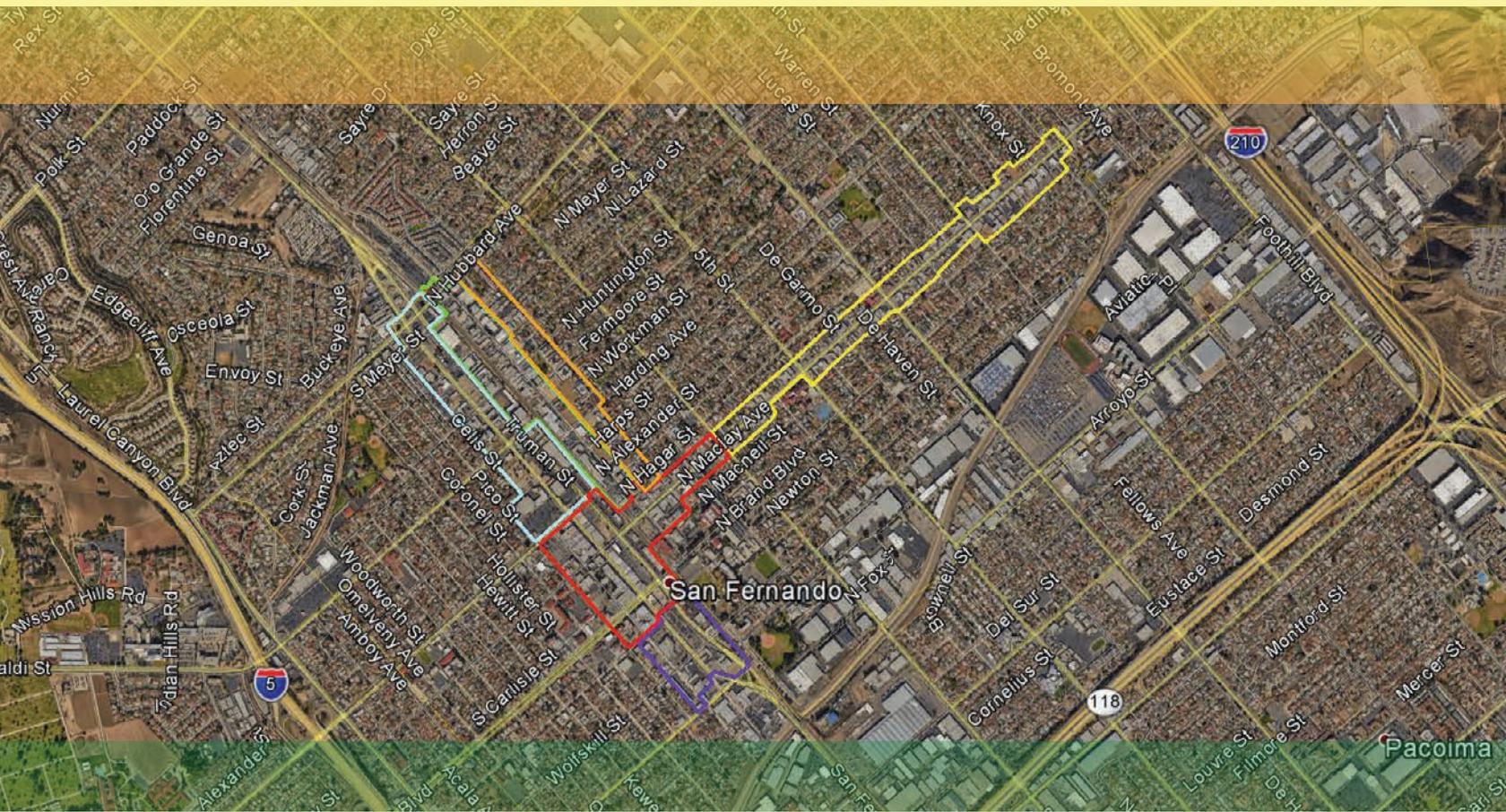




Prepared For:  
CITY OF SAN FERNANDO  
Community Development Department  
117 Macneil Street  
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# San Fernando Corridors Specific Plan Amendment ENVIRONMENTAL IMPACT REPORT SCH No. 2015121088



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# **Final Environmental Impact Report**

## **San Fernando Corridors Specific Plan Amendment**

SCH No. 2015121088

**LEAD AGENCY:**

CITY OF SAN FERNANDO  
Community Development Department  
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San Fernando, California 91340

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**OCTOBER 2017**

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# 1. INTRODUCTION

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## PURPOSE

This Final Environmental Impact Report (“Final EIR”) has been prepared by the City of San Fernando (“the City”) for a proposed amendment to the San Fernando Corridors Specific Plan (the “proposed Project”). The City must consider and certify this Final EIR before it acts on the proposed Project.

In adopting an amendment to the Specific Plan, the City would also make amendments to the General Plan and to the Zoning Code for conformity. The EIR has evaluated the potential environmental effects of the implementation of the amended plan, thereby covering all the actions the City would take to adopt and implement the amended plan.

This document was created in accordance with the California Environmental Quality Act (CEQA; California Public Resources Code, Section 21000 et seq.) and the “Guidelines for the Implementation of the California Environmental Quality Act” (California Code of Regulations, Title 14, Section 15000 et seq.).

## ENVIRONMENTAL REVIEW PROCESS

The City is the Lead Agency responsible for preparation of this Final EIR because it has the principal responsibility for approving and implementing the proposed Project.

In December 2015, the City circulated a Notice of Preparation (NOP) for review and comment by the public, responsible agencies, and reviewing agencies indicating that an EIR should be prepared for the proposed Project. The City then prepared the Draft EIR, which was released on August 10, 2017, for a 45-day review period. A Notice of Completion (NOC) of the Draft EIR was provided to the Governor’s Office of Planning and Research State Clearinghouse for environmental review documents, along with copies for review by state agencies. A Notice of Availability (NOA) of the Draft EIR for review and copies of the Draft EIR were also sent to responsible agencies, agencies that had commented on the NOP, and all other interested parties that had requested notice and copies of the Draft EIR.

Following the completion of the review period for the Draft EIR, the City prepared this Final EIR as required by Section 15089 of the State CEQA Guidelines. Prior to considering approval of the Project, CEQA Guidelines Section 15090 requires the City to certify the following:

- The Final EIR was completed in compliance with CEQA;
- The Final EIR was presented to the City Council and Planning Board, and the City Council and Planning Board reviewed and considered the information contained in the Final EIR prior to considering approval of the proposed Project; and
- The Final EIR reflects the City’s independent judgment and analysis.

Section 15191 of the State CEQA Guidelines requires the City to make one or more written findings of fact for each significant environmental impact identified in a certified Final EIR. The possible findings include the following:

- The proposed Project was changed (including adoption of mitigation measures) to avoid or substantially reduce the magnitude of the impact.
- Changes to the proposed Project are within another agency's jurisdiction and have been or should be adopted.
- Specific considerations make mitigation measures or alternatives infeasible.

After considering the information in the Final EIR and making the required findings, the City may consider approval of the proposed Project. If impacts are identified in the Final EIR as significant and unavoidable, the City is required to prepare a Statement of Overriding Considerations, identifying the specific benefits of the proposed Project that the City determines outweigh the unavoidable impacts of the Project.

## **ORGANIZATION OF FINAL EIR**

Section 15132 of the CEQA Guidelines states that a Final EIR shall include (a) The draft EIR or a revision of the draft; (b) Comments and recommendations received on the draft EIR either verbatim or in summary; (c) A list of persons, organizations, and public agencies commenting on the draft EIR; (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; (e) Any other information added by the Lead Agency. This Final EIR incorporates the Draft EIR by reference and contains the following sections:

**Section 1, Introduction**, summarizes the purpose, process and organization of this Final EIR.

**Section 2, Revisions to the Project**, describes changes that the City is considering in the Project description subsequent to the public release of the Draft EIR.

**Section 3, Corrections and Additions**, identifies any corrections, additions, revisions or clarifications to the information contained in the Draft EIR.

**Section 4, Summary of Community Meetings**, summarizes the public meetings held during the Draft EIR review period.

**Section 5, Comments and Responses to Comments**, contains a list of public agencies and private parties that submitted written comments on the Draft EIR during the public review period. A copy of each letter commenting on the Draft EIR and received by the City is provided, followed by written responses to each comment contained in the letters.

**Section 6, Mitigation Monitoring Program**, identifies the mitigation measures proposed for the Project and outlines how they shall be implemented.

## 2. REVISIONS TO THE PROJECT

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The purpose of the San Fernando Corridors Specific Plan (“Specific Plan”) is to create the policy framework that would enable the transformation of downtown San Fernando into an attractive, livable, and economically vital core that (1) better represents the quality and character of San Fernando; and (2) conveys the sense of uniqueness, pride, and community spirit that differentiates San Fernando from other nearby communities. The Specific Plan focuses on Truman Street, San Fernando Road, and Maclay Avenue because these corridors have exhibited disinvestment over the past few decades. The City envisions the Specific Plan as a tool in reversing that trend by shaping growth and change on these corridors through design standards, guidelines, and capital improvements. In addition, the Specific Plan is intended to accommodate proposed transit initiatives that would traverse San Fernando, including the East San Fernando Valley Transit corridor proposed by the Los Angeles County Metropolitan Transportation Authority.

In general, the Project Area includes parcels on both sides of Maclay Avenue, from the City boundary to Second Street, as well as the parcels located south of Second Street that are bounded by Hubbard Avenue to the west, Pico and Celis Streets to the south and Fox Street to the east. This area encompasses the entire length of San Fernando Road, Truman Street, and Celis Street within the City, and First and Second Streets from Macneil Street to Hubbard Avenue.

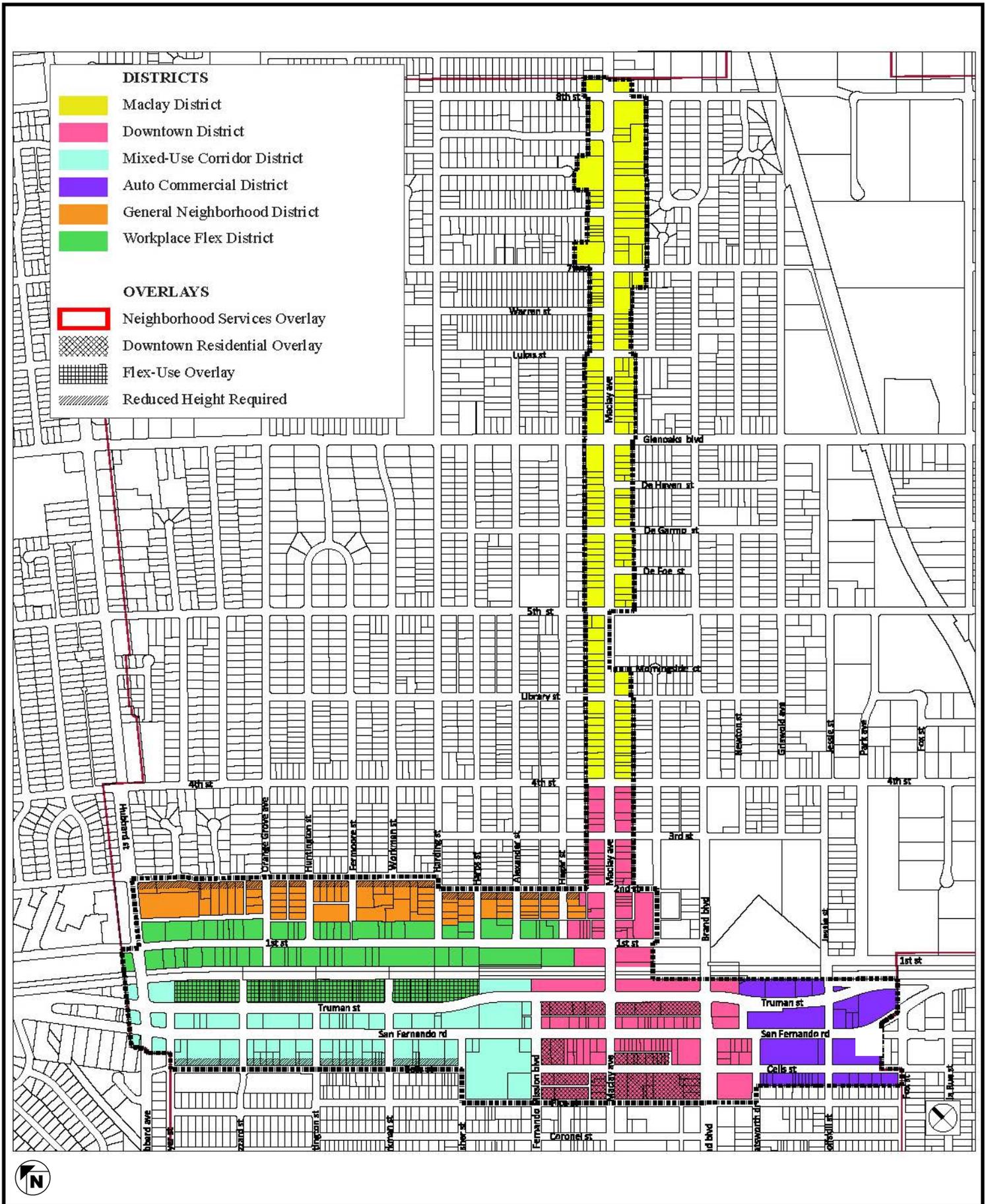
The San Fernando Corridors Specific Plan is organized through a framework of districts. The Specific Plan sets forth strategies, policies, and improvements for implementing the Project objectives within each district.

Subsequent to the release of the Draft Environmental Impact Report (DEIR), the City has identified modifications to the Project. These modifications make minor adjustments to the boundaries and classification of the areas within the plan. Since the release of the Draft EIR, the Project has been modified to reclassify what had been labelled as three subdistricts of the Downtown District as three separate districts, removing entirely the concept of subdistricts.

