatible scale, massing, articulation and materials
- Minimize the presence of large, blank walls and balance solids (wall) and voids (openings)
- Articulate the facade with screens and rhythmically-spaced openings

☐ *7.7.3. Maintain Street Level Interest:* Integrate activity on the ground floor or screen ground floor parking from view

☐ *7.7.4. Screen & Shade Parking Lots:* Direct security lighting away from adjacent properties, and plant canopy trees.

☐ *7.7.5. Direct Visitors to Parking:* Use a coordinated environmental graphics program to direct vehicles and Pedestrians



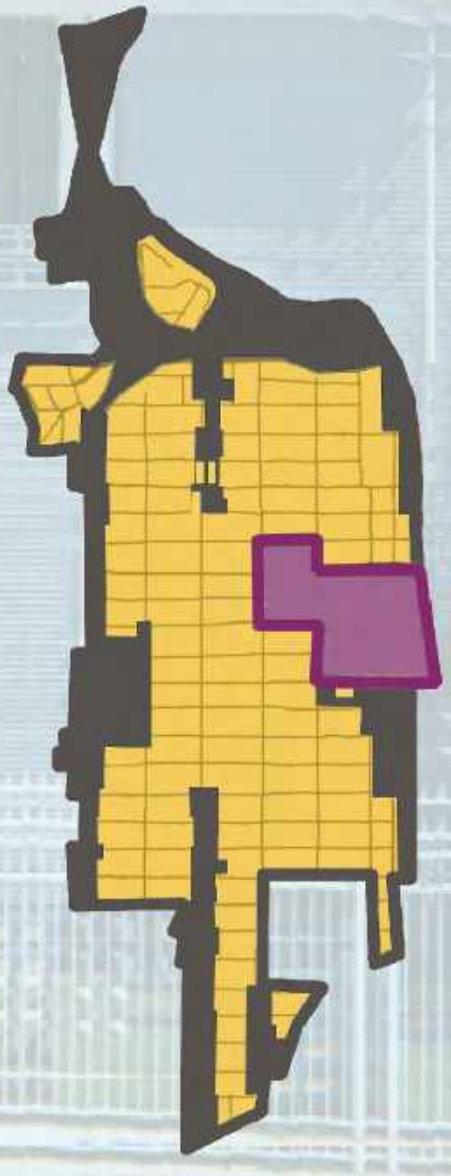
PART FOUR. DESIGN GUIDELINES FOR RESIDENTIAL DEVELOPMENT

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4.1. OVERALL GUIDELINES

Intent

It is important to recognize and preserve the desirable characteristics of the community's established residential neighborhoods. While new housing development may contribute to a neighborhood's vitality, the presence of older homes provides continuity. The existing housing stock should be protected and retained. New residential projects should be integrated with their surroundings, both functionally and aesthetically. Consequently, residential infill development needs to exhibit a orientation, scale and design that is compatible with existing structures.



New residential construction should maintain the existing scale (1-3 stories typical w/ modulated wall planes) and the street-oriented development pattern.



Existing dwellings should be rehabilitated and maintained.



Duplexes and 4-plexes are common, and show similar attributes to single family dwellings in the community. Compatible scale and massing allow single and multi-family residential buildings to coexist in many of San Pedro's neighborhoods.

Guidelines

4.1.1. Conserve Neighborhood Character: Encourage retention and rehabilitation of existing dwellings in established residential neighborhoods. Historically and architecturally significant residential buildings should be preserved, and new residential construction should be sensitive to the character of existing homes in terms of orientation, scale and design.

4.1.2. Reinforce Existing Patterns: Site residential buildings to create a sense of continuity along the street. Proportions, architectural patterns and materials should also relate to the surrounding area. In addition, consider the following:

- Locate and design infill residential buildings to ensure privacy for new and existing dwellings; windows should be carefully placed, avoiding direct views into adjacent dwellings.

- Create useable yard areas and outdoor spaces without letting building orientation conflict with the dominant scale and pattern of development on the block.

4.1.3. Establish Transitions in Scale: Provide transitions between residential scales. Setbacks and building heights should respond to adjacent structures, for instance, through articulated sub-volumes and horizontal regulating lines. In general, building mass should be broken down into smaller "modules" that present a domestic scale.

4.2. SITE ELEMENTS

Intent

To maintain the character of existing residential areas, building orientation and massing should be sensitive to the surrounding neighborhood. In particular, the community's homes tend to focus on the street, and infill development should continue this pattern. Related patterns also need to be recognized: parking garages and facilities tend to be well hidden at the rear of lots, and residents take advantage of opportunities for outdoor living that the comfortable coastal climate affords.





1. Consistent setback and orientation to street.
2. Low fence maintains visibility of dwelling.
3. Front porch serves transition from sidewalk to dwelling.
4. Front entrance and windows oriented to street.

Guidelines

4.2.1. Address Residential Streets: Contribute to an attractive residential street scene by orienting dwellings to the street. The following recommendations should also be considered:

- Discourage excessively deep front yard setbacks, while allowing minor variations; front yard depth should balance privacy needs with a consistent street-oriented development pattern.
- Limit the use of walls and fences that obscure views of the primary street elevation and especially the front entrance.
- Locate the primary entrance so that it is oriented to, and clearly visible from the street; architectural elements such as entry porches and stoops that clearly define this entrance are encouraged.
- Use raised front porches and stoops to provide a transition between the public space of the sidewalk and private dwellings; generous front porches amenable to outdoor living should be considered.

4.2.2. Minimize Parking's Impact: Minimize the visual prominence of parking facilities. Discourage parking within the front yard area and locate garages so as to reduce their visual impact along the street. In general, garages and parking facilities should be located toward the rear half of the lot. In addition, the amount of lot frontage devoted to vehicular access and driveways should be limited, with access taken off of an alley, where feasible.



Stoops in multi-family developments provide transition from public sidewalk to private dwelling.

4.2.3. Create an Attractive Setting: Reinforce domestic character with an attractive landscape setting. Landscape should be an integral part of the site design, and should also contribute to a pleasing transition from sidewalk to dwelling. Plant required yard areas with a combination of trees, shrubs, groundcover, and decorative hardscape. As far as feasible, existing mature trees should be retained.

4.2.4. Provide Outdoor Public Areas: Incorporate communal open space with multi-family residential projects, increasing the number and size of communal open space with the number of dwellings so as to meet the social and recreational needs of the inhabitants. The following recommendations for residential open space should also be considered.

- Locate and design communal spaces so that they are clearly distinguishable from private outdoor areas, and afford residents comfortable interaction.

- Include canopy trees, attractive plantings and outdoor furnishings within communal outdoor space.

- Provide individual dwelling units with suitable private outdoor space; this space should be located so that it is readily accessed by and adjacent to the dwelling it serves.



Landscaping enhances domestic character.



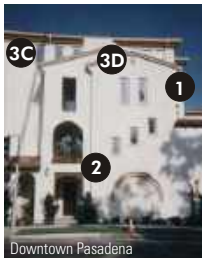
Landscaped courtyards provide open space for a multi-family community.

4.3. ARCHITECTURAL ELEMENTS

Intent

San Pedro's residential neighborhoods accommodate a variety of architectural styles. Nevertheless, there are some common features and elements that add richness and texture to these neighborhoods. Most important among these are attractive street elevations that include features that relate the house to the street. Well-composed building facades and intimately-scaled architectural elements such as balconies, bay windows, and trim details add residential appeal.





1. Simple and pleasing composition, including complementary roof form.
2. Articulated facade.
3. Three-dimensional design features provide domestic feel:
   A. Front porch
   B. Dormer
   C. Projecting eaves
   D. Trim details

Guidelines

4.3.1. Build Attractive Dwellings: Create a simple and pleasing composition that uses a common vocabulary of forms, architectural elements, and materials. Modulate the plane of exterior walls in height, depth, and direction to create visual interest. Roof form and height should complement the building's mass and articulation.

4.3.2. Articulate Dwelling Facades: Use windows and doors to articulate facades, establish scale and give expression to residential dwellings. The pattern of windows and doors should respond to the scale and patterns found in the neighborhood. Recess windows behind the plane of the building to create shadow lines; in addition, windows should have structural muntins (true-divided panes) instead of simulated muntins.

4.3.3. Emphasize Domestic Scale: Incorporate three-dimensional design features, especially chimneys, front porches, bays, balconies, and trim details. These features should contribute to an intimate feel and domestic appearance. In addition, allow for projecting eaves and dormers, provided they are an integral part of the design, as these are also common features in the community.

4.3.4. Portray Lasting Quality: Emphasize high quality design and construction. Design elements and detailing (i.e., trim details and materials) should be continued around the entire structure, especially on elevations exposed to public view. Discourage the use of materials that are inherently insubstantial or appear inexpensive; for instance, plywood and metal sidings, or other sheet materials should generally not be used.







Porches (1), bay windows (2), balconies (3), and dormers (4) are common features that add to the appeal of the community's residential neighborhoods.

4.4. GUIDELINE SUMMARY & CHECKLIST

4.1. Overall Guidelines

☐ *4.1.1. Conserve Neighborhood Character:* Encourage retention and rehabilitation of existing dwellings in established residential neighborhoods, and preserve historically and architecturally significant residences.

☐ *4.1.2. Reinforce Existing Patterns:* Site residential buildings to create a sense of continuity along the street, and relate design to the surrounding area. Emphasize privacy and create usable yards.

☐ *4.1.3. Establish Transitions in Scale:* Articulate sub-volumes, use horizontal regulating lines, and break down building mass into smaller "modules."

4.2. Site Elements

☐ *4.2.1. Address Residential Streets:*
- Orient dwellings to the street
- Discourage excessively deep front yard setbacks
- Limit the use of walls and fences that obscure views of the street-facing elevation
- Orient primary entrance to street
- Where possible, include entry porches and stoops

☐ *4.2.2. Minimize Parking's Impact:* Discourage parking within the front yard area and locate garages on the rear half of the lot.

☐ *4.2.3. Create an Attractive Setting:* Landscape should be an integral part of the site design.
- Plant required yard areas with a combination of trees, shrubs, groundcover, and decorative hardscape.
- Retain existing mature trees where possible.

☐ *4.2.4. Provide Outdoor Public Areas*
- Distinguish from private outdoor areas
- Include canopy trees, attractive plantings and outdoor furnishings
- Provide individual dwelling units with adjacent private outdoor space

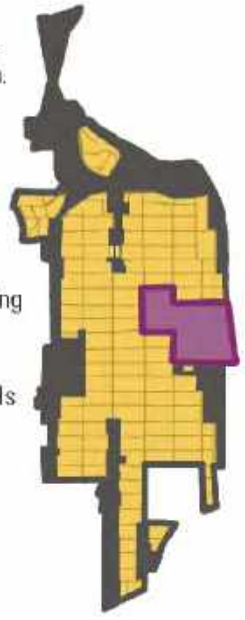
4.3. Architectural Elements

☐ *4.3.1. Build Attractive Dwellings:* Use a common vocabulary of forms, architectural elements, and materials. Modulate the plane of exterior walls in height, depth, and direction, and use complementary roof form.

☐ *4.3.2. Articulate Dwelling Facades:*
- Use windows and doors to articulate facades, establish scale and give expression to residential dwellings
- Respond to window and door patterns found elsewhere in the neighborhood
- Recess windows behind building plane
- Use structural muntins (true-divided lights) rather than simulated muntins

☐ *4.3.3. Emphasize Domestic Scale:* Incorporate chimneys, front porches, bays, balconies, trim details, projecting eaves, and dormers on an intimate scale.

☐ *4.3.4. Portray Lasting Quality:* Use high quality materials and construction. Continue design elements and detailing (i.e., trim details and materials) around the entire structure. Discourage inexpensive materials (ex: plywood and metal sidings)



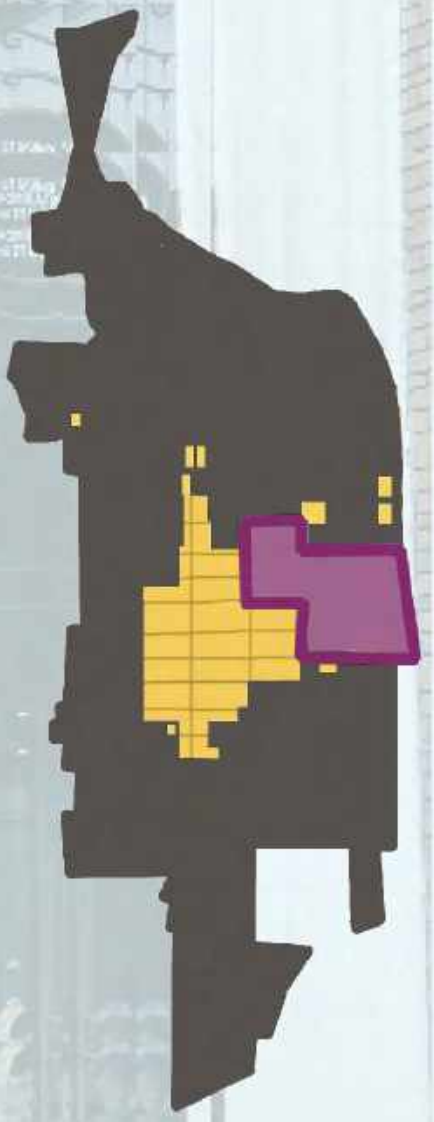
PART FIVE. DESIGN GUIDELINES FOR MIXED-USE DEVELOPMENT (REDEVELOPMENT OPPORTUNITY SITES)

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5.1. OVERALL GUIDELINES

Intent

New development should make a positive contribution to the community, and sensitivity to the surrounding character is especially crucial to the success of mixed-use infill and redevelopment projects. These projects should reinforce architectural context, placing strong visual emphasis on the street, and support active public space.



Old Town Pasadena



Old Town Pasadena

1. Ground-level storefronts activate the street and creates a pedestrian scale.
2. Step backs in massing and height provides tansition between adjacent buildings.
3. Fenestration pattern helps to articulate a domestic scale.

Guidelines

5.1.1. Promote Sensitive Infill Development: Support infill development of vacant and underutilized property to minimize spatial gaps, introduce visual interest, and support pedestrian activity along streets. At its best, infill development is sensitive to its surroundings, and existing buildings that contribute to local identity should be retained. Design harmonious transitions between new and older buildings. Scale, massing and composition should be responsive to adjacent and nearby historically and architecturally significant buildings. Also, consider designs that are respectful and interpret history and context in a contemporary manner that avoids mimicry or imitation of historic styles.

5.1.2. Integrate Site Elements: Plan for the functional and visual integration of buildings, services, vehicular access and parking, pedestrian access and circulation, and "outdoor rooms" such as plazas and courtyards. Encourage developments that will reinforce context, place emphasis on the street, and support active public space. Development projects should not result in purposeless, undesigned, or "left-over" space.

5.1.3. Activate Public Space: Encourage developments that contribute to the public life of the community; developments should not be internally focused at the expense of an active street environment, especially in the Downtown. Instead, new development should reinforce the spatial definition and social vitality of streets and important public spaces, such as plazas and paseos. More specifically, buildings should maintain and extend vehicular and pedestrian circulation patterns, define the street and build a consistent street wall, contribute to a vital urban identity and support retail continuity.

5.1.4. Improve the Street Environment: Create a street level environment that encourages pedestrian activity. For example, encourage buildings that support multi-tenant occupancy and walk-in traffic at the street level, and introduce doors, windows and pedestrian-scaled architectural features along the sidewalk. Emphasize classic elements of storefront design, including recessed entries and inviting window displays that will animate the street; this should be the dominant treatment in Downtown San Pedro, especially along 6th Street and Pacific Avenue.

5.1.5. Transition to Adjacent Residential: Respond to adjacent residential uses with a sensitive transition in scale and massing. Where appropriate, building mass should be broken down with step backs in height, articulated sub-volumes, and facade articulation. Transitions between uses so as to maintain residential privacy. Situate parking, service, and storage facilities to mitigate impacts on adjacent residences and / or use appropriate screening techniques to conceal them.


Old Town Pasadena

Buildings should face the street to encourage pedestrian activity. To make storefronts more inviting, introduce pedestrian-scaled elements such as awnings and umbrellas. Storefronts should be articulated and differentiated to make the street environment vibrant and interesting.

5.2. SITE ELEMENTS

Intent

It is important to minimize the visual and environmental impacts of service and parking facilities on public streets and adjacent residential areas, in fulfillment of broader urban design objectives. For instance, where the building meets the street should be a place of intense interaction. This requires coordinated planning of building location and orientation, parking and service facilities, and outdoor space and landscape amenities.


Downtown Pasadena (Playhouse District)

Paseos and plazas that open onto the street integrates public space into a mixed-use project.

Guidelines

5.2.1. Define Public Space: Orient and mass buildings to better define and place strong visual emphasis on the street and other important public spaces, such as plazas and paseos. Buildings should typically be located near the sidewalk edge, allowing for recessions and projections that add visual interest and support the social life of the street. For example, small plazas, entry forecourts, recessed shop entries, etc. Should be accommodated provided they do not unduly interrupt the street wall and / or desired retail continuity. Also consider the use of strong building forms to demarcate important gateways, intersections and street corners; a small tower, taller building mass, or similar treatment can function as the visual anchor for a block.


Old Pasadena

The architecture serves as the formal and visual anchor of the block.

5.2.2. Limit Parking's Visual Presence: Reduce the visual and environmental impacts of parking facilities, especially impacts upon public streets and neighboring residential areas. In particular, site parking facilities so as to allow desirable uses and activities along the street. More specific recommendations include the following.

- Share driveways or take access off of an alley, where feasible; curb-cuts should be consolidated to minimize interruptions to the streetscape and allow better definition of the street.

- Discourage parking located between the building and the street; as far as feasible, parking should be located behind buildings or at the rear of the lot.

- Screen on-site parking facilities from public view and adjacent sensitive land uses, and direct security lighting away from adjacent properties–dense planting often functions as an effective screen.

- Ensure that the design of on-site parking structures is compatible with adjacent buildings; compatibility should be achieved in terms of scale, massing and materials.

5.2.3. Mitigate Service Impacts: Locate service, loading, and storage areas away from public streets, public spaces, and adjacent sensitive land use, and where feasible, take service access off of an alley. In addition, buffer adjacent sensitive land uses from undesirable impacts of service facilities. Landscape or compatible architectural treatment should screen service facilities. Rooftop equipment should also be screened so that it is not visible from streets, public spaces, or adjacent land uses, using methods of rooftop screening that are integral to the building's form and design.

5.2.4. Maximize Landscape Opportunities: Encourage the presence of well-defined outdoor space such as plazas, courtyards, etc. These "outdoor rooms" are especially appropriate in conjunction with larger commercial and mixed-use projects. Outdoor spaces should be well-proportioned to their surroundings and accommodate comfortable social interaction. Additional recommendations include the following:


Downtown Pasadena

A landscaped interior plaza provides an inviting public space.

- Define and contain outdoor spaces through a combination of building and landscape; oversized spaces that lack containment are discouraged.

- Introduce trees, plants, outdoor furniture and lighting that shape, embellish, and give purpose to outdoor room; include lush plants, warm materials, and pleasing details.

- Use landscape to complement buildings, enliven outdoor space and create a pleasant microclimate, shade parking lots, define circulation routes, and screen undesirable views from adjacent uses.

- Consider planter window boxes at both the street and upper levels, especially for buildings that meet the sidewalk and otherwise offer little opportunity for landscape treatment; this will add interest and greenery to the streetscape. Freestanding planters are also encouraged provided they do not interfere with pedestrian movement and enhance the building.

5.3. ARCHITECTURAL ELEMENTS

Intent

The community should benefit from new construction; consider each building as a high-quality long-term addition to the urban fabirc. Buildings need to be visually attractive and contribute to a more cohesive streetscape. Articulation of building facades and ground floors with an interesting variety of shop fronts will engage the public, generate interest and offer visual appeal.



Old Town Pasadena



San Pedro

1. Regular fenestration patterns
2. Evenly spaced bays that fit within architectural elements
3. Prominent entrances
4. Quality materials and construction

Guidelines

5.3.1. Create Interest & Appeal: Avoid large, unbroken and featureless expanses of wall surface, especially along streets; for instance, a clear pattern of fenestration should unify a building, and add to its visual quality. Specific recommendations include the following.

- Employ simple massing with deep openings that create shadow lines and provide visual relief; unarticulated, monolithic buildings that negate or turn their back on the street are discouraged.

- Use a hierarchy of vertical and horizontal expression based on a clear and pleasing set of proportions; in addition, facade articulation should emphasize the street-level and reflect changes in building form.

- Add visual interest and relief through building fenestration; windows should normally be recessed from the wall plane to provide a sense of depth and solidity, and a high degree of street-level transparency is encouraged.

- Express roof forms in a visually interesting manner that complements the composition of the building; flat roofs should have a strong, attractively detailed cornice.

5.3.2. Make Entrances Visible: Provide building and shop entrances that are easily identifiable and clearly visible from streets and sidewalks. For example, a main building entrance should be accentuated and become a prominent feature of the building facade, and should be differentiated from entrances into smaller street-level shops. However, when there are several similarly-sized shops, a frequent cadence of entrances may contribute to a pleasant rhythm of vertical elements that lead the eye down the street.

5.3.3. Add Three-Dimensional Relief: Include major and minor projecting features and architectural elements as part of a harmonious design. Significant projecting features may include awnings, canopies, bay windows, and balconies; minor elements may include pilasters, course lines, window heads and sills, brackets, cornices, etc. Human-scaled and three-dimensional design features, such as canopies, awnings and architectural lighting are especially appropriate at public entrances and along heavily trafficked areas.

5.3.4. Highlight Street-Level Shops: Design street-level storefronts that are compatible with the overall building design yet display creativity and allow for individual expression. Encourage inviting entries and expansive storefront windows with engaging displays that animate the street and sustain attention.

5.3.5. Encourage High-Quality Construction: Require the use of materials that exhibit permanence and quality, especially at street level. Materials should minimize maintenance concerns and extend the life of the building. In addition, use materials, colors, and architectural details to unify a building's appearance; buildings should be built of compatible materials on all sides. Architectural features and details should be an integral part of the building, discouraging ornamentation and features that appear "tack-on" or artificially thin.



Surface treatment distinguishes street-level shops from residential above.

5.4. GUIDELINE SUMMARY & CHECKLIST

5.1. Overall Guidelines

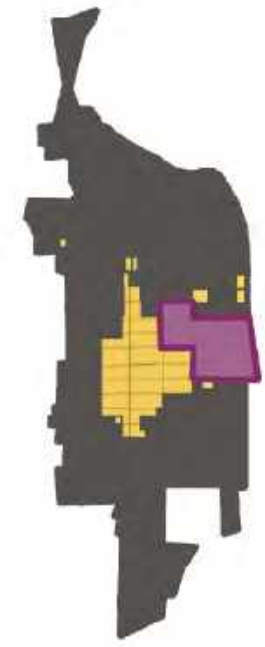
- ☐ *5.1.1. Promote Sensitive Infill Development:* Support infill development that minimizes spatial gaps, is harmonious with neighborhood character, and supports pedestrian activity along streets.
- ☐ *5.1.2. Integrate Site Elements:* Plan for the functional and visual integration of buildings, services, vehicular access and parking, pedestrian access and circulation, and "outdoor rooms" such as plazas and courtyards.
- ☐ *5.1.3. Activate Public Space:* Buildings should help delineate vehicular and pedestrian circulation patterns, define a consistent street wall, contribute to a vital urban identity, and support retail continuity.
- ☐ *5.1.4. Improve the Street Environment:* Create a street level environment that accommodates the pedestrian.
- ☐ *5.1.5. Transition to Adjacent Residential:* Respond to adjacent residential uses with a sensitive transition in scale and massing.

5.2. Site Elements

- ☐ *5.2.1. Define Public Space:* Orient buildings to face the street or public space, place buildings near the sidewalk edge, articulate building fronts, and demarcate gateways.
- ☐ *5.2.2. Limit Parking's Visual Presence*
- ☐ *5.2.3. Mitigate Service Impacts*
- ☐ *5.2.4. Maximize Landscape Opportunities:* Encourage the presence of greenery, street amenities, and well-defined outdoor space such as plazas, courtyards, etc.

5.3. Architectural Elements

- ☐ *5.3.1. Create Interest & Appeal:*
  - Avoid large, unbroken and featureless expanses of wall surface.
  - Employ simple massing with deep openings that create shadow lines.
  - Use a hierarchy of vertical and horizontal expression.
  - Emphasize the street-level facade and reflect changes in building form.
  - Employ a high degree of street-level transparency.
  - Express roof forms that complement the composition of the building.
  - Flat roofs should have a strong, attractively detailed cornice.
- ☐ *5.3.2. Make Entrances Visible*
- ☐ *5.3.3. Add Three-Dimensional Relief*
- ☐ *5.3.4. Highlight Street-Level Shops*
- ☐ *5.3.5. Encourage High-Quality Construction*



APPENDICES

A. HISTORICAL STRUCTURES.....91

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APPENDIX A. HISTORICAL STRUCTURES

Address	Description of Historical Resource	OHP Code	Significance/Source of Information
333 West 6th Street	The John T. Gaffey Building; Classical Revival, 2-Story Commercial; Built: 1924	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
455 West 6th Street	Classical Revival, 2-Story Commercial	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
460-478 West 6th Street	WARNER BROTHERS THEATER; JUAREZ THEATRE; Art Deco, 2+-Story Theater; Built: 1930-31	2S2	City of Los Angeles Historic-Cultural Monument #251, declared 8/25/1982; OHP CHRIS Database: PROJ. REVW.; HUD900627A; 07/25/90; OHP CHRIS Database: HIST.SURV.; 0053-0303-0000; 05/22/91; Gebhard & Winter, 1994, p.62.
461 West 6th Street	Brown Brothers; Classical Revival, 2-Story Commercial	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
301-305 West 7th Street	Commercial, 2-Story Commercial; Built:	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
510 West 7th Street	Croatian of Greater Los Angeles; Classical Revival, 2-Story Commercial	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
543-555 West 7th Street	First Baptist Church Of San Pedro; Eclectic, 3-Story Church; Built: 1919	5/3S	Los Angeles Historic-Cultural Monument #505, 5/22/90
122 West 8th Street	Harbor Health Center; Contemporary, 1-story Health Center; Built: 1949	5S3	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.RES.; DOE-19-94-0216-0000; 07/09/94
221-229 West 9th Street	Residence for Dr. N. E. Geerdenger; Craftsman, 1-Story Residential/Group Housing; Built: 1922	5D1	This group of three bungalows in a row is currently owned by the House of Hope Foundation. Originally used as single family dwellings, they are now used for institutional purposes.
235 West 9th Street	Craftsman, 2-Story Residential/Group Housing; Built: 1922	5D1	Vinegar Hill Historic Preservation Overlay Zone, 2001
237 West 9th Street	Residence for Joseph W. Walton; Craftsman/Colonial Revival, 1-Story Residence; Built: 1906	5D1	Vinegar Hill Historic Preservation Overlay Zone, 2001; Los Angeles Bureau of Engineering Survey of San Pedro, 1981; State Office of Historic Preservation Statewide Database; OHP CHRIS Database: HIST.SURV.; 0053-0825-0000; 05/22/91
245 West 9th Street	Residence for Frank Karr; Shingle/Folk Victorian, 2-Story Residential SF; Built: 1902	5B1	Vinegar Hill Historic Preservation Overlay Zone, 2001; Los Angeles Bureau of Engineering Survey of San Pedro, 1981; State Office of Historic Preservation Database; OHP CHRIS Database: HIST.SURV.; 0053-0826-0000; 05/22/91; Original owner Frank Karr was vice-president and chief counsel of Southern Pacific RR
251-253 1/2 West 9th Street	Residence for Eliza A. Peck; Spanish Colonial Revival, 2-Story Residential; Built: 1918	5D-AS	Vinegar Hill Historic Preservation Overlay Zone, 2001; Original owner Eliza A. Peck may have been related to George Peck of the Southern Pacific Railroad and developer of Point Fermin.

Address	Description of Historical Resource	OHP Code	Significance/Source of Information
257 West 9th Street	Residence for William Peck; Queen Anne, 2-Story Residence; Built: 1900	5B1	Vinegar Hill Historic Preservation Overlay Zone, 2001; Los Angeles Bureau of Engineering Survey of San Pedro, 1981; State Office of Historic Preservation Statewide Database; OHP CHRIS Database: HIST.SURV.; 0053-0827-0000; 05/22/91
263 West 9th Street	Residence for Frank D. Foot; Dutch Colonial Revival, 2-Story Residence; Built: 1908	5B1	Vinegar Hill Historic Preservation Overlay Zone, 2001; Los Angeles Bureau of Engineering Survey of San Pedro, 1981; State Office of Historic Preservation Database; OHP CHRIS Database: HIST.SURV.; 0053-0828-0000; 05/22/91; Original owner Frank Foot was a general contractor and successful San Pedro businessman.
267 West 9th Street	Residence of Erland Schneider by 1949; Queen Anne/Shingle Influence Cottag, 1 1/2-Story Residential SF; Built: 1902; (1949-garage)	5D1	Vinegar Hill Historic Preservation Overlay Zone, 2001
277, 277 1/2, 277b West 9th Street	Craftsman/Eclectic, 1-Story Triplex; Built: 1915	5D-AS	Vinegar Hill Historic Preservation Overlay Zone, 2001
285-283 West 9th Street	Residence for Mrs. S. G. Scott; Commercial/ Utilitarian, 2-Story Stores & Residential; Built: 1919	5D-AS	Vinegar Hill Historic Preservation Overlay Zone, 2001
419 West 9th Street	Vernacular, 2-Story Multi-Family Residen; Built: 1912	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0833-0000; 05/22/91
437 West 9th Street	Morgan House (Harbor Area YWCA); Vernacular, 1-Story Commercial; Built: 1918	3S	Los Angeles Historic-Cultural Monument #186; Designed by prominent architect, Julia Morgan; Gebhard & Winter, 1994, p
238 West 10th Street	Hotel for Paul & Blis Bengoehis; Mission Revival Influence, 2-Story Apartments; Built: 1923	5D1	Vinegar Hill Historic Preservation Overlay Zone, 2001
239 West 10th Street	Residence of W. Nelson by 1945; Vernacular Cottage, 1-Story Residence SF; Built: 1886; 45ALT	5D-AS	Vinegar Hill Historic Preservation Overlay Zone, 2001
256 West 10th Street	Hipped Roof Cottage, 1-Story Residential SF; Built: 1905 c.	5D-AS	Vinegar Hill Historic Preservation Overlay Zone, 2001
261 West 10th Street	Gabled Ell Cottage/Folk Victorian, 1-Story Residence; Built: 1895	5D-AS;	Vinegar Hill Historic Preservation Overlay Zone, 2001; Los Angeles Bureau of Engineering Survey of San Pedro, 1981; OHP CHRIS Database: HIST.SURV.; 0053-0838-0000; 05/22/91

Address	Description of Historical Resource	OHP Code	Significance/Source of Information
262-264 1/2 West 10th Street	Craftsman, 2-Story Apartment; Built: 1917	5D1	Vinegar Hill Historic Preservation Overlay Zone, 2001
268 West 10th Street	Hipped Roof Cottage, 1-Story Residence; Built: 1908	5D1; OHP	Los Angeles Bureau of Engineering Survey of San Pedro, 1981; OHP CHRIS Database: HIST.SURV.; 0053-0839-0000; 05/22/91
278 West 10th Street	Duplex owned by Effie Anderson by 1947; Hipped Roof Cottage, 1 1/2-Story Residence SF; Built: 1903; 1947	5D-AS	Vinegar Hill Historic Preservation Overlay Zone, 2001
279 West 10th Street	Residence of Jack Zuanic by 1938; Side-Gabled Craftsman, 1-Story Residence SF; Built: 1910; 1938	5D-AS	Vinegar Hill Historic Preservation Overlay Zone, 2001
294-296 West 10th Street	Duplex for Vincent Scaramucci; Craftsman, 1-Story Duplex; Built: 1927; 46MVD	5D1	Vinegar Hill Historic Preservation Overlay Zone, 2001
297 West 10th Street	Vernacular Cottage, 1-Story Residential SF; Built: 1902	5D; OHP	Vinegar Hill Historic Preservation Overlay Zone, 2001; OHP Chris Database: HIST.SURV.; 0053-0839-0000; 05/22/91
324 West 10th Street	Victorian, 2-Story Multi-Family Residen; Built: 1888	3S	Appears eligible for inclusion in the National Register of Historic Places and California Register of Historical Resources; OHP CHRIS Database: HIST.SURV.; 0053-0302-0000; 05/22/91; Gebhard & Winter, 1994, p 62.
349 West 10th Street	Craftsman, 1 1/2-Story Single Family Residence; Built: 1910	5D	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0843-0000; 05/22/91
370 West 10th Street	Victorian Cottage, 1-Story Single Family Residence; Built: 1902	4S7; 5S	N/A) Building is more than 50 years of age but lacks integrity. OHP CHRIS Database: HIST.SURV.; 0053-0846-0000; 05/22/91
377 West 10th Street	Hipped Roof Cottage, 1-Story Single Family Residence; Built: 1905	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0847-0000; 05/22/91
381-383 West 10th Street	Colonial Revival, 2-Story Single Family Residence; Built: 1907	5S	Los Angeles Historic-Cultural Monument #514, declared 1/22/91; Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0848-0000; 05/22/91
468 West 10th Street	Hipped Roof Cottage, 1-Story Single Family Residence; Built: 1900	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0850-0000; 05/22/91

Address	Description of Historical Resource	OHP Code	Significance/Source of Information
469 West 10th Street	Hipped Roof Cottage, 1-Story Single Family Residence; Built: 1900	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0851-0000; 05/22/91
566 West 10th Street	Eclectic, 3-Story Apartments; Built:	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
584 West 10th Street	Vernacular Cottage, 2-Story Multi-Family Residen; Built: 1905	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0852-0000; 05/22/91
588 West 10th Street	Victorian Cottage, 1-Story Single Family Residence; Built: 1910	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of His
663 West 10th Street	Monterey Revival, 2-Story Multi-Family Residen; Built: 1915	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0854-0000; 05/22/91
689 West 10th Street	Oddfellows Temple; Commercial/ Utilitarian, 3-Story See 1002 S. Gaffey; Built: 1925	4S	Potentially eligible for inclusion in the National Register of Historic Places and California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0855-0000; 05/22/91
793 West 10th Street	7TH CH OF CHRIST; SCIENTIST; Gothic Revival, 2-Story Commercial Office; Built: 1928	3S	Appears eligible for inclusion in the National Register of Historic Places and California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-4665-0000; 05/22/91
101 11th Street	Modern, 1-Story Community Center; Built:	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
256 11th Street	Victorian, 2-Story Multi-Family Residen; Built: 1902	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0856-0000; 05/22/91
344 11th Street	Victorian, 2-Story Single Family Residence; Built: 1904	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0858-0000; 05/22/91
350 11th Street	Vernacular Cottage, 1-Story Single Family Residence; Built: 1910	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0859-0000; 05/22/91
355 11th Street	Queen Anne, 2-Story Single Family Residence; Built: 1905	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0861-0000; 05/22/91

Address	Description of Historical Resource	OHP Code	Significance/Source of Information
376 11th Street	Craftsman, 2-Story Multi-Family Residen; Built: 1912	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
397 11th Street	Late Victorian Cottage, 1-Story Single Family Residence; Built: 1905	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0863-0000; 05/22/91
449 11th Street	Craftsman, 1 1/2-Story Single Family Residence; Built: 1919	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0864-0000; 05/22/91
545 11th Street	Late Victorian Cottage, 1-Story Single Family Residence; Built: 1911	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0865-0000; 05/22/91
572 11th Street	Vernacular Cottage, 2-Story Single Family Residence; Built: 1905	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
645 11th Street	French Revival, 2-Story Multi-Family Residen; Built: 1940	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0867-0000; 05/22/91
257 12th Street	Vernacular Cottage, 1-Story Single Family Residence; Built: 1905	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0869-0000; 05/22/91
294 12th Street	Victorian, 1-Story Single Family Residence; Built: 1900	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0871-0000; 05/22/91
428 12th Street	Look at 426 12th St.; Built: 1922	5S	OHP CHRIS Database: HIST.SURV.; 0053-0875-0000; 05/22/91
430 12th Street	Look at 426 12th St.; Built: 1922	5S	OHP CHRIS Database: HIST.SURV.; 0053-0876-0000; 05/22/91
432 12th Street	Contemporary, 2-Story Single Family Residence; Built: 1922	5S	N/A) Building has been demolished since earlier survey or evaluation.OHP CHRIS Database: HIST.SURV.; 0053-0877-0000; 05/22/91
436-446 12th Street	Bungalow court yard, 1-Story Single Family Residence; Built: 1922	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0878-0000; 05/22/91
450 12th Street	Craftsman, 1-Story Single Family Residence; Built: 1915	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0879-0000; 05/22/91

Address	Description of Historical Resource	OHP Code	Significance/Source of Information
458-454 12th Street	Craftsman, 1-Story Single Family Residence; Built: 1920	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0880-0000; 05/22/91
470 12th Street	Craftsman, 1-Story Single Family Residence; Built: 1920	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0881-0000; 05/22/91
696 12th Street	Craftsman, 1-Story Single Family Residence; Built: 1915	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0886-0000; 05/22/91
357 13th Street	Craftsman, 1-Story Single Family Residence; Built: 1905	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0892-0000; 05/22/91
394 13th Street	Craftsman, 2-Story Multi-Family Residen; Built: 1927	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0893-0000; 05/22/91
531 13th Street	Victorian Cottage, 1-Story Single Family Residence; Built: 1898	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0897-0000; 05/22/91
537 13th Street	Craftsman, 2-Story Single Family Residence; Built: 1905	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0898-0000; 05/22/91
577 13th Street	, 2-Story Multi-Family Residen; Built: 1912	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0899-0000; 05/22/91
590 13th Street	Craftsman, 2-Story Multi-Family Residen; Built:	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
332 14th Street	Victorian, 1-Story Single Family Residence; Built: 1905	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
425 14th Street	Craftsman, 2-Story Single Family Residence; Built: 1900	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0905-0000; 05/22/91
429 14th Street	2-Story Multi-Family Residen; Built: 1910	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0906-0000; 05/22/91
550 14th Street	Craftsman, 1-Story Single Family Residence; Built: 1912	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.

