

**SPECIFIC PLAN NO. 2  
FOR  
THE SAN FERNANDO METRO PROJECT  
(1321 FIRST STREET)**



**SOUTH ELEVATION - FIRST STREET**

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# Draft Specific Plan for San Fernando Metro Project

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## Section 1: Purpose of the Specific Plan

### A. Introduction.

The Specific Plan entitlement is intended to allow for the construction of five two-story buildings that are designed to accommodate certain types of industrial, commercial, and residential land uses in the same structure. The intent is to provide for such a mixed use “live/work” development in a manner compatible with the adjacent residential neighborhood located to the north of the project site and the industrial land uses that have historically dominated development along First Street between Alexander Street to the east and Hubbard Street to the west. The plan is also intended to provide for greater opportunity for alternative housing types for all economic segments of the community. The plan is further intended to implement the City’s goal of enhancing the City’s physical appearance and its economic viability in general, and removing existing blighting conditions that exist along First Street in particular.

The Specific Plan allows for the creation of five lots on a site with a total area of 38,465 square feet (.9 acres) located on the north side of First Street between Harps Street to the west and Alexander Street to the east. Four of the five newly created parcels have an area of approximately 7,851.6 square feet. A two-story building having a ground floor area of 3,915 square feet to 4,000 square feet will be developed on each lot. The ground floor of each will be designed for commercial office, studio and other commercial workplace uses, and the second floor of each will accommodate two residential loft-apartments. The rear portions of each lot include on-site parking for each of the newly constructed buildings and proposed land uses. Access across the rear portions of each lot are allowed through an access easement that would allow ingress and egress to all five lots from either the new driveway along Harps Street and/or the new driveway along Alexander Street. The center-most lot, Lot “C”, is an approximate 6,025.3 square feet lot that provides for a building with an internal courtyard and two smaller commercial workplace spaces on the ground floor, and two residential dwelling units on the second floor.

The Specific Plan allows the City to incorporate considerable detail into the development plan so as to insure compatibility with the existing single family residential neighborhood as well as the existing industrial land uses in the immediate vicinity. Also, the Specific Plan establishes land use criteria and development standards for the project site that seek to protect the health, safety, and welfare of residents and employees working and living at each of the five newly created parcels.

### B. Authority.

The Specific Plan has been prepared in compliance with California Government Code Sections 65450-65457, which regulates the adoption of specific plans. In addition, all applicable ordinances of the City of San Fernando have been incorporated into the Specific Plan which replaces all zoning regulations previously applicable to the site. The land use standards of the Specific Plan shall govern all areas within the project area.

### C. Interpretation.

The Community Development Director of the City of San Fernando, or assigned designee, shall have the responsibility to interpret the Specific Plan and its provisions. All interpretations shall be in

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writing to ensure consistency of interpretations. Such interpretations shall be permanently maintained by the City of San Fernando and available to the general public.

### Section 2: Physical Setting

#### A. Introduction.

This section of the Specific Plan is intended to provide information regarding the physical characteristics of the site and the intended use of the five newly created parcels.

#### B. Project Location.

The Specific Plan project site covers an area totaling 0.9 acres located on the north side of First Street between Harps Street to the west and Alexander Street to the east. The project site is centrally located two blocks west of the intersection of First Street and North Maclay Avenue is approximately 1.5 miles from the Foothill Freeway (210) to the north and approximately 0.8 miles from the Ronald Reagan Freeway (118) to the east. Prior to adoption of this Specific Plan, the site was zoned M-1 (Limited Industrial). Subsequent to adoption of this Specific Plan, the site is zoned SP-2 (Specific Plan Area No. 2)

Vehicle access to the site is provided by First Street (major east/west access to site), Harps Street to the west and Alexander Street to the east (north/south residential collector streets). First Street connects to North Maclay Avenue, a major arterial road that serves as a north/south transportation corridor through the City of San Fernando and the adjacent communities of Sylmar, Pacoima, and Mission Hills located in the City of Los Angeles. Also, First Street connects to Hubbard Avenue, another major arterial road that serves as a north/south transportation corridor through the City of San Fernando and aforementioned adjacent communities.

#### C. Project Description.

The Specific Plan regulates the modification and use of an approximate 38,465 square feet project site that is being divided into five lots, each containing a two story structure with office, studio and other workspace and commercial uses on the ground floor and residential dwelling units on the second floor. On-site parking is located at the rear of each lot, and an access easement provides for common access to the parking facilities.

The project site's northerly property line is adjacent to R-3 (Multiple Family) zoned properties. M-1 (Limited Industrial) zoned lots are located to the west across Harps Street. M-2 (Light Industrial) zoned lots are located just south of the project site across First Street. The project site is centrally located in close proximity to the City of San Fernando's Civic Center, located just east of North Maclay Avenue and within walking distance of the Metrolink Station located to the west at the southwest corner of the intersection of Hubbard Street and First Street.

The land use section of this document describes the project in greater detail.

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## Section 3: Compliance with City Plans

### A. Introduction.

The following discussion reviews the planned project and determines conformity with the existing plans.

### B. General Plan

Prior to the approval of this Specific Plan, the City of San Fernando General Plan designated the subject property as Industrial. Under this land use classification, the site could only be developed with limited industrial type land uses and would preclude residential development and commercial/office type uses unless they were accessory to the primary industrial land use. The Specific Plan was adopted in conjunction with a General Plan Multi-Use (MU) land use designation that would allow for the mixture of complimentary land uses including a limited number of industrial, commercial, and residential uses on each of the five newly created parcels and subsequent development of each of the five new two-story structures.

The Specific Plan provides for the lot sizes created by the subdivision of the subject site, with four lots that are 7,851.6 square feet and the one center lot that is approximately 6,025.3 square feet in area. The Adoption of the Specific Plan with this new mixed-use land use classification for each of the newly created parcels required amendment of the General Plan Land Use Designation of the subject property to Multi-Use (MU). The new mixed-use classification would allow for first floor industrial and/or commercial land uses, while maintaining second floor areas that include two loft apartments per lot that would range in size from 911 square feet to 1,222 square feet.

The Circulation Element of the City's General Plan is directly related to the Land Use Element and its policies. The Circulation Element establishes a plan for the achievement of a transportation system that provides for efficient vehicle transportation throughout the City of San Fernando. The Circulation Element is designed to incorporate the proposed land use into the City's circulation and transportation network in such a manner that the proposed use maintains maximum transportation efficiency while minimizing potential adverse impacts to the City's environmental quality.

The current Level of Service for the major arterials of North Maclay Avenue and Hubbard Avenue during peak hours is of Level of Service B or better with little or no delays for vehicular traffic. The Specific Plan does not adversely impact the existing carrying capacity and level of service of residential and arterial streets serving the subject property including the adjoining residential streets of First Street, Alexander Street, and Harps Street. The construction of five new buildings with on-site parking facilities and increased on-street parking spaces through the introduction of 30-degree diagonal parking spaces along First Street and 90-degree parking spaces along Alexander Street and Harps Street and the proposed street closure of Alexander Street and Harps Street along the project site's northerly property line does not have the potential to generate a significant and adverse impact on the existing transportation network serving the City of San Fernando and the adjoining communities of Sylmar, Pacoima, and Mission Hills. The proposed street closures of Harps Street and Alexander Street that are designed as cul-de-sacs with removable bollards, 12 feet wide raised access way, and perimeter landscaping shall continue to provide the necessary through access for emergency vehicles while maintaining access to adjoining properties.

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The 2000-2005 Housing Element notes that the City should focus on providing greater housing opportunity and diversity of housing types within the community. The proposed second floor residential units for each of the five new buildings increases the potential for greater housing opportunity and diversity within the community by allowing property owners to use or lease the building for work-live occupancies or to rent the individual dwelling units separately as single room/loft apartments. The proposed development of housing at the subject site would also be consistent with local and regional transportation goals that seek to promote alternative modes of transportation including use of the Metro Transit Authority buses that travel along Truman Street and North Maclay Avenue as well as the use of the transit rail system by providing housing that is within walking distance of the Metrolink Station at the southwest corner at the intersection of Hubbard Avenue and First Street.

The Specific Plan also allows for the introduction of a mixture of land uses that provides for business workplace operation that is characteristic of existing industrial development permitted to the south and west of the plan area, while at the same time making it possible to diversify housing types and opportunities within the City of San Fernando. The type of development allowed as part of the Specific Plan is consistent with the General Plan and in particular with the San Fernando 2000-2005 Housing Element Update goal that seeks to “promote the adequate provisions of affordable housing in a range of unit types and sizes to meet the future needs of San Fernando’s residents”. (City of San Fernando 2000-2005 Housing Element Update, Section VI-3: Housing Opportunities Goal No. 3.0.) The Specific Plan is also consistent with Redevelopment Goal No. 1 for Redevelopment Project Area No. 3, which seeks to “promote commercial and industrial development by prevention and elimination of blight”. (San Fernando Redevelopment and Housing Implementation Plan, Section II-10, Project Area No. 3, Goal No. 1.)

The Specific Plan allows for the project to be constructed in compliance with goals and objectives of the City’s General Plan Safety Element. The mixed-use nature of the project has been designed in keeping with the Safety Element’s purpose of establishing guidelines to protect the community from unreasonable risks associated with the seismically induced effects including ground shaking, surface rupture, ground failure, and slope instability leading to mudslides and landslides as well as taking proactive steps to limit the potential for wildland and urban fires. The proposed development will provide geotechnical analysis to assure soil stability for the proposed footings for each of the five newly constructed buildings. The site’s topography has already been modified by the site’s previous use of the site as an industrial site and the subsequent demolition of existing structures that took place in May 2000, and the project seeks to upgrade the physical appearance of each new two-story structure in order to protect the health, safety, and welfare of would-be occupants and the adjoining property owners and residents.

In accordance with the Noise Element of the General Plan, the Specific Plan includes building design standards that are intended to maintain the interior ambient noise levels for the second floor residential units compatible with adjoining residential neighborhood. Per City noise standards the proposed construction of five two-story structures that include a mixture of industrial and commercial type uses on the first floor and two second floor loft apartments per building shall comply with the applicable exterior and interior noise limitations.

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### C. Zoning.

Adoption of the Specific Plan replaces the M-1 (Limited Industrial) Zone and establishes land use regulations and development standards for the subject property as defined within this document. The permitted uses for the newly created parcels within the project area include residential dwelling units and commercial office, studio and other workplace uses, including eating establishments and retail sales that might be economically viable at this location.

## Section 4: Development Plan

### A. Introduction.

The development plan consists of the following components: land use, landscaping, architectural features, and public infrastructure including circulation. The following discussion describes these plan components in greater detail.

### B. Land Use.

The approved land use for the project consists of five rectangular shaped lots (four lots that are 7,851.6 square feet and one lot that is approximately 6,025.3 square feet). The development of each newly created parcel will include development of a first floor area ranging in size from approximately 3,073 square feet to approximately 4,000 square feet and providing for commercial office, studio, and other workplace uses, and for residential dwellings in the same building. The proposed second floor of each new building will emphasize residential and office type uses. The floor area for second floor residential land uses varies from approximately 911 square feet to approximately 1,222 square feet. The proposed residential land uses provide greater opportunity for the creation of live-work spaces on each of the newly created parcels. The design guidelines establish the maximum lot coverage, building height, minimum setbacks, and required private open space/landscaping areas that are applicable to the current and future development of all five newly created residential lots.

Each newly created parcel has a zoning designation of SP-2 (Specific Plan No. 2) and is regulated by the development standards described within this Specific Plan. As part of the project, the City's zoning and map has been amended to include designation of this Specific Plan on the zoning map with a new designation of SP-2 for the subject site. In order to maintain consistency between the General Plan and the project's zoning designation, the project site's General Plan Land Use Designation of Industrial (I) has been amended to show a new General Plan Land Use Designation of Multi-Use (MU).

Table 1 (below) provides a detailed site analysis of the project area.

TABLE 1: SITE ANALYSIS (noted in square feet)					
	Lot 1 Building "A"	Lot 2 Building "B"	Lot 3 Building "C"	Lot 4 Building "D"	Lot 5 Building "E"
First Floor Workplace	3,915	4,000	-----	4,000	3,915
First Floor Commercial	-----	-----	3,073	-----	-----

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Total First Floor Square Feet Workspace/Commercial	3,915	4,000	3,073	4,000	3,915
	Lot 1 Building "A"	Lot 2 Building "B"	Lot 3 Building "C"	Lot 4 Building "D"	Lot 5 Building "E"
Second Floor Residential Unit #1	1,222	1,222	1,041	1,222	1,222
Second Floor Residential Unit # 2	1,222	1,222	911	1,222	1,222
Total Square Feet of Residential	2,444	2,444	1,952	2,444	2,444
New Lot Size	7,851.6	7,851.6	6,025.25	7,851.6	7,851.6

### C. Landscaping.

In order to improve the physical amenities of the project site, the approximate 1,607 square feet of landscaping is focused along the public right of ways along the primary frontage along First Street as well as the two proposed cul-de-sacs on Harps Street and Alexander Street. Project Site landscaping includes a combination of trees, shrubbery, and ground cover all of which are plant species that are drought tolerant. Landscaping along the perimeter of on-site parking and on-street parking spaces adjacent to the five proposed buildings is predominantly in the form of trees that provide shade and visual relief. All landscaped areas are watered by an automatic irrigation system with underground plumbing (excluding drip or soaker irrigation systems) and are to be maintained in a health and thriving condition free of weeds, trash, and debris.

All off-site improvements made according to the conditions of approval (e.g., street tree installation, sidewalk and curb replacement, and new curb cuts) have been reviewed and approved by the Public Works Director or designated representative.

### D. Architectural Features.

Due to the prominent location of the project site on First Street at the northerly boundary of one of the City's M-1 (Limited Industrial) zone and the existing residential neighborhood consisting of multiple family and single family residential land uses located along Second Street and to the north, the proposed overall design theme plays a pivotal role in maintaining compatibility with adjoining uses. The architectural features are intended to provide a visually distinctive façade treatment for linear buildings with noticeable building articulation and window openings along all building elevations visible from the street right of ways and from adjoining residential lots.

The architectural features proposed include south facing windows with canopy coverage, double glazed and double pane windows throughout, sound proof walls for all residential units, an alternative color scheme to create the appearance of smaller adjoining buildings, second floor steel trellis structures within deck areas, decorative cornice treatment at the top of parapet walls that vary in height, accent molding on building facades, canvas awnings with varied color schemes, painted plaster exterior finishes, canvas canopies, glass delivery doors facing First Street. Consistent signage treatment should be considered for all proposed industrial and commercial uses, and compatible lighting treatment shall be incorporated on all building elevations providing the necessary lighting for building accent, pedestrian visibility, and increased security in a manner that avoids adverse impacts to adjoining residential land uses located to the north of the project site.

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Additional on-site improvements designed to upgrade the physical appearance of the on-site parking areas include the development of an architecturally compatible covered parking area for the residential units as well as adequate screening of the parking area and trash enclosures through the use of six feet tall walls with a finished appearance that is architecturally compatible with the overall design of the primary buildings located on-site. All proposed walls and fencing along the perimeter of the project site have been designed in conformance with the City's fence and wall ordinance (e.g., San Fernando Municipal Code Section 106-970: Walls and Fences).

Figures 4 through 6 detail the approved first and second floor plans and elevations for each of the five parcels. Figure 4 notes the overall dimensions of the first floor area as well as areas designated within buildings "A" through "C" dedicated for electrical rooms, entry courtyards, restrooms, and general circulation areas in addition to the net floor area designated for the proposed industrial and/or commercial type land uses. Figure 5 notes net floor plan area for all ten loft apartment units (i.e., two second floor units per building) including dedicated areas for kitchens, bathrooms, outdoor deck areas, balcony, and circulation. Table 2 provides a detailed analysis of each loft apartment unit.

Table 2 (below) provides a detailed breakdown of first and second floor building areas.

<b>TABLE 2: First &amp; Second Floor Building Areas (noted in square feet)</b>					
	Lot 1 Building "A"	Lot 2 Building "B"	Lot 3 Building "C"	Lot 4 Building "D"	Lot 5 Building "E"
<b>First Floor</b>					
First Floor Gross Area	3,915	4,000	3,073	4,000	3,915
Electrical Room	68	68	64	-----	-----
Circulation	106	106	242	4,000	3,915
Restroom	-----	-----	68	-----	-----
Entry/Courtyard	1,222	1,222	1,237	1,222	1,222
Retail Unit "C1"	1,222	1,222	849	1,222	1,222
Retail Unit "C2"			780		
<b>Second Floor Dwelling Unit "A1", "B1", "C1", "D1", &amp; "E1"</b>					
Gross Floor Area	1,222	1,222	1,041	1,222	1,222
Kitchen	78	78	69	78	78
Bathroom	52	52	48	52	52
Outdoor Deck	631	631	631	631	631
Balcony	24	24	12	24	24
Circulation	108	108	----	108	108

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### E. Infrastructure/Public Services.

The project site is located in an area of the community that has a completed infrastructure. The following section discusses this infrastructure and necessary steps required to tie the project into the existing system.

1. **Circulation.** Access to the project site is provided from two 24-foot wide driveways along Alexander Street and Harps Street. First Street also provides for pedestrian and electric vehicle access in the form of pedestrian sidewalks with striped mountable curb areas for electric vehicle access. The pedestrian pathway along First Street is also buffered by the 30-degrees diagonal parking stalls. All curb cuts, tree wells, and any required sidewalk replacement must be reviewed and approved by the Public Works Department. Figure 7 shows the existing sewer and water lines along Alexander Street, First Street, and Harps Street.

A variety of public transportation opportunities are available to new residents in the proposed development. The Metropolitan Transit Authority operates a number of bus lines throughout the City including Transit Line Numbers 234, 93, and 94 which travel along either Truman Street or North Maclay Avenue. The two transit lines provide residents of the site with direct access to bus lines serving the City of San Fernando and also allows for access to other bus lines that serve other portions of the San Fernando Valley. Also, the three bus lines provide access to the Metro Link Station located within walking distance of the project area at the southwest corner of First Street and Hubbard Avenue in the City of Los Angeles. The development does not impact existing fixed bus route systems and the introduction of ten new residential lot apartments into at the project site will not provide an undue burden on existing transportation networks serving the City or the surrounding metropolitan region.

2. **Utilities.** Each lot is connected to the existing water and sewer lines located along Alexander Street and First Street. The existing sewer and water lines on Alexander Street must be modified at the developer's expense, to connect to the existing sewer and water lines located along First Street. Each the five new parcels will be provided with separate sewer and water service, prohibiting these utility lines to be installed across newly created property lines. Plans for the sewer and water line extension as well as the modification of existing curb and drain along all three impacted streets (i.e., Alexander Street, First Street, and Harps Street) must be submitted to and approved by the City Engineer prior to issuance of a building permit for the construction of any of the five proposed two-story structures.

## Section 5: Development Standards

### A. Purpose and Intent

The following development standards are applicable to all structures, occupancies and dwellings located within the boundaries of the Specific Plan. The purpose of the standards is to provide for a mixed use "live/work" complex including first floor office, studio, workshops and other workplace uses, as well as other specified commercial uses, all with traditional storefront-type building facades, and all of which are compatible with the intended residential occupancy of the second floor dwelling units. The Specific Plan is intended to improve the physical conditions of the project site in a manner that is economically viable as well as sensitive to, and compatible with, the adjoining residential neighborhood and industrial land uses.

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### B. Development Standards

1. The architectural treatment of each newly developed building façade shall be designed to visually express the first floor single tenant or multi-tenant occupancy of each building. The design will also allow for a diversity of architectural treatments that visually express the individuality of each building, while at the same time providing for architectural elements that unify the Project site. The building elevations and illustrations included in the Specific Plan are conceptual, and shall be modified/revised as necessary to achieve the foregoing design objective. These revisions/modifications shall be included within the final construction drawings submitted for structural plan check application. All proposed treatments shall be reviewed and approved by the Community Development Director prior to structural plan check submittal. The design of each building shall provide for the following architectural features:

(a) Siting:

- There shall be a limited variation in building setback that maintains a zero lot line for all primary street facing facades, but does encourage the use of recessed doorways along the first floor and the introduction of usable second floor balconies for all proposed residential lofts. Encroachment of the second floor balconies into the public right of way shall not exceed three feet.
- Primary employee and loading areas shall be provided for within the on-site parking area along northerly building façade of each newly created building.
- Use of the rooftop areas shall provide private open space for occupants of the second floor residential dwelling units.