In addition, a Flex-Use Overlay has been added to the workplace Flex District. The overlay would apply to the parcels located between Truman Street and the railroad tracks that continue to permit light industrial uses per the underlying Workplace Flex District, while also allowing the mix of use types permitted in the adjacent Mixed-Use Corridor District

A revised plan map is included on the next page as **Figure 2-1, Revised Specific Plan Districts**.

The underlying development potential and standards would be equivalent to what was evaluated in the EIR. Therefore, this modification of the Project does not result in a substantial change in the DEIR.



SOURCE: Meridian Consultants, LLC - October 2017

FIGURE 2-1

### 3. CORRECTIONS AND ADDITIONS TO THE EIR

In accordance with the CEQA Guidelines Section 15088 and 15132 (a), this section of the Final EIR provides changes to the EIR since the release of the Draft EIR that have been made to clarify, correct, or supplement the information about the Project.

New information is not significant unless the EIR is changing in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such an effect. The changes described in this section do not result in any new or increased significant environmental impacts associated with the Project.

#### Revisions to Project Description

The Previous section of this Final EIR described changes made to the Project since the release of the Draft EIR. Therefore, the Project Description of the Draft EIR and all descriptions of the Project throughout the Draft EIR, specifically within Aesthetics, Air Quality, Greenhouse Gas, Land Use, Noise, and Transportation, are amended to reflect the new district names and boundaries.

#### Correction to Air Quality Section

The Lead Agency identified a discrepancy in the operational emissions model output for the City Center District (Table 4.1-15 of the DEIR) and for the Combined Operational Emissions (Table 4.1-19 of the DEIR), which resulted in an overestimation. The corrected tables appear below. These corrections do not alter the determinations of conclusions of the EIR.

**Table 4.2-15  
City Center Sub-District Operational Emissions**

Source	VOC	NOx	CO	SOx	PM10	PM2.5
pounds/day						
Area	10.6	0.3	22.9	0.1	0.1	0.1
Energy	0.1	1.2	0.6	0.1	0.1	0.1
Mobile	<del>10.931.7</del>	<del>51.457.8</del>	<del>130.8323.7</del>	<del>0.40.7</del>	<del>33.838.7</del>	<del>9.311.4</del>
<b>Total</b>	<b><del>21.641.8</del></b>	<b><del>52.959.3</del></b>	<b><del>154.3347.2</del></b>	<b><del>0.60.9</del></b>	<b><del>34.08.9</del></b>	<b><del>9.5411.6</del></b>
SCAQMD Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

*Source: Refer to Appendix 4.2, Air Quality and Greenhouse Gas Emissions Modeling.*

*Abbreviations: ROG = reactive organic gases; NOx = nitrogen oxide; CO = carbon monoxide; SOx = sulfur oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.*

**Table 4.2-19  
Combined Operational Emissions**

Source	VOC	NOx	CO	SOx	PM10	PM2.5
pounds/day						
Area	28.5	0.8	65.4	0.4	0.4	0.4
Energy	0.4	3.6	1.7	0.1	0.3	0.3
Mobile	<del>10.629.1</del>	<del>48.953.0</del>	<del>110.1296.3</del>	<del>0.50.7</del>	<del>42.763.1</del>	<del>11.617.2</del>
<b>Total</b>	<b><del>39.558.0</del></b>	<b><del>53.3.957.4</del></b>	<b><del>177.2.9363.5</del></b>	<b><del>1.01.2</del></b>	<b><del>43.463.8</del></b>	<b><del>12.317.9</del></b>
SCAQMD Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Refer to **Appendix 4.2, Air Quality and Greenhouse Gas Emissions Modeling**.

Abbreviations: ROG = reactive organic gases; NOx = nitrogen oxide; CO = carbon monoxide; SOx = sulfur oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

### Revisions to Mitigation Measures

The proposed cultural resources mitigation measure has been revised based on consultation with the Fernandeno Tataviam Band of Mission Indians. The following shows the revised Mitigation Measure. These revisions do not alter the determinations of conclusions of the EIR.

**MM-TCR-1:** For any proposed development within the Specific Plan area that involves excavation, or similar ground-disturbing activity, the project proponent shall retain a certified Native American Monitor, procured by the Fernandeno Tataviam Band of Mission Indians (“the Tribe”), for the duration of construction-related ground-disturbance activities. The Monitor shall complete monitoring logs on a daily basis that document ground-disturbing activities, locations, soil, and any cultural materials identified. On-site Native American monitoring shall end when a project’s site grading and excavation activities are completed, or when the Tribe’s Tribal Historic and Cultural Preservation Officer (THCPO) has indicated, in writing, that a project no longer needs to obtain Native American monitoring services.

Any Tribal Cultural Resources, archaeological, or historical resources, as defined by CEQA, unearthed by project construction activities shall be evaluated by the on-site Native American Monitor. All upturned tribal cultural resources shall be donated to the Tribe on a first refusal basis. If a resource is determined by the Native American Monitor

to not be of Native American association, or is determined to potentially be eligible for inclusion on the California Register of Historic Resources, then the Monitor shall notify the City's Community Development Department, which shall then require the applicant to retain a Qualified Archaeologist. The Qualified Archaeologist shall coordinate with the Tribe, the applicant, and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis, with the approval of the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, nonprofit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

If any human skeletal material or related funerary objects are discovered during ground disturbance, the Native American Monitor shall immediately divert work at minimum of 50 feet and place an exclusion zone around the burial. The Monitor shall then notify the construction manager, who shall call the Qualified Archaeologist. Work shall continue to be diverted while the Qualified Archaeologist determines whether the remains are human. If the remains are human in origin, then the construction manager shall notify the County Coroner. The discovery is to be kept confidential and secure to prevent any further disturbance. If Native American, the Coroner shall notify the Native American Heritage Commission (NAHC), as mandated by state law, who shall then appoint a Most Likely Descendent. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe shall make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials shall be removed. The Tribe shall work closely with the Qualified Archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is

approved by the Tribe, documentation shall be taken that includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations shall either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery, and a separate treatment plan shall be created. The project applicant shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities is to be submitted to the NAHC.

## 4. SUMMARY OF COMMUNITY MEETINGS

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As stated in the CEQA Guidelines, “Public participation is an essential part of the CEQA process.” To engage the public, the City held two public meetings during the Draft EIR review period. The first occurred August 28, 2017, at Las Palmas Park, and the second on September 15, 2017, at Recreation Park.

The meetings included questions and dialogue indicative of the community’s concerns regarding the Project. Written comments that were submitted at these meetings are included in **Section 5, Comments and Responses to Comments**, of this FEIR. In addition, oral comments covered a range of topics. Based on notes taken during these meetings, the issues raised by the community include:

- Fiscal Issues
  - *Who pays for the TOD grant?*
  - *Who pays for the streetscape and infrastructure improvements?*
  - *Are there costs associated with funding (i.e., local match dollars)?*
  - *Make sure payment for infrastructure improvements is not a burden on existing residents.*
  - *The City of San Fernando should maintain a balanced budget.*
  - *Concern about how the proposed utility and streetscape improvements are paid for: these should not be a financial burden on existing residents.*
- Safety
  - *The Downtown Core should be safe and clean.*
  - *Safety should be a priority and should include a strong police presence.*
  - *Outdoor dining should be required to provide a barrier between the seating area and the sidewalk*
  - *Some people feel safe in San Fernando, while others do not.*
  - *If people do not feel safe now, what is going to attract people to move here?*
- Economic Development
  - *Bring shopping to San Fernando.*
  - *There should be a market in Downtown.*
  - *There should be a cinema in Downtown.*

- *Would prefer to see the introduction of cinema in the R-3 (General Neighborhood) area, rather than more housing.*
- *What effect will this plan have on existing residents, and how are existing businesses impacted in terms of gentrification?*
- *People like the American at Brand.*
- *Why not build on Glenoaks/Arroyo and localize traffic over there (instead of in Downtown)?*
- *Will development in San Fernando negatively affect property values?*
- *There should be a happy median between gentrification and lack of activity.*
- *Would like to see a beautiful hotel introduced in the Specific Plan area.*
- **Aesthetics**
  - *Maintain views of the mountains by limiting the height of buildings.*
- **Housing Mix**
  - *Do not introduce too much affordable housing.*
  - *Affordable housing projects are well managed and have strict eligibility standards that result in well-behaved residents with extra income to spend in Downtown.*
  - *Prefer condominiums over apartments.*
- **Publics Facilities and Infrastructure**
  - *The Specific Plan area needs places for kids to play. Would like to see a park for kids to play.*
  - *Will there be enough water, police service, fire service, etc.?*
  - *Does the existing sewer system have any problems in terms of age and/or capacity?*
  - *Will developer impact fees pay for sewer upgrades and other improvements?*
- **Parking**
  - *The one lane each direction configuration along Maclay Avenue makes it hard to park because many cars drive fast, and many drivers are impatient when stopped behind you when you are parking.*
  - *Ensure enough parking is provided so it does not spill over into adjacent neighborhoods.*

- *Will this Plan affect the on-street parking permit program? Overcrowding is filling up on-street parking spaces.*
- Transit
  - *Is the City obligated to accept future transit service, especially high-speed rail?*
  - *Will San Fernando be the terminus of the Light Rail line?*
  - *No High-Speed Rail through San Fernando!*
  - *Make San Fernando walkable and transit friendly.*
- Traffic
  - *Truman Street is very congested and does not need to be slowed.*
  - *Will this plan help reduce traffic congestion along Maclay Avenue and Hubbard Avenue?*
  - *Concerned about increased traffic due to continuing development that might occur in San Fernando, but also that is and may be occurring in surrounding cities.*
  - *Concerned about increased traffic congestion along Hubbard and Maclay.*
  - *Traffic backs up when safety gates go down when trains are passing across Hubbard and Maclay. Has the City or County considered introducing grade-separated crossings across the railroad tracks?*
  - *Prefer dedicated bike lanes to sharrows.*
  - *The proposed bike lanes in the Plan Area are good additions to the Class I bike path that runs adjacent to the tracks.*
  - *How much is transit offsetting automobile traffic?*
  - *Will this Plan change the existing street lights?*
- Plan Implementation
  - *Do the Design Guidelines only allow Mediterranean-style buildings?*
  - *Will Light Industrial properties along the railroad tracks be taken via eminent domain?*
  - *Recently built housing provides enough parking.*
  - *The Specific Plan should be able to be adjusted every couple of years to respond to changing market conditions and development cycles.*

#### ***4. Summary of Community Meetings***

Concerns raised on topics such as aesthetics, utilities, and traffic, which relate to environmental impacts as defined under CEQA, have been discussed in the Draft EIR. Other concerns raised are not within the scope of the EIR but are of interest to the City as it considers the Project.

## 5. COMMENTS AND RESPONSES TO COMMENTS

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### INTRODUCTION

This section of the Final EIR presents copies of comments on the Draft EIR received in written form during the public review period, and it provides the City's responses to those comments. Each comment letter is numbered, and the subjects within each comment letter are identified by brackets and numbers. Comment letters are followed by responses, which are numbered to correspond with the bracketed comment letters.

The City's responses to comments on the Draft EIR represent a good-faith, reasonable effort to address the environmental issues identified by the comments. Under the *CEQA Guidelines*, the City is not required to respond to all comments on the Draft EIR, but only to those comments that raise environmental issues (refer to *CEQA Guidelines*, Section 15088[a]). Case law under CEQA recognizes that the City need only provide responses to comments that are commensurate in detail with the comments themselves. In the case of specific comments, the City has responded with specific analysis and detail; in the case of a general comment, the reader is referred to a related response to a specific comment, if possible. The absence of a specific response to every comment does not violate CEQA if the response would merely repeat other responses.

The City received a total of 18 comment letters from State agencies, local agencies, and the public. **Table 2.0-1, Comment Letters Received**, provides a list of all comment letters received and the identification number for each as used in this Section. The comment letters are included in their entirety in **Appendix A, Comment Letters**.

**Table 2.0-1  
Comments Received on Draft EIR**

<b>Agency/Entity/Individual</b>	<b>Date of Comment</b>	<b>Letter No.</b>
<b>A. Letters Received From Tribes and Public Agencies</b>		
Gabrieleño Band of Mission Indians—Kizh Nation	August 30, 2017	A1
South Coast Air Quality Management District	September 20, 2017	A2
Metrolink, Southern California Regional Rail Authority	September 20, 2017	A3
Department of Transportation, State of California	September 27, 2017	A4
<b>B. Comment Cards Received At First Public Meeting</b>		
Dee Akemon [Meeting Comment Form]	August 28, 2017	B1
Christina Bernal [Meeting Comment Form]	August 28, 2017	B2
David Bernal [Meeting Comment Form]	August 28, 2017	B3
Alejandro Hinostraza [Meeting Comment Form]	August 28, 2017	B4
<b>C. Comment Cards Received At Second Public Meeting</b>		
Jesse Avila [Meeting Comment Form]	September 15, 2017	C1
John Champman [Meeting Comment Form]	September 15, 2017	C2
Maria Guillen [Meeting Comment Form]	September 15, 2017	C3
Carlos Hernandez [Meeting Comment Form]	September 15, 2017	C4
Krystal Hernandez [Meeting Comment Form]	September 15, 2017	C5
Maria Johnson [Meeting Comment Form]	September 15, 2017	C6
Maxine Perez [Meeting Comment Form]	September 15, 2017	C7
<b>D. Emails Received From Public</b>		
Toni Joseph [email]	September 5, 2017	D1
Robert Scott [email]	September 14, 2017	D2
Jaime Calderon [email]	September 18, 2017	D3

**RESPONSE TO LETTER A1: Gabrieleño Band of Mission Indians—Kizh Nation**

***Response A1-1***

The letter requests consultation by the City with the Tribe. In response the City contacted the tribe and spoke with the Chairman’s office. The Tribe redirected the City to speak with the Fernandeano Tataviam Band of Mission Indians. A representative of the City spoke with the Tribal Historic and Cultural Preservation Officer for the Fernandeano Tataviam Band of Mission Indians. As a result of this consultation, changes have been made to the wording of the Mitigation Measure included in the EIR to address potential future unearthing of buried artifacts. This change does not alter the information or conclusions of the EIR. Note that at the time the Notice of Preparation was issued, the City had sent notifications to both tribes in compliance with Assembly Bill 52 and Senate 18.