Address	Description of Historical Resource	OHP Code	Significance/Source of Information
257 15th Street	Vernacular Cottage, 1-Story Single Family Residence; Built: 1906	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0909-0000; 05/22/91
337 15th Street	Vernacular Cottage, 1-Story Single Family Residence; Built: 1905	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0910-0000; 05/22/91
380 15th Street	Peck House ; Built: 1887	5S	OHP CHRIS Database: HIST.SURV.; 0053-0305-0000; 05/22/91
388 15th Street	Folk Victorian Cottage, 1-Story Single Family Residence; Built: 1905	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0913-0000; 05/22/91
558 15th Street	Dutch Colonial Revival, 2-Story Single Family Residence; Built: 1900	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0915-0000; 05/22/91
560 15th Street	Craftsman, 1-Story Apartments; Built: 1917	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
337 16th Street	Vernacular Cottage, 2-Story Single Family Residence; Built: 1890	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0921-0000; 05/22/91
262 17th Street	Victorian, 2-Story Single Family Residence; Built: 1895	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
390 17th Street	; Built: 1895	5S	OHP CHRIS Database: HIST.SURV.; 0053-0927-0000; 05/22/91
477 19th Street	Late Victorian, 1-Story Single Family Residence; Built: 1910	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0938-0000; 05/22/91
566 19th Street	Craftsman Bunglow, 1-Story Duplex; Built: 1912	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
470 20th Street	Eclectic, 2-Story Single Family Residence; Built: 1900	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
409-423 22nd Street	Craftsman, 2-Story Multi-Family Residence; Built: 1912	5; 6-OHP	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0945-0000; 05/22/91
638 South Beacon Street	SAN PEDRO CITY HALL; Renaissance Revival, 7-Story Municipal Building; Built: 1927	2S2	Determined eligible for inclusion in the National Register of Historic Places and listed in the California Register of Historical Resources.OHP CHRIS Database: HIST.RES.; DOE-19-82-0001-0000; 09/15/92

Address	Description of Historical Resource	OHP Code	Significance/Source of Information
839 South Beacon Street	U.S. Post Office--San Pedro Main Branch; PWA Moderne/ Starved Classical, 3-Story Government; Post Off; Built: 1935	1S	Listed In The National Register, 01/11/1985; OHP CHRIS Database: HIST. SURV. 0053-4683-0000; 01/11/1985; Gebhard & Winter, 1994, p 62-Inside is a 40-foot long mural by Fletcher Martin
921 South Beacon Street	SAN PEDRO YMCA; HARBOR VIEW HOUSE; Spanish Colonial Revival, 5-Story Military Recreation; Built: 1925-26	2S2	City of Los Angeles Historic-Cultural Monument #252, declared 8/25/1982; OHP CHRIS Database: HIST.RES.; DOE-19-94-0451-0000; 03/21/94
1003 South Beacon Street	Craftsman, 2-Story Restaurant/Residenti; Built: 1905	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0947-0000; 05/22/91
1542 South Beacon Street	Muller House; Colonial Revival, 1 1/2-Story Residence; Built: 1899 C.	5S	Los Angeles Historic-Cultural Monument #253, declared 8/25/1982, originally located at 575 19th Street; OHP CHRIS Database: 0053-0941-0000; 05/22/91; Contains leaded glass, exquisite carving and wood paneling.
910-916 South Centre Street	Colonial Revival/Craftsman, 2-Story Apartment; Built: 1919	5D-AS	Vinegar Hill Historic Preservation Overlay Zone, 2001; Los Angeles Bureau of Engineering Survey of San Pedro, 1981; OHP CHRIS Database: HIST.SURV.; 0053-0958-0000; 05/22/91
918-920 1/2 South Centre Street	Residence for Gust Johnson; Queen Anne, 2-Story Residential SF; Built: 1895 c.	5B1	Vinegar Hill Historic Preservation Overlay Zone, 2001; Los Angeles Bureau of Engineering Survey of San Pedro, 1981; OHP CHRIS Database: HIST.SURV.; 0053-0959-0000; 05/22/91; Gebhard & Winter, 1994, p 62.
927 South Centre Street	Arts and Crafts Traditional, 2-Story Single Family Residence; Built: 1910	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0960-0000; 05/22/91
928 South Centre Street	Henry Stieglitz Residence; Hipped Roof Cottage, 1-Story Residence SF; Built: 1907	5B1	Vinegar Hill Historic Preservation Overlay Zone, 2001; Los Angeles Bureau of Engineering Survey of San Pedro, 1981; OHP CHRIS Database: HIST.SURV.; 0053-0961-0000; 05/22/91; Original owner Henry Stieglitz was a volunteer fireman in San Pedro.
936 South Centre Street	Residence of Mrs. J. Quinn by 1954; Neo-Classical Revival Influence, 2-Story Duplex; Built: 1911	5B1	Vinegar Hill Historic Preservation Overlay Zone, 2001; Los Angeles Bureau of Engineering Survey of San Pedro, 1981; OHP CHRIS Database: HIST.SURV.; 0053-0963-0000; 05/22/91; Original owner Henry Stieglitz was a San Pedro volunteer fireman, who also owned 928 Centre Street.

Address	Description of Historical Resource	OHP Code	Significance/Source of Information
1300 South Centre Street	Vernacular, 1 1/2-Story Single Family Residence; Built: 1904	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0966-0000; 05/22/91
1310 South Centre Street	Craftsman, 1 1/2-Story Single Family Residence; Built: 1905	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0967-0000; 05/22/91
1433 South Centre Street	Craftsman, 1 1/2-Story Single Family Residence; Built: 1909	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0968-0000; 05/22/91
1719 South Centre Street	Late Victorian, 1-Story Single Family Residence; Built: 1905	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0969-0000; 05/22/91
1811 South Centre Street	Vernacular Cottage, 1-Story Single Family Residence; Built: 1900	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0970-0000; 05/22/91
1761 Crescent Avenue	Minimal Traditinal, 1-Story Single Family Residence; Built: 1958	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
400-500 North Gaffey Street	Art Deco Bridge; Built:	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
500 North Gaffey Street	Art Deco Bridge; Built:	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
809 Grand Avenue	Spanish Colonial Revival, 2-Story Single Family Residence; Built:	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
829 Grand Avenue	Craftsman, 1-Story Multi-Family Residen; Built:	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
925-27 Grand Avenue	Craftsman, 1-Story Single Family Residence; Built:	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
1131 Grand Avenue	Victorian, 1-Story Single Family Residence; Built: 1895	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0988-0000; 05/22/91
1703 Grand Avenue	Craftsman, 1-Story Duplex; Built: 1915	5S	OHP CHRIS Database: HIST.SURV.; 0053-0993-0000; 05/22/91
Harbor Boulevard & 5th Street	LIBERTY HILL; Monument; Built: 1924	5-OHP	California State Historic Landmark #1021, site of 1923 strike by Marine Transport Workers Industrial Union 510; association with Upton Sinclair; OHP CHRIS Database: ST.HS.LDMK; 19-0238; 05/13/96

Address	Description of Historical Resource	OHP Code	Significance/Source of Information
532 North Mesa Street	Victorian, 1-Story Residential SF; Built:	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
1011 South Mesa Street	Craftsman, 2-Story Single Family Residence; Built: 1915	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0972-0000; 05/22/91
1220 South Mesa Street	Victorian, 1 1/2-Story Residential SF; Built: 1890	5S	OHP CHRIS Database: HIST.SURV.; 0053-0973-0000; 05/22/91
1304 South Mesa Street	Duch Colonial Revival, 2-Story Residential SF; Built: 1910	5S	OHP CHRIS Database: HIST.SURV.; 0053-0975-0000; 05/22/91
1527 South Mesa Street	Spanish Colonial Revival, 2-Story Single Family Residence; Built:	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
1611 South Mesa Street	Queen Anne Cottage, 1-Story Single Family Residence; Built: 1898	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0976-0000; 05/22/91
1931 South Mesa Street	Classical Revival, 1 1/2-Story Multi-Family Residen; Built: 1910	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0977-0000; 05/22/91
423 North Pacific Avenue	Barton Hill School; Moderne, 2-Story School; Built:	5	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.Listed in the National Register of Historic Places and California Register of Historical Resources.
630 South Pacific Avenue	Art Deco, 2-Story Commercial; Built:	5	
951 South Pacific Avenue	Eclectic, 1-Story Bank; Built:	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
1329 South Pacific Avenue	Art Deco, 2-Story Dining & Dancing; Built: 1920	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.
1525-1553 South Pacific Avenue	Streamline Moderne, 2-Story Auto Center; Built:	5; 6-OHP	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources; OHP CHRIS Database: HIST.SURV.; 0053-0843-0000; 05/22/91; Gebhard & Winter, 1994, p. 63.
2400 Block South Pacific Avenue	(Site of) CASA DE SAN PEDRO; ; Built: 1823	5; 7L-OHP	California Historical Landmark #920; OHP CHRIS Database: HIST.RES.; SHL-0920; 06/30/78; Site of the first commercial structure on the shore of San Pedro Bay, used to store cattle hides. Described by Richard Henry Dana in Two Years Before the Mast.

Address	Description of Historical Resource	OHP Code	Significance/Source of Information
909-1/2 South Palos Verdes Street	Commercial Building for James W. Hellman; False Front, 1-Story Residential/Commerci; Built: 1897 c.	5D1	Vinegar Hill Historic Preservation Overlay Zone, 2001; Los Angeles Bureau of Engineering Survey of San Pedro, 1981.
911 South Palos Verdes Street	Residence for Mrs. Isabella Schwartz; American Foursquare, 2-Story Apartment; Built: 1917	5D1	Vinegar Hill Historic Preservation Overlay Zone, 2001; Los Angeles Bureau of Engineering Survey of San Pedro, 1981; State Office of Historic Preservation Statewide Database; OHP CHRIS Database: HIST.SURV.; 0053-0950-0000; 05/22/91
1137 South Palos Verdes Street	Greek Revival, 1-Story Single Family Residence; Built: 1905	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources.OHP CHRIS Database: HIST.SURV.; 0053-0952-0000; 05/22/91
1441 South Palos Verdes Street	Streamline Moderne, 2-Story Multi-Family Residen; Built: 1940	5; 6-OHP	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources. OHP CHRIS Database: HIST.SURV.; 0053-0953-0000; 05/22/91
1535 South Palos Verdes Street	Queen Anne Bungalow, 1-Story Single Family Residence; Built: 1900	5S	Not eligible for the National Register of Historic Places, but potentially eligible for the California Register of Historical Resources. OHP CHRIS Database: HIST.SURV.; 0053-0956-0000; 05/22/91

APPENDIX B. FACADE STUDIES

739 - 741 Pacific:

Before:



After:

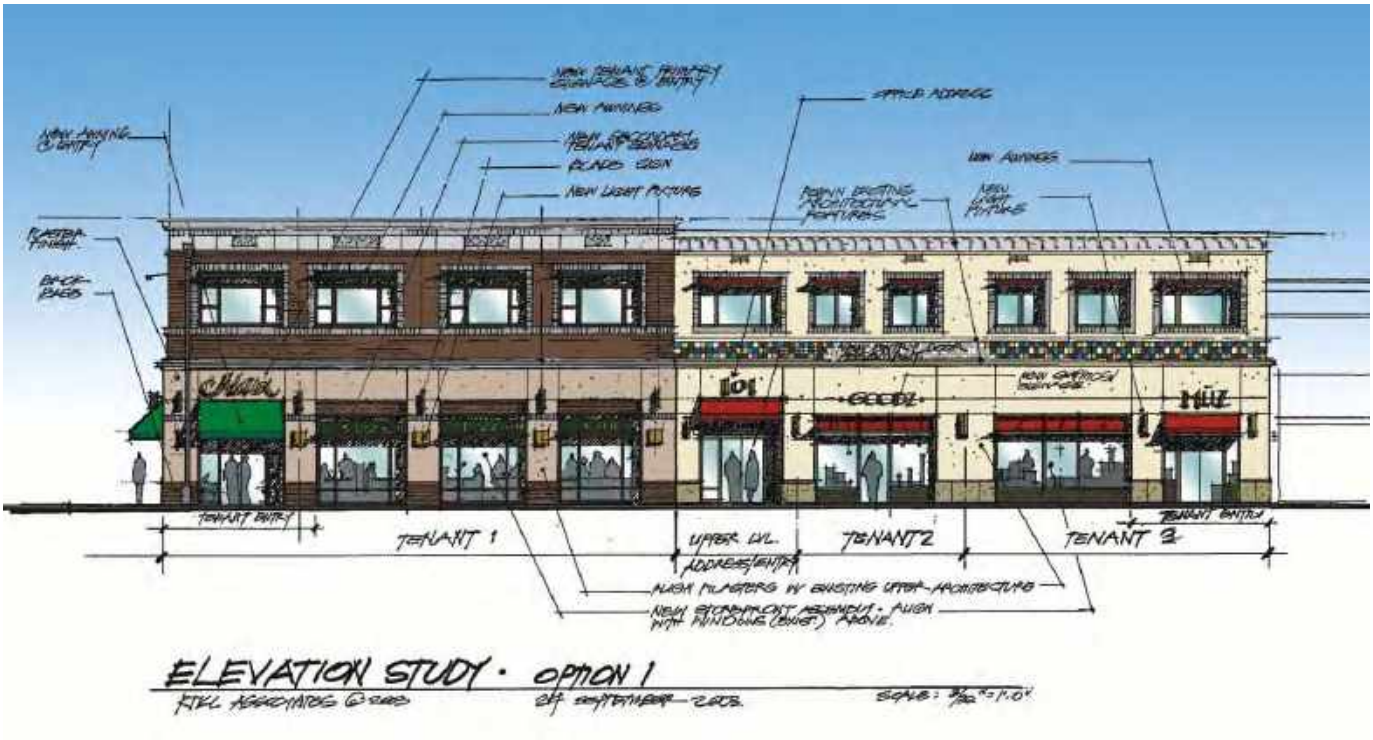


739 - 741 Pacific:

Before:



After (Option 1):

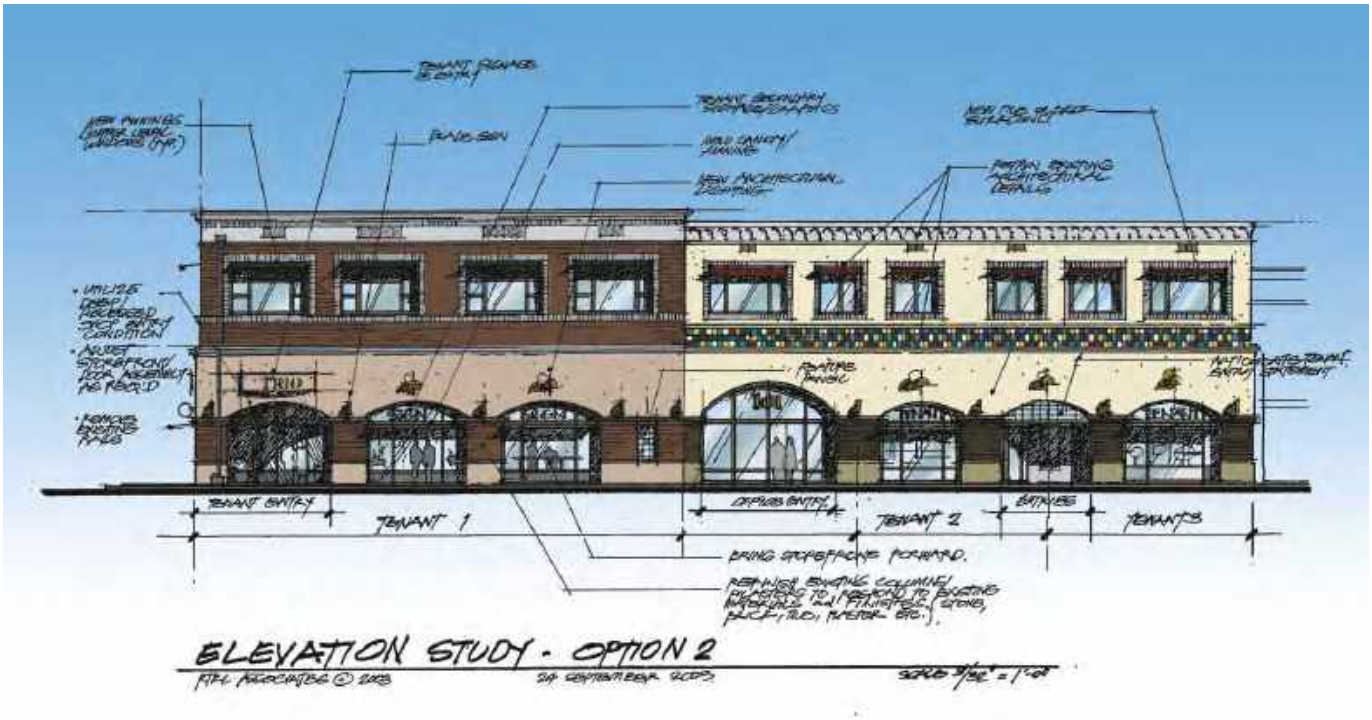


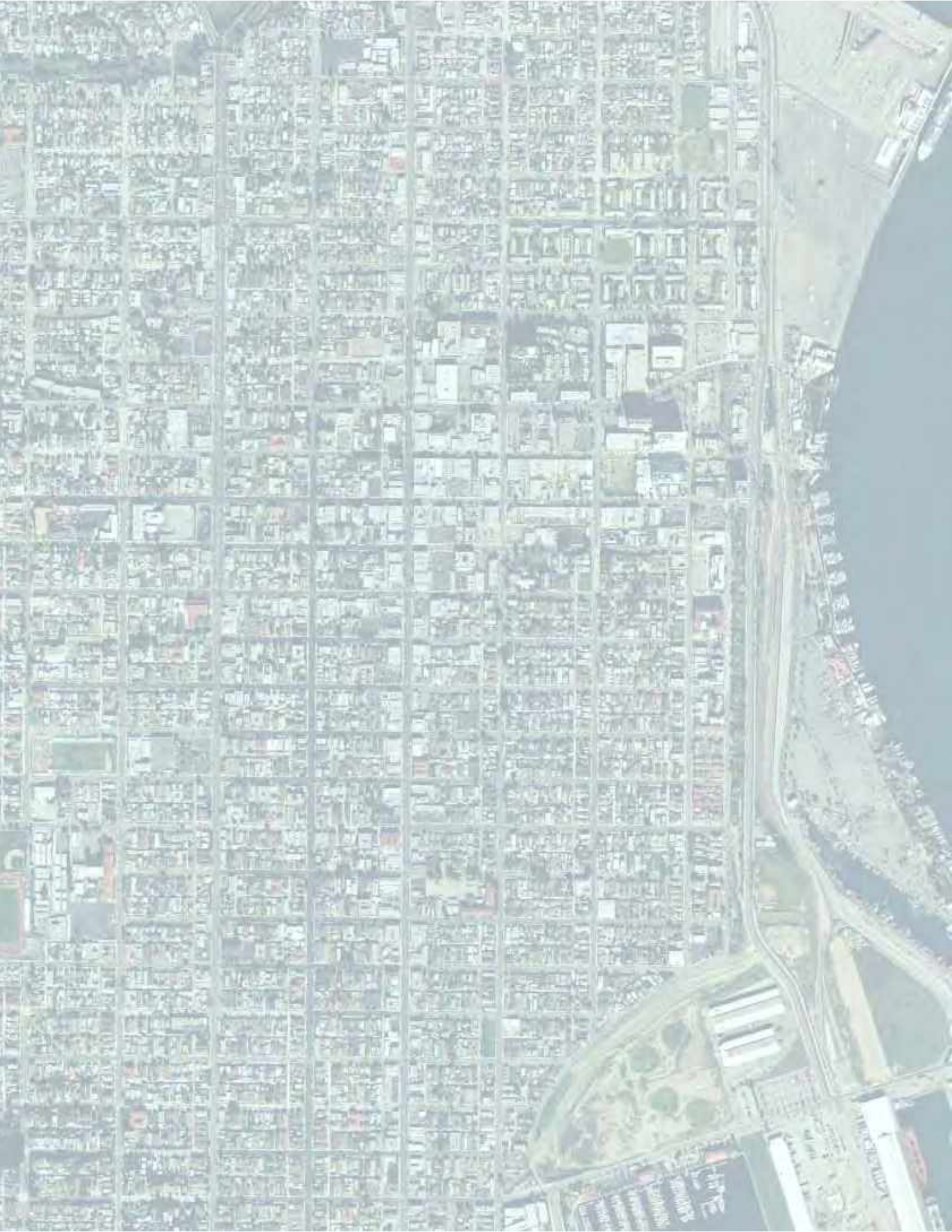
739 - 741 Pacific:

Before:



After (Option 2):





Communication from Public

Name:

Date Submitted: 06/14/2021 09:26 AM

Council File No: 20-0680

Comments for Public Posting: Attached is a document that supports the Citizens Protecting San Pedro appeal of the proposed project at 1309-1331 South Pacific Avenue. Case No. CPC-2019-4908-DB-SPR-1A Council File Number: 20-0680 Scheduled item for Council on Tuesday, June 15, 2021,10:00 AM Agenda item 9

REDEVELOPMENT PLAN

FOR THE

PACIFIC CORRIDOR REDEVELOPMENT PROJECT

ADOPTED: May 1, 2002

ORDINANCE NO. 174549

PREPARED BY

THE COMMUNITY REDEVELOPMENT AGENCY OF
THE CITY OF LOS ANGELES, CALIFORNIA

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REDEVELOPMENT PLAN

FOR THE

PACIFIC CORRIDOR REDEVELOPMENT PROJECT

§ 100. INTRODUCTION

§ 101. Contents of the Plan

This is the Redevelopment Plan (the "Plan") for the Pacific Corridor Redevelopment Project (the "Project") in the City of Los Angeles (the "City"), County of Los Angeles. This Plan consists of text (§§100-1000), the Redevelopment Plan Map (attached as Exhibit No. 1), the Legal Description of Project Area Boundaries (attached as Exhibit No. 2), the Proposed Public Improvements and Facilities Projects (attached as Exhibit No. 3), the Diagram Illustrating Limitations on Type, Size, Height, Number and Proposed Use of Buildings (attached as Exhibit No. 4), and the Diagram Illustrating Approximate Amount of Open Space (attached as Exhibit No. 5). This Plan was prepared by The Community Redevelopment Agency of the City of Los Angeles (the "Agency") pursuant to the Community Redevelopment Law of the State of California (Health & Safety Code §§33000 *et seq.*) (the "Redevelopment Law"), the California Constitution, and all applicable local codes and ordinances. The area covered by this Plan is referred to as the Pacific Corridor Redevelopment Project Area or the "Project Area." The Project Area includes all properties within the Project boundary shown on the Redevelopment Plan Map.

§ 102. Conformance with General Plan and Community Plan

The proposed redevelopment of the Project Area as described in this Plan conforms to the General Plan of the City, including the Community Plan for the San Pedro District ("Community Plan") which was approved by the City Council on September 10, 1980, and most recently updated on March 17, 1999, as applied to the Project Area in accord with local codes and ordinances.

§ 103. Preliminary Plan

This Plan is based upon a Preliminary Plan formulated and adopted by the Planning Commission of the City (the "Planning Commission") on November 8, 2001, under Case No. C.P.C. 2000-199(CRA).

§ 104. Agency Powers, Duties and Obligations for Implementation of Plan

This Plan describes certain of the Agency's powers, duties and obligations in implementing and furthering the program generally formulated in this Plan for the redevelopment, rehabilitation and revitalization of the Project Area. The Plan presents a process and basic framework within which specific redevelopment activities will be presented and priorities established. The Plan contains some provisions that are based upon the Redevelopment Law in effect on the adoption date of the Plan. This shall not be construed to limit the powers or duties of the Agency under the Redevelopment Law, which powers and duties shall be governed by the Redevelopment Law in effect at the applicable time, for the action taken, obligation incurred and/or requirement imposed.

§ 105. Project Objectives

The objectives of this Project with respect to the Project Area are as follows:

1. Community Image and Vision

   To maintain the Downtown San Pedro and the surrounding area as an aesthetically pleasing community reflecting its past and reinforcing its status as an international port city, with waterfront access.

2. Health and Public Safety

   To assure a crime-free and drug-free community.

3. Economic Revitalization and Job Creation

   To retain and expand business and ensure San Pedro as a fully employed community.

4. Development of Tourist Oriented Facilities

   To promote tourism related activities that enhance economic and recreational opportunities in the community.

5. Social Services and Community Recreation Facilities

   To maintain and expand community services and facilities.

6. Diversification of Retail and Entertainment Activities

   To develop a variety of consumer retail, shopping and entertainment opportunities and discourage commercial activities perceived to have a detrimental effect on the community.

7. Historic Preservation and Promotion of Cultural Heritage

   To preserve the unique cultural, social and physical features of the community.

8. Preservation of Existing Housing Stock and Creation of New Home Ownership Opportunities.

   To preserve existing housing stock and provide choice for a variety of new and rehabilitated housing opportunities.

9. Public Improvements and Amenities

   To install, repair and maintain public improvements and amenities.

10. Port involvement and Participation in Community Revitalization

    To engage and increase involvement of the Port in the physical and economic revitalization of the community.

§ 200. GENERAL DEFINITIONS

The following definitions are used in this Plan unless otherwise indicated by the text:

1. "Affected Taxing Entities" means any governmental taxing entity (sometimes referred to as "taxing agency") that levies property taxes on all or a portion of property located within the Project Area in the fiscal year prior to the adoption of the Plan.

2. "Agency" means The Community Redevelopment Agency of the City of Los Angeles, California.

3. "City" means the City of Los Angeles, California.

4. "City Council" means the City Council of the City of Los Angeles, California.

5. "County" means the County of Los Angeles, California.

6. "Plan" means the Redevelopment Plan for the Pacific Corridor Redevelopment Project.

7. "Planning Commission" means the Planning Commission of the City of Los Angeles, California.

8. "Port" means the Port of Los Angeles, California

9. "Project" means the Pacific Corridor Redevelopment Project.

10. "Project Area" means the area included within the boundaries of the Pacific Corridor Redevelopment Project.

11. "Redevelopment Law" means the Community Redevelopment Law of the State of California (§§33000 *et seq.* of the California Health & Safety Code).

12. "State" means the State of California.

§ 300. PROJECT AREA BOUNDARIES AND LEGAL DESCRIPTION

The boundaries of the Project Area are shown on the "Redevelopment Plan Map," attached hereto as Exhibit No. 1 and described in the "Legal Description of Project Area Boundaries," attached hereto as Exhibit No. 2.

§ 400. PROPOSED REDEVELOPMENT ACTIVITIES

§ 401. General Redevelopment Actions

To accomplish the objectives of this Plan as set forth in §105, the Agency proposes to implement this Plan by:

1. Providing for participation in the redevelopment process by owners and tenants located in the Project Area and reasonable preferences for business occupants to re-enter into business in the redeveloped Project Area, subject to the limitations and requirements provided by law and established Owner Participation Rules;

2. Acquisition of property;

3. Management of property under the ownership and control of the Agency;

4. Providing relocation assistance to displaced occupants of acquired property;

5. Demolition or removal of buildings and improvements;

6. Installation, construction, or reconstruction of streets, utilities and other public facilities and improvements;

7. Rehabilitation, development or construction of commercial, residential, industrial, or other uses in accordance with this Plan;

8. Disposition of property for uses in accordance with this Plan;

9. Provision for low- and moderate-income housing, including where applicable very low-income housing;

10. Redevelopment of land by private enterprise and public agencies for uses in accordance with this Plan; and

11. Other actions as appropriate.

In the accomplishment of these purposes and activities and in the implementation and furtherance of this Plan, the Agency is authorized to use all the powers provided in this Plan and all the powers now or hereafter permitted by law.

§ 402. Participation by Property Owners and Preferences for Business Occupants

§ 402.1. Opportunities for Property Owner Participation and Preferences for Business Occupants

In accordance with this Plan and the "Rules Governing Owner Participation by Property Owners and Preferences for Business Occupants to Re-enter Into Business Within the Pacific Corridor Redevelopment Project Area" adopted by the Agency pursuant to this Plan and the Redevelopment Law, as amended and/or supplemented from time to time ("Owner Participation Rules"), persons who are owners of residential, business and other types of real property in the Project Area shall be given the opportunity to participate in redevelopment by rehabilitation, retention of improvements, re-entry into business in redeveloped areas, or new development, by retaining all or a portion of their properties, acquiring and developing adjacent or other properties in the Project Area, or selling their properties to the Agency and purchasing and developing other properties in the Project Area.

In accordance with this Plan and the Owner Participation Rules, the Agency shall extend reasonable preferences to persons who are engaged in business in the Project Area to re-enter into business within the redeveloped area if they otherwise meet the requirements prescribed by this Plan and the Owner Participation Rules.

If conflicts develop between the desires of participants for particular sites or land uses, the Agency is authorized to establish reasonable priorities and preferences among the owners and tenants.

In addition to opportunities for participation by individual persons and firms, to the extent it is feasible, opportunities for participation shall be available for two or more persons, firms or institutions, to join together in partnerships, corporations or other joint ventures as described in the Owner Participation Rules.

§ 402.2. Factors Affecting Owner Participation and Preferences for Businesses

The Agency shall promulgate and, as appropriate, amend the Owner Participation Rules.

Participation opportunities are necessarily subject to and limited by the factors described in the Owner Participation Rules.

§ 402.3. Owner Participation Agreements

The Agency may require that, as a condition to participation in redevelopment, each participant who has submitted an acceptable proposal to the Agency shall enter into a binding agreement with the Agency by which the participant agrees to rehabilitate, develop or use and maintain the property in conformance with this Plan and to be subject to the provisions hereof. In such agreements, participants who retain real property shall be required to join in the recordation of such documents as are necessary to make the provisions of this Plan applicable to their properties.

In the event a participant fails or refuses to maintain, or rehabilitate or newly develop their real property pursuant to this Plan and an owner participation agreement, the real property or any interest therein may be acquired by the Agency.

Whether or not a participant enters into an owner participation agreement with the Agency, the provisions of this Plan are applicable to all public and private property in the Project Area.

§ 403. Acquisition of Property

§ 403.1. Acquisition of Real Property

Except as specifically exempted herein, the Agency may acquire, but is not required to acquire, any real property located in the Project Area, by gift, devise, exchange, purchase, lease, eminent domain or any other means authorized by law.

It is in the public interest and is necessary, in order to eliminate the conditions requiring redevelopment and in order to execute this Plan, for the power of eminent domain to be employed by the Agency to acquire real property in the Project Area, subject to the limitations set forth in this Section and applicable law. The Agency shall make every reasonable effort to acquire real property by negotiation.

The Agency shall not exercise the power of eminent domain to acquire any parcel of real property within the Project Area for which proceedings in eminent domain have not commenced within twelve (12) years after the adoption of this Plan. This time limitation may be extended only by amendment of this Plan, unless otherwise provided for by law.

The Agency shall not exercise the power of eminent domain to acquire any parcel of real property in the Project Area on which any persons lawfully reside.

The Agency is authorized to acquire structures without acquiring the land upon which those structures are located. The Agency is also authorized to acquire any other interest in property less than a fee.

The Agency is not authorized by law to acquire real property owned by public bodies which do not consent to such acquisition.

Without the consent of an owner, the Agency shall not acquire any real property on which an existing building is to be continued on its present site and in its present form and use unless such building requires structural alteration, improvement, modernization or rehabilitation, or the site or lot on which the building is situated requires modification in size, shape or use, or it is necessary to impose upon such property any of the standards, restrictions and controls of this Plan and the owner fails or refuses to agree to participate in this Plan pursuant to the Agency's Owner Participation Rules.

§ 403.2. Acquisition of Personal Property

Where necessary in the execution of this Plan, the Agency is authorized to acquire personal property in the Project Area by any lawful means, including eminent domain.

§ 404. Property Owned and Managed by the Agency

During such time as property, if any, in the Project Area is owned by the Agency, such property shall be under the management and control of the Agency. Such property may be rented or leased by the Agency pending its disposition for redevelopment, and such rental or lease shall be pursuant to such policies as the Agency may adopt.

Pursuant to §33401 of the Redevelopment Law, the Agency is authorized, but not required, in any year during which it owns property in the Project Area that is tax exempt, to pay directly to any city, county, city and county, district, including but not limited to, a school district, or other public corporation for whose benefit a tax would have been levied upon such property had it not been exempt, an amount of money in lieu of taxes that may not exceed the amount of money the public entity would have received if the property had not been tax exempt.

§ 405. Relocation of Occupants Displaced as a Result of Agency Programs or Projects

§ 405.1. Eligibility and Assistance

The Agency shall assist all eligible persons (including individuals and families), business concerns and others displaced as a direct result of programs or projects undertaken by the Agency with monetary and advisory relocation assistance consistent with the California Relocation Assistance and Real Property Acquisition Law (Government Code, Sections 7260, *et seq.*), the State Guidelines adopted and promulgated pursuant thereto, the Relocation Rules and Regulations adopted by the Agency, the Plan and Method of Relocation adopted by the Agency specifically for this Project, and the provisions of this Plan.

The Agency shall implement a relocation assistance advisory program which satisfies the requirements of applicable laws as described in the Plan and Method of Relocation. Such program shall be administered so as to provide advisory services which offer maximum assistance to minimize the hardship of displacement and to ensure that (a) all persons displaced from their places of business are assisted in reestablishing with a minimum of delay and loss of earnings (if reasonably possible), and (b) in the event that displacement involves housing, all persons and families displaced from their dwellings are relocated into housing meeting the criteria for comparable replacement housing contained in the State Guidelines and the Agency Relocation Rules and Regulations. No eligible person shall be required to move from his/her dwelling unless within a reasonable period of time prior to displacement a comparable replacement dwelling or, in the case of a temporary move, an adequate replacement dwelling is available to such person.