(b) Façade Treatment:

- Rythmic bays at a spacing of 20 to 30 feet are encouraged. The proposed building elevations shall be designed so as to represent the proposed use of the first floor tenant space (i.e., one consistent design for a building that has a single first floor occupant, while allowing for two distinctive designs on one building when two tenants occupy the first floor area).
- The individual building design should allow for differentiation and increased expression of each building by introducing distinctive and varied base, belt, and cornice treatments.
- The proposed punched entryways and windows shall vary in size and shape so as to further distinguish each building as separate, unique, and allow for improved building articulation and fenestrations.
- Depth creating features such as awnings, balconies, and canopies shall be provided.
- The proposed design shall allow for fully functioning storefronts that include commercial doorway and window openings on at least 25 percent of the proposed First Street frontage.
- Exterior architectural treatment of buildings shall include building design detailing to avoid generic or oversized appearance (i.e., more interesting trim



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detail, rear landscaping, higher beltline expression, more vertical or lighter horizontal storefront elements, et cetera).

(c) Residential Zone Interface:

- Sloped roofs encompassing a minimum of 50 percent of the façade width of each building facing the R-3 (Multiple Family) zoned properties is highly encouraged.
  - Screening trees between the building and northerly lot line of each parcel, with a mature canopy with that screens a minimum of 50 percent of the building width is also encouraged.
2. The second floor residential units are designed to limit the impact of existing industrial ambient noise levels by including sound proofing insulation and duct work, and double glazed/double pane windows. All buildings are also designed to provide good ventilation, and efficient lighting that includes maximizing the use of natural light.
  3. With respect to utilization of on-site parking, the owner of each of the five lots in the development will be allotted the use of one fifth of these parking spaces, excluding the two handicap parking stalls intended for general use. Thus nine parking spaces are allocated for each of the five buildings in the development. The owner of each building will be responsible for assigning the use of these allotted parking spaces, except that they may only be used to provide parking for residents and/or workers occupying the building, or for occasional loading purposes. The only additional requirement is that parking spaces for use by residents shall be located under carports along the northerly property lines of the project site. Access to and use of the on-site parking area shall be limited to residents, employees, and delivery vehicles.
  4. The proposed covered parking area at the rear/northerly property lines of each new parcel shall be designed to be architectural compatible with the five buildings proposed as part of the Specific Plan.
  5. All roof mounted equipment including, but not limited to, air conditioning units, and mechanical/electrical equipment shall be shielded and architecturally screened from view from on-site parking areas, adjacent public streets and residential properties.
  6. All ground mounted equipment and trash receptacles shall be completely screened from surrounding properties by use of a wall, fence, or landscaping, or shall be enclosed within a building. All new and existing utility connections shall be placed underground. Trash receptacle shall be located behind the building, where possible.
  7. All signage associated the building and site shall be integrated in terms of both architectural treatment and color. The color scheme for both the building and any proposed signs shall comply with the color palette reviewed and approved by the City Council and Redevelopment Agency and attached as part of the appendices.
  8. Unlimited internal access for pedestrians and vehicles shall be maintained across lot lines within the common parking area and walkway between the 24 feet driveways and gates located along the easternmost lot's easterly property line facing Alexander Street and the

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westernmost lot's westerly property line facing Harps Street. Each of the five parcels created as part of the Final Tract Map shall provide for a vehicle and pedestrian access easement across the rear portions of the each lot that include said portions of lot area between east and west property lines and from rear building elevation to the northerly/rear property line adjacent to existing residential zoned parcels.

9. Approval of the Final Tract Map and construction of each of the five newly created parcels shall require dedication of private property within the project site along First Street and Alexander Street in order to accommodate the 30-degree parking spaces along First Street and the 90-degree parking spaces along Alexander Street.
10. Prior to modifying Harps Street to accommodate 90-degree parking spaces as part of a second phase of development, properties adjacent to the modified parking area along Harps Street will require dedication of portions of private property to accommodate the required 24 feet of street right of way that will be used for vehicle back-out space and as an emergency vehicle travel lane to provide through north/south access along Harps Street.
11. Regular pick-up and drop-off of materials for businesses is limited to the hours of 7:00 AM to 8:00 PM. Pick-up and drop-off outside of these designated hours is permitted only on a very limited occasional and incidental basis. However, all business and residential activity shall comply with the applicable City noise standards for residential zoned property at all times.
12. Cul-de-sacs as noted on the approved site plan shall be constructed at the developer's expense at the new terminus of Harps Street and Alexander Street in line with the new rear property lines of the project site, subject to approval of the City of San Fernando Public Works Department.
13. A minimum 12 feet wide mountable curb and removable bollards shall be provided as part of the two new cul-de-sacs for Harp Street and Alexander Street. The cul-de-sac shall also include landscape planters and minimum five wide walkways as noted on the approved site plan. Final design of the two required cul-de-sacs on Alexander Street and Harps Street shall be reviewed and approved by both the Los Angeles City Fire Department and City of San Fernando Public Works Department.
14. Off-site and on-site landscaping shall include a combination of trees, shrubbery, vines, or ground cover all of which shall be drought-tolerant, where feasible. Landscaping in parking areas shall be predominantly trees to provide shade and visual relief.
15. All landscaping areas (i.e., within the cul-de-sac, on-site parking area, and along the impacted public right of ways of First Street, Alexander Street, and Harps Street) shall be watered by an automatic irrigation system with underground plumbing (excluding drop or soaker-type irrigation systems) and maintained in a healthy and thriving condition free of weeds, trash, and debris.
16. All proposed buildings shall be constructed with an automatic fire sprinkler and alarm system that must be reviewed and approved by the Los Angeles City Fire Department.

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17. All proposed on-site stand-pipes needed for fire services that are visible from the street, parking area and/or from adjacent residential properties shall be visually screened and designed to be compatible with the project site's overall design theme.
18. Any proposed fence or wall shall be developed pursuant to San Fernando Municipal Code Section 106-970.
19. The overnight and/or outdoor storage of recreational vehicles, boats, trailers, etc., is prohibited in the Specific Plan project area, except for temporary loading and unloading.
20. Unless otherwise noted in this Specific Plan, building setbacks, lot coverage, and building height for each parcel shall be developed in compliance with the site plan and elevations reviewed and approved by the City Council and Redevelopment Agency.
21. The final tract map shall identify the minimum lot size, width, and depth for each of the five parcels and any required easements shall be limited to the dimensions noted on the approved Final Tract Map.
22. The Final Tract Map shall not be approved for recordation until the project as a whole has been deemed ready to receive a certificate of occupancy for each of the five buildings.
23. The developer shall record a statement of Covenants, Conditions, and Restrictions (CC&R's) establishing a property owner's association responsible for the ongoing maintenance of common facilities including parking and landscaping, the administration of parking space allocation and use, and referring to the requirement to adhere to the Specific Plan, et cetera. Such CC&R's shall be subject to approval by the City Attorney prior to recording.
24. The interior and exterior noise levels for the project site shall be in compliance with the City of San Fernando Noise Ordinance relating to residential noise levels.
25. Except for the foregoing development standards provided in this Specific Plan, the construction and subsequent maintenance of subject properties within the boundaries of this Specific Plan shall be subject to conditions required as part of the mitigation monitoring plan that was adopted as part of the City's environmental assessment and any other relevant provisions of the San Fernando Municipal Code.

### C. Permitted Uses.

The following uses are permitted on properties within the boundaries of this Specific Plan, subject to administrative approval by the Community Development Director, or a designee. Such approval may entail conditions or prohibitions as necessary to maintain compatibility between workplace or commercial uses and residential dwelling units within the development site and on adjacent properties, and to implement the purpose and intent of this Specific Plan. A determination of the Community Development Department may be appealed to the Planning Commission, pursuant to the procedure specified by the San Fernando Municipal Code Section 106-76.

1. Office workplaces for business, professional, administrative, financial, real estate, research and design, document processing/reproduction/mailing, and other similar office workplace services

## Draft Specific Plan for San Fernando Metro Project

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determined by the Community Development Director to be consistent with the purpose and intent of this Specific Plan.

2. Studios limited to the following:
  - Artist studios (all media)
  - Media art production studios
  - Photography studios
  - Recording studios
  - Television and movie studios
  - Post production facilities
  - Dance studios
  - Exercise and martial arts studios
  - Other similar studio uses determined by the Community Development Director to be consistent with the purpose and intent of this Specific Plan.
3. Eating establishments limited to the following:
  - Restaurants
  - Delicatessens
  - Coffee shops/bakeries (retail only)
  - Sandwich shops
  - Ice cream shops
  - Outdoor dining as an accessory use to a restaurant (encroachment permit required from the City of San Fernando Public Works Department)
  - Other similar eating establishments determined by the Community Development Director to be consistent with the purpose and intent of this Specific Plan.
4. Repair shops limited to the following:
  - Furniture upholstery
  - Appliances
  - Computers and other electronic equipment
  - Cameras and recording equipment
  - Other similar repair shops determined by the Community Development Director to be consistent with the purpose and intent of this Specific Plan.
5. Retail sales and services limited to the following:
  - Antique sales, retail
  - Art galleries/Museums
  - Artisan/craftsman (sales and studio)
  - Art supply stores
  - Bank/savings and loan
  - Barber shops/beauty salons
  - Bicycle shops
  - Book stores
  - Computer sales and service
  - Copy service
  - Dress shops/tailor shops

## Draft Specific Plan for San Fernando Metro Project

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- Drug stores
  - Florist shops
  - Furniture sales
  - Gem/precious stone retail
  - Gift shop
  - Glass and mirror sales
  - Hardware Stores
  - Home occupations
  - Laundry and dry cleaning shops
  - Leather goods store
  - Mail order
  - Machine and tools, sales only
  - Notions and novelty stores
  - Office machines and sales
  - Outdoor dining as an accessory use to an approved Restaurant
  - Pottery sales
  - Retail sales
  - Scientific instrument sales
  - Telephone agency service
  - Wood product sales, retail only
  - Other similar retail sales and services uses that maintain a retail storefront façade as determined the Community Development Director to be consistent with the purpose and intent of this Specific Plan.
6. Manufacturing is limited to the following “clean assembly type uses ”(i.e., involving the assembly and packaging of equipment in a pristine/contaminant-free environment):
- Assembly and packaging of scientific research and/or pharmaceutical precision equipment
  - Electronic assembly in a “clean room” environment
  - Medical packaging requiring a sterile environment (excluding the storage or manufacturing of potentially hazardous materials)
7. Wholesale sales and services are permitted only in conjunction with permitted on-site retail sales and services and in premises with a retail storefront façade, as determined by the Community Development Director to be consistent with the purpose and intent of this Specific Plan.
8. Any use which in the judgment of the Community Development Director, as evidenced by written findings is determined to be no more objectionable than any of those enumerated in subsections C(1) through C(7).

### **D. Uses Expressly Prohibited.**

The following uses are expressly prohibited on property within the boundaries of this Specific Plan:

## Draft Specific Plan for San Fernando Metro Project

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1. Uses which may be obnoxious or offensive because of emission of odor, dust, smoke gas, noise, vibration, radiation or extensive use or storage of hazardous materials, or other characteristics with a significant potential to be detrimental to the public health, safety or general welfare as determined by the Community Development Director.
2. Other industrial and manufacturing uses not specifically listed in Section C(6) above.
3. Automotive vehicle repairs, including work on any vehicle or machine or equipment powered by any motor
4. Automotive vehicle sales
5. Wholesale businesses that include food and paint products, and/or storage of hazardous materials
6. Woodworking, cabinet making, and furniture manufacture or repair.
7. Second hand stores, second hand dealers
8. Commercial or amateur radio transmitting antennas or equipment
9. Adult uses
10. Dating and escort services
11. Massage parlors
12. Uses involving animals on the premises (e.g., pet stores, veterinary clinics, kennels, etc.)
13. Billiards halls and pool parlors
14. Halls, Clubs, Lodges
15. Hotel/Motel
16. Bus Stations
17. Fortunetelling businesses
18. Hospitals
19. Mortuaries
20. Nurseries
21. Ambulance service

## Draft Specific Plan for San Fernando Metro Project

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22. Automobile supply stores
23. Grocery Stores
24. Laundry, cleaning, and dry cleaning plants
25. Machine shops
26. Welding shops
27. Laboratories: chemical, biological, anatomical
28. Storage and distribution as a principal use
29. Warehousing
30. Extermination businesses
31. Machine shops and tool and die making
32. Metal welding and plating businesses
33. Contractor storage yards/roofing businesses
34. Heavy equipment sales and rentals
35. Parking or storage of vehicles within buildings is expressly prohibited unless the subject building is modified in compliance with City's applicable building and fire codes and the final design modifications are reviewed and approved by the Community Development Director.

### **E. Permitted Temporary Use.**

The following temporary use is permitted on property within the boundaries of this Specific Plan:

1. One real estate sign relating to the sale, lease, or other disposition of real property on which the sign is located, is permitted as set forth in the San Fernando Municipal Code. The sign face area shall not exceed three square feet for each lot. The subject real estate sign shall be removed within 24 hours of the completion of the sale and prior to occupancy.

### **F. Other Uses and Development Standards.**

Any use limitations and standards of San Fernando Municipal Code that is not specifically superceded by the foregoing development standards and use limitations specified within this Specific Plan shall otherwise apply to the use of property within the boundaries of this Specific Plan.

## **Draft Specific Plan for San Fernando Metro Project**

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### **Section 6: Required Approvals**

#### **A. Introduction.**

The following documents have been prepared for approval by the City of San Fernando to ensure that the proposed development of the site proceeds in an orderly fashion. These applications must be approved prior to the issuance of building permits.

#### **B. Environmental Review.**

The City of San Fernando has adopted a Mitigated Negative Declaration of Environmental Impact pursuant to the California Environmental Quality Act (CEQA) to assess and mitigate potential environmental impacts.

#### **C. Specific Plan Consistency with General Plan.**

This Specific Plan has been reviewed and approved by the City of San Fernando to provide land use, design, and other controls in the project area and to ensure conformance with and implementation of the community's General Plan. Approval of this Specific Plan is contingent on concurrent approval of the ordinance and zoning map amendment establishing Specific Plan No. 2, and the general plan map amendment replacing the General Plan's current Industrial land use designation with the Multi-Use land use designation for property within the boundaries of the Specific Plan.

#### **D. Tentative Tract Map**

The subdivision of the approximate 38,465 square feet site into five new parcels, each with a two-story structure that accommodates specific commercial office, studio, and other workplace uses on the first floor and loft apartment units on the second floor with on-site parking facilities shared by the various occupants of the site has been reviewed by the Planning Commission and final approval granted by the City Council. The tentative tract map has been determined to be consistent with this Specific Plan.

### **Section 7: Implementation**

#### **A. Introduction.**

The following section provides provisions for any major and/or minor amendments to this Specific Plan as implemented.

#### **B. Major Changes.**

Any property owner within the boundaries of the Specific Plan may initiate an amendment to the provisions of the Specific Plan. An amendment to the Specific Plan shall be considered to be in conformance with San Fernando Municipal Code Section 106-19.



## Draft Specific Plan for San Fernando Metro Project

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### C. Minor Changes.

Minor revisions or modifications to approved component plans may be approved by the Community Development Director. Minor revisions and modifications shall be defined as and include the following:

1. Parking and circulation configurations that do not change the basic parking areas or circulation concept;
2. Placement of accessory structures (i.e., trash enclosures, storage facilities) that do not change the general location and layout of the site; and,
3. Other minor modifications which are consistent with the intent of this Specific Plan.

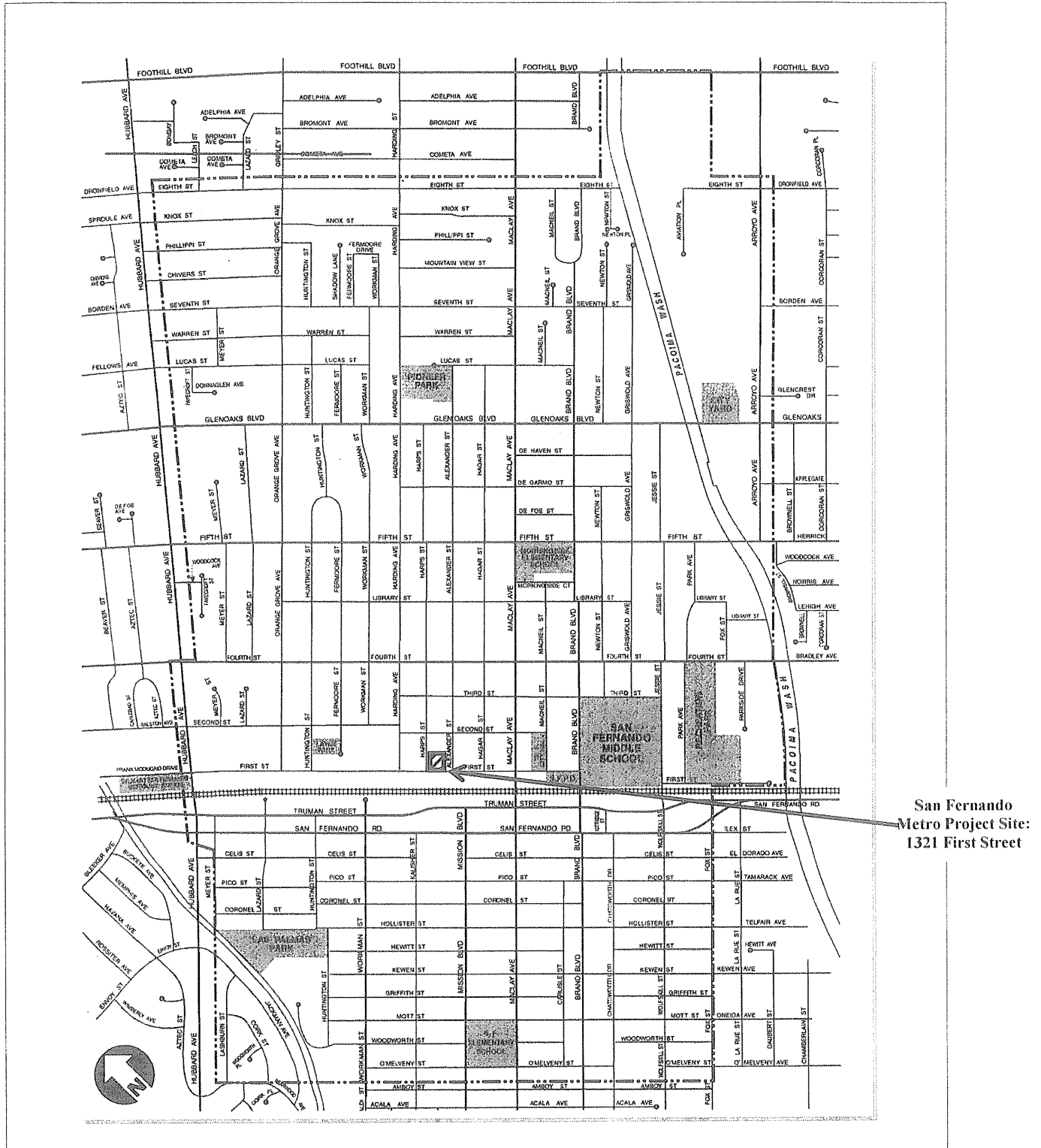
### D. Potential Financing Mechanisms

The proposed infrastructure improvements within the public right of way required by the proposed development shall be the sole responsibility of the project developer. The proposed project applicant is required to pay for the proposed infrastructure improvements within the public right of way to mitigate the impacts that have been identified to be directly related to the proposed development as noted within the Specific Plan as part of development impact fees assessed to the project. These fees would be provided as part of the building permit issuance process.