**RESPONSE TO LETTER A2: South Coast Air Quality Management District**

***Response A2-1***

Based on the SCAQMD *CEQA Air Quality Handbook* (“Handbook”), the methodology for calculating impacts from emissions of criteria pollutants is to quantify construction and operation emissions separately and compare each to the applicable construction or operational thresholds of significance (see Chapters 6 and 9 of the SCAQMD Handbook). The City is not aware that SCAQMD has adopted significance thresholds that apply to the combined construction and operation activities.

The timing, form, and location of future development that could occur within the Specific Plan area would be subject to private market choices, though shaped by the Specific Plan framework, and the precise years and location in which construction could occur is speculative at this time. Nonetheless, the City has determined what the potential buildout of each District with the Plan could be and calculated potential maximum emissions for each District based on the established methodology stated above. In addition, the EIR included a cumulative analysis of all construction activities simultaneously and also of all operational activities simultaneously. Construction activities have higher peak emissions than operational activities; thus, the simultaneous construction scenario, though unlikely to occur, is useful in illustrating a worst-case scenario.

***Response A2-2***

The revised analysis does not indicate there would be significant impacts.

**RESPONSE TO LETTER A3: Metrolink, Southern California Regional Rail Authority**

***Response A3-1***

Current Metrolink schedule was understood for the analysis conducted for the EIR. The City understands that the frequency of train operations is subject to change.

***Response A3-2***

The impact of the trains on the environment of San Fernando is understood.

***Response A3-3***

It is not expected that the Project would involve encroachment on the SCRRA right of way.

***Response A3-4***

It is not expected that the Project would lead to any safety concerns at crossings. The City anticipates further dialog with SCRRA and Metro regarding crossing safety as the East San Fernando Valley Transit Corridor is developed by Metro.

**RESPONSE TO LETTER A4: Department of Transportation, State of California**

***Response A4-1***

As part of its traffic impact analysis process for evaluating development projects, the City directs traffic engineers to consult Caltrans when projects could impact the state highway network.

***Response A4-2***

The City is also encouraging demand-reducing strategies. One of the purposes of the Project is to improve transit-oriented activity within San Fernando.

**RESPONSE TO MEETING COMMENT FORM B1: Dee Akemon**

***Response B1-1***

The infrastructure improvements that are part of the Project are outlined within the Specific Plan Amendment and were evaluated in the EIR. The City is putting measures in place to ensure that infrastructure improvements instigated by future development can be funded through development fees.

**RESPONSE TO MEETING COMMENT FORM B1: Christina Bernal**

***Response B2-1***

The City appreciates the commenter's interest and input. The comment includes suggestions for design guidelines, economic development and public amenities that the City will consider moving forward. The comment does not address the EIR and therefore requires no further response within the FEIR.

**RESPONSE TO MEETING COMMENT FORM B3: David Bernal**

***Response B3-1***

The City appreciates the commenter's interest and input. The City is striving to foster future development that supports the goals outlined in the comment. The comment does not address the EIR and therefore requires no further response within the FEIR.

**RESPONSE TO MEETING COMMENT FORM B4: Alejandro Hinostroza**

***Response B4-1***

The City appreciates the commenter's interest and input. The comment does not address the EIR and therefore requires no further response within the FEIR.

**RESPONSE TO MEETING COMMENT FORM C1: Jesse Avila**

***Response C1-1***

The City appreciates the commenter's interest and input. The comment does not address the EIR and therefore requires no further response within the FEIR.

**RESPONSE TO MEETING COMMENT FORM C2: John Champman**

***Response C2-1***

The City appreciates the commenter's interest and input. Improving pedestrian and bicycle circulation is of interest to the City. The City will be working with Metro on pedestrian access to Metro's new transit facilities, and the City is considering adopting an Active Transportation Plan that would enhance nonautomotive circulation throughout the City.

***Response C2-1***

The City appreciates the commenter's interest and input. The City currently operates a trolley that connects major landmarks and activity nodes within the City.

**RESPONSE TO MEETING COMMENT FORM C3: Maria Guillen**

***Response C3-1***

The City appreciates the commenter's interest and input. The comment does not address the EIR and therefore requires no further response within the FEIR.

**RESPONSE TO MEETING COMMENT FORM C4: Carlos Hernandez**

***Response C4-1***

The City appreciates the commenter's interest and input. The City has tried to balance the different interests of the community in terms of height and density. The comment does not address the EIR and therefore requires no further response within the FEIR.

***Response C4-2***

The City appreciates the commenter's interest and input. The City is cognizant of the current housing challenge and has worked to develop a plan that balances the range of community interest in different housing types. The comment does not address the analysis in the EIR and therefore requires no further response within the FEIR.

***Response C4-3***

The City appreciates the commenter's interest and input. The City has worked to develop a plan that balances the different transportation modes prevalent in the City. Further transportation change is likely with the new Metro service.

***Response C4-1***

The City appreciates the commenter's interest and input. The City has tried to balance the different interests of the community. The comment does not address the EIR and therefore requires no further response within the FEIR.

**RESPONSE TO MEETING COMMENT FORM C5: Krystal Hernandez**

***Response C5-1***

The City appreciates the commenter's interest and input. The City is striving to achieve the balance that the commenter seeks. The comment does not address the EIR and therefore requires no further response within the FEIR.

**RESPONSE TO MEETING COMMENT FORM C6: Maria Johnson**

***Response C6-1***

The City appreciates the commenter's interest and input. The comment does not address the EIR and therefore requires no further response within the FEIR.

**RESPONSE TO MEETING COMMENT FORM C7: Maxine Perez**

***Response C7-1***

The City appreciates the commenter's interest and input. The comment does not address the EIR and therefore requires no further response within the FEIR.

**RESPONSE TO EMAIL COMMENT D1: Toni Joseph**

***Response D1-1***

The City appreciates the commenter's interest and input. A hotel is a permitted use within the Specific Plan. Creating the right market conditions will be necessary to attract hotel development. The comment does not address the EIR and therefore requires no further response within the FEIR.

**RESPONSE TO EMAIL COMMENT D2: Robert Scott**

***Response D2-1***

The City appreciates the commenter's interest and input. The information provided is of interest. However, the comment does not address the EIR and therefore requires no further response within the FEIR.

**RESPONSE TO EMAIL COMMENT D3: Jaime Calderon**

***Response D3-1***

The City appreciates the commenter's interest and input. The City will consider the suggestions made. However, the comment does not address the EIR and therefore requires no further response within the FEIR.

***Response D3-2***

The City appreciates the commenter's interest and input. The City will include the issue of additional EV charging in its discussions with Metro. The comment does not address the EIR and therefore requires no further response within the FEIR.

## 6. MITIGATION MONITORING PROGRAM

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### A INTRODUCTION

Section 21081.6 to the California Public Resources Code requires a lead or responsible agency that approves or carries out a project where an environmental impact report (EIR) has identified significant environmental effects to adopt a “reporting or monitoring program for adopted or required changes to mitigate or avoid significant environmental effects.” The City of San Fernando (the "City") is the lead agency for the San Fernando Corridors Specific Plan Amendment EIR and, therefore, is responsible for implementation of the mitigation monitoring program described herein.

The Project would amend the San Fernando Corridors Specific Plan, as well as make related changes to the General Plan and Zoning Code to ensure consistency. The Project would allow future development within the Specific Plan area. The EIR evaluated the potential for this future development to have significant adverse environmental impacts. Potential significant impacts were identified in connection with future activity and future traffic conditions.

Due to the history of the area, the potential exists for cultural resources, and specifically Tribal Cultural Resources, to be located beneath the surface within the Specific Plan area. As a result, future development associated that involved site excavation could have an impact on subsurface cultural artifacts.

Construction within the Specific Plan area, particularly where potential development sites are close to existing residences, has the potential to generate construction noise levels that exceed community standards. As such there the Project could result in potential significant noise impacts during construction.

Future development associated with the Project could increase vehicle traffic with the Specific Plan area. Traffic analysis of assumed future traffic identified intersections where the level of performance could be reduced to an unacceptable level. As such, the Project could have a significant impact due to increased vehicular traffic.

The mitigation measures identified in **Table 6.0-1, Mitigation Monitoring Program—San Fernando Corridors Specific Plan Amendment**, have been proposed to reduce the significant impacts identified in the EIR to a less than significant level.

**Table 6.0-1  
Mitigation Monitoring Program—San Fernando Corridors Specific Plan Amendment**

Mitigation Measure	Timing	Responsible Agency/ Monitor	Completed
<b><i>Cultural Resources and Tribal Cultural Resources</i></b>			
<p><b>MM-Tribal Cultural Resources-1:</b> For any proposed development within the Specific Plan area that involves excavation, or similar ground-disturbing activity, the project proponent shall retain a certified Native American Monitor, procured by the Fernandeano Tataviam Band of Mission Indians (“the Tribe”), for the duration of construction-related ground-disturbance activities. The Monitor shall complete monitoring logs on a daily basis that document ground-disturbing activities, locations, soil, and any cultural materials identified. On-site Native American monitoring shall end when a project’s site grading and excavation activities are completed, or when the Tribe’s Tribal Historic and Cultural Preservation Officer (THCPO) has indicated, in writing, that a project no longer needs to obtain Native American monitoring services. Any Tribal Cultural Resources, archaeological, or historical resources, as defined by CEQA, unearthed by project construction activities shall be evaluated by the on-site Native American Monitor. All upturned tribal cultural resources shall be donated to the Tribe on a first refusal basis. If a resource is determined by the Native American Monitor to not be of Native American association, or is determined to potentially be eligible for inclusion on the California Register of Historic Resources, then the Monitor shall notify the City’s Community Development Department, which shall then require the applicant to retain a Qualified Archaeologist. The Qualified Archaeologist shall coordinate with the Tribe, the applicant, and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis, with the approval of the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, nonprofit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.</p>	During ground disturbing activities	Planning Director, or designee	To be completed as part of any subsequent project within plan area.

Mitigation Measure	Timing	Responsible Agency/ Monitor	Completed
<p>If any human skeletal material or related funerary objects are discovered during ground disturbance, the Native American Monitor shall immediately divert work at minimum of 50 feet and place an exclusion zone around the burial. The Monitor shall then notify the construction manager, who shall call the Qualified Archaeologist. Work shall continue to be diverted while the Qualified Archaeologist determines whether the remains are human. If the remains are human in origin, then the construction manager shall notify the County Coroner. The discovery is to be kept confidential and secure to prevent any further disturbance. If Native American, the Coroner shall notify the Native American Heritage Commission (NAHC), as mandated by state law, who shall then appoint a Most Likely Descendent. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe shall make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials shall be removed. The Tribe shall work closely with the Qualified Archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken that includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations shall either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery, and a separate treatment plan shall be created. The project applicant shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities is to be submitted to the NAHC.</p>			
<b>Noise</b>			
<p><b>MM-Noise-1</b> Prior to the issuance of any demolition, grading, or building permits with the Specific Plan area, specifications shall be prepared that identify requirements regarding attenuation of noise from construction vehicles and activities. The specifications may include, but are not limited to, the following: Two weeks prior to construction, applicants must notify surrounding land uses within 200 feet of a project site of the construction schedule, including the various types of activities that will be occurring throughout the duration of the construction period.</p>	<p>Prior to the issuance of any demolition, grading or building permits</p>	<p>Planning Director, or designee</p>	<p>To be completed as part of any subsequent project within plan area.</p>

Mitigation Measure	Timing	Responsible Agency/ Monitor	Completed
<p>Construction hours, allowable workdays, and the phone number of the job superintendent must be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City, or the job superintendent receives a complaint, the superintendent must investigate, take appropriate corrective action, and report the action taken to the reporting party. Contract specifications must be included in the Project construction documents, which must be reviewed by the City prior to issuance of grading permits.</p> <p>Before any site activity, the contractor shall be required to submit a material haul route plan to the City of San Fernando for review and approval. The contractor must ensure that the approved haul routes are used for all materials hauling to minimize exposure of sensitive receivers to potential adverse truck-related noise levels.</p> <p>Where feasible, noise-generating construction equipment and construction staging shall be located away from sensitive uses.</p> <p>Noise attenuation measures shall be implemented to the extent feasible, including but not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.</p> <p>Turn off construction equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than 30 minutes.</p>			
<b>Traffic</b>			
<p><b>MM Traffic-1</b></p> <p>At First Street and Maclay Avenue, create an eastbound right-turn lane on First Street. This improvement may require the removal of one parking space between the commercial driveways on the south side of 1st Street west of Maclay Street. Removing the one parking space would allow for a right turn of 150 feet in length. If additional right turn storage is required, then additional parking spaces on the south side of 1st Street may need to be removed. This improvement will also fit within the existing curbs, not requiring any street widening.</p> <p><b>MM Traffic -2</b></p> <p>Install coordinated traffic signal systems within the Downtown District of the Specific Plan area and specifically along Maclay Avenue, Hubbard Street, Truman Street, and San Fernando Road.</p>	Prior to year 2025	Department of Public Works	





# GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians  
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

San Fernando  
Environmental Quality Act

August 30, 2017

Re: AB52 Consultation request for the San Fernando Corridors Specific Plan Amendment

Dear Jack Wong,

Please find this letter as a written request for consultation regarding the above-mentioned project pursuant to Public Resources Code § 21080.3.1, subd. (d). Your project lies within our ancestral tribal territory, meaning belonging to or inherited from, which is a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission (NAHC), ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. This is the reason the NAHC will always refer the lead agency to the respective Native American Tribe of the area because the NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and are able to provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area. Therefore, to avoid adverse effects to our tribal cultural resources, we would like to consult with you and your staff to provide you with a more complete understanding of the prehistoric use(s) of the project area and the potential risks for causing a substantial adverse change to the significance of our tribal cultural resources.