The City, at the request of the Agency, has established a Relocation Appeals Board to review cases involving appeals of Agency relocation decisions. The Relocation Appeals Board shall hear all complaints brought by potential displacees and residents of the Project Area relating to relocation and make determinations in accordance with the Agency Relocation Rules and Regulations. The Relocation Appeals Board shall, after a public hearing, transmit its findings and recommendations to the Agency in accordance with the Agency Relocation Rules and Regulations.

§ 405.2. Relocation Payments

The Agency shall make relocation payments to or on behalf of eligible displaced persons and businesses in accordance with applicable law as described in the Plan and Method of Relocation. The obligations for relocation payments are in addition to any acquisition payments made pursuant to the Agency's real property acquisition guidelines, which are set forth in the Agency Relocation Rules and Regulations.

§ 405.3. Displacement of Persons or Families of Low- and Moderate-Income

In the event that displacement involves housing, no persons or families of low- and moderate-income shall be displaced unless and until there is a suitable housing unit available and ready for occupancy by the displaced person or family at rents comparable to those at the time of their displacement. The housing units shall be suitable to the needs of the displaced persons or families and must be decent, safe, sanitary, and otherwise standard dwellings. If insufficient suitable housing units are available in the City for low- and moderate-income persons and families to be displaced from the Project Area, the Agency shall assure that sufficient land be made available for suitable housing for rental or purchase by low- and moderate-income persons and families. Additionally, if insufficient suitable housing units are available in the City for use by the persons and families of low- and moderate-income displaced by the Project, the Agency may, to the extent of that deficiency, expend funds or take such other actions as necessary to provide, rehabilitate or construct, or cause the provision, rehabilitation or construction of housing units within the City as provided in the Agency's adopted Plan and Method of Relocation. Permanent housing facilities shall be made available within three (3) years from the time occupants are displaced and pending the development of permanent housing facilities there shall be available to the displaced occupants adequate temporary housing facilities at rents comparable to those in the City at the time of their displacement.

§ 405.4. Priorities for Low- and Moderate-Income Displacees

Whenever all or any portion of the Project Area is developed with low- or moderate-income housing units, the Agency shall require by contract, or other appropriate means, that such housing units shall be made available for rent or purchase to the persons and families of low- or moderate-income displaced by the Project. Such persons and families shall be given priority in renting or purchasing such housing; provided, however, failure to give such priority shall not affect the validity of title to the real property upon which such housing units have been developed.

§ 406. Rehabilitation and Moving of Structures

The Agency is authorized to rehabilitate or to cause to be rehabilitated any building or structure in the Project Area owned or acquired by the Agency. The Agency is also authorized and directed to advise, encourage and assist in the rehabilitation of property in the Project Area not owned or acquired by the Agency. To the extent funds are available, the Agency may establish a program under which it loans funds at low interest or market rate to owners or tenants for the purpose of rehabilitating commercial, residential, and industrial buildings and structures within the Project Area.

As necessary in carrying out this Plan, the Agency is authorized to move or to cause to be moved any structure or building from real property owned or acquired by the Agency.

§ 407. Demolition, Clearance, Public Improvements, Building and Site Preparation

§ 407.1. Demolition and Clearance

The Agency is authorized to demolish and clear buildings, structures and other improvements from any real property in the Project Area owned or acquired by the Agency as necessary to carry out the purposes and objectives of this Plan. Dwelling units housing persons and families of low- or moderate-income shall not be removed or destroyed until the conditions described in the Agency's Plan and Method of Relocation have been satisfied.

§ 407.2. Public Improvements, Public Facilities and Public Utilities

To the extent and in the manner permitted by law, the Agency is authorized to install and construct, or to cause to be installed and constructed, the public improvements and facilities and public utilities (within or outside the Project Area) necessary to carry out this Plan. Such public improvements and facilities include, but are not limited to, over- or underpasses, bridges, streets, curbs, gutters, sidewalks, streetlights, water distribution systems, sewers, storm drains, traffic signals, electrical distribution systems, parks, plazas, playgrounds, motor vehicle parking facilities, landscaped areas, street furnishings and transportation facilities, and as set forth in attached Exhibit No. 3, Proposed Public Improvements and Facilities Projects, which is incorporated herein by this reference.

§ 407.3. Preparation of Building Sites

To the extent and in the manner permitted by law, the Agency is authorized to prepare, or cause to be prepared, as building sites any real property in the Project Area owned or acquired by the Agency. The Agency is also authorized (to such extent and in such manner permitted by law) to construct foundations, platforms and other structural forms necessary for the provision or utilization of air rights sites for buildings to be used for residential, commercial, industrial, public and other uses provided in this Plan.

§ 408. Disposition and Development of Property

§ 408.1. Real Property Disposition and Development

For the purposes of this Plan, the Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property.

To the extent and in the manner permitted by law, the Agency is authorized to dispose of real property by negotiated lease, sale or transfer without public bidding.

All real property acquired, in whole or in part, directly or indirectly, by the Agency in the Project Area with tax increment monies, shall be sold or leased for development for consideration which shall not be less than fair market value for the highest and best use in accordance with this Plan; or for consideration not less than the fair reuse value at the use and with the covenants and conditions and development costs authorized by the sale or lease. Real property acquired by the Agency may be conveyed by the Agency without charge to the City; and where beneficial to the Project, without charge to any other public body. Property acquired by the Agency for rehabilitation and resale shall be offered for resale within one (1) year after completion of rehabilitation or an annual report concerning such property shall be published by the Agency as required by law.

Pursuant to the provisions of this Plan and the Owner Participation Rules adopted by the Agency, the Agency may offer real property acquired by the Agency in the Project Area for purchase and development by owner participants.

Pursuant to the provisions of §33444.6 of the Redevelopment Law, as part of an agreement that provides for the development or rehabilitation of property in the Project Area to be used for industrial or manufacturing purposes, the Agency may assist with the financing of facilities or capital equipment, including, but not necessarily limited to, pollution control devices. Prior to entering into such an agreement for development that will be assisted, the Agency shall find, after public hearing, that the assistance is necessary for the economic feasibility of the development and that the assistance cannot be obtained on economically feasible terms in the private market.

§ 408.2. Disposition and Development Documents

The Agency shall reserve such powers and controls in the disposition and development documents as may be necessary to prevent transfer, retention or use of property for speculative purposes and to insure that developments are carried out pursuant to this Plan.

All purchasers or lessees of property acquired from the Agency shall be made obligated to use the property for the purposes designated in this Plan, to begin and complete development of the property within a period of time which the Agency fixes as reasonable, and to comply with other conditions which the Agency deems necessary to carry out the purposes of this Plan.

To provide adequate safeguards to ensure that the provisions of this Plan will be carried out and to prevent the recurrence of blight, all real property sold, leased or conveyed by the Agency, as well as all property subject to participation agreements, shall be made subject to the provisions of this Plan by appropriate documentation. Where appropriate, as determined by the Agency, such documents or portions thereof shall be recorded in the Office of the Recorder of the County.

The leases, deeds, contracts, agreements and declarations of restrictions may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provision necessary to carry out this Plan.

All property in the Project is hereby subject to the restriction that there shall be no discrimination or segregation based upon age, race, color, creed, religion, sex, sexual orientation, marital status, disability, national origin or ancestry, in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of property in the Project Area. All property sold, leased, conveyed or subject to documents including but not limited to an owner participation agreement or disposition and development agreement shall be made expressly subject by appropriate documents to the restriction that all deeds, leases or contracts for the sale, lease, sublease or other transfer of land in the Project Area shall contain such nondiscrimination and nonsegregation clauses as are required by law, including but not limited to the clauses required by §33436 of the Redevelopment Law.

§ 408.3. Development by Agency or Other Public Bodies or Entities

To the extent and in the manner now or hereafter permitted by law, the Agency is authorized to pay all or part of the value of the land for and the cost of the installation and construction of any building, facility, structure, or other improvement which is publicly owned either within or without the Project Area, if the City Council determines that the buildings, facilities, structures, or other improvements are of benefit to the Project Area or the immediate neighborhood in which the Project is located, and that no other reasonable means of financing such buildings, facilities, structures, or other improvements are available to the community, and that the payment of funds involved

will assist in the elimination of one or more blighting conditions inside the Project Area or will provide housing for low- or moderate-income persons, and is consistent with the implementation plan adopted pursuant to §33490 of the Redevelopment Law. The Agency may enter into contracts, leases and agreements with the City or other public body or entity pursuant to Section 33445 of the Redevelopment Law, and the obligation of the Agency under such contract, lease or agreement shall constitute an indebtedness of the Agency which may be made payable out of the taxes levied in the Project Area and allocated to the Agency under subdivision (b) of §33670 of the Redevelopment Law and under §602 of this Plan, or out of any other available funds. The acquisition of property and installation or construction of each facility referred to in the "Proposed Public Improvements and Facilities Projects," attached hereto as Exhibit No. 3 and incorporated herein by reference, is provided for in this Plan.

§ 408.4. Development Plans

All development plans (whether public or private) shall be submitted to the Agency for approval and architectural review. All development in the Project Area must conform to this Plan, applicable design guidelines, and all applicable federal, State and local laws, and must receive the approval of the appropriate public agencies.

During the period of development in the Project, the Agency shall insure that the provisions of this Plan and of other documents formulated pursuant to this Plan are being observed, and that development in the Project Area is proceeding in accordance with disposition and development documents and time schedules.

§ 408.5. Disposal of Personal Property

For the purposes of this Plan, the Agency is authorized to sell, lease, exchange, transfer, assign, pledge, encumber or otherwise dispose of personal property.

§ 409. Provision for Low- and Moderate-Income Housing

§ 409.1. General Authority

The Agency may, inside or outside the Project Area, acquire land, improve sites, or construct or rehabilitate structures in order to provide housing for persons and families of low- or moderate-income. The Agency may also provide subsidies to, or for the benefit of, such persons and families or households to assist them in obtaining housing.

§ 409.2. Increase, Improve and Preserve Supply of Affordable Housing

Subject to any limitations and exceptions authorized by law and exercised by the Agency, not less than twenty percent (20%) of all taxes which are allocated to the Agency pursuant to §33670 of the Redevelopment Law for the Project shall be used by the Agency for the purposes of increasing, improving and preserving the community's supply of low- and moderate-income housing available at affordable housing cost, as defined by Health & Safety Code §50052.5, to persons and families of low- or moderate-income, as defined in Health & Safety Code §50093, and very low-income households, as defined in Health & Safety Code §50105. These funds shall be deposited by the Agency into a Low- and Moderate-Income Housing Fund established pursuant to §33334.3 of the Redevelopment Law, and held in such Fund until used. The Agency shall use the moneys in the fund as required and authorized by the Redevelopment Law.

Assistance provided by the Agency to preserve the availability to lower income households of affordable housing units, which are assisted or subsidized by public entities and which are threatened with imminent conversion to market rates, may be credited and offset against the Agency's obligations under §33334.2 of the Redevelopment Law.

§ 409.3. Replacement Housing

Whenever dwelling units housing persons and families of low- or moderate- income are destroyed or removed from the low- and moderate-income housing market as a part of the Project, the Agency shall, within four (4) years of the destruction or removal, rehabilitate, develop or construct, or cause to be rehabilitated, developed or constructed, for rental or sale to persons and families of low- or moderate-income, an equal number of replacement dwelling units at affordable housing costs, as defined by Health & Safety Code §50052.5, within the Project Area and/or the City, in accordance with all of the provisions of §§33413 and 33413.5 of the Redevelopment Law.

§ 409.4. Compliance With Applicable Law

The Agency shall comply with all of the low and moderate income housing requirements of the Redevelopment Law which are applicable to this Plan, including but not limited to applicable expenditure, replacement, and inclusionary housing requirements, and in connection therewith, the Agency shall have all of the powers and authorization to act as may, from time to time, be provided by the Redevelopment Law and other applicable law.

§ 410. Cooperation with Public Bodies

Certain public bodies are authorized by State law to aid and cooperate, with or without consideration, in the planning, undertaking, construction or operation of this Project. The Agency shall seek the aid and cooperation of such public bodies and shall attempt to coordinate this Plan with the activities of such public bodies in order to accomplish the purposes of redevelopment and the highest public good.

The Agency, by law, is not authorized to acquire real property owned by public bodies without the consent of such public bodies. The Agency, however, will seek the cooperation of all public bodies which own or intend to acquire property in the Project Area. The Agency shall impose on all public bodies the planning and design controls contained in this Plan to insure that present uses and any future development by public bodies will conform to the requirements of this Plan. Any public body which owns property in the Project Area will be afforded all the privileges of owner participation if such public body is willing to enter into a participation agreement with the Agency. Public bodies will also be given a reasonable preference to re-enter into the redeveloped Project Area. All plans for development of property in the Project Area by a public body shall be subject to Agency approval. The Agency is authorized to assist in the development of publicly owned buildings, facilities, structures or other improvements as provided in §504 of this Plan.

Pursuant to §33401 of the Redevelopment Law, the Agency is authorized, but not required, in any year during which it owns property in the Project Area that is tax exempt, to pay directly to any City, County, City and County, District, including but not limited to, a School District, or other public corporation for whose benefit a tax would have been levied upon such property had it not been exempt, an amount of money in lieu of taxes that may not exceed the amount of money the public entity would have received if the property had not been tax exempt.

During such time as property in the Project Area is owned by the Agency, if any, such property shall be under the management, maintenance and control of the Agency. Such property may be rented or leased by the Agency pending its disposition for redevelopment, and such rental or lease shall be pursuant to such policies as the Agency may adopt.

§ 500. LAND USES PERMITTED IN THE PROJECT AREA

§ 501. General Controls and Limitations

All real property in the Project Area is hereby made subject to the controls and requirements of this Plan and all applicable State laws and City ordinances and regulations. No real property in the Project Area shall be subdivided, developed, rehabilitated or otherwise changed after the adoption of this Plan, except in conformance with the provisions of this Plan or applicable design guidelines adopted pursuant to this Plan.

§ 502. Redevelopment Plan Map

The Redevelopment Plan Map, attached hereto as Exhibit No. 1 and incorporated herein, illustrates the location of the Project Area boundaries, the immediately adjacent streets, the proposed public rights-of-way and public easements, and the land uses currently permitted in the Project Area for all public, semi-public and private land. Notwithstanding anything to the contrary in this Plan, the land uses permitted in the Project Area shall be those permitted by the General Plan, the applicable Community Plan, and any applicable City zoning ordinance, all as they now exist or are hereafter amended and/or supplemented from time to time. In the event the General Plan, the applicable Community Plan, or any applicable City zoning ordinance is amended or supplemented with regard to any land use in the Project Area, the land use provisions of this Plan, including without limitation, all Exhibits attached hereto, shall be automatically modified accordingly without the need for any formal plan amendment process.

§ 503. Permitted Land Uses

§ 503.1. Residential Uses

Areas shown on the Redevelopment Plan Map as Residential shall be maintained, developed or used for single or multiple family housing, consistent with the applicable Community Plan as it now reads or as it may be amended from time to time in the future.

§ 503.2. Commercial Uses

Areas shown on the Redevelopment Plan Map as Commercial shall be maintained, developed, or used for Commercial uses, consistent with the applicable Community Plan as it now reads or as it may be amended from time to time in the future.

§ 503.3. Industrial Uses

Areas shown on the Redevelopment Plan Map as Industrial shall be maintained, developed or used for Industrial uses, consistent with the applicable Community Plan as it now reads or as it may be amended from time to time in the future.

§ 503.4 Residential Uses Within Commercial and Industrial Areas

The Agency may permit appropriately designed and properly located residential and mixed use development within Commercial and Industrial areas, consistent with the applicable Community Plan as it now reads or as it may be amended from time to time in the future, provided that the proposed use shall conform to the following criteria:

1. Promote community revitalization;
2. Promote the goals and objectives of the Plan;
3. Be compatible with and appropriate for the Commercial uses in the vicinity;
4. Include amenities which are appropriate to the size and type of housing units proposed; and
5. Meet design and location criteria required by the Agency.

§ 503.5 Commercial Uses within Industrial Areas

The Agency may permit appropriately designed and properly located commercial uses within Industrial areas, consistent with the applicable Community Plan as it now reads or as it may be amended from time to time in the future, provided that the proposed use shall conform to the following criteria:

1. Promote community revitalization;
2. Promote the goals and objectives of the Plan;
3. Be compatible with and appropriate for the Industrial uses in the vicinity;
4. Meet design and location criteria required by the Agency.

§ 503.6 Restricted Commercial/Industrial Uses

The following uses shall not be permitted within the Project; liquor store, penny arcade, pawnshop, indoor and outdoor swap meet, open storage, trailer or truck storage yard, junk yard, scrap metal processing yard; and adult entertainment uses such as adult arcade, adult bookstore, adult cabaret, adult motel, adult motion picture theater, adult theater, massage parlor or sexual encounter establishment, as defined in Section 12.70.B of the Municipal Code of the City of Los Angeles; and recycling center as defined in Section 14520 of the California Public Resources Code.

§ 504. Public, Open Space and Other Public and Quasi-Public Uses

§ 504.1. Public, and Open Space

Areas shown on the Redevelopment Plan Map as Public shall be used for public facilities, including school and occupational training sites, parking facilities, and other public services.

Areas shown on the Redevelopment Plan Map as Open Space shall be used for parkland and other recreational facilities.

The Agency may, at the request of the public body owning a site, and after public hearing, re-designate the site for a use other than Public provided that:

1. After a review of the environmental effects of the proposed use and the proposed development concept, the Agency finds that the change in use is consistent with the goals of the Redevelopment Plan;

2. The change in use is compatible with the land use designations for the adjacent areas;

3. In a situation where open space and/or recreation areas are the current use, replacement open space and/or recreation areas use will be provided within a reasonable time period; and

4. The change in use shall be subject to all required City approvals and shall conform to the applicable Community Plan as it may be amended from time to time in the future.

§ 504.2. Public Street Layout, Rights-of-Way and Easements

The street layout in the Project Area is illustrated on the Redevelopment Plan Map (Exhibit No. 1) and shall remain substantially in its existing configuration. Streets and alleys may be widened, altered, realigned, abandoned, depressed, decked or closed as necessary for proper redevelopment of the Project. Additional public streets, rights-of-way and easements may be created in the Project as needed for development and circulation. Such modifications as may be implemented shall conform to the applicable Community Plan as it now reads or as it may be amended from time to time in the future.

The air rights over or under public rights-of-way may be used for private uses, buildings, platforms, decks and other uses subject to Agency approval. The public rights-of-way may further be used for transportation systems, vehicular and/or pedestrian traffic as well as for public improvements, public and private utilities, and activities typically found in public rights-of-way.

§ 504.3. Other Open Space, Public and Quasi-Public Uses

In any area of the Project, the Agency is authorized to permit the establishment, alteration or enlargement of public, semi-public, institutional or nonprofit uses, including park and recreational facilities, libraries, hospitals, educational, fraternal, employee, philanthropic, religious and charitable institutions, and facilities of other similar associations or organizations. All such uses shall conform, so far as possible, to the provisions of this Plan applicable to the uses in the specific area involved. The Agency may impose such other reasonable restrictions upon such uses as are necessary to protect the development and use of the Project Area. The Agency shall give special consideration to participation in such projects by qualified nonprofit organizations which have a special understanding of the needs and concerns of the community.

§ 505. Interim Uses

Pending the ultimate development of land by developers and participants, the Agency is authorized to temporarily use or permit the temporary use of any land in the Project area for interim uses not in conformity with the uses permitted in this Plan.

§ 506. Nonconforming Uses

The Agency is authorized to permit an existing use to remain in an existing building in good condition, which use does not conform to this Plan, provided that such use is generally compatible with the developments and uses in the Project. The owner of such property must be willing to enter into a participation agreement and agree to the imposition of such reasonable restrictions as are necessary to protect the development and use of the Project Area.

The Agency may authorize additions, alterations, repairs, or other improvements or changes in use of land or buildings in the Project Area for uses which do not conform to the provisions of this Plan where such improvements are within a portion of the Project where, in the determination of the Agency, such improvements would be compatible with surrounding and Project uses and development.

§ 507. New Construction and Rehabilitation of Properties

All new construction and/or rehabilitation of existing structures within the Project Area shall comply with all applicable State and local laws in effect from time to time, including without limitation, the Building, Electrical, Heating and Ventilating, Housing and Plumbing Codes of the City and the City Zoning Ordinance. In addition to applicable codes, ordinances, or other requirements governing development in the Project Area, additional specific performance and development standards may be adopted by the Agency to control and direct redevelopment activities in the Project Area.

Any existing structure within the Project Area which the Agency shall approve for retention and rehabilitation shall be repaired, altered, reconstructed, or rehabilitated in such a manner that it will be safe and sound in all physical respects, and be attractive in appearance and not detrimental to the surrounding uses. Property rehabilitation standards for rehabilitation of existing buildings and site improvements may be established by the Agency.

§ 508. Limitation on Type, Size and Height of Buildings

Except as set forth in this Plan or as described in any Designs for Development adopted pursuant to this Plan, the type, size and height of buildings shall be limited by applicable federal, State and local statutes, codes, ordinances and regulations and as generally diagrammed in Exhibit No. 4 attached hereto and incorporated herein by this reference.

§ 509. Limitation on Number of Buildings

The number of buildings in the Project Area shall not exceed approximately three thousand three hundred (3,300).

§ 510. Number of Dwelling Units

The approximate number of dwelling units in the Project Area shall be ten thousand one hundred (10,100).

§ 511. Open Space, Landscaping, Light, Air and Privacy

The approximate amount of open space to be provided in the Project Area is the total of all area which will be in the public rights-of-way, the public grounds, spaces around buildings, and all other outdoor areas not permitted to be covered by buildings as generally diagrammed in Exhibit No. 5 of this Plan attached hereto and incorporated herein by this reference. In all areas, sufficient space shall be maintained between buildings to provide adequate light, air and privacy. Landscaping shall be developed in the Project Area to ensure optimum use of living plant material.

§ 512. Signs and Billboards

Billboards shall be prohibited within the Project Area. All other signs shall conform to City sign standards as they now exist or are hereafter amended, as well as any applicable design standards adopted by the Agency through a Design for Development or other means. Design of all signage is subject to Agency approval prior to installation.

§ 513. Utilities

The Agency shall require that all utilities be placed underground when physically and economically feasible, as determined by the Agency.

§ 514. Parking and Loading Facilities

Parking shall be provided in a manner consistent with standards for contemporary development practices, but in no case shall parking be less than the requirements of the Los Angeles Municipal Code, including reduced parking requirements at and around transit stations and reductions permitted for shared parking. No parking space shall be located in a setback area except with prior written approval of the Agency. Parking spaces shall be paved and drained so that storm and surface waters draining from parcels will not cross public sidewalks. Parking spaces visible from streets shall be landscaped in accordance with the City's zoning ordinance to prevent unsightly or barren appearance. Lighting for parking spaces shall be shielded from adjacent properties and adjoining streets.

Off-street loading facilities for commercial and industrial uses shall be located in a manner to avoid interference with public use of sidewalks, and provide adequate turning area for delivery vehicles, and be in conformance with the Los Angeles Municipal Code. Off-street loading facilities must also be screened by landscaping to the extent and in the manner required by the Agency.

§ 515. Setbacks

All setback areas shall be landscaped and maintained by the owner. Any portion necessary for access shall be paved. The Agency may establish setback requirements for new development within the Project Area which may exceed the requirements of the City's zoning ordinance.

§ 516. Incompatible Uses

No use or structure, which by reason of appearance, traffic, smoke, glare, noise, odor or similar factors that would be incompatible with the surrounding areas or structures, shall be permitted in any part of the Project Area. Within the Project Area, except with the approval of the Agency, there shall be no extraction of oil, gas or other mineral substances, nor any opening or penetration for any purpose connected therewith within 500 feet of the surface.

§ 517. Resubdivision of Parcels

After rehabilitation and/or development pursuant to this Plan, no parcel, including any parcel retained by a conforming owner or participant, shall be resubdivided without Agency approval.

§ 518. Variations

The Agency is authorized to permit a variation from the limits, restrictions and controls established by this Plan. In order to permit such variation, the Agency must determine that:

1. The application of certain provisions of this Plan would result in practical difficulties or unnecessary hardships which would make development inconsistent with the general purpose and intent of this Plan; or

2. There are exceptional circumstances or conditions applicable to the property or to the intended development of the property which do not apply generally to other properties having the same standards, restrictions and controls; and

3. Permitting a variation will not be materially detrimental to the public welfare or injurious to property or improvements in the area or contrary to the objectives of this Plan or the applicable Community Plan.

No variation shall be granted which changes a basic land use or which permits other than a minor departure from the provisions of this Plan. In permitting any such variation, the Agency shall impose such conditions as are necessary to protect the public health, safety or welfare, and to assure compliance with the purposes of this Plan. Any variation permitted by the Agency hereunder shall not supersede any other approval required under City codes and ordinances.

§ 519. Nondiscrimination and Nonsegregation

There shall be no discrimination or segregation based upon age, race, color, creed, religion, sex, sexual orientation, marital status, disability, national origin or ancestry permitted in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of property in the Project Area.

§ 520. Design Guidelines and Development Controls

Within the limits, restrictions and controls established in this Plan, the Agency is authorized to establish heights of buildings, land coverage, setback requirements, design criteria, traffic circulation, traffic access, and other design guidelines and development controls necessary for the proper development of both private and public areas within the Project Area.

No new improvement shall be constructed and no existing improvement shall be substantially modified, altered, repaired, or rehabilitated except in accordance with this Plan and any such design guidelines and development controls, and in accordance with architectural, landscape and site plans submitted to and approved in writing by the Agency. One of the objectives of this Plan is to create an attractive and pleasant environment in the Project Area. Therefore, such plans shall give consideration to good design, open space and other amenities to enhance the aesthetic quality of the Project Area. The Agency shall not approve any plans that do not comply with this Plan or with any applicable design guidelines or development controls adopted by the Agency.

§ 521. Variances, Conditional Use Permits, Building Permits and Other Land Development Entitlements

No zoning variance, conditional use permit, building permit, demolition permit or other land development entitlement shall be issued in the Project Area from the date of adoption of this Plan unless and until the application therefor has been reviewed and approved by the Agency and determined to be in conformance with this Plan and any applicable design guidelines or development controls adopted by the Agency.

No permits shall be issued for the construction of any new building or any addition to or rehabilitation of an existing building in the Project Area until the application for such permit has been processed in the manner provided. Any permit that is issued hereunder must be in conformance with the provisions and intent of this Plan.

The City shall withhold the issuance of the permit if the proposed improvements do not meet the requirements of this Plan as determined by the Agency.

§ 522. Buildings of Architectural and Historic Significance

Prior to any development, redevelopment or rehabilitation of any parcel within the Project Area, the Agency shall determine whether any structure located on such parcel is of architectural or historic significance. To the extent practical, special consideration shall be given to the protection, rehabilitation or restoration of any structure determined to be historically significant.

§ 600. METHODS FOR FINANCING THE PROJECT

§ 601. General Description of the Proposed Financing Methods

The Agency is authorized to finance the Project with financial assistance from the City, State and federal governments of the United States of America, property tax increments, special assessment districts, sales and transient occupancy tax funds, donations, interest income, Agency bonds, loans from private financial institutions, the lease of Agency-owned property, the sale of Agency-owned property and/or any other legally available source.

As available, funds from the City's capital improvement program derived from gas tax funds from the State and County may be used for street improvements and public transit facilities. The Agency may enter into joint powers authorities and other mechanisms for cooperative development of public facilities or arrange for other public entities to provide the facilities.

It is estimated that the total Project costs will not exceed revenues derived from the Project or obtained by the Agency on behalf of the Project. Revenues may be received from the following sources, without limitation: sale of land, tax increments, revenue from the lease or sale of Agency-owned lands and buildings, participation agreements, repayments of loans and interest earned thereon, capital improvement funds from the City, transient occupancy tax funds, and other special use taxes and other sources which are now or may become legally available to the Agency.

Any other loans, grants or financial assistance from the United States federal government, or any other public or private source, will be utilized if available.

§ 602. Tax Increment

§ 602.1. Allocation of Tax Increments

All taxes levied upon taxable property within the Project Area each year by or for the benefit of the State of California, the County of Los Angeles, the City of Los Angeles, and any district or other public corporation (hereinafter sometimes called "taxing agencies") after the effective date of the ordinance approving this Plan shall be divided as follows:

(1) That portion of the taxes which would be produced by the rate upon which the tax is levied each year by or for each of said taxing agencies upon the total sum of the assessed value of the taxable property in the Project as shown upon the assessment roll used in connection with the taxation of that property by the taxing agency, last equalized prior to the effective date of the ordinance, shall be allocated to and when collected shall be paid to the respective taxing agencies as taxes by or for the taxing agencies on all other property are paid (for the purpose of allocating taxes levied by or for any taxing agency or agencies which did not include the territory in the Project on the effective date of the ordinance but to which that territory has been annexed or otherwise included after

that effective date, the assessment roll of the County of Los Angeles last equalized on the effective date of the ordinance shall be used in determining the assessed valuation of the taxable property in the Project on the effective date); and

(2) Except as provided in paragraph (3) below, that portion of the levied taxes each year in excess of that amount shall be allocated to and when collected shall be paid into a special fund of the Agency to pay the principal of and interest on loans, moneys advanced to, or indebtedness (whether funded, refunded, assumed, or otherwise) incurred by the Agency to finance or refinance, in whole or in part, the Project. Unless and until the total assessed valuation of the taxable property in the Project exceeds the total assessed value of the taxable property in the Project as shown by the last equalized assessment roll referred to in paragraph (1) hereof, all of the taxes levied and collected upon the taxable property in the Project shall be paid to the respective taxing agencies. When the loans, advances, and indebtedness, if any, and interest thereon, have been paid, all moneys thereafter received from taxes upon the taxable property in the Project shall be paid to the respective taxing agencies as taxes on all other property are paid.

(3) That portion of the taxes in excess of the amount identified in paragraph (1) above which are attributable to a tax rate levied by a taxing agency for the purpose of producing revenues in an amount sufficient to make annual repayments of the principal of, and the interest on, any bonded indebtedness for the acquisition or improvement of real property shall be allocated to, and when collected shall be paid to that taxing agency. This paragraph shall only apply to taxes levied to repay bonded indebtedness approved by the voters of the taxing agency on or after January 1, 1989.

§ 602.2. Distribution to Affected Taxing Entities

To the extent required by applicable law, the Agency shall make payments to Affected Taxing Entities calculated pursuant to Section 33607.5 of the Redevelopment Law.

Prior to incurring any loans, bonds, or other indebtedness, except loans or advances from the City, the Agency may subordinate to the loans, bonds or other indebtedness the amount required to be paid to an Affected Taxing Entity by this Section, pursuant to the provisions of §33607.5 of the Redevelopment Law or any other applicable provisions of law.

In any fiscal year, the City may elect to receive, and the Agency shall pay to it, the amount due to the City as an Affected Taxing Entity under Section 33607.5 of the Redevelopment Law.

§ 602.3. Agency Pledge of Tax Increments

The portion of taxes allocated to the Agency in paragraph (2) of §602.1 above, are hereby irrevocably pledged for the payment of the principal of and interest on the advance of monies, or making of loans, or the incurring of any indebtedness (whether funded, refunded, assumed or otherwise) by the Agency to finance or refinance the Project in whole or in part.

The Agency is authorized to make such pledges as to specific advances, loans and indebtedness as appropriate in carrying out the Project.

§ 603. Bonds, Advances and Indebtedness

The Agency is authorized to issue bonds if appropriate and feasible in an amount sufficient to finance all or any part of the Project.

The Agency is authorized to obtain advances, borrow funds and create indebtedness in carrying out this Plan. The principal and interest on such advances, funds and indebtedness may be paid from tax increments or any other funds available to the Agency.

Neither the members of the Agency nor any persons executing the bonds are liable personally on the bonds by reason of their issuance.

The bonds and other obligations of the Agency are not a debt of the City or the State, nor shall any of its political subdivisions be liable for them, nor in any event shall the bonds or obligations be payable out of any funds or properties other than those of the Agency; and such bonds and other obligations shall so state on their face. The bonds do not constitute an indebtedness within the meaning of any constitutional or statutory debt limitation or restriction.

§ 604. Time Limit on Establishment of Indebtedness

No loan, advance or other indebtedness to finance, in whole or in part, the Project and to be repaid from the division and allocation of taxes to the Agency shall be established or incurred by the Agency after a period of twenty (20) years from the date of the adoption of this Plan, except by amendment of this Plan as authorized by applicable law. This limit shall not prevent the Agency from refinancing, refunding or reconstructing indebtedness after the time limit if no increase in indebtedness is involved and the time to repay is not increased. This limit shall not prevent the Agency from incurring debt to be paid from the Agency's Low- and Moderate-Income Housing Fund or establishing more debt in order to fulfill the Agency's housing obligations under Section 33333.8 of the Redevelopment Law. The loans, advances or indebtedness may be repaid over a period of time longer than this time limit as provided in this Section. The Agency may not repay indebtedness with the proceeds of property taxes received pursuant to Section 33670 of the Redevelopment Law beyond a period of forty-five (45) years from the date of adoption of this Plan, except by amendment of this Plan as authorized by applicable law. At the end of the 45-year period, the Agency may not receive property taxes pursuant to Section 33670 of the Redevelopment Law, except as necessary to comply with subdivision (a) of Section 33333.8 of the Redevelopment Law or except by amendment of this Plan as authorized by applicable law.

§ 605. Limitation on Amount of Bonded Indebtedness

The amount of bonded indebtedness to be repaid in whole or in part from the allocation of taxes described in paragraph (2) of §602.1 above, which can be outstanding at any one time shall not exceed One Hundred Ninety-one Million Dollars ($191,000,000) in principal amount, except by amendment of this Plan.

§ 606. Other Loans and Grants

Any other loans, grants, guarantees, or financial assistance from the United States, the State of California, or any other public or private source will be utilized if available as appropriate in carrying out the Project.

§ 700. ACTIONS BY THE CITY

The City shall aid and cooperate with the Agency in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes of this Plan and to prevent the recurrence or spread in the area of conditions causing blight. Action by the City shall include, but not be limited to, the following:

1. Institution and completion of proceedings for opening, closing, vacating, widening or changing the grades of streets, alleys and other public rights-of-way, and for other necessary modifications of the streets, the street layout and other public rights-of-way in the Project. Such action by the City shall include causing the abandonment and relocation by public utility companies of their operations in the public rights-of-way as appropriate to carry out this Plan and as required by law.

2. Institution and completion of proceedings necessary for changes and improvements in private and public-owned public utilities within or affecting the Project.

3. Imposition wherever necessary (by conditional use permits or other means) of appropriate controls within the limits of this Plan upon parcels in the Project Area to ensure their proper development and use.

4. Provision for administrative enforcement of this Plan by the City after development. The City and the Agency shall develop and provide for enforcement of a program for continued maintenance by owners of all real property, both public and private, within the Project throughout the duration of this Plan.

5. Encourage the provision of a variety of housing types, both in terms of income and construction, using federal and State assistance as appropriate.

6. Encourage historic preservation, including the use of federal and State assistance.

7. Performance of the above, and of all other functions and services relating to public health, safety and physical development which will permit the redevelopment of the Project to be commenced and carried to completion without unnecessary delays.

8. The expenditure of money.

9. The undertaking and completing of any other proceedings necessary to carry out the Project.

§ 800. ADMINISTRATION AND ENFORCEMENT OF THE PLAN

The administration and enforcement of this Plan, or other documents formulated pursuant to this Plan, shall be performed by the Agency and/or the City.

The provisions of this Plan or other documents formulated pursuant to this Plan may also be enforced by court litigation instituted by either the Agency or the City. Such remedies may include, but are not limited to, specific performance, damages, re-entry, injunctions or any other remedies appropriate to the purposes of this Plan.