The Specific Plan project area is located within the City's Redevelopment Project Area No. 3. Under California Redevelopment Law, the City of San Fernando Redevelopment Agency can use tax increment funds to encourage and assist in the public and private development proposals within Redevelopment Project Area No. 3. However, this proposed project has not sought financial assistance from the Redevelopment Agency.

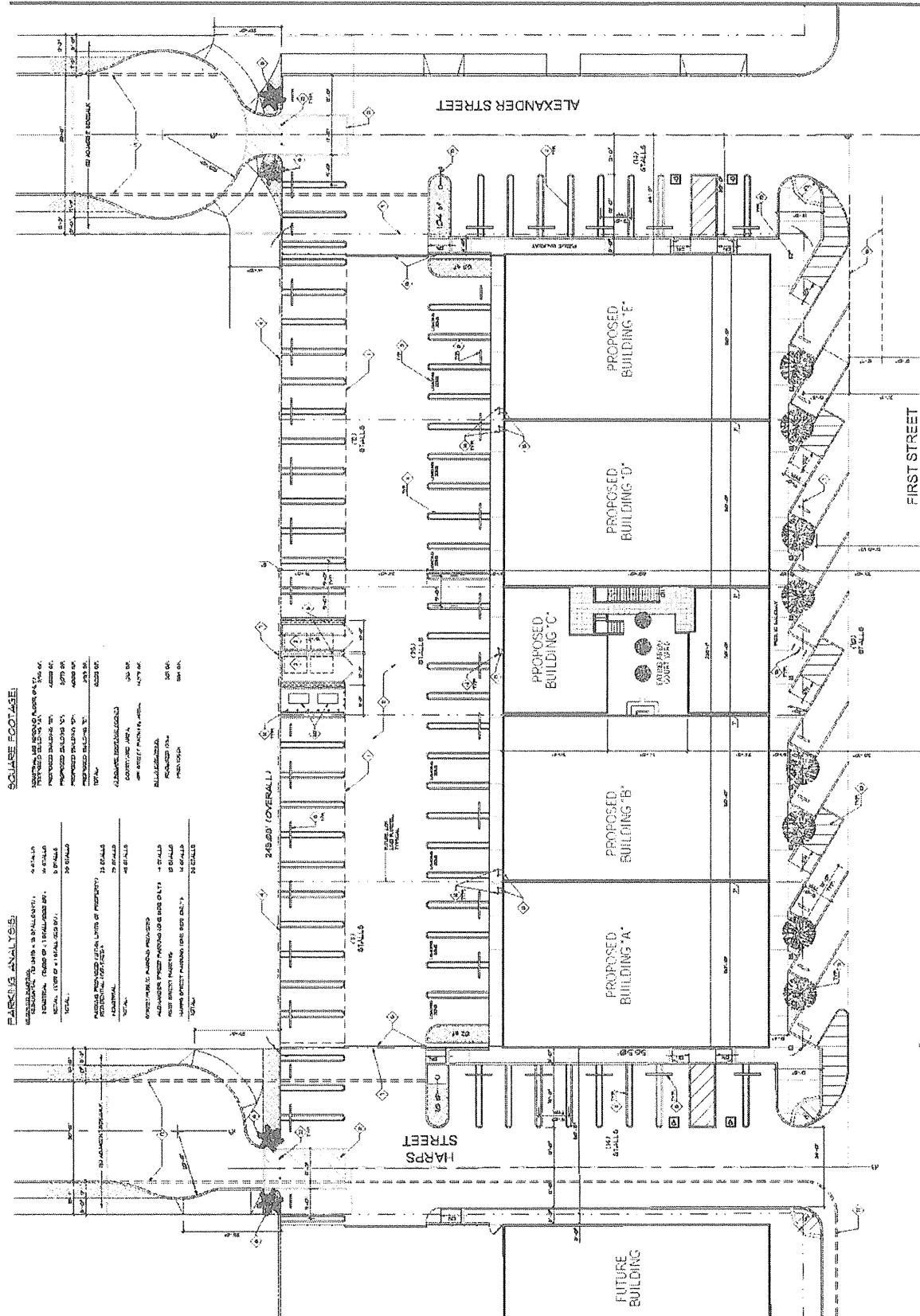
# Draft Specific Plan for San Fernando Metro Project

Figure 1: Project Location



# Draft Specific Plan for San Fernando Metro Project

Figure 2: Site Plan



## SQUARE FOOTAGE

PROPOSED BUILDING A	10,000 SF
PROPOSED BUILDING B	10,000 SF
PROPOSED BUILDING C	10,000 SF
PROPOSED BUILDING D	10,000 SF
PROPOSED BUILDING E	10,000 SF
TOTAL	50,000 SF

## PARKING ANALYSIS

PROPOSED BUILDING A	10,000 SF
PROPOSED BUILDING B	10,000 SF
PROPOSED BUILDING C	10,000 SF
PROPOSED BUILDING D	10,000 SF
PROPOSED BUILDING E	10,000 SF
TOTAL	50,000 SF

ASZKENAZY DEVELOPMENT, LLC.  
6913 Brand Boulevard 3rd Floor  
San Fernando, CA 91340  
(818) 345-3577

# Draft Specific Plan for San Fernando Metro Project

Figure 3: Tentative Tract Map

TENTATIVE TRACT MAP NO. 060813

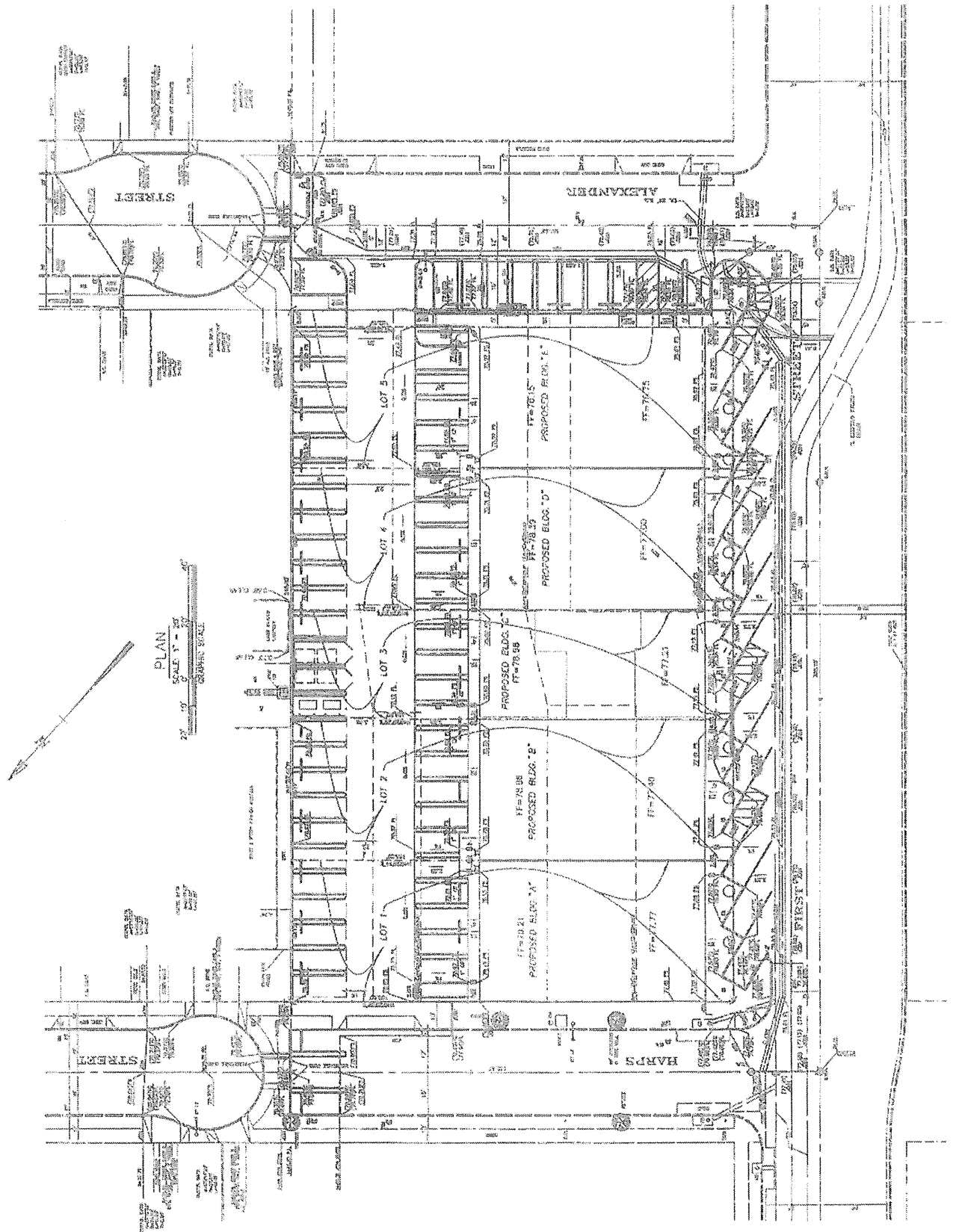


Figure 4: First Floor Plan

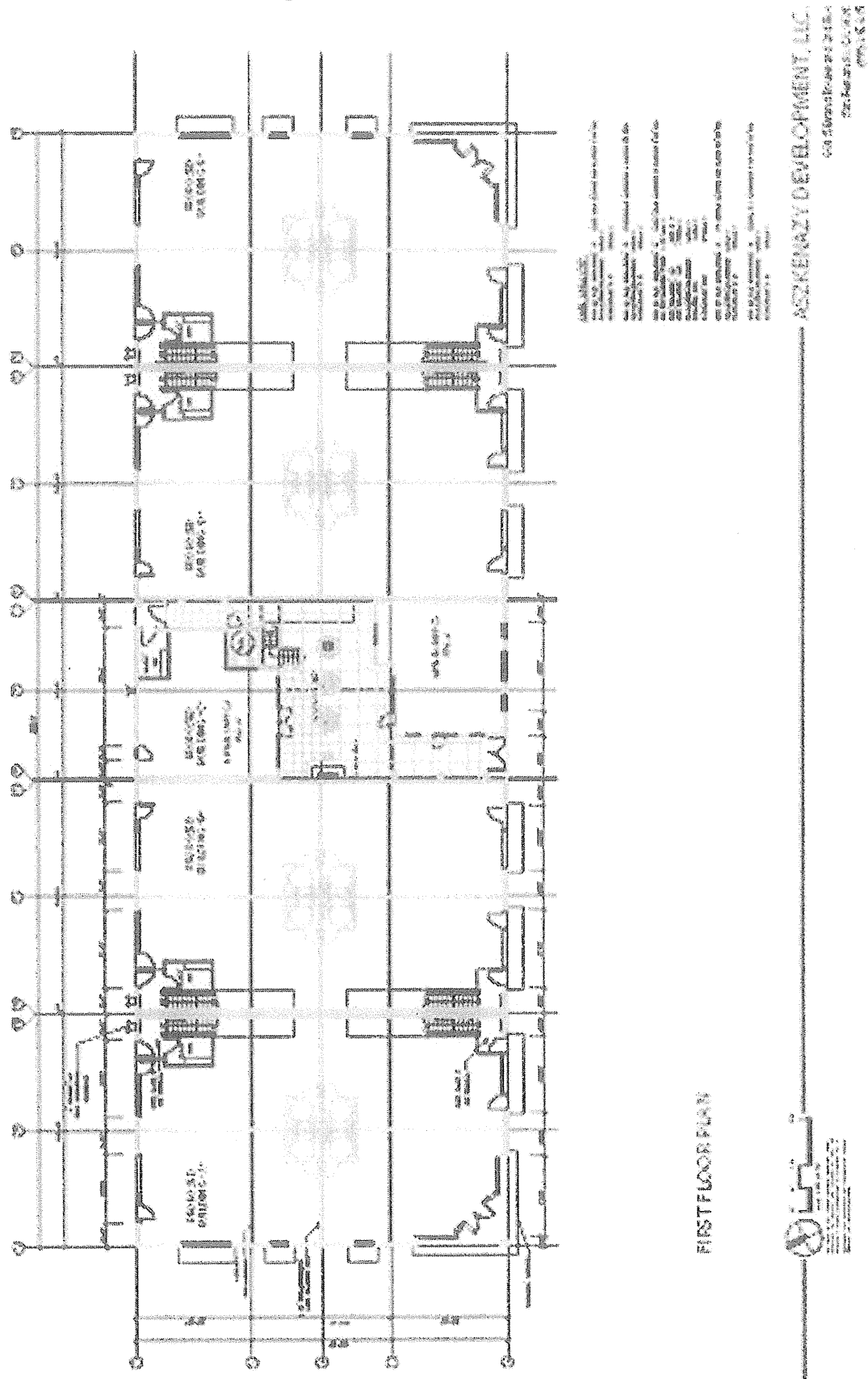
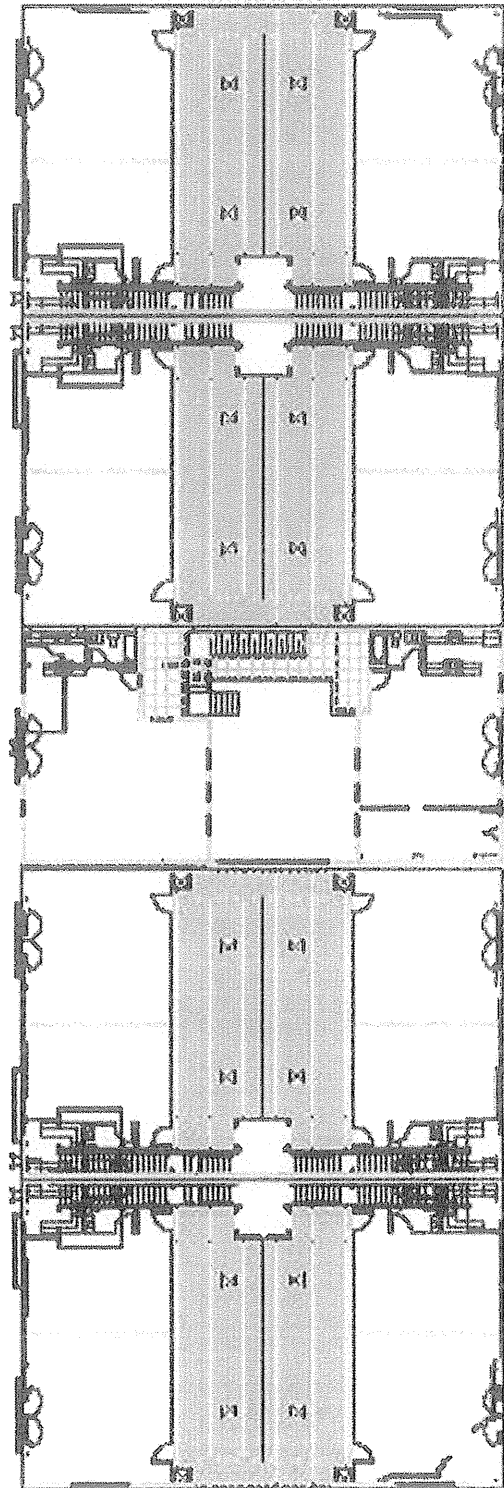
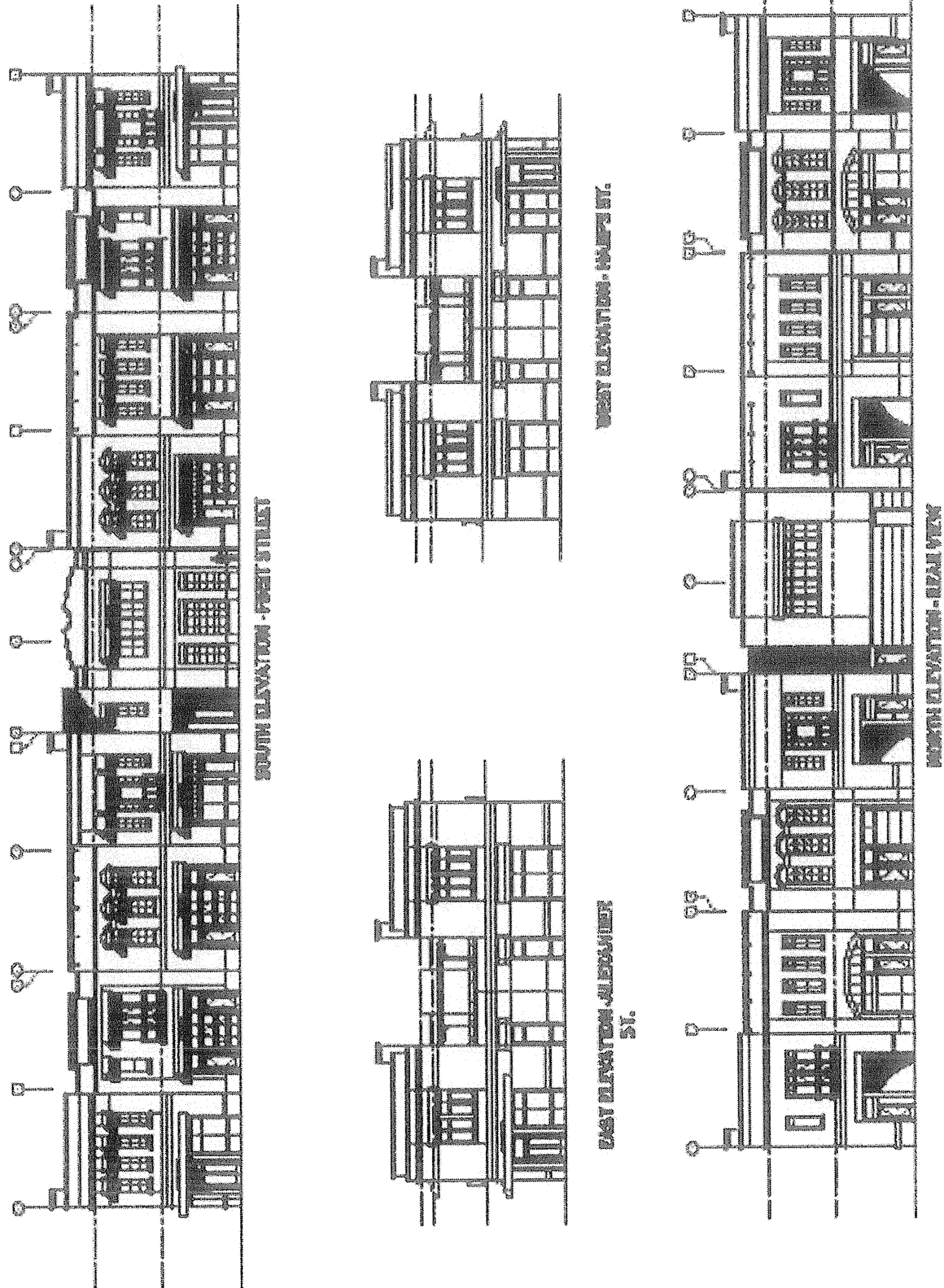


Figure 5: Second Floor Plan



SECOND FLOOR PLAN

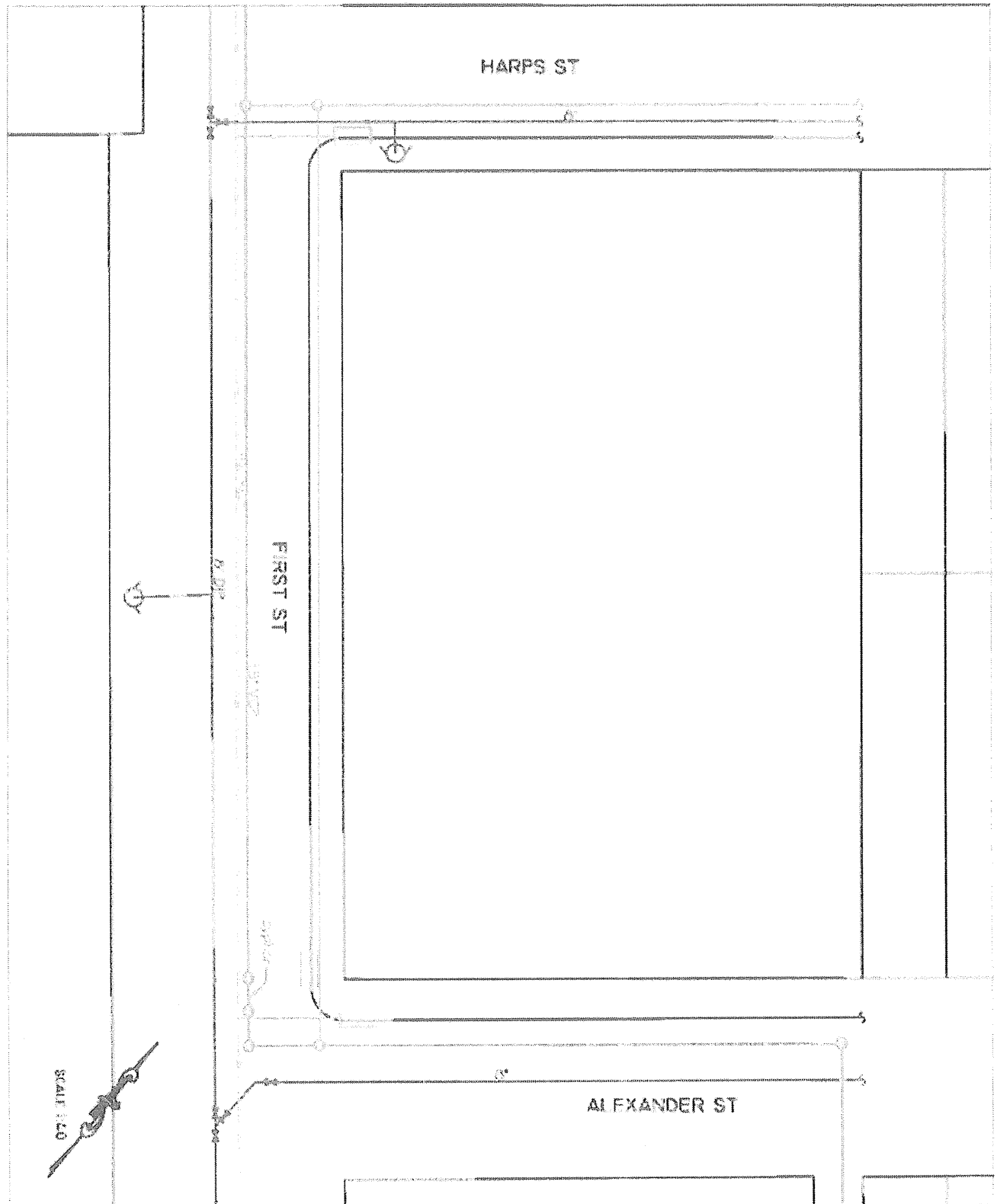
Figure 6: Elevations



ASZKENAZY DEVELOPMENT, LLC  
 400 S Grand Boulevard, Suite 100  
 San Fernando, CA 91340  
 818.261.1111



Figure 7: Existing Utilities Map





APPENDICES

(Note: Approved City Council Resolution, Planning Commission Resolution, and adopted Mitigated Negative Declaration shall be included as part of the Appendices after their review and approval by the City Council and Redevelopment Agency.)