A1-1

Consultation appointments are available on Wednesdays and Thursdays at our offices at 910 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email [gabrielenoindians@yahoo.com](mailto:gabrielenoindians@yahoo.com) to schedule an appointment.

\*\* Prior to the first consultation with our Tribe, we ask all those individuals participating in the consultation to view a video produced and provided by CalEPA and the NAHC for sensitivity and understanding of AB52. You can view their videos at: <http://calepa.ca.gov/Tribal/Training/> or <http://nahc.ca.gov/2015/12/ab-52-tribal-training/>

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman

Albert Perez, treasurer |

PO Box 393, Covina, CA 91723

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer ||

[www.gabrielenoindians.org](http://www.gabrielenoindians.org)

Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the Council of Elders

[gabrielenoindians@yahoo.com](mailto:gabrielenoindians@yahoo.com)



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS:

September 20, 2017

[jwong@sfcity.org](mailto:jwong@sfcity.org)

Jack Wong, Interim Community Development Director  
City of San Fernando – Community Development Department  
117 Macneil Street  
San Fernando, CA 91340

## **Draft Environmental Impact Report (Draft EIR) for the Proposed San Fernando Corridors Specific Plan Amendment (SCH# 2015121088)**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final EIR.

### SCAQMD Staff’s Summary of Project Description and Air Quality Analysis

The Lead Agency proposes to redevelop four existing Specific Plan Districts by developing land use policies, development standards, and design guidelines for future development of approximately 759 residential units, 96,307 square feet (s.f.) of retail uses, and 285,907 s.f. of office uses (Proposed Project). The Proposed Project is expected to take place over a planning horizon of 25 years. In the Air Quality Section, the Lead Agency quantified the construction and operational air quality emissions for each District as well as for all four Districts, and compared those emissions to SCAQMD’s regional and localized air quality CEQA significance thresholds. Based on the analysis, the Lead Agency found that the Proposed Project’s construction and operational air quality impacts for all four Districts combined would be less than significant.

SCAQMD staff is concerned about the air quality analysis. While the analysis assumed that construction activities within each District would overlap, the Lead Agency did not analyze the likelihood that one District may be under construction while development in other Districts are in operation. When the overlapping construction and operational activities are anticipated, SCAQMD staff recommends that the Lead Agency identify the overlapping years, combine construction emissions with operational emissions, and compare the combined emissions to SCAQMD’s air quality CEQA operational thresholds of significance to determine the level of significance in the Final EIR.

A2-1

In the event that the Lead Agency, after revising the air quality analysis, finds that the Proposed Project’s air quality impacts would be significant, mitigation measures will be required pursuant to CEQA Guidelines Section 15126.4. For more information on potential mitigation measures as guidance to the Lead Agency, please visit SCAQMD’s CEQA Air Quality Handbook website<sup>1</sup>.

A2-2

<sup>1</sup> South Coast Air Quality Management District. Accessed at: <http://www.aqmd.gov/home/regulations/ceqa>.

Pursuant to the California Public Resources Code Section 21092.5 and CEQA Guidelines Section 15088, SCAQMD staff requests that the Lead Agency provide SCAQMD with written responses to all comments contained herein prior to the certification of the Final EIR. SCAQMD staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact Jack Cheng, Air Quality Specialist, CEQA IGR Section, at (909) 396-2448, if you have any questions on the comment.

Sincerely,

*Lijin Sun*

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS:JC

LAC170815-03

Control Number



**METROLINK.**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
One Gateway Plaza Twelfth Floor Los Angeles, CA 90012

[metrolinktrains.com](http://metrolinktrains.com)

September 20, 2017

Jack Wong  
City of San Fernando  
Community Development Department  
117 Macneil Street  
San Fernando, CA 91340

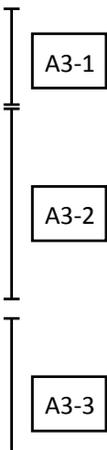
**RE: San Fernando Corridors Specific Plan Amendment – Notice of Availability (NOA) of a Draft Environmental Impact Report (DEIR)**

Dear Mr. Wong:

The Southern California Regional Rail Authority (SCRRA) has received the NOA for the DEIR for the San Fernando Corridors Specific Plan Amendment. Thank you for the opportunity to comment on key issues relative to SCRRA and operations of the railroad within the project limits. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. Additionally, SCRRA provides rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (METRO), San Bernardino County Transportation Authority (SBCTA), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

General comments on the DEIR are as follows:

1. Trains can run 24 hours per day, 7 days per week. Currently there are 30 Metrolink commuter trains and approximately 5 Union Pacific freight trains that operate daily through the project limits.
2. Trains produce noise, vibration and visual impacts. Train horns must also be sounded within one quarter mile in advance of railroad at-grade crossings. Metro would require any development along the rail line to sign a recorded Noise Easement Deed in favor of Metro. In addition, any noise mitigation required for project development along the corridor will be borne by the developers of such projects and not Metro or SCRRA.
3. SCRRA must be contacted for any encroachment (temporary or permanent) on the railroad right of way (R/W). Such encroachments shall be covered by specific Right of Entry requirements. These encroachment requirements can be found on our website at [www.metrolinktrains.com](http://www.metrolinktrains.com).



4. Development within the specific plan would generate density and traffic across the pedestrian and vehicular crossings of the railroad. SCRRRA is very supportive of Transit Oriented Developments (TOD) to enhance walkability and use of existing public transportation. City should ensure that developers be made aware of potential needs to enhance the safety for pedestrian, bicyclists and vehicles at these at-grade crossings. Our current grade crossing safety standards are also available on our website at the same site mentioned previously. SCRRRA Engineering Department should be contacted to coordinate such grade crossing safety improvements.

A3-4

Thank you again for cooperating with SCRRRA to help ensure the development of a successful project. If you have any questions regarding these comments please contact me at 213-452-0456 or via e-mail at [mathieur@scrra.net](mailto:mathieur@scrra.net).

Sincerely,



Ron Mathieu  
Planning Manager

Cc: Roderick Diaz, SCRRRA  
Derek Hull, Metro



Mr. Wong  
September 27, 2017  
Page 2

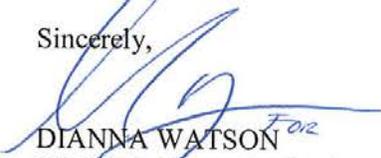
We strongly encourage the City to include vehicle demand-reducing strategies. These may include incentives for commuters to use transit, park-and-ride lots, discounts on monthly bus and rail passes, shuttle buses vanpools, etc. To the extent that more of the population shifts to transit or alternate modes of transportation for some of their inter-regional trips, future cumulative traffic impacts to freeways may be satisfactorily mitigated.

A4-2

In the spirit of mutual cooperation, Caltrans staff is available to work with the City's traffic engineers to identify the parameters of traffic impact analysis such as study area, vehicle trip reduction factors, method of analysis, significant criteria, and possible mitigation measures if any are necessary.

Please continue to keep us informed of this project and any future developments, which could potentially impact the State transportation facilities. If you have any questions regarding these comments, please contact project coordinator Ms. Miya Edmonson, at (213) 897-6536 and refer to GTS# LA-2017-001071ME.

Sincerely,

  
DIANNA WATSON  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse



San Fernando Corridors Specific Plan Amendment  
 DRAFT ENVIRONMENTAL IMPACT REPORT  
 Public Meeting Comment Form

Aug 28/17.

Please use this page to submit comments on the Draft Environmental Impact Report.

What improvements to  
 infra structures would this  
 "plan" be providing. Improvements  
 of sewage, seeping for water  
 anyone can build a  
 building preparation of the  
 infra structure is a big  
 expense.

B1-1

(If necessary, use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included in the record.

Name: Dee ALEMON Phone: 818 938 1545  
 Organization (if applicable): N/A  
 Address: 1072 N. MACNEIL  
 City: SF State: CA Zip: 91340  
 Email Address: (optional): DEEMON310@AOL.COM

You may submit your comments during the meeting or send them to:  
 Mr. Jack Wong  
 Interim Community Development Director  
 117 Macneil Street  
 San Fernando CA 91340  
 Email: [jwong@sfcity.org](mailto:jwong@sfcity.org)

Please submit comments no later than Monday, September 25, 2017.

Aug 28 '17.



San Fernando Corridors Specific Plan Amendment  
DRAFT ENVIRONMENTAL IMPACT REPORT  
Public Meeting Comment Form

Please use this page to submit comments on the Draft Environmental Impact Report.

- City Center - Needs to be walkable and vibrant - pedestrian friendly & bike friendly, more lights - business storefronts should have uniformed signage. outdoor eating areas. Retail on bottom floor/living on top floors - I feel is a good idea, this is how we get viable business to come into the city.  
- I like the Idea of Mixed-USE Corridor - This is a great way to bring in artists & tech professionals into the city and bring jobs and spend their money in town.  
General Neighborhood - We need maybe youth organizations or 'centers' for youth - outdoor tennis, basketball or skate parks something for our young San Fernando to do & become healthy responsible adults. An Urban farm would be great!  
Look at rest of the box ideas for small urban development.  
ART installations in the downtown area to emphasize on the culture & history of San Fernando.

B2-1

(If necessary, use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included in the record.

Name: Christina Bernal Phone: 818 298-0209  
Organization (if applicable): \_\_\_\_\_  
Address: 702 4th STREET  
City: San Fernando State: CA Zip: 91340  
Email Address: (optional): Christinabernal33@hotmail.com

You may submit your comments during the meeting or send them to:  
Mr. Jack Wong  
Interim Community Development Director  
117 Macneil Street  
San Fernando CA 91340  
Email: [jwong@sfcity.org](mailto:jwong@sfcity.org)

Please submit comments no later than Monday, September 25, 2017.

Aug 28 '17



San Fernando Corridors Specific Plan Amendment  
DRAFT ENVIRONMENTAL IMPACT REPORT  
Public Meeting Comment Form

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YES, WE HAVE SEWER ISSUES. NOT AS DIRE AS MANY MAY THINK. WE NEED TO USE THIS T.O.D. AS A "BUSINESS PLAN" TO WIRE BUSINESSES TO INVEST PRIVATE MONEY TO DO THINGS LIKE INFRASTRUCTURE UPGRADES. THE 2005 AMENDMENTS TO OUR GENERAL PLAN ALLOW "BY-RIGHT" DEVELOPMENTS AS IT STANDS NOW. AND AS WE'VE SEEN, DEVELOPMENTS HAVE BEEN DONE THAT THE COMMUNITY HATES. CHANGES NEED TO BE MADE TO OUR GENERAL PLAN TO REMEDY ITEMS IN OUR GENERAL PLAN TO MITIGATE UNWANTED DEVELOPMENTS BY MAKING IT MORE DIFFICULT TO BUILD. THIS COULD BE A HUGE FIRST STEP TO SECURING FUNDS FOR THINGS THAT WE WANT. I FEEL AS THOUGH WITHOUT A PLAN LIMITING THE TYPES OF DEVELOPMENTS WE DON'T WANT, ~~WE~~ WE ARE GOING TO BE STUCK SPINNING OUR WHEELS IN THE MUD. WE ARE VERY CLOSE TO MAKING SAN FERNANDO THE DESTINATION CITY IT CAN BE AND DESERVED TO BE.

B3-1

(If necessary, use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included in the record.

Name: DAVID BERNAL Phone: (818) 399-9584  
Organization (if applicable): TRANSPORTATION & SAFETY COMMISSION  
Address: 702 4TH ST  
City: SAN FERNANDO State: CA Zip: 91340  
Email Address (optional): DAVEBERNAL3@GMAIL.COM

You may submit your comments during the meeting or send them to:

Mr. Jack Wong  
Interim Community Development Director  
117 Macneil Street  
San Fernando CA 91340  
Email: [jwong@sfcity.org](mailto:jwong@sfcity.org)

Please submit comments no later than Monday, September 25, 2017.



**San Fernando Corridors Specific Plan Amendment**  
**DRAFT ENVIRONMENTAL IMPACT REPORT**  
**Public Meeting Comment Form**

Aug 28, 2017

Please use this page to submit comments on the Draft Environmental Impact Report.

discussed

The issues ↓ are not ones of practical challenges. All the issues are EMOTIONAL ones. It's a fear from not understanding the importance of city growth. People have <sup>been</sup> ↓ taught to think development is to be feared, is bad, drives out businesses, increase crime ~~rated~~ rates, etc. We need a presentation ~~that~~ that educates the people of the positives of growth/development: more business activity, more jobs, more investment, more revenue for the city, better public safety, better education, better quality of life.

B4-1

(If necessary, use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included in the record.

Name: Alejandro Hinojosa Phone: (310) 873-3977  
 Organization (if applicable): SVN  
 Address: 15250 Ventura Blvd. #520  
 City: Sherman Oaks State: CA Zip: 91344  
 Email Address: (optional): alejandra.hinojosa@svn.com

You may submit your comments during the meeting or send them to:  
 Mr. Jack Wong  
 Interim Community Development Director  
 117 Macneil Street  
 San Fernando CA 91340  
 Email: [jwong@sfcity.org](mailto:jwong@sfcity.org)

Please submit comments no later than Monday, September 25, 2017.



**San Fernando Corridors Specific Plan Amendment**  
**DRAFT ENVIRONMENTAL IMPACT REPORT**  
**Public Meeting Comment Form**

9/19/17

Please use this page to submit comments on the Draft Environmental Impact Report.

Proposed changes; much better improvements  
 in response to community concerns  
 specifically housing density and "business  
 community" needs.  
 Community outreach well done.

C1-1

(If necessary, use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included in the record.

Name: Josse # Avila Phone: 818/361-0509  
 Organization (if applicable): \_\_\_\_\_  
 Address: 319 N Workman St  
 City: SF C State: CA Zip: 91340  
 Email Address: (optional): friends of josse avila@gmail.org

You may submit your comments during the meeting or send them to:

Mr. Jack Wong  
 Interim Community Development Director  
 117 Macneil Street  
 San Fernando CA 91340  
 Email: [jwong@sfcity.org](mailto:jwong@sfcity.org)

Please submit comments no later than Monday, September 25, 2017.