§ 900. DURATION OF PLAN'S CONTROLS

Except for the nondiscrimination and nonsegregation provisions which shall run in perpetuity, and except as otherwise provided by applicable law, the provisions of this Plan shall be effective and the provisions of other documents formulated pursuant to this Plan may be made effective for the period ending 30 years from the date of adoption of this Plan. After the time limit on the effectiveness of the Redevelopment Plan, the Agency shall have no authority to act pursuant to the Redevelopment Plan except to pay previously incurred indebtedness and to enforce existing covenants or contracts, unless the Agency has not completed its housing obligations pursuant to subdivision (a) of §33333.8 of the Redevelopment Law, in which case the Agency shall retain its authority to implement requirements under subdivision (a) of §33333.8 of the Redevelopment Law, including its ability to incur and pay indebtedness for this purpose, and shall use this authority to complete these housing obligations as soon as is reasonably possible.

§ 1000. PROCEDURE FOR AMENDMENT

This Plan may be amended by means of the procedure established in the Redevelopment Law or by any other procedure hereinafter established by law.

EXHIBIT NO. 1

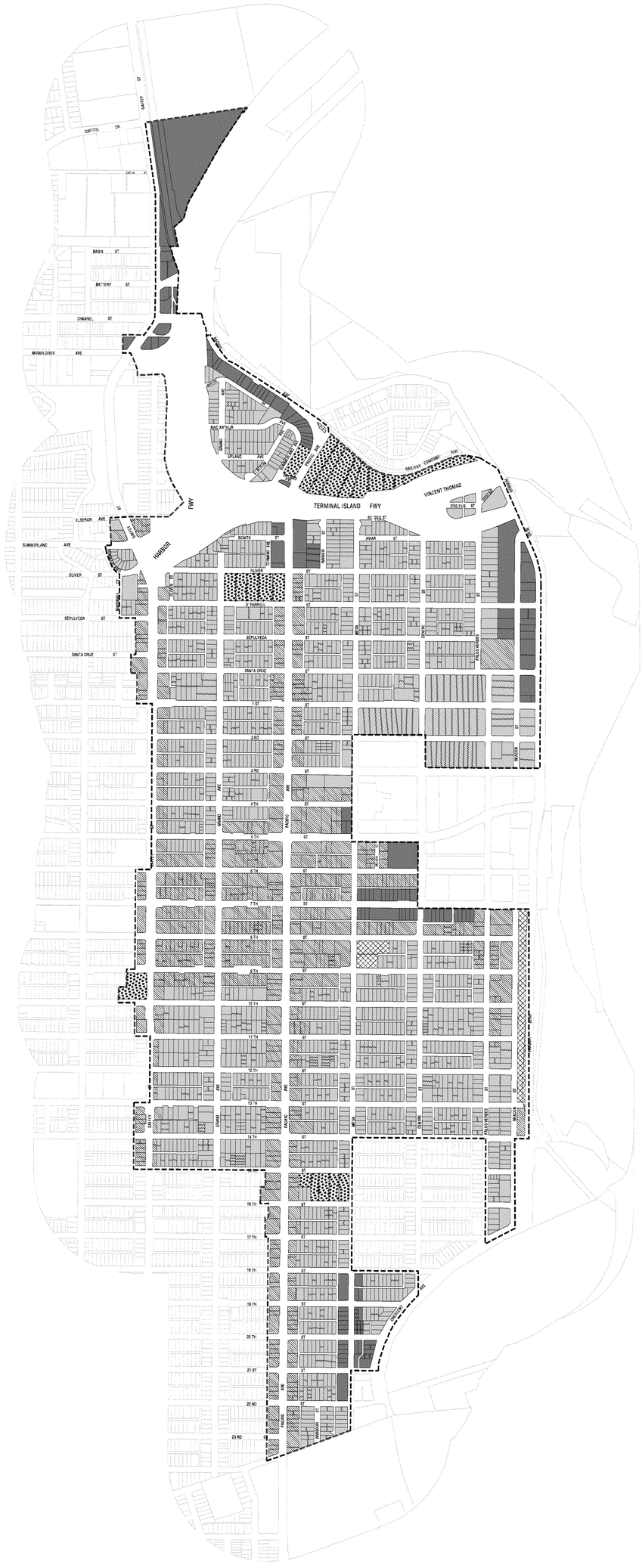
INSERT MAP HERE

EXHIBIT NO. 1

P Pacific Corridor

C R A / L A

Proposed Redevelopment Project	**Redevelopment Plan Map**	Exhibit	Data Valid as of	Community Redevelopment Agency	City of Los Angeles



Land Use Designations

- Residential
- Commercial
- Industrial
- Open Space
- Public

N
W E
S

Scale 1:6000

0 250 500 1000 2000

(1 inch equivalent to 500 feet)

Prepared by
CRA GIS Team
07/03/02

EXHIBIT NO. 2

LEGAL DESCRIPTION OF PROJECT AREA

[behind this page]

GEOGRAPHIC DESCRIPTION

Pacific Corridor

That certain parcel of land in the City of Los Angeles, County of Los Angeles, State of California more particularly described as follows:

Beginning at the centerline intersection of Mesa Street, 60 feet wide, and 5th Street, 80 feet wide, having a NAD 27 Coordinates of N:4,017,663.31 E:4,201,451.33 and NAD 83 Coordinates of N:1,727,759.86 E:6,474,803.19, from which Control Point No. 702, being 4 punched marks on a sewer manhole at the centerline intersection of Island Avenue and E Street, having established NAD 83 Coordinates of N:1,740,756.05 E:6,480,825.68 per CEFB 41094, pages 103 and 109, bears North 24 degrees 51 minutes 48 seconds East 14,323.80 feet;

1 Thence South 37 degrees 28 minutes 34 seconds West 50.14 feet to the **true point of beginning;**

2 thence South 89 degrees 36 minutes 01 seconds East 146.24 feet;

3 thence South 00 degrees 23 minutes 45 seconds West 3.00 feet;

4 thence South 89 degrees 36 minutes 01 seconds East 128.05 feet;

5 thence North 00 degrees 23 minutes 29 seconds East 3.00 feet;

6 thence South 89 degrees 36 minutes 01 seconds East 386.12 feet;

7 thence South 00 degrees 23 minutes 39 seconds West 655.15 feet;

8 thence South 89 degrees 35 minutes 51 seconds East 1119.08 feet;

9 thence South 00 degrees 23 minutes 41 seconds West 2275.94 feet;

10 thence North 89 degrees 35 minutes 19 seconds West 148.00 feet;

11 thence South 00 degrees 23 minutes 38 seconds West 893.17 feet;

12 thence South 64 degrees 18 minutes 30 seconds West 311.52 feet;

13 thence North 00 degrees 22 minutes 59 seconds East 1030.23 feet;

14 thence North 89 degrees 35 minutes 19 seconds West 1321.36 feet;

15 thence South 00 degrees 23 minutes 49 seconds West 1320.35 feet;

16 thence South 89 degrees 35 minutes 53 seconds East 660.20 feet to the centerline intersection of 18th Street, 60 feet wide, and Center Street, 60 feet wide, having a NAD 27 Coordinates of N:4,013,370.03 E:4,202,096.00 and NAD 83 Coordinates of N:1,723,464.19 E:6,475,433.66;

17 thence South 00 degrees 23 minutes 55 seconds West 205.70 feet;

18 thence South 45 degrees 25 minutes 40 seconds West 192.53 feet;

19 thence South 35 degrees 31 minutes 34 seconds West 219.91 feet;

20 thence South 29 degrees 26 minutes 23 seconds West 183.38 feet;

21 thence South 13 degrees 55 minutes 30 seconds West 317.02 feet;

22 thence North 89 degrees 36 minutes 22 seconds West 234.25 feet to the centerline of 21st Street, 60 feet wide, and Mesa Street, 60 feet wide, having a NAD 27 Coordinates of N:4,012,382.30 E:4,201,432.26 and NAD 83 Coordinate of N:1,722,478.59 E:6,474,766.60;

23 thence South 00 degrees 23 minutes 49 seconds West 597.43 feet;

24 thence South 70 degrees 19 minutes 25 seconds West 883.68 feet to a point from which Control Point No. 700, being a standard survey monument at the centerline intersection of Gaffey Street and Shepard Street, having established NAD 83 Coordinates of N:1,715,874.38 E:6,472,594.58 per CEFB 41094, pages 103 and 109, bears South 13 degrees 10 minutes 08 seconds West 5863.46 feet;

25 thence North 00 degrees 23 minutes 18 seconds East 2221.11 feet;

26 thence North 89 degrees 35 minutes 44 seconds West 30.45 feet;

27 thence North 00 degrees 31 minutes 44 seconds East 189.95 feet;

28 thence South 89 degrees 35 minutes 45 seconds East 30.00 feet;

29 thence North 00 degrees 31 minutes 45 seconds East 140.01 feet;

30 thence North 89 degrees 35 minutes 46 seconds West 80.06 feet;

31 thence North 00 degrees 26 minutes 24 seconds East 165.10 feet;

32 thence South 89 degrees 35 minutes 43 seconds East 50.03 feet;

33 thence North 00 degrees 26 minutes 24 seconds East 165.11 feet;

34 thence North 89 degrees 35 minutes 45 seconds West 1310.18 feet;

35 thence North 00 degrees 22 minutes 52 seconds East 655.93 feet;

36 thence South 89 degrees 36 minutes 08 seconds East 154.83 feet;

37 thence North 00 degrees 35 minutes 30 seconds East 664.53 feet;

38 thence North 89 degrees 35 minutes 43 seconds West 156.85 feet

39 thence North 00 degrees 23 minutes 52 seconds East 330.01 feet;

40 thence North 89 degrees 35 minutes 50 seconds West 162.05 feet;

41 thence North 01 degrees 00 minutes 50 seconds East 175.11 feet;

42 thence South 89 degrees 36 minutes 01 seconds East 77.57 feet;

43 thence North 00 degrees 28 minutes 53 seconds East 155.01 feet;

44 thence South 89 degrees 35 minutes 52 seconds East 82.37 feet;

45 thence North 00 degrees 23 minutes 52 seconds East 989.96 feet;

46 thence South 89 degrees 36 minutes 13 seconds East 155.01 feet to the centerline intersection of 6th Street, 60 feet wide, and Gaffey Street, 100 feet wide, having a NAD 27 Coordinates of N:4,017,340.70 E:4,199,435.45 and NAD 83 Coordinates of N:1,727,443.88 E:6,472,786.14;

47 thence North 00 degrees 24 minutes 11 seconds East 1642.17 feet;

48 thence North 89 degrees 36 minutes 21 seconds West 155.10 feet;

49 thence North 00 degrees 23 minutes 46 seconds East 305.67 feet;

50 thence North 89 degrees 44 minutes 57 seconds West 60.29 feet;

51 thence North 00 degrees 27 minutes 57 seconds East 182.21 feet;

52 thence South 89 degrees 38 minutes 11 seconds East 42.84 feet;

53 thence North 00 degrees 00 minutes 28 seconds East 360.03 feet;

54 thence North 89 degrees 38 minutes 11 seconds West 160.34 feet;

55 thence North 00 degrees 23 minutes 49 seconds East 455.14 feet to the beginning of a non tangent curve, concave northeasterly having a radius of 155.00 feet, a radial line to said beginning bears South 21 degrees 39 minutes 57 seconds West;

56 thence northwesterly along said curve through a central angle of 26 degrees 43 minutes 03 seconds a distance of 72.28 feet to the beginning of a compound curve, concave northeasterly having a radius of 200.00 feet;

57 thence northwesterly along said curve though a central angle of 28 degrees 00 minutes 00 seconds a distance of 97.74 feet to the beginning of a reverse curve, concave southwesterly having a radius of 455.00 feet;

58 thence northwesterly along said curve through a central angle of 18 degrees 29 minutes 24 seconds a distance of 146.83 feet to the beginning of a non-tangent curve, concave northerly having a radius of 1098.00 feet, a radial line to said beginning bears South 01 degrees 00 minutes 11 seconds West;

59 thence easterly along said curve through a central angle of 02 degrees 13 minutes 03 seconds a distance of 42.50 feet;

60 thence North 88 degrees 47 minutes 08 seconds East 36.38 feet;

61 thence North 03 degrees 25 minutes 19 seconds West 277.07 feet;

62 thence North 86 degrees 48 minutes 24 seconds East 182.22 feet to the beginning of a curve concave southerly having a radius of 1587.35 feet;

63 thence easterly along said curve though a central angle of 03 degrees 36 minutes 01 seconds a distance 99.74 feet;

64 thence South 89 degrees 35 minutes 35 seconds East 280.15 feet to the right-of-way line of the Harbor Freeway, as shown on Caltrans Right-of-Way Map F1341-7, F1341-6 and F1341-5;

thence along said right-of-way line, the following courses:

65 thence North 63 degrees 52 minutes 03 seconds East 56.00 feet;

66 thence North 45 degrees 23 minutes 54 seconds East 169.82 feet;

67 thence North 31 degrees 04 minutes 09 seconds West 211.06 feet;

68 thence North 22 degrees 14 minutes 50 seconds West 130.01 feet;

69 thence North 13 degrees 38 minutes 08 seconds West 123.88 feet;

70 thence North 00 degrees 23 minutes 29 seconds East 60.00 feet;

71 thence North 05 degrees 08 minutes 43 seconds East 120.54 feet;

72 thence North 00 degrees 23 minutes 28 seconds East 120.13 feet to the southerly line of MacArthur Avenue, 60 feet wide, having a NAD 27 Coordinate of N:4,021,703.12; E:4,199,566.06 and NAD 83 N:1,731,806.13 E: 6,472,931.23

73 thence North 00 degrees 17 minutes 46 seconds East 60.01 feet;

74 thence North 02 degrees 42 minutes 59 seconds East 246.04 feet;
75 thence North 06 degrees 44 minutes 14 seconds West 221.88 feet;
76 thence North 48 degrees 11 minutes 08 seconds West 29.99 feet;
77 thence North 89 degrees 37 minutes 13 seconds West 40.00 feet;
78 thence South 87 degrees 29 minutes 50 seconds West 205.65 feet;
79 thence North 00 degrees 14 minutes 22 seconds East 55.01 feet;
80 thence North 20 degrees 42 minutes 24 seconds West 122.86 feet;
81 thence leaving said right-of-way line North 22 degrees 22 minutes 00 seconds West 59.10 feet to the centerline intersection of Gaffey Street, 100 feet wide, and Miraflores Avenue, 60 feet wide;
82 thence North 89 degrees 47 minutes 07 seconds West 80.55 feet;
83 thence North 00 degrees 00 minutes 00 seconds East 174.96 feet;
84 thence South 89 degrees 47 minutes 07 seconds East 203.96 feet;
85 thence North 35 degrees 16 minutes 03 seconds East 133.99 feet to the beginning of a curve concave northwesterly having a radius of 215.00 feet;
86 thence northeasterly along said curve through a central angle of 34 degrees 53 minutes 05 seconds a distance of 130.90 feet;
87 thence North 00 degrees 22 minutes 58 seconds East 1143.23 feet;
88 thence North 08 degrees 03 minutes 04 seconds West 738.90 feet to a point from which Control Point No. 701, being a spike on the centerline of Capitol Drive, 325 feet +/- east of Western Avenue, (first BC east of Western Avenue), having established NAD 83 Coordinates of N:1,732,987.93 E:6,468,087.80 per CEFB 41094, pages 103 and 109, bears South 68 degrees 08 minutes 24 seconds West 4999.75 feet;
89 thence North 83 degrees 43 minutes 38 seconds East 972.10 feet to a point on the westerly Right-of-Way line of the Harbor freeway as shown on Caltrans Right-of-Way Map F1341-1;
thence along said easterly Right-of-Way line, as shown on Caltrans Right-of-Way Maps F1341-1, F1341-2, F1341-3 and F1341-4 the following courses:
90 thence South 33 degrees 26 minutes 01 seconds West 409.58 feet;

91 thence South 29 degrees 26 minutes 44 seconds West 645.87 feet;

92 thence South 15 degrees 30 minutes 16 seconds West 161.00 feet;

93 thence South 48 degrees 10 minutes 23 seconds West 126.64 feet;

94 thence South 11 degrees 24 minutes 14 seconds East 194.97 feet;

95 thence North 89 degrees 41 minutes 28 seconds West 77.58 feet to the beginning of a curve concave northeasterly having a radius of 1946.58 feet, a radial line to said beginning bears South 76 degrees 01 minutes 47 seconds West;

96 thence southerly along said curve though a central angle of 07 degrees 54 minutes 42 seconds a distance of 268.79 feet;

97 thence South 03 degrees 23 minutes 43 seconds West 120.42 feet;

98 thence South 02 degrees 11 minutes 43 seconds West 30.02 feet;

99 thence South 02 degrees 11 minutes 17 seconds West 260.10 feet;

100 thence leaving said Right-of-Way line South 89 degrees 35 minutes 58 seconds East 245.02 feet;

101 thence South 08 degrees 30 minutes 17 seconds East 101.22 feet ;

102 thence South 49 degrees 43 minutes 07 seconds East 23.12 feet to the beginning of a non tangent curve concave northeasterly and having a radius of 590.00 feet; a radial line to said beginning bears South 81 degrees 16 minutes 08 seconds West;

103 thence southerly along said curve through a central angle of 06 degrees 29 minutes 24 seconds a distance of 66.83 feet;

104 thence South 03 degrees 11 minutes 49 seconds East 39.09 feet;

105 thence, leaving said Right-of-Way line North 64 degrees 12 minutes 51 seconds East 30.00 feet;

106 thence South 26 degrees 02 minutes 31 seconds East 214.65 feet;

107 thence South 56 degrees 57 minutes 28 seconds East 1259.35 feet to the beginning of a curve concave southwesterly and having a radius of 81.85 feet;

108 thence southeasterly along said curve through a central angle of 69 degrees 07 minutes 43 seconds a distance of 98.75 feet;

109 thence South 48 degrees 44 minutes 44 seconds East 467.05 feet to the beginning of a curve concave northerly having a radius of 514.84 feet;

110 thence southeasterly, easterly and northeasterly along said curve through a central angle of 64 degrees 50 minutes 44 seconds a distance of 582.68 feet;

111 thence North 66 degrees 24 minutes 32 seconds East 303.06 feet to the beginning of a curve concave southerly and having a radius of 441.84 feet;

112 thence northeasterly and easterly along said curve though a central angle of 26 degrees 56 minutes 45 seconds a distance of 207.79 feet;

113 thence South 85 degrees 37 minutes 51 seconds East 113.23 feet;

114 thence South 51 degrees 38 minutes 39 seconds East 278.64 feet;

115 thence South 23 degrees 12 minutes 21 seconds East 871.28 feet to the beginning a curve concave westerly having a radius of 687.00 feet;

116 thence southerly along said curve through a central angle of 23 degrees 32 minutes 29 seconds a distance 282.27 feet;

117 thence South 00 degrees 20 minutes 08 seconds West 1842.30 feet;

118 thence North 89 degrees 36 minutes 40 seconds West 1116.47 feet to the beginning of a curve concave northeasterly and having a radius of 20.00 feet;

119 thence along said curve through a central angle of 89 degrees 58 minutes 30 seconds a distance of 31.41 feet;

120 thence North 00 degrees 21minutes 50 seconds East 302.33 feet;

121 thence North 89 degrees 38 minutes 16 seconds West 727.27 feet;

122 thence South 00 degrees 23 minutes 55 seconds West 1062.06 feet to **the true point of beginning.**

Containing 685.58 acres

This geographic description has been prepared for jurisdictional boundary changes, pursuant to Section 54900 to 54903, of the Government Code, and is not related to property ownership.

The bearings shown hereon are based upon the bearing between control points 701 and 700, being South 14°45'13" East.

This document, consisting of 8 sheets, was prepared by me or under my direction.

Paul A Cuomo 11-19-01

Paul A. Cuomo, PLS 4136 Date

Expires 6/30/04



EXHIBIT NO. 3

PROPOSED PUBLIC IMPROVEMENTS AND FACILITIES PROJECTS

The following public improvements are currently proposed for the Pacific Corridor Redevelopment Project:

1. Street, signage and landscaping improvements along the public right-of-way.

2. Streetscape: signage, tree planting, landscaping, and other improvements, including but not limited to, pedestrian friendly amenities such as benches, trash receptacles, and walkways

3. Street improvements: including but not limited to, new curbs and gutters, sidewalks and parkways, driveways and curbs cuts, street widening, and public parking improvements along commercial and industrial corridors.

4. Alley improvements: upgrade of underutilized and inadequately sized alleys, including but not limited to, vacations, placing utilities underground, new fencing, landscaping and litter removal.

5. Transportation facilities: including but not limited to public parking lots and facilities.

6. Community identification: including but not limited to, entry statements, banners, street lighting, landscaping, and design projects that will create a unique identity for the area to foster private economic investment.

7. Facilities improvements: including but not limited to, façade treatments, grounds improvements, and public improvements.

8. Community facilities: including but not limited to, educational, cultural, and recreational centers, police service center

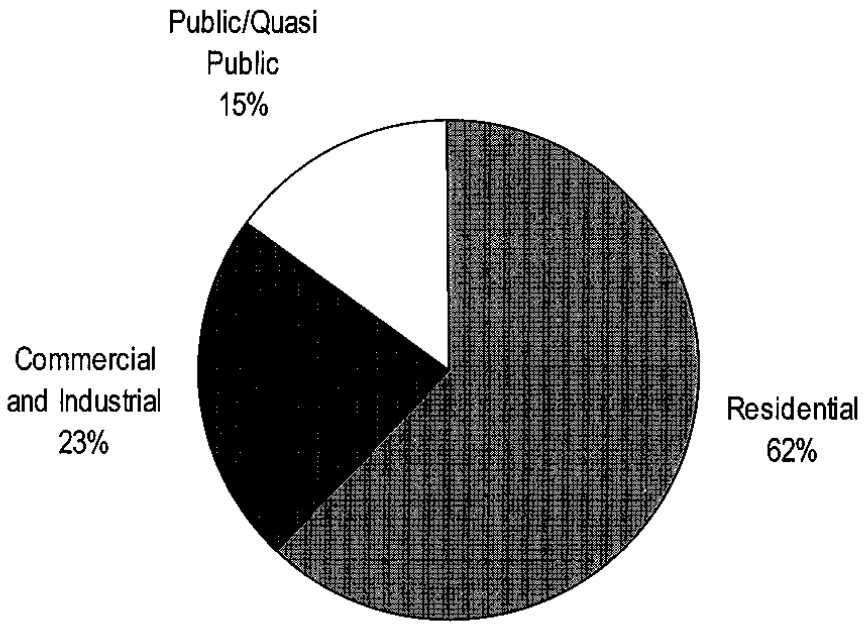
9. Various street improvements and demonstration projects associated with individuals development projects: including but not limited to, new curbs and gutters, sidewalks and parkways, fencing, driveways and curb cuts, street widening, security features, and signage.

Note: This list of public improvements and facilities shall not be deemed as a limitation on the Agency's authority to implement this Plan over time.

EXHIBIT NO. 4

DIAGRAM ILLUSTRATING LIMITATION ON TYPE, SIZE, HEIGHT, NUMBER AND PROPOSED USE OF BUILDINGS

Part 1 of 2



Building Type, Number and Proposed Use

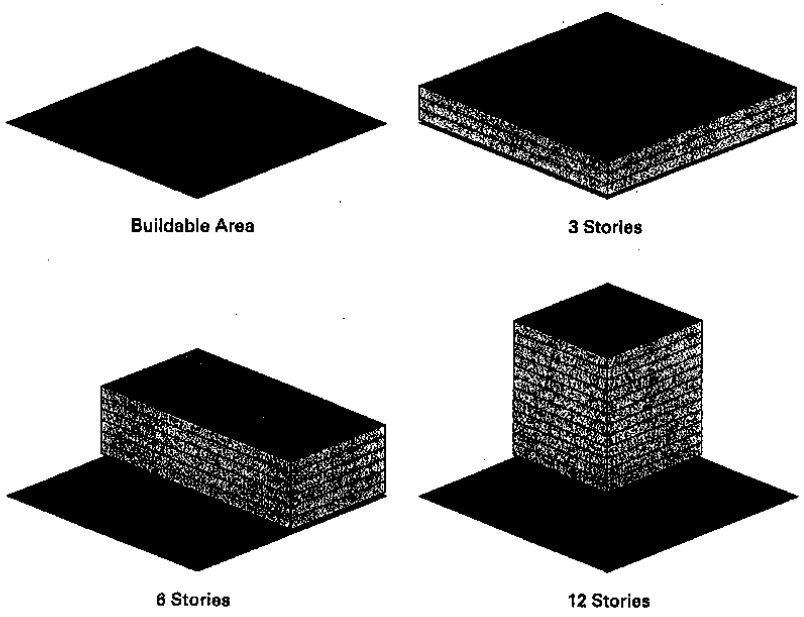
Notes:

1. Percentages are approximate and the ultimate percentage may vary based on the fulfillment of plan objectives.
2. All development plans are subject to review and approval of the Agency.
3. Building type and use are governed by all applicable federal, State and local ordinances and regulations including the San Pedro Community Plan.
4. Number of buildings is illustrated by the percent of the total number of buildings permitted by the San Pedro Community Plan, and on projections based on the 2000-2001 Field Survey data for the Project Area, which includes parcels specific information on building type, conditions, and number. The approximate number of buildings may not exceed the limitations in Section 509 of this Plan.
5. The property to be devoted to public purposes and the nature of such purposes is a function of the land use, public improvement and facility and other provisions of this Redevelopment Plan, and the redevelopment of the Project Area over time.

EXHIBIT NO. 4

DIAGRAM ILLUSTRATING LIMITATION ON TYPE, SIZE, HEIGHT, NUMBER AND PROPOSED USE OF BUILDINGS

Part 2 of 2
Building Size and Height

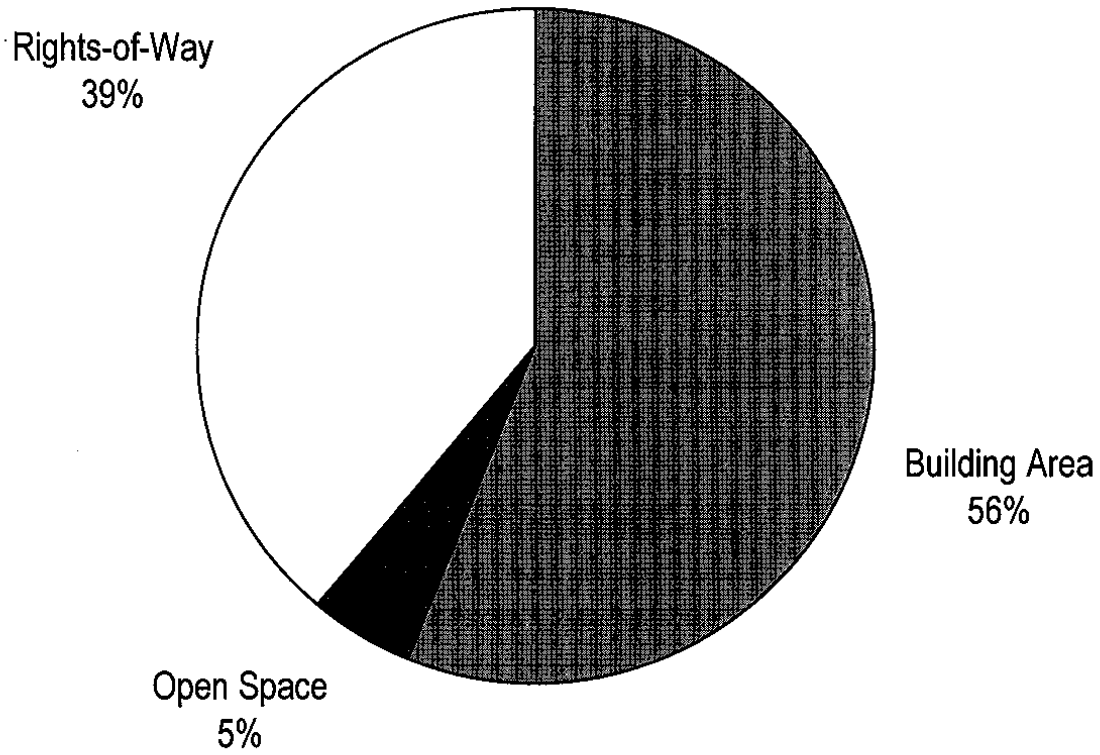


Notes:

6. Building size and height are governed by the San Pedro Community Plan, zoning and other ordinances and regulations. Floor Area Ratio 'FAR" varies with the Project Area, depending upon the particular location of the development site.
7. The example above of building size and height is illustrated by a Floor Area Ration that applies to a hypothetical parcel of land ("buildable area") proposed for a development at a maximum of 3:1 FAR. As illustrated, the size (total square feet) of the building is the same, whether the building is 3 or 12 stories in height.

EXHIBIT NO. 5

DIAGRAM ILLUSTRATING APPROXIMATE AMOUNT OF OPEN SPACE



Notes:

8. Percentages are approximate
9. "Open Space" is defined by Section 511 of this Redevelopment Plan.
10. "Building Area" means land area devoted to buildings.
11. Street layout is governed by the San Pedro Community Plan and this Redevelopment Plan.

Communication from Public

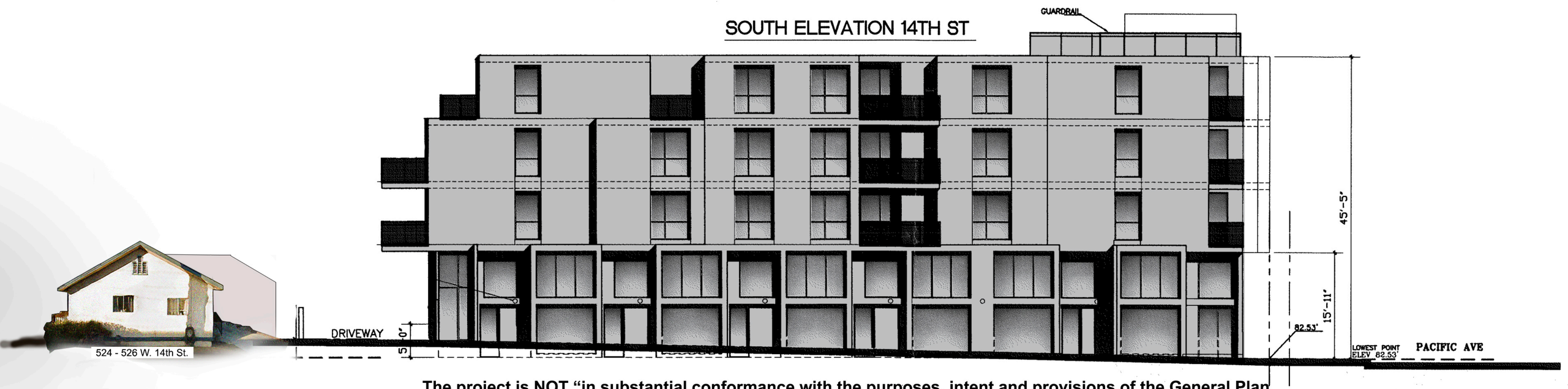
Name:

Date Submitted: 06/14/2021 09:32 AM

Council File No: 20-0680

Comments for Public Posting: Attached is a document that supports the Citizens Protecting San Pedro appeal of the proposed project at 1309-1331 South Pacific Avenue. Case No. CPC-2019-4908-DB-SPR-1A Council File Number: 20-0680 Scheduled item for Council on Tuesday, June 15, 2021,10:00 AM Agenda item 9

PROPOSED PROJECT LOCATED AT 1309-1331 SOUTH PACIFIC AVENUE



The project is NOT "in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan" as claimed in the Site Plan Review Findings.

The scale, density and height of development is incompatible with the surrounding areas. It is inconsistent with the General Plan Framework.

The project does not exhibit the architectural characteristics and qualities that distinguish San Pedro. It does not align with the intent of the 2017 San Pedro Community Plan.

Communication from Public

Name:

Date Submitted: 06/14/2021 09:36 AM

Council File No: 20-0680

Comments for Public Posting: Attached is a document that supports the Citizens Protecting San Pedro appeal of the proposed project at 1309-1331 South Pacific Avenue. Case No. CPC-2019-4908-DB-SPR-1A Council File Number: 20-0680 Scheduled item for Council on Tuesday, June 15, 2021,10:00 AM Agenda item 9

BOXED / CONTAINERIZED TREES

The Landscape Plan for CPC-2019-4908-DB-SPR-1A proposes a total of twelve 36-inch boxed trees along Pacific Avenue and 14th Street (along with three street trees to remain), to replace the 42 mature in-ground trees currently on the site (the City's listing of 26 trees on the subject site is in error).

The 36" boxed trees proposed by the developer to replace the 42 mature trees will be insufficient and out of scale with the project. Boxed trees become 'stunted,' meaning that they can only grow to a size supported by the amount of soil in their containers. Therefore, unlike in-ground trees, they will never grow to offset the height/scale of the proposed building. In addition, the 36" boxes will occupy a large part of the 11 foot wide sidewalk, obstructing pedestrians rather than "enhancing walkability" as required in the community plans.

Finally, in urban environments tree containers routinely become unhealthy garbage receptacles for passers-by, which inevitably detract from the pedestrian experience and attract vermin.

The developer must be required to plant in-ground trees rather than boxed trees that clutter the sidewalk, end up as trash receptacles, and have limited growth and shade potential. Our community plans require that new projects contribute to walkability + healthy character.

- -

Journal of Arboriculture 13 (12)
CONTAINERIZED TREES IN URBAN ENVIRONMENTS
by D.A. Rakow

Abstract. Successful management of trees in permanent landscape containers depends on a firm understanding of the conditions unique to this type of planting. **Containerizing limits the extent of crown growth by restricting root development.** In addition, tree roots can be killed by exposure to temporarily flooded conditions, as during periods of heavy rain. Alternatively, **the small total volume of containers limits the potential reservoir of water for root uptake, which can result in extreme water stress when evaporative demand is high**. Options for the management of containerized urban trees are presented, including selection of diminutive species, use of growth-restricting chemicals, modifying the growing medium, automating irrigation, and selecting group or shared planters.

An increasingly common urban landscaping practice is to plant trees in above ground containers where in-ground planting is not practical. **Although individual tree longevity depends on container volume and dimensions, soil mix, species, and location, a widely held belief is that most containerized trees do not survive for more than 10 years after planting** (16).

How Containerizing Affects Plant Parameters

To understand the severe impact of containerizing on the useful life of trees, one must examine both the physiological effects of root restriction on tree growth, as well as the environmental stresses unique to urban sites.

Tree root growth is opportunistic: it will take place wherever the environment is favorable. But when a tree is planted in a container, root growth is limited by the dimensions of the container. Since roots are essential for the uptake and translocation of water and nutrients and are the synthesis site for certain hormones, any factor that limits overall root development will limit the extent of shoot growth (14).

Containers can also damage tree root systems. Most freestanding containers are both small in total volume and shallow in depth. Even with adequate drainage holes, a container will develop a perched water table in the bottom layer of soil. This zone of completely water-filled pores will extend upward in periods of heavy precipitation. Roots growing in the saturated zone cannot tolerate the anaerobic state of the soil and can easily die (18).

The second condition common to free standing containers, that of small total volume, results in a limited reservoir of water for root uptake. In times of high evaporative demand, root loss from previously high water tables plus the limited reservoir for water to draw upon can lead to extreme water stress in containerized trees (18).

Environmental factors favoring high rates of transpiration are characteristic in urban sites. Paved city streets - lined with multi-story buildings typically have higher air temperatures and more cloud cover than adjacent suburban areas; and generally lower levels of radiation, humidity, and wind (4; 7; 8). The combined effects of enhanced ambient and leaf temperatures and reduced relative humidity create wide vapor pressure gradients between air and leaf and thus increased transpiration. Transpirational losses in excess of available soil water for replenishment lead to water deficits, and if a deficit continues, a tree will suffer water stress (17).

Compounding transpirational losses during the hot summer months is the irregularity of summer rainfalls in many temperate regions (6). Supplemental irrigation could partially alleviate the extreme deficits that result. But strained municipal tree management budgets must cover a large number of cultural practices. An average of only three percent is allocated for tree irrigation (10). Given the likelihood of drought-inducing conditions in urban microclimates, free standing tree containers must be able to entrap and store adequate rain water to meet a tree's transpirational water needs if severe stress is to be avoided.