**ORIGINAL FILED**

SEP 26 2003

**LOS ANGELES, COUNTY CLERK**

**Initial Study  
And  
DRAFT MITIGATED NEGATIVE DECLARATION  
Of Environmental Impact**

**Site Plan Review 2002-22, Specific Plan 2003-02, Tentative Tract  
Map 2003-02, Zoning Code Amendment 2003-03, and General Plan  
Map Amendment 2003-02**

**CITY OF SAN FERNANDO  
Community Development Department  
117 Macneil Street  
San Fernando, CA 91340-2993  
(818) 898-7316**

**Contact: Paul Deibel, AICP, Community Development Director**

**September 26, 2003**

## ENVIRONMENTAL INFORMATION CHECKLIST FORM

**Date:** September 26, 2003

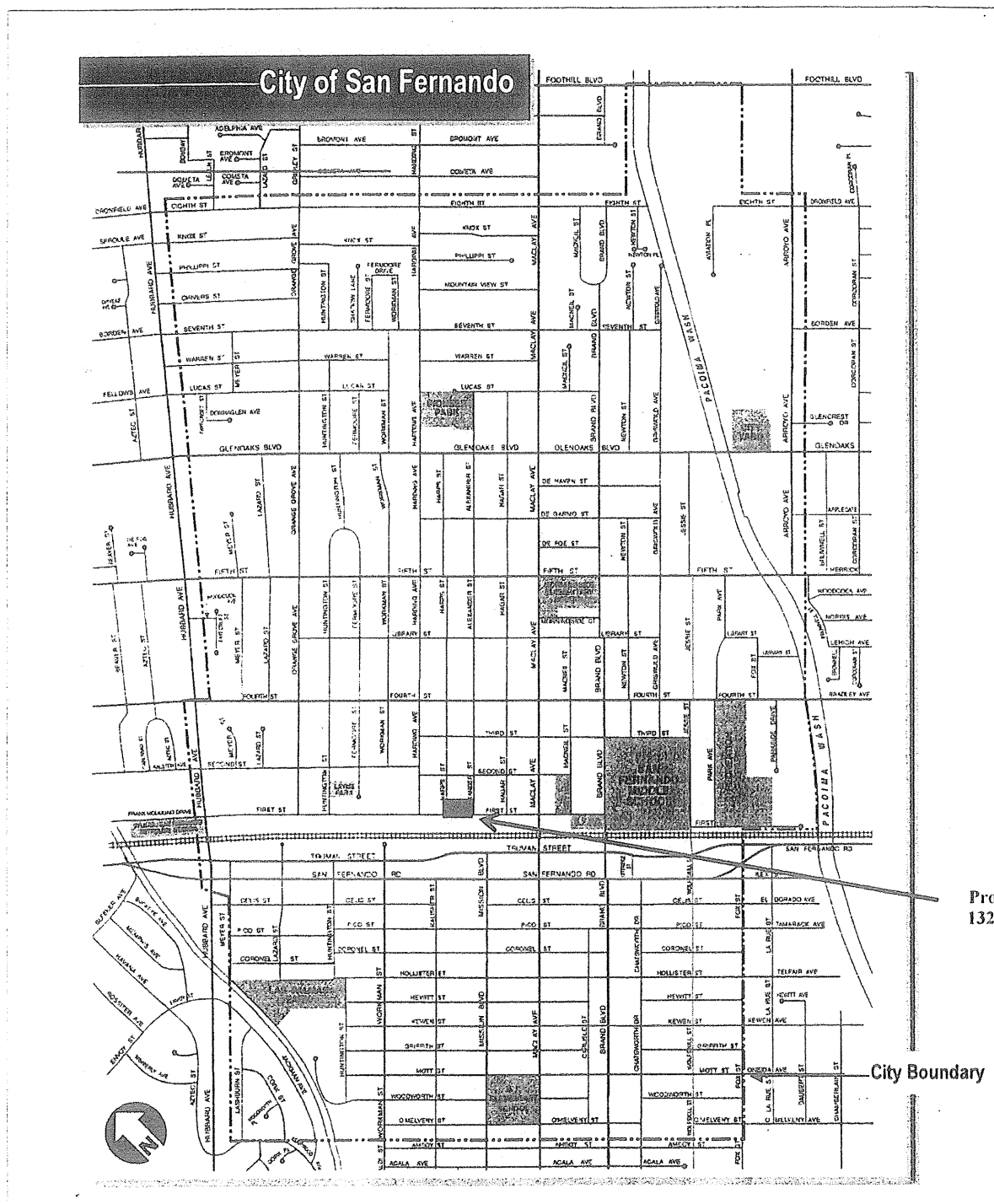
1. **Project title:** Site Plan Review 2002-22, Specific Plan 2003-02, Tentative Tract Map 2003-02, Zoning Code Amendment 2003-03, and General Plan Map Amendment 2003-02
2. **Lead agency name and address:** City of San Fernando, 117 Macneil Street, San Fernando, CA 91340-2993.
3. **Contact person and phone number:** Paul Deibel, AICP, Community Development Director, Community Development Department, City of San Fernando, 117 Macneil Street, San Fernando, CA 91340-2993, (818) 898-1232.
4. **Project location:** 1321 First Street, San Fernando, CA 91340.
5. **Project sponsor's name and address:** Aszkenazy Development, LLC, 601 S. Brand Boulevard, 3<sup>rd</sup> Floor, San Fernando, CA 91340.
6. **General Plan land use designation:** Industrial Land Use Designation
7. **Existing zoning designation(s):** M-1 (Limited Industrial)
8. **Description of project:**

The project proposal is a request for a tentative tract map to create five lots from two existing M-1 (Limited Industrial) zoned parcels totaling approximately 38,465 square feet. The project would include the construction of a two story mixed use building on each newly created lot with light industrial uses on the first floor and residential uses on the second floor. The project includes 48 on-site parking spaces, including 15 spaces for the proposed 10 residential units and 33 parking spaces to accommodate the proposed industrial and commercial land uses located on the first floor of each proposed new building. The project proposes to reconfigure Harps Street and Alexander Street adjacent to the subject site's northerly property line, limiting through access with removable bollards. The project also proposes modification of parking spaces along First Street to provide for diagonal parking stalls. The project also entails a request for a specific plan, zoning code amendment, and general plan map amendment. The City Council and Redevelopment Agency will review the Planning Commission's recommendations on the proposed project and make a final determination on the proposed entitlements.

9. **Surrounding land uses:**

The project site's northerly property line is adjacent to R-3 (Multiple Family) zoned properties. M-1 (Limited Industrial) zoned lots are located to the west across Harps Street. M-2 (Light Industrial) zoned lots are located just south of the project site across First Street. The project site is centrally located in close proximity to the City of San Fernando's Civic Center, located just east of North Maclay Avenue and within walking distance of the Metrolink Station located to the west at the southwest corner of the intersection of Hubbard Street and First Street. Hubbard Street and North Maclay Avenue, major arterials providing north/south access through the City, are located to the east and west of the project site and provide the primary access to this project site located on First Street. (See Figure 1—Location Map, and Attachment 2—Vicinity Map)

Figure 1 – Location



10. Agencies whose approval is required:

The proposed project seeks to create five parcels that include light industrial uses on the first floor and residential land uses on the second floor of each new structure proposed for each of the newly created parcels. Pursuant to City Code Chapter 78 (Subdivisions), the creation of five or more parcels requires approval by the City Council of a tentative tract map. Pursuant to City Code Chapter 106 (Zoning), the creation of a specific plan for the proposed project site and the subsequent request for a zoning code amendment, and the amendment of the City of San Fernando General Plan Map to change the current land use designation from Industrial to Multi-Use, require final approval by the City Council. The site plan review application pursuant to the Redevelopment Plan for Redevelopment Project Area No. 3 requires final approval by the City of San Fernando Redevelopment Agency. All of the necessary entitlements noted above require initial review by the City of San Fernando Planning Commission, which will make a recommendation on the project to the Redevelopment Agency and to the City Council.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

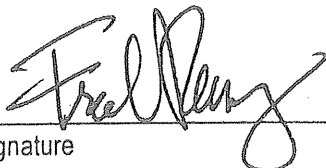
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Land Use and Planning | <input checked="" type="checkbox"/> Transportation/Circulation | <input checked="" type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Population and Housing           | <input type="checkbox"/> Biological Resources                  | <input checked="" type="checkbox"/> Utilities and Service Systems      |
| <input type="checkbox"/> Geological Problems              | <input type="checkbox"/> Energy and Mineral Resources          | <input checked="" type="checkbox"/> Aesthetics                         |
| <input checked="" type="checkbox"/> Water                 | <input checked="" type="checkbox"/> Hazards                    | <input type="checkbox"/> Cultural Resources                            |
| <input checked="" type="checkbox"/> Air Quality           | <input type="checkbox"/> Noise                                 | <input type="checkbox"/> Recreation                                    |
|   |  | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

**DETERMINATION:** (To be completed by Lead Agency)

On the basis of this initial evaluation:

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



Signature

Fred Ramirez, Associate Planner

Printed Name

September 26, 2003

Date

## EVALUATION OF ENVIRONMENTAL IMPACTS

Issues:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>A. LAND USE AND PLANNING. Would the proposal:</b>				
1. Conflict with general plan designation or zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Be incompatible with existing land use in the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(A-1 and A-3) The project site encompasses two vacant lots that each have a zoning designation of M-1 (Limited Industrial) and an Industrial General Plan Land Use Designation. The proposed creation of five separate parcels out of the existing two parcels totaling approximate 38,465 square feet (.9 acre) that would include both light industrial and residential land uses requires a zoning code amendment to allow for the site to be re-zoned as a specific plan area and also a city general plan map amendment that would change the general plan land use map designation to MU (Multi-Use). The subject property is at the boundary of two zoning classifications with the subject site being zoned M-1 (Limited Industrial) and the properties located to the north of the subject site having a classification of R-3 (Multiple Family).

The project as proposed would combine these two land uses (light industrial and residential) on a single site so as to provide an opportunity for occupants to both live and work in a single structure on each of the five newly created lots. The project could also allow for the 10 proposed residential units to be used as loft apartments that are separate from the light industrial uses that would be allowed on the first floor of each building. Pursuant to the Redevelopment Plan for Redevelopment Project Area No. 3, the proposed development would allow for the consolidation of vacant and underutilized industrial parcels into one large development site, and thus provide significant architectural and landscaping improvements that would greatly enhance this unsightly vacant site. The proposed physical upgrades to the existing streetscape along First Street have the potential to provide the impetus for additional investment in the immediate vicinity. This area has suffered from underutilization, physical blight, and disinvestment.

Also, the proposed redevelopment of the existing underutilized industrial site would further community objectives to "implement strategies aimed at removing these potential blighting conditions in order to enhance the City's physical appearance as well as its economic viability". (San Fernando Redevelopment and Housing Implementation Plan, Section II-15: "Development of Vacant Properties".) In order to assure consistency with the General Plan Housing Element Goals for providing greater housing opportunities within the City and with the reinvestment goals discussed in the Redevelopment and Housing Implementation Plan for



Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Redevelopment Project Area No. 3, the proposed specific plan will include specific development standards regulating the types of permitted and conditionally permitted uses at the project site. It would also provide for the general upkeep and future maintenance of the proposed architectural and landscaping improvements as noted in the site plan and elevations, if approved. (See Attachment 1: Mitigation Monitoring Plan and Attachment 5: Site Plan and Elevations)

(A-2, A-4, and A-5) As discussed in further detail above, the proposed development of a vacant industrial parcel that has been underutilized and suffered from years of disinvestment would physically upgrade the site and the surrounding neighborhood, while also being compatible with the residential single and multi-family residential land uses that currently exists to the north of the subject site. Therefore, the proposed project would not be incompatible with existing land uses in the surrounding neighborhood, nor would it disrupt or divide the physical arrangement of the existing community. The project site is disturbed and currently vacant. It was previously used for industrial land uses, and is surrounded by residential, industrial, and commercial uses. Additionally, it is staff's assessment that the site is within an urbanized center that has for many years been void of agricultural land uses and therefore, the proposed project would not have the potential to impact agricultural resources or uses.

#### B. POPULATION AND HOUSING. Would the proposal:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. Cumulatively exceed official regional or local population projections?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Displace existing housing, especially affordable housing?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

(B-1 to B-3) No significant impact on population or housing needs will result from use of the site in this manner. The proposed development of a total of 10 residential units (i.e., two units proposed per building for each newly created parcel) will not adversely exceed regional or local population projections. The proposed residential units would provide greater housing opportunity and diversity within the community by allowing property owners to use or lease the building for work-live occupancies or to rent the individual dwelling units separately as second floor loft apartments. The proposed development of housing at the subject site would also be consistent with local and regional transportation goals that seek to promote alternative modes of transportation including use of the Metro Transit Authority buses that travel along Truman Street and North Maclay Avenue as well as the use of the rail system by providing housing within walking distance of the Metrolink Station at the southwest corner at the intersection of Hubbard Avenue and First Street. "Infill development offers significant transportation advantages, a key reason why it is desired by transit agencies and preferred by regional transportation organizations. It offers a no-cost growth for the transit market and also smart growth for highways because residents in established communities do not have to drive as much as suburbanites to satisfy their daily travel needs". (The Urban Land Institute, "Developing Infill Housing in Inner-City Neighborhoods", Pg. 8.)

The project would also introduce a mixture of land uses that maintain the light industrial business operation that is characteristic of existing industrial development permitted west of the property, while at the same time helping to diversify the housing opportunities available within the City. The proposed project is consistent with the General Plan and in particular with the San Fernando 2000-2005 Housing Element Update goal that seeks to "promote the adequate provisions of affordable housing in a range of unit types and sizes to meet the existing and future needs of San Fernando's residents". (City of San Fernando 2000-2005 Housing Element Update, Section VI-3: Housing Opportunities Goal No. 3.0.) Also as discussed in the 2000-2005

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Redevelopment and Housing Implementation Plan for Redevelopment Project Area No. 3 the proposed development at the subject site is consistent with the Redevelopment Goal No. 1 for Redevelopment Project Area No. 3, which seeks to "promote commercial and industrial development by prevention and elimination of blight". (San Fernando Redevelopment and Housing Implementation Plan, Section II-10: Project Area No. 3 Goal No.1.)

**C. GEOLOGIC PROBLEMS. Would the proposal result in or expose people to potential impacts involving:**

1. Fault rupture?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Seismic ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Seismic, sunami, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Landslides or mudflows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Erosion changes in topography or unstable soil conditions from excavation, grading, or fill?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Subsidence of the land?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Expansive soils?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Unique geologic or physical features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(C 1-9) There will be no change in earth or geologic conditions resulting from approval of this project. As noted in the General Plan Safety Element, "the relatively level terrain within the City eliminates the possibility of ground failure related to slope instability and landslides". However, the proposed project involves the construction of a new multi-story building on each of the newly created parcels in close proximity to the existing public right of way along Harps Street, Alexander Street and First Street. The project site was the former location of San Fernando Electric Technologies, an industrial user, that include a number of building and structures (above and below grade), concrete foundation walls and footings that were required to be removed as part of the demolition that took place in May 2000. The project site also included underground basements and storage tanks that were required to be removed as part of the environmental cleanup of the site in August 1988.

The proposed development shall be constructed in compliance with the applicable City of San Fernando building code and engineering requirements that address the potential for liquefaction and soils strength loss including the preparation of a geotechnical report if deemed necessary by the City of San Fernando that would assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil bearing capacity, and identify any mitigation measures that are necessary (including building design modifications that may include, but are not limited to, ground stabilization, selection of appropriate foundation type and depths for the existing building and proposed new front and rear entryways, and the selection of appropriate structural systems to accommodate possible displacement).

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As part of the geotechnical report required for the site to determine the potential for differential settling of the site, staff is requesting that if soil contaminants and or any additional underground storage tanks are detected, the applicant would be responsible for obtaining an underground storage tank removal permit from the City of Los Angeles Fire Department, clearance from the Southern California Air Quality Board, and any other local, state, and federal agency having jurisdiction over the environmental clearance of the subject site. (See Attachment 1: Mitigation Monitoring Plan.) The project has already received prior environmental clearance from the California Regional Water Quality Board, the lead agency responsible for the investigation and cleanup of the subject site at 1321 First Street. (See Attachment 4: July 5, 2002 Environmental Clearance Letter from California Regional Water Quality Control Board.)