San Fernando Corridors Specific Plan Amendment  
DRAFT ENVIRONMENTAL IMPACT REPORT  
Public Meeting Comment Form

9/15/17

Please use this page to submit comments on the Draft Environmental Impact Report.

Maria Guillen  
647 Hollister St (818) 898-0176  
San Fernando Ca 91340

Nos afectan los Apartamentos

C3-1

(If necessary, use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included in the record.

Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
Organization (if applicable): \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Email Address: (optional): \_\_\_\_\_

You may submit your comments during the meeting or send them to:

Mr. Jack Wong  
Interim Community Development Director  
117 Macneil Street  
San Fernando CA 91340  
Email: [jwong@sfcity.org](mailto:jwong@sfcity.org)

Please submit comments no later than Monday, September 25, 2017.



**San Fernando Corridors Specific Plan Amendment**  
**DRAFT ENVIRONMENTAL IMPACT REPORT**  
**Public Meeting Comment Form**

9/15/17

Please use this page to submit comments on the Draft Environmental Impact Report.

GREAT PRESENTATION, THOUGH I HAVE A FEW CONCERNS

- ① THE PROPOSED HEIGHT AND DENSITY CHANGES RUN COUNTER TO A T.O.D PLAN. THE CHANGES ARE TOO CONSERVATIVE AND WILL ONLY EXCLUDE DEVELOPMENT DUE TO ITS RESTRICTIONS. THIS WILL ESPECIALLY EXCLUDE ANY AFFORDABLE HOUSING, SOMETHING THIS CITY WILL NEED AFTER METRO COMES IN. C4-1
- ② ON THE TOPIC OF AFFORDABLE HOUSING, IT SHOULD BE REFLECTED AS A NEED IN THE PLAN. KEEPING THE "SAN FERNANDO LOOK" IS FINE, BUT AS A YOUNG PERSON, I AM COMPETING W/ TRANSPLANTS IN LA THAT CANT FIND HOUSING. WE NEED AFFORDABLE HOUSING NOW! AND ITS OK IF IT LOOKS "BLOCKY" OR "SQUARE". REMEMBER, THE ONLY CONSTANT IS CHANGE. C4-2
- ③ THE TRANSPORTATION CHANGES ARE TOO CONSERVATIVE. I APPRECIATE SLOWER STREETS AND SAFER PED/BIKE ENVIRONMENTS. SHARROWED STREETS DONT WORK - ITS BEEN PROVEN. ~~AND~~ REMEMBER, THIS PLAN IS CENTERED ON TRANSIT\*, AND WE NEED TO OFFER SAFE FIRST-LAST MILE ENVIRONMENTS. C4-3
- ④ YES; I WOULD LOVE TO NOT HAVE TO LEAVE THE CITY FOR FOOD, ENT., COLDFEE ETC., BUT. THIS PLAN IS PANDERING TO A VERY SPECIFIC RETIRED DEMOGRAPHIC. C4-4

(If necessary, use the reverse side of the paper.)

AND I WANT TO AFFORD MYNGL HERE FOR 50 MORE YEARS. THANK YOU!

Please complete the information below and print clearly to ensure that your comments are included in the record.

Name: CARLOS HERNANDEZ Phone: 818-935-9528  
 Organization (if applicable): N/A  
 Address: 411 HARDING AVE.  
 City: SAN FERNANDO State: CA Zip: 91340  
 Email Address: (optional): CARLOS.HERNANDEZ@GMAIL.COM

You may submit your comments during the meeting or send them to:  
 Mr. Jack Wong  
 Interim Community Development Director  
 117 Macneil Street  
 San Fernando CA 91340  
 Email: [jwong@sfcity.org](mailto:jwong@sfcity.org)

Please submit comments no later than Monday, September 25, 2017.



**San Fernando Corridors Specific Plan Amendment**  
**DRAFT ENVIRONMENTAL IMPACT REPORT**  
**Public Meeting Comment Form**

9/15/17

Please use this page to submit comments on the Draft Environmental Impact Report.

Overall, I do support this plan. I believe we need a change in San Fernando especially to bring in people of all income and walks of life. We need variety! But, I also believe there does need to be a balance of gentrification and though a preservation of ~~the~~ the traditional San Fernando character. The community & housing of this community need to be taken into consideration, and residents of San Fernando need to be prioritized and not be pushed out like other areas of Los Angeles.

C5-1

(If necessary, use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included in the record.

Name: Krytal Hernandez Phone: (818) 263-4810  
 Organization (if applicable): N/A  
 Address: 103 Fifth St  
 City: San Fernando State: CA Zip: 91340  
 Email Address: (optional): krytalalix@me.com

You may submit your comments during the meeting or send them to:  
 Mr. Jack Wong  
 Interim Community Development Director  
 117 Macneil Street  
 San Fernando CA 91340  
 Email: [jwong@sfcity.org](mailto:jwong@sfcity.org)

Please submit comments no later than Monday, September 25, 2017.



**San Fernando Corridors Specific Plan Amendment**  
**DRAFT ENVIRONMENTAL IMPACT REPORT**  
**Public Meeting Comment Form**

9/15/17

Please use this page to submit comments on the Draft Environmental Impact Report.

NO Apartamentos  
 NOS Afecta

C6-1

(If necessary, use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included in the record.

Name: Maria L. Johnson Phone: \_\_\_\_\_  
 Organization (if applicable): \_\_\_\_\_  
 Address: 446 Hollister St  
 City: SAN FERNANDO State: CA Zip: 91340  
 Email Address: (optional): \_\_\_\_\_

You may submit your comments during the meeting or send them to:

Mr. Jack Wong  
 Interim Community Development Director  
 117 Macneil Street  
 San Fernando CA 91340  
 Email: [jwong@sfcity.org](mailto:jwong@sfcity.org)

Please submit comments no later than Monday, September 25, 2017.



San Fernando Corridors Specific Plan Amendment  
DRAFT ENVIRONMENTAL IMPACT REPORT  
Public Meeting Comment Form

9/15/17

Please use this page to submit comments on the Draft Environmental Impact Report.

THE Presentation WAS very professional  
and informative truly not what I  
expected.

C7-1

(If necessary, use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included in the record.

Name: Maxine Perez Phone: 818 3650055  
Organization (if applicable): \_\_\_\_\_  
Address: 743 N Huntington St  
City: San Fernando State: CA Zip: 91340  
Email Address: (optional): \_\_\_\_\_

You may submit your comments during the meeting or send them to:

Mr. Jack Wong  
Interim Community Development Director  
117 Macneil Street  
San Fernando CA 91340  
Email: [jwong@sfcity.org](mailto:jwong@sfcity.org)

Please submit comments no later than Monday, September 25, 2017.

-----Original Message-----

From: Toni Joseph [mailto:wordpress@www.ci.san-fernando.ca.us]

Sent: Tuesday, September 05, 2017 5:17 PM

To: Info@San Fernando

Subject: Quality Lodging in San Fernando

From:

Toni Joseph <tjoseph53@hotmail.com>

8186758029

Subject:

Quality Lodging in San Fernando

Message Body:

We really should consider a Hotel at the J.C. Penney building. It is in the mall area, and walking distance if needed to the transit hub. Shopping and the SF Mission and historical parks and interest of this quaint City of San Fernando. We need to give travelers lodging outside of Burbank an give home cooking and culture to our visitors. Enough with apartments, humans act like a creature that I would prefer not to mention. Close quarters and many inhabitants cause conflict. Called over crowding. I had someone looking for quality lodging, they went to Chatsworth for it. Let's bring class and quality back as a need for improvement. BnB maybe? just make us more desirable to visit.

D1-1

--

**From:** Robert L. Scott  
**Sent:** Thursday, September 14, 2017 3:56 PM  
**To:** Alvin F. Durham Jr.; Theale "Stormy" Haupt  
**Cc:** stacy.andrews@mulhollandinstitute.org; robert.scott@mulhollandinstitute.org  
**Subject:** Material Selected re: Northeast Strategy -- San Fernando



## MULHOLLAND INSTITUTE

23679 Calabasas Road #507 • Calabasas, CA 91302 • 818-712-9500 Fax 818-666-7487 • [info@MulhollandInstitute.org](mailto:info@MulhollandInstitute.org)

Gents,

We pulled certain relevant sections from the Northeast Strategy document worth considering re: your Corridors Specific Plan and Station Area Plan (attached). We also prepared a composite map that overlays the Metrolink Station centroids and the San Fernando Mall centroids, this ties into the data in the strategy document.

I believe this is the only zoning map in existence that synchronizes (color codes) San Fernando zoning with Los Angeles zoning, so you can see what's happening along your boundaries.

I hope you will find this material useful.

Robert L. Scott  
Executive Director  
Mulholland Institute  
23679 Calabasas Rd. #507 - Calabasas, CA 91302  
818-712-9500 Fax 818-666-7487 [Robert.Scott@MulhollandInstitute.org](mailto:Robert.Scott@MulhollandInstitute.org)

D2-1

**CONFIDENTIAL COMMUNICATION.** This e-mail message is intended only for the personal and confidential use of the designated recipients. This message may contain sensitive, protected and/or confidential information. If the reader of this message is not an intended recipient, you are hereby notified that any review, use, dissemination, forwarding or copying of this message is strictly prohibited. Please notify us immediately by reply e-mail if you are not an intended recipient of this message, and delete the original message and all attachments from your system and from any electronic devices where the message is stored.

## SYLMAR/SAN FERNANDO METROLINK STATION

### Station Area Plan

On the northern end of the detailed study areas is the half-mile radius around the Sylmar/San Fernando Metrolink Station. This specific area has been included as part of Metro's plans for spending under a successor to Measure R-funded projects. The current funds proposed for this project are \$1.3 billion and the project delivery year is 2021 through 2027.

The proposal includes Specific Plans to connect the Metrolink rail lines in the north and the Orange Line in the south, through construction of a 9.2 mile Light Rail Transit/Bus Rapid Transit down portions of San Fernando Road and Van Nuys Boulevard.

As the anchor for the East San Fernando Valley Transit Corridor's light rail line, and as an intermodal transfer point between light rail, heavy rail, and bus, this station area has the potential to serve as

both a local vehicle access hub, through community bicycles (e.g. "Bike Share") and rental vehicles, as well as a needed retail and entertainment location. Retailers and restaurants who appeal to local markets and transit riders would provide a ready market. The North Hollywood station area to the south, at the intersection of the Red and Orange Lines, should serve as an inspiration, with its surrounding retail, grocers, restaurants, amenities and consumer services.

This station area is at the northern nexus of that line and represents a key opportunity to demonstrate the possibilities in these types of communities of Transit-Oriented Development models. In addition to the Metrolink station, the East Valley Transit Corridor line will pass through four or more promising Town Centers.

Aside from providing transport from and within the Northeast, the line also will provide unprecedented opportunities for bringing visitors, shoppers, businesses and employment into the area—a boon to entrepreneurs and innovators.

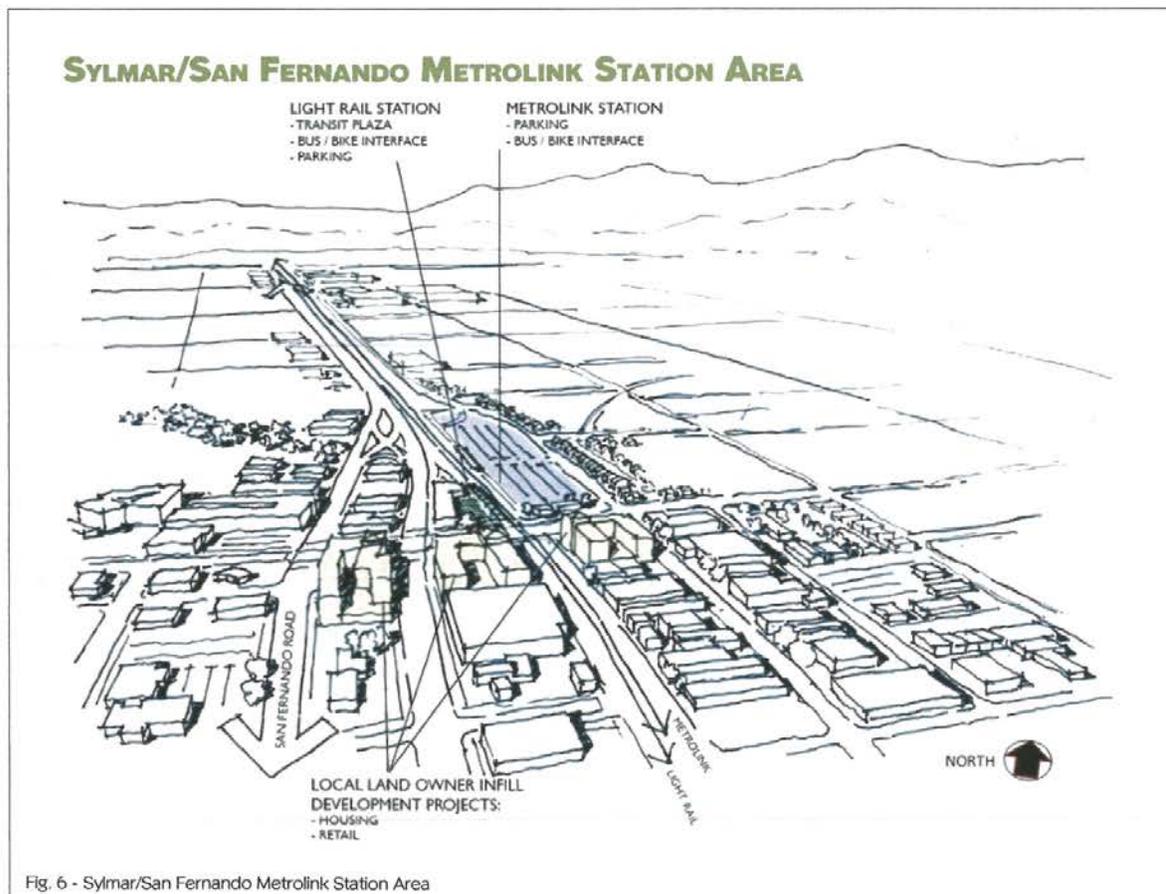
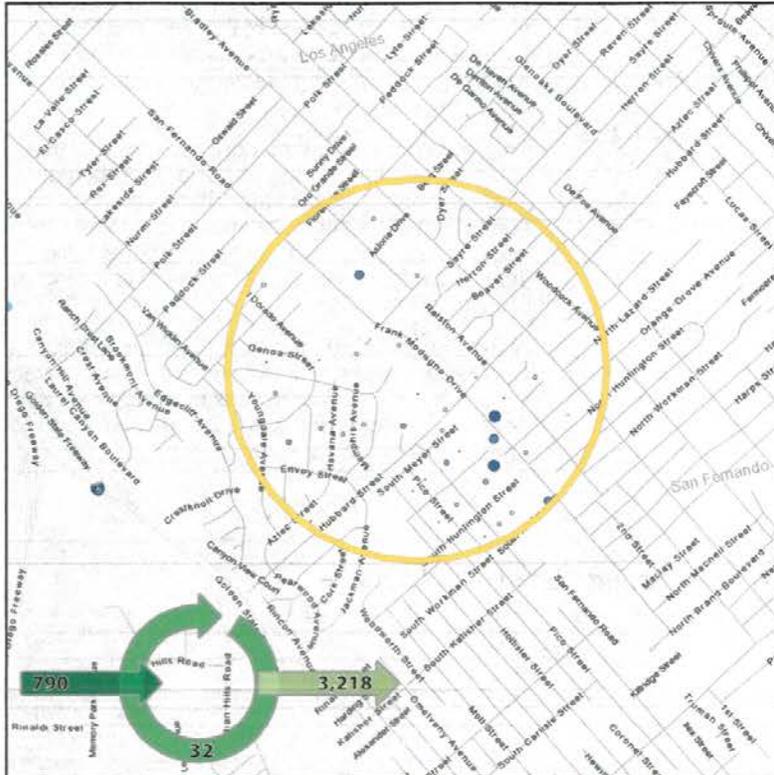