SEE FULL STUDY ATTACHED BELOW

- -

San Pedro CPIO District

CHAPTER IV - COASTAL COMMERCIAL SUBAREAS A and B

OVERVIEW

The intent of the supplemental development regulations in this Chapter IV is to create a small-scale pedestrian-friendly corridor that serves the daily needs of residents and employees.

These supplemental development regulations create compatible infill development through transitions, scale, massing, and landscaping. Projects within the Coastal Commercial Subareas A and B (see Figure IV) shall comply with the applicable supplemental development regulations
in this Chapter IV.

I. Public Improvements. In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following public improvement regulations:

> **1. For Projects with new construction subject to any discretionary review, street trees shall be planted in the adjacent public right-of-way, where feasible, at a ratio of at least one tree for every 25 feet of lot length,** to the satisfaction of the Bureau of Street Services.

- -

The City Planner's Appeal Response Letter (20-0680_misc_10-29-20.pdf) is in conflict with the CPIO. It **incorrectly** states:

***Street Trees**. New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.*

CHAPTER II - REGIONAL COMMERCIAL SUBAREA

I. **Appurtenances.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following appurtenance regulations:

1. Projects shall provide ancillary lighting along pedestrian and vehicular access ways.

2. Projects are prohibited from using any of the following fencing materials: chain link, barbed wire, razor wire, corrugated metal, and other similar fencing materials.

3. Appurtenant structures, improvements and equipment, including but not limited to, utility equipment, exterior mechanical equipment (including HVAC equipment, satellite dishes and cellular antennas), storage areas, and dumpsters, shall not be visible from public rights-of-way and shall be placed and improved as follows:

   (a) At the rear of the site and be enclosed or screened with landscaping;

   (b) On the roof and be screened with materials that are architecturally integrated into the building; or

   (c) If feasible, underground.

4. Utility lines shall be placed underground for all new construction subject to site plan review pursuant to LAMC Section 16.05, to the satisfaction of the Los Angeles Department of Water and Power.

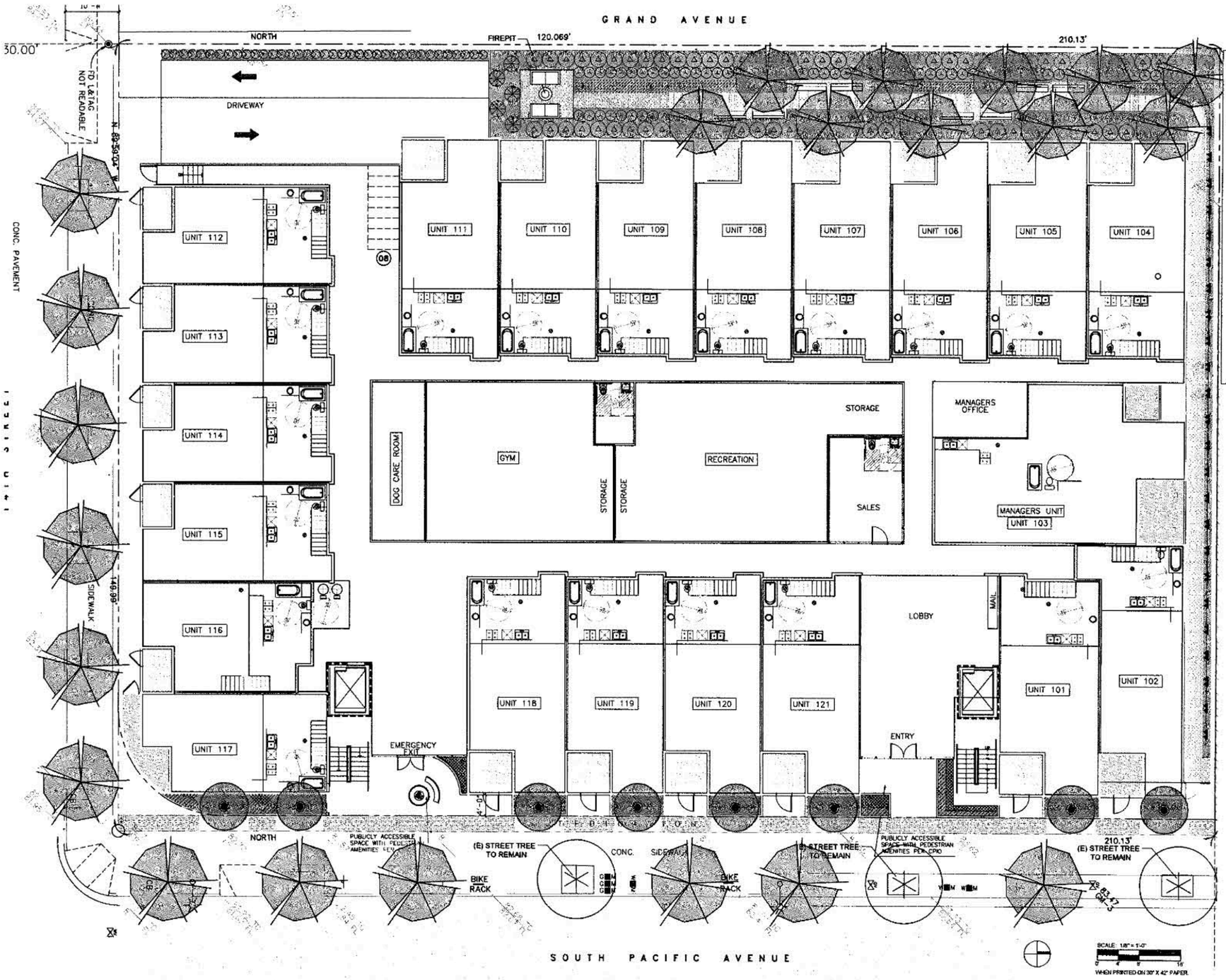
5. Utility boxes or facilities, including electrical transformers, shall be installed below grade, if feasible, to the satisfaction of the Los Angeles Department of Water and Power.

6. No mechanical equipment (such as, air conditioners) shall be permitted in window or door openings.

J. **Public Improvements.** In addition to any regulations set forth by the underlying zone and the LAMC, Projects shall comply with the following public improvement regulations:

1. For Projects with new construction subject to any discretionary review, street trees shall be planted in the adjacent public right-of-way, where feasible, at a ratio of at least one tree for every 25 feet of lot length, to the satisfaction of the Bureau of Street Services.

2. Per LAMC Section 62.08, the San Pedro CPIO shall be treated as a specific plan subject to its provisions.



PLANTING LEGEND

Symbol	Botanical Name/Common Name	Quantity	Size	WUCOLS	Remarks
	TREES				
	Acer palmatum 'Sango kaku' / Coral bark Japanese maple	8	36" Box	M	
	Bauhinia x blakeana/ Hong kong orchid tree	22	36" Box	M	
	Rhus lancea / African sumac	12	24" Box	L	
	SHRUBS				
	Abutilon palmeri / Indian mallow * @ 30" o.c.	85	15g	L	
	Echium candicans / Pride of Madeira * @ 30" o.c.	5	5g	L	
	Epilobium canum / California fuchsia * @ 24" o.c.	207	5g	L	
	Juncus patens / California gray rush * @ 18" o.c.	101	1g	L	
	Penstemon heterophyllus/ Foothill penstemon* @ 24" o.c.	183	5g	L	
	Salvia 'Pozo Blue' / Pozo blue sage * @ 36" o.c.	108	5g	L	
	VINES				
	Lonicera hispidula / California honeysuckle * @ 60" o.c.	24	5g	L	ALT:Hardenbergia violacea
	GROUND COVER				
	Liriope spicata / Creeping lily turf 442 sf @ 18" o.c. = 195 plants	195	1g	M	
	Mimulus aurantiacus/ Monkeyflower * 232 sf @ 12" o.c. = 232 plants	232	1g	L	
	Tradescantia purpurea / Purple heart plant 163 sf @ 12" o.c. = 163 plants	11	4" flat	M	

* = California Native plants

GENERAL PLANTING NOTES

1. THE CONTRACTOR SHALL MAINTAIN A QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES DURING CONSTRUCTION THROUGH COMPLETION OF PICK-UP WORK.

2. THE CONTRACTOR SHALL VERIFY ALL PLANT MATERIAL QUANTITIES PRIOR TO INSTALLATION. PLANT MATERIAL QUANTITIES LISTED FOR CONVENIENCE OF CONTRACTOR. ACTUAL NUMBER OF SYMBOLS SHALL HAVE PRIORITY OVER QUANTITY DESIGNATED.

3. THE CONTRACTOR SHALL FURNISH AND PAY FOR ALL CONTAINER GROWN TREES, SHRUBS AND VINES, INCLUDING SEEDED AND SODDED TURF, HYDROMULCHES AND FLATTED GROUNDCOVERS. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE AND PAY FOR: PLANTING OF ALL PLANT MATERIALS, THE SPECIFIED GUARANTEE OF ALL PLANT MATERIALS, THE STAKING AND GUYING OF TREES AND THE CONTINUOUS PROTECTION OF ALL PLANT MATERIALS UPON THEIR ARRIVAL AT THE SITE.

4. ALL PLANT MATERIAL SHALL BE SUBJECT TO APPROVAL BY THE LANDSCAPE ARCHITECT AND OWNER PRIOR TO INSTALLATION.

5. ALL BOXED TREES IN PAVING SHALL BE SELECTED AND SPOTTED BY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE IN CONJUNCTION WITH PAVING CONTRACTOR AND GENERAL CONTRACTOR. GENERAL CONTRACTOR TO ASSUME ALL LIABILITY FOR ACCURATE PLACEMENT OF TREES.

6. ALL VINE RUNNERS SHALL BE INSTALLED WITH THE NURSERY STAKES REMOVED AND VINE RUNNERS SHALL BE ESPALIERED TO THE ADJACENT WALL OR FENCE.

7. ALL SOIL PREPARATION SHALL BE INSTALLED AS PER THE SOIL AGRONOMY REPORT TO BE PROVIDED AND PAID FOR BY THE SUBCONTRACTOR. THE REPORT SHALL BE IMMEDIATELY FORWARDED TO THE LANDSCAPE ARCHITECT UPON COMPLETION.

8. THE SOIL AMENDMENTS SPECIFIED ARE FOR BIDDING PURPOSES ONLY. THE CONTRACTOR SHALL PROVIDE FOR A SOILS AGRONOMY REPORT FROM WALLACE SOILS LABORATORY (310) 515-0116 AND/OR ANY ADDITIONAL SPECIFICATION PROVIDED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF PLANT MATERIALS.

9. FOR BIDDING AREA TO BE LANDSCAPED, THE FOLLOWING AMENDMENTS SHALL BE USED UNTIL CONTRACTOR IS PROVIDED WITH SOILS AGRONOMY REPORT. AMENDMENTS SHALL BE UNIFORMLY BROADCAST AND THOROUGHLY INCORPORATED BY MEANS OF A ROTOTILLER OR EQUAL.

AMOUNT PER 1,000 SQUARE FEET

4 CU. YDS. NITROGEN STABILIZED ORGANIC AMENDMENT
DERIVED FROM REDWOOD SAWDUST,
FIR SAWDUST OR CEDAR SAWDUST.
15 LBS. BOX SULFUR
15 LBS. 12-12-12 FERTILIZER

10. A MINIMUM 3" (THREE INCHES) LAYER OF SHREDDED BARK MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUNDCOVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED. CONTRACTOR TO SUBMIT 1/2 CU. FT BAG AS SAMPLE FOR APPROVAL PRIOR TO INSTALLATION.

11. THE PLANTING PITS FOR BOXED TREES SHALL BE EXCAVATED TWICE THE DIAMETER OF THE ROOTBALL WITH A MAXIMUM OF THE HEIGHT OF THE ROOTBALL TO THE BOTTOM OF THE PLANTING PIT.

DO NOT OVER EXCAVATE!!!

THE BACKFILL MIX FOR USE AROUND THE ROOTBALL OF ALL TREES AND SHRUBS SHALL CONSIST OF THE FOLLOWING FORMULA:

6 PARTS ON-SITE SOIL
4 PARTS BY VOLUME ORGANIC AMENDMENT PER ABOVE SOIL PREPARATION
1 LB./CU.YD. OF MIX 12-12-12 COMMERCIAL FERTILIZER
2 LBS./CU. YD. OF MIX IRON SULFATE
10 LBS./CU. YD. OF MIX AGRICULTURAL GYPSUM

12. THIRTY (30) DAYS AFTER INSTALLATION ALL LANDSCAPE SHALL BE FERTILIZED WITH BEST FERTILIZER COMPANY 16-6-8 OR APPROVED EQUAL, APPLIED AT THE RATE OF SIX POUNDS (6 LBS.) PER 1,000 SQUARE FEET OR PER SOIL AGRONOMY REPORT. FERTILIZER APPLICATION SHALL BE CONTINUED THEREAFTER AT MONTHLY INTERVALS.

13. FOR ALL STAKED TREES, SEE DETAIL 1, THIS SHEET.

14. FOR ALL SHRUBS, SEE DETAIL 2, THIS SHEET.

15. FERTILIZER TABLETS SHALL BE AGRIFORM, 21 GRAM TABLETS (20-10-5) IN QUANTITIES AS FOLLOWS:

1 GALLON SHRUBS	1
5 GALLON SHRUBS	3
15 GALLON SHRUBS	5
BOXED TREES	1 PER 4" OF BOX SIZE

PLACE TABLETS AT HALF THE DEPTH OF THE ROOTBALL.

16. ALL EXISTING LANDSCAPE AREAS DISTURBED DURING THE CONSTRUCTION PROCESS WILL BE RECONDITIONED TO THEIR ORIGINAL STATE AT NO ADDITIONAL COST TO THE OWNER.

17. INSTALL 24" DEEP ROOT BARRIER ON ALL TREES WITHIN 4 FEET OF PAVING.

18. FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6" (SIX INCHES) OF SOIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.

19. RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES.

AREA SUMMARY

TOTAL LOT AREA = APPROX. 31,500 SF

LANDSCAPE AREA OF PROJECT NOT INCLUDING PARKWAY = 6,039 SF

COMMON OPEN SPACE AREA PER ARCHITECT'S DRAWING =
3,341 SF (COURTYARD) + 2,867 (ROOF) = 6,208 SF

REQUIRED LANDSCAPE AREA OF COMMON OPEN SPACE =
1,552 SF (25% OF OPEN SPACE)

PROVIDED LANDSCAPE AREA OF COMMON OPEN SPACE =
2,832 SF (45% OF OPEN SPACE)

(1 TREE / 4 UNITS) REQUIRED = 102 UNITS / 4 = 25.5 TREES
TREES PROVIDED = 30 (117%)

FRONT YARD LANDSCAPE = 396 SF
(1 TREE / 500 SF) REQUIRED = 396 SF / 500 SF = 0.79 TREES
TREES PROVIDED = 0 (1,012%)

STREET TREES:
REMOVE 2 EXISTING STREET TREES AND REPLACE WITH 4 NEW BAUHINIA X BLAKEANA.

EXHIBIT "A"
Page No. 20 of 22
Case No. CPC-2019-498-DB-SPR

KETTER
14541 DELANO ST
VAN NUYS, CALIFORNIA 91411
TEL (818) 387-8632
E MAIL BOB@KETTERDESIGNS.COM

NO.	DATE	DESCRIPTION	DRAWN BY:	DATE:	CHECKED BY:	DATE:
10						
09						
08						
07						
06						
05						
04						
03						
02						
01						

REVISIONS

NO.	DATE	ISSUED FOR

FIRST FLOOR LANDSCAPE PLAN
1/8"=1'-0"

ISSUED FOR PLANNING

102 UNITS
1331 S. PACIFIC AVE.
SAN PEDRO, CA. 90731

PROJECT ADDRESS

PROJECT NO.
SHEET NO.
L1.0

LANDSCAPE COURT LAND STUDIO ARCHITECTURE
COURT_LAND STUDIO, LLC
565 E Colorado Blvd., Suite C
Pasadena, CA 91101
P: 818-795-5320
F: 818-795-3211

2019-12-13 PACIFIC 1331 SD SET

CONTAINERIZED TREES IN URBAN ENVIRONMENTS

by D.A. Rakow

Abstract. Successful management of trees in permanent landscape containers depends on a firm understanding of the conditions unique to this type of planting. Containerizing limits the extent of crown growth by restricting root development. In addition, tree roots can be killed by exposure to temporarily flooded conditions, as during periods of heavy rain. Alternatively, the small total volume of containers limits the potential reservoir of water for root uptake, which can result in extreme water stress when evaporative demand is high. Options for the management of containerized urban trees are presented, including selection of diminutive species, use of growth-restricting chemicals, modifying the growing medium, automating irrigation, and selecting group or shared planters.

An increasingly common urban landscaping practice is to plant trees in above ground containers where in-ground planting is not practical. The dimensions of the most commonly used container are 1.22 m^3 (4 ft. x 4 ft. x 4 ft.). Construction material is either concrete, wood, or fiberglass (5). Although individual tree longevity depends on container volume and dimensions, soil mix, species, and location, a widely held belief is that most containerized trees do not survive for more than 10 years after planting (16).

The practice of growing trees in containers dates back to ancient Europe and the Middle East. For example, wall paintings on Egyptian tombs dating to 1400 BC show spice trees in clay containers (6). Among the factors that have contributed to the increased popularity of containerized tree growing in urban areas over the past two decades are: the urban beautification and renewal movements that began in the 1960's (5); the desire to grow plants on raised terraces and balconies for both commercial and residential structures (6); the evolution of the suburban shopping mall parking lot (8); and the proliferation of subways, utility lines, and other obstructions to underground tree planting (6).

How Containerizing Affects Plant Parameters

To understand the severe impact of containerizing on the useful life of trees, one must examine both the physiological effects of root restriction on tree growth, as well as the environmental stresses unique to urban sites.

Tree root growth is opportunistic: it will take place wherever the environment is favorable. But when a tree is planted in a container, root growth is limited by the dimensions of the container. Since roots are essential for the uptake and translocation of water and nutrients and are the synthesis site for certain hormones, any factor that limits overall root development will limit the extent of shoot growth (14).

Containers can also damage tree root systems. Most freestanding containers are both small in total volume and shallow in depth. Even with adequate drainage holes, a container will develop a perched water table in the bottom layer of soil. This zone of completely water-filled pores will extend upward in periods of heavy precipitation. Roots growing in the saturated zone cannot tolerate the anaerobic state of the soil and can easily die (18).

The second condition common to free standing containers, that of small total volume, results in a limited reservoir of water for root uptake. In times of high evaporative demand, root loss from previously high water tables plus the limited reservoir fo water to draw upon can lead to extreme water stress in containerized trees (18).

Environmental factors favoring high rates of transpiration are characteristic in urban sites. Paved city streets - lined with multi-story buildings -typically have higher air temperatures and more cloud cover than adjacent suburban areas; and generally lower levels of radiation, humidity, and wind (4; 7; 8).

The combined effects of enhanced ambient and leaf temperatures and reduced relative humidity create wide vapor pressure gradients between air and leaf and thus increased transpiration. Transpirational losses in excess of available soil water for replenishment lead to water deficits, and if a deficit continues, a tree will suffer water stress (17).

Compounding transpirational losses during the hot summer months is the irregularity of summer rainfalls in many temperate regions (6). Supplemental irrigation could partially alleviate the ex-

treme deficits that result. But strained municipal tree management budgets must cover a large number of cultural practices. An average of only three percent is allocated for tree irrigation (10). Given the likelihood of drought-inducing conditions in urban microclimates, free standing tree containers must be able to entrap and store adequate rain water to meet a tree's transpirational water needs if severe stress is to be avoided.

Container Size

A number of recommendations have appeared in the literature for dimensions of above ground containers (Table 1). With the exception of the size classes listed by Arnold (1), the recommended container dimensions are not related to tree size, age class, or leaf area. Moreover, explanations as to how recommended dimensions were derived are generally not provided. The one exception is Kopinga (11), who based his recommendation on the observation that potential transpiration of a street tree (leaf area index = 4) in the Netherlands is 1.2 – 2.0 times higher than known transpiration values for a forest canopy.

The total soil volumes recommended in the literature vary greatly, from 733 gal. [Flemmer (6)] to 5283 gal. [Kopinga (11)], a 720% spread between values. Given the lack of transpiring leaf area data to which to relate these container volumes, the reasons for this wide variation are not clear. Interestingly, the commonly used 4' x 4' x 4' container (assuming a 6" internal lip) can hold a soil volume of only 460 gal., less than any of the recommendations of Table 1.

Research is currently being conducted in the Department of Floriculture and Ornamental Horticulture at Cornell University to determine the minimally adequate container dimensions for a wide range of ornamental species and crown sizes. It is hoped that the information derived from this research can be compiled into a easily used matrix that will benefit municipal arborists, landscape architects, and landscape contractors.

Management Options

If a tree is not to outgrow its container, certain practices must be undertaken by the plant manager. These fall into two broad categories: managing tree size and managing plant/soil water status.

Managing tree size. If it is known, on the basis of observation or of a predictive formula, that a tree has outgrown its container, then pruning to reduce crown size is one option. This process, known as heading back, has the advantage of removing actual or potential leaves, thus reducing the transpirational surface area.

A pruned plant will transpire less water than an unpruned plant if its shadow is reduced in size or density. The reduction in transpiration, however, will be less than the reduction in foliage, primarily because light interception may be increased proportionally as the crown is opened up (8).

Invigoration of individual shoots is a typical response to pruning. Thus, the initial benefits of reducing crown size are somewhat mitigated by the invigoration of the remaining shoots. At best, heading back is a temporary solution, yielding little suppression of re-growth the following growing season. To be effective, the practice must be repeated annually and becomes quite labor intensive and expensive.

Effects similar to those achieved by pruning can be realized with growth regulating chemicals. A chemical showing particular promise is ICI's paclobutrazol. A gibberellin biosynthesis inhibitor, paclobutrazol modifies both the extent and type of growth of shoots and roots (9). Specifically, paclobutrazol has been shown to reduce leaf number, leaf area, and internodal and total stem length in cherries (3) and apples (19; 20).

Application of paclobutrazol, as a soil drench, trunk injection, or foliar spray, saves considerable labor expense compared to pruning. In addition,

Table 1. Recommended dimensions for above ground containers

Source	*Diameter (in)*	*Depth (in)*	*Total Volume (gal.)*
Kopinga (11)	-----	-----	5,283
Cervelli (5)	96-120	36	1,812
Harris (8)	----	36-60	----
Arnold (1)			
Mature tree ht.			
41-70 ft.	144	48	4,309
21-40 ft.	96	42	1,675
15-20 ft.	72	36	808
Flemmer (6)	72-96	24	733

paclobutrazol has been reported by several sources to have an effective persistence of several years. Thus, it is potentially of great benefit for keeping containerized trees within their container design size limit; that is, the maximum growth for which the container can support the water needs of the tree. Although most research with paclobutrazol has been conducted on fruit species, an initial study on silver maple *(Acer saccharinum)* showed the expected effects of reduction of internodal length and sprout length (2). More research needs to be conducted on differences between ornamental species in reaction to this promising growth regulator.

There are many small to medium sized trees that tolerate wide fluctuations in soil water status, as may be found in the containers. Such species may eventually outgrow their containers, as transpirational water loss exceeds the container's storage of precipitation. But their slow rates of growth and relatively small mature sizes allow them to thrive in container culture for a greater number of years than would a species that rapidly grew to a height of 75 ft. Table 2 is a list of some smaller tree species suitable for container culture.

Water management. To improve container soil water status, it would be logical to manipulate the growing medium. An ideal container medium would strike a balance between a sand, that drains well but has poor water retention, and a clay loam, that remains saturated for extended periods of time. This can be achieved in practice by mixing enough coarse-textured amendment (sand, perlite, vermiculite, etc.) with a composite soil type to insure adequate aeration holes for drainage (18). One possible medium would be a mix of 60% (by volume) sandy loam soil, 20% horticultural grade perlite, and 20 percent milled sphagnum moss. The peat moss, representing the organic component, is relatively small to minimize shrinkage as a result of decomposition.

Many municipalities maintain healthy trees in

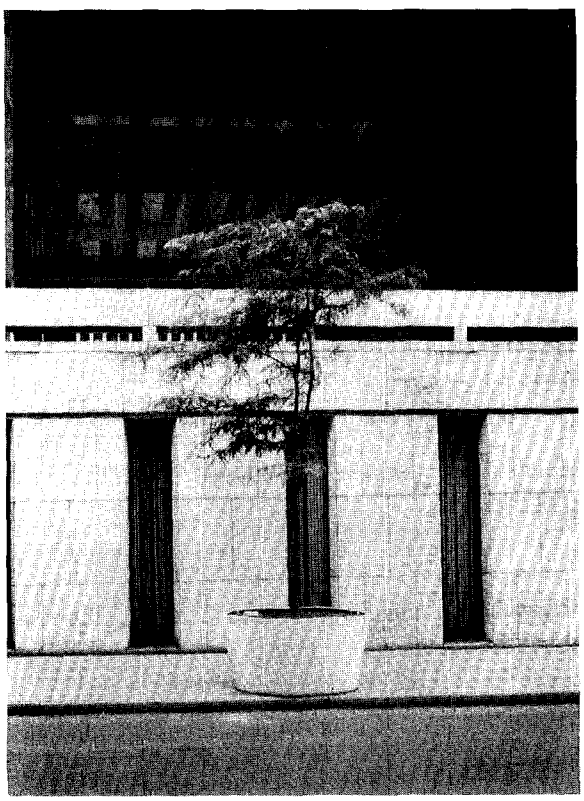


Fig. 1. Trees are often placed in above ground containers when utility or sewer lines make in-ground planting impossible.

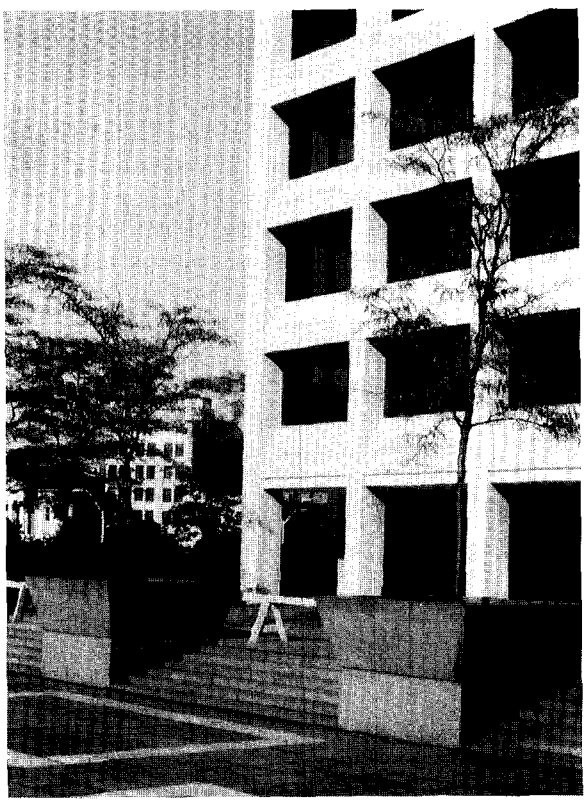


Fig. 2. In situations in which trees are to be planted in urban malls, above ground planters are the only practical alternative.

Table 2. Tree species for container culture

Name	*Height (ft)*
Acer campestre, hedge maple	25-35
A. ginnala, amur maple	15-18
A. tataricum, tatarian maple	15-20
Amelanchier spp., serviceberry	20-25
Cornus mas L., Cornelian cherry	20
Crataegus phaenopyrum, Washington thorn	20-30
C. viridis cv. 'Winter King', Winter King thorn	20-35
Magnolia stellata, star magnolia	15-20
Malus sargentii, Sargent crabapple	8-10
Prunus 'Accolade', 'Accolade' cherry	20
Syringa reticulata, Japanese tree lilac	25-35

containers for several years under a regular irrigation regime. By combining irrigation with annual or biennial crown pruning and perhaps root pruning, trees can be maintained in a bonzai-like state. Such practices are, of course, quite costly and often the labor necessary for them simply does not exist.

By automating the irrigation process, the City of Milwaukee, WI has greatly increased tree survival while minimizing labor costs. The container they use consists of an inner pot in which the tree is actually planted, housed within an outer pot that contains a gravel zone at its base. The gravel zone is filled with water via an inlet hose in the outer container. Water moves from this zone to the soil mass by capillary action along a wick which has its base in the water reservoir. Approximately once every 7 - 10 days, the reservoir is re-filled. Beside labor savings, the great advantage of this approach is that water moves into the soil directly in response to decreasing soil water potentials, thus protecting against both saturated and drought conditions (15).

Other planting options. Although some urban locations will always be unsuited to the planting of trees in the ground, the group or shared planter provides an alternative to single tree containers. Shade trees, understory shrubs, and groundcovers can be set in long, uninterrupted planters.

Shared planters allow for greater root development per plant, as well as mutual shading between the plants. The former increases the soil volume that can be explored for water, while the latter lowers leaf temperatures and wind speeds, and thus reduces transpiration. Together, these benefits improve water balances and reduce plant water stress (12, 13).

In addition, group planters allow for more varied and naturalistic plantings than is possible in either single tree containers or tree pits. Multi-stemmed trees, whose growth habits cannot otherwise be accommodated, are well suited to group planters.

Many types of plantings will continue to be used in urban settings. If the needs of trees in each of these situations can be clearly understood, then cost-effective procedures that extend the useful lives of trees can be realized.

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ABSTRACTS

COOK, ALAN D. 1987. **Trees and lawsuits: know the responsibilities.** Am. Nurseryman 165(4): 104, 106.

Lawsuits have become a way of life. And more and more cases involve trees. The following lists were aggregated by a layman to alert other laymen. They include some ways that problems with trees may result in lawsuits and ways to avoid such suits. The following damages to trees may result in lawsuits: tree pruning or felling by trespass, chemical damage, water damage, lowered water table, physical damage from soil compaction by vehicles and equipment, vandals, fire, mud slides, animals and so on. The following damages caused by trees may result in lawsuits: falling trees or tree parts that cause damage to people, property or both, invasion of and damage to property by overhanging limbs, leaning and expanding trunks, and roots, damage to vehicles or pedestrains by thorns, limbs, leaning trunks, roots and so on, accidents caused by obstructed views of oncoming traffic, hazards, signs or signals.

BONESS, KENNETH R. 1986. **Avoiding kickback.** Am. Forests 92(11&12): 12-15, 40.

Lack of saw control is the major reason kickbacks occur. A saw cannot kick up and back unless it has something from which to push off. Kickback is governed by a law of physics that states: "For every action, there is an equal, opposite reaction." The saw chain by itself does not contain enough mass to push the saw around. The engine exerts a force against the chain so when the chain isn't touching anything, it moves while the saw remains relatively stationary. If the saw chain is designed to cut wood, why doesn't it cut through the wood instead of bouncing off? The raker portion of a saw chain's cutter link is designed to limit the cutting depth so that the tooth will work at peak efficiency. However, if the raker probes into the wood, the cutter is allowed to dig in beyond its effective cutting depth. Unable to chip out the bite it has taken, the tooth comes to an abrupt halt. When it does, motion is transferred from the chain to the chainsaw. Since the chain had been going forward, the saw is now moving to the rear -- where the operator is located.

SHURTLEFF, MALCOLM C. 1986. **Root diseases of trees.** Grounds Maintenance 21(9): 22, 26, 28, 30.

Symptoms of root diseases are not immediately obvious and give no indication of severity. You should suspect root problems when a tree l) declines in vigor for 1 or more years, 2) shoot growth is reduced (as measured by rings of terminal bud scales on the twigs), 3) the foliage over much of the tree is off-color or dwarfed, usually beginning in the upper branches, and 4) the top of the tree or crown wilts and dies back. An unusually heavy crop of fruit (berries, cones, acorns) sometimes precedes death. These symptoms commonly overlap those of twig, branch and trunk diseases. Root problems are generally much more severe to a tree's health than those that affect the foliage and most of those that affect the stems.

Communication from Public

Name:

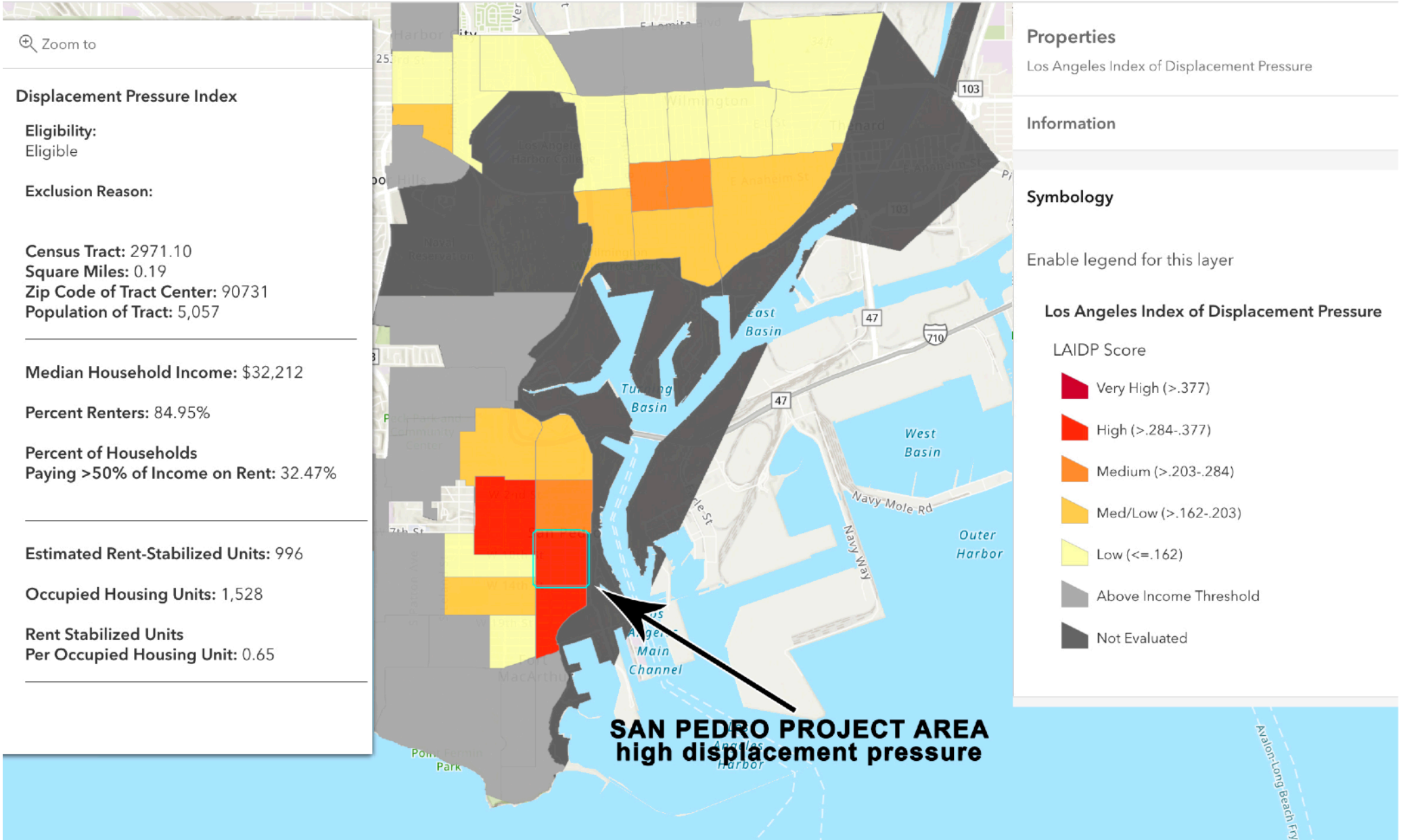
Date Submitted: 06/14/2021 09:38 AM

Council File No: 20-0680

Comments for Public Posting: Attached is a document that supports the Citizens Protecting San Pedro appeal of the proposed project at 1309-1331 South Pacific Avenue. Case No. CPC-2019-4908-DB-SPR-1A Council File Number: 20-0680 Scheduled item for Council on Tuesday, June 15, 2021,10:00 AM Agenda item 9

Mayor Garcetti's Los Angeles Innovation Team created *The Los Angeles Index of Displacement Pressure* database, which shows the high displacement pressure currently in San Pedro's Pacific Corridor.