**D. WATER. Would the proposal result in :**

- |   |                          |                                     |                          |                                     |
|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| 1. Changes in absorption rates, drainage patterns, or rate and amount of surface runoff?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| 2. Exposure of people or property to water related hazards such as flooding?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Changes in the amount of surface water in any water body?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Changes in currents, or the course or direction of water movements?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Changes in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharges capability? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Altered direction or rate of flow of groundwater?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Impacts to groundwater quality?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| 9. Substantial reduction in the amount of groundwater otherwise available for public water supplies?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

(D-1 and D-8) Due to the amount of new non-permeable surface proposed (i.e., new concrete slab for the proposed five building footprints and the new paved parking area) the project area requires a hydrology report that will show how the project site and street paving on Harps Street, Alexander Street, and First Street will drain in a southerly direction toward First Street. This hydrology study will address the impact on existing drainage facilities that this will have, and identify any improvements that would be necessary so as to avoid any significant impact to the existing storm drain system serving the subject site. (See Attachment 3: City of San Fernando Public Work's Checklist.) The proposed development of the site with a mix of industrial and residential land uses as

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well as paved parking area accommodating 48 on-site parking spaces will also require installation of on-site clarifiers and/or grease traps as required by the Los Angeles County Office of Industrial Waste. Also, the proposed redesign of on-site and off-site water utilities including relocation of inlet storm drains, new curb and gutters along Harps Street, Alexander Street, and First Street shall be reviewed and approved by the City of San Fernando City Engineer. All stormwater issues associated with the proposed project and any new physical improvements impacting the existing water and sewer utilities to the subject site and/or to existing City services shall comply with Federal National Pollutant Discharge Elimination System (NPDES) requirements that seek to address storm water runoff and with applicable provisions required as part of the Standard Urban Stormwater Mitigation Plan and the Best Management Practices (BMPs) developed by the City of San Fernando. (See Attachment 3: City of San Fernando Public Works Checklist.)

(D-2 to D-7 and D-9)The proposed landscaping and new driveways coupled with the new improvements to on-site parking area shall be designed in compliance with the City of San Fernando's requirements for Stormwater and Urban Runoff Pollution Control, which requires the application of Best Management Practices (BMPs). The City of San Fernando's Public Works Department Checklist includes specific provisions for addressing grading, excavations, and fills. It is staff's assessment that the proposed project is required to meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSWMP) approved by the Los Angeles Regional Water Quality Control Board. (See Attachment 1: Mitigation Monitoring Plan.) As previously noted, if as part of the geotechnical report and/or if during grading and shoring soils contaminants or underground storage tanks are discovered, then all work shall be suspended and the applicant shall be responsible for undertaking removal of underground storage tanks and any environmental remediation to eliminate soils or water contamination. Proof of environmental cleanup from the responsible local, state, and federal lead agencies shall be provided for review and approval by the City of San Fernando City Engineer and the Building and Safety Supervisor prior to continuing construction work.

#### E. AIR QUALITY. Would the proposal:

- |  |                          |                                     |                          |                                     |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| 1. Violate any air quality standard or contribute to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Expose sensitive receptors to pollutants?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| 3. Alter air movement, moisture, or temperature, or cause any changes in climate?                    | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Create objectionable odors?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |

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(E-1 and E-3) Subdivision of the project site into five individual parcels, each with a mixed-use two story building will not adversely impact the movement of air, moisture, or temperature, or cause any changes in climate, create objectionable odors, nor will it violate State regulations regarding air quality levels. Current and proposed development (i.e., the excavation for proposed building foundation and footings, new surface paving, new planters and tree wells, the location of utilities underground, and the development of on-site drainage as required by the City of San Fernando), will not adversely impact the permitted density requirements for the subject site as identified within the City's General Plan Land Use Designation for Multi-Use. The City's Community Development Department and Public Works Department will monitor any required concrete demolition and site cleanup. The construction plan shall specify dust control measures to be undertaken by the developer. The transfer of any waste generated by the proposed development will not be a prolonged procedure, and therefore should pose no long-term impacts.

(E-2 and E-4) Adverse impacts upon future occupants may result from the project implementation due to existing ambient air pollution levels in the project vicinity. However, this impact can be mitigated to level of insignificance by the following measure: the applicant shall install air filtration system(s) in each of the newly created buildings in order to mitigate any diminished air quality effects on occupants of the project site. Also, in order to provide for compatibility between various light industrial uses and residential uses over time in the same building as proposed, staff is preparing a specific plan for the proposed project site that will identify permitted and conditionally permitted uses that would be allowed within the project site. The identification of permitted and conditionally permitted uses is intended to prohibit light industrial type land uses that would have the potential of exposing second floor residents, residents of adjacent residential lots, and employees working on the first floor of each new structure to toxic substances, noxious fumes and odors, dust, or undue noise and vibration. (See Attachment 1: Mitigation Monitoring Plan.)

Staff has reviewed documentation to the effect that all previously existing underground basements, vaults, or underground storage tanks that existed on the project site that were identified as containing Asbestos-Containing Materials (ACMs) have subsequently been removed. Proper documentation showing environmental clearance by the responsible local, state, and federal agencies was provided by a licensed asbestos removal contractor. This indicates that ACMs are no longer located on the site. However, in order to protect construction workers, future inhabitants, facility personnel, area residents, and employees of adjoining commercial uses from any remaining potential for exposure to hazardous ACMs or other contaminants, if ACMs or other contaminants are detected at the site during the grading, excavation, and/or shoring of the project site, then abatement would have to be undertaken in compliance with the applicable requirements established by the South Coast Air Quality Management District as well as any other applicable state and federal rules and regulations. (See Attachment 1: Mitigation Monitoring Plan)

Also, the proposed trash enclosures located within the proposed parking area along the project site's northerly boundary with adjoining residential uses shall comply with the City of San Fernando's minimum building dimensions. Also, the proposed trash enclosure shall be designed and located in such a manner so as to minimize exposure of adjacent residential lots to objectionable odors and designed to be compatible with the proposed architectural style of the building and include a roof structure and front gate to limit access to the trash enclosure and to reduce the potential for windblown trash to be dispersed throughout the site or on to adjoining residential lots. (See Attachment 1: Mitigation Monitoring Plan.)

A construction plan shall also be provided to the City of San Fernando establishing specific provisions to minimize the amount of dust created by the proposed construction of five buildings and any required on-site and off-site improvements (i.e., landscaping, new paving, new curb and gutter, and any required demolition work). The construction plan shall establish specific requirements including: wetting the site at least twice daily during demolition work and or new construction to reduce airborne dust, show the on-site parking area for construction vehicles, identify the proposed location for the storage of construction material, and specify the proposed operation and use of construction equipment in compliance with noise standards and general construction requirements adopted by the City of San Fernando for its residential zone. Trash attributed to the proposed construction shall be picked up on a weekly basis. Future use of the project site for mixed use development will also require trash pick up on a weekly basis or additional times during the week if necessary based on the proposed uses' generated demand.

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**F. TRANSPORTATION/CIRCULATION. Would the proposal result in:**

- |  |                          |                                     |                                     |                                     |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| 1. Increased vehicle trips or traffic congestion?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 2. Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 3. Inadequate emergency access or access to nearby uses?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| 4. Insufficient parking capacity on-site or off-site?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 5. Hazards or barriers for pedestrians or bicyclists?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 6. Conflicts with adopted policies supporting alternate transportation (e.g., bus turnouts, bicycle racks)?                            | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 7. Alterations to rail, waterborne or air traffic impacts?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

(F-3) The traffic engineering report prepared by Lin Consulting, Inc., determined that the proposed modifications of Harps Street and Alexander Street coupled with 30-degree diagonal parking stalls on First Street will not have an adverse impact on emergency access to the project site or to surrounding industrial and residential land uses. The proposed project includes the modification of both Harps Street and Alexander Street so as to preclude non-emergency through traffic at a point even with the northerly property line of the proposed project site. At that point the existing through street access would be replaced by two turnarounds separated by landscaping and curbs with bollards designed to allow through access only to emergency vehicles. The new northerly terminus of both streets would be designed with a cul-de-sac turnaround area having dimensions that would adequately accommodate emergency vehicle turnaround. The new southerly terminus of both streets would also accommodate 90-degree parking stalls along the east side of Harps Street and the west side of Alexander Street. Alexander Street will include a 30 foot back-out lane for the proposed 90-degree parking stalls, exceeding the 24 feet back-out requirement per the City Code. Harps Street will maintain the City required 24 feet of back-out space. The proposed modification of Harps Street and Alexander Street, including the proposed vehicle travel lanes created by the proposed back-out spaces (i.e., 30 feet on Alexander Street and 24 feet on Harps Street) provide the necessary emergency vehicle travel lanes as required by the Los Angeles City Fire Department.

The proposed site plan has been reviewed by the Los Angeles Fire Department Hydrants and Access Unit. Based on comments provided by the Fire Department, staff is recommending that the proposed modification of both Harps Street and Alexander Street be redesigned to include a 12 feet wide access way with "mountable curb" and removable bollards, and that the required dimensions for a "hammerhead-type" turnaround be incorporated into a more visually appealing cul-de-sac design that would also maintain a minimum five feet wide pedestrian pathway on both sides of the street right of ways for Harps Street and Alexander Street. The Fire Department has also determined that the existing fire hydrants in the immediate vicinity of the project site and the existing water mains are adequately sized to provide the necessary water flow for fire service to the project site. Staff is also recommending that the removable bollard design shall be reviewed and approved by the Los Angeles City Fire Department and the City of San Fernando City Engineer. (See Attachment 1: Mitigation Monitoring Plan.)

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The traffic engineering report determined that the two proposed 24-foot wide driveway approaches on Harps Street and Alexander Street located on either side of the project site provide adequate vehicle egress and ingress to the project site. The proposed tentative tract map shall include an access easement that extends from the northerly building elevation of each newly created parcel to the new lot's northerly property line that is adjacent to R-3 (Multiple Family) zoned lots on Harps Street and Alexander Street.

The traffic engineering report acknowledges that the proposed street closure may force vehicle traffic onto Second Street, another east/west street. Similar collector streets providing north/south access to the residential neighborhood to the north of the project site could also see additional motorist traffic. However, the traffic engineering report notes that re-directing traffic to these north/south streets (i.e., Harding Avenue, Hagar Street, and North Maclay Avenue) would not create a significant impact. As noted in the traffic engineering report, "considering the nature of residential street traffic, low volumes and mostly local motorists who are familiar with the area, the potential impact of street closures are believed to be minimal. The advantage of the grid-block layout in the residential areas would enable motorists to easily access major arterials in all directions".

As noted in Tables 7 and 8 of the traffic engineering report prepared by Lin Consulting, Inc., the project's contribution to the final volume/street capacity ratio for the studied intersections would amount to less than a one percent increase in the roadway's design capacity. The traffic engineering report has determined, and staff concurs, that the proposed project will not adversely impact the existing level of service (LOS) for the studied intersections and therefore, "there is no significant impact due to project development".

The proposed development includes approximately 16,000 square feet of first floor area designated for general light industrial uses and will provide a total of 16 on-site parking spaces for this specific floor area (one space for every 1,000 square feet of light industrial floor area). The project also includes six additional on-site spaces for approximately 2,900 square feet of general office floor area, which is equal to one parking space for every 480 square feet of general commercial floor area. Each newly created parcel includes two residential units on the second floor of each new building, with 1.5 parking spaces provided for every residential unit. Therefore, the total number of parking spaces that would be required by the new specific plan for the proposed development would create a total of 37 on-site parking spaces (including two handicap parking stalls per code requirements). The project is proposing an additional 11 on-site parking spaces that would be used to accommodate loading and unloading space for deliveries as well as additional stalls for employee parking. Staff concurs with the traffic engineering report's recommendation that two additional handicap parking stalls should be included as part of the surplus on-site parking for the project. Also, the required traffic signs identifying the closed streets as "not a through street" and "end of street" signs shall be incorporated into the overall circulation plan reviewed and approved by the City of San Fernando City Engineer. The proposed parking layout with construction details shall be reviewed and approved by the City of San Fernando Community Development Department and the Public Works Department prior to the issuance of any building permit. (See Attachment 1: Mitigation Monitoring Plan and See Attachment 3: City of San Fernando Public Works Checklist.)

A total of twenty 90-degree parking spaces and ten 30-degree parking spaces would be provided on the streets abutting the project site. These include ten 90-degree parking spaces provided along Harps Street, ten 30-degree parking spaces along Alexander Street, and ten 30-degree parking spaces along the north side of First Street. The off-site public parking spaces created by the project would increase the number of parking spaces available in front of the project site along Harps Street, Alexander Street, and First Street by approximately six parking stalls (i.e., two spaces for each impacted street). The on-street parking spaces would be developed for public use and would not be designated for exclusive use by any one property owner.

Based on the traffic engineering report, it is staff's assessment that the proposed 30-degree diagonal parking spaces on First Street would not adversely impact east/west vehicle traffic along First Street, so long as the approval of the development

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includes dedication of the approximate 7 feet deep by 245.08 feet wide strip of property along the subject site's southerly property lines, so as to accommodate the required parking stall depth and pedestrian walkway. The project will also require dedication of a 3 feet wide strip of private property (owned by the developer) that runs the length of the existing lot located on the west side of Harps Street. The location of the aforementioned 3 feet wide strip begins at the northwest corner of the intersection of First Street and Harps Street and runs along the west side of Harps Street to a point even with the northerly property line of the proposed project on the other side of Harps Street. All proposed improvements including new pedestrian walkways shall be developed to the design specifications of the City of San Fernando Public Works Department. (See Attachment 1: Mitigation Monitoring Plan and See Attachment 3: City of San Fernando Public Works Checklist.)

The traffic engineering report prepared by Lin Consulting, Inc., notes that based on the trip generation standards published by the Institute of Transportation Engineers (ITE) in 1998, the proposed project's projected average trip generations were 394 per (average) day. The projected daily total of 394 is easily accommodated by the existing vehicle carrying capacity of the surrounding residential collector streets of Harding Avenue, First Street and Second Street. The traffic engineering report comparison of the proposed average daily volume with existing roadway capacity for surrounding collector streets and the major arterials of North Maclay Avenue and Hubbard Avenue shows that the project will not change the existing level of service (LOS) that is currently at a LOS "A" (excellent operation—free flow) or LOS "B" (very good operation) for the studied intersections. The projected traffic volume would not have an adverse impact on the existing level of service at all of the studied intersections, and the projected traffic volume and estimated capacity for each of the studied intersections would not significantly impact said intersections. Also, the traffic engineering report's "Year 2005 Projected Future Conditions" within the studied intersections does not show a growth in traffic volume that would potentially adversely impact access to the project area or surrounding land uses, or negatively impact roadway LOS and/or vehicle capacity of adjoining residential collector streets within the study area. The project's proposed trip generation will not adversely impact the City's adopted Congestion Management Plan, and the project will be in compliance with the Trip Reduction and Travel Demand Measures as per City Code Section 90-882 to Section 90-884.

(F-1, F-2, F-4 to F-7) As a condition of approval, City of San Fernando Community Development Department is requiring review and approval of the proposed site plan and vehicle driveway width including providing adequate fire department access by the City of Los Angeles Fire Department (i.e., a minimum 20 feet wide fire lane, access to all structures to be within 300 feet of an approved fire hydrant, entrances to any proposed structure shall be not more than 150 feet in distance in horizontal travel from the edge of First Street). As previously noted, the traffic engineering report prepared for the project showed that the number of on-site parking spaces would exceed the required number by 11 and the number of on-street parking spaces would be increased by a total of six. (See Attachment 1: Mitigation Monitoring Plan.)

**G. BIOLOGICAL RESOURCES. Would the proposal result in impacts to:**

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. Endangered, threatened, or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Locally designated species (e.g., heritage trees)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Locally designated natural communities (e.g., oak forest, coastal habitats, etc.)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Wetland habitat (e.g., marsh, riparian and vernal pool)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |



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5. Wildlife dispersal or migration corridors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(G 1-5) There are no known significant wildlife species on this site. The City is an urbanized area with developed residential zoned parcels located to the north of the project site along Harps Street and Alexander Street and industrial zoned parcels are located across First Street and to the west across Harps Street. Also, adjoining lots to the east of the subject site are currently zoned and subsequently developed with commercial land uses. Therefore, the proposed project would not affect the diversity or number of species on the land such that the environment would be negatively impacted. The project site is currently developed as a vacant M-1 (Light Industrial) zoned parcel. Approval of the proposed redevelopment of the site will not have a significant negative impact upon animal life.

#### H. ENERGY AND MINERAL RESOURCES. Would the proposal:

1. Conflict with adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Use non-renewable resources in a wasteful and inefficient manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Result in loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(H 1-3) Approval of this project proposal will have a negligible impact upon the rate of use of any natural resources. The City's General Plan addresses growth at a citywide scale and its relation to the rate of use of natural resources. The potential use of such resources permitted under this approval will have a negligible effect on energy usage. The City's General Plan addresses the impacts of citywide development upon regional energy usage. The proposed project will use the existing public utilities infrastructure that currently serves the subject property. The proposed on-site infrastructure improvements (e.g., water and electrical distribution system, on-site transformer, power generators, proposed heating and air conditions system, etc.) will be designed to use these public utilities in an efficient manner. The General Plan Open Space Element Finding No. 12 notes that "the City does not have any mineral resources".

#### I. HAZARDS. Would the proposal involve:

1. A risk of accidental explosion or release of hazardous substances (including, but limited to: oil, pesticides, chemicals, or radiation)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Possible interference with an emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. The creation of any health hazard or potential health hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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4. Exposure of people to existing sources of potential health hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Increased fire hazard in areas with flammable brush, grass, or trees?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(I-2) Development of the proposed project will not present any risk of upset, including explosion or release of hazardous substances. As previously discussed, the proposed specific plan will also preclude light industrial-type land uses that could pose any hazard (e.g., emissions, noise, hazmat uses and on-site storage, radiation, etc.) to second floor residents, adjacent residential lots to the north of the project site, and to employees working on the first floor of each building. Moreover, with respect possible interference with an emergency response plan or emergency evacuation plan, the proposed reconfiguration of Harp Street and Alexander Street will still provide the necessary vehicle travel lanes for emergency through access as discussed in detail in Section F Transportation/Circulation. Also, the project's proposed parking design allows emergency vehicle access to the rear building elevations and the existing location of the five proposed structures with frontage along First Street provides sufficient building separation for adjoining residential land uses located to the north of the subject site (See Attachment 1: Mitigation Monitoring Plan)

(I-1, and I-3 to I-5) As previously mentioned, any demolition, grading, shoring, and subsequent removal of waste material would comply with City building code and air quality standards designed to reduce air quality impacts on a citywide basis. As previously noted, if ACMs or other contaminants are detected at the site during the grading, excavation, and/or shoring of the project site, then abatement would have to be undertaken in compliance with the applicable requirements established by the South Coast Air Quality Management District as well as any other applicable state and federal rules and regulations. The proposed landscape plan shall include plant species that are drought resistant and all additional ground cover shall include a permanent irrigation system. All landscaping shall be maintained in such a manner to reduce the potential for flammable brush, grass, or trees. (Attachment 1: Mitigation Monitoring Plan)

#### J. NOISE. Would the proposal result in:

1. Increases in existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Exposure of people to severe noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(J 1&2) Any potential increase in noise associated with the proposed development will not have a negative impact upon the environment. The increase in noise levels during construction will be mitigated by strict adherence to the City of San Fernando's Noise Ordinance regulating construction start time and acceptable noise levels within the subject site. The proposed construction shall not start any sooner than 7:00 a.m. and construction shall cease at 6:00 p.m. on weekdays and holidays. Construction on Sundays or other than between the aforementioned hours is prohibited except in case of urgent necessity in the interest of public health and safety, and then only with the permit from the building inspector in charge of approving the construction project. Consequently, there will be no significant short-term or long-term impacts on the environment. After construction, the proposed mixed-use development shall comply with ambient noise levels for residential zoned parcels since the residential ambient noise level are lower than what is permitted for industrial zoned parcels as identified in San Fernando Municipal Code Section 34-27.