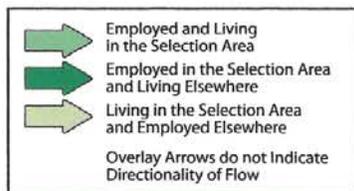
Fig. 6 - Sylmar/San Fernando Metrolink Station Area

# SYLMAR/SAN FERNANDO METROLINK STATION

## CENTROID WITH HALF-MILE RADIUS/BAND

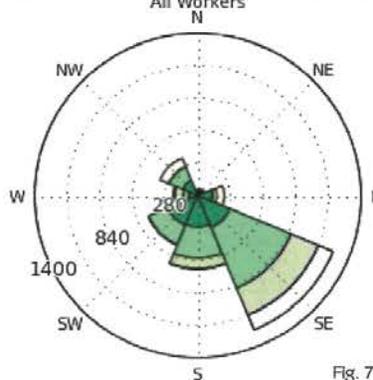


U.S. Census Bureau. 2015. OnTheMap Application. Longitudinal-Employer Household Dynamics Program. <http://onthemap.ces.census.gov/>



Jobs by Distance - Resident Census Block to Work Census Block		
2013		
Total Primary Jobs	Count	Share
Less than 10 miles	1,250	36.5%
10 to 24 miles	1,209	37.2%
25 to 50 miles	472	14.5%
Greater than 50 miles	319	9.8%

Job Counts by Distance/Direction in 2013



### RESIDENT AREA PROFILE REPORT SYLMAR/SAN FERNANDO METROLINK STATION

Total Primary Jobs 2013	Count	Share
Total Primary Jobs	3,250	100.0%

Jobs by Worker Age 2013	Count	Share
Age 29 or younger	790	24.3%
Age 30 to 54	1,843	56.7%
Age 55 or older	617	19.0%

Jobs by Earnings 2013	Count	Share
\$1,250 per month or less	620	19.1%
\$1,251 to \$3,333 per month	1,497	46.1%
More than \$3,333 per month	1,133	34.9%

Jobs by NAICS Industry Sector 2013	Count	Share
Agriculture, Forestry, Fishing and Hunting	29	0.9%
Mining, Quarrying, & Oil & Gas Extraction	1	0.0%
Utilities	27	0.8%
Construction	163	5.0%
Manufacturing	451	13.9%
Wholesale Trade	151	4.6%
Retail Trade	419	12.9%
Transportation and Warehousing	84	2.6%
Information	93	2.9%
Finance and Insurance	113	3.5%
Real Estate and Rental and Leasing	57	1.8%
Professional, Scientific, & Tech Services	178	5.5%
Management of Companies & Enterprises	52	1.6%
Administration & Support, Waste Management and Remediation	204	6.3%
Educational Services	258	7.9%
Health Care and Social Assistance	463	14.2%
Arts, Entertainment, and Recreation	42	1.3%
Accommodation and Food Services	253	7.8%
Other Services (excluding Public Admin)	95	2.9%
Public Administration	117	3.6%

Jobs by Worker Race 2013	Count	Share
White Alone	2,673	82.2%
Black or African American Alone	142	4.4%
American Indian or Alaska Native Alone	62	1.9%
Asian Alone	312	9.6%
Native Hawaiian or Otr Pac Islander Alone	4	0.1%
Two or More Race Groups	57	1.8%

Jobs by Worker Ethnicity 2013	Count	Share
Not Hispanic or Latino	1,134	34.9%
Hispanic or Latino	2,116	65.1%

Jobs by Worker Educational Attainment 2013	Count	Share
Less than high school	728	22.4%
High school or equivalent, no college	481	14.8%
Some college or Associate degree	685	21.1%
Bachelor's degree or advanced degree	566	17.4%
Educational attainment not available (workers aged 29 or younger)	790	24.3%

Jobs by Worker Sex 2013	Count	Share
Male	1,688	51.9%
Female	1,562	48.1%

Fig. 7 - Sylmar/San Fernando Metrolink Station Area Profile

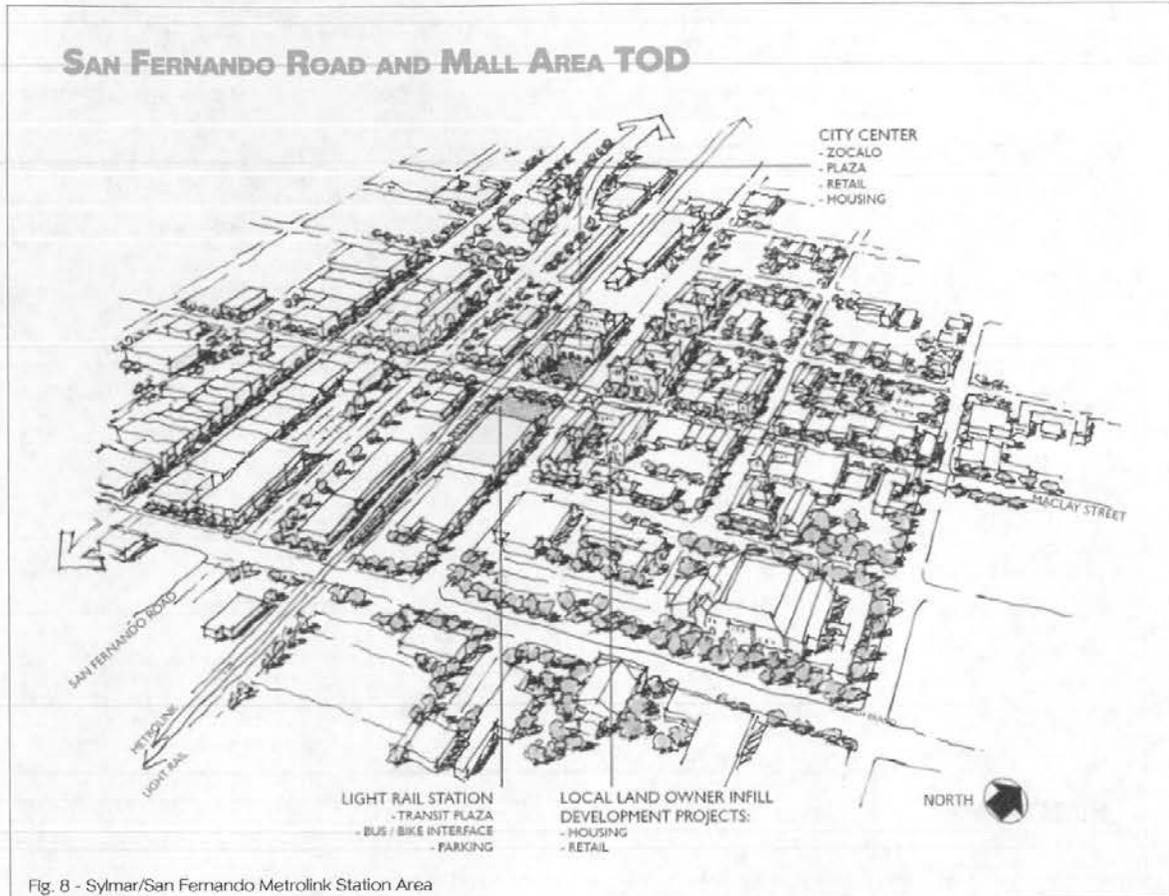


Fig. 8 - Sylmar/San Fernando Metrolink Station Area

The San Fernando Road and Mall Area TOD is included as a study area for three important reasons: (1) as a relatively small, incorporated city, it has access to the full range of planning and community governance tools available to cities in California—without the challenges of scale associated with being a part of the much larger City of Los Angeles; (2) it is a key part of the community regional transportation and economic infrastructure; and (3) it is a founding Valley city with a clearly-defined cultural history, and a proud and dedicated population.

Taking into account the existing San Fernando Mall streetscape and hardscape, a framework already exists. With some strategic implementation, the Mall could become a major iconic visitor attraction. There are also some significant opportunities for new commercial employment centers, both retail and commercial, within this area.

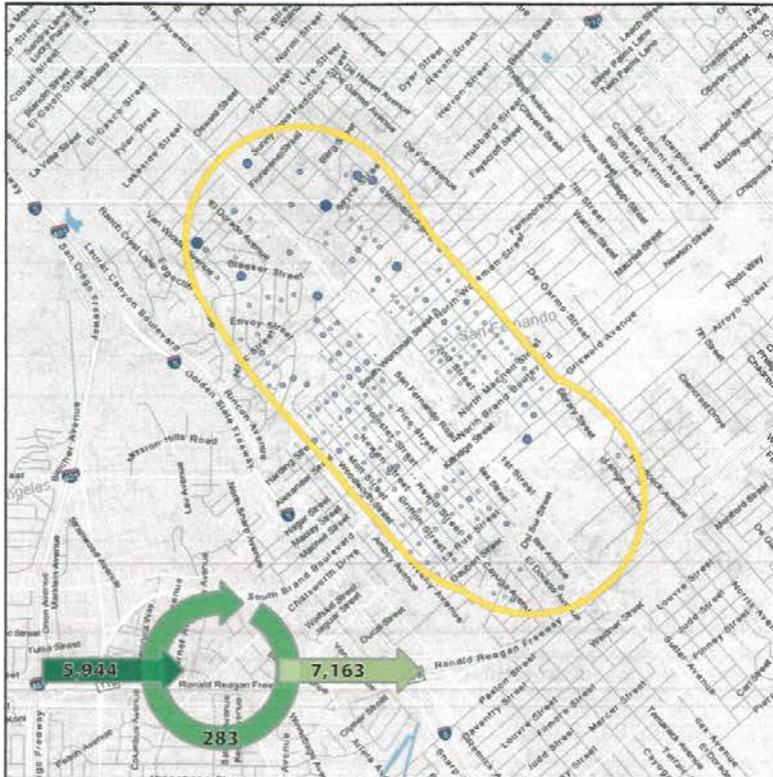
The larger city of San Fernando represents another opportunity circle within the region. Nearly all of

the city lies within the focal area for this strategy. Within the San Fernando Road and Mall Area TOD, some 6,227 are employed in various occupations while another 7,446 live in the community. Yet of the nearly 7,500 individuals, only 283 work in the immediate vicinity of their homes. Nearly all of the residents work elsewhere (mostly toward the southeast), about half (45.9 percent) within 10 miles of their homes. But more than half work more than 10 miles from their homes. Manufacturing and retail trade account for more than one-fourth of jobs held by local residents, constituting 15.7 percent and 12.1 percent of their employment, respectively. Much of the available employment in the region also tends to employ individuals with a slightly higher level of formal education than predominates in the resident population.

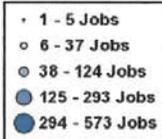
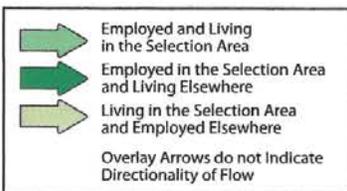
Employment in the region is strongly anchored in manufacturing, comprising 26.3 percent of the local jobs. Most of these workers commute to the region from other parts of the greater Valley region.