The Los Angeles Index of Displacement Pressure from the Mayor's Los Angeles Innovation Team database



The Mayor's displacement pressure maps "capture areas with a high concentration of existing residents who may have difficulty absorbing massive rent increases that often accompany 'revitalization' [gentrification]." The City itself has documented the significant negative impacts of projects like 1309-1331 and 2111-2139 Pacific Avenue on our community.

excerpts from The Garcetti-fication of Los Angeles: A Gentrification Cautionary Tale by Patrick Range McDonald, October 17, 2019:

A Gentrified Los Angeles

Perhaps the most damning evidence of a citywide gentrification crisis in Los Angeles comes from an unlikely source: the Mayor's Office. In 2016, with support from Bloomberg Philanthropies, Garcetti's Los Angeles Innovation Team, or "i-team," created two databases: The Los Angeles Index of Displacement Pressure and the Los Angeles Index of Neighborhood Change. They clearly show where gentrification is overwhelming neighborhoods…

The displacement pressure and neighborhood change databases have not been highly publicized by the Mayor's Office, although Garcetti often makes a point of publicly unveiling the city's newest tech gadget, such as the "Shake Alert L.A." app, which warns residents of an impending earthquake…

The i-team's databases show not only neighborhoods that have been gentrified or are going through gentrification, but also what neighborhoods are under a looming threat of gentrification and displacement. Chris Bousquet of Data-Smart City Solutions, a governance and innovation site sponsored by Harvard University, wrote that the i-team's data can "inform interventions" by both residents and elected officials. L.A. could be a forerunner in the use of technology to slow down, and possibly stop, gentrification.

Each database presents an interactive map with a color key that shows low to very high displacement pressure and "neighborhood change"—another City Hall code word for gentrification. **The i-team, however, doesn't provide analysis of the data – that's left to the public.** The neighborhood change index measures gentrification while the displacement pressure index predicts displacement.

“Lower- and middle-income people of color and immigrants are suffering the worst in L.A.’s most extremely gentrified areas”

The displacement pressure index is a street-level snapshot of L.A. comprised of essentially real-time information and future projections. Garcetti’s i-team looked at U.S. Census tracts and considered “change measures” such as change in housing price projections; percent of households that rent; percent of households that are extremely rent burdened; and the number 25 of a ordable properties and housing units that are due to expire by 2023. The i-team notes that “displacement pressure factors capture areas with a high concentration of existing residents who may have difficulty absorbing massive rent increases that often accompany revitalization.” Again, “revitalization” is City Hall code for gentrification.

An Opportunity to Lead

Today, gentrification doesn’t just happen organically. It is, more often than not, guided by local and state politicians—Mayor Eric Garcetti, L.A. Councilman Jose Huizar, California State Sen. Scott Wiener, and others—who work closely with upscale developers and other real estate insiders. This is something that the media, academics, and the public must understand—and acknowledge. Or else gentrification will keep roaring, devastating lives and fueling housing affordability and homeless crises throughout the country.

Gentrification is not good. It may improve a neighborhood for the affluent people who move in, but it destabilizes the lives of many more—the middle- and working-class—who long lived in the community and are forced out. And once a neighborhood is gentrified, middle- and working-class residents can no longer enter. Gentrification doesn’t solve the larger problems—housing affordability and homelessness—that must be addressed in order to have a healthy, just society.

Armed with data from the Mayor's own i-team, our politicians can "become innovative leaders by growing a metropolis in a way that protects its senior citizens, immigrants, teachers, people of color, and many others from displacement and gentrification. Progress is not progress if everyone is not included in that progress."

Communication from Public

Name:

Date Submitted: 06/14/2021 09:40 AM

Council File No: 20-0680

Comments for Public Posting: Attached is a document that supports the Citizens Protecting San Pedro appeal of the proposed project at 1309-1331 South Pacific Avenue. Case No. CPC-2019-4908-DB-SPR-1A Council File Number: 20-0680 Scheduled item for Council on Tuesday, June 15, 2021,10:00 AM Agenda item 9

RE: Proposed project at 1309-1331 South Pacific Avenue:

Non-conformance with Pacific Corridor Redevelopment Plan Area requirements and procedures

EXHIBITS:

1. Initial Notice of Public Hearing for 1309-1331 South Pacific Avenue dated 01/16/2020.

States that project is a RESIDENTIAL building and does not include Redevelopment Plan (RDP) in Case No.

2. CPC Letter of Determination for 1309-1331 South Pacific Avenue - Page 1. mailing date 05/05/2020.

States that project is a RESIDENTIAL building and does not include Redevelopment Plan (RDP) in Case No.

3. CPC Letter of Determination for 1309-1331 South Pacific Avenue - mailing date 05/05/2020.

Because the Pacific Corridor Redevelopment Plan is NOT included, the CPC Letter of Determination erroneously states that project qualifies for a Class 32 Categorical Exemption (page F-12):

(a) **The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.**

The subject site is located within the San Pedro Community Plan and is designated for Neighborhood Commercial Land Uses. The site is zoned C2-1XL-CPIO and is consistent with the land use designation. As shown in the case file and under Finding No. 2 above, the project is consistent with the General Plan, the applicable San Pedro Community Plan designation and policies, and all applicable zoning designations and regulations as permitted by Density Bonus law.

4. Application filed for 1309-1331 South Pacific Avenue Pacific Corridor Redevelopment Plan Project Compliance - DIR-2020-5031-RDP dated 08/25/2020.

Application filed - required application process for Pacific Corridor Redevelopment Plan Project Compliance. Erroneously lists project as MIXED USE DEVELOPMENT.

5. Public Hearing Notice for PLUM Committee hearing for 1309-1331 South Pacific Avenue - mailing date 10/16/2020.

States that project is a RESIDENTIAL building and does not include Redevelopment Plan (RDP) in Case No.

6. Applicant's Administrative Review and Referral form: Redevelopment Project Area - Pacific Corridor. RE: Pacific Corridor Redevelopment Plan compliance for 1309-1331 South Pacific Avenue - dated 10/20/2020.

Lists project as **BOTH** a "Multifamily Residential apartment" (page 1 of 5) and also as a "Mixed-Use development" (page 5 of 5).

7. Withdrawal Request Response Letter for the Redevelopment Project Area compliance application - Case No. DIR-2020-5031-RDP - dated 11/04/2020.

8. Withdrawal of Pacific Corridor Redevelopment Plan compliance application for 1309-1331 South Pacific Avenue - dated 11/04/2020.

Withdrawal of required application for Pacific Corridor Redevelopment Plan Project Compliance. Erroneously lists project as a Mixed-Use development.

9. Public Hearing Notice for the Applicant's almost identical 'sister' project in the Pacific Corridor at 2111-2139 South Pacific Avenue. Hearing date 10/28/2020.

Correctly Includes Redevelopment Plan (RDP) in the Case No.

Both 1309-1331 Pacific and 2111-2139 Pacific had their initial public hearings together on 01/16/20. They are both in the Pacific Corridor Redevelopment Plan Area.
2111-2139 Pacific acknowledges/includes RDP, as required, 1309-1331 Pacific does not.

10. Redevelopment Plan compliance information.

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
City Hall 200 North Spring Street Los Angeles CA 90012

NOTICE OF PUBLIC HEARING

To Owners:
☐ Within a 100-Foot Radius
☒ Within a 500-Foot Radius
☐ Abutting a Proposed Development Site

And Occupants:
☐ Within a 100-Foot Radius
☒ Within a 500-Foot Radius

And:
☒ Interested Parties/Others

This notice is sent to you because you own property or are an occupant residing near a site for which an application was filed with the Department of City Planning. All interested persons are invited to attend the public hearing where you may listen, ask questions, and/or present testimony regarding the project. The environmental document, will be among the matters considered at the hearing. The hearing officer or decision-maker may consider all the testimony presented at the hearing, written communications received prior to or at the hearing, and the merits of the project as it relates to existing environmental and land use regulations. **Please note that your attendance at the hearing is optional.**

Project Site: **1309-1331 South Pacific Avenue**

Case No. CPC-2019-4908-DB-SPR
CEQA No. ENV-2019-4909-CE
Held By: Hearing Officer on behalf of the City Planning Commission
Date: **January 16, 2020**
Time: **10:00 a.m.**
Place: San Pedro Municipal Building
638 South Beacon Street, #452
San Pedro, CA 90731

Staff Contact: Connie Chauv, City Planner
200 North Spring Street, Room 720/721
Los Angeles, CA, 90012
connie.chauv@lacity.org
(213) 978-0016

Council District: 15 – Buscaino
Related Cases: None

Plan Area San Pedro
Zone: C2-1XL-CPIO

Plan Overlay: San Pedro Community Plan Implementation Overlay ("CPIO")
Land Use: Neighborhood Commercial
Applicant: RKD 13 PAC., LP

Representative: Jonathan Lonner, Kristen Lonner, Dave Zohn, Josh Guyer
Burns & Bouchard, Inc.

PROPOSED PROJECT:

The project is the construction of a 4-story, 45-foot and 5-inch tall residential building comprised of 102 dwelling units (including 12 Very Low Income units). The project will be approximately 83,158 square feet in floor area with a Floor Area Ratio ("FAR") of 2.65:1. The project will provide 127 parking spaces in 2 subterranean levels. The site is currently improved with 3 vacant commercial structures, with 26 trees on the subject site and 4 trees along the public right-of-way, all of which will be removed to clear the lot. The project will also involve the grading of approximately 2,500 cubic yards of soil.

REQUESTED ACTION(S): *On behalf of the City Planning Commission, the Hearing Officer shall consider:*

1. Pursuant to California Environmental Quality Act ("CEQA") Guidelines, an Exemption from CEQA pursuant to State CEQA Guidelines, Article 19, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
2. Pursuant to Los Angeles Municipal Code ("LAMC") Section 12.22 A.25(g)(3), a Density Bonus Compliance Review to permit the construction of a project totaling 102 dwelling units, including 12 dwelling units for Very Low Income Household occupancy for a period of 55 years, with the following requested Off-Menu Incentives:
    a. A 5-foot rear yard setback in lieu of the 16 feet otherwise required by the C2-1XL-CPIO Zone;
    b. A 2.65:1 FAR in lieu of the 1.5:1 otherwise permitted by the C2-1XL-CPIO Zone and San Pedro Community Plan Implementation Overlay ("CPIO") Section IV-2.B; and
    c. A 20 percent reduction in the required open space, to allow 8,831 square feet in lieu of the 10,950 square feet otherwise required by LAMC Section 12.21 G.
3. Pursuant to LAMC Section 12.22 A.25(g)(3), the following one (1) Waiver of Development Standards:
    a. A 45-foot and 5-inch building height in lieu of the 30 feet otherwise permitted by the C2-1XL-CPIO Zone and CPIO Section IV-2.A.2.
4. Pursuant to LAMC Section 16.05, a Site Plan Review for a development project which creates, or results in an increase of, 50 or more dwelling units.

LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300
www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: MAY 05 2020

Case No. CPC-2019-4908-DB-SPR
CEQA: ENV-2019-4909-CE
Plan Area: San Pedro

Council District: 15 – Buscaino

Project Site: 1309 – 1331 South Pacific Avenue

Applicant: RKD 13 PAC., LP
Representative: Jonathan Lonner, Kristen Lonner, Josh Guyer, and Dave Zohn, Burns & Bouchard, Inc.

At its meeting of **April 23, 2020**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following project:

Construction of a four-story, 45-foot and five-inch tall residential building comprised of 102 dwelling units (including 12 Very Low Income units). The Project will be approximately 83,158 square feet in floor area with a Floor Area Ratio (FAR) of 2.65:1. The Project will provide 127 parking spaces in two subterranean levels. The site is currently improved with three vacant commercial structures, with 26 trees on the subject site and four trees along the public right-of-way, all of which will be removed to clear the lot. The Project will also involve the grading of approximately 2,500 cubic yards of soil.

1. **Determined**, that based on the whole of the administrative record, the Project is exempt from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332, Class 32, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
2. **Approved,** pursuant to Section 12.22 A.25(g)(3) of the Los Angeles Municipal Code (LAMC), a Density Bonus Compliance Review for a project totaling 102 dwelling units and reserving 15 percent of the base dwelling units, or 12 dwelling units, for Very Low Income Household occupancy for a period of 55 years, with the following three On- and Off- Menu Incentives:
   a. A 2.65:1 FAR in lieu of the 1.5:1 otherwise permitted by the C2-1XL-CPIO Zone and San Pedro Community Plan Implementation Overlay (CPIO) Section IV-2.B;
   b. A 20 percent reduction in the required open space, to allow 8,831 square feet in lieu of the 10,950 square feet otherwise required by LAMC Section 12.21 G; and
   c. A 5-foot rear yard setback in lieu of the 16 feet otherwise required by the C2-1XL-CPIO Zone;
3. **Approved**, pursuant to LAMC Section 12.22 A.25(g)(3), the following one Waiver of Development Standard:
   a. A 45-foot and 5-inch building height in lieu of the 30 feet otherwise permitted by the C2-1XL-CPIO Zone and CPIO Section IV-2.A.2.
4. **Approved**, pursuant to LAMC Section 16.05, a Site Plan Review for a development project which creates, or results in an increase of, 50 or more dwelling units;
5. **Adopted** the attached Conditions of Approval; and

CEQA Findings

The Department of City Planning determined based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The Notice of Exemption and Justification for Project Exemption for Environmental Case No. ENV-2019-4909-CE is provided in the case file and attached as Exhibit D.

The project is the construction of a 4-story, 45-foot and 5-inch tall residential building comprised of 102 dwelling units (including 12 Very Low Income units). The project will be approximately 83,158 square feet in floor area with a Floor Area Ratio ("FAR") of 2.65:1. The project will provide 127 parking spaces in 2 subterranean levels. The site is currently improved with 3 vacant commercial structures, with 26 trees on the subject site and 4 trees along the public right-of-way, all of which will be removed to clear the lot. The project will also involve the grading of approximately 2,500 cubic yards of soil, and export of approximately 20,000 cubic yards of soil.

As a multi-family residential building, and a project which is characterized as in-fill development, the project qualifies for the Class 32 Categorical Exemption.

CEQA Determination – Class 32 Categorical Exemption Applies

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following criteria:

(a) **The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.**

The subject site is located within the San Pedro Community Plan and is designated for Neighborhood Commercial Land Uses. The site is zoned C2-1XL-CPIO and is consistent with the land use designation. As shown in the case file and under Finding No. 2 above, the project is consistent with the General Plan, the applicable San Pedro Community Plan designation and policies, and all applicable zoning designations and regulations as permitted by Density Bonus law.

Pacific Corridor Redevelopment Plan Area is not included

(b) **The proposed development occurs within city limits than five acres substantially surrounded by urban us**

The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.72 acres (31,521 square feet). Lots adjacent to the subject site are developed with the following urban uses: multi-family and single-family residential and commercial uses. The subject site is within one-half mile of several bus stops served by the Los Angeles County Metropolitan Transit Authority ("Metro") Silver Line and 205, 246, and 550 bus lines, Los Angeles Department of Transportation ("LADOT") DASH San Pedro and Commuter Express 142 bus lines. There is a bus stop within 400 feet at the intersection of Pacific Avenue and 15th Street.

(c) **The project site has no value as habitat for endangered, rare or threatened species.**

The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. There are no native protected trees on the site per the Tree Report prepared by Courtland Studio, LLC dated

Certified Neighborhood Council -- Central San Pedro							
Application Date	**Case Number**	**Address**	**CD#**	**Community Plan Area**	**Project Description**	**Request Type**	**Applicant Contact**
08/25/2020	DIR-2020-5031-RDP	1309 S PACIFIC AVE 90731	15	San Pedro	PROPOSED MIXED USE DEVELOPMENT IN THE COMMERCIAL DESIGNATED AREA OF THE PACIFIC CORRIDOR REDEVELOPMENT PLAN AREA.	RDP-REDEVELOPMENT PLAN PROJECT	BURNS & BOUCHARD, INC. JONATHAN LONNER/JOSH GUYER (310)802-4261
CNC Records: 1							

HOLLY L. WOLCOTT
CITY CLERK

PETTY F. SANTOS
EXECUTIVE OFFICER

City of Los Angeles
CALIFORNIA

ERIC GARCETTI
MAYOR

OFFICE OF THE
CITY CLERK

Council and Public Services Division
200 N. Spring Street, Room 395
Los Angeles, CA 90012
General Information: (213) 978-1133
FAX: (213) 978-1040

PATRICE Y. LATTIMORE
DIVISION MANAGER

clerk.lacity.org

CPC-2019-4908-DB-SPR
ENV-2019-4909-CE
Council District 15

October 16, 2020

NOTICE TO APPELLANT(S), APPLICANT(S), OWNER(S), OCCUPANT(S) AND INTERESTED PARTIES WITHIN A 100-FOOT RADIUS

You are hereby notified that the Planning and Land Use Management (PLUM) Committee of the Los Angeles City Council will hold a public hearing on **Thursday, November 5, 2020** at approximately **10:00AM** or soon thereafter to consider the following: Categorical Exemption pursuant to California Environmental Quality Act (CEQA) Guidelines, Article 19, Section 15332, Class 32 and related CEQA findings, report from the Los Angeles City Planning (LACPC) and an appeal filed by Citizens Protecting San Pedro from the determination of the LACPC in approving the following: 1) a Density Bonus Compliance Review for a project totaling 102 dwelling units and reserving 15 percent of the base dwelling units, or 12 dwelling units, for Very Low Income Household occupancy for a period of 55 years, with the following On-Menu Incentive: A 20 percent reduction in the required open space, to allow 8,831 square feet in lieu of the 10,950 square feet otherwise required by Los Angeles Municipal Code Section 12.21 G; 2) one Waiver of Development Standard for a 45-foot and 5-inch building height in lieu of the 30 feet otherwise permitted by the C2- 1XL-CPIO Zone and CPIO Section IV-2.A.2; and 3) a Site Plan Review for a development project which creates, or results in an increase of, 50 or more dwelling units; for the construction of a four-story, 45-foot and five-inch tall residential building comprised of 102 dwelling units (including 12 Very Low Income units) with the Project being approximately 83,158 square feet in floor area with a Floor Area Ratio of 2.65:1, providing 127 parking spaces in two subterranean levels, with the site currently improved with three vacant commercial structures, 26 trees on the subject site and four trees along the public right-of- way, all of which will be removed to clear the lot, with the Project also involving the grading of approximately 2,500 cubic yards of soil, for the properties located at 1309-1331 South Pacific Avenue, subject to Conditions of Approval.

Applicant: RKD 13 PAC, LP

Representative: Jonathan Lonner, Kristen Lonner, Josh Guyer, and Dave Zohn, Burns & Bouchard, Inc.

In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, this Los Angeles City Council committee meeting will be conducted telephonically.

ADMINISTRATIVE REVIEW

REDEVELOPMENT PROJECT AREA – PACIFIC CORRIDOR

Administrative Review and Referral

RELATED CODE SECTION: Los Angeles Municipal Code Section (LAMC) 11.5.14 establishes the process and procedures for implementing the Redevelopment Plan.

PURPOSE: This Administrative Review and Referral form determines the appropriate review process for proposed Projects within a Redevelopment Project Area. Proposed development activity within Redevelopment Project Areas must conform to the Permitted Land Use Section of respective Redevelopment Plan.

GENERAL INFORMATION

- A Redevelopment Plan Project (Project) includes any proposed development activity within a Redevelopment Project Area with an Unexpired Redevelopment Plan, that includes the issuance of a building, grading, demolition, sign or change of use permit. Refer to 11.5.14 for the full definition.
- Permitted Land Uses, see Section 500 of the Pacific Corridor Redevelopment Plan. Visit Planning4LA.org to review the Pacific Corridor Redevelopment Plan.
- Review process options available:
  - Administrative Review - Redevelopment Plan
  - Administrative Review - Design for Development
  - Project Compliance
  - Project Adjustment

1. APPLICANT INFORMATION

Applicant Name: Josh Guyer (Representative)

Address: 9619 National Blvd.

City: Los Angeles State: CA Zip Code: 90034

Telephone: 310-802-4261 Email: jguyer@burnsbouchard.com

2. PROJECT BACKGROUND

Project Address: 1309-1331 S. Pacific Avenue

Assessor Parcel Number: 7454-026-011, -012, -013, -014 Existing Zoning: C2-1XL-CPIO

Project Type:

☐ Change of Use	☐ Addition	☐ Exterior Alteration
☐ Interior Alteration	☑ Demolition	☐ Signs
☐ Use of Land	☑ New Construction	☑ Grading

Project Description (include any additional requested entitlements) Demolition and clearing of (E) improvements on-site to make way for the construction of a (N) four-story, 102-unit multifamily residential apartment building. 12-units will be reserved for Very Low Income tenants. Project includes two subterranean garage levels for automobile parking with ingress and egress from 14th Street. No signage is proposed.

Eligible or Identified Historic Resource (refer to http://zimas.lacity.org/ and https://historicplacesla.org check one below)

☐ Yes ☑ No

Lot Area 31,500 square-feet Project FAR 2.65

Current Use Office, Storage, Vacant Proposed Use Multifamily Residential

Existing Residential sq.ft. 0 sq. ft. Proposed Residential sq. ft. 83,158 sq. ft.

Existing Non-Residential sq.ft. (+/-) 31,000 sq. ft. Proposed Non-Residential sq. ft. 0 sq. ft.

Number of new residential units 102

Number of residential units to remain N/A

Number of residential units to be demolished 0

Building Permit No. (*if applicable*) TBD

Environmental Review ☐ Project is Ministerial – Environmental Review Not Required

☐ Not Yet Filed ☑ Filed (Indicate case number) ENV-2019-4909-CE

3. **CHECKLIST** - Pacific Corridor Redevelopment Plan

Complete the following checklist using the terms listed below. To see the full list of defined terms reference LAMC Section 11.5.14. To complete the checklist please refer to the corresponding Section of the Redevelopment Plan. The Redevelopment Plans are available on the Los Angeles City Planning website at Planning4LA.org.

- **N/A - Not Applicable**: This Redevelopment Plan Section does not apply to the proposed Project. No further action is required.
- **YES - Conforms**: The proposed Project conforms to the Redevelopment Plan section. The proposed Project may require Project Compliance. Not all Redevelopment Plans require additional action.
- **NO - Does Not Conform**: The proposed Project DOES NOT conform to the Redevelopment Plan section. The proposed Project will require a Project Adjustment. Alternatively, modify the proposed Project and resubmit this form demonstrating compliance with the Redevelopment Plan.

Redevelopment Plan Section	Plan Sheet or Supplemental Document (Demonstrating Compliance)	Redevelopment Plan Conformance (Check One)			Staff Comments
		N/A	YES	NO	
501. General Controls and Limitations	*Applicant must review this Redevelopment Plan section.*	-	-	-	Shows conformance
502. Redevelopment Plan Map • Input the Redevelopment Plan Land Use Designation	Commercial	☐	☑	☐	Commercial - Commercial District (Pacific Ave. Commercial Corridor); C2-1XL-CPIO
503.1. Residential Uses • Input the City Zone designation		☑	☐	☐	N/A proposed Mixed-Use. See Sec. 503.4
503.2. Commercial Uses • Input the City Zone designation	C2-1XL-CPIO	☐	☑	☐	Proposed Mixed-Use. See Sec. 503.4 NO
503.3. Industrial Uses • Input the City Zone designation		☑	☐	☐	N/A
503.4. Residential Uses within Commercial and Industrial Areas • Findings Required – Project Compliance • Refer to Criteria 1-4	See Findings	☐	☑	☐	Residential uses permitted in Commercial Areas and per C2-1XL-CPIO
503.5. Commercial Uses within Industrial Areas • Findings Required – Project Compliance • Refer to Criteria 1-4		☑	☐	☐	N/A
503.6. Restricted Commercial/ Industrial Uses • Reference restricted list in Section		☑	☐	☐	N/A
504.1. Public and Open Space • Findings Required if other use – Project Compliance • Refer to Criteria 1-4		☑	☐	☐	N/A
504.2. Public Street Layout, Rights-of-Way and Easements	*Applicant must review this Redevelopment Plan section.*	-	-	-	Shows conformance
504.3. Other Open Space, Public and Quasi-Public Uses	*Applicant must review this Redevelopment Plan section.*	-	-	-	N/A
505. Interim Uses	*Applicant must review this Redevelopment Plan section.*	-	-	-	N/A
506. Nonconforming Uses	*Applicant must review this Redevelopment Plan section.*	-	-	-	N/A
507. New Construction and Rehabilitation of Properties	*Applicant must review this Redevelopment Plan section.*	-	-	-	Shows conformance
508. Limitation on Type, Size and Height of Buildings	*Applicant must review this Redevelopment Plan section.*	-	-	-	Shows conformance
511. Open Spaces, Landscaping, Light, Air and Privacy	*Applicant must review this Redevelopment Plan section.*	-	-	-	Shows conformance
512. Signs and Billboards • Billboards prohibited • Check Sign DFD if applicable	*Applicant must review this Redevelopment Plan section.*	-	-	-	N/A no sign proposed
513. Utilities	*Applicant must review this Redevelopment Plan section.*	-	-	-	Shows conformance

Why no Yes box?

Redevelopment Plan Section	Plan Sheet or Supplemental Document (Demonstrating Compliance)	Redevelopment Plan Conformance (Check One)			Staff Comments
		N/A	YES	NO	
514. Parking and Loading Facilities	*Applicant must review this Redevelopment Plan section.*	-	-	-	Shows conformance
515. Setbacks	*Applicant must review this Redevelopment Plan section.*	-	-	-	Shows conformance
516. Incompatible Uses	*Applicant must review this Redevelopment Plan section.*	-	-	-	N/A
517. Resubdivision of Parcels	*Applicant must review this Redevelopment Plan section.*	-	-	-	N/A
518. Variations	*Applicant must review this Redevelopment Plan section. Findings in this Section must be prepared for any sections of this Form checked "NO" unless the Project is modified.*				N/A
520. Design Guidelines and Development Controls	*Applicant must review the Design Guidelines and Development Controls Redevelopment Plan section.*	☐	☑	☐	Shows conformance
521. Variances, Conditional Use Permits, Building Permits and Other Land Developments Entitlements	*Applicant must review this Redevelopment Plan section.*	-	-	-	See CPC-2019-4908-DB-SPR
522. Buildings of Architectural and Historic Significance	*Applicant must review Survey LA.*	-	-	-	ENV-2019-4909-CE

4. *PROJECT REVIEW REQUIREMENTS*

SUBMITTAL PACKAGE (check all that apply)

☒ A. **Administrative Review for the Redevelopment Plan**
The Submittal Package includes this *Administrative Review and Referral Form*, and the *Documents and Materials* for the Administrative Review and Referral Form, listed in the Administrative Review Instruction (CP-3540).

NOTE: For an Administrative Review ***clearance****, the project must conform to the Permitted Land Uses section of the relevant Redevelopment Plan, and if applicable the Administrative Review and Referral Design for Development.*

☐ B. **Administrative Review for the Design for Development (DFD)**
The Submittal Package includes this *Administrative Review and Referral Form*, and the *Documents and Materials* for Design for Development, listed in the Administrative Review Instruction (CP-3540).

☐ C. **Project Compliance and/or Project Adjustment**
The Submittal Package includes this *Administrative Review and Referral Form*, and the *Documents and Materials* for *Project Compliance and/or Project Adjustment*, listed in the Administrative Review Instruction (CP-3540).

All forms and related materials shall be submitted to the Development Services Center public counter.

- CITY STAFF USE ONLY -

NOTE: Signature below only indicates that the Redevelopment Plan Unit staff reviewed proposed project. All official clearances are noted on the clearance summary sheet for issuance of a permit from LADBS on PCIS, including Administrative Sign-Off/Approval.

ADDITIONAL STAFF NOTES

Again!!

Per Sec. 502 and 503.4. of the Pacific Corridor Redevelopment Plan the proposed mixed-use development is permitted within Commercial Areas consistent with the applicable General Plan, Community Plan and any applicable City zoning ordinance. The proposed project generally conforms to the objectives of the Pacific Corridor Redevelopment and DFD. Administrative Review only.

CASE NUMBER: related to CPC-2019-4908-DB-SPR

Section 5 - ADMINISTRATIVE REVIEW – Project Conforms to Plan. No Referral Required – Section 6 N/A. No fee is collected.		
Staff Signature	Date 10/20/2020	Phone Number
Print Name	Giselle Corella	Email planning.redevelopment@lacity.org

Section 6 - PROJECT PLANNING REFERRAL - Choose one: If Project Compliance or Project Adjustment is required. Please collect required fee(s) prior to filing.		
☐ **Project Compliance Required**		☐ **Project Adjustment Required**
INITIAL REVIEW BY		
Staff Signature	Date	Phone Number
Print Name		Email

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

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CALIFORNIA

ERIC GARCETTI
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DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

VACANT
DEPUTY DIRECTOR

November 4, 2020

Applicant/Owner
RKD 13 PAC, L.P.
1601 North Sepulveda Boulevard, Unit 798
Manhattan Beach, CA 90266

Representative
Jonathan Lonner & Josh Guyer
Burns & Bouchard, Inc.
9619 National Boulevard
Los Angeles, CA 90034

Case No. DIR-2020-5031-RDP

Location: 1309-1331 South Pacific Avenue
Council District: 15 – Buscaino
Neighborhood Council Central San Pedro
Community Plan Area: San Pedro
Land Use Designation: Neighborhood Commercial
Zone: C2-1XL-CPIO
Legal Description: Lots 11-14; Block: 13; Rudecinda Tract

WITHDRAWN

This is to acknowledge your letter dated October 27, 2020 requesting withdrawal of the above-referenced application.

Case No. DIR-2020-5031-RDP is hereby withdrawn from further consideration and ordered filed.

Any portion of your filing fee, if available for refund, is subject to submittal, review, and approval of an appropriate claim refund application which is available online at the Department of City Planning's website: http://cityplanning.lacity.org or at the Department's public counters.

In the event that you wish to pursue this matter in the future, it will be necessary for you to file a new application and pay the required fees. The present withdrawal, however, will not adversely prejudice consideration of your new application and it may be possible to utilize some of the maps and other information in the existing case file.

Should you wish to respond to this matter, you may contact Connie Chauv at (213) 978-0016 or via email at Connie.chauv@lacity.org.

Sincerely,

Connie Chauv
City Planner

Sat Jun 12 6:40 PM

planning.lacity.org/pdiscaseinfo/search/encoded/MjQwMDQ00

Bank of America Zillow CAL-SPAN:Cal...bcast Video Citibank Online City Planning Facebook Google CHASE AMERITRADE AMAZON CEQA LAMC LA CITY COU...FILE SYSTEM CSPNC VNC

ZIMAS Case Information & Documents - Los Angeles City Planning

LOS ANGELES CITY PLANNING

Case Summary & Documents

Case Number | Ordinance | Zoning Information | CPC Cards | ZA Cards

Case Number: DIR-2020-5031-RDP Search Format: AA-YYYY-1234 Example: ZA-2011-3269

Case Number: DIR-2020-5031-RDP
Case Filed On: 08/25/2020
Accepted For Review On:
Assigned Date: 08/25/2020
Staff Assigned: CONNIE CHAUV
Hearing Waived / Date Waived : No
Hearing Location:
Hearing Date : 12:00 AM
DIR Action: WITHDRAWN
DIR Action Date: 11/04/2020
End of Appeal Period:
Appealed: No
BOE Reference Number: 0
Case on Hold?: Yes

Primary Address

Address	CNC	CD
1309 S PACIFIC AVE 90731	Central San Pedro	15

View All Addresses

Project Description: PROPOSED MIXED USE DEVELOPMENT IN THE COMMERCIAL DESIGNATED AREA OF THE PACIFIC CORRIDOR REDEVELOPMENT PLAN AREA.

Applicant:
Representative:

View Related Cases

Approved Documents | Initial Submittal Documents

1 Approved Documents found for Case Number: DIR-2020-5031-RDP

Type	Scan Date		
Initial Actions (1)			
Withdrawl Request Response Ltr	11/6/2020	View	...

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
City Hall 200 North Spring Street Los Angeles CA 90012

NOTICE OF PUBLIC HEARING

This notice is sent to you because you own property or are an occupant residing near a site for which an application was filed with the Department of City Planning. All interested persons are invited to attend the public hearing where you may listen, ask questions, and/or present testimony regarding the project. The environmental document will be among the matters considered at the hearing. The hearing officer or decision-maker may consider all the testimony presented at the hearing, written communications received prior to or at the hearing, and the merits of the project as it relates to existing environmental and land use regulations. **Please note that your participation in the hearing is optional.**

The meeting's agenda will be provided no later than 72 hours before the meeting at https://planning.lacity.org/about/commissions-boards-hearings and/or by contacting the staff contact at the phone number or email listed below. Please note that virtual meeting instructions will be provided on the meeting agenda.

Project Site:	**2111 – 2139 South Pacific Avenue**
Case No.:	CPC-2019-4884-CU-DB-SPR-RDP
CEQA No.:	ENV-2019-4885-CE
Hearing Held By:	Hearing Officer on behalf of the City Planning Commission
Date:	**Wednesday, October 28, 2020**
Time:	**9:30 A.M.**
Place:	In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the Public Hearing will be conducted remotely at the following link: **https://planning-lacity-org.zoom.us/j/99260783731** **Meeting ID: 992 6078 3731** **Passcode: 287550** Participants may also dial by phone: **(669) 900-9128 or (213) 338-8477** When prompted, enter the Meeting ID of: **992 6078 3731#**
Council No:	15 – Buscaino
Related Cases:	None
Plan Area	San Pedro
Zone:	C2-1XL-CPIO
Plan Overlay:	San Pedro CPIO (Coastal Commercial A), Pacific Corridor RPA
Applicant:	RKD 2111 Pacific, LLC
Representative:	Jonathan Lonner, Kristen Lonner, Josh Guyer, and Dave Zohn, Burns & Bouchard, Inc.
Staff Contact:	Connie Chauv, City Planner 200 N. Spring Street, Room 720 Los Angeles, CA 90012 Connie.Chauv@lacity.org (213) 978-0016

PROPOSED PROJECT:

The project is the development of a new 4-story, 45-foot and 5-inch tall mixed-use residential building comprised of 100 dwelling units (including 11 units restricted to Very Low Income Households) with 1,800 square feet of ground floor retail space. The project will provide 84 vehicular parking spaces in 2 subterranean parking levels, and 75 long-term and 8 short-term bicycle parking spaces. The project will be 77,945 square feet in floor area and have a Floor Area Ratio ("FAR") of 3.26:1. The site is currently improved with a 1,490 square foot single-tenant bar, surface parking lot, and vacant lot, with 12 non-protected palm trees on the subject site and ten (10) non-protected palm trees along the public right-of-way, all of which will be removed to clear the lot. The project proposes grading and export of 20,000 cubic yards of soil.

REQUESTED ACTION(S): *The Hearing Officer shall consider:*

1. Pursuant to California Environmental Quality Act ("CEQA") Guidelines, an Exemption from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies; and

Zoning Information No.: 2488
Original Published Date: 11/11/2019
Last Revision Date:

REDEVELOPMENT PROJECT AREA

Effective Date: November 11, 2019

COUNCIL DISTRICTS: 1, 2, 4, 8, 9, 10, 13, 14, 15

BACKGROUND:
On September 30, 2019, under the authority granted in the Redevelopment Dissolution statutes, the Los Angeles City Council and Mayor approved a resolution and accompanying Ordinance No. 186,325, transferring the land use authority from the CRA/LA, Designated Local Authority (CRA/LA-DLA) to the City of Los Angeles (City). The City is now responsible for implementing and enforcing the unexpired Redevelopment Plans[1] and associated Design for Development Guidelines and Development Guidelines (collectively known as "DFDs").

COMMENTS:
The City is the presiding agency for all land use approvals within the Redevelopment Project Areas. All projects within a Redevelopment Project Area require review for compliance with the associated Redevelopment Plan and DFD by the City Planning Department.