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The specific plan would also include text language precluding light industrial-type uses that would create excessive noise and vibration that would have the potential to impact the enjoyment and use of on-site second floor residents and of adjoining residential property owners and/or tenants. (See Attachment 1: Mitigation Monitoring Plan)

**K. PUBLIC SERVICES. Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:**

- |   |                          |                                     |                          |                                     |
|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| 1. Fire protection?                                   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| 2. Police protection?                                 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| 3. Schools?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Maintenance of public facilities, including roads? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Other governmental organizations?                  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

(K 1 and K-2) It is not anticipated that approval of this project will require the need for additional police or fire services given the proposed use of the site. The proposed site design will allow for adequate emergency ingress and egress and on-site circulation, as required by the City. Also, the proposed construction plans will be reviewed and approved by the City of Los Angeles Fire Department to assure that the proposed building design complies with applicable City of San Fernando fire code requirements including but not limited to, adequate water pressure, proper emergency exit lighting and signage, multiple staircases, and exterior water pumping system. The City of San Fernando General Plan Open Space Element Finding No. 8 notes that "there are no fire flow deficiencies in any portion of the City, according to standards established by the Fire Department (City of San Fernando contracts with the City of Los Angeles Fire Department for city services)". Also, the General Plan Safety Element Conclusion No. 3 notes that "a high level of service is provided by Los Angeles City Fire [Department] Stations 75, 98, and 91". As previously noted, the proposed development has been reviewed by the Los Angeles City Fire Department's Hydrant and Access Unit, and it has been determined that the subject site has adequate water pressure for fires services to the site. As a condition of approval, staff is recommending that the project include a fire sprinkler system for both the light industrial uses on the first floor and the residential land uses proposed for the second floor. (See Attachment 3: Building and Safety Supervisor's Checklist)

Police services to the project site would be provided by the San Fernando Police Department. In order to address concerns associated with potential security and safety issues the project will have to incorporate design guidelines that address the security of semi-public and private spaces, which may included but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public spaces to be designed with minimum dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provisions of security guard patrol throughout the project site if necessary. (See Attachment 1: Mitigation Monitoring Plan.)

**L. UTILITIES AND SERVICE SYSTEMS. Would the proposal result in a need for new systems or supplies,**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>or substantial alterations to the following utilities:</b>				
1. Power or natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Local or regional water treatment or distribution facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Sewer or septic tanks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Storm water drainage?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Solid waste disposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Local or regional water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(L-1 to L-4, and L-6 to L-7) All the proposed modifications and extension of existing public utilities serving the project site will be designed in such a manner to avoid any significant impact on utilities and service systems, and shall be subject to review and approval by the City Engineer for the City of San Fernando.

(L-5) As previously noted, storm water drainage will be addressed as part of the grading and drainage plan that is a standard requirement for all new development proposals within the City of San Fernando. Any modification to existing drainage patterns due to new non-permeable surfaces (e.g., new walkways, new driveways on Harp Street and Alexander Street) and/or the proposed building footprint attributed to each of the five new mixed-use structures shall be addressed as part of the grading and drainage plan. All required modifications to the existing curb and gutter along Harps Street, Alexander Street, and First Street associated with the proposed street modification will be designed to avoid any significant impact on storm water drainage in the vicinity. All such improvements shall be subject to review and approval by the City Engineer of the City of San Fernando. (See Attachment 1: Mitigation Monitoring Plan and Attachment 3: City of San Fernando Public Works Checklist.)

**M. AESTHETICS. Would the proposal:**

1. Affect a scenic vista or scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Have a demonstrable negative aesthetic effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Create light or glare?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(M-1)

(M-2 and M-3) The proposed construction of five two-story buildings that are each approximately 36.8 feet tall on five newly created parcels is not expected to adversely impact existing views or aesthetics because of the proposed architectural treatment of the building. The proposed five buildings though separate, shall maintain a consistent overall design theme that is repeated on all

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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building elevations. The repeated architectural improvements include decorative cornice treatment at the top of parapet walls that vary in height, accent molding on building facades, canvas awnings with varied color schemes, painted plaster exterior finish, metal decorative canopies on first floors facing First Street, glass delivery doors facing First Street, considerable window fenestrations, architecturally compatible carport structure along the properties northerly property lines, and second floor decks with metal trellis structures for the proposed residential units. The proposed landscaping plan includes street trees and tree wells along Harp Street, First Street, and Alexander Street as well as new landscaping planters and decorative pavers and/or stamped concrete for the proposed cul-de-sac design at the new terminus of Harps Street and Alexander Street that will work in unison to help reduce any visual impacts to adjoining residential use located to the north of the project site by softening the street-facing building elevations.

The on-site and off-site improvements include the addition of street trees, architecturally compatible parking light standards, and a mixture of low maintenance plant materials within the proposed landscape planters that would be located around the perimeter of the westernmost and easternmost property lines of the specified parking area facing Harps Street and Alexander Street. On-site security lighting and parking light luminaires shall be screened as required per the City of San Fernando's development standards so as to avoid off-site glare. As a condition of approval, the City of San Fernando Community Development Department is recommending that the proposed wall mounted light fixtures and those located along the perimeter of the parking area shall be designed to be compatible with the proposed architectural design of the building and to reduce the amount of light or glare. The manufacturer's literature of the proposed light should be submitted to the City of San Fernando Community Development Department's Planning Division for review and approval prior to receiving a building permit for construction. Thus the project's overall design is expected to have a positive aesthetic effect at this location. (See Attachment 1: Mitigation Monitoring Plan)

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**N. CULTURAL RESOURCES. Would the proposal:**

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. Disturb paleontological resources?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Disturb archaeological resources?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Affect historical resources?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Have the potential to cause a physical change, which would affect unique ethnic cultural values? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Restrict existing religious or sacred uses within the potential impact area?                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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(N 1-5) The project site has already been disturbed by the previous demolition of existing buildings and the removal of the identified underground storage tanks. The required relocation of utilities underground and the proposed excavation and construction of new footings for the proposed new buildings.

However, should historical or unique archaeological resources be discovered during the proposed excavation work, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation must be made available. Included as part of the avoidance measures and/or mitigation measures are to require that a qualified professional archeological monitor be present during further on-site demolition, grading, trenching, and/or other excavation on the project site. Any significant archeological deposits or features encountered shall be avoided. Work can continue on other parts of the project site while historical or unique archaeological resource mitigation takes place, pursuant to the provisions established in section 21082 of the Public Resources Code. (CEQA Guidelines, 15064.5, subdivision f; see also Public Resources Code 21083.2, subdivision I)

#### O. RECREATION. Would the proposal:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 1. Increase the demand for neighborhood or regional parks or other recreational facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 2. Affect existing recreational opportunities?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

(O-1 and O-2) For reasons discussed in Section B (Population and Housing) above, the project would have no significant impact on the demand for neighborhood or regional parks or other recreational facilities. No existing recreational opportunities are affected by the project.

#### P. MANDATORY FINDINGS OF SIGNIFICANCE

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of probable future projects.)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- |  | Potentially<br>Significant Impact | Potentially<br>Significant Unless<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>Impact | No Impact                |
|--|-----------------------------------|---|------------------------------------|--------------------------|
| 4. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/>          | <input checked="" type="checkbox"/>                             | <input type="checkbox"/>           | <input type="checkbox"/> |

(P-1 to P-3) The proposed site has no fish or wildlife, endangered plant species or examples of major periods of California history or prehistory. The proposed construction of a two story building on each of the five newly created parcels with on-site surface parking on an existing physically blighted and vacant industrial zoned lot would not have the potential to adversely impact any of the City of San Fernando's long-term environmental goals and/or creative any cumulative adverse impacts to the environment. The proposed project seeks to further the City redevelopment plan goals for Redevelopment Project Area No. 3 that seeks to eliminate physical and economic blight within the project area and encourage further investment opportunities through site consolidation, new construction, and public improvements.

(P-4) It is staff's assessment that the environmental effects identified as part of the Initial Study and the subsequent mitigation measures identified to address these potentially significant environmental effects would reduce the level of these impacts to a level that is less than significant. Therefore, the proposed project would be developed (with mitigation measures incorporated) in such a manner so as to avoid causing any substantial adverse effects on human beings, either directly or indirectly. (See Attachment 1: Mitigation Monitoring Plan)

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**Q. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (STORMWATER). Would the proposal result in:**

- |   |                          |                                     |                          |                                     |
|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| 1. Storm water system discharges from areas for materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage delivery or loading docks or other work areas? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. A significantly environmental harmful increase in the flow or volume of storm water runoff?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| 3. A significantly environmental harmful increase in erosion of the project site or surrounding areas?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Storm water discharges that would significantly impair the beneficial uses of receiving waters or areas that provide water quality benefits (e.g. riparian corridors, wetlands, etc.)?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Harm to the biological integrity of drainage systems and water bodies?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

(Q-1, Q-3 to Q-5) The proposed subdivision and subsequent development of the five newly created parcels with two-story buildings that include a mixture of residential and light industrial land uses and 48 on-site surface parking spaces will not result in adverse storm water system discharges from materials storage, vehicle or equipment fueling or maintenance.

(Q-2) It is staff's assessment that with proper mitigation measures incorporated as part of the proposed construction of

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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five new buildings, the development of on-site surface parking and landscaping, that the project will not create a potential for environmentally harmful increases in the flow of storm water runoff or the erosion of the project site and surrounding areas, and will not result in harm to the biological integrity of drainage systems and water bodies. The project will not significantly impair the beneficial uses of receiving waters or areas that provide water quality benefits. (See Attachment 1: Mitigation Monitoring Plan)

All documents referenced (i.e. General Plan, Zoning and Municipal Ordinance, and Project Plans) in the evaluation are available for review at the City of San Fernando, Community Development Department, 117 Macneil Street, San Fernando, CA 91340. The office hours are Monday through Friday between 8:00 a.m. and 5:00 p.m.

#### REPORT PREPARATION PERSONNEL

Paul Deibel, AICP  
Community Development Director

Fred Ramirez  
Associate Planner

City of San Fernando  
117 Macneil Street  
San Fernando, CA 91340

LEAD AGENCY: City of San Fernando  
Community Development Department  
117 Macneil Street  
(818) 898-1227  
Paul Deibel, AICP, Community Development Director

#### Attachments (6):

1. Mitigation Monitoring Plan
2. Vicinity Map
3. City of San Fernando Public Works Checklist and Building and Safety Checklist
4. July 5, 2002 Environmental Clearance Letter from California Regional Water Quality Control Board
5. Site Plan and Elevations
6. City of San Fernando City Engineer Letter Regarding Traffic Engineering Report for 1321 First Street (*Traffic report available fore review at City Hall, Community Development Department, 117 N. Macneil Street, San Fernando, CA 91340.*)



**ATTACHMENT 1:**

**Mitigation Monitoring Plan**

MITIGATION MEASURE MONITORING PLAN FOR THE SAN FERNANDO METRO PROJECT 1321 FIRST STREET			
Initial Study No.	Project Impact	Mitigation Measure	Responsible Party
		In order to assure consistency with the General Plan Housing Element Goals for providing greater housing opportunities within the City and with the reinvestment goals discussed in the Redevelopment and Housing Implementation Plan for Redevelopment Project Area No. 3, the proposed specific plan will include specific development standards discussing the types of permitted and conditionally permitted uses in order to assure compatibility with on-site residential land uses and the adjoining residential neighborhood. The Community Development Department will verify that the plans submitted for structural plan check provide for architectural and landscaping improvements that were reviewed by the City of San Fernando's Planning Commission and if approved, as reviewed by the City Council and Redevelopment Agency.	City of San Fernando Community Development Department/Planning Division
A-1	Conflict with general plan designation or zoning?	The proposed landscaping plan coupled with the proposed repaving of the driveway and new improvements to the on-site parking area shall be designed in compliance with the City of San Fernando requirements for Stormwater and Urban Runoff Pollution Control, which requires the application of Best Management Practices (BMPs). The project shall comply with the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by the Los Angeles Regional Water Quality Control Board. The proposed redesign of on-site and off-site water utilities including relocation of inlet storm drains, new curb and gutters along Harps Street, Alexander Street, and First Street shall be reviewed and approved by the City of San Fernando City Engineer.	City of San Fernando Public Works Department and City of San Fernando Planning Division
D-1	Changes in absorption rates, drainage patterns, or rate and amount of surface runoff?	As part of the geotechnical report required for the site to determine the potential for differential settling of the site, staff is requesting that if soil contaminants and or any additional underground storage tanks are detected, the applicant would be responsible for obtaining an underground storage tank removal permit from the City of Los Angeles Fire Department, clearance from the Southern California Air Quality Board, and any other local, state, and federal agency having jurisdiction over the environmental clearance of the subject site.	City of San Fernando Public Works Department and City of San Fernando Planning Division
D-8	Impacts to groundwater quality?	The proposed specific plan shall specify permitted and conditionally permitted uses within the project site in order to prohibit those light industrial-type land uses that would have the potential of exposing second floor residents, residents of adjacent residential zoned lots, and employees working on the first floor or each new structure to toxic substances, noxious fumes and odors, dust, or undue noise and vibration.	City of San Fernando Community Development Department/Planning Division
E-2 (Part 1)	Expose sensitive receptors to pollutants?		

Initial Study No.	Project Impact	Mitigation Measure	Responsible Party
E-2 (Part 2)	Expose sensitive receptors to pollutants?	<p>The project applicant shall install air filtration system(s) in each of the newly created buildings in order to mitigate any diminished air quality effects on occupants of the project site. If ACIMs or other contaminants are detected at the site, then abatement would have to be undertaken in compliance with the applicable requirements established by the South Coast Air Quality Management District as well as any other applicable state and federal rules and regulations.</p> <p>The proposed trash enclosures shall comply with the City of San Fernando minimum building dimensions. Also, the proposed trash enclosures shall be designed and located in such a manner so as to minimize exposure of adjacent residential lots to objectionable odors and designed to be compatible with the overall design of the building and include a roof structure and front gate that limit access to the trash enclosure and to reduce the potential for windblown trash to be dispersed throughout the site or on to adjoining residential lots.</p>	City of San Fernando Community Development Department
E-4	Create objectionable odors?	<p>A construction plan shall also be provided to the City of San Fernando establishing specific provisions to minimize the amount of dust created by the proposed construction of five new two-story buildings and any required on-site and off-site improvements (i.e., landscaping, new paving, new curb and gutter, and any required demolition work). The construction plan shall establish specific requirements including: wetting the site at least twice daily during demolition work and during new construction to reduce airborne dust; identify the on-site parking area for construction vehicles, identify the proposed location for the storage of construction material, and specify the proposed operation and use of construction equipment in compliance with noise standards and general construction requirements adopted by the City of San Fernando for residential zoned property. Trash attributed to the proposed construction shall be picked up on a weekly basis. Future use of the project site for mixed use development will also require trash pick up on a weekly basis or additional times during the week if necessary based on the proposed uses' generated demand.</p> <p>The City of Los Angeles Fire Department as part of plan check review shall review and approve the proposed vehicle driveway width to determine adequate emergency access to the site (i.e., a minimum 20 feet wide fire lane, access to all structures to be within 300 feet of an approved fire hydrant, entrances to the rehabilitated structure shall be not more than 140 feet in distance in horizontal travel from the edge of Hubbard Street).</p>	City of Los Angeles Planning Department; City of San Fernando Planning Division
E-2 and E-4	Expose sensitive receptors to pollutants? Inadequate emergency access or access to nearby uses?		City of San Fernando Public Works Department and City of San Fernando Community Development Department
F-3 (Part 1)	Inadequate emergency access or access to nearby uses?		City of Los Angeles Fire Department

Initial Study No.	Project Impact	Mitigation Measure	Responsible Party
F-3 (Part 2)	Inadequate emergency access or access to nearby uses?	The proposed street closure of both Harps Street and Alexander Street shall be redesigned to include a 12 feet wide access way with "mountable curb" and removable bollards, and the new terminus for both Harps Street and Alexander Street shall be the required redesigned as a cul-de-sac that provides the minimum dimensions for emergency vehicle turnaround. The proposed removable bollards shall be reviewed and approved by the Los Angeles City Fire Department and the City of San Fernando City Engineer.	City of Los Angeles Fire Department and City of San Fernando City Engineer
F-4	Insufficient parking capacity on-site or off-site?	As noted in the traffic engineering report prepared by Lin Consulting, Inc., the project provides a surplus of 11 on-site parking spaces and increase the total number of on-street parking spaces of all impacted streets by a total of six. However, staff recommends that the on-site parking plan be redesigned to include two additional on-site handicap parking spaces. Also, the project will require dedication of said portions of land as noted on the plans submitted for approval recommended by staff. Planning Commission review and as noted in the conditions of approval recommended by staff. The proposed dedication of land on the project site and on the land owned by the developer across Harps Street that also has primary street frontage on the same side of First Street is necessary to accommodate the required vehicle back-out spaces and the required minimum dimensions for the proposed pedestrian pathways along Harps Street, First Street, and Alexander Street. The proposed vehicle travel lanes along the impacted public rights of ways (i.e., Harps Street, Alexander Street, and First Street) as well as within the project site will be reviewed and approved by the Los Angeles City Fire Department and the City of San Fernando Public Works Department. The proposed structural plans noting the proposed fire sprinkler system for each building will also be reviewed and approved by the Fire Department and the City of San Fernando Community Development Department Building Division. The required fire sprinklers for each new building shall be designed to the specifications required by the Los Angeles City Fire Department. The increases in noise levels during construction will be mitigated by strict adherence to the City of San Fernando Noise Ordinance regulating construction start time and acceptable noise levels within the subject site. The specific plan will also include text language precluding light industrial-type land uses that would create excessive noise and vibration that would have the potential to impact the enjoyment and use of the on-site second floor residents and of the adjoining residential property owners and/or tenants.	City of San Fernando Community Development Department and Public Works Department
I-2	Possible interference with an emergency response plan or emergency evacuation plan?		City of Los Angeles Fire Department and City of San Fernando Community Development Department Building Division
J-1 and J-2	Increase in existing noise levels? Exposure of people to severe noise levels?		City of San Fernando Community Development Department


Initial Study No.	Project Impact	Mitigation Measure	Responsible Party
K-1	Fire protection?	<p>The proposed construction plans shall be reviewed and approved by the City of Los Angeles Fire Department to assure that the proposed building design complies with applicable City of Los Angeles fire code requirements including but not limited to, adequate water pressure, proper emergency exit lighting and signage, multiple staircases, exterior water pumping system, required minimum access lanes for emergency through access along Harps Street, Alexander Street, and First Street. Also, the Fire Department will review and approve the proposed 12 feet wide mountable curb, cul-de-sac design of the new street terminus on Harps Street and Alexander Street, and the proposed removable bollards.</p> <p>Police services to the project site will be provided by the San Fernando Police Department. In order to address concerns associated with potential security and safety issues the project shall incorporate design guidelines that address security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public spaces to be designed with minimum dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high foot traffic areas, and provisions of security guard patrol throughout the project site if necessary.</p> <p>Stormwater drainage shall be addressed as part of the required grading and drainage plan. Any modifications to the existing drainage patterns due to new non-permeable surfaces (e.g., new walkways, new driveways along Harps Street and Alexander Street) and/or proposed building footprint of each of the five new two-story structures, shall be addressed as part of the grading and drainage plan. All required modifications to the existing curb and gutter along Harps Street, Alexander Street, and First Street associated with the proposed street modification will be designed to avoid any significant impact on storm water drainage in the vicinity. All such improvements shall be subject to review and approval by the City Engineer of the City of San Fernando.</p>	City of Los Angeles Fire Department
K-2	Police Protection?	<p>Stormwater drainage shall be addressed as part of the required grading and drainage plan. Any modifications to the existing drainage patterns due to new non-permeable surfaces (e.g., new walkways, new driveways along Harps Street and Alexander Street) and/or proposed building footprint of each of the five new two-story structures, shall be addressed as part of the grading and drainage plan. All required modifications to the existing curb and gutter along Harps Street, Alexander Street, and First Street associated with the proposed street modification will be designed to avoid any significant impact on storm water drainage in the vicinity. All such improvements shall be subject to review and approval by the City Engineer of the City of San Fernando.</p>	City of San Fernando Police Department and City of San Fernando Community Development Department
L-5	Storm water drainage?	<p>Stormwater drainage shall be addressed as part of the required grading and drainage plan. Any modifications to the existing drainage patterns due to new non-permeable surfaces (e.g., new walkways, new driveways along Harps Street and Alexander Street) and/or proposed building footprint of each of the five new two-story structures, shall be addressed as part of the grading and drainage plan. All required modifications to the existing curb and gutter along Harps Street, Alexander Street, and First Street associated with the proposed street modification will be designed to avoid any significant impact on storm water drainage in the vicinity. All such improvements shall be subject to review and approval by the City Engineer of the City of San Fernando.</p>	City of San Fernando Public Works Department and City of San Fernando Community Development Department

Initial Study No.	Project Impact	Mitigation Measure	Responsible Party
M-2	Have a demonstrable negative aesthetic effect?	<p>The proposed architectural treatment of the five proposed two story buildings shall include the building treatments (i.e., exterior facade and window treatments, cloth awnings, decorative cornice and molding treatment, window articulation, building height and color scheme, etc.) as shown on the plans reviewed and recommended for approval by the Planning Commission. The landscape plan shall show the number, size, and species of trees proposed on-site and off-site landscaping amenities. The proposed landscaping amenities should include street trees along Harps Street, Alexander Street and First Street. The proposed color palette shall comply with the color treatment approved by the City of San Fernando Planning Commission.</p> <p>On-site security lighting and parking light luminaries shall be screened as required per the City of San Fernando development standards so as to avoid off-site glare. All proposed wall mounted lighting, soffit lighting, and lighting for the parking area shall be designed to be compatible with the proposed architectural design of the building and to reduce the amount of glare to adjoining residential lots. The manufacturer's literature of the proposed lights shall be submitted to the City of San Fernando Community Development Department for review and approval prior to receiving a building permit for construction from the City.</p> <p>Compliance with the mitigation measures discussed above and with the conditions of approval recommended by staff and reviewed by the City of San Fernando Planning Commission coupled with any revisions required by the City of San Fernando City Council and Redevelopment Agency as part of their approval shall avoid causing any substantial adverse effects on human beings, either directly or indirectly.</p>	
M-3	Create light or glare?		City of San Fernando Public Works Department and City of San Fernando Community Development Department
P-4 and Q-2	Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?; A significantly environmental harmful increase in the flow or volume of storm water runoff?		City of San Fernando Community Development and City of San Fernando Public Works Department

# PUBLIC WORKS DEPARTMENT

## MEMORANDUM

TO: Frederico Ramirez, Associate Planner

FROM: David Lawrence P.E., City Engineer 

DATE: September 22, 2003

SUBJECT: Traffic Report for 1321 First Street San Fernando Metro

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### **Parking**

Based on the revised traffic study we are in concurrence that the calculations were performed within good engineering tolerances. The trips generated are accurate for the project as described in the information provided by the developer.