# SAN FERNANDO ROAD AND MALL AREA TOD

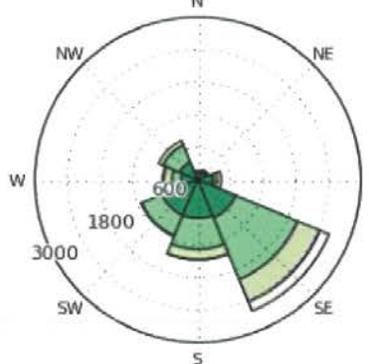
## CENTROID WITH HALF-MILE RADIUS/BAND



U.S. Census Bureau. 2015. OnTheMap Application. Longitudinal-Employer Household Dynamics Program. <http://onthemap.ces.census.gov/>



Job Counts by Distance/Direction in 2013  
All Workers



**Jobs by Distance - Resident Census Block to Work Census Block**

2013	
	Count Share
<b>Total Primary Jobs</b>	<b>7,446 100.0%</b>
Less than 10 miles	3,414 45.9%
10 to 24 miles	2,786 37.1%
25 to 50 miles	889 11.9%
Greater than 50 miles	377 5.1%

### RESIDENT AREA PROFILE REPORT SAN FERNANDO ROAD - MALL

Total Primary Jobs 2013	Count	Share
Total Primary Jobs	7,446	100.0%

Jobs by Worker Age 2013	Count	Share
Age 29 or younger	1,800	24.2%
Age 30 to 54	4,270	57.3%
Age 55 or older	1,376	18.5%

Jobs by Earnings 2013	Count	Share
\$1,250 per month or less	1,436	19.3%
\$1,251 to \$3,333 per month	3,614	48.5%
More than \$3,333 per month	2,396	32.2%

Jobs by NAICS Industry Sector 2013	Count	Share
Agriculture, Forestry, Fishing & Hunting	68	0.9%
Mining, Quarrying, & Oil & Gas Extraction	1	0.0%
Utilities	61	0.8%
Construction	390	5.2%
Manufacturing	1,167	15.7%
Wholesale Trade	376	5.0%
Retail Trade	904	12.1%
Transportation and Warehousing	197	2.6%
Information	209	2.8%
Finance and Insurance	261	3.5%
Real Estate and Rental and Leasing	122	1.6%
Professional, Scientific, & Tech Services	355	4.8%
Mgmt of Companies & Enterprises	113	1.5%
Administration & Support, Waste Management and Remediation	489	6.6%
Educational Services	573	7.7%
Health Care and Social Assistance	998	13.4%
Arts, Entertainment, and Recreation	96	1.3%
Accommodation and Food Services	574	7.7%
Other Services (excluding Public Administration)	250	3.4%
Public Administration	242	3.3%

Jobs by Worker Race 2013	Count	Share
White Alone	6,456	86.7%
Black or African American Alone	270	3.6%
American Indian or Alaska Native Alone	120	1.6%
Asian Alone	473	6.4%
Native Hawaiian or Otr Pac Islander Alone	16	0.2%
Two or More Race Groups	111	1.5%

Jobs by Worker Ethnicity 2013	Count	Share
Not Hispanic or Latino	1,935	26.0%
Hispanic or Latino	5,511	74.0%

Jobs by Worker Educational Attainment 2013	Count	Share
Less than high school	1,801	24.2%
High school or equivalent, no college	1,179	15.8%
Some college or Associate degree	1,547	20.8%
Bachelor's degree or advanced degree	1,119	15.0%
Educational attainment not available (workers aged 29 or younger)	1,800	24.2%

Jobs by Worker Sex 2013	Count	Share
Male	3,870	52.0%
Female	3,576	48.0%

Fig. 9 - San Fernando Rd. and Mall Area Profile

# INDUSTRIAL/MANUFACTURING ZONED PROPERTIES

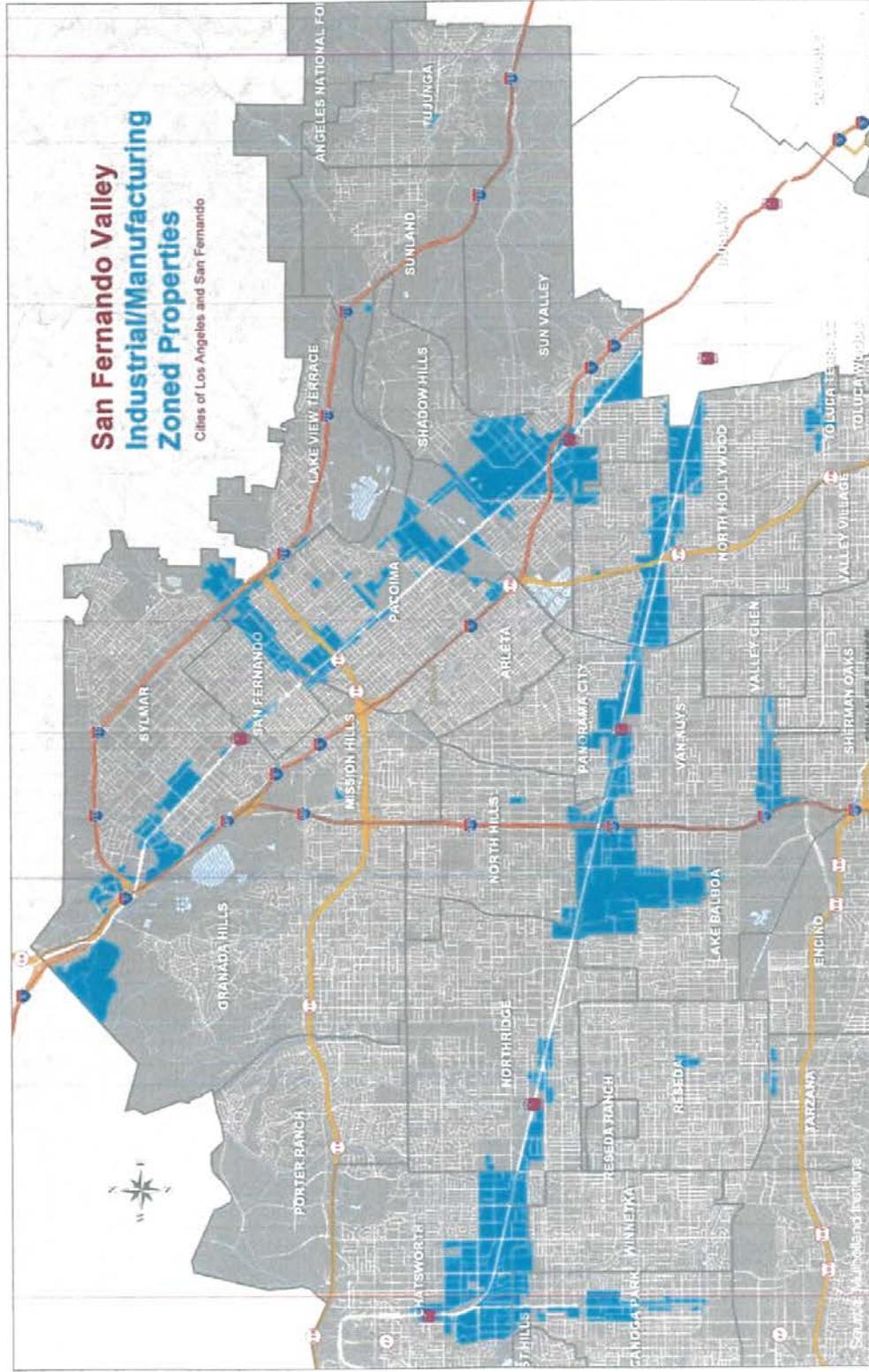


Fig. 16 - Industrial/Manufacturing Zoned Properties

## EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT STUDY AREA

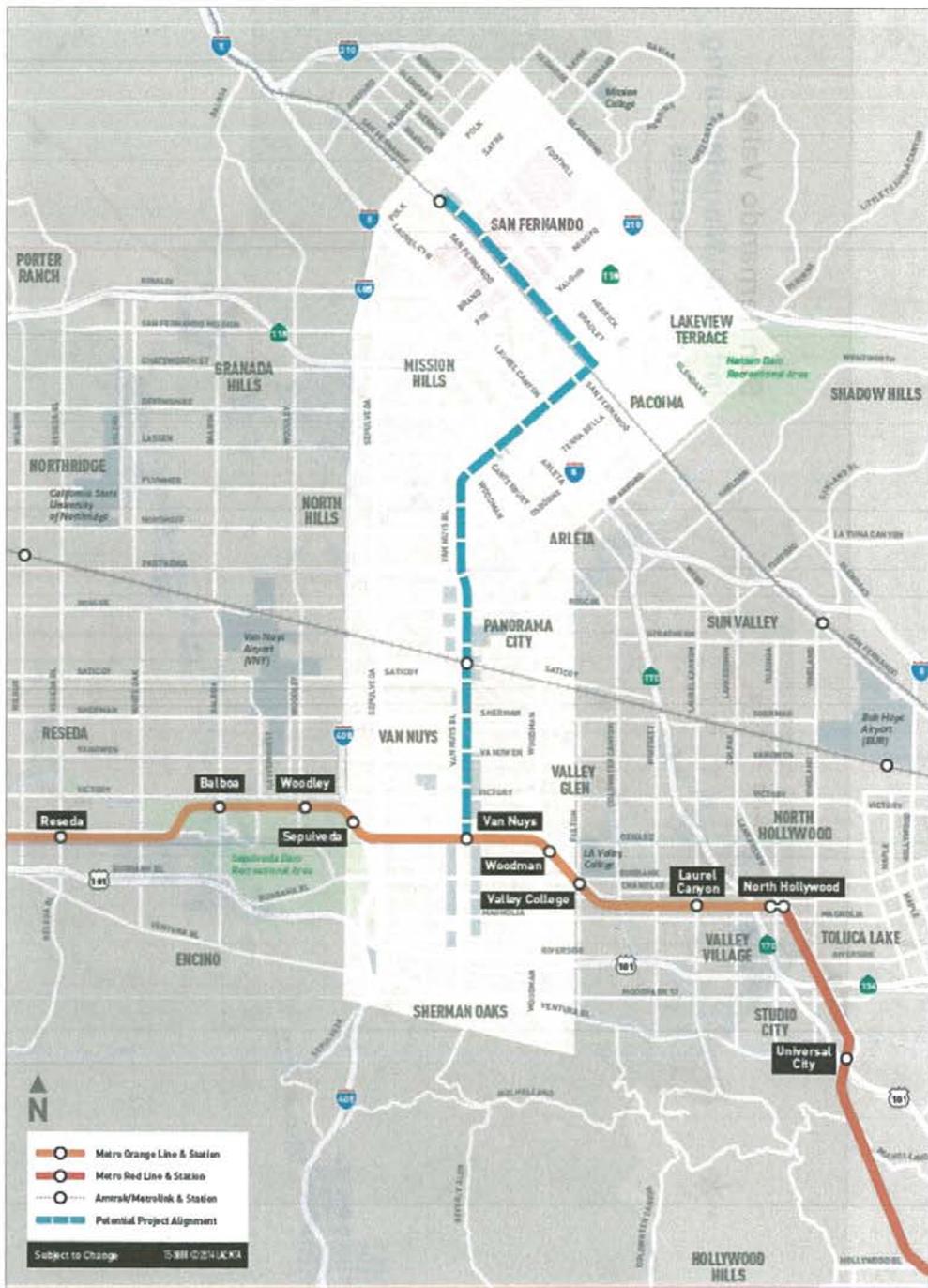


Fig. 19 - EVTC Alternative 4, Median-Running Light Rail

## CREATING HOSPITABLE TRANSIT HUBS

Since locational efficiency is a major goal of this strategy, clearly the place where land use and transportation meet is at minor transit stops and major Transit Hubs. Hubs have to be something more than a platform or a bench. They are the community's gateway to all of Southern California. They should provide safety, comfort, information, refreshment, rest facilities and amenities; and should reflect local culture and distinctions.

Transit will always be attractive to the transit dependent, and improvements make welcome contributions to their quality of life. However, for transportation to be attractive to discretionary riders—those who have the option to drive private cars—it has to pay dividends in the form of being faster, more comfortable and more convenient.

It would be desirable to have as many centers served by transit as possible. Unfortunately, the addition of too many stops, stations or hubs slows the local (non-express) system and reduces rider motivations. This is an important strategic question; serving the most stops and keeping the system moving. The primary and secondary streets in the Valley are largely set on a grid pattern at mile and half mile intervals. In theory, stops could be placed every mile (half-mile radius), and Transit Hubs every two miles.

Proposition A (1980) and Proposition C (1990) were joined in 2008 by Measure R in providing substantial funding for the development of transportation improvements, including billions being spent in the San Fernando Valley. Aside from highway funds, dollars for public transportation are finally coming to bear in the Northeast. At the time of this work,



Fig. 26 - City of San Fernando Project Area Map

\$170 million had been reserved for Metro's 9.2-mile East Valley Transit Corridor. The route would extend from the Sylmar/San Fernando Metrolink Station, follow Van Nuys Boulevard, through the heart of the Northeast Valley in Pacoima, travel directly through the Panorama City shopping area and Mall, and terminate at the Van Nuys/Sherman Oaks Orange Line station.

Unfortunately, the budget would not be sufficient to cover light rail—estimated at \$1.3 billion—or any kind of grade separation. This would be dependent on a re-allocation or the passage of the proposed ballot measure.

By including the SCAG Compass Blueprint and RTP/SCS priorities, this project can serve as a template for Transit-Oriented Development in under-resourced communities.

The team projects that owing to the demographics, the demand on this line will exceed that which has made the Orange Line BRT successful, beyond all expectation. Metro has already awarded the City of San Fernando a grant to develop Station Area Plans in the half-mile radius around the Sylmar/



Fig. 27 - Concept for Intermodal Mobility Hub

Inter-Modal Mobility Hubs can provide access, amenities and security for transit riders.

San Fernando Metrolink Station. This strategy will set the stage for complementary visioning in the City of Los Angeles portions of Sylmar—the other half of the one-mile circle. This is potentially cross-jurisdictional coordination at its best.

The East Valley Transit Corridor may employ one of several different transit modes: Bus Rapid Transit (BRT) or Light Rail Transit (LRT). The proposed transit line will create a 9.2-mile transit corridor—perfectly configured for Transit-Oriented Development. Half of the length of this corridor is situated in the Project Area. It will benefit greatly from convergence with the strategies developed, and the future plans for the local area. The longer-term vision is to link this line with the future multi-billion dollar Sepulveda Pass Corridor connection to UCLA and other high-demand, high-value destinations.