Each Redevelopment Plan has an expiration date. Please refer to the specific Redevelopment Plan for the expiration date and required forms at Planning4LA.org.

INSTRUCTIONS:
1. Refer an applicant requesting any permit or discretionary land use approval that includes the issuance of a building, grading, demolition, sign or change of use permit to:

   Development Services Center (DSC), Metro Counter
   Redevelopment Plan Unit
   201 N. Figueroa St., Suite 525, Los Angeles, CA 90012
   Telephone: (213) 202-5456
   Email: planning.redevelopment@lacity.org

2. Add the following Planning clearances:
   - Redevelopment Project Area
   - Historic Resource[2] Verification
     Note: some properties may not be tagged on ZIMAS as "Yes" for Historic Preservation Review, therefore, the DSC Redevelopment Plan Unit must verify the Historic Resource status.

[1] As defined in Ordinance No. 186,325
[2] Historic Resource shall mean designated or surveyed resources including properties listed in or formally determined eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, locally designated Historic-Cultural Monuments (HCMs) and Historic Preservation Overlay Zones (HPOZs); and properties identified as significant per eligibility criteria in SurveyLA and the Community Redevelopment Agency surveys or any subsequent City sanctioned or accepted surveys.

Communication from Public

Name:

Date Submitted: 06/14/2021 09:41 AM

Council File No: 20-0680

Comments for Public Posting: Attached is a document that supports the Citizens Protecting San Pedro appeal of the proposed project at 1309-1331 South Pacific Avenue. Case No. CPC-2019-4908-DB-SPR-1A Council File Number: 20-0680 Scheduled item for Council on Tuesday, June 15, 2021,10:00 AM Agenda item 9

THE LEGISLATURE SHOULD DELAY OR DEFEAT AB 832

Date: May 26, 2021

To: California Legislature Members
Los Angeles Community Activists
Members of The Los Angeles Press

From: Members of CPSP [Citizens Protecting San Pedro], RESPCT [Residents for an Equitable San Pedro Community Today], and concerned residents in San Pedro/City of Los Angeles

We Represent the Voices of People Left Out of This Debate.
Please ensure that this bill receives a much closer review of the impacts on us. The following critical points describe the irreparable harm AB 832 will cause to communities in redevelopment plan areas:

The Sneaky Exemption in AB 832 Lets Los Angeles Out of ALL Obligations Other Cities and Counties in California Have Under the Community Redevelopment Law.

AB 832 Exempts Only the City of Los Angeles From Having to Require an Average of 15% Affordable Units in Public and Private Projects it Approves Within Redevelopment Plan Areas.

The Bill Takes Away Our Constitutional Right to Mailed Notice of Proposals to Amend or Repeal Los Angeles Redevelopment Plans and Participation in Blight Studies.

There is No Rational Basis to Allow Los Angeles to "Administer" Our Redevelopment Plans as a Zoning Provision When Redevelopment Fundamentally is Not Zoning.

Many of the Legislative Findings, Written by Los Angeles Officials, Are Demonstrably False, Further Undermining the Constitutionality of AB 832 When Challenged in Court.

AB 832's Blanket Exemption from CEQA Review Imperils Decades of Environmental Protections Enacted in Former Agency EIRs and Plans.

The Context of Corruption at Los Angeles City Hall is a Reason for Closer Scrutiny.

Why is Assemblymember Richard Bloom Sponsoring AB 832?

Richard Bloom introduced AB 832 into the Legislature at the request of Los Angeles City Mayor Eric Garcetti and one Councilmember, Mitch O'Farrell. See attached email circulating among activists. Garcetti and O'Farrell have received significant campaign contributions from real estate developers, particularly those seeking to build projects in Hollywood. These projects are bigger than the protective limits of the redevelopment plan, and without anything near the amount of affordable housing units required by state law (Health and Safety Code Section 33413) and the Hollywood Redevelopment Plan that incorporates the state minimum requirements.

Is Mr. Bloom's sponsorship of this bill linked to his desire to receive endorsements of Los Angeles officials and campaign contributions from real estate development interests as he runs to leave the Legislature for a Los Angeles County Supervisor seat? We cannot answer that question yet, but we wonder who in the Legislature is serving the public interest by granting special legislation, only to the City of Los Angeles, to be exempt from constitutional notice, study of blight impacts, and affordable housing protections of this Legislature's Community Redevelopment Law? It isn't Mr. Bloom.

We think the late introduction of the bill was calculated to avoid letting the Legislators representing low-income residents of the other affected redevelopment plan areas of Los Angeles from knowing the devastating impacts to their constituents. For this reason alone, the Assembly should pause attempts to immediately pass AB 832 out of the Assembly until it at least understands the sneaky exemptions that remain in the bill after Monday's amendments by Mr. Bloom.

Our research shows that Mr. Bloom represents some of the wealthiest white areas of Southern California (Malibu, Agoura Hills, Pacific Palisades, Beverly Hills, Hollywood Hills) and one wildly gentrifying Los Angeles redevelopment area: Hollywood. Did Mr. Bloom or Mr. Garcetti or Mr. O'Farrell consult with any other Legislators representing portions of the City where the other 17 redevelopment plans protect the most economically vulnerable residents? These areas are listed on the City's website at https://planning.lacity.org/plans-policies/overlays (Redevelopment Plans). (See below why redevelopment plans are not zoning overlays.) In addition to Hollywood, the affected redevelopment plan areas include: Adelante Eastside, Broadway/Manchester, Central Industrial, Chinatown, City Center, Council District 9 Corridors, Crenshaw, Crenshaw/Slauson, Exposition/University Park, Laurel

Canyon, Mid City Corridors, Pacific Corridor (San Pedro), Vermont/Manchester, Watts Corridor, Western/Slauson, Westlake, Wilshire/Koreatown.

If you are a Legislator that represents any of these parts of Los Angeles, you should be asking yourself how will this impact my constituents? The bill would make the City of Los Angeles, the largest city in the state, exempt from the Community Redevelopment Law's mandate to develop at least 15% affordable units among all public and private projects approved in each redevelopment plan area.

We Represent the Voices of People Left Out of This Debate.

CPSP and RESPCT include residents living in San Pedro's Pacific Corridor Redevelopment Area, right next to the Port of Los Angeles. Mr. Bloom does not represent us, Assemblymember Patrick O'Donnell does.

We are only beginning to understand the nature of the special legislation written by Los Angeles politicians themselves and introduced by Mr. Bloom. See attached email. However, **we are ringing the alarm to all Legislators, activists in other redevelopment plan areas, and members of the press** because it appears to us that our own City officials are seeking to deny us constitutional rights of due process notice of proposed changes to redevelopment plans, proper study of blight impacts of removing environmental measures and affordable housing requirements of the plans, and incredibly, removing the current state law that requires our City elected politicians to obtain 15% affordable units in each plan area.

The City asks this Legislature to remove its obligation to assure 15% affordable units are built while submitting a draft bill that falsely claims the bill would help "increase" affordable units. The stench of hypocrisy is overwhelming. Our City Hall has lost its way by pursuing this corrupt legislation.

The Sneaky Exemption Still in AB 832 Lets Los Angeles Out of ALL Obligations Other Cities and Counties Have Under the Community Redevelopment Law.

The City of Los Angeles knows that redevelopment law, especially after the dissolution of redevelopment agencies in 2011, is not as well understood by Legislators – especially those who came to the Legislature in recent years. The City has been claiming that because the Legislature withdrew tax increment from redevelopment, that successor agencies to the former redevelopment agencies have no obligation to continue to comply with the Legislature's constitutional due process

notification requirements or conduct a study of the impacts on blight in the redevelopment plan area if a plan amendment or repeal is proposed. This claim is false.

We live in a continuing redevelopment plan area and we are entitled to the benefits of notice, participation, and critique of conclusions about the impacts of a plan amendment or repeal. The rights the Legislature enacted into the Community Redevelopment Law to protect our federal and state constitutional rights were not repealed by the dissolution of redevelopment agencies. The Legislature expressly continued the plans intending them to be implemented by the successors to the former agencies.

Today, in all other cities and counties, hundreds of redevelopment plans are being carried out without other cities asking for special legislation. Only Eric Garcetti, Mitch O'Farrell, and Assemblymember Bloom are trying to take away our constitutional rights by granting a massive exemption from ALL Community Redevelopment Laws of the state. **If you did not know that, you should be asking for the bill to receive a much closer review of the impacts on us – the people who cannot afford lobbyists to tell you what AB 832 will or will not do.**

AB 832 Exempts Only the City of Los Angeles From Having to Require an Average of 15% Affordable Units in Public and Private Projects it Approves Within Redevelopment Plan Areas.

At Committee hearings, Mr. Bloom said he would remove the exemption of the City from having to comply with all affordable housing requirements. He has not done that because he has not removed the sneaky exemption for the Community Redevelopment Law. This will enrich a few real estate development interests and guarantees even more homelessness in Los Angeles. In a previous amendment, Mr. Bloom removed a provision that expressly exempted the City of Los Angeles from Section 33413 affordable housing requirements of the Community Redevelopment Law. We saw that amendment as we tracked the bill's progress.

But Mr. Bloom failed to remove the massive exemption from all of the requirements of "this division" of the state's laws. Here is the language still in the bill which all by itself treats the low-income residents of our redevelopment plan area differently from the residents in all other cities and counties in the state with operating redevelopment plans:

> "Notwithstanding any other provision of this division, including, but not limited to, subdivision (i) of Section 34173, both of the following are effective November 11, 2019:
> (1) All land use related plans and functions of the former Community Redevelopment Agency of the City of Los Angeles are transferred to the City of Los Angeles.
> (2) The **amendment or repeal of a land use related plan or function transferred pursuant to paragraph (1) is exempt from this division**." (Text of proposed new section 34173.5 in AB 832)

What does "this division" encompass? "This division" is Division 24 of the Community Development Law which includes Section 33413 and Section 33333.8 and other critical affordable housing provisions currently applicable to the City of Los Angeles. In section 33333.8 this Legislature made it illegal for any city or county to terminate (amend or repeal) a redevelopment plan if it has not yet obtained an average of 15% affordable units in all public and private real estate projects approved during the plan period. This requirement is expressly acknowledged in our City's redevelopment plans, such as Pacific Corridor Section 900 governing the area where we live:

> ". . .this Plan may be effective for the period ending 30 years from the date of adoption of this Plan. After the time limit on the effectiveness of the Redevelopment Plan, the Agency shall have no authority to act pursuant to the Redevelopment Plan except to pay previously incurred indebtedness and to enforce existing covenants and contracts, **unless the Agency has not completed its housing obligations pursuant to subdivision (a) of section 33333.8 of the Redevelopment Law, in which case the Agency shall retain its authority to implement requirements under subdivision (a) of section 33333.8 of the Redevelopment Law,** including its ability to incur and pay indebtedness for this purpose, **and shall use this authority to complete these housing obligations as soon as is reasonably possible**."

So section 33333.8 extends the life of a redevelopment plan until a city in fact achieves its 15% affordable housing unit obligation under the Community Redevelopment Law – the City expressly acknowledged this obligation in the text of the Pacific Corridor redevelopment plan, and now it asks the Legislature to amend all our plans to delete all requirements of "this division" including the affordable housing obligations contained therein.

This sneaky exemption from "this division" lets Los Angeles off the hook from existing state law including sections 33413 and 33333.8. Why? Our vulnerable communities will be deprived of this vital affordable unit requirement while other communities in the state will still be protected by the Legislature's Community Redevelopment Law.

The City says it has no power or resources to achieve the 15% goal. This is incorrect based upon our understanding of resources available. While the Legislature withdrew tax increment, the City has access to federal and state housing funds, $1.3 billion of COVID-19 budget relief, the City's portion of tax increment distributed back to it under the redevelopment dissolution, and most importantly, the power to condition approval of private projects in redevelopment areas on a developer providing 15% or more affordable units in exchange for the right to build a housing project. Our Los Angeles politicians have spent years claiming they will not require such affordable housing from developers, and it is no coincidence that Los Angeles suffers international condemnation for its failures to address the homelessness crisis.

The request to allow Los Angeles off the hook is about to make the situation worse in our redevelopment area and others like it across the City because no one at the Legislature has taken the time to understand the unconstitutional nature of Los Angeles' ask of Mr. Bloom, and now the Legislature.

There is no rational basis for the Legislature to grant this massive gift to Los Angeles politicians, including Mr. Bloom, so that real estate developers will not have to provide minimum inclusionary affordable housing in their projects. We desperately need more affordable housing, not less. AB 832 would deny our communities equal protection.

The Exemption From "This Division" Also Takes Away Our Constitutional Right to Mailed Notice of Proposals to Amend or Repeal Los Angeles Redevelopment Plans and Participation in Blight Studies.

Land use experts we talked to point out that a proposed amendment of a redevelopment plan is required to comply with Health and Safety Code Sections 33450 to 33458. These provisions are consistent with the Legislature's recognition that a redevelopment plan is not a form of zoning or "overlay" like the Los Angeles City Planning Department claims on its website. (See City link above calling redevelopment plans a form of zoning "overlay".) A redevelopment plan is not within the power of the City to enact under its zoning; it required the Legislature to enact

the Community Redevelopment Law to authorize creation of redevelopment plans, and is why it remains operational today.

These plans are intensive in due process notification to property owners and residents, in guaranteeing a right of participation in amendments proposed to the redevelopment plans, and mandate careful studies of how any proposed amendment or early repeal of a plan will affect environmental protections and the ability to address blight.

Apparently, the City of Los Angeles and its successor agency do not want to do this work anymore, and they unilaterally have FAILED to do it for years with impunity. They have claimed they were not obligated to extract affordable housing units from private developers. Having fallen so far behind that people are now dying homeless on the streets in Skid Row and other areas of our City, they ask the Legislature to simply relieve them of all duties under the Community Redevelopment Law. They don't want to mail notice to us of proposed plan amendments. They don't want to have to study and do some real planning to avoid negative impacts on the environment and housing stock. And influenced by campaign money and other considerations, **they really do not want to enforce the Legislature's inclusionary housing requirement** of a minimum of 15% affordable housing units over the life of the plan on private real estate developers.

For the Legislature to approve AB 832 is to unconstitutionally declare that the people living in City of Los Angeles redevelopment areas, are not entitled to equal protection of the state's Community Redevelopment Law. This invites the Legislature to be sued for federal and state constitutional violations in the enactment of this law.

There Is No Rational Basis to Allow Los Angeles to "Administer" Our Redevelopment Plans as a Zoning Provision When Redevelopment Fundamentally is Not Zoning.

Legislators should also notice that AB 832 purports to reach back in time to November 11, 2019 to declare that all land-use related plans and functions of the City are deemed transferred to the City on that date. The Legislature is asked to reach backwards because the City in fall 2019 adopted a transfer resolution and Companion Ordinance No. 186325 that was so blatantly unlawful the City got sued for violation of the Community Redevelopment Law and the state's environmental law, CEQA.

Knowing the City has been sued, as AB 832 states in its findings, it becomes clear that another purpose of the bill is to retroactively legalize the City's 2019 actions that

are challenged in the lawsuit. Is it the function of the Legislature to intervene to legalize that which was illegal – for one City but not others? Does this special legalization of that which the City essentially admits was illegal constitute a lawful action of the Legislature?

One need only look at the transfer resolution from 2019 and the companion ordinance to see how crazily the City acted. The transfer resolution purports to list **selected sections** of each redevelopment plan and leave the remainder of redevelopment plan provisions, such as the affordable housing requirements, behind in the winding down successor agency CRA/LA. Then, directly contrary to the Legislature's requirement that redevelopment plans are governed not by a zoning code, but rather the Community Redevelopment Law, the City purported to govern the selected sections of each redevelopment plan it transferred, under its municipal code going forward.

In this deceitful sleight of hand, the City hoped no one would notice that it was trying to take our redevelopment plans (or portions of them anyway) out of the hands of the successor agency and going forward turn them into zoning – without all the due process protections and blight studies required under Section 33450-33458 before a plan can be amended or repealed. As we said before, Los Angeles officials really do not want to do the work of redevelopment, and this was the first try without assistance from the Legislature.

Just describing what happened in 2019 is to describe how lunatic the entire action was. No wonder the City was sued, and no wonder Mr. Garcetti and Mr. O'Farrell are asking the Legislature to provide a legislative "fix" to their blunder. It was a move, unauthorized by any law, to evade any further work required under the Community Redevelopment Law. And once again, it would treat the residents and property owners in Los Angeles' redevelopment plan areas as if they had no constitutional rights enjoyed by residents in the redevelopment plan areas of other cities and counties. This is another reason AB 832 violates equal protection of the law without rational basis.

The sneaky exemption would also seek to legalize future actions of the City of Los Angeles to administer a redevelopment plan, under the zoning code, even though a redevelopment plan is not zoning, or a zoning "overlay" as the City Planning Department likes to incorrectly say. The entire concept is unfair, illogical, and confers special rights on the City of Los Angeles that no other city or county administering a redevelopment plan possesses.

Many of the Legislative Findings, Written by Los Angeles Officials, Are Demonstrably False, Further Undermining the Constitutionality of AB 832 When Challenged in Court.

We understand that while the Legislature has discretion in addressing perceived ills, that discretion cannot violate California's prohibition against special legislation. The findings why the Legislature may approve this special legislation are irrational on their face. AB 832 claims that Los Angeles is "unique" because it was one of seven cities that declined to become the successor agency after dissolution of the redevelopment agencies. But by definition, the City is hardly "one of a kind" unique when it is one of seven. That finding is not a legitimate basis for special legislation.

The fact that Los Angeles has several redevelopment areas within its boundaries also does not make it unique. Multiple cities or counties in the state have multiple redevelopment plan areas within their boundaries. The only thing that makes Los Angeles "unique" is that it thinks it can come to the Legislature to fix and excuse decades of affordable housing neglect that is literally killing people on its streets. There is no rational basis to conclude that AB 832 is justified special legislation for Los Angeles.

Additionally, certain findings are inconsistent with the provisions of the legislation. One finding states that in 2019 the City of Los Angeles adopted a resolution transferring all land-use related plans and functions to itself. As outlined above, that factually did not happen. The City adopted a resolution purporting to transfer selected portions of redevelopment plans. Then in the legislation AB 832 states that all land-use related plans and functions are transferred effective November 11, 2019. If the Legislature's finding that all plans and functions were transferred in 2019, why does the Legislature purport to transfer it all again? The finding supports a rational conclusion that the legislation is not needed if the finding is true, which it is not. The Legislature may not validly enact special legislation based upon demonstrably false factual findings.

Accordingly, the Legislature and the City impair their credibility with voters when demonstrably false findings are set forth to approve an unconstitutional special legislation for the City of Los Angeles.

AB 832's Blanket Exemption from CEQA Review Imperils Decades of Environmental Protections Enacted in Former Agency EIRs and Plans.

It is our understanding that over the decades the CRA/LA existed, it mitigated environmental impacts by enacting them into law, redevelopment plans themselves, and enforceable project conditions. We understand all of these environmental protections to be part of land use plans and authority that should have transferred to the City in 2019. Now, the City has asked for a bill that does transfer these obligations to it, but gives the City a free pass from any environmental review if it then immediately follows up with a proposed repeal or effective repeal of these redevelopment plans and land use functions.

In tracking the progress of AB 832 we noted that Mr. Bloom amended it to allow total exemption from CEQA environmental review for any action the City takes on its transferred plans and land use functions until January 1, 2023. This is a wildly reckless provision because it incentivizes the City to take the transferred redevelopment plans, that protect the City's most vulnerable residents, and immediately repeal them.

This is not even a theoretical concern, we are informed by Hollywood activists that the City Planning Department in February 2021 released a proposed "amendment" to the Hollywood Redevelopment Plan as part of the City's revision of its General Plan. We understand the City has claimed it is "infeasible" to continue to enforce the environmental protections in Hollywood and therefore all of the prior environmental protections can be removed by effectively repealing the entire Hollywood Redevelopment Plan. Thus, at this moment, the City's evil plan to repeal all the substantive provisions of the Hollywood Redevelopment Plan awaits legalization by this extraordinary CEQA exemption.

And by allowing the City this massive exemption from CEQA for all operating redevelopment plans in the City, Mr. Bloom just signed the death warrant on our redevelopment plan (and every other one in the City) before December 31, 2022. If AB 832 passes with such an expansive CEQA exemption, the City will have every incentive to move to repeal in mass all of the remaining redevelopment plans of the City. And it will do so also with the exemption from "this division," meaning the City also evades complying with the 15% affordable housing unit requirement before a redevelopment plan can be repealed.

The Context of Corruption at Los Angeles City Hall is More Reason for Closer Scrutiny.

The Legislature's own digest concedes that AB 832 is "sponsored" by the City of Los Angeles. Coming from a city where numerous elected officials, Mayoral staff, and

real estate players have pled guilty or are under indictment for bribery and corruption in connection with real estate development, caution by our Legislature is more than warranted.

The mere fact that AB 832 is sponsored by the City as "special legislation" only affecting itself ought to alert Legislators representing all of the districts affected by Los Angeles' 18 remaining redevelopment plans (about 20% of the land mass of the City) that they better take a close look at what City officials cooked up in a back room, without inviting anyone else's input. Close examination of the City's bill, only a little bit we could do in this letter, reveals the "dream legislation" that the City is seeking inflicts harm on its own most vulnerable residents and property owners and elevates the financial riches of real estate developers.

The City itself has admitted it drafted this legislation among a handful of people in the Mayor's and Councilmember O'Farrell's office, assisted by City Planning and City Attorney staff anxious to get out of the real work required to administer a redevelopment plan. See attached email. It reveals that this bill was written under the supervision of Mayor Eric Garcetti and his political appointees, the office of Councilmember Mitch O'Farrell and his staff, the office of Mike Feuer and his deputy City attorneys, and City Planning Department staff of Vince Bertoni. Mayor Garcetti's office itself submitted the "ask" to Assembly member Bloom to carry the legislation.

Even cursory analysis of the bill reveals it is unconstitutional and simply a terrible policy proposal. It would mark the Legislature undermining its own professed commitment to assuring that affordable housing gets built in California.

This bill should not even be considered by Legislators because its only purpose is to evade the Legislature's high priority policy that each redevelopment plan in the state shall achieve an overall goal of 15% affordable units of housing among all agency and private development projects approved within each plan area. This is the Legislature's well known "inclusionary housing" requirement in Health and Safety Code section 33413, and it does not require the tax increment removed in 2011 for Los Angeles to achieve this requirement. Los Angeles officials arrogantly think they are above this law, and they have wasted years ignoring the Legislature's command to even try to achieve 15% affordable units in their redevelopment plan areas.

It is no coincidence that Los Angeles currently suffers a massive homelessness crisis – City officials for decades have shirked the City's commitments in its redevelopment plan areas and now, it simply asks to be relieved of its legal duties. Meanwhile, in

every other redevelopment plan area located in all other cities and counties of the state, the City of Los Angeles asks that the Legislature continue to require achievement of the 15% affordable housing goal. We demand continued enforcement of all affordable housing requirements in redevelopment plans areas across this state, including within the boundaries of the largest city, Los Angeles. We also demand our constitutionally protected due process rights and participation rights in redevelopment blight studies be protected by rejecting the crazy theory that only the City of Los Angeles can take a redevelopment plan and administer it in the future under its own municipal code. The entire concept was lunacy from the start.

AB 832 ought to be voluntarily withdrawn by Mr. Bloom. The entire bill, drafted by a group of grifters at Los Angeles City Hall, has no merit. It is designed to make homelessness worse in Los Angeles, not better. The bill must be defeated, or at a bare minimum, the Assembly needs to investigate the serious matters raised in this letter before impairing the constitutional interests of those voiceless people we try to represent in this warning letter to the Legislature.

Most sincerely,

Members of CPSP [Citizens Protecting San Pedro], RESPCT [Residents for an Equitable San Pedro Community Today], and concerned San Pedro/LA residents:

Dr. Mary Ellen Barnes
Greg Ellis
Claudio Feehan-Liste
Manuel Feehan-Liste
Mary Lou Fentis
Allen Franz
Noel Gould
Chris Havener
Andrea Herman
Penelope McKenzie
Danial Nord
Cathy Ragland
Kenneth Ragland
Mona D. Reddick
Robert H. Reddick
Graham Robertson
Robin Rudisill
Mark Severino
Dusty Salinas
Mary Salinas
Fran Siegel
John J. Smith
June Burlingame Smith
Marianne C. Snell
Laurie Steelink
Cindy Wallace

Addresses and signatures available on request
Additional community signature pages will follow

*See Attached Exhibit

Oscar Ixco <oscar.ixco@lacity.org>

Fwd: AB 832

5 messages

John Wickham <john.wickham@lacity.org> Fri, Feb 19, 2021 at 8:35 AM
To: Oscar Ixco <oscar.ixco@lacity.org>, Ivania Sobalvarro <ivania.sobalvarro@lacity.org>

CD 13 had the Mayor put this in.

John Wickham
Office of the Chief Legislative Analyst
phone: (213) 473-5738
fax: (213) 620-9869

---------- Forwarded message ---------
From: **Arthur Mandel** <arthur.mandel@lacity.org>
Date: Fri, Feb 19, 2021 at 8:24 AM
Subject: Re: AB 832
To: John Wickham <john.wickham@lacity.org>, David Giron <david.giron@lacity.org>, Craig Bullock <craig.bullock@lacity.org>

Yes this is the one we've been working on with CD13 and City Attorney. +David Giron +Craig Bullock have the details.

-Artie

On Fri, Feb 19, 2021 at 8:18 AM John Wickham <john.wickham@lacity.org> wrote:

> Is this your bill? What's the story?
>
> John Wickham
> Office of the Chief Legislative Analyst
> phone: (213) 473-5738
> fax: (213) 620-9869

--

Arthur Mandel
Director of State and County Affairs
Office of Mayor Eric Garcetti
Office: (213) 978-1583 Cell: (213) 610-1031
arthur.mandel@lacity.org

Ivania Sobalvarro <ivania.sobalvarro@lacity.org> Fri, Feb 19, 2021 at 9:22 AM
To: John Wickham <john.wickham@lacity.org>
Cc: Oscar Ixco <oscar.ixco@lacity.org>

Let's reach out to David so he can explain it to us..
[Quoted text hidden]
--
Ivania Sobalvarro
Assistant Chief Legislative Analyst
Office of the Chief Legislative Analyst
(213) 473-5745

John Wickham <john.wickham@lacity.org> Fri, Feb 19, 2021 at 9:42 AM
To: Ivania Sobalvarro <ivania.sobalvarro@lacity.org>
Cc: Oscar Ixco <oscar.ixco@lacity.org>

Its a little messed up that it went this way.

John Wickham
Office of the Chief Legislative Analyst
phone: (213) 473-5738
fax: (213) 620-9869

[Quoted text hidden]

Ivania Sobalvarro <ivania.sobalvarro@lacity.org> Fri, Feb 19, 2021 at 9:48 AM
To: John Wickham <john.wickham@lacity.org>
Cc: Oscar Ixco <oscar.ixco@lacity.org>

I'm not sure I understand it... maybe one of you can explain it to me...
[Quoted text hidden]

Oscar Ixco <oscar.ixco@lacity.org> Fri, Feb 19, 2021 at 4:31 PM
To: Ivania Sobalvarro <ivania.sobalvarro@lacity.org>
Cc: John Wickham <john.wickham@lacity.org>

I spoke to CD13 regarding this matter so let me know when you have a moment to discuss.
[Quoted text hidden]
--
Oscar O. Ixco
Office of the Chief Legislative Analyst

CITY OF LOS ANGELES
200 N. Spring Street, Room 255
Los Angeles, CA 90012

T: 213.473.5705
F: 213.620.9869
E: oscar.ixco@lacity.org

Communication from Public

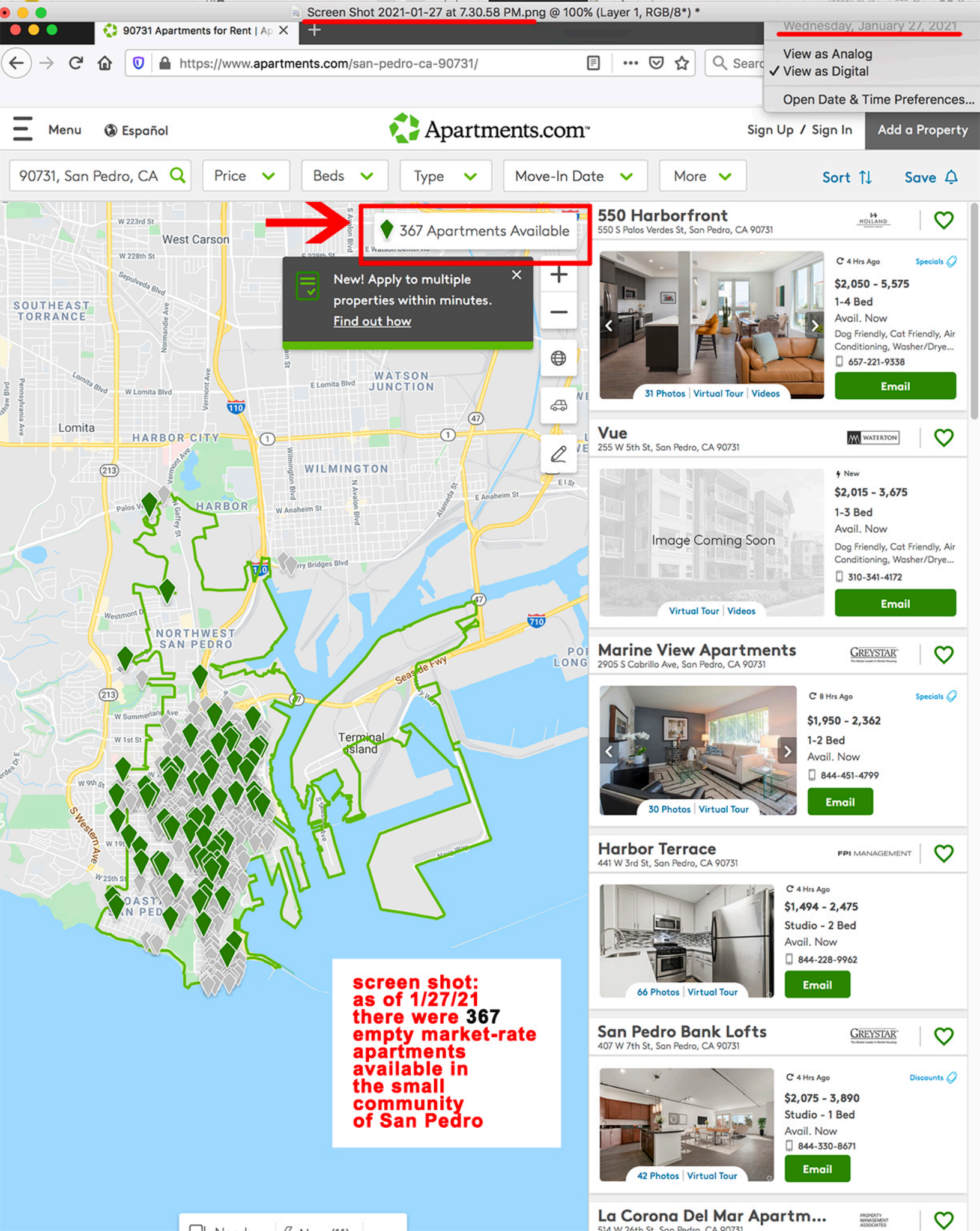
Name:

Date Submitted: 06/14/2021 09:43 AM

Council File No: 20-0680

Comments for Public Posting: Attached is a document that supports the Citizens Protecting San Pedro appeal of the proposed project at 1309-1331 South Pacific Avenue. Case No. CPC-2019-4908-DB-SPR-1A Council File Number: 20-0680 Scheduled item for Council on Tuesday, June 15, 2021,10:00 AM Agenda item 9

San Pedro Vacancies and Ongoing Development


Screen Shot 2021-01-27 at 7.30.58 PM.png @ 100% (Layer 1, RGB/8*) *
90731 Apartments for Rent | Ap
https://www.apartments.com/san-pedro-ca-90731/
Wednesday, January 27, 2021
View as Analog
View as Digital
Open Date & Time Preferences...
Menu
Español
Apartments.com
Sign Up / Sign In
Add a Property
90731, San Pedro, CA
Price
Beds
Type
Move-In Date
More
Sort
Save
367 Apartments Available
New! Apply to multiple properties within minutes.
Find out how
West Carson
SOUTHEAST TORRANCE
WATSON JUNCTION
Lomita
HARBOR CITY
WILMINGTON
HARBOR
NORTHWEST SAN PEDRO
Terminal Island
550 Harborfront
550 S Palos Verdes St, San Pedro, CA 90731
4 Hrs Ago
Specials
$2,050 - 5,575
1-4 Bed
Avail. Now
Dog Friendly, Cat Friendly, Air Conditioning, Washer/Drye...
657-221-9338
Email
31 Photos | Virtual Tour | Videos
Vue
255 W 5th St, San Pedro, CA 90731
New
$2,015 - 3,675
1-3 Bed
Avail. Now
Dog Friendly, Cat Friendly, Air Conditioning, Washer/Drye...
310-341-4172
Email
Image Coming Soon
Virtual Tour | Videos
Marine View Apartments
2905 S Cabrillo Ave, San Pedro, CA 90731
8 Hrs Ago
Specials
$1,950 - 2,362
1-2 Bed
Avail. Now
844-451-4799
Email
30 Photos | Virtual Tour
Harbor Terrace
441 W 3rd St, San Pedro, CA 90731
4 Hrs Ago
$1,494 - 2,475
Studio - 2 Bed
Avail. Now
844-228-9962
Email
66 Photos | Virtual Tour
San Pedro Bank Lofts
407 W 7th St, San Pedro, CA 90731
4 Hrs Ago
Discounts
$2,075 - 3,890
Studio - 1 Bed
Avail. Now
844-330-8671
Email
42 Photos | Virtual Tour
La Corona Del Mar Apartm...
514 W 26th St, San Pedro, CA 90731
screen shot:
as of 1/27/21
there were 367
empty market-rate
apartments
available in
the small
community
of San Pedro

from San Pedro Bay Historical Society Newsletter - SUMMER 2020

For the Community Plan and its overlays, visit https:// planning.lacity.org/plans-policies/ community-plan-area/san- pedro. The dramatic scope of the proposed developments can be seen at the website Urbanize LA*:* https://urbanize.la/ neighborhood/san. To receive City Planning news, sign up at https://planning.lacity.org/about/email-sign-up.

Recently Completed

24 units — 8th and Centre Sts.
375 units — 550 South Palos Verdes St.

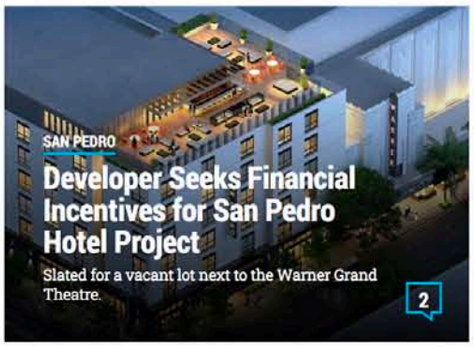
Proposed Projects (1200)

281units — 625 S. Beacon St.
100 units — 921 S. Beacon, Harbor View House Adaptive Reuse Project, now underway
300 units — 505 S. Centre (old Court House property) 137 units — 511 S. Harbor Blvd.
80 rooms — 544 S. Pacific Ave., hotel
101 units — 2100 block S. Pacific Ave.
109 units – 1300 block S. Pacific Ave.
99 units — 444 5th St.
32 units — 336-350 7th St.
56 units — 420 9th St.
91 units — 456 W. 9th St.

1648 units recently completed / proposed for Downtown/Pacific Corridor area

Outside Downtown and Pacific Ave. Corridor

120 units — 120 N. Harbor Blvd.
63 units — 407 N. Harbor Blvd. 1,626 units
1,626 units — Rancho San Pedro redevelopment, between 1st & 3rd Sts. + Beacon + Mesa Sts.
676 detached homes, townhomes, and flats — 26900 S. Western Ave. Ponte Vista residential development
2485
More than 4,100 units in development



SAN PEDRO

Developer Seeks Financial Incentives for San Pedro Hotel Project

Slated for a vacant lot next to the Warner Grand Theatre.