### **Circulation**

Based on the information presented in the revised traffic report, Public Works staff is in agreement with the findings of the report and feel that the proposed closures of Harps Street and Alexander Street will have minimal impact to the circulation of the surrounding area. In addition, the angled parking proposed on First Street is not anticipated to have any significant impact to the cross traffic traveling westbound on First Street.

### **Emergency Access**

The proposed layout on Alexander Street is technically acceptable for emergency access; however a cul-de-sac may be more aesthetically pleasing for the community. Harps Street requires a cul-de-sac configuration with 12-foot mountable curbing and should include pavers and removable bollards.

### **Intersection Level of Service**

Based on the information presented in the report, the level of service would not be greatly affected. Therefore, the Public Work Department would not anticipate any mitigation measures being required at this time.



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CITY COUNCIL RESOLUTION NO. 6955  
AND  
REDEVELOPMENT AGENCY RESOLUTION NO. 855

(JOINT RESOLUTION)

A JOINT RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN FERNANDO AND THE REDEVELOPMENT AGENCY OF THE CITY OF SAN FERNANDO, CALIFORNIA, CONDITIONALLY APPROVING SITE PLAN 2002-22, TENTATIVE TRACT MAP 2003-02, INCLUDING THE MODIFICATION OF ALEXANDER STREET, FIRST STREET, AND HARPS STREET, SPECIFIC PLAN 2003-02, ZONE MAP AMENDMENT 2003-02, AND GENERAL PLAN MAP AMENDMENT 2003-02, ADOPTION OF THE MITIGATED NEGATIVE DECLARATION AND FINDING THE PROPOSED TENTATIVE TRACT MAP WITH REQUIRED DEDICATIONS OF PRIVATE PROPERTY AND MODIFICATION OF ALEXANDER STREET, FIRST STREET, AND HARPS STREET, TO BE IN CONFORMANCE WITH THE GENERAL PLAN.

WHEREAS, Aszkenazy Development LLC., hereinafter referred to as "Applicant," has submitted an application for approval of Site Plan 2002-22, approval of Tentative Tract Map 2003-01, Specific Plan 2003-02, Zone Map Amendment 2003-02, and General Plan Map Amendment 2003-02, to create five new parcels from two existing M-1 (Limited Industrial) zoned lots totaling approximately 38,465 square feet and subsequently construct a two-story "live/work" mixed-use building on each of the new lots, with commercial office, studio, workshop and other workplace uses on the first floor and residential uses on the second floor, while providing 48 on-site parking spaces as shown in Exhibit A: Site Plan for said project located at 1321 First Street (the "Project").

WHEREAS, the Project is located within Redevelopment Project Area No. 3 and requires approval of a tentative tract map to create five new parcels and also dedicate portions of private property along First Street and Alexander Street in order to modify First Street, Harps Street and Alexander Street to accommodate 30-degree diagonal and 90-degree parking spaces fronting the proposed Project.

WHEREAS, the Specific Plan 2003-02 and Zone Map Amendment 2003-02 would allow for the development of the site as a mixed-use project that provides for a mixture of compatible commercial, limited industrial, and residential land uses within the project site that is currently zoned M-1 (Limited Industrial) and would hereafter have a new zoning classification of SP-2 (Specific Plan Area No. 2).

WHEREAS, the Project would include General Plan Map Amendment 2003-02, modifying the General Plan Land Use Designation from "IND" (Industrial) to "MU" (Multi-Use) to maintain consistency between the SP-2 zoning classification of the project

site and the general plan land use designation and therefore, allow for the mixture of land uses as proposed under the Specific Plan.

WHEREAS, on October 7, 2003, the Planning Commission held a duly noticed public hearing finding the Project to be in conformance with the General Plan and Redevelopment Plan for Redevelopment Project Area No. 3, and recommending that the City Council and Redevelopment Agency conditionally approve Site Plan 2002-22, Specific Plan 2003-02, and Tentative Tract Map 2003-02, including the dedication of portions of private property along First Street and Alexander Street in order to modify Alexander Street, First Street, and Harps Street to accommodate 30-degree diagonal and 90-degree parking spaces fronting the proposed Project and cul-de-sacs limiting through access to emergency vehicles and pedestrian traffic.

WHEREAS, an environmental assessment was performed for the Project, pursuant to the California Environmental Quality Act ("CEQA") including the proposed Specific Plan, Tentative Tract Map, dedication of private land, and the modification of Alexander Street, First Street, and Harps Street right of ways. The Planning Commission reviewed and recommended to the City Council and Redevelopment Agency approval of the draft Negative Declaration with mitigations measures incorporated ("Mitigated Negative Declaration") on October 7, 2003. The City Council and the Redevelopment Agency duly adopted a Mitigated Negative Declaration on January 20, 2004.

WHEREAS, the Planning Commission's findings, conditional approval and recommendations were memorialized in writing in the form of Planning Commission Resolution 2003-18 on October 7, 2003.

WHEREAS, the City Council and the Redevelopment Agency held a duly noticed joint public hearing on January 20, 2004 to consider Site Plan 2002-22 and Tentative Tract Map 2003-02, including the dedication of private property and the subsequent modifications of Alexander Street, First Street, and Harps Street right of ways adjacent to the Project site.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAN FERNANDO AND THE REDEVELOPMENT AGENCY OF THE CITY OF SAN FERNANDO DO FIND, RESOLVE AND ORDER AS FOLLOWS:

Section 1. The City Council and the Redevelopment Agency find that all of the facts set forth in this Resolution are true and correct.

Section 2. This Project, including the approval of Tentative Tract Map 2003-02 and including the dedication of private property and the subsequent modifications of Alexander Street, First Street, and Harps Street are consistent with the City's general plan, and meet the requirements for on-site and off-site access of emergency vehicles in compliance with the applicable city building and fire codes.

Section 3. On January 20, 2004, the City Council and the Redevelopment Agency held a duly noticed joint public hearing to consider the proposed application for the Project filed by the Applicant. Evidence, both written and oral, was presented at said hearing.

A. Notice of the hearing was given pursuant to San Fernando Municipal Code Section 78-69 and Government Code Section 65090-65091, and ten days' mailed notice of the hearing was given to the Applicant and to all property owners within 500 feet of the Project.

Section 4. Based upon substantial evidence presented to the City Council and the Redevelopment Agency during the January 20, 2004 joint public hearing, including public testimony, written materials, written and oral staff reports and Planning Commission recommendations, the City Council and the Redevelopment Agency hereby find that:

A. In compliance with CEQA, a Mitigated Negative Declaration was prepared for the Project. The documents and other material, which constitute the record on which this decision is based, are located in the Community Development Department of the City of San Fernando ("City") and are in the custody of the Community Development Director.

B. Based on the Initial Study, the Mitigated Negative Declaration, and the record before the City Council and the Redevelopment Agency, the Mitigated Negative Declaration prepared for the Project represents the independent judgment of the City Council and the Redevelopment Agency that there is no substantial evidence that the approval of the Project may have any significant environmental impact.

C. The Mitigated Negative Declaration for the Project is hereby adopted.

Section 5. Based upon substantial evidence presented to the Redevelopment Agency and the City Council during the January 20, 2004 joint public hearing, including public testimony, written materials, written and oral staff reports, and Planning Commission recommendations with regard to Site Plan 2002-22, the Redevelopment Agency and the City Council hereby:

A. Finds that as conditioned, the Site Plan is in conformance with the City's General Plan, will be consistent with the City's Redevelopment Plan for Project Area No. 3, and will advance the goal of promoting compatible building and site design that improves the visual quality and the surrounding area through aesthetically pleasing site planning, building design, landscape architecture and signage.

B. Finds that as conditioned, the Site Plan facilitates the Project, which is consistent with the Redevelopment Plan objectives for Redevelopment Project Area No. 3 that requires all proposed development plans to give consideration to good design, open space and other amenities to enhance the aesthetic quality of the Project area.

C. Finds that as conditioned, the Site Plan is in conformance with the Specific Plan design guidelines and development standards, including set-back, lot coverage, on-site parking, and on-site landscaping requirements, and including approval of tentative tract map and subsequent dedication of private property to accommodate the proposed modifications of public right of way adjacent to the project site along Alexander Street, First Street, and Harps Street by the City Council (Tentative Tract Map 2003-06). The Site Plan as proposed accommodates the required number of on-site parking spaces and through the proposed street redesigns, provides for additional off-site public parking spaces available adjacent to the Project site.

D. Finds that the proposed Site Plan is one of the actions necessary to implement the Project. Because the proposed Site Plan was analyzed as part of the Mitigated Negative Declaration, no separate or additional environmental review is required for the Site Plan.

E. Finds that the Planning Commission held a duly noticed public hearing on October 7, 2003 at which Site Plan 2002-22 was reviewed and recommended for approval by the Redevelopment Agency.

F. The Redevelopment Agency therefore approves Site Plan 2002-22, subject to the design guidelines and development standards noted in Specific Plan 2003-02.

Section 6. Based upon substantial evidence presented to the City Council and the Redevelopment Agency during the January 20, 2004 joint public hearing, including public testimony, written materials, written and oral staff reports and Planning Commission recommendations with regard to the proposed Tentative Tract Map, including the dedication of private property and the subsequent modifications of Alexander Street, First Street, and Harps Street right of ways adjacent to the Project site as illustrated in Tentative Tract Map 2003-02, the City Council hereby:

A. Finds the proposed lot configuration and building location of each of the five newly created parcels and subsequent two-story buildings requires an access easement along the rear portions of each new subject parcel and the dedication of private property along Alexander Street and Harps Street pursuant to San Fernando Municipal Code Section 78-37(1) to facilitate the Project.

B. Finds that as conditioned, the proposed Tentative Tract Map, dedication of private land, and the modification of Alexander Street, First Street, and Harps Street right of ways, are physically suitable for the type of development proposed and will be consistent with the City's General Plan. The proposed Project is compatible with objectives, policies, general land uses and programs specified in the General Plan.

C. Finds that as conditioned, the proposed Tentative Tract Map, dedication of private land, and the modification of Alexander Street, First Street, and Harps Street right of ways, promote the General Plan Land Use Element goal to promote economic viability

of industrial areas within the city, and attracting new commercial activities by providing for “live/work” type land uses on underutilized industrial lots that have the potential to introduce alternative housing and commercial types consistent with the pattern of development being sought within the city’s adjoining civic center and downtown areas.

D. Finds that as conditioned, the proposed Tentative Tract Map, dedication of private land, and the modification of Alexander Street, First Street, and Harps Street right of ways adjacent to the Project site will not adversely affect existing and anticipated development in the vicinity of the Project and will be harmonious with the nature and type of development designated for the Project in the General Plan. The Tentative Tract Map and street modifications are consistent with the City’s zoning designation of the subject site as Specific Plan No. 2 Project Area in that the proposed development would allow for the construction of a two-story “live/work” mixed-use building on each newly created lot, with commercial office, studio, workshop and other workplace uses on the first floor and residential uses on the second floor.

E. Finds that as conditioned, the proposed Tentative Tract Map, dedication of private land, and the modification of Alexander Street, First Street, and Harps Street right of ways will not significantly and adversely interfere with the use and enjoyment of industrial, commercial, and residential properties in the vicinity of the subject property. Any increase in noise levels associated with construction of the proposed development will be mitigated by strict adherence to the City’s Noise Ordinance, regulating construction start time and acceptable noise levels within the adjacent R-3 (Multiple Family) zone.

F. Finds that as conditioned, the proposed Project site is suitable for proposed development in that the newly created parcels ranging in size from approximately 6,025 square feet to approximately 7,852 square feet will be adequate in size and topography to accommodate the proposed two-story buildings that a range in size from approximately 5,025 square feet to approximately 6,444 square feet and includes 48 on-site parking spaces.

G. Finds that the proposed Tentative Tract Map, dedication of private land, and the modification of Alexander Street, First Street, and Harps Street right of ways are consistent with the General Plan Land Use Element goal to maintain an identity that is distinct from the surrounding communities by contributing to the City’s efforts to promote the economic viability of the industrial areas, providing for new housing and commercial types in an area, and assuring the proposed design of site and the cul-de-sacs will allow for a compatible link between the Project site and the industrial, commercial, and residential land uses in the immediate vicinity.

H. Finds that as conditioned, the proposed Tentative Tract Map, dedication of private land, and the modification of Alexander Street, First Street, and Harps Street right of ways, will not be in conflict with any existing public utility easements in that the proposed development will provide for utility upgrades (i.e., sewer, electrical, and water lines) consistent with the applicable city fire and building codes.

I. Finds that as conditioned, the proposed Tentative Tract Map, dedication of private land, and the modification of Alexander Street, First Street, and Harps Street right of ways, will not create any adverse traffic impact, traffic safety hazards, pedestrian-vehicle conflicts, or pedestrian safety hazards and will not be detrimental to the public health, safety or general welfare.

J. Finds that as conditioned, the proposed Project, including the approval of the Tentative Tract Map, dedication of private land, and the modification of Alexander Street, First Street, and Harps Street right of ways will not have significant impacts on the current roadway capacity for the streets surrounding the Project site, including Alexander Street, First Street, Harps Street, Second Street, Hagar Street, and Harding Avenue. A traffic report on the Project, commissioned by the City, entitled a "Traffic Impact Study Report: San Fernando Metro Project," ("Traffic Report"), was prepared by a consultant for the City to assess the vehicle circulation and parking impacts associated with the development of the Project. The Traffic Report concluded that the proposed site layout in conjunction with the proposed dedication of private land and the modification of First Street to accommodate diagonal parking stalls, and the closure of Alexander Street and Harps Street to through vehicle traffic by the construction of cul-de-sacs, would not result in any significant traffic impacts to the Project site and/or to the adjoining industrial, commercial, and residential properties.

K. Finds that as conditioned, the Project, including the proposed Tentative Tract Map, dedication of private land, and the modification of Alexander Street, First Street, and Harps Street right of ways, will not adversely impact traffic circulation patterns in the immediate area surrounding the Project site and that the "Level of Service" within the six key intersections in the immediate vicinity of the Project site would not change significantly during either the AM peak or PM peak usage periods in the future (maintaining of a Level of Service of B or better), based on the projected traffic volumes for the Project.

L. Finds that the proposed Tentative Tract Map, dedication of private land, and the modification of Alexander Street, First Street, and Harps Street right of ways, promotes a primary goal of the Circulation Element to provide an efficient street system, which allows maximum accessibility, while providing maximum safety and economy of movement. The proposed construction of cul-de-sacs on Alexander Street and Harps Street and the subsequent closure of these streets to through vehicle access (excluding emergency service vehicles), is compatible with the designation of these streets in the Circulation Element of the General Plan as local access streets. The purpose of such local streets is to provide direct access to individual parcels and is not designed for through traffic, which would be maintained by the existing grid pattern design of the surrounding residential streets.

M. Finds that as conditioned, the Project, including a Tentative Tract Map, dedication of private land, and the modification of Alexander Street, First Street, and Harps Street right of ways that include the construction of new landscaped cul-de-sacs

and sidewalks, will allow for adequate and continued pedestrian access to and through the area.

N. Finds that the proposed Tentative Tract Map, dedication of private land, and the modification of Alexander Street, First Street, and Harps Street right of ways will not have any negative impact on city parking facilities in the surrounding area and the proposed street modifications will allow for sufficient off-site public parking to accommodate future demand for the area in the immediate vicinity of the Project. The proposed Project, including the proposed Tentative Parcel Map and street modifications, satisfies on-site parking requirements for the Project as established by Specific Plan 2003-02.

O. Finds that the proposed Tentative Tract Map, dedication of private land, and the modification of Alexander Street, First Street, and Harps Street right of ways are consistent with the General Plan.

P. Finds that the approval of the Tentative Tract Map, dedication of private land, and the modification of Alexander Street, First Street, and Harps Street right of ways are actions necessary to implement the Project. Because the proposed Tentative Tract Map, dedication of private land, and the modification of Alexander Street, First Street, and Harps Street right of ways were analyzed as a part of the Negative Declaration, no separate or additional environmental review is required for the Tentative Tract Map, dedication of private land, and the modification of Alexander Street, First Street, and Harps Street right of ways.

Q. Approves Tentative Tract Map 2003-02, dedication of private land, and the modification of Alexander Street, First Street, and Harps Street right of ways, subject to the design guidelines and development standards noted within Specific Plan 2003-02.

Section 7. Based upon substantial evidence presented to the City Council and the Redevelopment Agency during the January 20, 2004 joint public hearing, including public testimony, written materials, written and oral staff reports and Planning Commission recommendations with regard to the proposed Specific Plan No. 2, to construct five two-story buildings that are designed to accommodate certain types of industrial, commercial, and residential land uses in the same structure as part of a "live/work" development in a manner compatible with the adjacent industrial, commercial, and residential properties in the immediate vicinity of the Project site by: (a) providing for alternative housing types for all economic segments of the community; (b) implementing the City's goal of enhancing the Project site's physical appearance and its economic viability in general; (c) and, removing existing blighting conditions that exist along First Street in particular as illustrated in Specific Plan 2003-02, the City Council hereby:

A. Finds that the Specific Plan complies with the requirements of the California Government Sections 65451(b) through 6451(c).

B. Finds that the Specific Plan contains diagrams and text that illustrates the proposed subdivision and subsequent “live/work” development as well as proposed dedication of private land, and the street right of way improvements required along Alexander Street, First Street, and Harps Street.

C. Finds that the Specific Plan contains component plans and textual references for the provisions of street, sewer, water, solid waste and other applicable infrastructure improvements to be undertaken by the Applicant to support the proposed Project.

D. Finds that the Specific Plan standards and guidelines by which the proposed development will proceed including specific provisions establishing the land use distribution, permitted uses, on-site parking facilities, landscaping requirements, and architectural improvements, minimum requirements for the construction of the five two-story buildings and subsequent use of said structures for permitted and/or conditionally permitted industrial, commercial, and residential land uses in compliance with applicable City of San Fernando zoning, building, and fire codes.