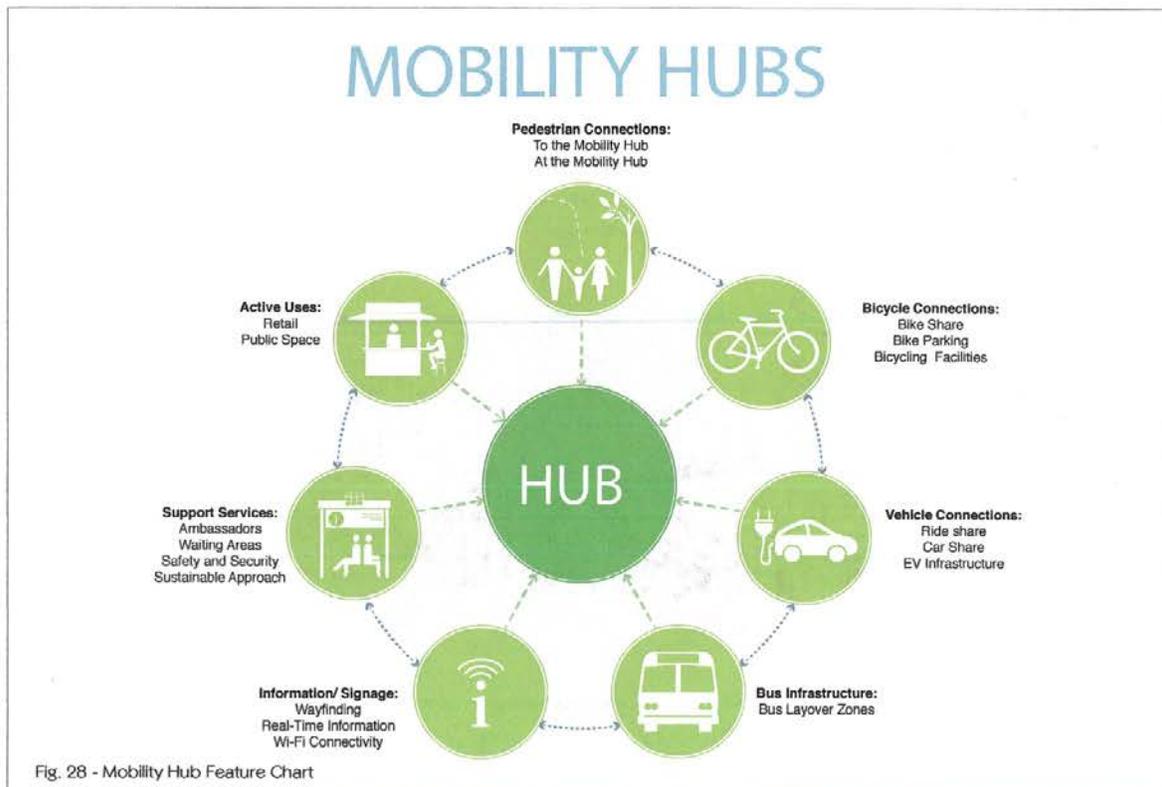
The opportunity exists to turn the Sylmar/San Fernando Metrolink Station into a Union Station-type transit gateway to the Northeast San Fernando Valley. This station would not only be a confluence of numerous bus, BRT, East Valley Transit Corridor,

Metrolink and Amtrak options—but it would provide a portal to Burbank’s Regional Intermodal Transit Center (RITC), with direct access to airlines, and any future rail or high-speed rail systems that might be constructed.

The station could provide a showcase for the area—encouraging tourism to its cultural, educational, museum and high-tech features; while also highlighting regional cuisine and local retail at the new Hub/Transit-Oriented Communities.

Metro and the cities have tremendous opportunities to develop private partnerships in and around transit hubs that add amenities and recreation to the neighborhoods, and also create destinations accessible from other hubs and stations around the county.

Clearly, the nearer commercial properties are to the hubs, the more valuable they are to their owners and tenants. Any person from anywhere along the line can simply catch the bus, or rail line, and walk less than 2700 feet to their TOD destination.



Source: City of Los Angeles, Department of City Planning

## SYLMAR/SAN FERNANDO METROLINK TOD AREA - LABOR MARKET CHARACTERISTICS

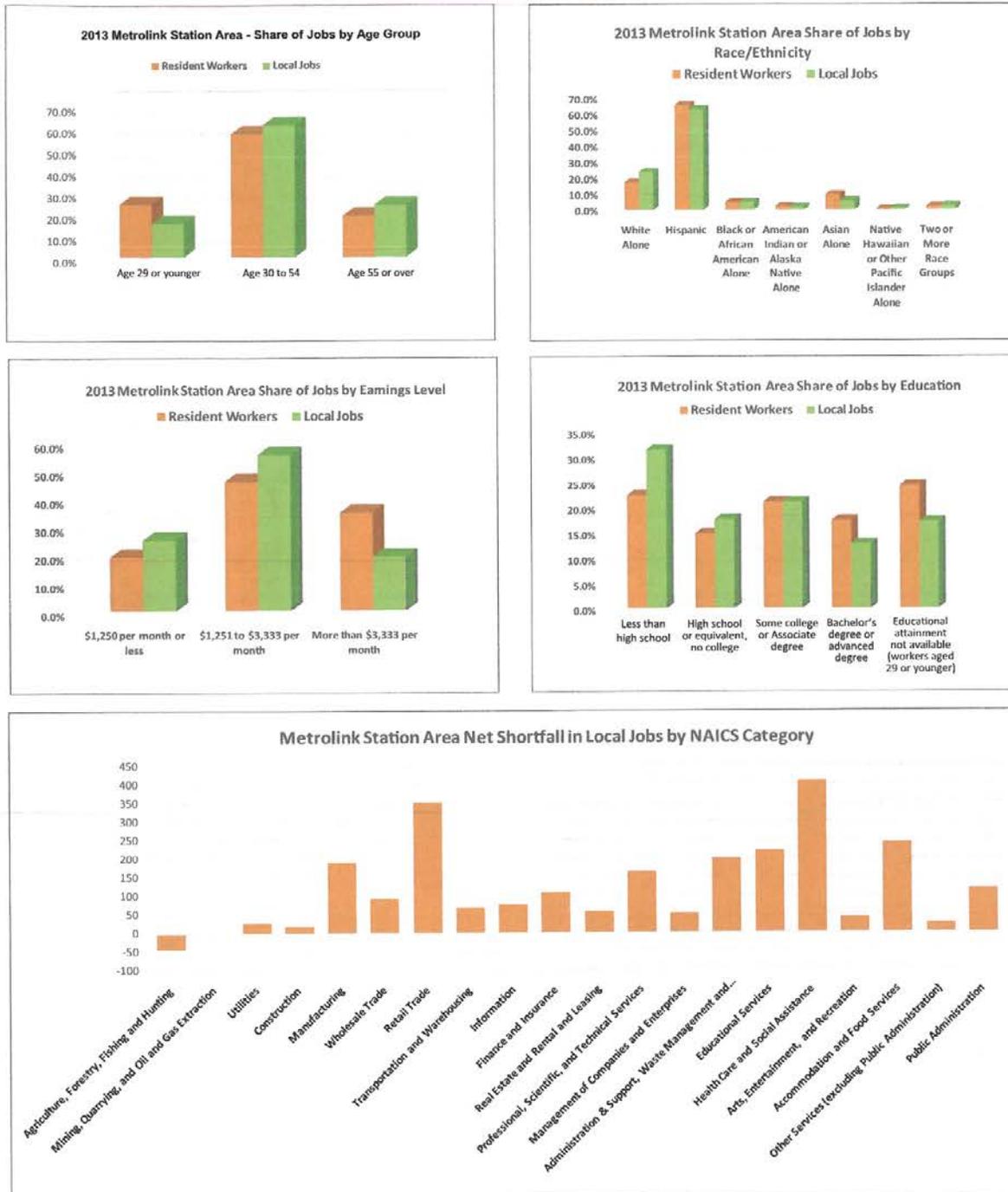
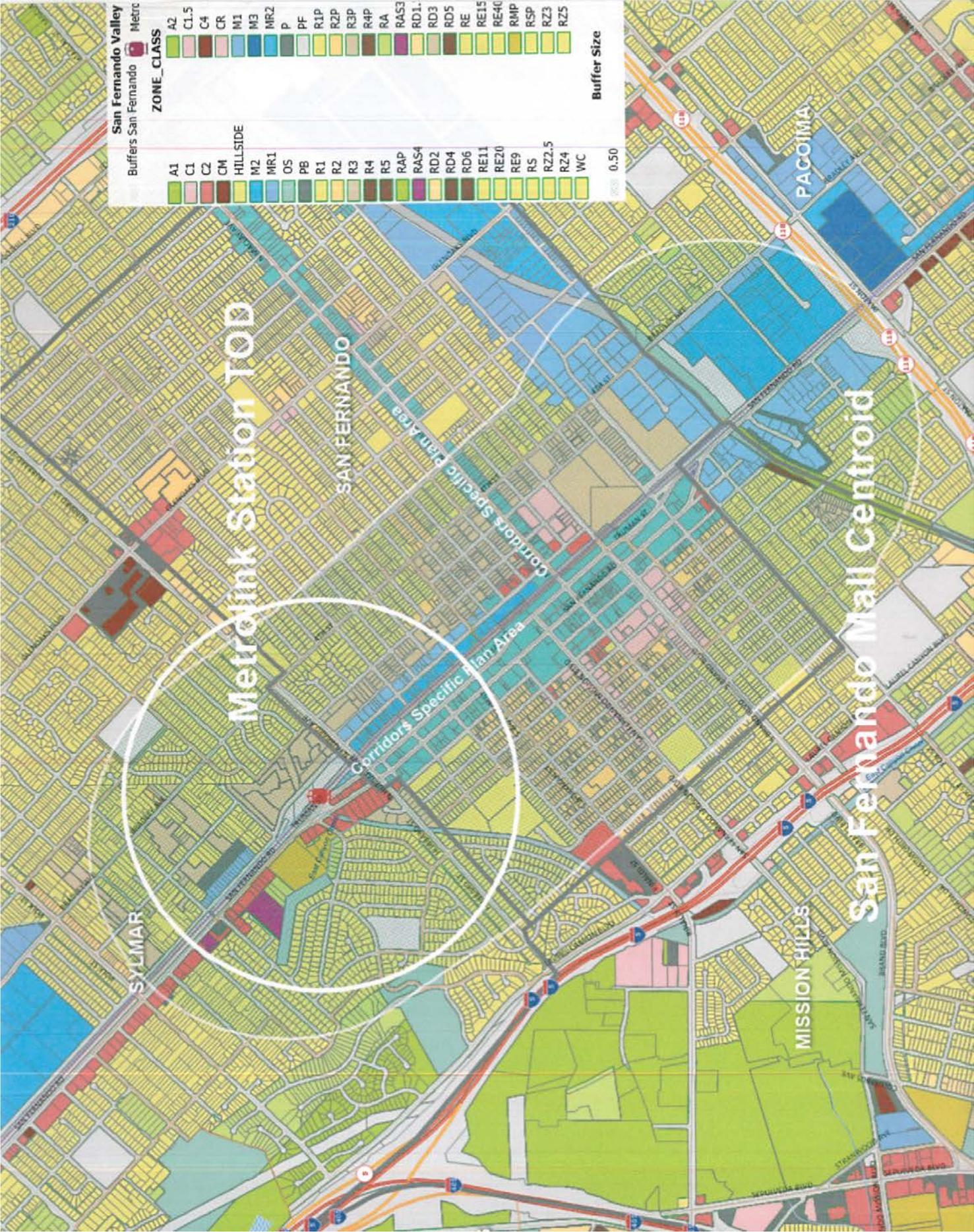


Fig. 36 - Sylmar/San Fernando Metrolink TOD Area Labor Market Characteristics - Mulholland Institute Source: US Bureau of the Census, OnTheMap, 2013

## SAN FERNANDO MALL TOD AREA - LABOR MARKET CHARACTERISTICS



Fig. 37 - San Fernando Mall Area Labor Market Characteristics - Mulholland Institute Source: US Bureau of the Census, OnTheMap, 2013



Metrolink Station TOD

SAN FERNANDO

MISSION HILLS

San Fernando Mall Centroid

PACOIMA

Corridors Specific Plan Area

SYLMAR

-----Original Message-----

From: Jennifer Fentress [mailto:mystica33@icloud.com]

Sent: Monday, September 18, 2017 1:42 PM

To: Jack Wong <jwong@sfcity.org>

Subject: Re: Jaime calderon - transform downtown ideas.

Mr. Wong, you mention if I had any other comments. I am proud to see my city growing and becoming a city with a small town feeling but getting up to date with technology and innovation as well. That's what I see my city becoming. I viewed the live Facebook cast from last weeks meeting with the public. The area that was the main focus was the north side from the train tracks to 2nd street. To revitalize that area would be a great idea. To bring in more commerce and I would suggest if the city has certain plans to add more public parking, that you please consider adding public EV charging stations as well. Let our city be the example to the rest of our country of a city that's green with its trees and electric vehicles. Thank you for your time.

Sincerely, Jaime Calderon.

D3-1

> -----Original Message-----

> From: Jennifer Fentress [mailto:mystica33@icloud.com]

> Sent: Friday, September 15, 2017 7:24 PM

> To: Jack Wong <jwong@sfcity.org>

> Subject: Jaime calderon - transform downtown ideas.

>

> Good day Mr.Wong, I'm happy to see our city growing with the new restaurants on Truman. One idea that comes to mind is regarding the San Fernando / sylmar metrolink station. I utilize the station for a lot of my transportation needs. I would recommend that another ticket machine be added. I also leave my EV vehicle charging as well and about half of the time I end up not able to connect my vehicle because other EV users use the charging station as well. I am thankful for having the free chargers but I would like be able to charge up with no worries. I would like to see more free charging units added and more EV parking spots as well. Thank you for your time and let's as neighbors work together to make our city shine.

>

> Sincerely, Jaime Calderon.

D3-2