2



SAN PEDRO

Here's the Plan to Redevelop the Rancho San Pedro Housing Complex

The public housing complex is slated to add new affordable and market-rate units.

13



SAN PEDRO

City Planning Commission Approves 102 Apartments in San Pedro

The four-story development would replace a collection of small commercial buildings.

9

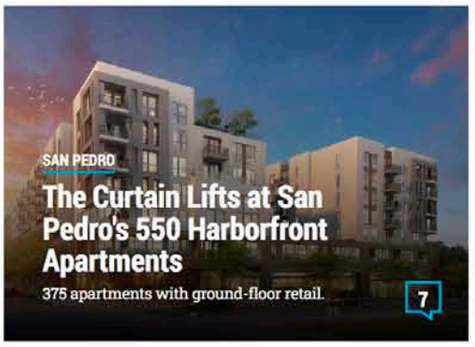


SAN PEDRO

Another Mixed-Use Development Planned in Downtown San Pedro

Directly across the street from the 550 Harborfront complex.

8

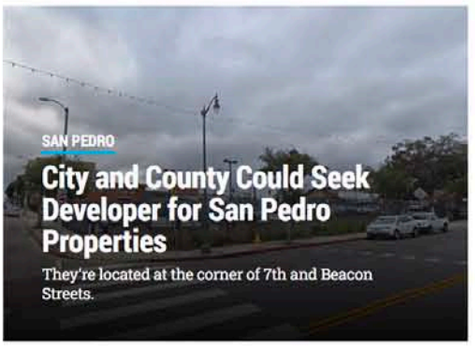


SAN PEDRO

The Curtain Lifts at San Pedro's 550 Harborfront Apartments

375 apartments with ground-floor retail.

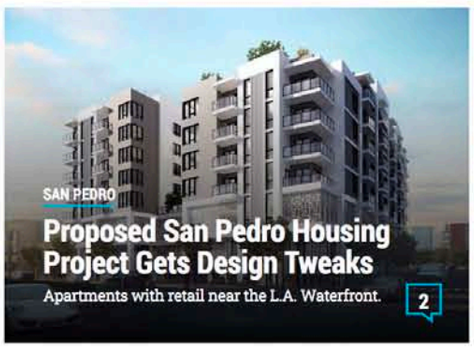
7



SAN PEDRO

City and County Could Seek Developer for San Pedro Properties

They're located at the corner of 7th and Beacon Streets.



SAN PEDRO

Proposed San Pedro Housing Project Gets Design Tweaks

Apartments with retail near the L.A. Waterfront.

2



SAN PEDRO

$33-Million Promenade and Town Square Breaks Ground in San Pedro

New open space on the L.A. Waterfront.

22

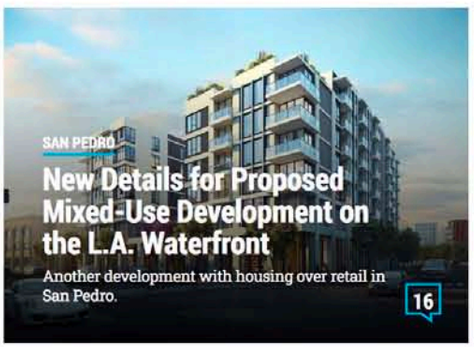


SAN PEDRO

Modular Housing Development Planned in San Pedro

More apartments proposed for the L.A. Waterfront.

4

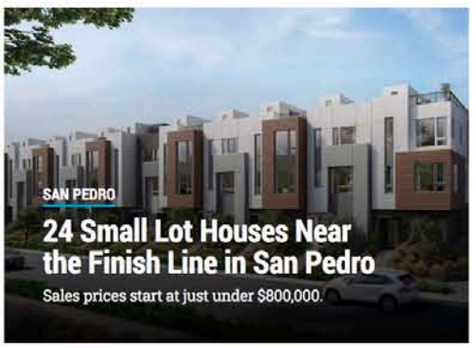


SAN PEDRO

New Details for Proposed Mixed-Use Development on the L.A. Waterfront

Another development with housing over retail in San Pedro.

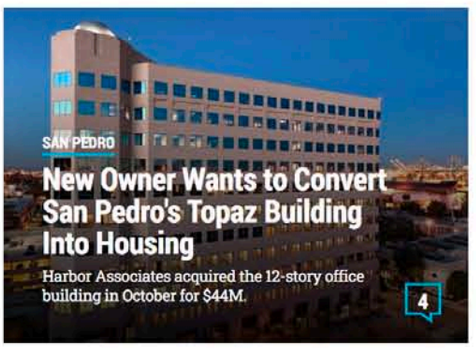
16



SAN PEDRO

24 Small Lot Houses Near the Finish Line in San Pedro

Sales prices start at just under $800,000.

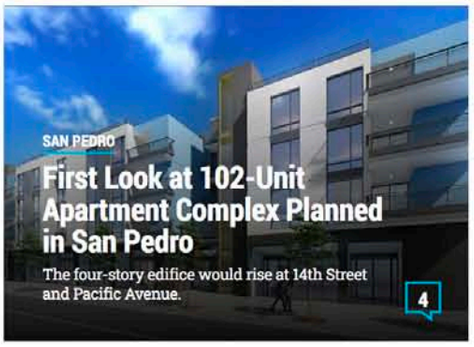


SAN PEDRO

New Owner Wants to Convert San Pedro's Topaz Building Into Housing

Harbor Associates acquired the 12-story office building in October for $44M.

4

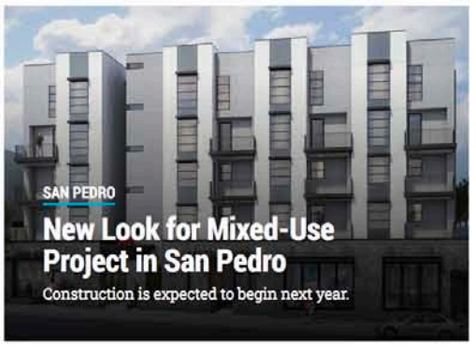


SAN PEDRO

First Look at 102-Unit Apartment Complex Planned in San Pedro

The four-story edifice would rise at 14th Street and Pacific Avenue.

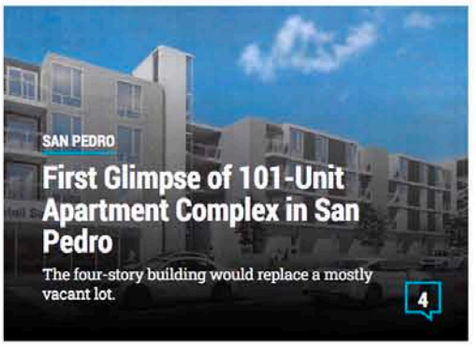
4



SAN PEDRO

New Look for Mixed-Use Project in San Pedro

Construction is expected to begin next year.

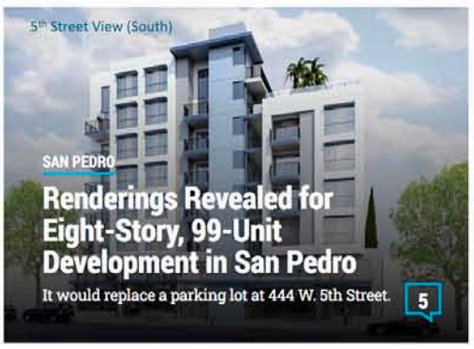


SAN PEDRO

First Glimpse of 101-Unit Apartment Complex in San Pedro

The four-story building would replace a mostly vacant lot.

4

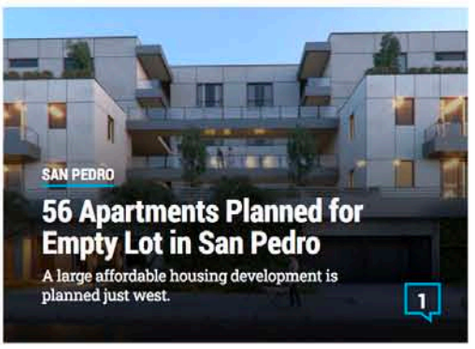


SAN PEDRO

Renderings Revealed for Eight-Story, 99-Unit Development in San Pedro

It would replace a parking lot at 444 W. 5th Street.

5

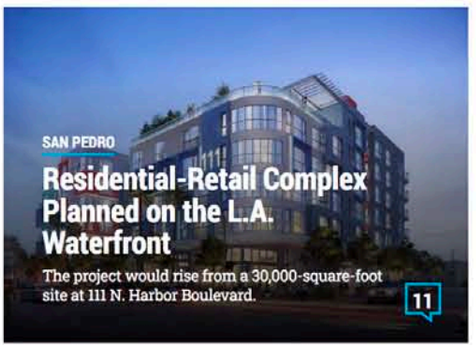


SAN PEDRO

56 Apartments Planned for Empty Lot in San Pedro

A large affordable housing development is planned just west.

1



SAN PEDRO

Residential-Retail Complex Planned on the L.A. Waterfront

The project would rise from a 30,000-square-foot site at 111 N. Harbor Boulevard.

11

San Pedro Bay Historical Society Newsletter

SUMMER 2020 **JULY**

Staying Safe

It's been hard to witness the damage that the Covid-19 virus has inflicted locally and elsewhere. As for the SPBHS, things have been in a holding pattern since the virus brought activities to a halt in mid-March. Adhering closely to the the Los Angeles County Department of Health requirements, we cannot yet welcome visitors to the Muller House Museum or the Archives. The Municipal Building, where the Archives are located, also currently restricts entry to almost all the offices housed there. We miss seeing our members and friends and hope you have been able to manage during this prolonged, difficult time.

New Paint & Other Projects

There should be a version of that phrase, "Rust never sleeps," to describe how quickly painted exteriors weather in our sunny, salty coastal air. Being harbor adjacent, the siding and trim of the Muller House Museum have weathered to the point that touch-ups are insufficient. It's time for a complete repaint. Bids are now being taken, and donations for this costly project are most welcome.

While the usual activities are on hold, this is a good time to tackle additional projects that can be done individually or remotely: We'd like to refurbish the landscaping around the Muller House Museum eventually and renew some of the lattice features in the patio area. Efforts to identify drought tolerant plants suitable for a Victorian period house are at the discussion stage, and bids for fixes to the sprinkler system are being sought. House curtains will get a washing and new ones made for the workroom. If anyone is handy with a crochet hook to create roller shade pulls or can contribute other talents and energy, please contact us at sanpedrohistory@gmail.com.

In this issue:

Staying Safe
New Paint & Maintenance at the Muller House
To Renew Your Membership
Feature Story: San Pedro Chautauquas, by Sandy Cardot
A Raft of Developments Headed this Way



John Smith hoists the flag on the morning of July 4th

To Renew Your Membership

Without the opportunity to hold the usual fundraisers and summer events, more than ever each membership renewal, new membership, and donation is deeply appreciated. Thank you to all who have continued their support!

* Problems continue with renewal envelopes being returned to the sender's own address instead of reaching the SPBHS post office box. When mailing your renewal, please do the following: If there is a bar code (a series of small vertical lines) at the bottom of the envelope on either side, line it out. And if after you mail the envelope it shows up again, make sure that any bar code is crossed out before remailing. We prefer that you not put a return address on the envelope, but if you do, please use the Society's address, P.O. Box 1568, San Pedro, CA 90733-1568. An envelope redesign is in the works.

A Raft of Developments Headed This Way

The new seven-story apartment block of 375 units at 550 S. Palos Verdes Street is impossible to miss. It's simply huge. A second big box development may land right across the street, opposite the entrance to the Municipal Building. And there's more! Clustering in the downtown area and along the commercial corridor of Pacific Avenue, at least eleven other developments are waiting in the wings, *Continued on page 3*

San Pedro Chautauquas

by Sandy Cardot

If you were to describe the San Pedro of 1917 through 1924, which of the following words would you use: cultured, educated, refined, religious or perhaps bawdy, risqué, uncouth and wild? What have you heard about our town and its past history? Possibly all these adjectives could be used as we attempt to paint a word picture of our town during its early days. For now, let's concentrate on the first group – cultured, educated, refined, and religious.

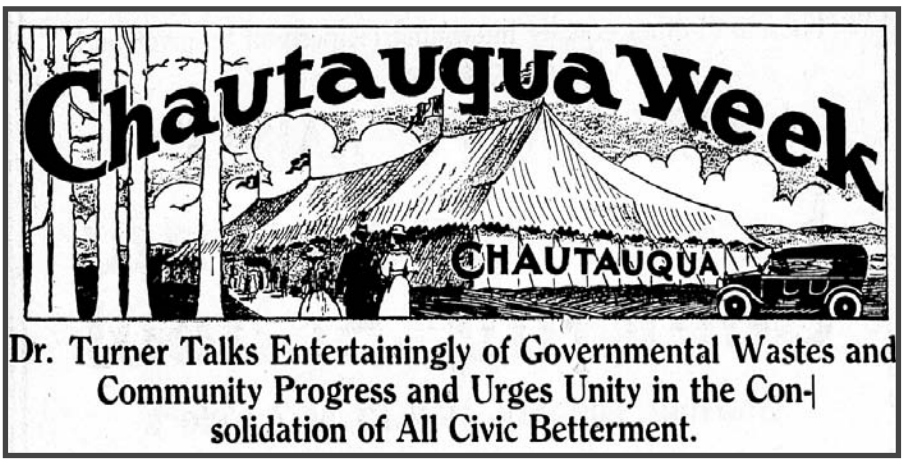
During the early years of the twentieth century, few people had radios, autos, and certainly not T.V. Movies were in their infancy. They lacked sound and were usually a short one or two reels. Then in 1906, Long Beach, California, became the site of an early Chautauqua, held for thirteen days of July in the "new auditorium," described by the *San Pedro Daily News* as "the largest on the Pacific Coast." For the price of $2.50 per season, music lovers in the area could hear performances by Signor Russio, billed as a leading soloist, and by the (apparently) popular Long Beach Italian Band. The cultured and refined citizens of Long Beach could also enjoy offerings by speakers and perhaps even a dance troupe.

Even as early as 1906, there just might have been a bit of friendly rivalry between the "towns" (note that word for later reference) of Long Beach and San Pedro. It is not surprising that, a few years later, San Pedro had visits, usually in the month of May, from their own Chautauquas. At that time, San Pedro couldn't boast of having any auditoriums appropriate for Chautauqua performances; San Pedro's Chautauquas were of the "traveling tent show" variety.

From 1917 until 1924, San Pedrans were treated to from one to three weeks of speeches, musical, dance troupe, and theater performances, religious talks by "famous pastors," and even operas. The performance tents were open daily during the entire visit of the traveling Chautauqua, and the cost for the entire season ranged from $2.50 to $3.00 per season ticket. On May 5, 1921, the *San Pedro Daily Pilot* commented: "Next Monday will be the first day of the biggest week of San Pedro's annual calendar—a week crowded with worthwhile pleasure for the hundreds of men, women, and children who are taking advantage of the Ellison-White Chautauqua which is sponsored by some of the foremost people of the Pacific Coast and offers talent of national fame."

In the same article, the author noted that the daily program for the 192l season would include "something gratifying to every taste and inclination. The music for each day will be a rare treat in itself, but the biggest attraction to a large number of people will be the speakers of national and international note . . . ." He went on to describe those speakers: "A famous correspondent and author of two current 'best sellers,' a community singing director with a great war record, an Australian soldier, poet and traveler whose war experiences were not conducive to song, a scientist and electrical inventor, a world famous arctic explorer, an artist who paints pictures of beauty and restfulness in the arrangement of furniture and color schemes in interior decoration, an athletic expert and an authority on the weeds and flowers of literature, are what this year's Chautauqua has to offer in the way of speakers."

The Chautauquas continued to appear each summer in San Pedro until 1924. Apparently, the good people of San Pedro, who now had autos, radios, movies and other forms of entertainment, lost interest in the Chautauqua tent shows. There had been worries among the local sponsors in 1923 that the Chautauqua would not return the following year due to shortage of funds. However, there was one more season in 1924. A short article that appeared in the *Daily Pilot* of May 17 sounded more like an obituary than a fond farewell to the Chautauquas: "The Chautauqua is a very creditable institution which has brought much clean, bright entertainment to many small-town communities which, but for it, they would have been deprived.



In a city it has no more use than a fifth wheel on a wagon. And it is good to know that San Pedro is indicated in the city class, where it has long belonged . . . . In a busy city with half a dozen theatres, more places to find entertainment every night than could be taken in during a week and with the variety afforded in a city . . . no field for the Chautauqua has existed here for several years."

So, small-town San Pedro grew into San Pedro, the city. Farewell to small-town life, with its Chautauquas and other small-town pleasures. Hello, 1925! Let's turn off the radio, hop in our automobile, and take in a movie downtown.

❦

The original Chautauqua Institution was founded in western New York on the shores of Chautauqua Lake in 1874 for the purpose of teaching Methodist Sunday School teachers. The Institution (it continues to have that name today) grew over the years, and remains a center dedicated to music, literature, education, and religion. I grew up in the Chautauqua area in a village (as small towns in the area are still called) named Bemus Point, located on Chautauqua Lake, a few miles from "The Institution."

Unlike the traveling Chautauquas which visited San Pedro in the early twentieth century, Chautauqua Institution is, and has always been, a very permanent community, with its own post office, library, bookstore, amphitheater, performance theaters, and lovely hotels and private homes. The "Chautauqua Season" runs from the last week in June through the last week in August—every year until this year of 2020, when the summer program was canceled due to the pandemic.

The traveling Chautauquas brought programs of "culture and refinement" to small towns throughout the United States, Canada, Australia, and new Zealand during the early years of the twentieth century. Usually they were locally sponsored and funded, with programs set up, not by the original Chautauqua Institution, but by agents such as Ellison-White, who brought many of the Chautauquas to West Coast towns and villages.

Editor's Note: Sandy Cardot is a retired educator, a member of SPBHS, and regularly volunteers at the Archives. I'd like to thank her for this lively look at San Pedro history. Do you have a San Pedro story to contribute? Please contact: sanpedrohistory@gmail.com.

In the 1930s, the *News-Pilot* sponsored "kitchen Chautauquas," often held at the Knights of Columbus Hall, to showcase cookery and new products.

Continued from page 1 — Raft of New Developments

not including the adaptive reuse of Harbor View House (the old YMCA) and the increased units being fitted into the existing acreage of the eventual Rancho San Pedro redevelopment.

By including a small, and some would say inadequate, number of low-income units or by meeting other criteria, developers win approval of variances on height, square footage, set-backs, and other measures. Buildout can be maximized through so-called "density bonuses," which policies at various levels of government allow in order to promote more housing.

In practical terms, the cumulative impact of these developments is of concern. Think of safety, traffic, noise, pollution, and parking, both in Pacific Avenue adjacent neighborhoods and in the downtown area. Of equal concern is whether these developments stray from the San Pedro Community Plan, a document that reflects community input. Let's look at the vision statement embedded in the Plan: "San Pedro is a stable community that provides a high quality of life for its residents—one that builds upon its distinct natural beauty, rich cultural heritage, and proximity to the Port and waterfront, while retaining the community's small town feel for multiple generations of San Pedrans." Certainly that small-town feel is about to change, while the natural beauty will be obscured. Throughout much of the Community Plan, sensitive development is called for, such as the protection of residential areas by transitioning the scale and massing of new buildings; good pedestrian and vehicular access, including parking; provision for retail, especially along the Pacific Avenue corridor; and preserving the character of San Pedro.

That "Pedro pride" one hears about comes not only from our ties to one another but from the connections we feel to the visible geography and the streetscape that still remains intact. Destroying older buildings, obliterating views, both to the hills and the harbor, will diminish the uniqueness of this place. The Community Plan becomes only so much print on paper if fortress-like buildings are allowed to dwarf neighborhoods and downtown developments make access to the historic core nearly impossible for those who do not already live there.



Seen at the Pacific Diner

Continued on page 4

Continued from page 3

Dedicated to preserving historical buildings and the uniquely heterogenous nature of the San Pedro Bay community, SPBHS board members are not silent. We speak up at development hearings and at neighborhood councils; we write letters to city officials and LA City Planning, and one of our members is on the Vinegar Hill Historic Preservation Overlay Zone Board. Still, many more voices are needed if residents are to help shape the way development unfolds in San Pedro. Can you get involved?

For the Community Plan and its overlays, visit https://planning.lacity.org/plans-policies/community-plan-area/san-pedro. The dramatic scope of the proposed developments can be seen at the website Urbanize LA: https://urbanize.la/neighborhood/san. To receive City Planning news, sign up at https://planning.lacity.org/about/email-sign-up.

Recently Completed

24 units – 8th and Centre Sts.
375 units – 550 South Palos Verdes St.

Mona Dallas Reddick: Writing, Editing, Graphics & Production
Sandy Cardot: Feature Story
Diner Sign Photo: Toni Martinovich
Mailing Team: Mary Jo Walker, John Mattson
Printing: Priority One, San Pedro

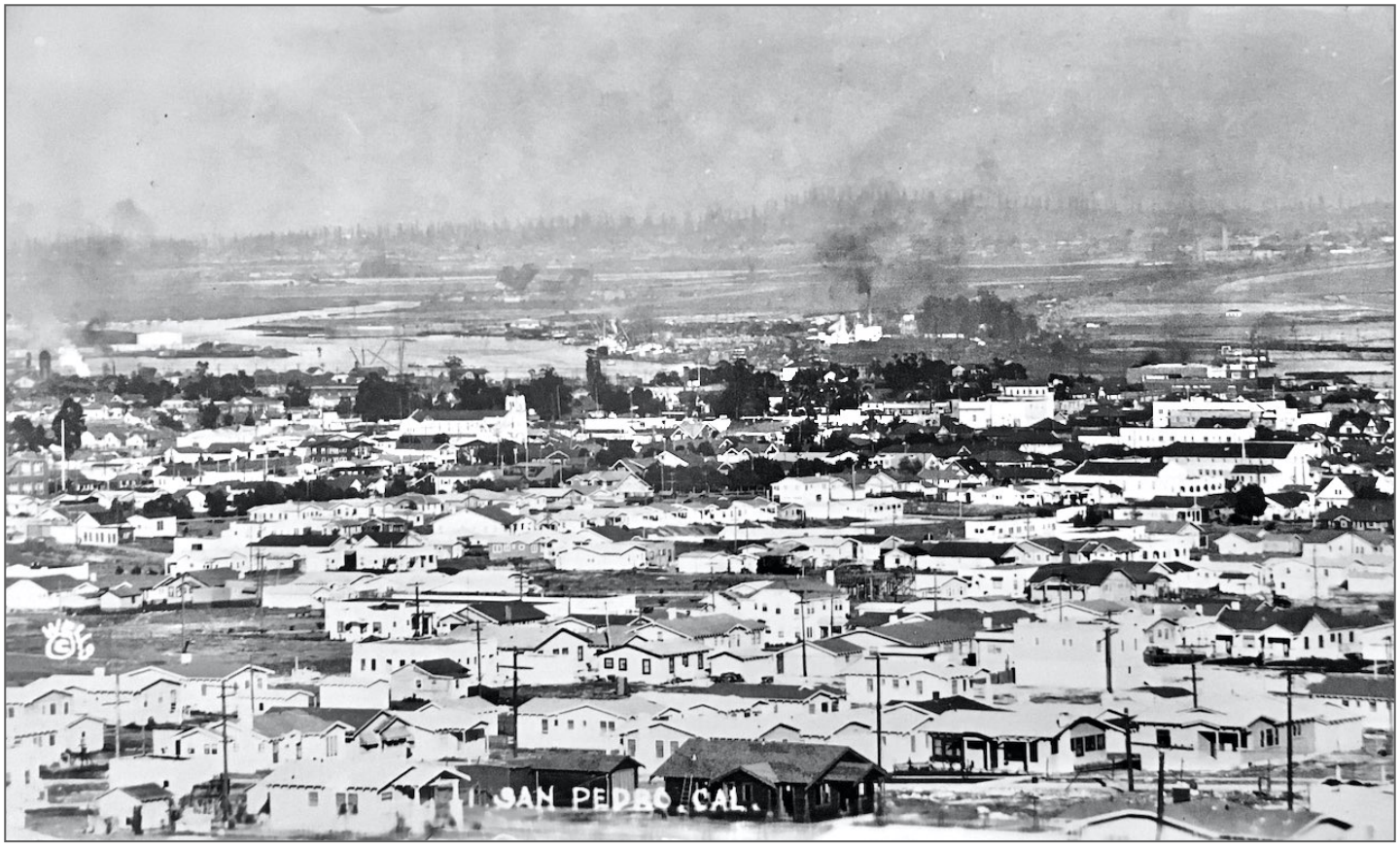
Proposed Projects

281 units – 625 S. Beacon St.
100 units – 921 S. Beacon, Harbor View House Adaptive Reuse Project, now underway
300 units – 505 S. Centre (old Court House property)
137 units – 511 S. Harbor Blvd.
80 rooms – 544 S. Pacific Ave., hotel
101 units – 2100 block S. Pacific Ave.
109 units - 1300 block S. Pacific Ave.
99 units – 444 5th St.
32 units – 336-350 7th St.
56 units – 420 9th St.
91 units – 456 W. 9th St.
281 units – 625 Beacon St., between Beacon & Palos Verdes and 6th & 7th Sts.

Outside Downtown and Pacific Ave. Corridor

120 units – 120 N. Harbor Blvd.
63 units – 407 N. Harbor Blvd. 1,626 units
1,626 units – Rancho San Pedro redevelopment, between 1st & 3rd Sts. and Beacon & Mesa Sts.
676 detached homes, townhomes, and flats – 26900 S. Western Ave. Ponte Vista residential development

Note: Project information is derived from available online sources. Project scope may vary after approvals or final construction.



Post-WW I housing boom in San Pedro spread small frame houses west and south. To the east, across the Main Channel, a forest of oil derricks line the horizon. Postcard from collection of editor.

Communication from Public

Name: Jamie T. Hall
Date Submitted: 06/14/2021 09:49 AM
Council File No: 20-0680
Comments for Public Posting: This firm represents Citizens Protecting San Pedro. As we detailed in our appeal and our November 4, 2020 and June 1, 2021 Comment Letters on the proposed project, the City is improperly processing the proposed project using an Exemption from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, 15332, Article 19 (Class 32 Infill Development). The attached letter responds to the applicant's attorney's response to our appeal and further demonstrates that the proposed project is not eligible for a Categorical Exemption under CEQA. This letter is in addition to, and augments, comments submitted during the administrative process and information in the appeal justification previously submitted by Citizens Protecting San Pedro, and others. That information is incorporated herein by reference.

Communication from Public

Name:

Date Submitted: 06/14/2021 10:24 AM

Council File No: 20-0680

Comments for Public Posting: Attached is a document that supports the Citizens Protecting San Pedro appeal of the proposed project at 1309-1331 South Pacific Avenue. Case No. CPC-2019-4908-DB-SPR-1A Council File Number: 20-0680 Scheduled item for Council on Tuesday, June 15, 2021,10:00 AM Agenda item 9

PROPOSED PROJECT LOCATED AT 1309-1331 SOUTH PACIFIC AVENUE



ADJACENT HOMES:
524 - 526 W. 14th St.

The project is NOT "in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan" as claimed in the Site Plan Review Findings.

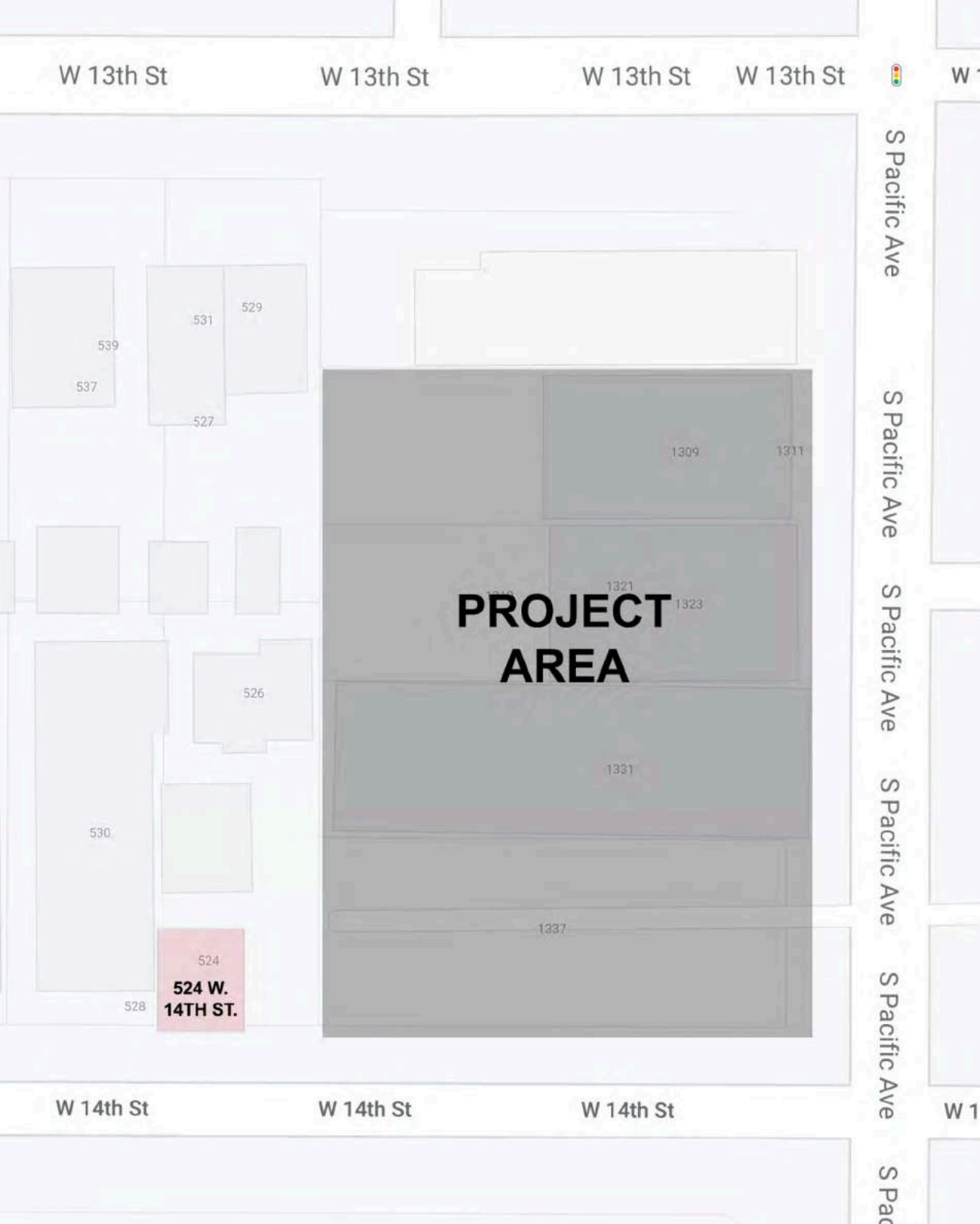
The scale, density and height of development is incompatible with the surrounding areas. It is inconsistent with the General Plan Framework.

The project does not exhibit the architectural characteristics and qualities that distinguish San Pedro. It does not align with the intent of the 2017 San Pedro Community Plan.



ADJACENT SINGLE-STORY BUNGALOWS AT 524-526 WEST 14TH STREET




W 13th St
W 13th St
W 13th St
W 13th St
S Pacific Ave
S Pacific Ave
S Pacific Ave
S Pacific Ave
S Pacific Ave
539
537
531
529
527
526
530
524
524 W.
14TH ST.
528
1309
1311
1321
1323
1331
1337
PROJECT
AREA
W 14th St
W 14th St
W 14th St

ADJACENT SINGLE-STORY BUNGALOWS AT 524-526 WEST 14TH STREET



HOMES ON WEST 13TH STREET ADJACENT TO THE PROPOSED PROJECT

These homes exhibit the architectural characteristics and qualities that distinguish San Pedro.



MASS AND SCALE OF THE PROPOSED GENERIC CONTEMPORARY APARTMENT PROJECT ADJACENT TO CHARACTERISTIC SAN PERDO HOMES ON WEST 13TH STREET



529 WEST 13TH STREET ADJACENT TO THE PROPOSED PROJECT

This home exhibits the architectural characteristics and qualities that distinguish San Pedro.



539 WEST 13TH STREET ADJACENT TO THE PROPOSED PROJECT

This home exhibits the architectural characteristics and qualities that distinguish San Pedro.



575 WEST 13TH STREET

This home exhibits the architectural characteristics and qualities that distinguish San Pedro.



RELATED DOCUMENTS:

CPC_20-0680_misc_10-29-20.pdf
STAFF RESPONSE TO APPEAL POINTS - October 29, 2020

CPC-2019-4908.pdf
DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT - March 12, 2020

CPIO_17-1044_ORD_185539_6-26-18.pdf
ORDINANCE NO. 185539: An ordinance establishing the San Pedro Community Plan Implementation Overlay District for the San Pedro Community Plan Area - 06.26.2018

standards-guidelines-definitioms.jpg - Pacific Corridor (attached)

Standards-PacificCorridorDesign.jpg - Pacific Corridor (attached)

PacificCorridor_DFD.pdf (page 12 of 106)
Highlight Rotate Markup Search...

4. DEFINITIONS

STANDARDS VS. GUIDELINES

Guidelines are recommendations based on policy directives. Project proponents are advised to meet the intent of the guidelines, however there is flexibility in the application of specific criteria. Standards are mandatory regulations.

Example:

Standard: Buildings and their primary entrances shall face the street.

Guideline: Create a street level environment that accommodates the pedestrian.

GLOSSARY

The following words and phrases, whenever used in this document, shall be construed as defined in this section:

- *Awning:* A roof-like cover extending over or in front of a door, window shelter or decorative element.
- *Districts:* Refers to both the Pacific Avenue Commercial Corridor and the Downtown Historic Core.
- *Facade:* The front of a building or any of its sides facing a public way or space.
- *Main Building:* The largest building of a shopping center.
- *Main Commercial Street:* In the case of San Pedro, Pacific Avenue, 6th Street, 7th Street, and 9th Street.
- *Pedestrian Way:* Walkway providing pedestrian passage through parking lots that is distinguished by hardscape and landscape treatments that provide for pedestrian safety and ease of movement.
- *Service Area:* Any location containing open storage, loading docks, non-public entrances, trash receptacles, or other utility uses.
- *Shopping Center:* Any unified development consisting of more than two (2) businesses, attached or unattached, on one or more lots, that is under one ownership or shares common parking, service, or other facilities.

Awning:



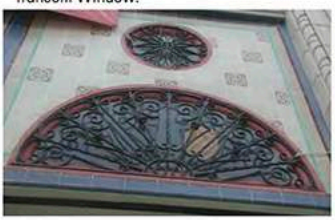
Service Area:



Trash Enclosure:



Transom Window:



- Establish 7th Street as an "artists walk."
- Encourage infill and upper floor renovations within the Downtown area.
- Develop use and rehabilitation guidelines for historic buildings and structures.
- Establish guidelines for in-fill development and for transitions between new and existing buildings.

Program Implementation

Specific projects and programs have been identified for achieving the goals and objectives of the Redevelopment Plan.

1. *Commercial Area Design Standards:* For new buildings and rehabilitation of existing buildings to enhance the overall image of the project area, and to guide private investments in making improvements to property within the project area. Of particular interest is the area's major commercial corridors, especially Pacific Avenue, 6th Street and 7th Street; standards should define an image for these streets and enhance the pedestrian character of Downtown San Pedro.

2. *Historic District Design Standards:* To ensure that new development remains compatible with historic buildings. Design standards and guidelines should also guide preservation and emphasize opportunities for the re-use of historic buildings, thereby highlighting and reinforcing the area's past.

3. *Residential Design Standards:* To ensure that new construction within existing neighborhoods will be compatible with its surroundings. The scale and character of new residential construction needs to be especially sensitive to the height, massing and orientation of existing residences.

4. *Streetscape Design Standards:* To enhance the project area's commercial streets, contribute to the area's identity, and support pedestrian orientation and activity. Street trees, lighting and street furniture are among the amenities that will improve the retail experience.