E. Finds that the Specific Plan contains implementation measures, phasing plans, infrastructure plans, and identifies financing mechanisms/opportunities that will enable the City of San Fernando to ensure that the Project will be completed in compliance with the plans submitted for Planning Commission review and subsequent review and approval by the City Council and Redevelopment Agency.

F. Finds that the Specific Plan contains a detailed discussion of the Project’s conformance with the adopted General Plan, including consistency with the goals, policies of the Land Use Element, Housing Element, and Circulation Element.

G. Finds that the Specific Plan allows for Project’s development of mixed use development that provides for compatible industrial, commercial, and residential land uses to be located within each of the five newly created two-story structures are consistent with the General Plan on the Project site that is adequate in size shape, topography and location to accommodate the proposed “live/work” type land uses.

H. Finds the proposed lot configuration and building location of each of the five newly created parcels and subsequent two-story buildings requires an access easement along the rear portions of each new subject parcel and the dedication of private property along Alexander Street and Harps Street pursuant to San Fernando Municipal Code Section 78-37(1) to facilitate the Project.

Section 8. Based upon substantial evidence presented to the City Council and the Redevelopment Agency during the January 20, 2004 joint public hearing, including public testimony, written materials, written and oral staff reports and Planning Commission recommendations with regard to the proposed Zone Map Amendment 2003-02, which allows for the existing zoning classification to change from the existing M-1



(Light Industrial) to the proposed SP-2 (Specific Plan Area No. 2), the City Council hereby:

A. Finds that changing the designation of the Project site on the City's zoning map from M-1 (Limited Industrial) to SP-2 (Specific Plan Area No. 2) is consistent with the goals, objectives, policies, general plan land uses and programs of the City of San Fernando General Plan in that the proposed zoning map amendment would be consistent with the Specific Plan for the Project and the existing Redevelopment Plan for Redevelopment Project Area No. 3; and

B. The adoption of the proposed map amendment would not be detrimental to the public interest, health, safety, convenience or welfare in that the new zoning classification would include specific development standards and design guidelines as part of the Specific Plan that would ensure that the Project is compatible with surrounding industrial, commercial, and residential land uses.

Section 9. Based upon substantial evidence presented to the City Council and the Redevelopment Agency during the January 20, 2004 joint public hearing, including public testimony, written materials, written and oral staff reports and Planning Commission recommendations with regard to the proposed General Plan Map Amendment 2003-02, modifying the General Plan Land Use Designation from "IND" (Industrial) to "MU" (Multi-Use) to maintain consistency between the Specific Plan zoning classification of the project site and the general plan land use designation, the City Council hereby:

A. Finds that changing the General Plan Land Use Designation from "IND" (Industrial) to "MU" (Multi-Use) will permit for the development of compatible industrial, commercial, and residential land uses as part of the "live/work" development required for the Project.

B. Finds that granting of the General Plan Amendment would revise the General Plan land use designation to provide for consistency between the Specific Plan and the General Plan.

C. Finds that changing the land use designation of the project site to MU (Multi-Use) will not adversely impact or be detrimental to the HDR (High Density Residential), IND (Industrial), COM (Commercial) land uses located in the immediate vicinity of the Project site.

Section 10. The conditions set forth in this resolution shall run with the land and shall remain in force for the duration of the life of the Project.

Section 11. This is a joint resolution of the City Council and the Redevelopment Agency of the City of San Fernando, California: (i) approving Site Plan 2002-22, Specific Plan 2003-02, Zone Map Amendment 2003-02, General Plan Map Amendment 2003-02, and Tentative Tract Map 2003-02, including the dedication of

private land and the modification of Alexander Street, First Street, and Harps Street right of ways; (ii) adopting a Negative Declaration; (iii) finding the Specific Plan, Zone Map Amendment, General Plan Map Amendment, and Tentative Parcel Map, including the dedication of private land and the modification of Alexander Street, First Street, and Harps Street right of ways, to be in conformance with the General Plan; (iv) and, this Resolution shall not become effective until the Applicant presents to the City the signed conditions of approval as required by Exhibit "B", signed by the Applicant and satisfactory to the City Attorney.

Section 12. The City Council and the Redevelopment Agency hereby direct the City to cause a certified copy of this resolution, attested by the City Clerk under seal, to be recorded in the Office of the Recorder of the County of Los Angeles.

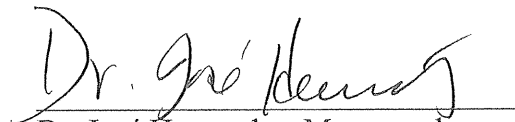
PASSED, APPROVED AND ADOPTED this 20<sup>th</sup> day of January 2004, by the following vote:

AYES: Hernández, De La Torre, Ruelas, Martinez, Veres - 5


NOES: None

ABSTAIN: None

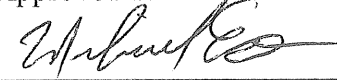
BY:

  
Dr. José Hernández, Mayor and  
Agency Chairperson  
City of San Fernando, California

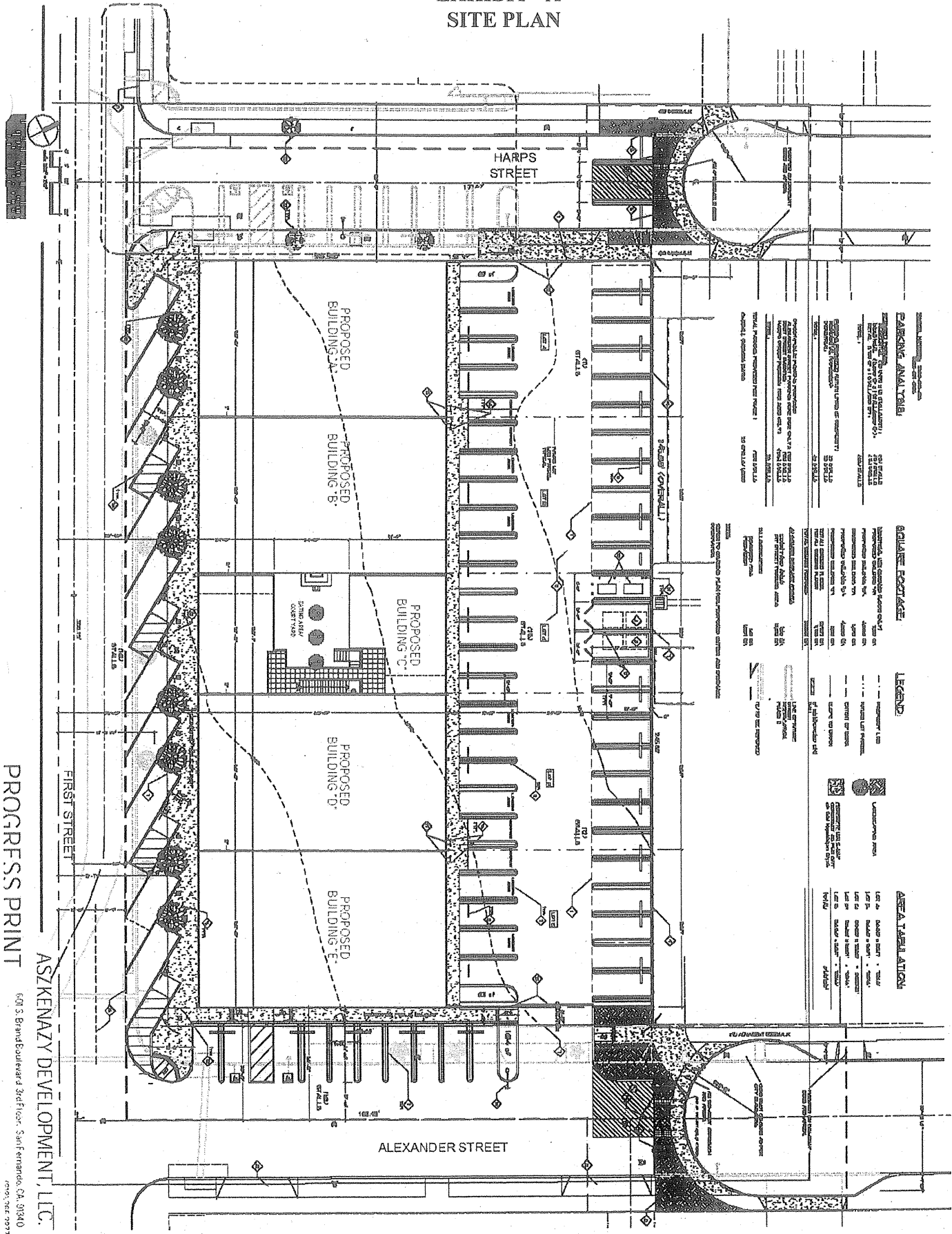
ATTEST:

  
Elena G. Chávez, City Clerk

Approved as to form:

  
Michael Estrada  
City Attorney

# EXHIBIT "A" SITE PLAN



### PARKING ANALYSIS

EXISTING PARKING: 10 SPACES (1000 SQ. FT.)

PROPOSED PARKING: 10 SPACES (1000 SQ. FT.)

TOTAL PARKING: 20 SPACES (2000 SQ. FT.)

PROPOSED PARKING: 10 SPACES (1000 SQ. FT.)

TOTAL PARKING: 20 SPACES (2000 SQ. FT.)

### SQUARE FOOTAGE

PROPOSED BUILDING A: 10,000 SQ. FT.

PROPOSED BUILDING B: 5,000 SQ. FT.

PROPOSED BUILDING C: 15,000 SQ. FT.

PROPOSED BUILDING D: 10,000 SQ. FT.

PROPOSED BUILDING E: 5,000 SQ. FT.

TOTAL PROPOSED: 45,000 SQ. FT.

### LEGEND

PROPOSED BUILDING A

PROPOSED BUILDING B

PROPOSED BUILDING C

PROPOSED BUILDING D

PROPOSED BUILDING E

PROPOSED PARKING

PROPOSED LANDSCAPING

PROPOSED STREET

### AREA TAILORING

PROPOSED BUILDING A

PROPOSED BUILDING B

PROPOSED BUILDING C

PROPOSED BUILDING D

PROPOSED BUILDING E

PROPOSED PARKING

PROPOSED LANDSCAPING

PROPOSED STREET

PROGRESS PRINT

ASZKENAZY DEVELOPMENT, LLC.

603 S Brand Boulevard 3rd Floor, San Fernando, CA 91340

(760) 762 7273

SAN FERNANDO METRO CENTER  
1321 First Street San Fernando, California

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### NOTES

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DATE: 11/11/11

BY: [Signature]

FOR: [Signature]

**EXHIBIT "B"**  
**CONDITIONS OF APPROVAL**

**PROJECT NO.** : **Site Plan Review 2002-22, Specific Plan 2003-02, Tentative Tract Map 2003-02, Zoning Map Amendment 2003-02, and General Plan Map Amendment 2003-02.**

**PROJECT ADDRESS** : 1321 First Street

**PROJECT DESCRIPTION** : The proposed project entails a request for a general plan map amendment, a zoning map amendment, a specific plan and a tentative tract map. The project would create five lots from two existing M-1 (Limited Industrial) zoned parcels totaling approximately 38,465 square feet. The project would also entail the construction of a two-story "live/work" mixed-use building on each newly created lot, with commercial office, studio, workshop and other workplace uses on the first floor and residential uses on the second floor. The project would provide 48 on-site parking spaces. The project also proposes to modify First Street, Harps Street and Alexander Street to provide additional on-street public parking fronting the proposed project. The project site is located within Redevelopment Project Area No. 3 requiring Redevelopment Agency approval.

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The following conditions shall be made a part of the approval of the project, and shall be complied within their entirety:

1. The proposed development of five two-story buildings that a range in size from approximately 5,025 square feet to approximately 6,444 square feet, which will be constructed on the five newly created parcels ranging in size from approximately 6,025 square feet to approximately 7,852 square feet shall be developed and maintained in substantial compliance with the site plan, floor plan, elevation drawings, etc. (dated January 20, 2004), except as modified to comply with these Conditions of Approval and with the development standards specified within Specific Plan 2003-02.
2. The architectural treatment of each newly developed building façade shall be designed to visually express the first floor single tenant or multi-tenant occupancy of each building. The design will also allow for a diversity of architectural treatments that visually express the individuality of each building, while at the same time providing for architectural elements that unify the Project site. The building elevations and illustrations included in the Specific Plan are conceptual, and shall be modified/revised as necessary to achieve the foregoing design objective. These revisions/modifications shall be included within the

final construction drawings submitted for structural plan check application. All proposed treatments shall be reviewed and approved by the Community Development Director prior to structural plan check submittal.

3. The building plan check application shall include specific construction details regarding the physical improvements that are proposed as part of the street modifications for Alexander Street, First Street, and Harps Street (including the two new cul-de-sacs and public right of improvements adjacent to southerly, easterly, and westerly property lines of the Project site).
4. The color scheme for each of the new two-story structures shall provide for a consistent color treatment/palette along each building's façades that are visible to adjoining properties and/or from any public right of way. The color scheme for each new building shall be reviewed and approved by the Community Development Director.
5. The applicant shall install wall mounted and/or freestanding light fixtures around the perimeter of the proposed buildings and within or along the perimeter of the proposed parking area to provide adequate security lighting for vehicles and pedestrians using the project site. All proposed light fixtures, wall mounting or freestanding, shall be designed in a manner that is consistent with the overall design of the proposed commercial structures. Decorative night lighting shall be incorporated into the building's design. The Community Development Department shall review all proposed light fixture specifications and approve all proposed light fixtures prior to the issuance of a building permit.
6. Any transformers and/or junction boxes required to provide electrical service for the building shall be located in underground vaults.
7. All roof mounted mechanical equipment shall be strategically located and properly screened by the proposed parapet wall so as to not detract from the architectural style of the proposed commercial building.
8. All signs proposed for each of the five new two-story buildings shall be reviewed and approved by the Community Development Department as part of a Sign Schedule Program for the subject site. The purpose of the sign schedule is to allow for a more uniform overall design style of future signs that are compatible with the proposed building's architectural style and that can be used as a template for future rehabilitation of the existing commercial signs located on the property.
9. The applicant shall comply with the requirements from the Public Works Department as listed in the "Public Works Department Development/Improvement Review Checklist". Also, any revisions required to the proposed site plan that impact public infrastructure (i.e., relocation and/or reconstruction of public utilities and right of way improvements to

Alexander Street, First Street, and Harps Street) as part of the City Council and Redevelopment Agency review and approval of the Specific Plan, Site Plan, and Tentative Tract Map shall be reviewed by the Public Works Department and included as part of the revised conditions of approval prior to the plan check review process.

10. A demolition permit shall be obtained from the Building and Safety Supervisor to remove the existing structure and facilities. The demolition shall comply with all applicable building and safety code requirements and clearance shall be obtained from the Air Quality Management District ("AQMD") prior to demolition.
11. The proposed tentative tract map and subsequent final tract map shall be reviewed and approved by the City Engineer prior to the issuance of a building permit.
12. A construction plan shall be submitted as part of plan check review to be reviewed and approved by the Public Works Department and the Building and Safety Supervisor. The construction plan shall note the location of all on-site utility facilities as well as trash containers, construction vehicle parking and the staging area for debris removal and drop off of materials. Construction hours shall comply with the current San Fernando Municipal Code Standards for construction in commercial zones.
13. The required placement underground and relocation of utilities and shall be reviewed and approved by the Public Works Department prior to building permit issuance.
14. Any proposed perimeter walls shall have an exterior finish and color that is consistent with the proposed building treatment. The final design of any proposed wall and/or fence shall be submitted as part of the structural plan check review process.
15. All proposed landscape planters within the parking area shall provide a six inch by inch curb. All off-site landscape along the adjoining public parkway and within the two newly created cul-de-sacs on Alexander Street and Harps Street shall be reviewed and approved by the City Engineer.
16. A landscape and irrigation plan shall be submitted to the Community Development Department for review and approval prior to installation and planting. The landscape plan shall be in substantial compliance with the total landscape area noted on the approved site plan submitted and approved at the January 20, 2004 Joint Meeting of the City Council and Redevelopment Agency, including but not limited to the proposed on-site and off-site landscaping treatments (i.e. planters and tree wells).
17. Landscaping on the site shall be installed and maintained in a manner consistent with the approved landscape plan that will include shade trees within the designated tree wells located around the perimeter of the project site. All proposed tree wells and landscaping planters shall be shown as part of the landscape plan for the subject property and

approved by the Community Development Department. All landscaped areas shall be serviced by an irrigation system and be maintained in a manner consistent with the approved landscape plan.

18. Outdoor trash storage areas shall be screened from public view by a six-foot tall block wall and fence structure facing any public right of way. The block wall shall have a finished appearance that is in keeping with the overall design of the main commercial building that will be developed on site.
19. The trash shall be removed on at least a weekly basis, and no trash shall be visible from the public right of way or obstruct the proposed parking structures adjacent to the trash enclosure at any time.
20. All proposed parking spaces shall be double striped and wheel stops shall be incorporated into the proposed design unless otherwise approved by the Community Development Department. Parking or storage of vehicles within buildings is expressly prohibited unless the subject building is modified in compliance with City's applicable building and fire codes and the final design modifications are reviewed and approved by the Community Development Director.
21. Pick-up and drop-off of products for on-site businesses is limited to the hours of 7:00 AM to 8:00 PM. Pick-up and drop-off outside of the designated hours is permitted on an intermittent basis. However, all proposed business and residential activity shall comply with the applicable City noise standards for residential zoned property. The proposed street signage plan required as part of the street modifications of Alexander Street, First Street, and Harps Street shall be reviewed and approved by the Public Works Department.
22. All requirements of the National Pollutant Discharge Elimination System (NPDES) shall be complied with and an NPDES permit shall be obtained prior to any occupation or use of the site.
23. All buildings will be fully-equipped with an automatic fire sprinkler system.
24. Conditions, Covenants, and Restrictions (CC&Rs) governing the use of common-access areas and facilities shall be reviewed and approved by the City Attorney and shall be in place prior to final subdivision approval.
25. The applicant shall comply with all requirements of applicable federal, state, or local law, ordinance, or regulation including any applicable City provisions regarding trip reduction and travel demand measures.
26. Graffiti Removal and Deterrence - The owners and all successors shall comply with the

graffiti removal and deterrence requirements of the San Fernando Building Code.

27. Any modification to the proposed Site Plan Review 2002-22, Specific Plan 2003-02, Tentative Tract Map 2003-02, Zoning Map Amendment 2003-02, and General Plan Map Amendment 2003-02, including the attached Conditions of Approval shall require review and approval by the City's Redevelopment Agency pursuant to San Fernando Municipal Section 106-141.
28. Within thirty (30) days of approval of the Site Plan Review 2002-22, Specific Plan 2003-02, Tentative Tract Map 2003-02, Zoning Map Amendment 2003-02, and General Plan Map Amendment 2003-02 by the City of San Fernando City Council and Redevelopment Agency, the applicant shall certify his or her acceptance of the conditions of approval or modifications thereto by signing a statement that he or she accepts and shall be bound by all of the conditions.
29. The Site Plan Review 2002-22, Specific Plan 2003-02, Tentative Tract Map 2003-02, Zoning Map Amendment 2003-02, and General Plan Map Amendment 2003-02 application shall become null and void unless exercised within six (6) months of final approval or such additional time as may be granted pursuant to the San Fernando Municipal Code, upon receipt of a written request for an extension received prior to such expiration date, and shall not become effective until a ten (10) day appeal period has elapsed. The appeal period begins after approval is given.
30. The proposed project shall be constructed as a condition of approval of the Tentative Tract Map; i.e., the project shall be constructed prior to approval and recordation of the Final Tract Map.
31. The Project's construction and future operation shall comply with all the mitigation measures reviewed and approved by the City Council and Redevelopment Agency as part of their certification of the Mitigated Negative Declaration on January 20, 2004.

**I have read and understand the above conditions of the Site Plan Review 2002-22, Specific Plan 2003-02, Tentative Tract Map 2003-02, Zoning Map Amendment 2003-02, and General Plan Map Amendment 2003-02 and agree to meet all conditions.**

Date

6/11/04

Property Owner/Agent, Aszkenazy Development, LLC